



**Planning Committee**

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

**Wednesday, May 23, 2012  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**PLN-7**      *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, May 8, 2012.*



NEXT COMMITTEE MEETING DATE

Tuesday, June 5, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **AGRICULTURAL ADVISORY COMMITTEE 2011 ANNUAL REPORT AND 2012 WORK PROGRAM**  
(File Ref. No.) (REDMS No. 3517976)

**PLN-9**

See Page **PLN-9** for full report

*Designated Speakers: Terry Crowe and Kevin Eng*

STAFF RECOMMENDATION

*That the 2012 Agricultural Advisory Committee work program be approved.*



2.    **APPLICATION BY KAIMAN ENTERPRISES CO. LTD. FOR REZONING AT 22560, 22600 AND 22620 GILLEY ROAD FROM SINGLE DETACHED (RS1/B) TO TOWN HOUSING (ZT11) – HAMILTON**

(File Ref. No. 12-8060-20-8750, **RZ 06-344606**) (REDMS No. 3519618)

**PLN-17**

See Page **PLN-17** for full report

*Designated Speaker: Brian J. Jackson*

**STAFF RECOMMENDATION**

*That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from “Single Detached (RS1/B)” to “Town Housing (ZT11) - Hamilton”, be referred to the June 18, 2012 Public Hearing.*



3.    **SUPPLEMENTAL REPORT: APPLICATION BY WESTERN MAPLE LANE HOLDINGS LTD. FOR REZONING AT 9160 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM3)**

(File Ref. No. 12-8060-20-8769, **RZ 10-516267**) (REDMS No. 3502618)

**PLN-55**

See Page **PLN-55** for full report

*Designated Speakers: Brian J. Jackson*

**STAFF RECOMMENDATION**

- (1)    *That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from “Single Detached (RS1/E)” to “Medium Density Townhouses (RTM3)”, be forwarded to Public Hearing, to be held on Monday, June 18, 2012; and*
- (2)    *That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14 of the Report to Committee dated June 17, 2011.*



4.    **APPLICATION BY AMRIT MAHARAJ FOR REZONING AT 4820 GARRY STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-8825, **RZ 11-582830**) (REDMS No.3374326)

**PLN-159**

See Page **PLN-159** for full report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

*That Bylaw No. 8825, for the rezoning of 4820 Garry Street from “Single Detached (RS1/E)” to “Single Detached (RS2/A)”, be introduced and given first reading.*



5. **APPLICATION BY CITY OF RICHMOND FOR REZONING AT 23591 WESTMINSTER HWY. FROM SINGLE DETACHED (RS1/F) TO SCHOOL & INSTITUTIONAL USE (SI)**

(File Ref. No. 12-8060-20-8880/8881, **RZ 12-601319**) (REDMS No. 3482714)

PLN-171

See Page PLN-171 for full report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8880 to amend the Official Community Plan Bylaw No. 7100, by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) for 23591 Westminster Hwy. and by designating it “Community Facilities”, be introduced and given first reading;*
- (2) *That Bylaw No. 8880, having been considered in conjunction with:*
  - (a) *the City’s Financial Plan and Capital Program;*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8880, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8881, for the rezoning of 23591 Westminster Hwy. from “Single Detached (RS1/F)” to “School & Institutional Use (SI)” be introduced and given first reading.*



6. **CITY CENTRE AREA PLAN (CCAP) TEXT AMENDMENTS: DENSITY CALCULATION CLARIFICATION FOR MINOR STREETS, LANES, MEWS, PARKS, AND OPEN SPACES NOT IDENTIFIED IN RICHMOND'S DEVELOPMENT COST CHARGE (DCC) PROGRAM**

(File Ref. No. 12-8060-20-8888, 08-4045-20-10/2012-Vol 01) (REDMS No. 3517757)

PLN-201

See Page PLN-201 for full report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw No. 8888, which amends Official Community Plan Bylaw No. 7100 by making text amendments to Schedule 2.10 (City Centre Area Plan) to clarify the intent of the Plan in respect to lands voluntarily dedicated or otherwise transferred to the City by developers for use as “minor streets” (i.e., as designated under the Plan), lanes, mews, parks, and open spaces not identified in the Development Cost Charge (DCC) program for land acquisition purposes, and make clear that the City may, in its discretion on a project-by-project basis, include such lands in the calculation of “net development site” for the purpose of determining the maximum permitted floor area, be introduced and given first reading.*
- (2) *That Bylaw No. 8888, having been considered in conjunction with:*
  - (a) *the City’s Financial Plan and Capital Program;*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; and*
- (3) *That Bylaw No. 8888, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.*



7. **APPLICATION BY AVION HOMES LTD. FOR REZONING AT 7431 FRANCIS ROAD FROM ASSEMBLY (ASY) TO SINGLE DETACHED (RS2/E)**

(File Ref. No. 12-8060-20-8900/8901, RZ 11-596457) (REDMS No. 3518170)

PLN-211

See Page PLN-211 for full report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw No. 8900, to redesignate 7431 Francis Road:*



(a) *from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Generalized Land Use Map); and*

(b) *from "Community Institutional" to "Low-Density Residential" in Attachment 2 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Specific Land Use Map);*

*be introduced and given first reading;*

(2) *That Bylaw No. 8900, having been considered in conjunction with:*

(a) *the City's Financial Plan and Capital Program; and*

(b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

*is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*

(3) *That Bylaw No. 8900, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*

(4) *That Bylaw No. 8901, for the rezoning of 7431 Francis Road from "Assembly (ASY)" to "Single Detached (RS2/E)", be introduced and given first reading.*



8. **APPLICATION BY TIMOTHY TSE FOR REZONING AT 7840 BENNETT ROAD FROM SINGLE DETACHED (RS1/E) TO INFILL RESIDENTIAL (RI2)**

(File Ref. No.: 12-8060-20-8902, **RZ 09-496145**) (REDMS No. 3496755)

**PLN-227**

See Page PLN-227 for full report

*Designated Speaker: Brian J. Jackson*

**STAFF RECOMMENDATION**

*That Bylaw No. 8902, for the rezoning of 7840 Bennett Road from "Single Detached (RS1/E)" to "Infill Residential (RI2)", be introduced and given first reading.*



9.    **APPLICATION BY VIRDI PACIFIC HOLDINGS LTD. FOR A ZONING TEXT AMENDMENT TO THE LIGHT INDUSTRIAL (IL) ZONING DISTRICT AT 16540 RIVER ROAD**  
(File Ref. No.: 12-8060-20-8908, ZT 12-610945) (REDMS No. 3527767)

**PLN-249**

See Page **PLN-249** for full report

*Designated Speaker: Brian J. Jackson*

**STAFF RECOMMENDATION**

*That Bylaw No. 8908, to amend the “Light Industrial (IL)” zoning district, be introduced and given first reading.*



10. **TELECOMMUNICATION ANTENNAS: AMENDMENTS TO ZONING BYLAW 8500 AND DEVELOPMENT APPLICATION FEES BYLAW 7984**

(File Ref. No.: 08-4040-01) (REDMS No. 3522269)

**PLN-263**

See Page **PLN-263** for full report

*Designated Speaker: Brian J. Jackson*

**STAFF RECOMMENDATION**

- (1) *That the proposed “Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8904,” concerning maximum heights for telecommunications antennas, be introduced and given first reading; and*
- (2) *That the proposed “Development Applications Fees Bylaw 7984, Amendment Bylaw 8905,” concerning fees for Telecommunications Antenna Consultation and Siting Protocol applications, be introduced and given first, second and third readings.*



11. **MANAGER’S REPORT**

**ADJOURNMENT**





## Planning Committee

Date: Tuesday, May 8, 2012

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Evelina Halsey-Brandt, Vice-Chair  
Councillor Chak Au  
Councillor Harold Steves  
Mayor Malcolm Brodie

Absent: Councillor Linda Barnes

Also Present: Councillor Chak Au  
Councillor Derek Dang  
Councillor Ken Johnston  
Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:03 p.m.

## MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Tuesday, April 17, 2012, be adopted as circulated.*

**CARRIED**

## NEXT COMMITTEE MEETING DATE

Wednesday, May 23, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

## PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY XI CHEN (CHEN DESIGN STUDIO) FOR REZONING AT 6471 BLUNDELL ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**  
(File Ref. No. 12-8060-20-8893, RZ 12-600991) (REDMS No. 3504576)

## Planning Committee

Tuesday, May 8, 2012

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It was moved and seconded

*That Bylaw No. 8893, for the rezoning of 6471 Blundell Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.*

**CARRIED**

2. **APPLICATION BY KHALID HASAN FOR REZONING AT 11340 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-8895, RZ 10-522194) (REDMS No. 3508396)

It was moved and seconded

*That Bylaw No. 8895, for the rezoning of 11340 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.*

**CARRIED**

3. **MANAGER'S REPORT**

No Manager's reports were given.

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (4:05 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, May 8, 2012.

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Councillor Bill McNulty  
Chair

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Sheila Johnston  
Committee Clerk



## City of Richmond

## Report to Committee

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**To:** Planning Committee **Date:** April 24, 2012

**From:** Brian J. Jackson  
Acting General Manager, Planning & Development **File:**

**Re:** AGRICULTURAL ADVISORY COMMITTEE 2011 ANNUAL REPORT AND  
2012 WORK PROGRAM

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### Staff Recommendation

That the 2012 Agricultural Advisory Committee work program be approved.

Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development

Att.

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER 		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

## Staff Report

### Origin

The Richmond Agricultural Advisory Committee (AAC) was established in 2003 upon completion of the Richmond Agricultural Viability Strategy (RAVS). A primary role of the AAC is to provide advice from an agricultural perspective to Council, City staff and other stakeholders on a range of issues and projects that impact agricultural activities in Richmond and to help implement recommendations contained in the RAVS.

This report summarizes the activities of the AAC in 2011 and recommends a 2012 work plan for Council consideration and approval.

### Summary of 2011 Annual Report and Proposed 2012 Work Program

#### 2011 Annual Report

Highlights of AAC activities in 2011 is summarized as follows (refer to **Attachment 1** for a detailed summary):

- Reviewed and provided comments on a variety of development proposals in and adjacent to the Agricultural Land Reserve (ALR) relating to buffering developments (residential and industrial) adjacent to agricultural areas, proposed soil fill operations and other ALR applications related to non-farm uses and minor ALR exclusions.
- Received updates from staff on various policy planning initiatives and provided feedback when necessary (i.e., 2041 OCP Update, Richmond Agricultural Viability Strategy Update).
- Provided feedback on documents and initiatives being undertaken by the Ministry of Agriculture and Lands and Metro Vancouver along with regulations being implemented that impact agricultural areas and/or activities.
- Received regular updates on major projects within the ALR and other infrastructure works related to improving agricultural viability throughout the City.

#### Proposed AAC 2012 Work Program

Highlights of the AAC 2012 Work Program is summarized as follows (refer to **Attachment 2** for a summary):

- Review and comment on development proposals in and adjacent to the ALR, forwarded to the AAC by City staff.
- Organize and host a Farm Tour in early fall 2012 to highlight agricultural related projects, initiatives and issues in Richmond with the objective of promoting agricultural awareness and education.
- Continue to provide feedback for ongoing policy initiatives (i.e., 2041 OCP Update; Richmond Agricultural Viability Strategy Update) and any new agricultural policy works that arise.
- Comment and receive regular updates on major projects and operational issues that enhance agricultural viability (i.e., drainage/irrigation) or impact use of agricultural land (i.e., road improvement projects).

AAC Review of the Richmond Agricultural Viability Strategy

Through the 2041 OCP Update, the AAC undertook a comprehensive review of the Richmond Agricultural Viability Strategy (RAVS), including the Strategy's 64 recommendations through 2011 and early 2012. The reason for the review was that it has been nine years since Council approved the RAVS in 2003 and it is important for the AAC to review progress and examine existing recommendations in the Strategy and their priority moving forward and ensure coordination with the 2041 OCP update. A consolidated list of comments and feedback to update the RAVS has been agreed to by the AAC. Staff are currently working to update the RAVS and anticipate a report will be forwarded to Council for consideration by July 2012.

**Financial Impact**

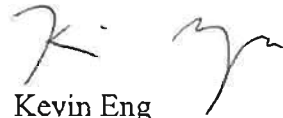
None.

**Conclusion**

The 2011 Annual Report for the AAC is submitted for information purposes and a work program for 2012 is recommended for approval.



Terry Crowe  
Manager, Policy Planning



Kevin Eng  
Planner 1

KE:cas

**2011 ANNUAL REPORT  
AGRICULTURAL ADVISORY COMMITTEE**

**Agricultural Advisory Committee 2011 Accomplishments**

<b>Projects</b>	<b>Results Expected</b>	<b>Accomplishments and Comments</b>
Major Development Proposals	Agricultural perspective and advice to Council	<ul style="list-style-type: none"> <li>Reviewed 7 development proposals related to proposed road opening in the ALR; developing buffers and review of adjacencies between residential and industrial project adjacent to agricultural lands; minor ALR exclusion; non-farm use proposals involving soil fill.</li> </ul>
Richmond Policy Initiatives	Agricultural perspective and advise to Council	<ul style="list-style-type: none"> <li>Undertook a comprehensive review of the Richmond Agricultural Viability Strategy and related 64 recommendations to update the Strategy based on comments and priorities identified and agreed to by the AAC.</li> <li>Received regular updates on the 2041 OCP Update.</li> <li>Received zoning information updates to clarify accessory uses (i.e., tennis court) as an accessory structure.</li> <li>Preliminary feedback on the existing No. 5 Road Backlands Policy.</li> <li>Provided feedback on new zoning regulations proposed for farm-based wineries.</li> <li>Provided feedback on Richmond protocol for telecommunications antenna and required consultation.</li> </ul>
External Agency Policy Initiatives Requests for Feedback	Provide agricultural comments and perspectives to the agency (through council) when requested.	<ul style="list-style-type: none"> <li>Reviewed and commented on the Ministry of Agriculture and Land initiative to review residential uses in the ALR and ultimate residential bylaw standard guideline developed by the Ministry.</li> </ul>
Drainage/Irrigation Program for Agricultural Areas	Provide comments from an agricultural perspective	<ul style="list-style-type: none"> <li>Received regular updates from Engineering Planning and Public Works on drainage and irrigation works undertaken in 2011 based on the approved Agricultural Drainage/Irrigation program in East Richmond.</li> <li>Information provided on available funding, proposed design/scope of works and construction timing and progress.</li> </ul>
Major Transportation Projects	Provide comments and feedback from an agricultural perspective	<ul style="list-style-type: none"> <li>Received regular construction updates on the Nelson Road Interchange project until completion and opening in late summer 2011.</li> <li>Received updates and provided feedback on the proposed works to widen Nelson Road (b/w Blundell Road and Westminster Highway) and Westminster Highway (b/w Nelson Road and McMillan Way).</li> </ul>



Projects	Results Expected	Accomplishments and Comments
Public Awareness and Local Food Initiatives	Improved awareness and understanding of agriculture and its role in the community	<ul style="list-style-type: none"> <li>Received information about the demand for residents in Richmond and Vancouver as well as other institutions looking for vacant, available farmland to undertake a variety of agricultural activities ranging from small plot agriculture to incubator plots for new farmers.</li> <li>Support provided to the Richmond Food Security Society to pursue grant funding to develop a "Richmond Foodlands Strategic Plan".</li> <li>Received information on local food events and initiatives as well as Provincial programs aimed at promoting and marketing BC agricultural products.</li> </ul>
General Agricultural Related Issues	Identify specific projects and initiatives that impact agriculture	<ul style="list-style-type: none"> <li>Received updates on activities of the Metro Vancouver Agricultural Advisory Committee.</li> <li>Received updates on the progress of the Metro Vancouver Regional Growth Strategy.</li> </ul>

**List of Development Proposals Reviewed in 2011**

Application No.	Address of property	Proposed use
N/A	13160 Westminster Highway	Non-farm use proposal involving fill.
DP 11-566011)	Ecowaste industrial lands (East Richmond)	<ul style="list-style-type: none"> <li>Proposal to open roads in and adjacent to the ALR to service the proposed light industrial development.</li> <li>Proposed ALR landscape screen to buffer industrial land uses from adjacent agricultural land.</li> </ul>
DP 11-584282	9791/9811 Ferndale Road & 6071 to 6131 No. 4 Road	Landscape buffer screen for a multi-family residential development adjacent to the ALR.
AG 11-579881	16880 Westminster Highway	Non-farm use to permit an accessory food and beverage service lounge to the existing farm-based winery facility.
DP 10-556907	6311 to 6371 No. 4 Road	Landscape buffer screen for a multi-family residential development adjacent to the ALR.
AG 10-556907	11120 & 11200 No. 5 Road	Minor ALR exclusion for a commercial development at the southeast corner of Steveston Highway and No. 5 Road.
N/A	21660 River Road	Non-farm use proposal involving fill.

## AGRICULTURAL ADVISORY COMMITTEE 2012 WORK PROGRAM

### AAC Role in the Work Program

- Provide comments and feedback, from an agricultural perspective, to Richmond City Council and staff on works and services, development and major projects being undertaken in and adjacent to the ALR.
- Receive for information, reports and materials forwarded from external agencies (Ministry of Agriculture and Lands, Metro Vancouver, ALC, NGO etc.). Provide comments and feedback (through Council) when requested.
- Participate in public meetings and consult on work program projects.
- Continue to improve local agricultural awareness and education initiatives and take the lead role in organizing agricultural showcase events (i.e., Farm Tours).
- Receive regular updates on projects and works related to agriculture.
- Ensure that all City Divisions liaise with the AAC as early as possible on works deemed to have an impact on farming so that the Committee can be consulted. These proactive initiatives will help to inform agricultural stakeholders of forthcoming works and enable comments and feedback to be given where appropriate.

### AAC Proposed 2012 Work Program

The following items are proposed to comprise the AAC work program for 2012

Projects	Results Expected	Objectives and Deliverables
Major Development Projects	Agricultural perspective and advice to Council	<ul style="list-style-type: none"> <li>• Review development proposals forwarded to the AAC from Council or staff.</li> <li>• Ensure that the AAC is aware of all works (existing and proposed) in the ALR so that agricultural impacts can be examined and comments given where appropriate.</li> <li>• Request monitoring of Westminster Highway traffic by Transportation in response to opening of the Nelson Road interchange in summer of 2011 and follow-up with related projects (i.e., improved transit infrastructure along Westminster Highway).</li> <li>• Continue to receive updates and provide feedback to the City's project team for the Nelson Road and Westminster Highway widening project.</li> <li>• Review and comment on non-farm use (soil fill) applications forwarded to the AAC by Community Bylaw staff. Provide support to Community Bylaws and ALC staff to prevent unnecessary placement of fill on agricultural land.</li> </ul>

Projects	Results Expected	Objectives and Deliverables
Richmond Policy Updates and Initiatives	Agricultural perspective and input	<ul style="list-style-type: none"> <li>• Provide comments on the OCP 2041 update as required along with other concurrent policy studies and documents related to the update (i.e., ESA Update).</li> <li>• Receive, for information purposes, the updated Richmond Agricultural Viability Strategy and recommendations based on AAC comments provided previously.</li> </ul>
Drainage and Irrigation	Agricultural perspective and input	<ul style="list-style-type: none"> <li>• Receive regularly scheduled updates on funding, design and construction for proposed works in 2012 and 2013 related to agricultural drainage and irrigation.</li> <li>• For 2012, review proposed drainage and irrigation works involving: <ul style="list-style-type: none"> <li>• Granville Road allowance between Sidaway to No. 6 Road.</li> <li>• Sidaway culvert crossing.</li> <li>• No. 8 Road lift station.</li> </ul> </li> <li>• Engineering to undertake additional modelling based on existing works completed since the drainage/irrigation program was initiated in 2006 to help inform future projects.</li> <li>• Works are guided by the East Richmond Agricultural Water Supply Study.</li> </ul>
Public Awareness and Local Food Initiatives	Improved awareness and understanding of agriculture and its role in the community	<ul style="list-style-type: none"> <li>• Continue to receive information on and promote local food events and initiatives.</li> <li>• Organize and host a Farm Tour tentatively scheduled for early September 2012</li> </ul>
Agricultural Data System	<ul style="list-style-type: none"> <li>• Update agriculture related statistics based on current data figures.</li> <li>• Identify latest trends related to agriculture and how they impact the Richmond Agricultural Viability Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• City staff to obtain latest information from various sources and report trends and findings to the AAC for information purposes.</li> <li>• Obtain updated land use inventory data from 2010 study undertaken by Ministry of Ag. &amp; Lands/Metro Vancouver staff.</li> </ul>

Projects	Results Expected	Results Expected
General Agricultural Initiatives	<ul style="list-style-type: none"><li>• AAC perspective and input.</li></ul>	<ul style="list-style-type: none"><li>• Where necessary, support the Richmond Food Security Society to develop a "Richmond Foodlands Strategic Plan" as a resource to help identify vacant agricultural land for farm use (i.e., small plot agriculture, incubator plots)</li></ul>
Agricultural Advisory Committee Membership review	<ul style="list-style-type: none"><li>• AAC perspective and input.</li></ul>	<ul style="list-style-type: none"><li>• Review committee membership and composition in conjunction with meeting operations.</li><li>• Report to Council on any recommended changes to AAC membership composition if needed.</li></ul>



**City of Richmond**  
Planning and Development Department

**Report to Committee**

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**To:** Planning Committee **Date:** May 7, 2012

**From:** Brian J. Jackson, MCIP  
Director of Development **File:** RZ 06-344606

**Re:** **Application by Kaiman Enterprises Co. Ltd. for Rezoning at 22560, 22600 and 22620 Gilley Road from Single Detached (RS1/B) to Town Housing (ZT11) – Hamilton**

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**Staff Recommendation**

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from “Single Detached (RS1/B)” to “Town Housing (ZT11) - Hamilton”, be referred to the June 18, 2012 Public Hearing.

Brian J. Jackson, MCIP  
Director of Development

BJ:ke  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF ACTING GENERAL MANAGER</b>
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Sustainability Unit	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Kaiman Enterprises Co. Ltd has applied to the City of Richmond for permission to rezone 22560, 22600 and 22620 Gilley Road (**Attachment 1**) from Single-Detached (RS1/B) to Town Housing (ZT11) – Hamilton zoning in order to permit development of a 35 unit townhouse project.

### Public Hearing Referral - May 16, 2011

At Public Hearing on May 16, 2011, Richmond City Council referred the subject rezoning application back to staff and the applicant to review the following as it related to the proposed townhouse development:

*“That the application by Kaiman Enterprises Co. Ltd. for a rezoning at 22560, 22600 and 22620 Gilley Road be referred back to staff for further review of the following:*

- (i) Routing of traffic through the neighbourhood;*
- (ii) Soil and fill conditions in the neighbourhood generally, and specific to the proposed project;*
- (iii) Vehicle access to the site from Gilley Road during construction and on a permanent basis;*
- (iv) Other options for development of this site, including the pros and cons of the type of fill required for a townhouse project compared to construction of a single-family houses; and*
- (v) Parking and fill arrangements in existing townhouse developments in the Lower Westminster Area that have incorporated parking on the first level, underneath the residences.”*

### Purpose

This report responds to and presents new information related to the May 16, 2011 Council referral and brings forward a revised townhouse rezoning proposal.

### Revised Project Description

The proposal involves development of a 35 unit townhouse development in the Lower Westminster Sub-Area contained in the Hamilton Sub Area, which permits a variety of low-density residential land uses (single-family; multi-family).

Vehicle access to the subject site has been revised with all access to be from Gilley Road. The vehicle access is located at the northeast corner of the development. No vehicle access for the proposed townhouse development will be provided from either Turner Street or Rathburn Drive in response to the concerns from neighbourhood residents. The developer is required to dedicate land and design/construct the Turner Street and Rathburn Drive connection as part of the development proposal, which will complete the neighbourhood road system that services the single-family dwellings in this area. Therefore, the Rathburn Drive/Turner Street connection will be a significant upgrade to the local road system enabling improved access and traffic circulation for residents in the neighbourhood.

Gilley Road is able to accommodate all vehicular traffic generated from the development. Minor works will be undertaken along Gilley Road, which will be discussed in latter sections of this report.

Internal traffic circulation for the townhouse development is arranged to enable traffic flow through the development site and around a centrally located outdoor amenity space. A public walkway is also being secured through this development to provide pedestrian linkages from Rathburn Drive to Gilley Road that will improve neighbourhood connections in Hamilton.

Townhouse building typologies consist of 3 storey massing (2 levels over parking) in duplex, triplex and fourplex configurations. Duplex unit types are concentrated along the Rathburn Drive/Turner Street frontage to be consistent with the existing form and character of existing single-family homes in the area. Due to the existing grade difference on the subject site (lower elevations along Gilley Road with higher elevations at Rathburn Drive/Turner Street), units that front onto Rathburn Drive/Turner Street will exhibit 2 storey massing as the first level parking will be concealed as a result of the grade difference. Please refer to **Attachment 2** for a preliminary site plan and elevations.

### **Findings of Fact**

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

A copy of the staff report considered at May 16, 2011 Public Hearing is contained in **Attachment 4**.

### **Surrounding Development**

To the North: Properties zoned Agricultural (AG1) in the ALR to the west and properties zoned Single-Detached (RS1/B) to the east on the north side of Gilley Road

To the East: A low-density townhouse development zoned Town Housing (ZT11) – Hamilton and properties zoned Single-Detached (RS1/F).

To the South: Properties zoned Single-Detached (RS1/B).

To the West: Properties zoned Single-Detached (RS1/B).

### **Project Response to Public Hearing Referral Items**

This section responds to the referral arising from the May 16, 2011 Public Hearing.

#### **1. Routing of traffic through the neighbourhood**

The access/egress to the townhouse site previously proposed from Rathburn Drive/Turner Street has been removed, with all access to the development from Gilley Road. This development will still be required to dedicate land and complete all necessary road works to complete the Rathburn Drive/Turner Street connection, which improves traffic circulation to the existing single-family neighbourhood only. Works to complete the Rathburn Drive/Turner Street connection will be designed and constructed to meet the existing standard in the neighbourhood. The proposed townhouse development will not result in the routing of additional traffic through existing neighbourhoods and the proposed road improvements will benefit the neighbourhood.

2. Soil and fill conditions in the neighbourhood generally, and specific to the proposed project  
The entire Hamilton Sub Area Plan (including the subject site and neighbouring residential areas) is in an area that requires a Flood Construction Level (FCL) for residential habitable space at 3.5 m. For existing residential developments in the surrounding neighbourhood, this results in two primary responses to accommodate residential development:
- Placement of fill on a development site to raise the overall grade elevation so that the concrete slab of the building/dwelling is able to be at or above the minimum 3.5 m FCL. This approach to development is predominant for existing single-family residential lots developed and constructed in the early to mid 1990's in the residential neighbourhood surrounding the subject site. As a result, single-family dwellings in the area utilize a combination of fill to raise the grade of the site and construction of crawl spaces to comply with the necessary FCL.
  - Low-density residential townhouse developments in the Lower Westminster Area portion of the Hamilton Area Plan have minimized the placement of fill on sites as these projects have garages at grade, which enables habitable space for the remainder of the dwelling unit to occupy the second and third floors. This approach involves minimal placement of fill on the development site to permanently raise the site grade.

The surrounding neighbourhood also contains a number of sites and single-family dwellings that have minimal modifications to the grade elevation as these buildings were developed prior to the establishment of minimum flood construction level requirements.

A majority of the site is at or near the elevation to Gilley Road and minimal soil fill has occurred. Existing structures and dwellings on the site were demolished in 2007 and a thin layer of sand has been placed and graded level. At the south edge of all three development parcels (fronting onto the future Rathburn Drive/Turner Street connection), the elevation increases significantly to meet the existing grade of the road and single-family residential subdivision (i.e., approximately 4.1 m geodetic).

The proposed 35 unit townhouse development is not undertaking any significant soil filling activity. As the townhouse building typology enables garages to be situated at grade, FCL requirements are complied with as the second floor (containing habitable space) meets or exceeds the 3.5 m FCL. The townhouse scheme utilizes the grade difference along the south adjacency of the site along the future Rathburn Drive/Turner Street connection by concealing the ground level parking for units fronting the future road and presenting two storey massing similar to surrounding single-family dwellings. Please refer to **Attachment 5** for an illustration of this grade difference.

3. Vehicle access to the site from Gilley Road during construction and on a permanent basis  
A traffic and road impact study has been undertaken by the developers' Transportation Engineer to review use of Gilley Road as the subject site's means of access/egress during construction and on a permanent basis. This study confirmed that Gilley Road can accommodate construction traffic, vehicle traffic generated by the townhouse development and existing traffic generated from the 12 existing single-family lots that have direct access along this portion of Gilley Road west of Westminster Highway (Gilley Road is not a thru road west of Westminster Highway).



To address neighbourhood concerns about construction traffic, the developer is required to submit a Construction Parking and Traffic Management Plan to be reviewed and approved by City Transportation staff. In response to specific concerns raised, the following measures will be included in the plan:

- No construction related parking or staging of trucks on Gilley Road or in the surrounding neighbourhood.
- Dedicated areas for construction staff parking on sites/areas secured by the developer for this purpose.
- Dedicated construction loading/staging areas on the subject development site only.
- Construction vehicle access/egress is prohibited from utilizing Rathburn Drive or Turner Street.
- Construction vehicles will be required to travel at a reduced speed down Gilley Road.

The portion of Gilley Road west of Westminster Highway has designated Riparian Management Areas (RMA) (5 m) on both sides of the road in conjunction with the existing watercourses. The existing 5 m RMA designations on both sides of Gilley Road place limitations on the extent of road upgrades that can be implemented without having significant impacts to the watercourse and related habitat.

As a result, the following cross-section is proposed along Gilley Road that will be implemented from Westminster Highway to the development's entrance on Gilley Road (northeast corner of site). This cross-section minimizes impacts on the existing RMA's and facilitates upgrades to Gilley Road to accommodate minor road widening and an interim walkway.

- Minimum 6.1 m wide asphalt driving surface.
- Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse with appropriate pavement markings and/or delineators for the walkway and tie-in to the top-of bank of the canal.
- Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.
- The detailed design and construction of identified works to Gilley Road from the development site's access to Westminster Highway will be completed through a Servicing Agreement.

4. Other options for development of this site, including the pros and cons of the type of fill required for a townhouse project compared to construction of a single-family houses

All three properties under rezoning application have existing Single-Detached (RS1/B) zoning. Therefore, the lots have existing subdivision potential and could be developed into single-family lots similar to the pattern established in the neighbouring residential subdivision (which is also zoned RS1/B). Based on the size of the three subject properties, development of a minimum of 12 new single-family lots can be created based on existing zoning (i.e., 6 lots fronting Gilley Road and 6 lots fronting the future Rathburn Drive/Turner Road connection).

If single-family subdivision occurred as described, a significant amount of soil fill would be placed on the subject site in order to raise the elevation so that the habitable space for the

dwelling meets the 3.5 m FCL requirement. In conjunction with fill to raise the site's elevation, some habitable space may be situated over a crawl space to meet FCL requirements. The benefits associated with a single-family subdivision and raising the site significantly with fill is that the grade of the lots would be close to matching the existing residential lots fronting Rathburn Drive and Turner Street and FCL requirements would be met. Associated costs would be a resulting grade difference between the raised development site and existing lots fronting Gilley Road. Extensive amounts of fill to be placed on the development site to permanently raise the grade of the site also has the potential to settle over time due to the combined weight of the buildings and additional fill compressing underlying soils. This potential settling, over the long-term, could have negative impacts on the foundations and buildings developed on the subject site or on properties adjacent to the development site. The soil fill approach for single-family development may also result in the implementation of retaining walls adjacent to single-family developments to deal with the grade difference.

For a townhouse project, minimum additional fill is required to be placed on the development site permanently as the first level containing the garage and off-street parking would enable the second level, containing the habitable living space, to be situated at the 3.5 m FCL requirement. An advantage to this development approach is that new grade differences will not be introduced between the subject site and surrounding properties. The townhouse proposal will also be able to utilize the existing grade difference along the south edge of the site, which enables two storey building massing to be presented to the surrounding single-family neighbourhood as the first floor parking is concealed due to the subject sites lower elevation compared to Rathburn Drive/Turner Street. In summary, a townhouse proposal results in a significantly smaller amount of permanent fill to be placed on the site when compared to a single-family development.

In addition to any permanent fill to be placed on the development site for either a single-family or townhouse development, temporary preload materials will need to be placed in addition to fill to raise the site as part of the required site preparation prior to construction. An alternative means of site preparation utilized in Hamilton has been the placement of piles throughout the development site. However, concerns have been raised by residents through this rezoning application about the potential impacts site piling will have. As a result, the applicant will not be undertaking piling as a method of site preparation. For the townhouse proposal, the applicant plans to:

- Minimally raise the base elevation of the site from approximately 0.8–1.0 m (existing) to 1.75 m.
- Temporarily place 2–3 m of materials on top of the base elevation as part of the site preload preparations for townhouse development. This material will be removed once preload activities are completed.

5. Parking and fill arrangements in existing townhouse developments in the Lower Westminster Area that have incorporated parking on the first level, underneath the residences

Virtually all of the recent townhouse developments in the Lower Westminster Area of Hamilton have implemented parking/garage space (i.e., tandem parking configuration) on the first level, with second and third levels containing the living/habitable space. For this type of residential townhouse development, the amount of fill placed on property is minimal. In

most cases, townhouse development sites will match the existing elevation of the fronting street/sidewalk; therefore resulting in minimal differences in grade.

This model of townhouse development in the Lower Westminster Area has developed adjacent to existing single-family dwellings, City parks and other townhouse developments. Each development integrates well with surrounding land uses as elevation increases to the site are kept at a minimum and the site transitions to the public road/sidewalk or neighbouring development are achieved without the need for retaining walls/terraces or sloping of grade. In some cases, townhouse developments are next to existing retaining walls that have been implemented as a result of permanent fill placed on properties to increase elevation.

### **Public Correspondence Received Since May 16, 2011 Public Hearing**

One piece of correspondence has been received from the property owners of land whose backyard is adjacent to Gilley Road (north side), which has vehicle access to Fraserbank Place (refer to **Attachment 6**). In the emails to City staff, the resident notes concerns about the following land use issues related to the rezoning proposal:

- Concern about the change in the proposal to enable vehicle access to the development from Gilley Road.
- Concerns about the existing width of Gilley Road and no sidewalks.
- Lack of parking on Gilley Road when compared to an abundance of parking available in the Rathburn Drive/Turner Street neighbourhood.

The revised development proposal proposing vehicle access from Gilley Road has been reviewed and approved by Transportation Division staff. Minor upgrades involving 6.1 m road widening and provisions for a 1.5 m paved pathway (interim) on the south side of Gilley Road are proposed along Gilley Road, which also does not involve extensive modification to the existing watercourses and habitat.

### **Staff Comments**

#### Policy Planning

The revised 35 unit townhouse development, with vehicle access provided from Gilley Road, complies with the Hamilton Sub Area Plan (Lower Westminster Area) designation for residential redevelopment on the subject site.

#### Transportation

The applicant's transportation consultant reviewed the establishment of a vehicle access to the development from Gilley Road in coordination with Transportation Division staff. As a result of this review, minor upgrades are proposed to Gilley Road, which is supported for use by the proposed development.

#### Engineering Planning

A servicing capacity analysis to review City systems has been completed and approved by the City with no upgrades identified. All works to tie-in to City storm, water and sanitary systems are required to be done in accordance with the approved capacity analysis. A Servicing Agreement is required to be completed as a rezoning consideration for the proposed development

for the design and construction of off-site road works and upgrades (i.e., Rathburn Drive/Turner Street connection; Gilley Road works) and on-site pedestrian pathway works.

#### Environmental Sustainability

Along the subject site's Gilley Road frontage, there is an existing 5 m wide RMA associated with watercourses on both sides of the road. The development's on-site pathway and off-site Gilley Road works has been located and designed to incur minimal disturbance to existing RMA's.

As the above works will be undertaken within the 5 m RMA, the developer is required to engage a professional environmental consultant to review all proposed works and include recommendations for mitigation and enhancement of the RMA where applicable. All works within the RMA and proposed mitigation/enhancement measures is required to be approved by the Department of Fisheries and Oceans. The Servicing Agreement will include the RMA mitigation/enhancement strategy, as approved by DFO.

#### **Description of Works and Requirements for Revised Development**

The following sections highlight new works and rezoning considerations associated with the proposed 35 unit townhouse development and summarizes the original rezoning considerations to remain in place (based on the rezoning considered at Public Hearing on May 16, 2011).

#### Gilley Road Upgrades

Completion of a Servicing Agreement (prior to final adoption of the rezoning) is required to design and construct the following road cross-section along Gilley Road from the development's vehicle access to Westminster Highway:

- Minimum 6.1 m wide asphalt driving surface.
- Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse with appropriate pavement markings and/or delineators for the walkway and tie-in to the top-of bank of the canal.
- Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.

#### On-Site Pedestrian Pathway

A new east-west running pedestrian pathway along the north edge of the subject site (adjacent to the Gilley Road frontage) is proposed. This will be a permanent pathway established on the development site connecting to the proposed north-south running pathway proposed along the western edge of the site. The "L" shaped walkway will facilitate a connection from the completed portion Rathburn Drive, through the development site and onto the interim pathway established along Gilley Road through the associated upgrades.

To secure this pathway through the development site, a 4.5 m wide public-rights-of-way statutory right-of-way is required as a rezoning consideration along the entire west and north edge of the subject site and the Servicing Agreement will address design and construction. The pathway design will consist of a minimum 2.5 m wide hard surface pathway with appropriate landscape buffering. The public-right-of-passage statutory right-of-way will be required to be registered with Land Titles to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport. The

agreement will also specify that the maintenance of the surrounding landscaping and related elements (fencing) along with the general upkeep of the pathway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation. The City will maintain the hard surface portion of the walkway.

To accommodate this walkway along the north edge of the development site, townhouse units are setback 7.5 m from Gilley Road to allow sufficient space for the 4.5 m pathway right-of-way and front yard space for the residential units.

The 1.5 m wide pathway established off-site along the south side of Gilley Road that provides a connection from the public pathway established on the subject site out to Westminster Highway is a interim measure to facilitate improved connections (for pedestrians and other non-motorized means of transport) to the area east of Westminster Highway/Gilley Road intersection (containing the community centre, elementary school and commercial services). The long-term solution is to establish a pathway located solely on development sites to the east that would run adjacent to Gilley Road between the subject properties and Westminster Highway (similar to the east-west running public pathway proposed in this townhouse proposal). Once a contiguous public pathway has been established on development sites that connect from the north-south running walkway (from Rathburn Drive) to Westminster Highway, the interim pathway on Gilley Road can be removed and the entire paved road width can be utilized for vehicle travel.

#### New Rezoning Considerations

The following is a summary of new rezoning considerations resulting from the current townhouse proposal (refer to **Attachment 7** for a consolidated list of new and existing rezoning considerations for the proposed development).

- Through the City's Servicing Agreement process, design and construct road upgrades along Gilley Road from the vehicle access to the site to Westminster Highway to establish a 6.1 m wide asphalt driving surface, 1.5 m wide asphalt pathway, appropriate delineation measures between the road and pathway and gravel shoulders on both sides of the road.
- Registration of a legal agreement to secure the 4.5 m wide public-rights-of-passage statutory right-of-way for a pedestrian pathway running along the entire north edge of the site along with design and construction of the pathway to the appropriate standard through the City's Servicing Agreement process.

#### Rezoning Considerations that Remain Unchanged from May 16, 2011 Public Hearing

The following is a summary of existing rezoning considerations that remain unchanged and attached to the development (see **Attachment 7**). These rezoning considerations are required to be completed prior to final adoption of the rezoning amendment bylaw.

- Consolidation of the three subject sites and land dedication (approximately 12.2 m wide) for the southern portions of 22560 & 22600 Gilley Road for the Rathburn Drive/Turner Street connection.
- Registration of a legal agreement to secure the 4.5 m wide public-rights-of-passage statutory right-of-way for a pedestrian pathway running along the entire west edge of the site.
- Submission and approval of a Servicing Agreement to design and construct:
  - The Rathburn Drive/Turner Street connection.
  - Public pathways (north-south/east-west).

- Removal of all existing driveway culvert crossings along the subject site's Gilley Road frontage and installation of a new culvert crossing along Gilley Road for the townhouse development.
- Installation of an oil grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
- RMA mitigation and enhancement for all works in or adjacent to the RMA along Gilley Road, based on the environmental consultant's recommendations and approved by the Federal Department of Fisheries and Oceans.
- Voluntary contributions (in the applicable amount) to the City's affordable housing, public art and cash in lieu of indoor amenity space fund.
- Registration of the appropriate legal agreements to:
  - Secure a Flood Plain Covenant (with a minimum FCL of 3.5 m).
  - Secure the ALR landscape buffer along Gilley Road.
  - Restrict the conversion of off-street tandem parking areas to habitable space.
- Approval from the Ministry of Transportation and Infrastructure.

### Summary Analysis

Modifications to the townhouse site plan have been undertaken to remove the access from Rathburn Drive/Turner Street, implement an access to Gilley Road at the northeast corner of the site and provisions for a public pedestrian pathway running along the north edge of the site (adjacent to Gilley Road) connecting to a public pathway proposed along the west edge of the site.

Revisions to provide access to the development from Gilley Road responds directly to neighbourhood concerns about routing of traffic through the single-family residential area south of the site. This townhouse project will not result in any additional traffic volume in this neighbourhood and improves the existing road network through the new Rathburn Drive/Turner Street connection to be completed by this development.

Use of Gilley Road for vehicle access to the townhouse site has been reviewed and approved by Transportation Division staff. Minor upgrades will be undertaken to slightly widen the paved driving area and create a interim public walkway on the south side of the road while also taking into account the existing RMA's to ensure road works result in minimal impact to the watercourses.

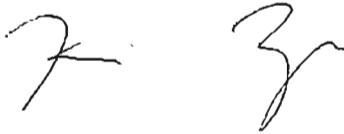
In response to comments arising from the May 16, 2011 Public Hearing, the following has been confirmed:

- 2-3 m of temporary fill material will be placed on the subject property as part of the pre-load site preparation for the proposed townhouse development.
- No piling will be undertaken as part of the site preparation.
- A townhouse development will result in less permanent fill/soil materials placed on the site when compared to a single-family subdivision and redevelopment.
- The existing grade difference of the subject site being approximately 3 m below the higher grades of the road and dwellings to the south along Rathburn Drive and Turner Street benefits the proposed townhouse site plan as the change in elevation enables the first floor of the units fronting the future Rathburn Drive to be concealed; therefore resulting in 2 storey massing immediately adjacent to existing residential dwellings.

- This approach to site preparation and minimum amounts of permanent fill placed on property to raise elevation responds to concerns from the neighbourhood about impacts of fill and piling methods and related disturbances to surrounding properties.

### Conclusion

The proposal to rezone the subject site to Town Housing (ZT11) – Hamilton zoning to permit a 35 unit low-density residential development has been revised to respond to the neighbourhood concerns and Council referral arising from the May 16, 2011 Public Hearing. Staff support the revised rezoning application.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Preliminary Site Plan and Building Elevations

Attachment 3: Development Application Data Sheet

Attachment 4: Copy of Staff Report Considered at May 16, 2011 Public Hearing

Attachment 5: Diagram of Grade Differences on Subject Site

Attachment 6: Public Correspondence

Attachment 7: Rezoning Considerations

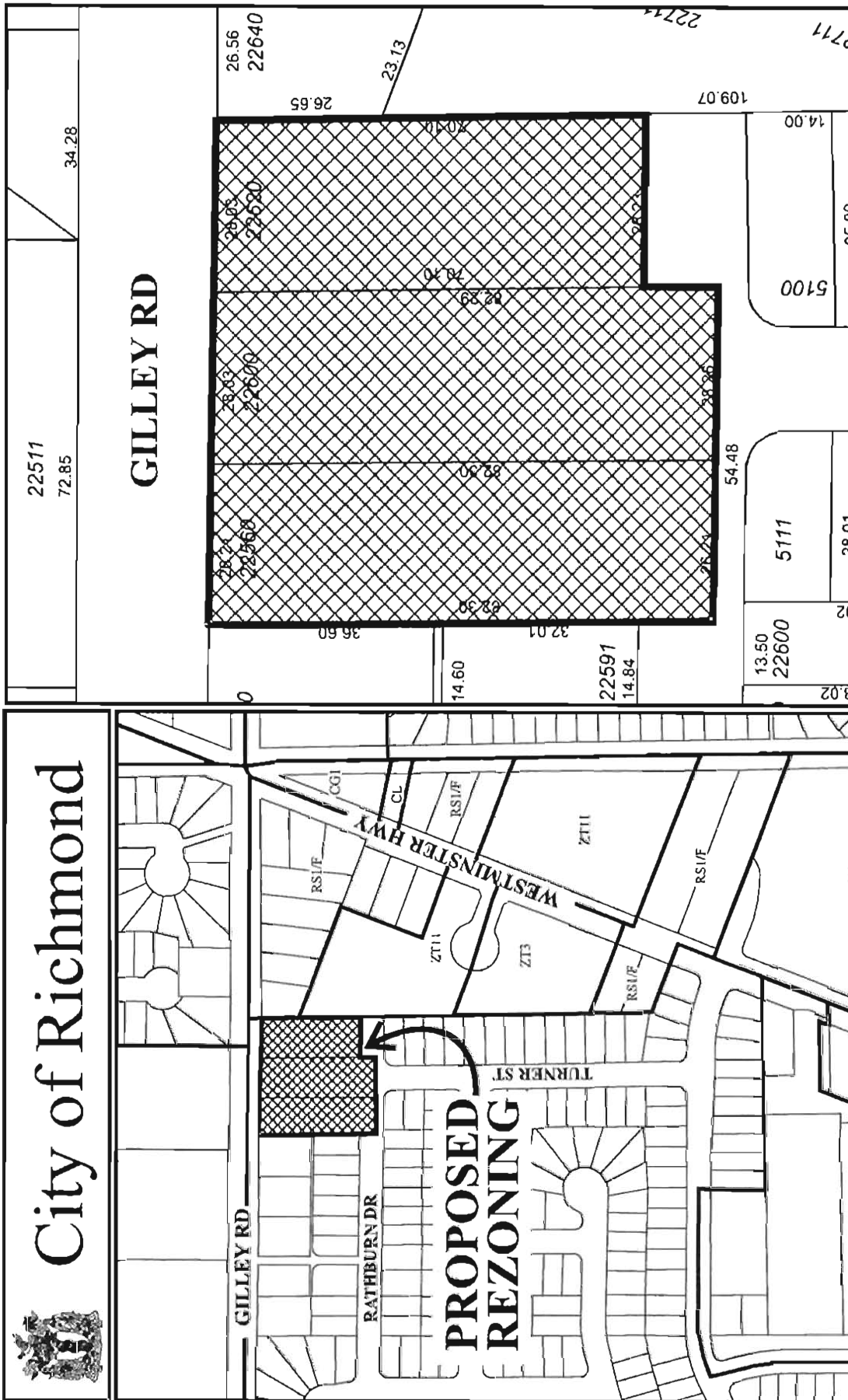


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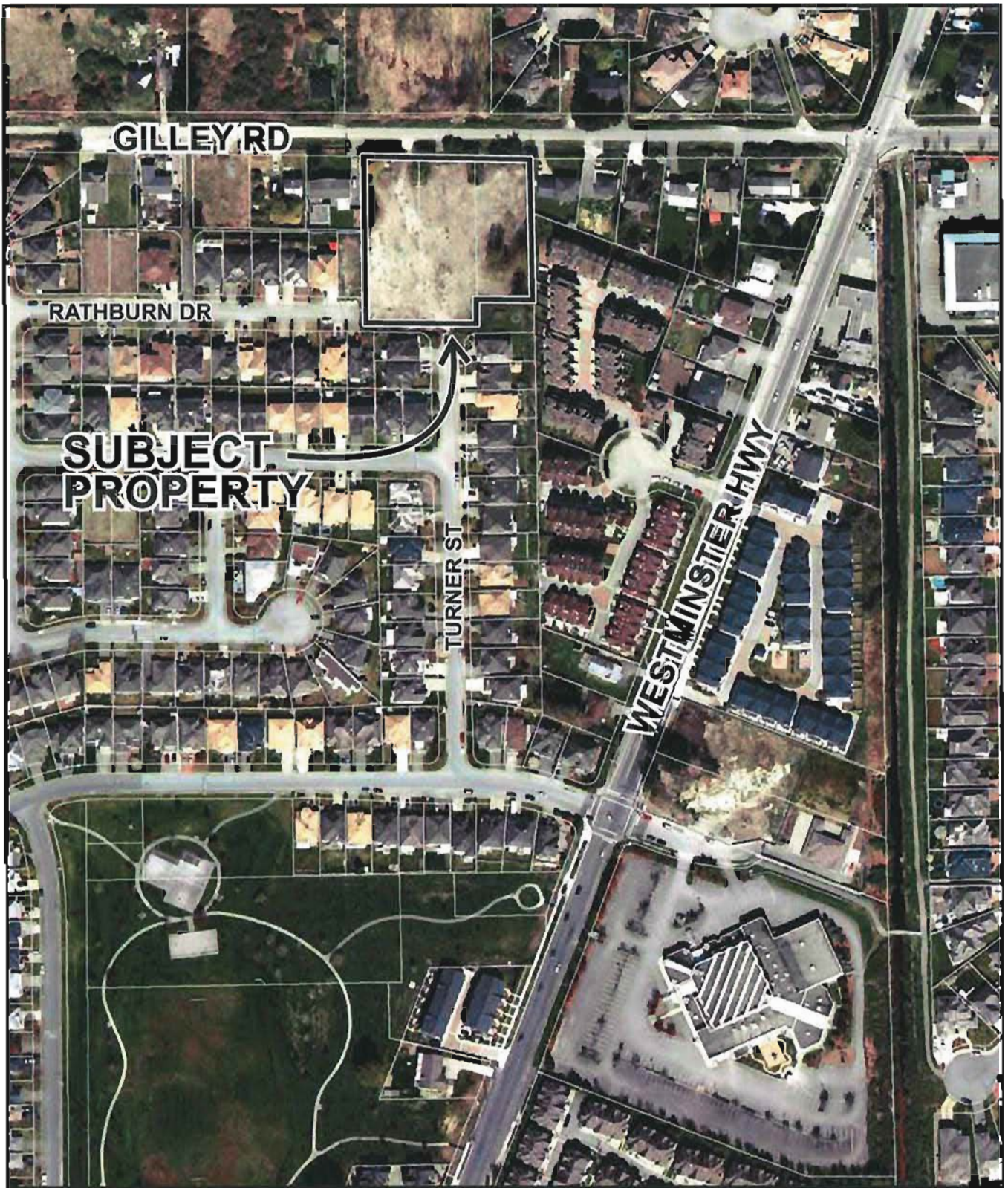


RZ 06-344606

**Note:** Dimensions are in METRES







RZ 06-344606

Original Date: 08/23/06

Amended Date: 05/04/12

Note: Dimensions are in METRES

# PRELIMINARY SITE PLAN AND ELEVATIONS

ATTACHMENT 2

GILLEY ROAD

EXISTING BRIDGE

NEW PEDESTRIAN  
BRIDGE

EXISTING DITCH TO BE RETAINED

5M FROM TOP OF BANK

2.5M WALKWAY

7.5M ROW

7.5M

7.5M

7.5M

7.5M

7.5M

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SITE AREA (BEFORE ROAD DEDICATION): 69,300 SF (6,430 SM)  
SITE AREA (AFTER DEDICATION): 62,190 SF (5,777 SM)

Z71

ALLOWABLE SITE COVERAGE: 21,768 SF = MAX 35%

PROPOSED SITE COVERAGE: 21,768 SF = 35% (INCLUDING PORCHES)

MAX ALLOWABLE FLOOR AREA: 0.6 X 62,190 SF = 37,314 SF

PROPOSED: 35 UNITS: 37,314 SF (0.6)

PARKING

REQUIRED: 35 UNITS X 1.7 CARS = 59.5 CARS

PROPOSED: 35 UNITS X 2 CARS = 70 CARS (70 TANDEM PARKING)

VISITOR PARKING - 7 CARS

TOTAL PROVIDED - 77 CARS

INDOOR AMENITY SPACE: 20 SM (2,260 SF)

REQUIRED: 20 SM (2,260 SF)

PROVIDED: 20 SM (2,260 SF)

OUTDOOR AMENITY SPACE: 20 SM (2,260 SF)

REQUIRED: 20 SM (2,260 SF)

PROVIDED: 20 SM (2,260 SF)

AMENITY AREA: 210 SM

NEW FIRE-HYDRANT

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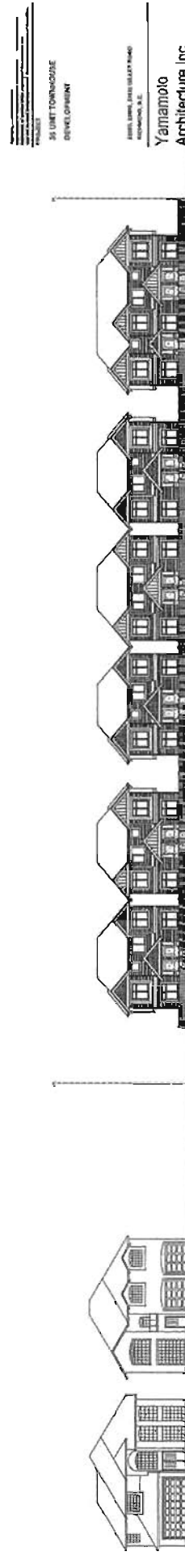




NORTH ELEVATION STREETSCAPE (GILLEY ROAD)

Project	Year	1990	1991

**PLN - 32**



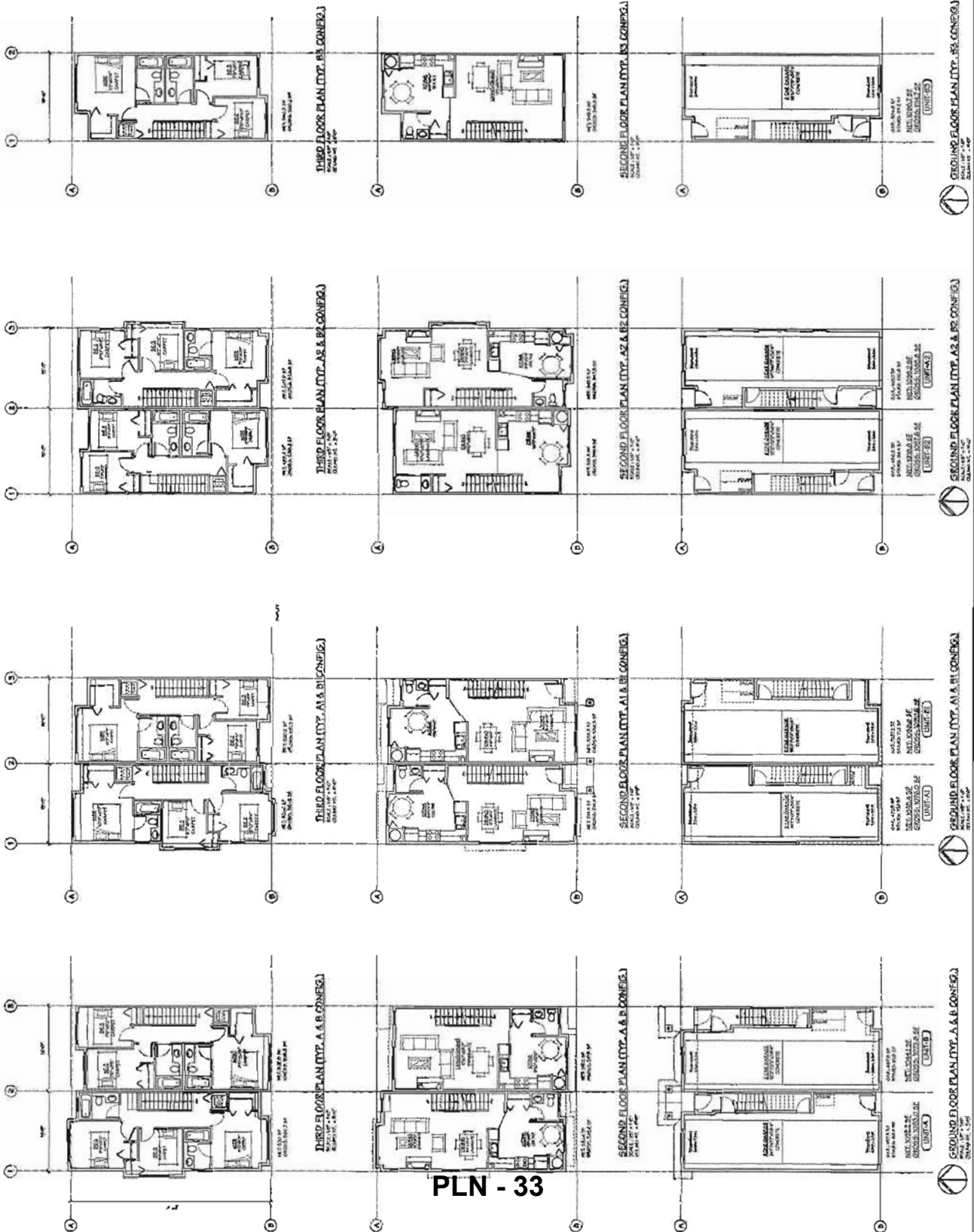
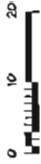
SOUTH ELEVATION STREETSCAPE (RATHBURN DRIVE)

For more information, call 1-800-368-5868 or visit us online at [www.ams.org](http://www.ams.org).

## STREETSCAPE

DATE	11-08	TIME	10:00
DATE	APR 15, 1972	TIME	10:00
DATE	11-08	TIME	10:00
DATE	11-08	TIME	10:00

TYP. UNITS



PLN - 33

NO.	REV.	DATE
1	0	01/01/2020

PROJECT	ST. LOUIS TOWERHOUSE DEVELOPMENT
CLIENT	ST. LOUIS TOWERHOUSE DEVELOPMENT
ARCHITECT	YAMAMOTO Architecture Inc.
ENGINEER	YAMAMOTO Architecture Inc.
DATE	01/01/2020
SCALE	1/8" = 1'-0"
PROJECT NO.	2019-001
PROJECT NAME	ST. LOUIS TOWERHOUSE DEVELOPMENT
PROJECT ADDRESS	1000 N. 10TH ST. ST. LOUIS, MO 63102
PROJECT PHONE	(314) 555-1234
PROJECT FAX	(314) 555-5678
PROJECT EMAIL	info@yamamotoarch.com
PROJECT WEBSITE	www.yamamotoarch.com
PROJECT SOCIAL MEDIA	Facebook: Yamamoto Architecture Inc. Twitter: YamamotoArch Instagram: YamamotoArch



## City of Richmond

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

## Development Application Data Sheet

**RZ 06-344606**

**Attachment 3**

Address: 22560, 22600 and 22620 Gilley Road

Applicant: Kaiman Enterprises Company Ltd.

Planning Area(s): Hamilton Sub Area Plan – Lower Westminster

	Existing	Proposed
<b>Owner:</b>	Kaiman Enterprises Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	6,441 m <sup>2</sup> for combined three properties	5,776 m <sup>2</sup> (consolidated lots minus road dedications)
<b>Land Uses:</b>	Single-family zoned lots – vacant	Low-density townhouses
<b>OCP Area Plan Designation:</b>	Small and Large Lots Single-Family Residential; Two Family Residential; Townhouse Residential; & Institutional	<ul style="list-style-type: none"> <li>Complies with Townhouse Residential.</li> <li>Complies with 25 units per acre maximum</li> </ul>
<b>Zoning:</b>	Single-Detached (RS1/B)	Town Housing Hamilton (ZT11)
<b>Number of Units:</b>	N/A – Vacant	35 units
<b>Other Designations:</b>	Riparian Management Area – 5 m along Gilley Road frontage	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	25 upa identified in Hamilton Area Plan – Lower Westminster	24 upa	none permitted
Floor Area Ratio:	Max. 0.6 FAR	0.6 FAR	none permitted
Lot Coverage – Building:	Max. 35%	35%	none
Setback – Gilley Road Front Yard (m):	Min. 6 m	7.5 m	none
Setback – Rathburn Drive Front Yard (m):	Min. 6 m	6 m	none
Setback – Side & Rear Yards (m): West	None	4.5 m	none
Setback – Side & Rear Yards (m): East	None	3 m	none
Height (m):	10.6 m	9.73 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	70 (R) and 7 (V) per unit	70 (R) and 7 (V) per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	No provisions	35 stalls parked in tandem	variance requested
Amenity Space – Indoor:	n/a	Cash-in-lieu	none
Amenity Space – Outdoor:	6 m <sup>2</sup> per unit	210 m <sup>2</sup>	none

Other: N/A



## STAFF REPORT

City of Richmond  
Planning and Development Department

## Report to Committee

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To: Planning Committee Date: March 30, 2011

From: Brian J. Jackson  
Director of Development File: RZ 06-344606

Re: Application by Kalman Enterprises Co. Ltd. for Rezoning at 22560, 22600 and  
22620 Gilley Road from Single Detached (RS1/B) to Town Housing (ZT11) -  
Hamilton

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**Staff Recommendation**

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from "Single Detached (RS1/B)" to "Town Housing (ZT11) - Hamilton", be introduced and given first reading.

Brian J. Jackson  
Director of Development

BJ:ke  
Att.

**FOR ORIGINATING DEPARTMENT USE ONLY****ROUTED TO:**

Affordable Housing

**CONCURRENCE**Y ☒ N ☐**CONCURRENCE OF GENERAL MANAGER**



## Staff Report

### Origin

Kaiman Enterprises Co. Ltd. has applied to the City of Richmond for permission to rezone 22560, 22600 and 22620 Gilley Road (**Attachment 1**) from Single-Detached (RS1/B) to Town Housing (ZT11) – Hamilton zoning in order to permit development of a 35 unit townhouse project.

### Project Description

The subject properties, located in the Hamilton Area, are contained in the Lower Westminster Sub-Area where land uses permit a variety of low-density residential developments. This project facilitates the completion of Rathburn Drive and Turner Street that would service the proposed townhouse project and surrounding single-family residential subdivision in the neighbourhood. Vehicle access to the proposed townhouse development will be from the newly constructed Rathburn Drive/Turner Street connection. No vehicle access will be provided from Gilley Road. The project will have townhouse units fronting Gilley Road to the north and Rathburn Drive/Turner Street to the south. Townhouse buildings range from duplex to fourplex 3 storey building typologies that are arranged around a centrally located outdoor amenity area. Please refer to **Attachment 2** for a preliminary site, building elevation and landscape plan.

A public pedestrian pathway along the west side of the subject site is being secured through this development. This will enable a direct connection between the residential subdivision and Gilley Road, which will facilitate improved pedestrian movements to the community services and shopping centre located to the east of Westminster Highway and Gilley Road intersection.

### Findings of Fact

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

### Surrounding Development

To the North: Properties zoned Agricultural (AG1) in the ALR to the west and properties zoned Single-Detached (RS1/B) to the east on the north side of Gilley Road

To the East: A low-density townhouse development zoned Town Housing (ZT11) – Hamilton and properties zoned Single-Detached (RS1/F).

To the South: Properties zoned Single-Detached (RS1/B).

To the West: Properties zoned Single-Detached (RS1/B).

### Related Policies & Studies

#### Official Community Plan – Hamilton Sub Area Plan

The subject sites are located in Hamilton and subject to the land use policies and designations applicable to this sub area. Residential growth and redevelopment is permitted in the area of Hamilton that is generally located south of Gilley Road along Westminster Highway.

This area is contained in the Lower Westminster Area Plan of Hamilton (**Attachment 4**), which identifies a variety of permitted residential land uses ranging from single-family, duplex and townhouse. The low-density townhouse project complies with the land use designation for this Area of Hamilton.

The Lower Westminster Area Plan includes additional density limitations that range from 11 to 25 units per acre (upa). The subject site's proposed density is 24 units per acre developed at a floor area ratio of 0.6. This complies with the area plan and is consistent with the development density of a number of recent townhouse projects that have been constructed in the area.

A 700 unit maximum is also identified in the Lower Westminster Area Plan applicable to all new residential development. Currently, there are a total of 532 units that have been built (or approved for development through rezoning) in the Lower Westminster Area Plan. Based on this figure, the development proposal complies with the overall unit maximum and permits additional growth (approximately 133 units) on the remaining properties that have not redeveloped.

#### Agricultural Land Reserve Buffer

The OCP also contains guidelines for providing an appropriate buffer to developments that are adjacent to or across from the Agricultural Land Reserve (ALR). For this proposal, Gilley Road separates the subject site from the ALR area. The OCP guideline for buffers where there is a separating road requires a minimum 5 m (16.5 ft.) buffer distance measured from the edge of the curb or road. The subject proposal's frontage along Gilley Road will generally be maintained with upgrades to install a 1.5 m walkway (existing open ditch/Riparian Management Area to remain). All buildings are also setback a minimum of 6 m (20 ft.) from Gilley Road. The combined width of the building setback and existing frontage to be maintained along the south side of Gilley Road enables sufficient space to meet OCP ALR buffer guidelines. The Development Permit application will detail the on-site landscape scheme to be implemented on the development site.

#### Riparian Management Area

A 5 m Riparian Management Area (RMA) exists along the subject site's Gilley Road frontage. The 5 m RMA is associated with a watercourse/canal located on the north and south sides of Gilley Road. The watercourse consists of an open canal where storm water drains from the road and fronting properties. Immediately fronting the development site, the open canal contains some existing mature trees, driveway crossings and existing shrubbery and vegetation.

A survey has confirmed the location of the 5 m RMA setback line (measured from top of bank). The site plan indicates that no works associated with the townhouse development (buildings and/or landscaping) encroaches into the 5 m RMA.

Forthcoming works along Gilley Road will likely be located within the 5 m RMA. These works are associated with the following:

- Pedestrian walkway works on the south side of Gilley Road and associated walkway crossing over the watercourse at the northwest corner of the development site.
- Removal of existing driveway crossings.
- Potential removal of trees and vegetation.

Further review of the impact of these works along with any measures of protection during construction on the RMA will be undertaken along with the necessary consultation with and approval from external agencies (Department of Fisheries and Oceans) through the Development Permit and Servicing Agreement process. Recommended mitigation measures will also be examined as part of the RMA assessment.

### **Consultation**

#### Agricultural Advisory Committee (AAC)

The rezoning proposal was referred to the AAC for review and comment in July 2007 as the subject site is located adjacent to the Agricultural Land Reserve (ALR) to the northwest. Gilley Road currently consists of a paved road, gravel/grass shoulders and ditches on both sides that separates the existing residential development to the south and agricultural areas to the north. The AAC had no objections to the project and supported the proposed buffer area within the 6 m setback along Gilley Road. Some concerns were noted about the alignment of the proposed pedestrian pathway running along the west edge of the development, which would increase the potential amount of pedestrian traffic adjacent to agricultural areas.

Staff reviewed the location of the pedestrian pathway through the site based on AAC concerns and recommend that the public walkway be maintained on the west side of the site for the following reasons:

- Gilley Road provides an existing separation between the development and ALR lands. The road, in conjunction with open ditches on both sides, serves as a significant buffer to discourage potential trespassing onto farmland for pedestrians walking along Gilley Road.
- An existing walkway approximately 100 m west of the subject sites already provides pedestrian access for the single-family residences south of Gilley Road. The provision of a publicly accessible walkway through the development site will potentially reduce the exposure distance between farmland and pedestrians walking along Gilley Road, which will further minimize opportunities to trespass onto agricultural areas.
- The proposed location of the walkway on the west edge of the site is the optimal location to ensure maximum visibility and usage by pedestrians.

Further details about the composition of the walkway and ALR landscape buffer will be determined through the forthcoming Development Permit application, which will also be reviewed by the AAC.

### **Public Input**

#### Correspondence Received

Correspondence identifying questions and concerns about the land use proposal and related impacts is contained in Attachment 5. Throughout the processing of the rezoning application, staff responded to a number of inquiries relating to the status of the application and concerns about site works and preparation activities on the subject properties.

Staff Response to Public Comments

The following are staff responses to concerns raised in the received correspondence:

- **Land use issues and growth** – The subject site is located in an area where residential redevelopment has been approved in accordance with the density and unit/per acre figures identified in the Lower Westminster portion of the Hamilton Sub Area Plan.
- **Routing of traffic through single-family residential neighbourhood** – The proponent has submitted a Traffic Impact Assessment in relation to the rezoning application, which has also been reviewed and approved by the Transportation Division.

The assessment concluded that the proposed access (from the newly constructed Rathburn Drive/Turner Street) and surrounding road network is sufficient to accommodate the townhouse development.

Concerns were also noted about the intersection at McLean Avenue and Westminster Highway, which is one of the access/egress points to and from the neighbourhood and townhouse site. The signal at McLean Avenue and Westminster Highway was recently upgraded to a fully signalized intersection to minimize queuing along McLean Avenue and improve traffic improvements in and out of the neighbourhood.

- **Gilley Road (Access, parking and pedestrian walkway)** – Concerns were noted about use of Gilley Road as an access and parking to the townhouse development. The vehicle access will be from the south of the subject site through the newly constructed Rathburn Drive and Turner Street. Vehicles will not travel down Gilley Road to access the townhouse site. The subject development also has 7 on-site visitor parking stalls, which complies with City requirements.

A pedestrian pathway will be provided along the Gilley Road frontage that connects to the north-south pathway located on the west side of the site. These works will facilitate improved pedestrian infrastructure for travel from the single-family residential neighbourhood and townhouse site to the commercial shopping centre, community centre and elementary school located on the east side of Gilley Road/Westminster Highway intersection.

- **Forthcoming Construction Activities** – Concerns were also noted about the impact of construction activities, geo-technical issues, site preparation and construction related traffic.

In relation to concerns about vibrations and related impacts to surrounding properties due to construction activities associated with site foundation work, the proponent has consulted a geotechnical engineer. There is a significant drop in elevation (approximately 2.5m) from the grades of Rathburn Drive at the southern portion of the site to Gilley Road to the north. As a result, the overall development plan utilizes the existing grade difference to minimize significant modifications to the subject site's elevation. The proponent has indicated that the foundation for the townhouses will involve a concrete base poured over piles. To address these concerns, the applicant has indicated that piling activities will be monitored by a geotechnical

consultant who will also work with concerned neighbours to set up appropriate sensors. Depending on vibration generated from construction activities, measures can be taken to minimize impact (i.e., pre-auger pile holes).

Neighbourhood residents also noted concerns related to the condition of properties and site preparation activities that occurred through the processing of the rezoning application. In 2007, the applicant obtained the necessary permits to demolish the existing three single-family dwellings on the subject site due to site security, vandalism and trespassing.

Construction traffic and parking will be addressed through the "Traffic and Parking Plan During Construction" plan that is required to be submitted and approved to the Transportation Division prior to issuance of the building permit. This plan will address construction parking, deliveries and loading along with any requested road closures.

### **Examination of Issues and Analysis**

#### **Land Use Adjacency**

The surrounding land uses consist of a mix of single-family dwellings and townhouses. Public road setbacks along Gilley Road and Rathburn Drive (to be constructed) will be a minimum of 6 m, which is consistent with surrounding residential developments. Side and rear yard setbacks throughout the townhouse site range from 3 m (for side yard adjacencies) and 4.5 m (for rear yards), which provide sufficient setbacks to neighbouring sites.

#### **Transportation**

The project will facilitate the completion and connection of Rathburn Drive to Turner Street, which will also be the primary vehicle access to the townhouse development site at the south end of the property. A Traffic Impact Assessment was submitted and approved by the Transportation Division in support of the townhouse development that concluded that the existing surrounding road network was sufficient to accommodate traffic generated by the project.

The townhouse project provides two parking stalls for each townhouse unit with a total of 7 visitor parking stalls, which complies with zoning bylaw requirements. 70 parking stalls are proposed in tandem arrangement, which will require a variance to be reviewed through the Development Permit. A restrictive covenant to ensure that tandem parking spaces are not converted to living spaces is required to be registered on title as a rezoning consideration. The internal drive-aisle is arranged to accommodate loading and fire-truck turning movements throughout the townhouse project.

#### **Road Improvements**

Completion and connection of Rathburn Drive and Turner Street will also be facilitated through this project. The southern portion (approximately 12.2m wide) of 22560 and 22600 Gilley Road will be dedicated to allow for construction of the necessary road works. The dedication and works will facilitate completion of a municipal standard road within a 17 m wide road right-of-way (8.5 m paved road, curb and gutter, 1.5 m sidewalk and related City services). The design and construction of the road works will be through the City's standard servicing agreement. No Development Cost Charge (DCC) credits are applicable to the identified road works. Land dedication and roadwork construction (through a Servicing Agreement) are rezoning

considerations to be completed as part of this development (**Attachment 6 – Consolidated list of Rezoning Considerations**)

An undeveloped road end currently exists adjacent to the southeast corner of the subject site. This road end is not required for the connection of Rathburn Drive or Turner Street or for the extension of the street further to the east. Upon redevelopment, dedication and roadwork associated with the subject site, this dedicated road end will remain with the potential to develop into a single-family dwelling (currently zoned RS1/B). If initiated in the future, disposition of this dedicated road end will be undertaken by the Real Estate Services Division in accordance with the applicable Council process.

### Pedestrian Improvements

#### *North-South Public Walkway*

A public pedestrian pathway on the west side of the development site is being secured through a public rights-of-passage (PROP) statutory right-of-way (ROW) to facilitate the implementation of a north-south walkway connecting Rathburn Drive with Gilley Road. The public rights-of-passage statutory right-of-way will be 4.5 m wide and secured as a rezoning consideration. Implementation and construction of the public walkway will be through a Servicing Agreement (secured as a rezoning consideration). The walkway design will consist of a minimum 2.5 m wide hard surface pathway with landscape buffering on each side. The public right-of-passage statutory right-of-way will be required to be registered with Land Titles to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport. The agreement will also specify that the maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation. The City will maintain the hard surface portion of the walkway.

#### *Public Walkway – Gilley Road*

Works along the subject site's Gilley Road frontage are also proposed as part of this development proposal to improve pedestrian related infrastructure. Establishment of a separated pedestrian walkway along Gilley Road will connect to the public north-south running walkway through the development site. Pedestrian related upgrades along Gilley will facilitate improved movements to the area east of Gilley Road/Westminster Highway intersection, which is a focus of commercial, community and school activities for the Hamilton Area.

Along the subject site's frontage, works will involve development of a 1.5 m wide asphalt walkway on the south side of Gilley Road, which will be separated from traffic by an appropriate concrete extruded curb. These works are contained within the City's existing road allowance and will be completed through a Servicing Agreement. When the area to the west of the subject properties redevelop, the remainder of the pedestrian walkway works along Gilley Road to the intersection at Westminster Highway will be implemented.

### Engineering Capacity Analysis

Engineering capacity analyses have been completed and approved for City storm, water and sanitary sewer systems. Based on the findings capacity analyses, existing City systems have sufficient capacity to accommodate the proposed development. All works to tie-in to City storm, water and sanitary systems are required to be done in accordance with the approved capacity analysis.



Flood Construction Level

The Flood Construction Level is 3.5 m on the subject site. As a result, a Flood Plain Covenant is required to be registered on title that identifies a minimum Flood Construction Level of 3.5 m.

Servicing Agreement

Completion and approval of a Servicing Agreement is a rezoning consideration attached to the project. This servicing agreement will address works associated with the design and construction of:

- Roadwork associated with the Rathburn Drive and Turner Street connection.
- A 4.5 m wide public pedestrian pathway along the development site's west property line (with appropriate culvert crossing).
- A 1.5 m wide separated public pedestrian walkway along the south side of Gilley Road.
- Removal of any existing driveway culvert crossings along the subject site's Gilley Road frontage.
- Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
- Any additional RMA mitigation and enhancement works based on the review by the appropriate professional consultant and conditions associated with environmental and Department of Fisheries and Oceans approval.

ALR Landscape Buffer

A landscape buffer is proposed along the subject site's Gilley Road frontage as a result of the ALR adjacency to the northwest. A more detailed landscape buffer scheme will be developed through the forthcoming Development Permit application. As a condition of rezoning, a restrictive covenant will be registered on title that indicates landscaping implemented along the north side of the development site's Gilley Road frontage cannot be removed or modified without City approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities. A 6 m setback along Gilley Road enables sufficient space to implement the necessary landscape buffer.

Tree Retention and Removal

A tree survey and accompanying arborist report was submitted and reviewed by City staff. A summary of tree removal and retention is provided in the following table:

	Total number of trees	Trees to be retained	Compensation required	Comments
On-site bylaw sized trees	17	0	34 trees	<ul style="list-style-type: none"> <li>• All on-site trees to be removed have been recommended for removal by the consulting arborist.</li> <li>• 6 trees recommended for removal have been identified in poor health and not</li> </ul>

				suitable for retention. <ul style="list-style-type: none"> <li>11 trees recommended for removal have been identified in poor health and within the proposed building locations.</li> </ul>
Off-site Trees (Gilley Road)	8	TBD	TBD	Trees within City road allowance also within RMA. To be reviewed through Development Permit and Servicing Agreement application.
Off-site Trees (Neighbouring lots)	Cedar hedgerow	To be retained	N/A	Tree protection zone fencing to be installed

Based on the condition of trees, supporting arborist report and overall site plan, a majority of on-site trees will be removed. A total of 34 trees will need to be replanted for compensation. A preliminary landscape plan has been submitted to indicate that the minimum number of compensation trees can be accommodated within the development site. Review and finalization of the landscape plan will be undertaken in the forthcoming Development Permit application.

#### Affordable Housing

The subject rezoning was submitted in 2006 prior to the approval of the City's current Affordable Housing Strategy in May 2007. As a result, the City's Interim Affordable Housing Strategy applies to the development proposal that requires a voluntary contribution of \$0.60 per square foot of developable density. The developer has agreed to submit a voluntary contribution for cash-in lieu in the amount of \$22,388 based on the provisions of the Interim Affordable Housing Strategy, which will be secured as a rezoning consideration for the subject application.

#### Indoor and Outdoor Amenity Space

An outdoor amenity space is provided in a central location on the development site and meets size requirements based on the number of units in the project. Further design refinement and landscaping details will be reviewed through the forthcoming Development Permit application.

A voluntary contribution has been agreed to by the developer to provide cash-in-lieu of dedicated indoor amenity space. The contribution is based on \$1,000 per unit (\$35,000 total contribution based on 35 units). The voluntary contribution is being secured as a rezoning consideration.

#### Public Art Program

The developer has agreed to a voluntary contribution to the City's Public Art Fund. The contribution is based on \$0.60 per square foot of developable density (\$22,388 total contribution). The voluntary contribution is being secured as a rezoning consideration.

#### **Development Permit Application**

A Development Permit application will be required to undertake a review of the overall architectural form and character of the project, landscaping and urban design. The Development Permit application is required to be processed to a satisfactory level to fulfil the rezoning considerations attached to the proposal.



Specific issues for this project to be examined through the Development Permit application are as follows:

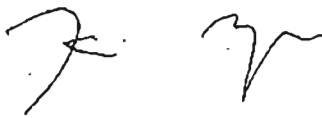
- Finalized design of the ALR landscape buffer along Gilley Road.
- Finalized design of the public walkway running along the west edge of the site.
- Opportunities to implement measures to improve sustainability (i.e., permeable pavers, native plantings, enhancements to the RMA).
- Minor variances for any proposed building projections into setbacks.
- Environmental and Department of Fisheries and Oceans approval for works within RMA and recommended mitigation/enhancement measures.

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

None.

#### **Conclusion**

The application to rezone 22560, 22600 and 22620 Gilley Road to permit the development of 35 townhouse units complies with the OCP land use designation for the area and is similar to other forms of multi-family housing in the Hamilton Area. Staff recommend support of the rezoning application.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: Location Map and Air Photo

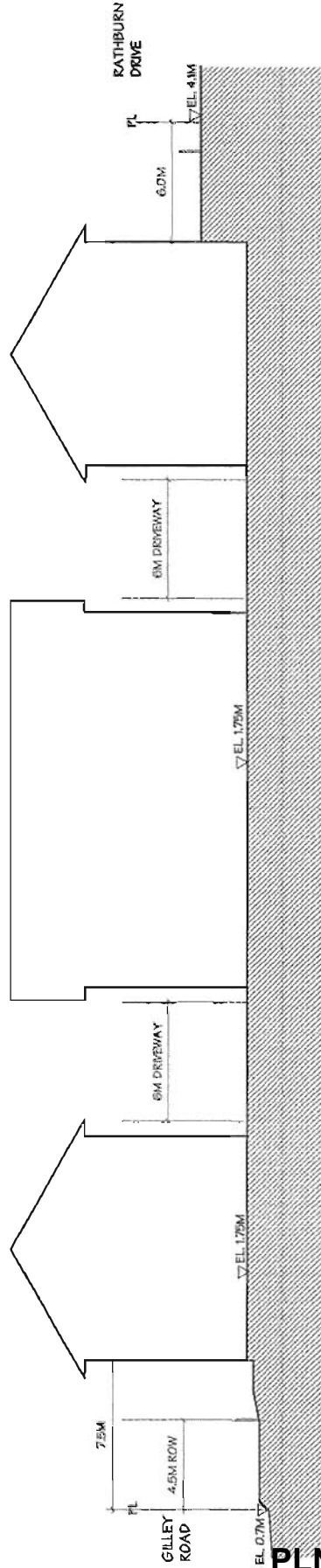
Attachment 2: Conceptual Development and Landscape Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Hamilton – Lower Westminster Sub Area Plan

Attachment 5: Public Correspondence

Attachment 6: Rezoning Considerations Concurrence



SITE SECTION

PLN - 46

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	08/01/2014

PROJECT: TOWNHOUSE DEVELOPMENT  
 PREPARED BY: YAMAMOTO ARCHITECTURE INC.  
 3410 15TH AVE S.W.  
 VANCOUVER, B.C. V6P 4G8

DESIGNED BY: YAMAMOTO ARCHITECTURE INC.  
 3410 15TH AVE S.W.  
 VANCOUVER, B.C. V6P 4G8

DATE OF DRAWING: 08/01/2014  
 DRAWN BY: YAMAMOTO ARCHITECTURE INC.  
 3410 15TH AVE S.W.  
 VANCOUVER, B.C. V6P 4G8

SHEET NO.	1
TOTAL SHEETS	1
DATE	08/01/2014
PROJECT	TOWNHOUSE DEVELOPMENT
DESIGNED BY	YAMAMOTO ARCHITECTURE INC.
DRAWN BY	YAMAMOTO ARCHITECTURE INC.
CHECKED BY	YAMAMOTO ARCHITECTURE INC.
APPROVED BY	YAMAMOTO ARCHITECTURE INC.

**Eng, Kevin**

---

**From:** Eng, Kevin  
**Sent:** Friday, 15 July 2011 13:48  
**To:** 'Wendy Walker'  
**Cc:** MayorandCouncillors  
**Subject:** RE: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Hi Wendy,

Thank you for the email emphasizing your previous concerns and the additional comment about stability of home foundations in the neighbourhood.

At the public hearing, these concerns were brought up by other residents and as a result, the issues surrounding soil and fill conditions in the neighbourhood and specific to the proposed project are to be reviewed by staff and the applicant and addressed in any forthcoming application to be considered by Council.

Regards,  
**Kevin Eng**  
*Policy Planning*  
 City of Richmond  
 P: 604-247-4626 F: 604-276-4052  
[kenq@richmond.ca](mailto:kenq@richmond.ca)

---

**From:** Wendy Walker [mailto:wgwalker@shaw.ca]  
**Sent:** Friday, 15 July 2011 11:20 AM  
**To:** Eng, Kevin; Wendy Walker  
**Cc:** MayorandCouncillors  
**Subject:** Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Dear Kevin,

Sorry - I meant to also mention that another main concern that brought everyone together at the meeting mentioned below was potential damage to homes in the area that might occur during the building process. Those present stated there are homes in their area that are sinking and some owners have had their homes slab jacked to stabilize them while others have visible signs of sinking. It was also mentioned that some properties have their homes and/or yards sinking down towards the proposed development. During the parts of the discussion I was able to be part of this was discussed as a major concern far more than traffic flow or parking. This is definitely a concern for us as stated in earlier communications.

Regards,

Wendy Walker

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

**From:** Wendy Walker  
**To:** Eng, Kevin  
**Cc:** MayorandCouncillors  
**Sent:** Thursday, July 14, 2011 4:05 PM

Subject: Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Dear Kevin,

Thank you for your reply. I was very disappointed when I learnt that the local residents who came to the last meeting focused their concerns only on the traffic routing. Just prior to the meeting at City Hall, there were a group of residents including myself that came together via email as we all had concerns about the townhouses. It was agreed we should all meet and I was asked by Carrie Murray to hold it at my house.

It was originally meant to discuss concerns that the the size of the townhouse development in the middle of single family homes was inappropriate. The question of access onto Gilley Road came up as an option to Turner and I said I was advised that access would definitely be via Turner which was also noted on the documents you had forwarded. There were many comments from those present about lack of parking in front of their homes when more than one neighbour had a family gathering at the same time. In addition, they all commented on the great many secondary suites in the homes in that area. As we live on a cul de sac I didn't see this as a major concern to perhaps have friends park 1/2 block away - it is a fact of life for us and many.

Even though everyone present spoke great English and I was the only person in the group that did not speak Chinese, the conversation switched largely to Chinese. I was asked if I thought the city would listen if they were vocal enough and I said I believed yes. I was then asked if I would draw up a petition as they said most people in the area would not come out or may not have enough English to understand the issue but they could get them to sign something. In good faith I did this. The final petition was translated to Chinese but the wording was also changed from what I put together and of course I don't know what the actual translation says. I don't know how many signatures were turned in via the petitions but I would question the validity of these.

Again, when I walk or drive through the area in question around Turner, there is always has plenty of street parking, easy access for passing, and very little pedestrian traffic. **I have also noticed most driveways are also usually empty though they have room for at least 2 cars each.** Given how quiet this area is, the width of the streets, sidewalks and available parking it is hard to believe that Gilley could ever be considered an option. I would suggest that everyone in concern take a road trip to see this section of Gilley Road if they haven't already done so. Especially when school is back in and the foot traffic increases, I cannot envision how Gilley could ever work as an option.

Regards,

Wendy Walker

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

From: Eng, Kevin

To: [wqwalker@shaw.ca](mailto:wqwalker@shaw.ca)

Cc: [Mayor and Councillors](#)

Sent: Thursday, July 14, 2011 3:06 PM

**Subject:** RE: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Hi Wendy and George Walker,

Thank you for the email and communicating your observations about the streets in the area and concerns about use of Gilley Road by the proposed townhouse development.

The rezoning application was referred by Richmond City Council at the May 16, 2011 Public Hearing with the direction to address a number of the concerns raised at the meeting. Two specific issues raised at Public Hearing are the routing of traffic through the neighbourhood and providing access to the proposed development from Gilley Road.

Staff and the applicant are in the process of reviewing these issues raised at Public Hearing by area residents and Council.

The rezoning application is required to proceed through the statutory rezoning process (including a Public Hearing).

Your email will be included in any forthcoming report on the application so that Council is aware of your comments and concerns.

Regards,  
**Kevin Eng**  
*Policy Planning*  
City of Richmond  
P: 604-247-4626 F: 604-276-4052  
[kenq@richmond.ca](mailto:kenq@richmond.ca)

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**From:** Wendy Walker [mailto:wgwalker@shaw.ca]  
**Sent:** Wednesday, 13 July 2011 12:02 PM  
**To:** Eng, Kevin  
**Cc:** MayorandCouncillors; PlanningDevelopment  
**Subject:** Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)  
**Importance:** High

Dear Kevin,

We were shocked to recently hear from a realtor that the rezoning of 22560/22600/22620 Gilley Road (RZ 06-344606) is going ahead with the traffic now being diverted to Gilley Road. **This is completely contrary to what we have been sent in attachments from the city. We have been verbally told in the past that Gilley was not an option.**

The original documents state that all traffic will be diverted via Turner Street. In speaking with the city they also advised that once the dead end near Turner was completed it would actually create a greater traffic flow on Turner.

We have heard complaints from residents on Turner and surrounding streets not wanting the additional traffic. They stated it was because many of their homes have secondary suites and in addition the majority have regular, large family gatherings that place a demand on parking. We have made it a point over the past several months to walk and drive through that area at various times of day and night on a very regular basis. It is a very quiet street and area. There is always has plenty of street parking, easy access for passing, no traffic blocks and very little pedestrian traffic.

**Turner and other streets in that subdivision are 29.9 feet wide AND in addition they also have sidewalks that add to the safety of pedestrians.**

**Gilley Road is only 16 feet wide with no sidewalks and virtually no parking.** It is difficult for two vehicles to often pass each other especially if one is a truck or such. I live on Fraserbank Place but my kitchen window looks over Gilley. Over the years I have witnessed many close calls as pedestrians have no choice but to walk on the road. There is a lot of foot traffic on Gilley from the sub division above especially during the school season and there are no sidewalks and minimal shoulders to walk on. It is a dead end street and also popular with people racing mini bikes and such and most vehicles travel above the speed limit - garbage trucks are amongst the worst.

The ditches are full of wild life including beavers and a year ago we found a dead beaver on the should that had been hit by a car. Gilley is already so unsuited to the amount of foot traffic given its width and other conditions it is unimaginable it could become a main access for the new homes.

We would like to request an update on the status of the development and do understand it is likely to go ahead. However, Gilley Road at a mere 16 feet, with no sidewalks, the ditches etc. is absolutely the wrong street for access. We live on a cul de sac where many neighbours also have family gatherings and we manage. These events do not reflect the true traffic/parking conditions.

Regards,

Wendy and George Walker

## Rezoning Considerations

### 22560, 22600 and 22620 Gilley Road

#### RZ 06-344606

Prior to final adoption of Zoning Amendment Bylaw 8750, the developer is required to complete the following:

1. Consolidation of the 3 subject properties into one development parcel.
2. Provide a 12.2 m wide land dedication along the southern most portions of 22560 and 22600 Gilley Road to facilitate a road right-of-way with a minimum width of 17 m.
3. Registration on title of a 4.5 m wide public rights-of-passage statutory right-of-way along the consolidated development site's west and north property line for the purposes of a public pedestrian walkway that includes the following provisions:
  - a. A minimum 2.5 m wide hard surface walkway is to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport.
  - b. Maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation.
  - c. The City will maintain the hard surface walkway.
4. Submission of a report by a professional environmental consultant to review all proposed works in or adjacent to the existing 5 m RMAs. All works and mitigation/enhancement measures recommended by the developer's environmental consultant must be approved by the Department of Fisheries and Oceans prior to final approval of the Servicing Agreement.
5. Submission and approval of a Servicing Agreement\* for the design and construction of the following works (No Development Cost Charge Credits available):
  - a. Rathburn Drive and Turner Street connection – works include, but are not limited to 8.5 m pavement width, curb & gutter on both sides of the road, 1.5 m wide sidewalk and boulevard. Road works are required to match and connect with existing road standard implemented for Rathburn Drive and Turner Street.
  - b. Pedestrian pathway within the 4.5 m wide public rights-of-passage statutory right-of-way running along the west and north edge of the consolidated development site to consist of a minimum 2.5 m wide hard-surface pathway, appropriate landscape buffering and fencing (i.e., 4 ft. maximum height). The design is also required to include a culvert crossing to Gilley Road at the northeast corner of the site in conjunction with the vehicle driveway access to the site.
  - c. Gilley Road upgrades between the vehicle access to the subject site and Westminster Highway to achieve the following road cross section:
    - i. Minimum 6.1 m wide asphalt driving surface.
    - ii. Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse. The pathway would be

delineated with pavement markings or other traffic devices (i.e., delineators or raised pavement markers). The 1.5 m wide pathway is required to be designed to accommodate vehicle travel.

- iii. Appropriate tie-in to the top-of bank of the canal on both sides of Gilley Road.
  - iv. Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.
  - d. Removal of all existing culvert crossings along the subject site's Gilley Road frontage and installation of a new culvert crossing along Gilley Road for the townhouse development.
  - e. Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
  - f. Inclusion of mitigation and enhancement works to the RMA along Gilley Road as recommended by the professional environmental consultant's report and approved by the Department of Fisheries and Oceans.
6. Registration on title of a Flood Plain Covenant identifying a minimum Flood Construction Level of 3.5 m.
  7. Registration on title of a covenant that restricts the conversion of off-street parking areas to habitable space.
  8. Registration on title of a restrictive covenant that prevents the removal or significant modification of the 6 m wide landscape buffer screening along the development site's Gilley Road frontage, which is to be adequately maintained by the property owner for the purposes of mitigating against typical noise, dust and odour activities associated with adjacent agricultural operations.
  9. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's affordable housing fund.
  10. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's public art fund.
  11. City's acceptance of a voluntary contribution of \$35,000 (\$1,000 per unit) for cash-in-lieu of on-site indoor amenity space.
  12. Approval from the Ministry of Transportation and Infrastructure.
  13. Submission and processing of a Development Permit completed to a level deemed acceptable to the Director of Development.

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

1. Submission of a letter of credit for the appropriate amount based on the approved Development Permit landscape plan for the subject site.
2. Installation of tree protection fencing to the City's specification for the hedge located on the neighbouring property at the north-west corner of the site and engage a certified professional arborist to oversee, inspect and approve the installed tree protection fencing.



Prior to issuance of the Building Permit\*, the developer is required to complete the following:

1. Submission and approval of a construction parking and traffic management plan to be provided to the Transportation Division that includes location for parking for services, deliveries, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (Ministry of Transportation and Infrastructure). The construction parking and traffic management plan is required to include the following provisions:
  - a. No construction related parking or staging of trucks on Gilley Road or in the surrounding neighbourhood.
  - b. Dedicated areas for construction staff parking on sites/areas secured by the developer for this purpose.
  - c. Dedicated construction loading/staging areas on the subject development site.
  - d. Construction vehicle access/egress is prohibited from utilizing Rathburn Drive or Turner Street.
  - e. Construction vehicles will be required to travel at a reduced speed down Gilley Road.

*\*Requires separate application submission*

[Signed original on file]

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8750 (RZ 06-344606)  
22560, 22600 & 22620 GILLEY ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **TOWN HOUSING (ZT11) - HAMILTON**.

P.I.D. 003-911-985

Parcel "A" (Explanatory Plan 29178) Lot 2 Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 003-558-622

Parcel A (RD14733E) Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 010-724-915

Easterly Half Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8750**".

FIRST READING

APR 26 2011

A PUBLIC HEARING WAS HELD ON

MAY 16 2011

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION  
AND INFRASTRUCTURE

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



**City of Richmond**  
Planning and Development Department

**Report to Council**

**To:** Planning Committee **Date:** April 23, 2012  
**From:** Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development **File:** RZ 10-516267  
**Re:** Supplemental Report: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3)

**Staff Recommendation**

1. That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be forwarded to Public Hearing, to be held on Monday, June 18, 2012; and
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14 of the Report to Committee dated June 17, 2011.

Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development

BJJ:el  
Att.

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

## **Staff Report**

### **Origin**

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to rezone 9160 No. 2 Road (**Attachment A**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 18 three-storey townhouse units on the site with vehicle access from Maple Road.

### **Background**

A Report to Committee (**Attachment B**) on the subject rezoning application was taken to Planning Committee on July 5, 2011. The Committee endorsed the staff recommendation to forward the subject application to Public Hearing but requested information on potential signalization at the corner of Maple Road and No. 2 Road.

Prior to Public Hearing, the applicant decided to revise the proposed and requested to have the application removed from the Public Hearing agenda. The application was therefore deleted from the September 7, 2011 Public Hearing agenda and referred back to staff.

This supplemental report is being brought forward now to provide information regarding signalization at the corner of Maple Road and No. 2 Road, a discussion on vehicle access to the proposed development, a summary of revisions made to the project, and the result of the second open house for the proposed development held on March 29, 2012.

### **Findings of Fact**

Please refer to the attached updated Development Application Data Sheet (**Attachment C**) for a comparison of the proposed development data with the relevant Bylaw requirements. Please refer to the original staff report dated June 17, 2011 (**Attachment B**) for information pertaining to related City's policies and studies, pre-Planning Committee consultation process and result, as well as staff comments related to tree retention, site servicing, and frontage improvements.

### **Review of Transportation Issues:**

#### Signalization at the Corner of Maple Road and No. 2 Road

Typically, new traffic signals are funded through the City's Road DCC Program and prioritized based on the Transportation Association of Canada (TAC) Signal warrant Analysis.

Based on the TAC analysis, it is found that a traffic signal is not warranted at this location. The anticipated traffic volume generated by the proposed 18 unit townhouse development will result in only a marginal increase and the intersection will continue to perform adequately with the stop control operation. However, staff recognize that the likely ultimate signalization at the intersection will be required in the future due to growth. Currently, the eastbound left-turn traffic on Maple Road does experience some delays during the morning peak period due to commuter traffic on No. 2 Road.

In light of the developer's commitment for the design and construction of the traffic signals, staff can support signalizing the Maple Road intersection as part of this development to stop traffic on

No. 2 Road for local access from Maple Road and help to address neighbourhood concerns related to traffic delay.

As a condition of rezoning, the developer is committed to enter into a standard Servicing Agreement for the design and construction of the No. 2 Road/Maple Road upgrades with full traffic signals, complete with audible pedestrian signals (APS). The works will include but not be limited to: roadway widening, utility relocation, reconstruction of Maple Road on the east and west leg, pavement markings and signage changes. In order to determine the requirements of the Servicing Agreement for the design and construction of off-site works, a functional plan including road dimensions and road cross sections for all approaches is required. All proposed transportation and traffic improvements are subject to review and final approval of the Director of Transportation and the Director of Engineering. All works to be provided at developer's sole cost with no applicable DCC credits.

### Vehicle Access

#### *Site Access on Maple Road*

Residents from the single-family neighbourhood east of No. 2 Road (on Maple Road, Martyniuk Place, and Romaniuk Drive) have expressed concerns about the location of vehicle access to the townhouse development on Maple Road. They feel that the increased traffic generated by the townhouse development would increase the delay at the No. 2 Road and Maple Road intersection during peak hours.

#### *Site Access on No. 2 Road*

Residents from the adjacent senior apartment and the users of the church to the south object to a No. 2 Road driveway for the proposed townhouse development. A letter from the Christian Reformed Senior Housing Society (**Attachment D**) and a petition from the Tapestry Church with 121 names was submitted (**Appendix I**). They feel that the proposed driveway would be too close to their shared driveway, making it more difficult to enter and exit their shared driveway, posing a safety concern. In addition, the nine (9) units in the senior apartment that look out over the proposed driveway would be impacted by the noise, exhaust fumes, and bright headlights at night from vehicles using the driveway.

In addition to the comments from the area residents, staff considered the following factors when reviewing the two possible site access locations:

- The hierarchy of roads, i.e., their functions and capacity. No. 2 Road is classified as an Arterial Road while Maple Road is classified as a local road.
- The distance of the proposed driveway from the intersection and other driveways.
- Tree preservation and its benefits to the neighbourhood. At least two (2) additional bylaw-sized trees and four (4) under-sized trees that were identified for retention would be removed to accommodate vehicle access off No. 2 Road
- The gain and/or loss of on-street parking spaces.
- The applicant's proposal to upgrade the existing Special Crosswalk at the north leg of the No. 2 Road/Maple Road intersection to a full traffic signal without requiring any City roads DCC funding.

Upon reviewing both site access options, Staff concluded either an access on Maple Road or No. 2 Road would be workable.

### **Review of Proposed Revisions:**

#### Entry Driveway on Maple Road

The applicant has considered relocating the entry driveway from Maple Road to No. 2 Road. Based on the comments received from the neighbourhood, the applicant proposes to keep the entry driveway on Maple Road; however, the proposed driveway location has been shifted west to reduce potential impacts on the neighbouring property to the east.

#### Site Layout

The site layout has been revised (**Attachment E**). The developer is now proposing six (6) duplex units with a pedestrian walkway along the east property line. The duplexes will be set back 6 m from the east property line and a hedgerow will be planted along a portion of the east property line to provide backyard privacy for the neighbouring property to the east.

All proposed units fronting on Maple Road are now in duplex form, creating a similar massing and character as the adjacent single-family developments. In addition, the four-plex in the central part of the site has been split into two (2) duplexes, the free standing electrical rooms along the south yard setback have been removed, and the outdoor amenity area has been relocated to the Maple Road frontage.

Same as the original proposal, every unit has two (2) side-by-side parking spaces. A total of four (4) visitor parking spaces are provided throughout the site, including one (1) accessible parking space. The applicant has indicated that eight (8) of the double car garages are deeper than usual and each of these garages may accommodate up to three (3) compact vehicles.

Detailed design of the project, including site design, architectural form, and landscaping, will be reviewed at the Development Permit stage.

### **Consultation:**

#### Petition Received August 31, 2011

In addition to the comments letters attached to the Report to Committee dated June 17, 2011 (**Attachment B**), 213 petition letters (with 447 signatures) in opposition to the proposal was submitted on August 31, 2011 (**Appendix II**). A sample petition letter can be found in **Attachment F**.

#### Open House March 29, 2012

The applicant held a second public Open House on March 29, 2012 at the Thompson Community Centre. An Open House flyer was sent by mail to the owners and residents of over 140 neighbouring properties. Approximately 57 people attended representing 49 households in the City, in which 19 households are located within the notification area and an additional 6 households are located within the immediate neighbourhood bounded by Francis Road, Woodward Road, Gilbert Road, and No. 2 Road. Staff attended the Open House as observers. Comment sheets were provided to all the attendees and 43 responses were received (**Appendix**

III). A copy of the Open House Summary prepared by the applicant is included in **Attachment G**. A mapping of the responses received at the open house can be found in **Attachment H**. The survey result is as follows:

- 16 attendants from 15 households within the notification area oppose the proposal;
- 4 attendants from 4 households within the immediate neighbourhood (bounded by Francis Road, Woodward's Road, Gilbert Road, and No. 2 Road) oppose the proposal;
- 1 attendant from a household within the immediate quarter section support the proposal;
- 20 attendants in 16 households in Richmond, but outside of the immediate quarter section, support the proposal; and
- 2 attendants did not indicate whether they support or oppose the proposal.

Most attendants who oppose the proposal feel that nothing has changed since this application was forwarded to Planning Committee in July 2011. The concerns raised by these attendants are similar to the comments received on the first round of consultation.

#### Petition Received April 12, 2012

Pursuant to the second open house, a second petition from the area residents with 196 petition letters (350 signatures) in opposition to the proposal was submitted on April 12, 2012 (**Appendix IV**). A sample petition letter can be found in **Attachment I**. A mapping of the households in opposition to the proposal is included in **Attachment J**. Staff have subsequently met with representatives of the neighbourhood group to review the revised proposal and answer questions.

#### Public Input

A copy of the petitions and comment sheets from the second open house (**Appendix I to IV**) has been compiled into a binder. Copies of the binder have been placed in the Councillor's lounge for City Council reference and also at the City Hall information desk for public viewing.

A list of major concerns raised by the area residents is provided below, along with responses in *italics*:

1. The single-family residential character should be maintained.

*The subject townhouse development is not the first multiple-family development on this block of No. 2 Road between Maple Road and Woodward's Road. There is an existing 4-storey seniors' apartment building located to the immediate south of the subject site. The subject site, along with the properties on both side of No. 2 Road, between Francis Road and Woodward's Roads, is identified for townhouse development under the Arterial Road Redevelopment Policy in the Official Community Plan (OCP). Townhouse developments are limited to properties fronting onto arterial roads, such as No. 2 Road, and are not envisioned in the internal subdivision.*

*Duplex units are being proposed along the Maple Road frontage to create a massing and character similar to the adjacent single-family homes.*

2. The proposed density is too high; 18 units are too many.

*Please see Analysis section for the discussion on the proposed density in term of Floor Area Ratio (F.A.R.). The City does not restrict the number of units, as long as the proposal complies with all zoning requirements.*

3. The proposed three-storey buildings are too tall.

*The Arterial Road Redevelopment Policy permits 3-storey height (above the Flood Plain Construction Level (FCL)). In order to address the adjacency issue and to preserve mature trees on site, the proposed development will be built on existing grade, which is approximately 1.37 m below the FCL, 0.80 m below the No. 2 Road sidewalk elevation, and 0.25 m below the existing Maple Road elevation. The ground floor will be for parking only and no habitable area is permitted. A low sloped 4-in-12 roof is proposed to keep the apparent building height along the fronting streets as low as possible. The proposed buildings will appear to be 2½ storeys above the FCL, which would be similar in height as the newer/future single-family homes on Maple Road.*

4. Four (4) visitor parking spaces are not enough for 18 townhouse units. The proposed development would create parking and traffic problems on Maple Road.

*The proposal includes two (2) side-by-side parking spaces per unit and a total of four (4) visitor parking spaces on site, which is in compliance with the bylaw requirement.*

*At present, no parking is permitted on both sides of No. 2 Road but there is no restriction along Maple Road. With the new traffic signal and the proposed development in place, no parking should be allowed on the south side of Maple Road between No. 2 Road and the proposed site access. From the site access to the easterly property boundary, it is feasible to accommodate three (3) on-street parking spaces on the south side of Maple Road. On-street parking on the north side of Maple Road is very limited due to the existing property driveways.*

*The applicant has indicated that some of the garages may accommodate up to three (3) compact cars (see Alternate Parking Plan in Attachment E). The developer has also agreed to explore the opportunities to provide additional visitor parking stalls on site at Development Permit stage.*

5. Increased traffic generated by the townhouse development would make the already problematic intersection at No. 2 Road and Maple Road more dangerous.

*Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review; the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have a insignificant traffic impact to the existing operations at the No. 2 Road and Maple Road intersection; the existing vehicle access to No. 2 Road is within the existing roadway and intersection geometry.*

*In addition, as part of the development, the pavement on Maple Road along the site frontage will be widened to provide additional travelling space on Maple Road.*

*Furthermore, the provision of full traffic signal at Maple Road and No. 2 Road will allow traffic making left turns out from Maple Road with the protection of signalization.*



6. The proposed traffic light on Maple Road is too close to Francis Road.

*The Maple Road approaches carry very moderate traffic volumes; the introduction of a new traffic signal at Maple Road will not adversely impact traffic progression along No. 2 Road currently through Maple and Francis. Final signal timing plans can be worked out in the detailed design stage to optimize traffic progression and minimize vehicle delays. The new signal at Maple will improve existing traffic conditions at the intersection by providing protected pedestrian crossings across No. 2 Road and adequate capacity for Maple Road left-turn traffic to No. 2 Road northbound.*

7. The diverters on Maple Road will be removed in the future.

*While some residents suggested removal of the existing diverters on Maple Road at Romaniuk Drive (between No. 2 Road and Gilbert Road) to ease traffic congestion at the No. 2 Road and Maple Road intersection, many have concerns that such removal will create serious safety issues in the neighbourhood.*

*Transportation Division staff noted that the existing mid-block closure of Maple Road was instated several years ago in response to concerns raised by residents regarding speed and traffic short-cutting on Maple Road. Opening up the Maple Road link between the two (2) arterial roads will create a potential for a significant increase of traffic volume and speed on Maple Road, impacting the intersection at No. 2 Road. The diverters would still be required to manage traffic levels and speed in the area. Therefore, the removal of the existing diverters are not recommended.*

## Analysis

### Official Community Plan (OCP) Compliance

The proposed development is consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east and the apartment building to the south:

- The proposed 3-storey townhouses will be built on existing grade, so their 3-storey appearance will be somewhat lessened. The proposed top floor is also about the same height as the second floor of the adjacent seniors' apartment.
- The site grade along the east property line will be raised to achieve the minimum Flood Construction Level (FCL). The duplexes along the east property line are considered 2½ storey in height above the FCL. Thereby, the interface with single-family along the east property line is considered in compliance with the Arterial Road Redevelopment Policy in terms of building height and setback.
- Units are laid out along the No. 2 Road and Maple Road to provide a pedestrian scale along the street fronts. Duplex units with direct street entry are proposed along Maple Road, creating a coherent streetscape with the existing single-family homes on the block.
- The rest of the townhouse blocks on-site are laid out with an east-west orientation to provide view corridors (north-south) from the adjacent seniors' apartment.

These proposed design features will be controlled through the Development Permit process.

### Medium Density Townhouses (RTM3)

The proposed zoning (RTM3 with a maximum density of 0.7 FAR) and the proposed density (0.675 FAR) complies with the Low-Density Residential land use designation contained in the Official Community Plan (OCP) for development on the City's arterial roads. Densities above the base density, for townhouse development along arterial road, of 0.6 floor area ratio (FAR) are usually considered in conjunction with development sites in close proximity to a Community Centre and/or Neighbourhood Service Centre. The subject site is across from a local commercial site and is within walking distance to the Blundell Shopping Centre (approximately 650 m). To qualify for the proposed density and to satisfy the requirements of the RTM3 zone, the applicant is:

- Preserving eight (8) bylaw-sized trees and four (4) under-sized trees on-site, as well as protecting all trees on adjacent properties, located in proximity to the development site;
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and
- Providing at least one (1), possibly two (2), convertible units which are designed to accommodate a vertical lift.

### Development Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTM3) zone. Based on the review of revised site plan for the project, no variance is being requested.

### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9160 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Detailed review of the site plan to ensure a 4.3 m minimum vertical clearance is provided over the entire 6.7 m width of the internal drive aisle and that corner cuts are provided at the internal intersections on-site;
- Opportunities to provide additional visitor parking stalls on site;
- Detailed review of the site plan to ensure semi-private space is distinguished from private spaces including the design and location of visitor parking;
- Detailed review of building form and architectural character including elimination of significant projections into required yard setbacks as well as unit design that facilitates conversions of garage area into habitable space;
- Unit entry design with respect to CPTED principles;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Ensure there is adequate private outdoor space for each unit; and

- Landscaping design, site grading, and enhancement of the outdoor amenity area to maximize use.

## Conclusion

The proposed 18-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads and meets the zoning requirements set out in the Medium Density Townhouses (RTM3) zone. Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context. The applicant is proposing to upgrade the No. 2 Road/Maple Road intersection with full traffic signals, complete with audible pedestrian signals (APS), to address concerns raised by delegations to Planning Committee related to traffic. A Transportation Functional Plan will be provided prior to the Servicing Agreement stage to determine ultimate transportation and traffic improvements.

Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

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

While the proposal generates significant concerns from the immediate neighbourhood, the proposal does address all of the concerns raised and is in compliance to the City's Arterial Road Redevelopment Policy. The subject site is specifically identified in the OCP for multiple family development. On this basis, staff recommends support for the rezoning application.



Edwin Lee  
Planner 1  
(604-276-4121)

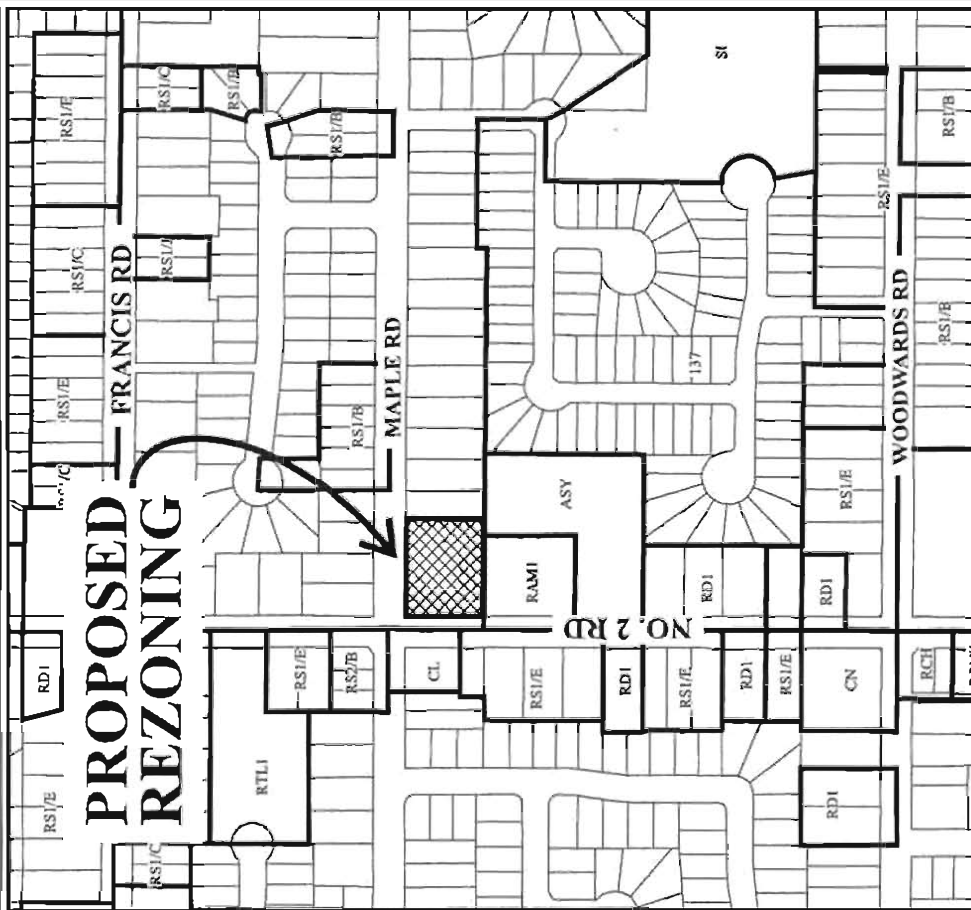
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Attachment A: Location Map  
Attachment B: Report to Committee dated June 17, 2011  
Attachment C: Development Application Data Sheet  
Attachment D: Letter from Christian Reformed Senior Housing Society dated April 2, 2012  
Attachment E: Revised Development Concept  
Attachment F: Sample Petition Letter dated August 5, 2011 (received on August 31, 2011)  
Attachment G: Open House Summary  
Attachment H: Public Consultation Responses (Open House, March 29, 2012)  
Attachment I: Sample Petition Letter dated April 1, 2012 (received on April 12, 2011)  
Attachment J: Mapping of Petition received April 12, 2012  
Attachment K: Rezoning Considerations Concurrence

Appendix I: Petition from Tapestry Church  
Appendix II: Petition Received August 31, 2011  
Appendix III: Comment Sheets Received at Open House Held on March 29, 2012  
Appendix IV: Petition Received April 12, 2012



# PROPOSED REZONING

**PLN - 64**

# MAPLE RD

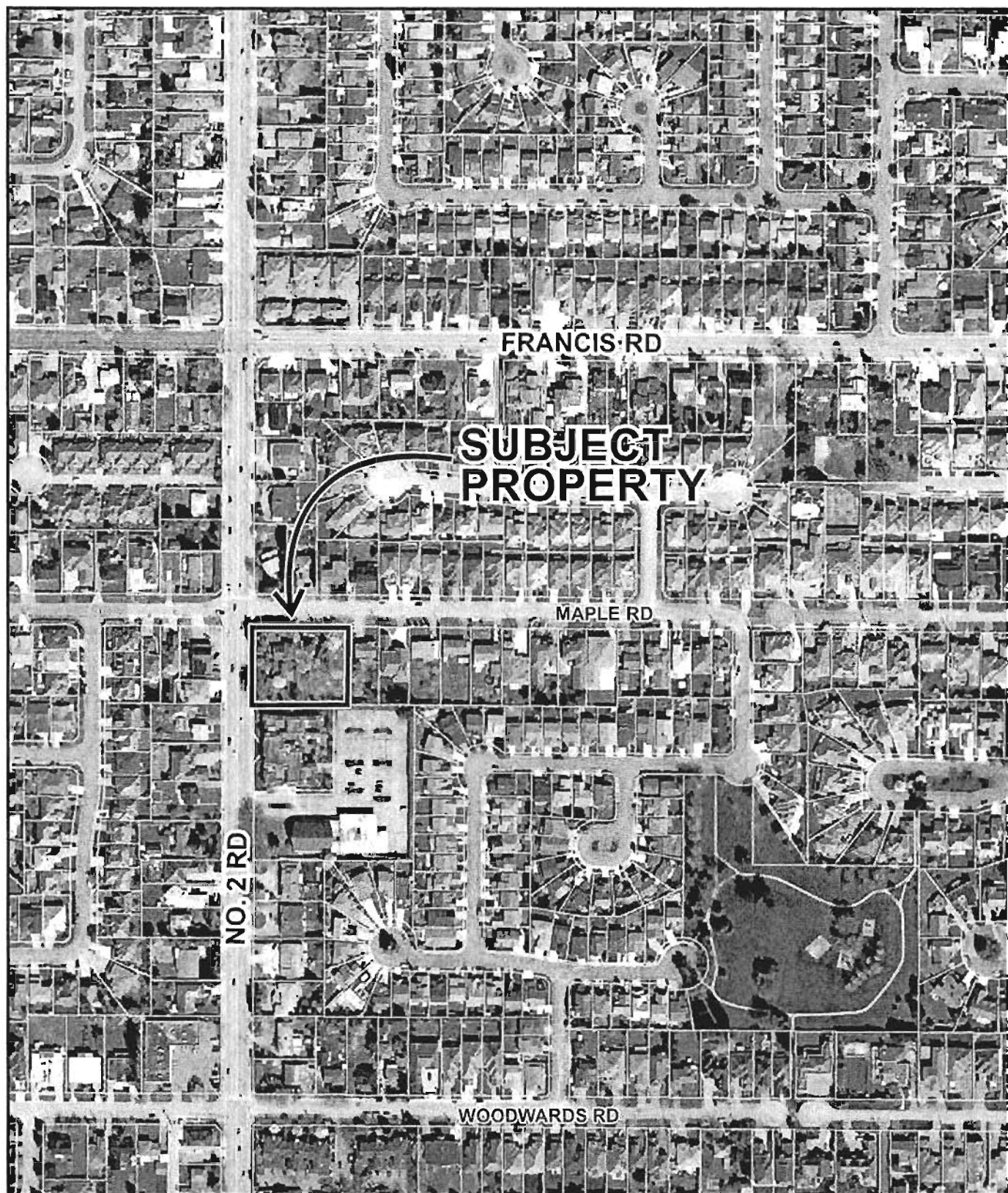
**NO. 2 RD**

RZ 10-516267

Original Date: 03/02/10

Revision Date: 05/18/11

**Note:** Dimensions are in METRES



RZ 10-516267

Original Date: 03/02/10

Amended Date: 05/18/11

Note: Dimensions are in METRES





**City of Richmond**  
Planning and Development Department

**ATTACHMENT B**

**Report to Committee**

**To:** Planning Committee **Date:** June 17, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 10-516267  
Director of Development  
**Re:** Application by Western Maple Lane Holdings Ltd. for Rezoning at  
9160 No. 2 Road from Single Detached (RS1/E) to Medium Density  
Townhouses (RTM3)

**Staff Recommendation**

1. That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading;
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14; and
3. That Bylaw No. 8769 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.

Brian J. Jackson, MCIP  
Director of Development

EL:blg  
Att.

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

## Staff Report

### Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to rezone 9160 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 18 three-storey townhouse units on the site with vehicle access from Maple Road (**Attachment 2**).

### Findings of Fact

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

### Surrounding Development

To the North: Across Maple Road, existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the East: Existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the South: Four-storey senior apartment building (three-storeys over parking) zoned Medium Density Low Rise Apartments (RAM1) and Christian Reformed Church Of Richmond on a large piece of property zoned Assembly (ASY); and

To the West: At the southwest corner of No. 2 Road and Maple Road, a commercial retail building on a property zoned Local Commercial (CL); at the northwest corner of Maple Road, a recently approved 3-lot subdivision on a site zoned Single Detached (RS1/B) fronting on Maple Road.

### Related Policies & Studies

#### Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Redevelopment Policy is supportive of multiple family residential developments along major arterial roads, especially in locations such as the subject site, which are within walking distance of commercial services and where public transit is available.

The subject site is a large single-family lot fronting No. 2 Road with a lot depth much deeper than a standard single-family lot in the area. This site is identified for townhouse development under the Arterial Road Redevelopment Policy and the proposed development is generally consistent with the Policy. While this proposal is the first townhouse development proposal on the east side of No. 2 Road between Maple Road and Woodward Road, the proposal is not the first multiple family development on the block as there is an apartment building for seniors located to the immediate south of the site. It is noted that there is a predominant presence of other previously approved townhouses along the east side of No. 2 Road between Woodward Road and Williams Road. It is envisioned that the rest of the single-family and duplex lots on this block between Maple Road and Woodward Road could be redeveloped for multiple family residential under the Arterial Road Redevelopment Policy in the OCP.

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$47,003.23.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received:

- Two (2) support letters from two (2) households on Romaniuk Drive and Gilbert Crescent within the immediate quarter-section, and one (1) support letter from a household in the King George/Cambie Neighbourhood (**Attachment 4**);
- Eight (8) opposition letters from nine (9) households on Maple Road, Martyniuk Place, No. 2 Road, and Ramaniuk Drive (**Attachment 5**); and
- A petition with 37 signatures from 33 households within the immediate neighbourhood in opposition to the proposed development (**Attachment 6**).

Concerns expressed by the public include changes in neighbourhood character, increased density, increased traffic, parking, safety at the No. 2 Road and Maple Road intersection, tree preservation, building height, and loss of privacy.

### Open House

The applicant has conducted public consultation regarding the rezoning application through a public Open House on March 15, 2011 at the Richmond City Hall. An Open House flyer was hand delivered by the applicant to over 140 neighbouring single-family homes (see **Attachment 7** for the Notification Area). Approximately 19 people attended representing 12 households of neighbouring residents. Staff attended the Open House as observers. Comments sheets were provided to all the attendees and 16 responses were received. A copy of the Open House Summary prepared by the applicant is included in **Attachment 8**. An updated petition, with a total of 192 signatures from 148 households, was submitted to the City in April, 2011 (**Attachment 6**).

A mapping of the petition, including all written submissions, is included in **Attachment 9**. A list of major concerns raised by the area residents is provided below, along with the responses in *bold italics*:



1. The proposed density is too high; the single-family residential character should be maintained.

*(The subject townhouse development is not the first multiple-family development on this block of No. 2 Road between Maple Road and Woodward Road. There is an existing 4-storey seniors' apartment building located to the immediate south of the subject site. The subject site, along with the properties on both side of No. 2 Road, between Francis Road and Woodward Roads, is identified for townhouse development under the Arterial Road Redevelopment Policy in the Official Community Plan (OCP). Townhouse developments are limited to properties fronting onto arterial roads, such as No. 2 Road, and are not envisioned in the internal subdivision.*

*The developer has agreed to explore the opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes, at the Development Permit stage, to make the form and massing of the townhouses more compatible to the existing single-family developments on Maple Road. The developer will also explore the opportunities to shift the entry driveway on Maple Road westwards to reduce possible impacts to the neighbouring single-family home.)*

2. Increased traffic generated by the townhouse development would make the already problematic intersection at No. 2 Road and Maple Road more dangerous.

*(In order to address this concern, Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review; the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have insignificant traffic impact to the existing operations at the No. 2 Road and Maple Road intersection; the existing vehicle access to No. 2 Road is within the existing roadway and intersection geometry.*

*It is also noted that, with the pavement widening on Maple Road, two (2) outbound lanes to No. 2 Road will be provided; this arrangement will provide additional capacity on Maple Road compared to the existing single outbound lane approach.*

*Some residents suggested removal of the existing mid block closure of Maple Road between No. 2 Road and Gilbert Road to ease traffic congestion at the No. 2 Road and Maple Road intersection. Transportation Division staff noted that this closure was instated several years ago in response to concerns raised by residents regarding speed and traffic short-cutting on Maple Road. Reinstating the Maple Road link between the two (2) arterial roads will create a potential for a significant increase of traffic volume and speed on Maple Road, impacting the intersection at No. 2 Road.*

*Some residents suggested installation of a traffic signal at the No. 2 Road and Maple Road intersection. Both Transportation Division staff and the Traffic Impact Study concluded that a full traffic signal is not warranted at this intersection due to the projected traffic volumes.)*

3. The proposed development would create a parking problem on Maple Road.

*(The proposal includes two (2) side-by-side parking spaces per unit and a total of four (4) visitor parking spaces on site, which is in compliance with the bylaw requirement. In addition, as part of the development, the pavement on Maple Road*

*along the site frontage will be widened to provide additional parking/travelling space on Maple Road. Transportation Division staff indicated that Maple Road is a typical local road which is designed for on-street parking on either side without hindering vehicle movements.)*

4. The proposed three-storey buildings are too tall and would create privacy and overlook concerns.

*(The proposed development will be built on existing grade, which is approximately 1 m below the existing road elevation. The building will appear to be 2½-storey along Maple Road.*

*A 10.9 m setback from the east property line to the 3-storey townhouse is being proposed. The developer has agreed to explore the opportunities to reduce the height of the easternmost townhouse block to 2½ storey with a minimum 6.0 m setback, at the Development Permit stage, to address the privacy and overlook concerns.)*

5. The proposed development would change the streetscape of No. 2 Road by removing the beautiful big trees along the frontage.

*(Two (2) of the ten (10) bylaw-sized trees along the site's No.2 Road frontage are being proposed for removal due to poor condition. The applicant has agreed to maintain existing site grade along No. 2 Road to preserve as many trees as possible. Custom design crossing between the sidewalk and the unit entries is proposed to minimize the disruption to the root systems. The applicant is also proposing to plant additional trees and shrubs along the No. 2 Road frontage to enhance the streetscape. Staff will work with the applicant on the landscaping scheme to ensure that these design elements are include in the landscape design at the Development Permit stage.)*

#### Consultation with Covenant Court Residents

The applicant has also hosted a consultation meeting with the residents at Covenant Court (the seniors' apartment located adjacent to the subject site) on April 4, 2011. Approximately 13 residents and two (2) officials of the Christian Reformed Senior Housing Society attended the meeting. Staff also attended the meeting as an observer. A copy of the Meeting Summary prepared by the applicant is included in **Attachment 10**. A comment letter from the Christian Reformed Senior Housing Society submitted to the City after the consultation meeting is included in **Attachment 11**. A list of major concerns raised by the residents in the seniors' apartment building is provided below, along with the responses in ***bold italics***:

1. The proximity of the townhouses to the south property line would reduce privacy and sunlight to the existing residential units in the adjacent apartment building to the south.

*(The proposed townhouses will be built on existing grade. The applicant has confirmed that the proposed first habitable floor is at a lower elevation than the neighbours' first floor; and the proposed top floor is of about the same height as the seniors' apartments second floor. All proposed windows on the side elevations facing the seniors' apartment building are high and small to minimize overlooking potential).*

2. Increased traffic on No. 2 Road makes it more difficult to enter and exit Covenant Court's driveway, which is shared with the church next door; relocating the existing northbound bus stop and No. 2 Road cross walk from north of Maple Road to south of Maple Road would make the intersection safer for pedestrians.

*(Coast Mountain Bus Company requires all bus stops to be located at the far side of an intersection, which is typical of the bus stops on No. 2 Road. Pedestrian crosswalks are preferred to be located in proximity to a bus stop. Relocating the crosswalk to the south poses vehicular and pedestrian conflicts due to an adjacent active driveway).*

3. Special consideration should be given to minimize noise emanating from the proposed outdoor amenity space.

*(The proposed children's play area is located along the east property line, away from the seniors' apartment. At the Development Permit stage, staff will work with the applicant on the landscaping scheme to ensure that an adequate buffer or separation between the proposed play area and the adjacent residential developments is provided).*

## Staff Comments

### Tree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application. 33 bylaw-sized trees were identified on the Tree Survey and reviewed by the Arborist. The majority of the trees in the center of the site are old fruit trees in very poor condition, whereas the majority of the trees along the periphery of the site (No.2 Road and Maple Road frontages) are conifers in good condition.

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations to preserve eight (8) bylaw-sized trees along No. 2 Road and four (4) under-sized trees on site along the south property line (see Attachment 12 for a Tree Preservation Plan). Among the 25 trees proposed for removal:

- Three (3) trees are in fair condition, but are proposed for removal due to over-crowding.
- One (1) Birch tree along the south property line is in good condition; however, it is proposed for removal due to building conflicts that cannot be mitigated unless one (1) townhouse unit is deleted.
- Four (4) on-site trees and two (2) off-site trees along the Maple Road frontage are in good condition, but warranted for removal due to conflicts with required servicing upgrades and frontage improvements that cannot be mitigated. Parks Operations staff have agreed to the proposed removal of the off-site trees and have determined a 2:1 compensation for the Hazelnut tree (\$1300) and a 3:1 compensation for the Cedar tree (\$1950). Prior to the removal of any City trees, the applicant will need to seek formal permission from Parks Operations Division and removal of the hedges will be at the owner's cost.
- 15 trees are in poor condition.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 46 replacement trees are required for the removal of 23 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 35

replacement trees on-site and provide cash-in-lieu (\$500/tree) for off-site planting of the balance of the required replacement trees (i.e. \$5,500 cash contribution for 11 replacement trees). Staff will work with the landscape architect to explore additional tree planting opportunity on-site at the Development Permit stage. Should the applicant wish to begin site preparation work after Third Reading of the rezoning bylaw, but prior to Final Adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

In order to ensure that the eight (8) protected trees will not be damaged during construction, as a condition of rezoning, the applicant is required to submit a \$24,000 tree survival security. The City will retain 50% of the security until the proposed landscaping is planted on-site. The City will retain the remaining 50% of the security for one (1) year after inspection of the completed landscaping to ensure that the protected trees have survived.

All neighbouring trees are to be protected. Tree protection fencing on-site around the driplines of all trees to be retained will be required prior to any construction activities, including building demolition, occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones (for both on-site and off-site trees) must be submitted prior to final adoption of the rezoning bylaw. Tree protection barriers, as per the Tree Retention Plan (**Attachment 12**), must be installed on-site prior to any construction or demolition works commencing.

#### Site Servicing and Frontage Improvements

An independent review of servicing requirements (sanitary and storm) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that no sanitary upgrades are required to support the proposed development, however, storm upgrades to the existing system are required. Prior to issuance of the forthcoming Building Permit, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (please see **Attachment 13** for details).

Prior to final adoption, the developer is required to dedicate a 4 m x 4 m corner cut at Maple Road and No. 2 Road, provide a 2.0 m wide Public Rights-of-Passage (PROP) along the entire No. 2 Road frontage for future road widening, and provide a \$3,000 contribution for the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection. As part of the Servicing Agreement for the servicing upgrades, the design and construction of frontage improvements is also required. Improvement works include but are not limited to widening of Maple Road with new curb and gutter, grass and treed boulevard, and a 1.5 m sidewalk along the new property line (see **Attachment 13** for details).

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$18,000 as per the Official Community Plan (OCP) and Council policy.

### Outdoor Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on Official Community Plan (OCP) guidelines. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

### Public Art

The Public Art Program Policy does not apply to residential projects containing less than 20 units.

### **Analysis**

#### Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east and the apartment building to the south:

- The proposed 3-storey townhouses will be built on existing grade, which is approximately 1 m below the existing road elevation, so their 3-storey appearance will be somewhat lessened. The proposed top floor is also about the same height as the second floor of the adjacent seniors' apartment.
- The 2½-storey interface with single-family along the east property line complies with the requirements under the Arterial Road Redevelopment Policy in the OCP.
- The 2½- to 3-storey massing is also a result of the design intent to leave existing grade as is, which requires non-habitable space below the road elevation.
- Units are laid out along the No. 2 Road and Maple Road to provide a pedestrian scale along the street fronts. The rest of the townhouse blocks on-site are laid out with an east-west orientation to provide view corridors (north-south) from the adjacent seniors' apartment.

These proposed design features will be controlled through the Development Permit process.

#### Medium Density Townhouses (RTM3)

The proposed zoning (RTM3 with a maximum density of 0.7 FAR) and the proposed density (0.69 FAR) complies with the Low-Density Residential land use designation contained in the Official Community Plan (OCP) for development on the City's arterial roads. Densities above the range of 0.6 floor area ratio (FAR) are usually considered in conjunction with development sites in close proximity to a Community Centre and/or Neighbourhood Service Centre. The subject site is across from a local commercial site and is within walking distance to the Blundell Shopping Centre (approximately 650 m). To qualify for the proposed density and to satisfy the requirements of the RTM3 zone, the applicant is:

- Preserving eight (8) bylaw-sized trees and four (4) under-sized trees on-site, as well as protecting all trees on adjacent properties, located in proximity to the development site;
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and

- Providing at least one (1), possibly two (2), convertible units which are designed to accommodate a vertical lift.

#### Development Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTM3) zone. Based on the review of current site plan for the project, no variance is being requested. However, the following variances are envisioned should the proposal be revised to provide some 2- to 2½-storey units with the same overall floor area and unit yield as currently proposed:

- i. Increase in lot coverage for buildings; and
- ii. reduction in lot coverage for landscaping with live plant materials.

#### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9160 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Opportunities to shift the entry driveway west;
- Detailed review of the site plan to ensure a 4.3 m minimum vertical clearance is provided over the entire width of the internal drive aisle and that corner cuts are provided at the internal intersections on-site;
- Opportunities to reduce the height of the easternmost townhouse block to a maximum of 2½ storeys;
- Opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes better match the form and character of the large single-family houses on Maple Road;
- Detailed review of building form and architectural character including elimination of significant projections into required yard setbacks;
- Review of the location and design of the convertible unit and other accessibility features;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Ensure there is adequate private outdoor space for each unit;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

Public Hearing Notification Area

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 14** is proposed.

During the public consultation process, neighbours within the area identified in **Attachment 7** were notified and invited to the meetings. It is recommended that the Public Hearing notices be sent to the same notification area to ensure that residents who were involved in the earlier public consultation process are advised of the Public Hearing date.

In addition, a significant number of residents reside outside of the area identified in **Attachment 7** signed the petition in opposition to the subject proposal (see mapping of the petition, including written submissions received, in **Attachment 9**). It is recommended that the Public Hearing Notices also be sent to these residents to ensure that they are advised of the Public Hearing date.

**Financial Impact or Economic Impact**

None.

**Conclusion**

The subject application is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Further review of the project design will be required to ensure a high quality project. This review will be part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved



Edwin Lee  
Planning Technician – Design  
(604-276-4121)

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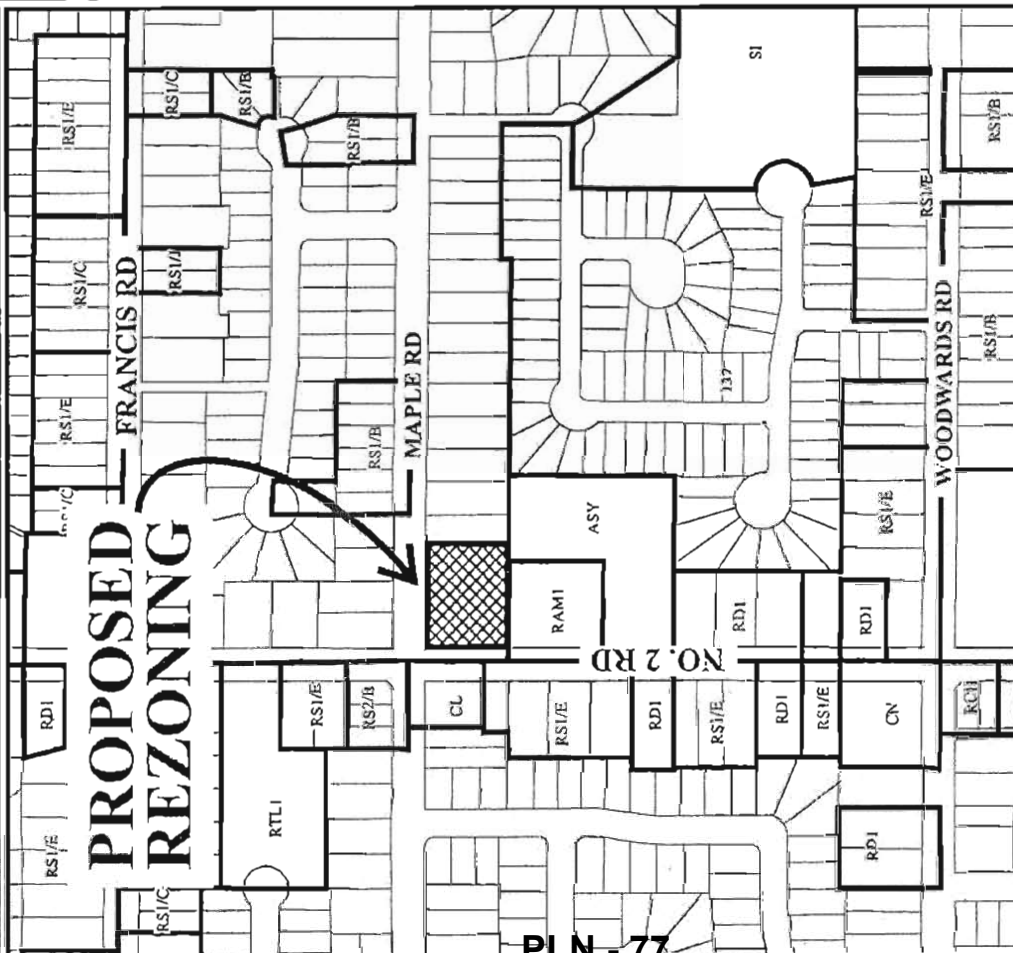
- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Support Letters
- Attachment 5: Opposition Letters
- Attachment 6: Petition
- Attachment 7: Open House Notification Area
- Attachment 8: Open House Summary
- Attachment 9: Public Consultation Responses
- Attachment 10: Consultation Meeting Summary (Covenant Court)
- Attachment 11: Letter from Christian Reformed Senior Housing Society (Covenant Court)

- Attachment 12: Tree Preservation Plan
- Attachment 13: Rezoning Considerations Concurrence
- Attachment 14: Proposed Public Hearing Notification Area



# City of Richmond

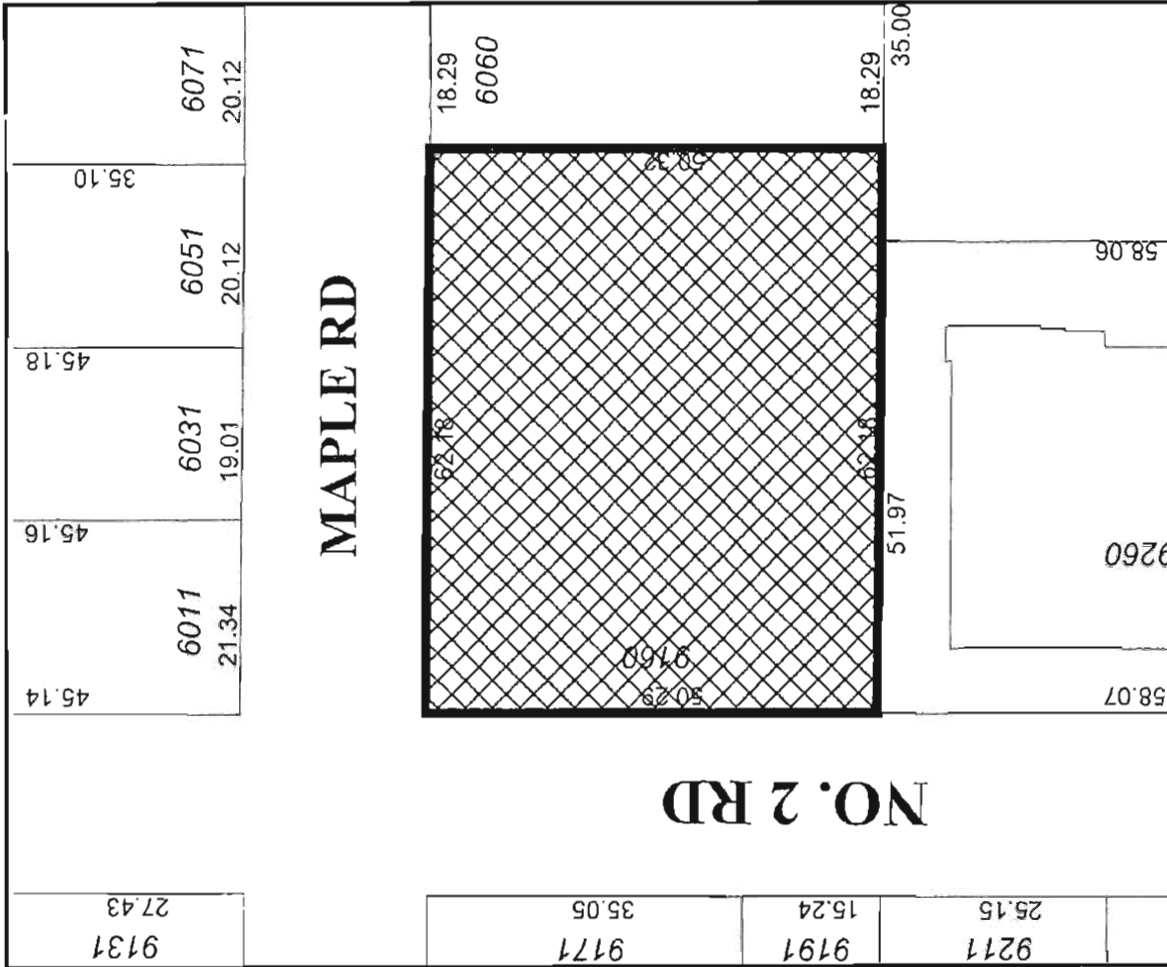
## PROPOSED REZONING



PLN - 77

NO. 2 RD

MAPLE RD



RZ 10-516267

Original Date: 03/02/10  
Revision Date: 05/18/11  
Note: Dimensions are in METRES



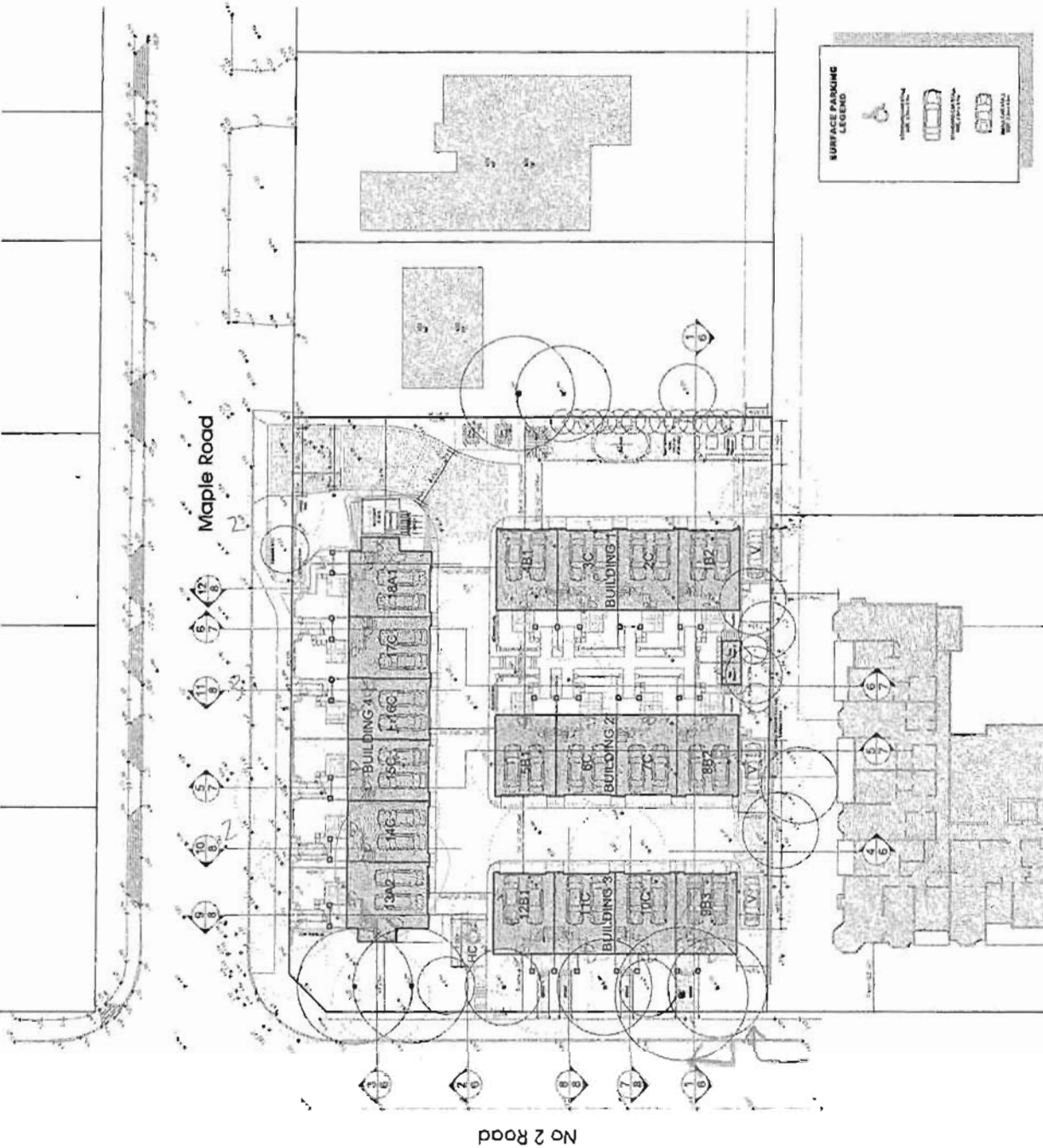
RZ 10-516267

PLN - 78

Original Date: 03/02/10

Amended Date: 05/18/11

Note: Dimensions are in METRES

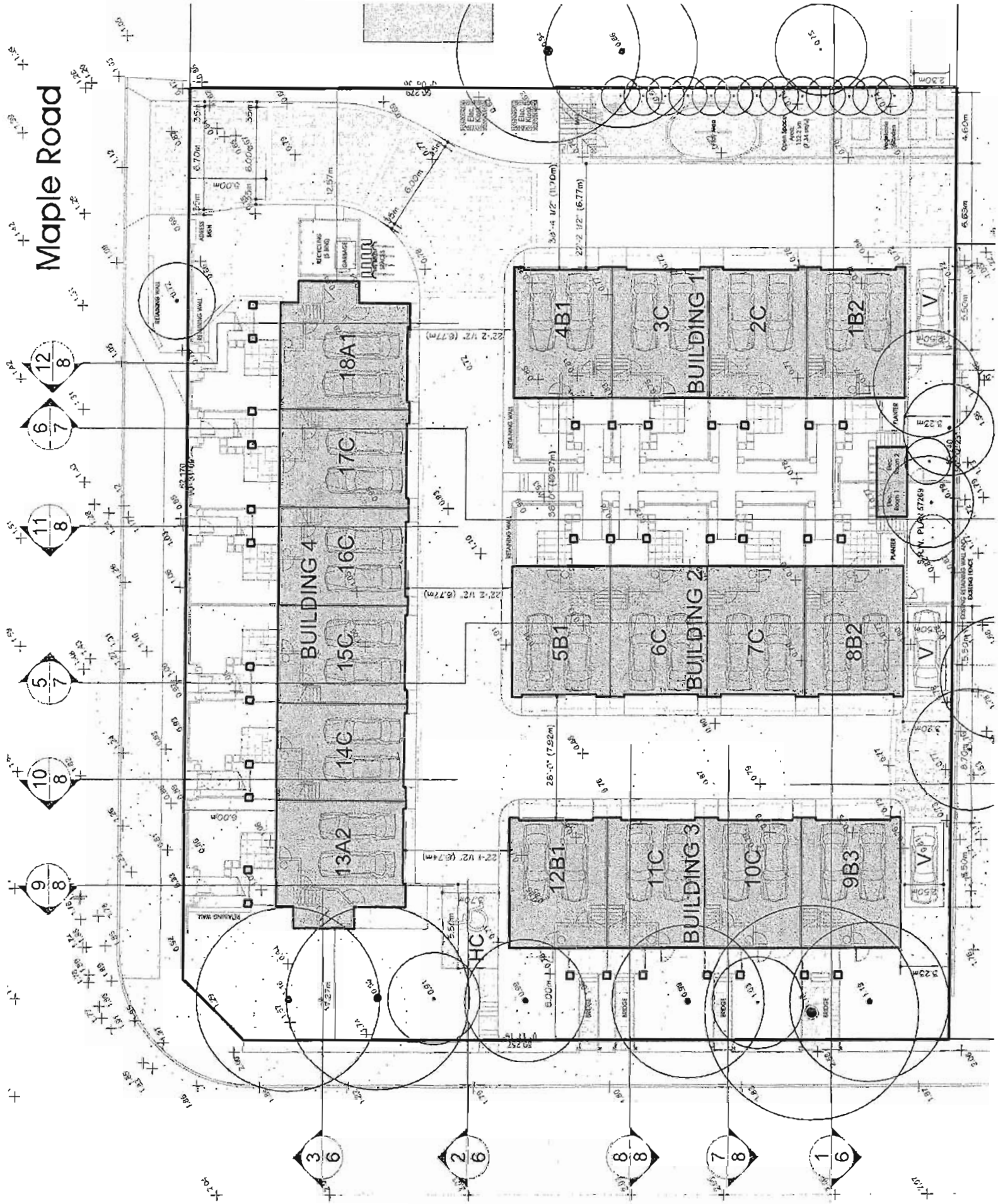


No 2 Road

PLN - 79

SITE DATA	
Proposed Survey	RTD1
Site Area	33,871 m <sup>2</sup> (13.13 acres)
Map Area	33,871 m <sup>2</sup> (13.13 acres)
Proposed Density	23.3 Units
Land Area Calculations	
1. A	3,300 m <sup>2</sup>
2. B	3,300 m <sup>2</sup>
3. C	3,300 m <sup>2</sup>
4. D	3,300 m <sup>2</sup>
5. E	3,300 m <sup>2</sup>
6. F	3,300 m <sup>2</sup>
7. G	3,300 m <sup>2</sup>
8. H	3,300 m <sup>2</sup>
9. I	3,300 m <sup>2</sup>
10. J	3,300 m <sup>2</sup>
11. K	3,300 m <sup>2</sup>
12. L	3,300 m <sup>2</sup>
13. M	3,300 m <sup>2</sup>
14. N	3,300 m <sup>2</sup>
15. O	3,300 m <sup>2</sup>
16. P	3,300 m <sup>2</sup>
17. Q	3,300 m <sup>2</sup>
18. R	3,300 m <sup>2</sup>
19. S	3,300 m <sup>2</sup>
20. T	3,300 m <sup>2</sup>
21. U	3,300 m <sup>2</sup>
22. V	3,300 m <sup>2</sup>
23. W	3,300 m <sup>2</sup>
24. X	3,300 m <sup>2</sup>
25. Y	3,300 m <sup>2</sup>
26. Z	3,300 m <sup>2</sup>
27. AA	3,300 m <sup>2</sup>
28. AB	3,300 m <sup>2</sup>
29. AC	3,300 m <sup>2</sup>
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37. AK	3,300 m <sup>2</sup>
38. AL	3,300 m <sup>2</sup>
39. AM	3,300 m <sup>2</sup>
40. AN	3,300 m <sup>2</sup>
41. AO	3,300 m <sup>2</sup>
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44. AR	3,300 m <sup>2</sup>
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46. AT	3,300 m <sup>2</sup>
47. AU	3,300 m <sup>2</sup>
48. AV	3,300 m <sup>2</sup>
49. AW	3,300 m <sup>2</sup>
50. AX	3,300 m <sup>2</sup>
51. AY	3,300 m <sup>2</sup>
52. AZ	3,300 m <sup>2</sup>
53. BA	3,300 m <sup>2</sup>
54. BB	3,300 m <sup>2</sup>
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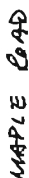
for  
Western Maple Lane Holdings Ltd

Q. S. 10. 20.



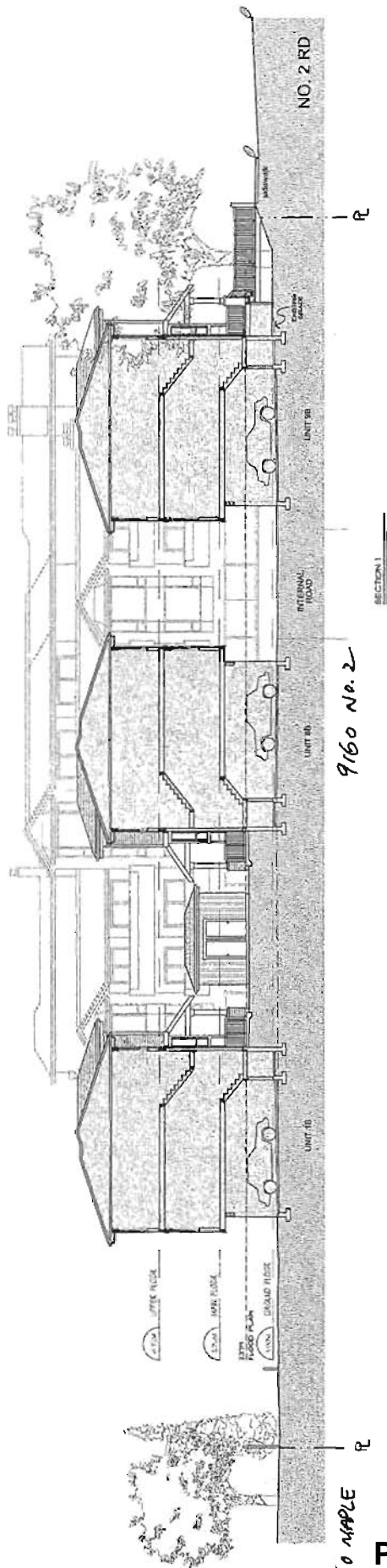
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for  
Western Maple Lane Holdings Ltd



- ELEVATIONS BUILDING 4**  
**SCALE 1/8" = 1'-0"**

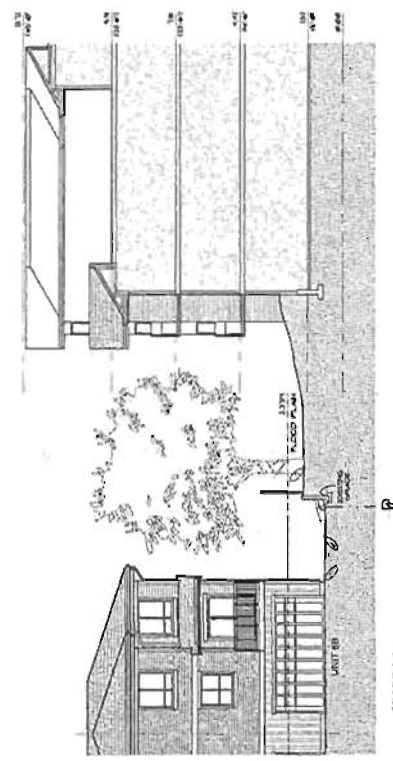




6060 MAPLE

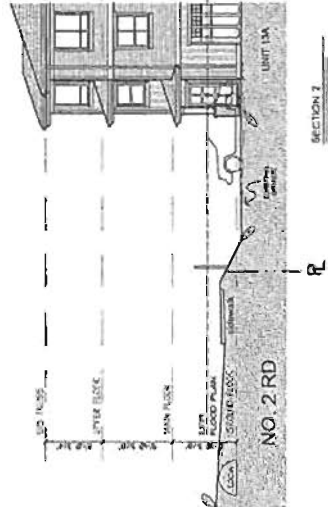
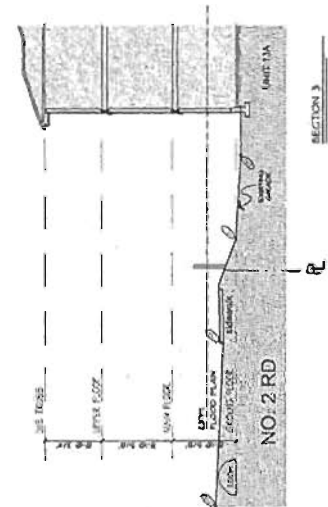
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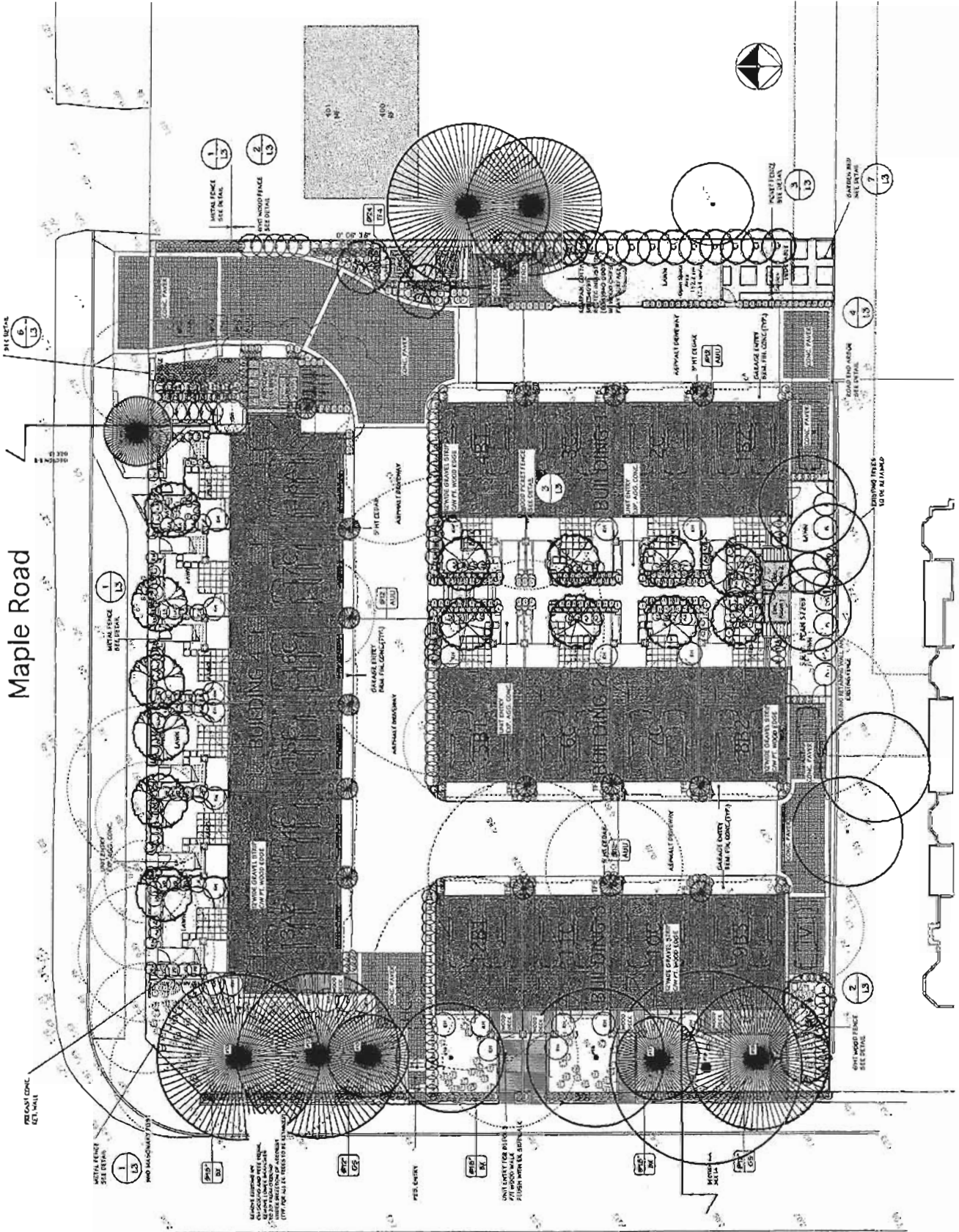
SITE SECTIONS  
SCALE: 1/8" = 1'-0"

**HARRINGTON COURT**  
for  
Western Maple Lane Holdings Ltd





Maple Road



PLAN 850N

ITO  
 & ASSOCIATES  
 LANDSCAPE ARCHITECTS  
 1342 E 30th Ave.  
 Vancouver, BC V6L 1M2  
 T: (604) 255-5053  
 Email: brian@ito.ca

HARRINGTON COURT  
 RICHMOND

Scale	1" = 10' - 0"
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Drawn	11
Check	11
Appr.	11
Date	11/11



NOV 15, 2017  
 HARRINGTON COURT  
 RICHMOND, VA 23131

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ITO  
 & ASSOCIATES  
 LANDSCAPE ARCHITECTS  
 1842 E 3TH AVE  
 VIRMONT, NC 28682  
 TEL: (813) 755-0000  
 WWW.ITOANDASSOCIATES.COM

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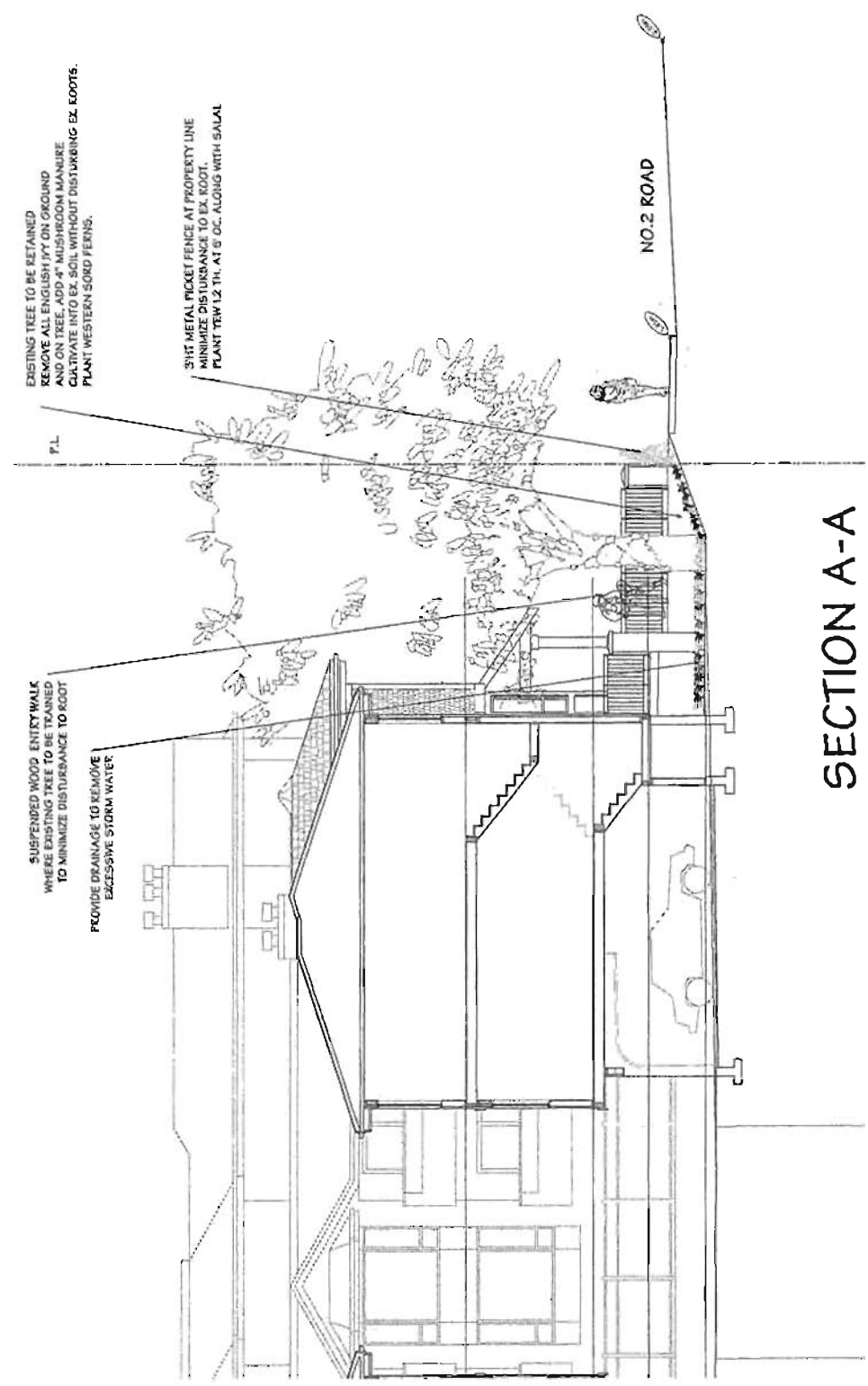
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ITO

# SECTION A-A

SCALE: 1/4" = 1'-0"







## City of Richmond

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

## Development Application Data Sheet

**RZ 10-516267**

**Attachment 3**

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Western Maple Lane Holdings Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	3,127 m <sup>2</sup> (33,660 ft <sup>2</sup> )	3,119 m <sup>2</sup> (33,574 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
<b>Number of Units:</b>	1	18
<b>Other Designations:</b>	Arterial Road Redevelopment Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23.3 upa	n/a
Floor Area Ratio:	Max. 0.7	0.69	none permitted
Lot Coverage – Building:	Max. 40%	35.4%	none
Lot Coverage – Non-porous Surfaces	Max. 70%	60.7%	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard – No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback – Exterior Side Yard – Maple Road (m):	Min. 6 m	6.0 m	none
Setback – Interior Side Yard (South) (m):	Min. 3 m	3.2 m	none
Setback – Rear Yard (East) (m):	Min. 3 m	10.9 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 12.0 m (3 storeys)	9.15 m (3 storeys)	none
Lot Size (min. dimensions):	Min. 40 m wide x 30 m deep	Approx. 50.29m wide x 62.18 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22(V) per unit	none
Off-street Parking Spaces – Total:	40	40	none
Tandem Parking Spaces:	not permitted	0	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	\$18,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 18 units = 108 m <sup>2</sup>	132 m <sup>2</sup> min.	none

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

LEO CHAN

9297 Romaniuk Drive, Richmond BC V7E 5G6

Tel: 604-377-7748 (C) / 604-448-9297(H)

---

March 2, 2011

The Urban Development Division  
City Hall  
6911 No.3 Road,  
Richmond, B.C.  
V6Y 2C1

Ref: RZ 10-516267

Dear Sir,

I saw that the property at the corner of Maple Road and No.2 Road is finally demolished, cleaned up and will be developed. I am in full support of the development. That area was an eye-sore for many years and the land was under-used. The townhouse development will improve the look and value of the neighborhood and the criminal occurrence in any case.

I hope the City will approve the project.

Yours truly,



Leo Chan Shu Woon  
9297 Romaniuk Drive  
Richmond BC V7E 5G6

March 15<sup>th</sup>, 2011

Urban Development Division

City of Richmond

6911 No.3 Road,

Richmond, B.C. V6Y-2C1

Re : Re-Zoning Application to rezone 9160 No.2 Road,  
Richmond.

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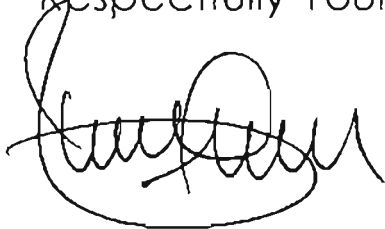
Dear Sir or Madame :

My name is Tom Cheng and I reside at 9651 Gilbert  
Crest in Richmond, B.C.

I hereby to express my support for the rezoning  
application from Western Maple Holdings Ltd to rezone  
9160 No.2 Road from a single detached ( RS1/E ) to a  
townhouse ( ZT69 ) zone.

Should you have any additional questions, please feel  
free to contact the undersigned.

Respectfully Yours,

A handwritten signature in black ink, appearing to read 'Tom Cheng', written over a circular stamp or seal.

Tom Cheng



May 31, 2011

Tiffany Kwong  
#77-12500 McNeely Drive  
Richmond, B.C.  
V6V 2S4

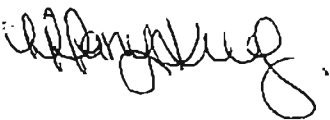
-- Planning Department --  
City of Richmond  
6911 No.3 Road  
Richmond, B.C.  
V6Y 2C1

Ref: RZ 10-516267

Dear Sir/Madam,

My name is Tiffany Kwong and I live in #77-12500 McNeely Drive, Richmond, B.C. Canada. I am living with my parent now and I am graduating from Simon Fraser University this summer. I have an uncle who lives in the Maple Road/Gilbert Road area. My uncle and his family live in a pretty nice and big house. I heard from my uncle that a proposed townhouse projects in that area is getting a lot of opposition, simply because the residents in that area do not want any smaller and multiple family homes. I think this is a totally wrong idea. If we maintain this idea, Richmond will become a city that will be occupied only by rich people. People like me and many of my high school classmates who do not have rich parents will be forced to move out of Richmond, where we grew up and have many friends and relatives. We like to stay in Richmond. My uncle is rich and he helped his children to buy their own homes in Richmond. As the newspaper said, housing in Richmond is getting very expensive and unaffordable, the City official should, whenever possible, allow more houses to be built. This will help to make housing more affordable to the younger generation people like me and my friends. The townhouse project that is getting all the opposition is on No.2 Road. It is on a busy street, a location more suitable for multiple family and more affordable housing. Actually, I do not understand why the people living on Maple Road and Gilbert Road oppose to the project, because it has very little effect on this end of Maple Road. Richmond City officials should not listen only to the rich people, they should be aware of the situation of the average and not so rich citizens. They should allow this townhouse and similar projects to go ahead, so that more houses are built and Richmond becomes more affordable to live.

Yours truly,



Tiffany Kwong

The Township of Richmond  
Urban Development Dept

### **Proposed Development at Maple & Two Road**

The destruction of the property and the construction of eighteen townhouses is going to negatively impact the lives of many of the senior citizens who live at 9260 Two Rd. (Already, since the demolition of the buildings on the property, we have had an invasion of large carpenter ants.) Many wildlife animals and birds inhabited the property – no doubt the surrounding homes will inherit them. It's already creating an increase in our Budget for Pest control.

On the north side of the building the residents, especially those on the first and second floors, will lose quiet enjoyment, view and light when the development is completed. (The reasons we moved here in the first place) Plus during construction the dust that inevitably comes with building will invade our homes making it next to impossible to keep them clean. Many of the seniors who live here are allergic to dust. It follows that they will suffer health problems (in some cases, severe) from the pollution and it will cost more to keep our homes clean

With eighteen units there will be a dramatic increase in vehicles producing more pollution. They will have to turn on to Two Rd (a road that is already one of the busiest in Richmond – but not well serviced by Translink) as there is **no exit** from Maple to the east.

We seniors have to cross Maple Rd to get to and from the bus.  
In all likelihood there will be an increase in accidents as none of us move quickly.

On top of that we understand that the building will be only ten feet from our fence, so those of us on the north side will have to keep our window coverings closed all the time. And the noise level will increase dramatically.

All of this will contribute to a decrease in market value for our homes. (Not to mention less inheritance for the families we leave behind.)

It is our hope that if the application to rezone is approved (and from the work that has already been done this seems to be a 'done deal') there will at least be a restriction on the number of units to be built. Also some way to decrease the problems the residents at Covenant Court (9260 Two Rd) will face.

Sincerely,  
Ellen Langan  
110-9260 No 2 Rd.,  
Richmond, BC  
V7E2C8  
604-277-0994 or email [omato4@gmail.com](mailto:omato4@gmail.com)

Man Ying Lee  
6240 Maple Road  
Richmond BC  
V7E 1G5

*John & Eleanor Cantello*  
6120 Maple Road  
Richmond BC  
V7E 1G5

March 29, 2010

City of Richmond  
6911 No. 3 Road  
Richmond BC  
V6Y 2C1

Dear Sir / Madam: *EDWIN LEE*

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

*[Signature]*  
Man Ying Lee  
Owner and Occupant

*We would highly appreciate this too.*  
*We feel the same as Mr. Lee.*

*Yours faithfully*  
*John E. Cantello*  
*& my wife Eleanor*  
*Owners & Occupants*

6280 Maple Road  
Richmond BC  
V7E1G5

March 29, 2010.

City of Richmond  
6911 No. 3 Road  
Richmond BC  
V6Y2C1

Dear Sir/Madam:

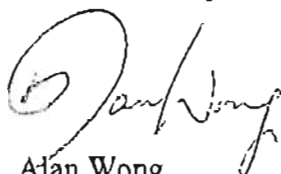
Strongly oppose the rezoning application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the above mentioned rezoning application. The concerns include the following:

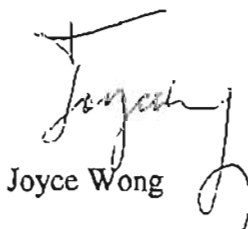
1. This project will not conform to the norm, stereotype of our neighbourhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighbourhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road as it is too close to the junction of No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
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5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully



Alan Wong  
Owners and Occupants



Joyce Wong

05 April 2010

Urban Development Division

City Hall

6911 No 3 Road

Richmond B.C.

V6Y 2C1

Dear Madam) Sir:

Re: Weston Maple Holdings Ltd.

It seems the above company has  
applied for permission to rezone 9140  
No 2 Road from single detached (RS1/E)  
to Townhouse (2T69) proposed 18 April 3  
storey.

This property is a corner lot of  
Maple & No. 2 Road with the dwelling  
facing Maple, not No 2 Road.

I firmly believe this should stay as  
it is - single detached. On No 2 Road  
it is trees, not a dwelling.

There are too many single  
dwellings changed on No. 2 Road,  
beautiful big trees cut down so

development can bring in many  
townspeople.

Please do not allow this change  
as that house is facing Maple  
Rd 710. 2. Road.

Sincerely,

Mary Jardeni

MARY JARDINE

Edmund San  
6180 Maple Road,  
Richmond, B.C.  
V7E 1G5

April 11<sup>th</sup>, 2010  
City of Richmond  
6911 No. 3 Road,  
Richmond  
B.C.  
V6Y 2C1

CITY OF RICHMOND

APR 13 2010

RECEIVED

Dear Sir/Madam,


Re: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to oppose to the captioned rezoning application. Our reasons for objections are:

- This project is of high density in nature crowded with 18 smaller townhouse units. This does not conform with our neighbourhood with mostly larger single family houses on bigger lots.
- This project will have an adverse impact on the parking situation on Maple Road. No. 2 Road is not allowed for parking at all times and occupants and visitors of this 18 units will greatly increase the number of cars parked on Maple Road.
- This increased flow of traffic along Maple Road and its interception of No. 2 Road will be hazardous to the drivers and residents in the area.
- The proposed 3 storey building would invade the privacy of us as the east facing units are overlooking directly onto our backyards.

We strongly oppose to any high density developments in this area and your decision to decline this rezoning application would be highly appreciated.

Yours truly,



Edmund San

J. & S. Bjelos  
6100 Maple Road  
Richmond, BC  
V7E 1G5

April 29, 2010

City of Richmond  
6911 No. 3 Road  
Richmond, BC

Dear Sir/Madam:

RE: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to you to express our opposition and concerns regarding the above mentioned rezoning application. Please note the following concerns:

1. The proposed project at 3 stories does not conform to our neighbourhood's profile. The height of the buildings will impede on the homes around the project. **IT WOULD BE PREFERABLE THAT THE PROJECT BE KEPT TO 2 STORIES IN HEIGHT.** This would be a much better fit and keep the flow of the existing neighbourhood.
2. The increase in density is of concern as well. The increase in traffic created by the project will affect the flow and congestion of both Maple & No. 2 Road in a negative fashion.
3. Privacy - The height of the project will negatively affect the levels of privacy that the residential home occupants have.

With reference to the foregoing, your decision to decline this rezoning application or at the very least, review and change to 2 storey application would be greatly appreciated.

Sincerely,

John & Stella Bjelos  
Owner

*John Bjelos*  
*Stella Bjelos*

To: BRIAN JACUSON  
(for attaching to the  
relevant staff report)

DN	
✓ GT	JS
KY	
DB	

PHOTOCOPIED

RECEIVED  
CITY OF RICHMOND





Lee, Edwin

---

From: Al and Harriet [deboer1867@shaw.ca]  
 Sent: August 24, 2010 9:04 PM  
 To: Lee, Edwin  
 Cc: Hingorani, Sonali  
 Subject: Townhome proposal  
 Follow Up Flag: Follow up  
 Flag Status: Green

Dear Edwin,

This e-mail concerns the townhome developement proposal at No. 2 Rd and Maple Rd. .  
 The file number is RZ10516267.  
 I was given your name to contact with my concerns.

My name is Harriet deBoer and I live at 9248 Romaniuk Drive which is just around the corner from the above. My husband and I are concerned about the traffic that will inevitably become much busier should this developement be allowed. Already, it is very difficult to make a left turn onto No. 2 Rd. and many in the neighborhood choose not to and make a right turn instead but then are also adding to their driving distance. Even turning right on this street can take awhile because of traffic volume on No. 2 Rd.. Maple Rd. turns into my street Romaniuk Drive at the barrier on Maple Rd. Therefore my way out is mainly at this point. An 18 unit townhome, will increase traffic significantly regardless of where the entrance to the developement is planned.

Also, this area is comprised of all single family homes, from Francis Rd. north to Woodward Rd.. I think it should be kept that way. The other developements that are happening at this moment - 2 on Maple Rd. close to the above mentioned site are large single family homes. I am concerned that a townhouse developement will hinder the house values in this area.

The block - off in the mid point of Maple Rd between Gilbert and No.2 Rd. was created years ago due to traffic concerns, when our area was developed. People feared cars racing to Gilbert or No. 2 Rd. with young children living on Maple Rd. Now that No. 2 Rd. has become much busier and Gilbert less busy I would suggest opening up Maple Rd. again so we can travel either east or west to our destinations, whatever is prudent. A round-about in place of the barrier will prevent through traffic from speeding through. I think there is enough room, as on the east side of the barrier, the road is a large cul-de-sac.

I would appreciate your feed back on this matter.  
 Thank you in advance for your consideration to our concerns,  
 Sincerely,  
 Harriet deBoer  
 604-271-1867

**PLN - 101**

12/01/2010

Lee, Edwin

---

**From:** Aliard Lau [aliardlau@gmail.com]  
**Sent:** April 25, 2011 9:28 PM  
**To:** Lee, Edwin  
**Subject:** Folder # 10 516267 000 00 RZ - Rezoning of 9160 No 2 Road to 18 units townhouse  
**Follow Up Flag:** Follow up  
**Flag Status:** Purple

Hi,

Further to our phone conversation of April 14, 2011, I am emailing you my personal opinion on the above rezoning. I apologize of missing the public hearing last month.

I disagree to open up the barrier on Maple and I suggest the access to the townhouse through No 2 Road instead of Maple.

I live at 6100 Martyniuk Place, Richmond for more than 10 years. I like the setup in my area because there are 2 cul-de-sac and a few more near the park area, plus one barrier on Maple and the other one on Woodward's to block the traffic. The only entrance and exit to the whole area is the intersection at No 2 Road and Maple.

I believe this set up is to ensure road safety and to prevent car accident for the reasons below:

(1) walk / bike to elementary and secondary school

My son is currently 14 years old. His elementary school was Errington and secondary school Steveston-London. He has to walk through Maple, through the park area, cross the street to get to his school. It is a 20-30 minutes walk to Errington and 15-20 minutes to Steveston-London.

In addition to my son, I believe there are other kids walk to school or bike to school every day. Errington has about 200-250 students (Age 5 to 12) and Steveston-London about 1200-1300 students (Age 12 to 17). That is probably why we have barriers on both Maple and Woodward's to reduce the traffic in the area.

(2) walk / bike to the park

My mom is currently 83 years old. She walks to the park almost every day, again through Maple, to meet her friends from the neighbourhood. Her eyesight and hearing is not as good as before and she walks slow. Lesser traffic is for sure more encouraging for seniors to continue exercising and walk to the park as a daily routine. I believe there are other seniors and adults walk (with a dog) / bike to the park every day.

I prefer no change to the current set up in the area and I disagree to open up the barrier on Maple. The followings explain the probable impact if opened..

(1) Opening up the barrier on Maple could be attracting more traffic, from east of the barrier to the intersection of No 2 Road and Maple.

If there is no barrier on Maple, people can choose which main road to take - Gilbert or No 2 Road. If the parent drives the kid to Steveston-London, probably will turn right on Gilbert. If the driver wants to go to Richmond Centre, Airport or Vancouver during peak hours, probably will turn right on No 2 Road, then No 2 Bridge to Vancouver.

During peak hours, people tend to turn right - less lanes and traffic to worry about before making the turn, and less chance to be held responsible if car accidents happen.

#### (2) Potential re-zoning to another townhouse directly across the street from the current site

I notice that the houses on Maple, directly across the street from this 18 units townhouse were recently sold. With the opening up of the barrier, it would enhance the developer to re-zone these single detached houses into another townhouse or condo next year. If this is the case, the traffic at this intersection of No 2 Road and Maple would become a serious issue.

The re-zoning of 9160 No 2 Road from 1 single detached home to 18 units townhouse in this 0.77 acres lot result in everything being 18 times more as compared to before - cars, garbage, visitors etc. It is a plus that each unit of the townhouse has double garage and there are 6 visitor parkings. However, if it snows and stays in winter times, the owners of these townhouse tend to park their cars along Maple for easy access. During holidays like Christmas and New year, the visitors to this same 0.77 acres lot become 18 times more than before and the overflow has to park along Maple. The 6 visitor parking could be just comparable to the driveway of the previous 1 single detached home.

#### Conclusion

The traffic increases as a result of this re-zoning into a 18 units townhouse. As explained above, the opening up of the barrier on Maple is not a good option. To minimize the impact on the neighbourhood, I suggest to have the townhouse accessed through No 2 Road instead of Maple. By the way, the official address of the site is 9160 No 2 Road, Richmond. The City cannot sacrifice the intent of the current set up and the interests of the other owners (kids and seniors) in the whole area to accommodate 1 owner - the developer of 9160 No 2 Road.

In addition, there should be more visitor parking in this 18 unit townhouse complex to reduce the likelihood of cars parking along Maple.

The approval of current proposal plan could set a precedence for future rezoning and development, like the potential sites directly across the street from this 18 unit townhouse. As explained above, the opening up of the barrier on Maple and the entrance to the townhouse through Maple could increase the likelihood of car accident in the area with a probable result of holding Richmond City Hall responsible.

Please email me if you need any clarification. Hopefully, this email is not too late for consideration by Richmond City Hall.

Thanks.

April 28, 2010

City of Richmond  
6911 No. 3 Road  
Richmond BC  
V6Y 2C1

Attn: Urban Development Division

Dear Sir / Madam:

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

We are writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

Owners and Occupants  
Maple Road  
Richmond BC

Encl. 37 Specimen Signatures for 33 owners/co-owners and occupants of Maple Road opposing this rezoning application.

PLN - 104

FAVIA LIU Name 6191 MAPLE RD Address RICHMOND, B.C. V7E 1G4	Brandon Cheng Name 9151 Rossmore Dr. Address Richmond BC	Blaine Powell Name Blaine Powell Address 6360 Martyniuk Pl. Richmond
PETER CHENG Name 9091 MARTYNIUK GATE Address V7E 6L7	Mike Cheng Name Address 6135 Maple Rd. Richmond B.C.	Ray Zhu Name Address 6888-1491 + 9141 V7E 6K1
PEGAN KWOK Name 6191 MARTYNIUK Address V7E 6E1	[Signature] Name Address 6191 Maple Rd. Richmond BC	Edmond Lau Name Edmond Lau Address 6300 Martyniuk Place Edmond Lau
Y. O. King Name 6231 MARTYNIUK Address V7E 6K1	[Signature] Name JASON AN Address 6200 MARTYNIUK PL V7E 6K1	Yu Xiong Name Address 6320 Martyniuk PL V7E 6K1
ZHI TANG. Li Name 6060 Maple Road Address V7E 1G5 778-999-8563	PIK HA CECILIA TANG Name 6291 Martyniuk Place Address V7E 6K1 778-889-2118	MAY YU Name 6329 Martyniuk Address 6329 Martyniuk V7E 6K1

MARY COA <u>Mary Coa</u> Name Address 6200 Maple Road Richmond BC V7E 1G5 legamary@hotmail.com	<u>John E. Cantello</u> Name Address 6120 Maple Rd. Richmond BC V7E 1G5. e@johncantello.net	<u>Eleanor Cantello</u> Name Address 6120 Maple Rd. Richmond BC V7E 1G5
Man Ying Lee. Mgr <u>Man Ying Lee</u> Name Address 6240 Maple Road. mytsr28@hotmail.com	<u>Elizabeth Koma</u> Name Address 6140 Maple Rd.	<u>Jack &amp; Alan Wong</u> <i>Just Now</i> Name Address 6715 Maple Road Richmond
Chen Cuijuan JG <u>Chen Cuijuan</u> Name Address 6160 Maple Road.	<u>Richard Wang</u> Name Address 9111 Martynuk Gate V7E 6L7	<u>ALICE &amp; FELIX HO</u> Name Address 6315 MAPLE ROAD RICHMOND V7E 1G4
Thomas Fockes <u>Thomas Fockes</u> Name Address 6220 Maple Rd.	<u>Terence Chan</u> Name Address 6231 Maple Rd. Richmond BC V7E 1G4	<u>Ben Fan</u> Name Address 6291 MAPLE ROAD RICHMOND
Mary Anne Foster <u>Mary Anne Foster</u> Name Address 6220 Maple Rd.	<u>Steve Vuong St. Vng</u> Name Address 9100. MARTYNUK GATE	<u>Xian</u> Name <u>XUAN DIN LAM</u> Address 6050 MARTYNUK GT. RICHMOND BC

Name Address Esther Yu 6333 MARYNICK PL	Name Address Xiao Sa 6333 Marynick PL	Name Address WAN YIN FANG 6271 MARYNICK PLACE
Name Address Joan Ming Duk 6211 Maple Rd., Richmond	Name Address Pulcinella Lee 1220 Remainside Dr.	Name Address [Blank]
Name Address XIA ZHANG 9226 ROMANICK DR	Name Address CONNIE H Lee 6800 maple Road	Name Address [Blank]
Name Address [Blank]	Name Address [Blank]	Name Address [Blank]
Name Address [Blank]	Name Address [Blank]	Name Address [Blank]

2011 April 08

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

Attention: City Clerks Department

Dear Sirs:

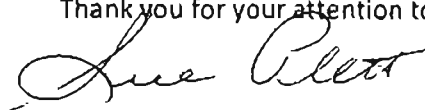
Re: Rezoning Application File No. RZ10-516267

Please find enclosed lists of signatures of homeowners/occupants opposing the above rezoning. Please note that a letter with a list of signatures, (attached) was sent to the Urban Development Division on 2010 April 28 and those signatures are now included in the new list provided along with a copy of the letter.

My husband and myself have lived on Maple Road for 38 years and have come up against a few developers wanting to change the zoning. This road should remain as single family residences, we have beautiful expensive (\$3,000,000 plus) homes being built and sold on our road and think townhouses are not suited to our neighbourhood.

The undersigned would like to be notified of any upcoming meetings regarding this property.

Thank you for your attention to this matter.



Sue Plett  
6611 Maple Road  
Richmond, BC V7E 1G4  
(604) 274-7302

cc: Urban Development Division, w/encls.

PLN - 108





<u>Selina Cheung</u> Name: Selina Cheung Address: 6411 Juniper Dr.	<u>Sophia Chan</u> Name: Sophia Chan Address: 6391 Juniper Drive	<u>Tony Cheung</u> Name: Tony Cheung Address: 6571 Juniper Dr.
<u>Clay Chynwai</u> Name: John C.W. Cheung Address: 6411 Juniper Dr.	<u>U. Diansfeld</u> Name: U. Diansfeld Address: 6511 JUNIPER DRIVE RICHMOND	<u>Cheng Wai Yee</u> Name: Wai Yee Cheung Address: 6571 Juniper Dr.
<u>Cheng Wai Cheung</u> Name: Wai Cheung Address: 6571 Juniper Dr.	<u>Sally Cheung</u> Name: Sally Cheung Address: 6571 Juniper Drive	<u>Nelson Cheung</u> Name: Nelson Cheung Address: 6571 Juniper Dr.
<u>Cheng Wai Cheung</u> Name: Wai Cheung Address: 6571 Juniper Dr.	<u>Michael Cheung</u> Name: Michael Cheung Address: 6571 Juniper Drive	<u>Grace Cheung</u> Name: Grace Cheung Address: 6571 Juniper Drive
<u>Lisa Young</u> Name: Lisa Young Address: 6580 Juniper Dr. RICHMOND	<u>Samantha Cheung</u> Name: Samantha Cheung Address: 6571 Juniper Drive	<u>Gullery</u> Name: Gullery Address: 6571 Juniper Drive

<u>Jonathan Lee</u> Name <u>Jonathan Lee</u> Address <u>5728 Maple Rd.</u> <u>Richmond B.C.</u>	<u>Alice Lee</u> Name <u>Alice Lee</u> Address <u>5380 Maple Rd.</u> <u>604-607-8384</u>	<u>Aj Chag</u> Name <u>Aj Chag</u> Address <u>5260 Maple Rd</u> <u>604-275-9022</u>
<u>Fabian Tam</u> Name <u>Fabian Tam</u> Address <u>5720 Maple Rd.</u> <u>fam-fabian@hotmail.com</u>	<u>Gerald Lee</u> Name <u>Gerald Lee</u> Address <u>5382 Maple Rd.</u>	<u>Linda Wong</u> Name <u>Linda Wong</u> Address <u>5120 Maple Road</u> <u>604-812-3598</u>
<u>Raymond Chiu</u> Name <u>Raymond Chiu</u> Address <u>5660 Maple Road</u> <u>604-277-8710</u>	<u>HONG CHAO</u> Name <u>HONG CHAO</u> Address <u>5388 Maple Rd.</u> <u>604-447-8886</u>	<u>Simon Chan, Wendy Co</u> Name <u>Simon Chan</u> Address <u>5091 Maple Rd</u> <u>604-603-8000</u>
<u>Ang &amp; Frances Maxam</u> Name <u>Ang &amp; Frances Maxam</u> Address <u>5460 MAPLE ROAD</u> <u>Richmond B.C.</u> <u>(604) 277-2479</u>	<u>Dolly Bains</u> Name <u>Dolly Bains</u> Address <u>5328 MAPLE</u> <u>604-275-0330</u>	<u>Wilson Zhu</u> Name <u>Wilson Zhu</u> Address <u>5253 Maple Rd</u> <u>778 883 3628</u>
<u>VINCENT CHAN</u> Name <u>VINCENT CHAN</u> Address <u>5386 MAPLE ROAD</u> <u>Richmond B.C.</u> <u>(604) 277-2479</u>	<u>Kylie Lee</u> Name <u>Kylie Lee</u> Address <u>5300 Maple Rd.</u> <u>kyky.lee@gmail.com</u>	<u>LLOYD HO</u> Name <u>LLOYD HO</u> Address <u>5360 MAPLE RD.</u> <u>lloyd@live.ca</u>





<u>Jacky Ho</u> Name Jacky Ho Address 9273 Romanuk Dr. Richmond 604-272-1383	<u>SKratz</u> Name Tatiana Kratman Address 9466 Romanuk Place	<u>Allen Edge</u> Name Allen Edge Address 9299 Romanuk Dr
<u>Laurie Mackie</u> Name Laurie Mackie Address 9444 Romanuk Pl.	<u>Aron Gutman</u> Name Aron Gutman Address 9482 Romanuk Pl	<del>74019 Anthony</del> Name 74019 Anthony Address 9433 Romanuk Place Richmond B.C.
<u>Edmund City</u> Name Edmund City Address 9462 Romanuk Pl	<u>Gordon Xu</u> Name Gordon Xu Address 9439 Romanuk Pl	<u>Dorothy Tso</u> Name Dorothy Tso Address 9277 Romanuk Dr. V7E 5G6
<u>R. Smithson</u> Name Diane Smithson Address 9464 Romanuk Pl	<u>Mike</u> Name Mike Robinson Address 9473 Romanuk Dr.	<u>R. Smithson</u> Name R. Smithson Address 9464 Romanuk Pl
<u>R. Smithson</u> Name R. Smithson Address 9464 Romanuk Pl	<u>Bert and Chen</u> Name Bert and Chen Address 9286 Romanuk Dr.	<u>Mike</u> Name Mike Robinson Address 9277 Romanuk Dr.

004 218 5828

Name <u>Herman</u> Address <u>605 MAPLE RD</u>	Name <u>SHIL KARE</u> Address <u>6026 MARTYNIUK PL</u> <u>RICHMOND, BC, V7E 6K1.</u>	Name <u>TRACY LEE</u> Address <u>6035 MARTYNIUK PLACE</u> <u>RICHMOND, BC V7E 6K1.</u>
Name <u>BETIE ANG</u> Address <u>6151 MARTYNIUK PL</u>	Name <u>H.M. ADO.</u> Address <u>HUNG-NIN SOD.</u>	Name <u>Jenny Jiang</u> Address <u>6071 Martyniuk Place,</u> <u>Richmond, BC V7E 6K1</u>
Name <u>Aradion</u> Address <u>Aliard Lau</u> <u>6100 Martyniuk Place</u>	Name <u>Patrick Martyniuk</u> Address <u>6111 Martyniuk Place</u>	Name <u>P. Draper</u> Address <u>6080 Martyniuk Place</u> <u>Richmond, BC</u>
Name <u>Chen Wung Chan</u> Address <u>6138 Martyniuk Place.</u>	Name <u>Rena</u> Address <u>6171 Martyniuk PL.</u>	Name _____ Address _____
Name <u>Chen Wung Chan</u> Address <u>6040 Martyniuk Place</u>	Name <u>Chih-wai Kuo</u> Address <u>6051 Martyniuk Pl.</u>	Name _____ Address _____

THEA & ROBERT ROSOVSKY Name Address 6560 JUNIPER DR. RICHMOND BC	Shirley Schwabe Name Shirley Schwabe Address 6600 Juniper Dr. Richmond BC V7E4Z6	DARRYL SISKIN Name Address 9160 Juniper Gate Richmond BC V7E5N9
<del>JOHN + KAREN WONG</del> Name Address 6540 Juniper Dr. Richmond	ALLEN WONG Name Allen Wong Address 6600 Juniper Gate Richmond BC V7E5N9	GUY O'LOUGHLIN Name Address 9247 Romanuk Dr Richmond, V7L5S6
JOHN + KAREN WONG Name Address 6551 JUNIPER DR. RMD, BC V7E4Z4	AL + HARRIET DEBOER Name Address 9248 Romanuk Drive V7E5K9 Richmond	
DAVID GUO Name Address 6800 Juniper Dr	May Huay Name Address 6171 Juniper Dr.	
CHUNHUA WU Name Address 6760 JUNIPER DR.	Ben Chen Name Address 6171 Juniper Dr.	

KUT LEUNG WONG	Gao Zhong wen	SALLY KUO
Name Address 6620 MAGNOLIA DR RICHMOND BC V7E 6M7	Name Address 6531 Magnolia Dr Richmond BC V7E 6M7	Name Address 6428 MAGNOLIA DR. RICHMOND BC V7E 6M7
CHEUNG HAO CHSU	Guo Chang Hin	Rui zhi Fung
Name Address 6560 MAGNOLIA DR Richmond BC V7E 6M7	Name Address 6531 Magnolia Dr Richmond BC V7E 6M7	Name Address 6555 Magnolia Dr Richmond V7E 6M7
ALBERT NG KANTHY WONG	LEE CHUN	
Name Address 6522 MAGNOLIA DR Richmond BC V7E 6M7	Name Address 6471 MAGNOLIA DR RICHMOND BC	Name Address 6500 Magnolia Dr V7E 6M7
MOK KIN WAI	Jessica Ye	
Name Address 6522 MAGNOLIA DR Richmond BC V7E 6M7	Name Address 6488 MAGNOLIA DR. Richmond BC V7E 6M7	Name Address 6660 Magnolia Dr Richmond BC V7E 6M7
JAMES & NINA CHENG	JAMES & NINA CHENG	Dany Zhang
Name Address 6577 MAGNOLIA DR RICHMOND BC V7E 6M7	Name Address 6511 Magnolia Dr Rmnd - BC V7E 6M7	Name Address 6677 Magnolia Dr Richmond BC
SIFCIY GOECKHAR		
Name Address 6577 MAGNOLIA DR RICHMOND BC V7E 6M7		

 Name <u>PATRICK WONG</u> Address <u>6360 Maple Rd</u>	<u>DEVIDA BLANCO</u> Name <u>Devida Blanco</u> Address <u>6720 Maple Rd</u>	<u>Dawn Stewart</u> Name <u>Dawn Stewart</u> Address <u>6700 Maple Rd.</u>
Name <u>STEWART SIV</u> Address <u>6391 MAPLE ROAD</u>	<u>Susan M</u> Name <u>Susan Mueser</u> Address <u>6740 Maple Rd.</u>	<u>TRUDIE LAI</u> Name <u>Trudie Lai</u> Address <u>6571 Maple Rd.</u>
<u>PANG LAN-KIU</u> Name <u>PANG LAN-KIU</u> Address <u>6460 Maple Rd</u>	<u>WENDELL TAN</u> Name <u>Wendell Tan</u> Address <u>6800 MAPLE RD</u>	<u>MC LAI</u> Name <u>McLai</u> Address <u>6571 Maple Rd</u>
 Name <u>JOCELYNE VANDO</u> Address <u>6520 Maple Rd</u>	<u>Sandy</u> Name <u>Sandy Cheng</u> Address <u>6751 Maple Rd</u>	<u>SERENA LAI</u> Name <u>Serena Lai</u> Address <u>6571 Maple Rd.</u>
 Name <u>HENRY LAU</u> Address <u>6626 MAPLE RD</u> <u>RICHMOND BC</u>	 Name <u>C.E. McFarlane</u> Address <u>6711 Maple Rd</u> <u>Richmond BC V7E 1G6</u>	<u>Wendy Tang</u> Name <u>Wendy Tang</u> Address <u>6569 Maple Rd</u>

Name Address 6366 Magnolia Dr	Name Address 6471 Maple Road	Name Address 6380 Maple Rd.
Name Address 6511 Maple Rd.	Name Address 6471 Maple Road	Name Address 6440 Maple Rd.
Name Address 6500 Maple Rd.	Name Address 6451 MAPLE RD.	Name Address 6480 Maple Rd.
Name Address 6641 Maple Rd.	Name Address 6433 maple Rd	Name Address 6631 Maple Rd.
Name Address 6471 Maple Rd.	Name Address 6348 Maple	Name Address 6770 Maple Rd.

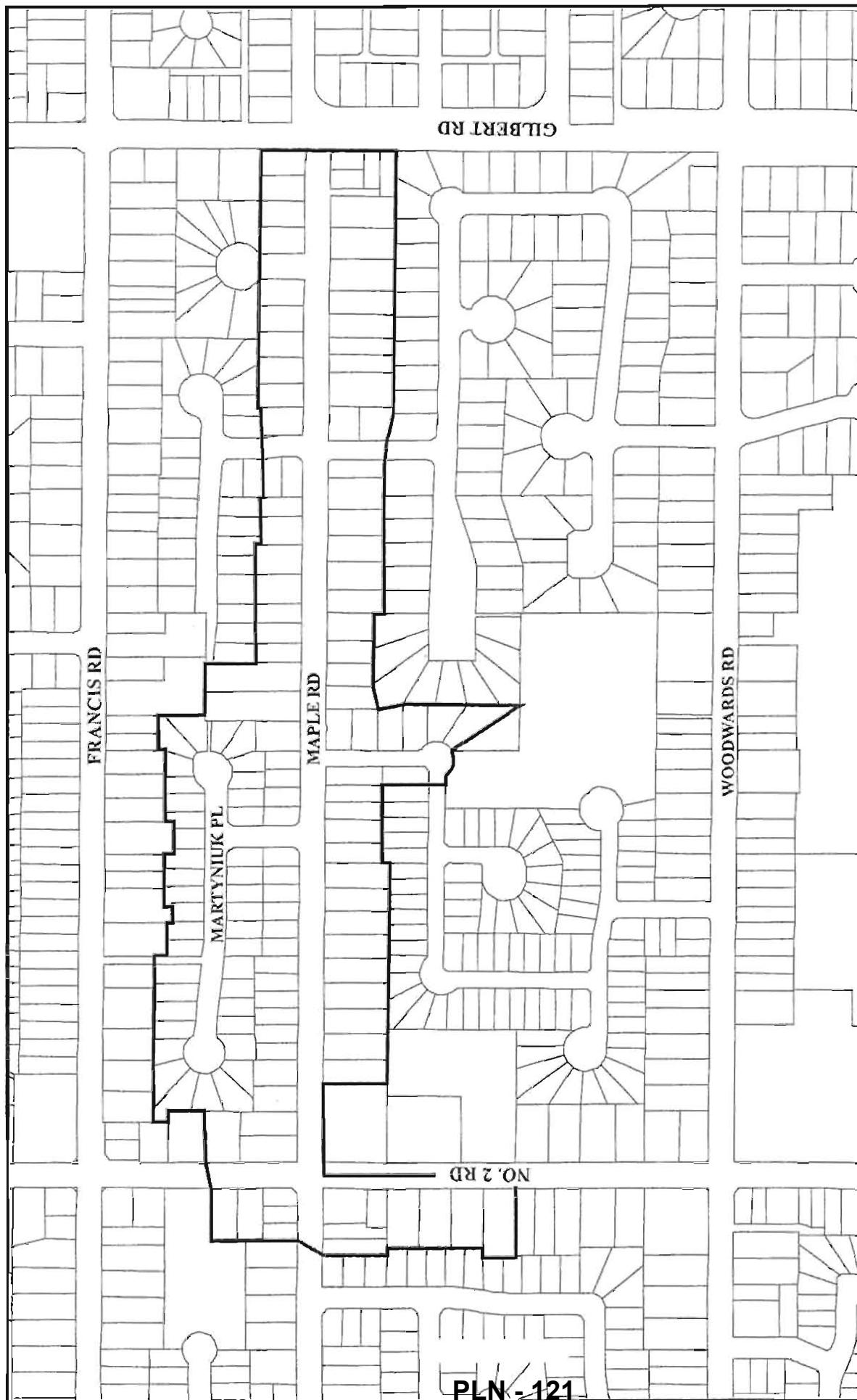


George Name 6820 Maple Address	Chen Sh Name Address 6111 Maple RD.	Ma's Lan-chen 6328 Name Address
Angus Name Address 6340 Maple Rd.	Elinor Name Address 6340 Maple Rd.	YUNG WAI CHUNG Name Address 6480 maple.
Sue Plett Name Address 6611 Maple Road	Tim's Man-Mei Name Address 6591 Maple Rd.	Mei Hua-Kuo Name Address 6591 Maple Rd.
KITCHEN'S VIEW Name Address 6731 MAPLE ROAD	David Gao Name Address 676 Maple Rd.	Lucy. Gao Name Address 676 Maple Rd.
Sherry Name 6600 Address Maple Rd.	Wendy Hoo Ming Name 6600 Address Maple	PAUL LY Name Address 6571 MAPLE RD.

Name <u>Richard Yick</u> Address <u>6113 Maple Rd. Richmond VT 05464</u>	Name <u>WIVIAN YICK</u> Address <u>6113 MAPLE RD, RICHMOND VT 05464</u>	Name _____ Address _____
Name <u>Stephen Yick</u> Address <u>6113 MAPLE RD, RICHMOND VT 05464</u>	Name <u>M. Anne Ptucha</u> Address <u>6420 Maple Rd., Richmond VT 05465</u>	Name _____ Address _____
Name <u>John Ptucha</u> Address <u>6115 Maple Rd. Richmond VT 05464</u>	Name <u>JOHN PTUCHA</u> Address <u>6420 MAPLE ROAD RICHMOND VT 05465</u>	Name _____ Address _____
Name <u>Don Platt</u> Address <u>6115 Maple Road Richmond VT 05464</u>	Name <u>DON PLATT</u> Address <u>6611 MAPLE RD RICHMOND VT 05464</u>	Name _____ Address _____
Name <u>Tina Tong</u> Address <u>6115 Maple Road Richmond VT 05464</u>	Name _____ Address _____	Name _____ Address _____

Name <u>Yang Lin Fan</u> Address 6668 Magnolia Dr. Richmond, BC V7E 6M7	Name <u>Michael Chan</u> Address 6520 Magnolia Dr. Richmond	Name Address
Name <u>LI-JEN CHAO</u> Address 6688 Magnolia Dr V7E 6M7	Name <u>Wayne Tang</u> Address 6668 Magnolia Dr. Richmond	Name Address
Name <u>Fung Pui Sheng</u> Address 6480 Magnolia Dr. V7E 6M7 Richmond	Name <u>Ching Wan Chan</u> Address 6633 Magnolia Dr. Richmond V7E 6M7	Name Address
Name <u>JANTZAN PUN</u> Address 6460 Magnolia Dr Richmond BC	Name <u>LYLE WATERS</u> Address 6551 Magnolia Dr Richmond BC	Name Address
Name <u>6491 Magnolia Dr</u> Address Richmond BC V7E 6M7	Name <u>ERIC LIN</u> Address 6611 Magnolia Dr Richmond BC	Name Address

 Name Address 9080 Martignick Gate	Name Address	Name Address
 Name 陳玉萍 Address 9091 Martignick Gate	Name Address	Name Address
Name Address	Name Address	Name Address
Name Address	Name Address	Name Address
Name Address	Name Address	Name Address



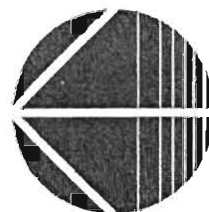
Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES

# Open House Notification Area

## 9160 No. 2 Road - RZ 10-516267



PLN - 121

**9160 No.2 Road (RZ 10-516267)**  
**Report on Public Information**  
**held on March 15, 2011 at the City Hall of Richmond, B.C.**

- A total of 152 invitations were delivered to the residents in the Maple Road and No.2 Road neighborhood, as per catchment plan provided by City Staff. Separate invitations were sent to the residents of the senior housing complex, Covenant Court.
- 19 persons (some are from the same family) attended the meeting.
- The developer, Wayne Fougere, the Architect and Masa Ito, the Landscape Architect were present.
- Edwin Lee from the City was also present.
- The meeting lasted from 5:30 to 7:30 pm.
- Plans, drawings and renderings were presented for viewing.

The following is the summary of the comments from the residents attended the meeting:

1. The townhouses do not conform to the single family housing in the neighborhood. The density is too high, the units are too small.
2. The 3 storey buildings are too tall.
3. The 18 units of townhouses will create traffic and parking problems on Maple Road and No.2 Road, particularly for cars trying to turn left from Maple Road onto No.2 Road in the morning.
4. The road block on the middle of Maple Road can be removed so that traffic can go from No.2 Road to Gilbert Road, hence easing the south-turn traffic from Maple Road onto No.2 Road.
5. The entrance to the townhouse project can be on No.2 Road.
6. A traffic light can be installed on the junction of No.2 Road and Maple Road, or on No.2 Road and Woodward.
7. The market value of the properties in the neighborhood will be adversely affected.

Our response to the above mentioned concerns are as follows:

1. Our property is situated on the south-eastern corner of No.2 Road and Maple Road. Immediately to our south is a senior housing apartment complex, and on our east is an older 2 storey house. In the immediate neighborhood, forms of development include, older small bungalows, older walk-out basement bungalows, new modest-sized two-storey homes (with double car garages facing the street, two storey entries and auto courts), newer large two-storey homes (with auto courts, three car garages and two storey entries), a three and a half storey apartment building, (the senior housing immediately to the south of the subject property), a church (with a large parking lot) and a small commercial development. Within a block radius of the property there are also several townhouse developments, duplexes and a small commercial centre.
2. Smaller homes in the neighborhood will provide affordable housing for young people and families, many of who would prefer to stay in the neighborhood they grew up in, close to their parents. Smaller homes will also allow long time area residents who find themselves empty nesters to downsize from a large family home without moving out of their neighborhood.
3. Along No.2 Road between Westminster Highway and Steveston Highway, there are 23 multi-family housing projects, some situated on corner properties, some in the middle of the block. The proposed project will be one of the most attractive ones among them.
4. Eighteen homes will generate a limited amount of traffic, base on the Traffic Study performed by Bunt and Associates.
5. All of the homes have a garage for parking two cars side-by-side. The City requires us to provide an extra four cars for visitor parking but potentially we may provide six visitor parking stalls (a 50% increase in the required visitor parking).
6. More street parking will be available due to our improved roadway frontage on Maple Road and the location of a single driveway crossing situated at the eastern property line.
7. The property east of our development will be screened with a row of tall trees and there is ample open space separating it from the townhouses.
8. Our three storey buildings will be built below the road elevation and will appear to be two and a half storey tall along our Maple Road Frontage. The windows in our homes will be the same types of windows in the homes on the north side of Maple Road (entry, living room, master bedroom and stair).
9. Garage doors will not face Maple Road.

10. As to the increase density. These new townhomes are of very high quality, with side-by-side double car garages and very modern and eye-pleasing exterior finishes. They will compare very well with the neighboring homes and certainly will add value to the area. A few more friendly people in the neighborhood will add to the quality of life, increase the number of residents keeping watch over the neighborhood and will deter the criminal elements by increasing the number of eyes on the street.





PLN - 125

**LEGEND**

Subject Site (9160 No. 2 Road)

Oppose

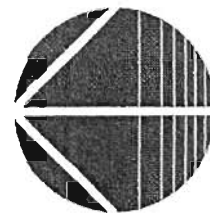
Support

Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES

**Public Consultation**  
**9160 No. 2 Road - RZ 10-516267**



**9160 No.2 Road (RZ 10-516267)**  
**Report on Public Information Meeting held on April 4, 2011**  
**at Covenant Court, 9260 No.2 Road, Richmond, B.C.**

The meeting was attended by 13 residents and the officials of the Christian Reformed Senior Housing Society, Nick Loenen and Simon Hanemaayer. The meeting was also attended by Edwin Lee of the City of Richmond.

After the assembly had a chance to view the plans, drawings and renderings. Wayne Fougere gave a brief run-down of the proposed townhouse project. The residents then took turn to ask questions and comment. A summary of the comments are as follows:

- The 3 units adjacent to the senior housing apartment building are too close and there are concerns of loss of privacy, sunlight and view.
- The density bonus given to the townhouse development is not justified and one unit in the middle of the project should be removed so that an open space becomes available.
- The driveway should not be too close to the senior housing.
- The playground, if there is one, should be situated away from the apartments and there should not be too many toys and games that will create excessive noise.
- The townhouses will create traffic problems.

Our response to the above mentioned concerns are as follows:

The above-mentioned concerns were presented to us over a year ago and we have since then made drastic changes to our design and site layout. The plans and renderings presented in this meeting have the following features:

- Only 3 units with east-west orientation are now situated adjacent to the neighboring apartment building, with no window opening and no deck looking onto any of their balconies and windows. The apartment is situated on the southern property line, and their residents are only looking onto the side-yards of the three townhouses.
- The original grade was maintained so that even though the townhouses are 3 storey in height, the top floor is of about the same height as the apartments' second floor. No townhouse residents will be looking onto the apartment units as the first floor of the apartment is a parkade, and the window openings of the townhouses are high and small.
- The entrance to the project is on Maple Road, away from the apartments.

- We agreed to plant some trees on the apartment property to create more shelter and pleasant look, as the services right-the-way on the project's property does not allow any tree planting along the property line.
- The exterior of the townhouse will be painted with light color and climbing plants and flowers will be planted on the fences. A new privacy fence with lattice will be built.
- The roof slopes have been reduced significantly.
- We will commission a traffic study to assess the future traffic impact and if needed implement remedies. (The traffic report was done)
- The density bonus was a result of our effort to save the trees along No.2 Road and Maple Road. In doing so, we need to build the townhouses on the present grade, requiring the construction of bridges to access the units fronting on No. 2 Road. Density bonus is also given to a project for its contribution in up-grading the underground services and road work, which will benefit the area. The project will incur substantial costs in this regard.

On a whole, the residents were pleased that we listened to their concerns and have made a good effort to make changes to accommodate their suggestions.

## **Christian Reformed Seniors Housing Society**

April 11, 2011

City of Richmond Planning Department

Att: Edwin Lee

Re: RZ-10-516267

Dear Mr. Lee:

Thank you for attending the information meeting. Following the presentation our residents agreed to submit this letter. It contains our corporate response while recognizing that each Strata Lease Holder is entitled to make a personal submission.

### **Covenant Court (9260 #2 Rd.,)**

Covenant Court, located adjacent to and south of subject property, is a 26 unit frame construction apartment building on 3 floors above a concrete parkade. It is designed for seniors 55 years and over.

The units are strata titled. Twenty-one units are owned by their occupants under a long term lease called Life-Estates. These Life-Estates are contracts between the non-profit Christian Reformed Seniors Society and the occupants. Life-Estates are registered against title. Five suites are rented to provide affordable housing to persons of limited financial means.

The governing bodies are the Society's Board of Directors and the Strata Council.

### **Impact on Covenant Court**

The developer proposes 18 units in 4 blocks or strips of townhouses, one parallel and adjacent to Maple, three parallel to # 2 Rd. Nine suites of Covenant Court face north. Residents of those suites will look at the end-walls of these blocks of townhouses. Those three end-walls will be 10 feet from the fence. Their height from existing grade is three levels plus a roof. The 10 feet setback is further reduced by a two foot cantilevered bay-window space, without glass. The Covenant Court building is 25 feet within the fence.

The potential negative impact of the proposed development includes:

- Loss of view
- Loss of daylight, making the north facing suites dark and dismal even during daytime.
- Loss of privacy, particularly for the 9 outside patios
- Increased noise, such as radios, car doors slamming, playground noise, basketball thumping, etc.
- Increased traffic congestion particularly at the Maple/#2 Rd. intersection and exiting the Covenant Court driveway will be more dangerous.

### **Relationship with Developer**

Since this application for rezoning was first made over a year ago, the developer, Mr. Thomas Leung and his staff, have been respectful, understanding, and helpful. Their attitude and approach is much appreciated. Twice there were private meetings. In addition, on April 4 the developer and his staff held an information meeting strictly for the residents of Covenant Court, Mr. Edwin Lee representing Richmond Planning was also in attendance.

As a result the current proposal incorporates significant changes that help address some of the concerns expressed by our residents. The changes include:

- Reduced total height.
- Reduced and relocated windows facing south and limiting their total area to reduce loss of privacy for Covenant Court suites.
- Reduced roof slope.
- An undertaking to apply light colours to outside finish on end walls.
- An undertaking to replace aging fence.

### **Remaining Concerns**

#### **1. Proximity of the middle block.**

The greatest deprivation of daylight and loss of view is for the centre most suites on the first and second floors of Covenant Court. We request that consideration be given to eliminating the southern most unit of the centre block, thus increasing the set-back from 10 to 30 feet, for that block only. That would reduce density and eliminate the density bonus the applicant has applied for. This seems only just, because why should a density bonus be allowed in exchange for preserving trees when Richmond's tree by-law

imposes a duty on all property owners to preserve trees?

So far, the developer has been hesitant to agree to this specific request on the basis that reducing density will make this project less profitable. Money is important but it is equally important for both sides. We ask the Planning Department and City Council to also consider the negative financial impact on the nine suites that face north. Is their financial well being not also important? And if so, what is the dollar value of their loss and how does that compare to the potential profit for the developer on just one unit?

It is our belief that rezoning is never a right, particularly where a development is allowed a mere 10 feet set-back when ours is 25 feet. A rezoning can only be justified if there is a public interest and if there is no harm inflicted on others. We ask you to consider the harm inflicted on our suites under the current proposal and to accept reasonable accommodations to off-set such harm. We respectfully submit that our request is reasonable and not unduly self serving or an excessive burden to the developer.

## **2. Traffic**

Traffic volume along #2 Rd. may require additional signals at the Maple Street intersection. West bound traffic turning left onto #2 Rd. is particularly at risk. In addition, our residents find it increasingly more difficult to exit and enter Covenant Court's driveway which is shared with the church next door.

Another improvement would be to move the existing bus stop along the east side of #2 Rd. from north of Maple to south of Maple and to move the #2 Road cross walk also to the south side of Maple. Most car traffic is on the north side of this intersection. Placing the cross walk and bus stop on the south side of the intersection would separate car and pedestrian traffic more effectively.

In the event it is not possible to move the bus stop, consideration should be given to move at least the cross walk to the south side. There is significantly more vehicular traffic on the north side of the intersection than on the south side. If the light-controlled sidewalk were on the south side, Maple vehicular traffic, both east and west, can turn onto #2 Road to go north, and south-bound #2 Road traffic can turn into Maple while the cross walk is occupied, without endangering pedestrians. Currently that is not possible

and yet cars are constantly tempted to do this, hoping to beat the pedestrians.

Moving that cross walk will make for a much safer intersection. For example, it will greatly help the residents of Covenant Court, all of whom are seniors and many of whom use the bus, and it will also help church traffic. That church operates a daycare, programs for youth, and is in use every day of the week. Currently, both Covenant Court residents and church users who come by bus south-bound on #2 Road must cross #2 Road, once, and Maple, twice. The Maple crossings are without the benefit of a light or crosswalk. By moving the cross walk south the two Maple crossings are eliminated for those persons. It is true that this gain is off-set by area residents who live north of Maple and now enjoy the benefit of not having to cross Maple twice. But that group is fewer in number and will be even more so when this proposed development is in place.

The primary reason for moving the crosswalk is that nearly all car traffic that comes out of or goes into Maple is on the north side of the intersection.

### **3. Noise**

Mindful that Covenant Court is home to seniors we ask that playground areas not be equipped with noise producing features such as a basketball hoop and special consideration be given to minimize noise emanating from playground areas.

Thank you for your consideration.

On behalf of all residents.

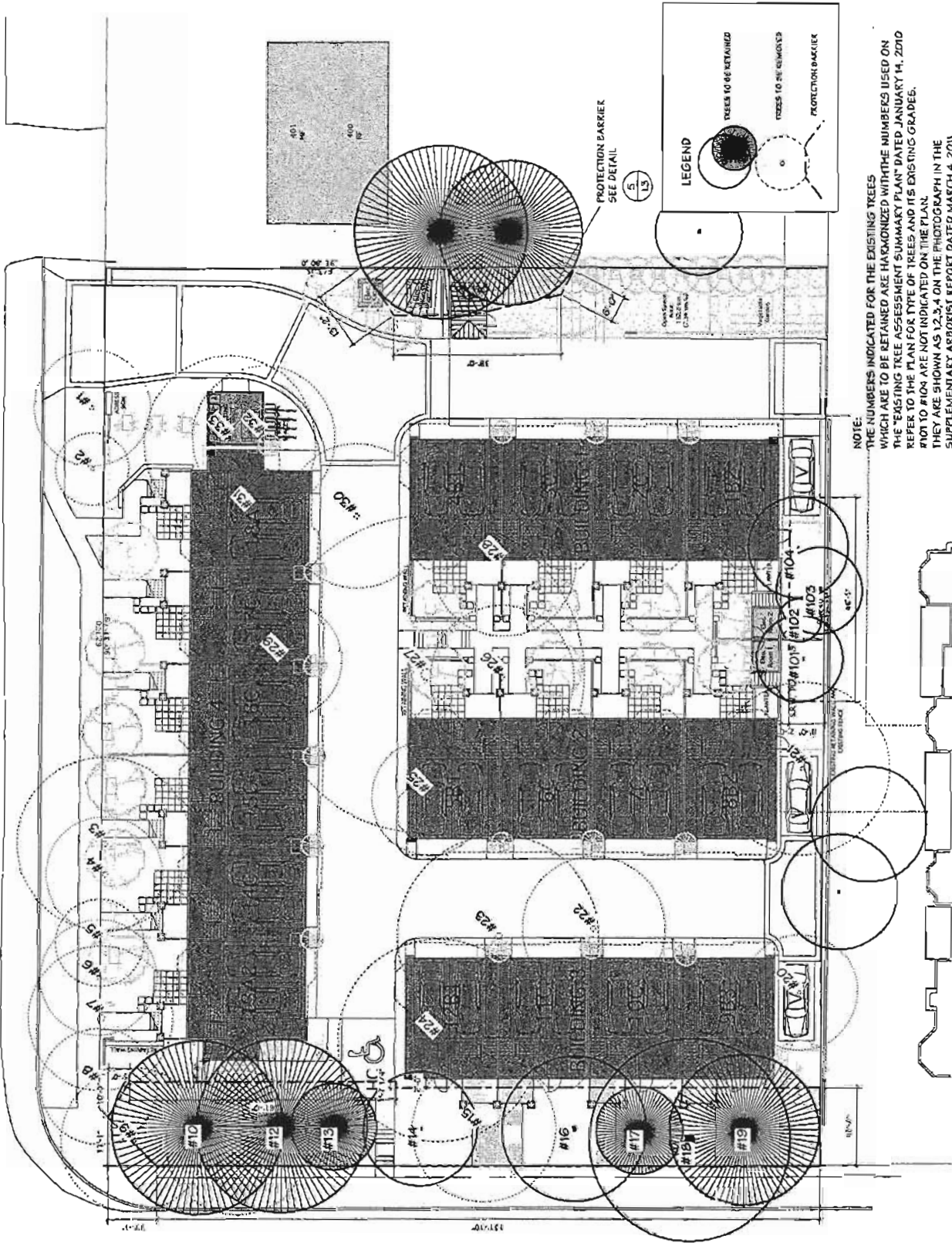
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Dorinne Hudie  
President, Strata Council  
LMS 1251

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Nick Loenen  
President, Christian Reformed  
Seniors Housing Society

Maple Road



NOT TO SCALE  
1/4" = 1'-0"

DATE: 01/14/11

BY: [Signature]

PROJECT: [Project Name]

CLIENT: [Client Name]

LOCATION: [Location]

SCALE: [Scale]

DATE: [Date]

BY: [Signature]

PROJECT: [Project Name]

CLIENT: [Client Name]

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N232 Road

HARPINGTON COURT  
RICHMOND

EXISTING TREE  
PRESERVATION  
PLAN

L6 of 6



## Rezoning Considerations

9160 No. 2 Road

RZ 10-516267

Prior to final adoption of Zoning Amendment Bylaw 8769, the developer is required to complete the following:

1. Dedication of a 4m x 4m corner cut at Maple Road and No. 2 Road.
2. The granting of a 2.0 wide Public Rights-of-Passage (PROP) right-of-way along the entire west property line (No. 2 Road frontage) c/w a 4m x 4m corner cut at Maple Road for future road widening.
3. Registration of a flood indemnity covenant on Title. The minimum Flood Construction Level is 2.9 m (geodetic) or 0.3 m above the surveyed top of the crown of the adjacent public road.
4. City acceptance of the developer's voluntary contribution of \$2.00 per buildable square foot (e.g. \$47,003.23) to the City's Affordable Housing Reserve Fund.
5. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of eleven (11) replacement trees within the City.
6. Submission of a Tree Survival Security to the City in the amount of \$24,000 for the eight (8) protected trees to be retained on-site. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9160 No. 2 Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
7. Issuance of a separate Tree Cutting Permit for the removal of two (2) street trees along the Maple Road frontage. The City's Parks Division has reviewed the proposed tree removal and concurs with it. Identified compensation in the amount of \$3,250 is required.
8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site and off-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.
9. City acceptance of the developer's offer to voluntarily contribute \$3,000 towards the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection.
10. Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$18,000.
11. Submission and processing of a Development Permit application\* to the acceptance of the Director of Development.

Prior to issuance of Demolition Permit:

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on site and on adjacent properties to the north and east prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

Prior to issuance of Building Permit:

1. Enter into the City's standard Servicing Agreement to design and construct off-site works on both frontages. Works include, but are not limited to:
  - a. No 2 Road: (this ALL subject to the health & proximity of the existing trees along the No 2 Road edge)...Removal of the existing sidewalk, pouring a new 1.5m sidewalk at the new property line and establishing a grass and treed boulevard;
  - b. Maple Road:
    - i. Per the capacity analysis, upgrade the storm sewer across the Maple Road frontage to 900mm diameter on a manhole to manhole basis.
    - ii. Widen Maple Road to 11.2m, relocating the curb & gutter, creating a grass & treed boulevard c/w davit arm street lighting and installation a 1.50m sidewalk at the property line.
    - iii. It is noted that the Maple Road widening will be over a 150mm AC watermain. The design Engineer may recommend that the watermain be replaced as part of the design/construction process (all existing watermain breakages during construction are the clients sole responsibility).

Note: All works are at the clients sole cost; i.e. no DCC credits apply.

2. A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

\* Note: This requires a separate application.

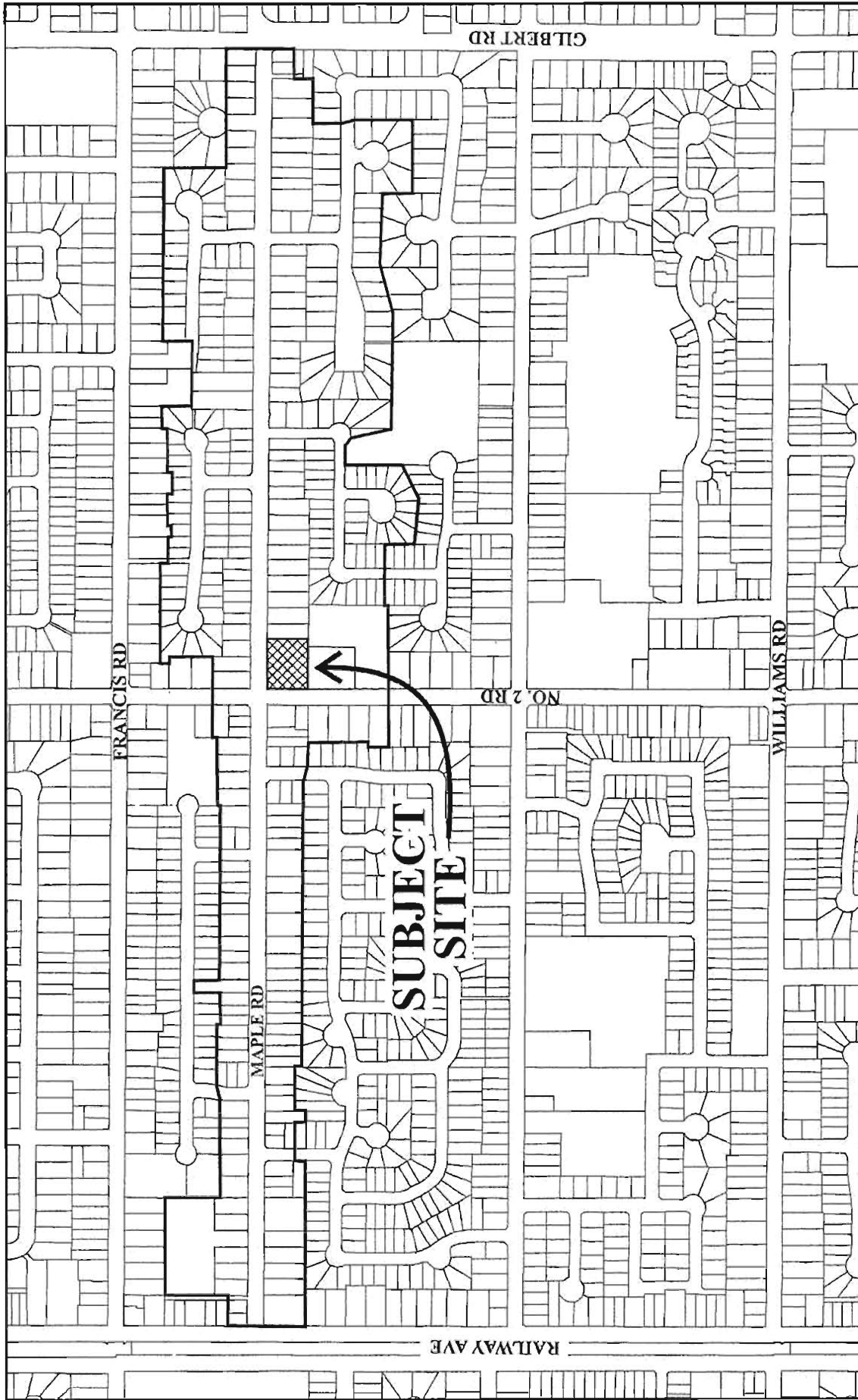
[Signed original on file]

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Signed

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Date



PLN - 135

Original Date: 05/17/11  
 Revision Date: 06/07/11  
 Note: Dimensions are in METRES

# Proposed Public Hearing Notification Area 9160 No. 2 Road - RZ 10-516267





# City of Richmond

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

## Development Application Data Sheet

**RZ 10-516267**

**Attachment C**

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Western Maple Lane Holdings Ltd.	No Change
Site Size (m <sup>2</sup> ):	3,127 m <sup>2</sup> (33,660 ft <sup>2</sup> )	3,119 m <sup>2</sup> (33,574 ft <sup>2</sup> )
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
Number of Units:	1	18
Other Designations:	Arterial Road Redevelopment Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23.3 upa	n/a
Floor Area Ratio:	Max. 0.7	0.675	none permitted
Lot Coverage -- Building:	Max. 40%	35.2%	none
Lot Coverage -- Non-porous Surfaces	Max. 70%	70% Max.	none
Lot Coverage -- Landscaping:	Min. 25%	25% Min.	none
Setback -- Front Yard -- No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback -- Exterior Side Yard -- Maple Road (m):	Min. 6 m	6.0 m	none
Setback -- Interior Side Yard (South) (m):	Min. 3 m	3.0 m Min.	none
Setback --Rear Yard (East) (m):	Min. 3 m	6.0 m	none

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Height (m):	Max. 12.0 m (3 storeys)	11.7 m (3 storeys)	none
Lot Size (min. dimensions):	Min. 40 m wide x 30 m deep	Approx. 50.29m wide x 62.18 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22(V) per unit	none
Off-street Parking Spaces – Total:	40	40	none
Tandem Parking Spaces:	not permitted	0	none
Small Car Parking Stalls:	Max. 50% x 40 stalls = 20 stalls	18	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	\$18,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 18 units = 108 m <sup>2</sup>	110 m <sup>2</sup> min.	none

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

## Christian Reformed Seniors Housing Society

April 3, 2012

City of Richmond Planning Department

Att: Edwin Lee and Planning Committee of Council

Re: RZ-10-516267

Dear Mr. Lee and Planning Committee:

This is an Addendum to our submission dated April 11, 2011.

We wish to re-confirm that in principle we are not opposed to this development particularly since it has been Council's policy to permit multiple family rezoning all up and down Number 2 Rd.,

We appreciate the developer's positive response to several requests we have made as noted in last April's letter. We note that in addition to those improvements the developer is now also committing to signalization of the Number 2 Rd./Maple Rd. intersection.

However, we are concerned that some people are calling for this development's driveway to be placed onto Number 2 Road.

Such a driveway impacts not only Covenant Court and its residents but all who use the shared driveway between Covenant Court and the adjacent church. We circulated a petition among Covenant Court residents and those who regularly use our common driveway. The 121 name petition in opposition to a Number 2 Rd. driveway is attached.

We wish to register our objection to a Number 2 Rd. driveway in the strongest possible manner. The reasons for our objection are as follows:

- A Number 2 Rd. driveway contravenes the Official Community Plan guidelines which recommend driveways be kept off arterial roads whenever possible.
- All up and down Number 2 Rd. developments in recent years have been made to comply with the OCP's guidelines to keep driveways off arterial roads. Why should this development be treated

differently?

- It is against the original staff recommendations.
- It places the future residents of this proposed development at greater risk both when coming and going.
- This driveway will add to the difficulty of going into and out of our shared driveway with the church, thus placing even more people at risk.
- The 9 suites that look out over the proposed development will be impacted far more severely with noise and exhaust fumes from cars, garbage trucks, delivery vans and at night bright headlights etc. The quiet enjoyment of the use of those 9 outdoor patios and sundecks in particular will be severely curtailed.

It has been suggested that traffic on the proposed driveway would be 'right-in and right-out' only. That sounds nice but it is unenforceable and highly impractical. Consider yourself a future resident wishing to run an errand at the nearest shopping centre -- Blundell and Number 2 Rd. Going is fine, but coming back is highly problematic.

You are south-bound on Number 2 Rd. At Francis Rd. you must turn either left or right. It matters not which way you turn; either way the trip will be extended nearly four times. Suppose you turn right, you proceed to Railroad, turn left to Williams. On Williams you go back to Number 2 Rd. then turn left and proceed to your driveway. The just over 0.5 mile return trip has now become just shy of 2.5 miles. Does anyone seriously believe that people are actually going to do that? If you assume that future residents will actually do it, why would you impose such a dreadful penalty on these folks, particularly when there is an alternative readily available?

It is not as though Maple Rd. is burdened with traffic. As you know, Maple is blocked between Number 2 Rd. and Gilbert. Hence, the traffic on Maple east of Number 2 Rd., where the subject property is, is but a fraction of the traffic on Maple west of Number 2 Rd.

Traffic along Number 2 Rd. is very heavy almost anytime of the day<sup>1</sup>. There is a double yellow line, which many wrongly assume does not permit south-bound traffic to turn into the church driveway and when cars do, as happens

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<sup>1</sup> One of our residents observed the following numbers of cars on Sunday, Oct. 23, 2011 between 11:15 am and 12:130 pm. Right turns from Church drive 93; left turns from Church driveway 38; coming into Church driveway 17.

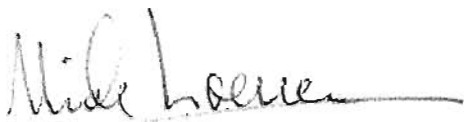
frequently, following motorists get very annoyed. They have just left the signaled intersection and must now unexpectedly brake, stop and wait. This proposal would create two such bottle necks, one immediately after the other. Is that sound traffic planning?

To allow this latest proposed driveway is very, very poor planning. The much revered, late Jane Jacobs taught that livable communities need to be planned with people in mind. Coming home in the dark, having to cross a double center line, two lanes of traffic and a sidewalk which the elderly residents from our seniors housing use in scooters and walkers is not planning with people in mind – it is more like abandoning people.

Can any of you doubt that future residents of this proposed development if given an opportunity would choose Maple Rd. over Number 2 Rd. as a preferred way to enter and leave their home property?

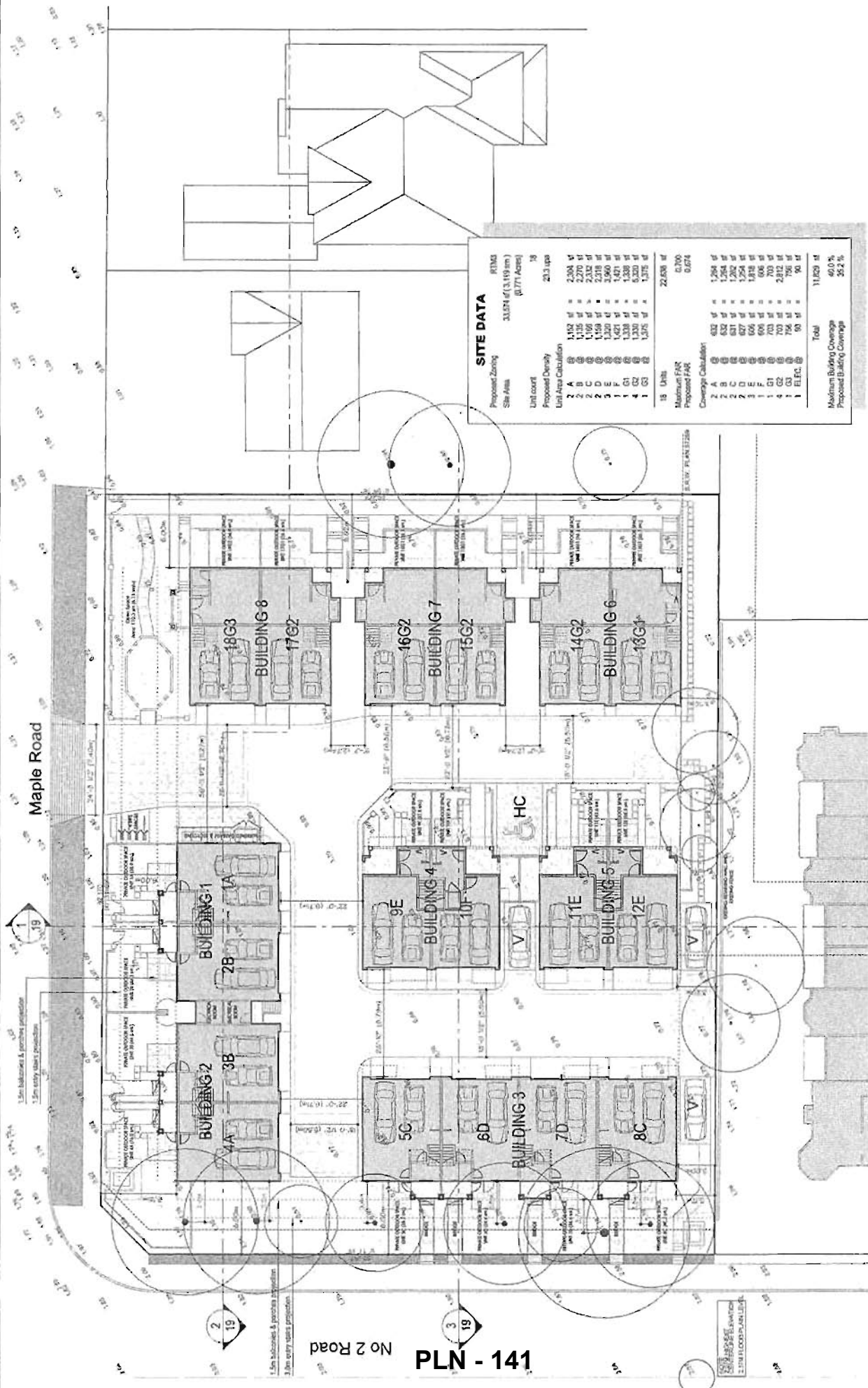
We sincerely hope planning for people will prevail and the location of the driveway will remain on Maple Road.

In closing it is our view that the signalization of Maple and Number 2 Rd. will be a benefit to our residents but also all the traffic which tries to get onto Number 2 Rd. from west of Maple. That traffic has currently a hard time particularly in the morning when nearly all that traffic turns left to go north along Number 2 Rd.

A handwritten signature in black ink, appearing to read "Nick Loenen", with a horizontal line extending to the right.

Nick Loenen  
President, CRSHS.





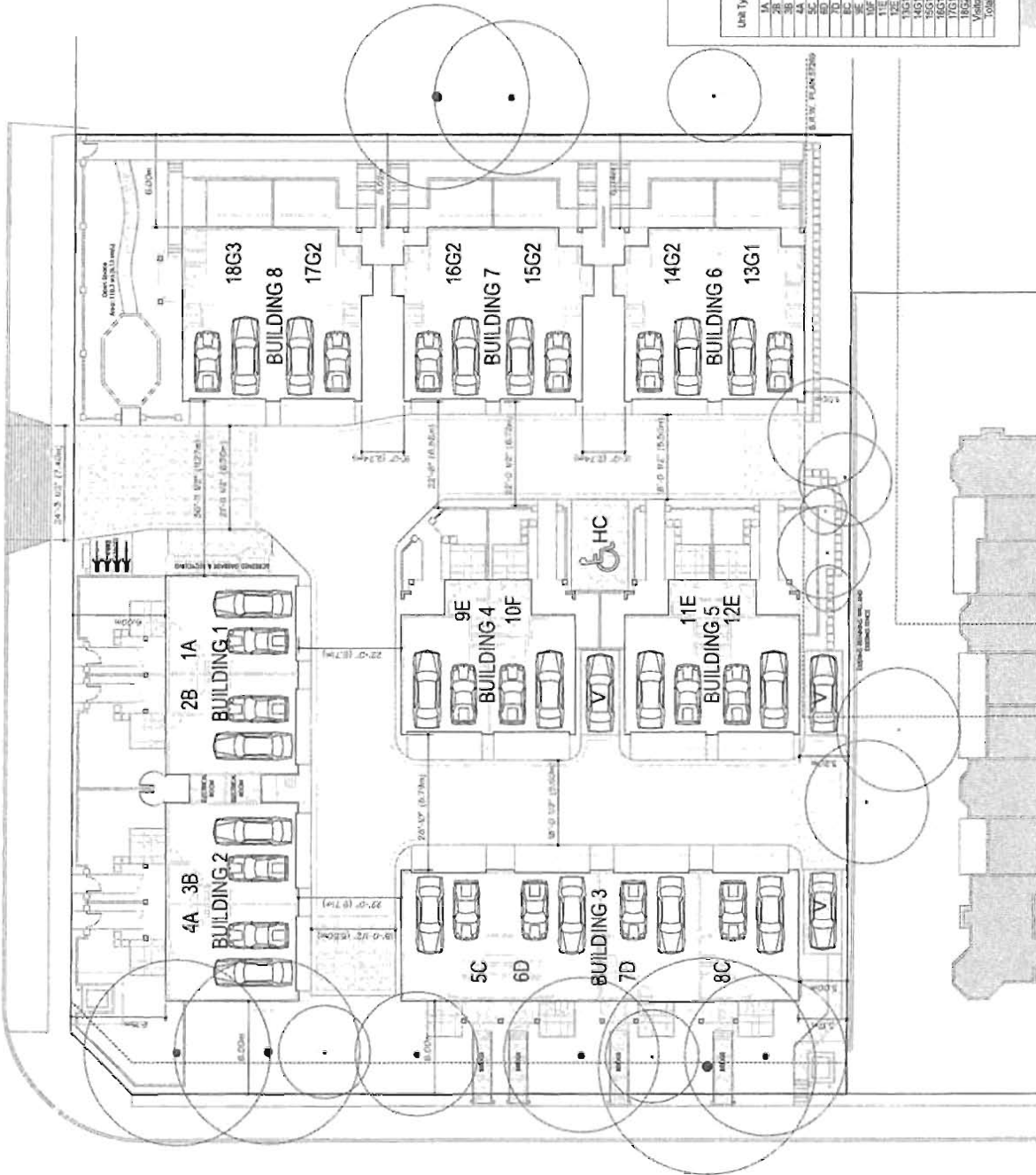
**SITE DATA**

Proposed Zoning	RTM3
Site Area	33,074 sf (3.19 ac)
Unit count	213 u/s
Proposed Density	6.46 u/s/acre
Unit Area Calculation	
2 A	1,162 sf
2 B	1,135 sf
2 C	1,198 sf
2 D	1,135 sf
2 E	1,220 sf
1 F	1,401 sf
1 G1	1,338 sf
4 G2	1,338 sf
1 G3	1,375 sf
18 Units	22,638 sf
Maximum FAR	0.700
Proposed FAR	0.674
Coverage Calculation	
2 A	632 sf
2 B	632 sf
2 C	632 sf
2 D	632 sf
2 E	632 sf
1 F	632 sf
1 G1	632 sf
4 G2	632 sf
1 G3	632 sf
1 ELEC	632 sf
Total	11,629 sf
Minimum Building Coverage	40.0%
Proposed Building Coverage	35.2%

**SITE PLAN**  
 SCALE: 1/32" = 1'-0"



Maple Road



No 2 Road

PLN - 142

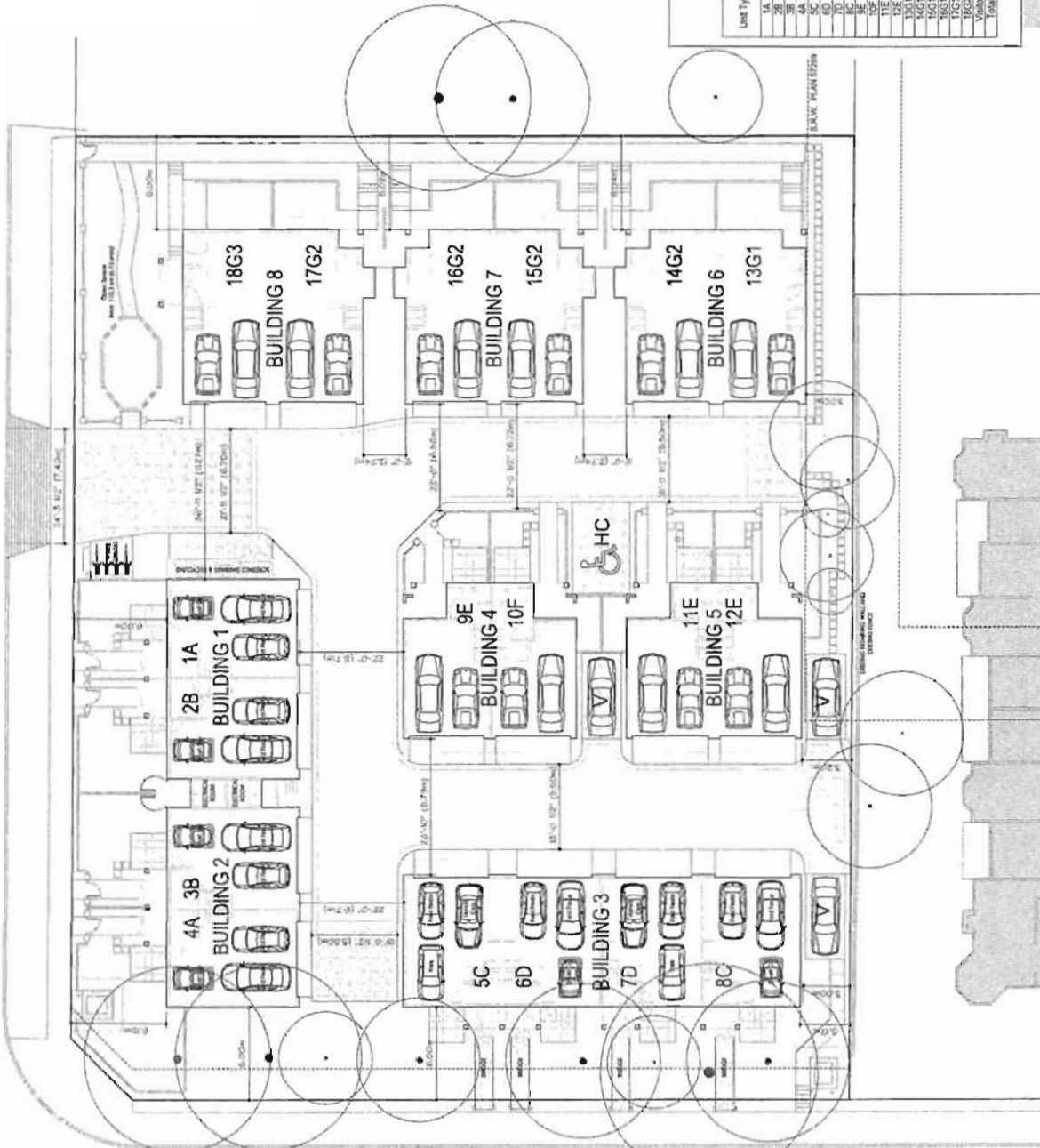
Parking Required/Provided	
Residential 2 car	36
Visitor 0.2 car	4
Total Required	40
Handicap Stall	1
5% of total required parking spaces	
Small 1st stall	20
50% of required parking spaces	
Parking Provided	
Standard Stall	18
Handicap Stall	1
Visitor Provided	4
Total Provided	40
Bicycle Parking Required/Provided	
Class 1: 1.25 vehicles	20
Class 2: 0.2 vehicles	4
Total Class 1 Bikes Required	20
Total Class 1 Bikes Provided	20
Total Class 2 Bikes Required	25
Total Class 2 Bikes Provided	4



PARKING MIX (BY LOCATION)  
REQUIRED PARKING STALLS

Unit Type	Richmond Standard Car	Richmond Small Car	Yaris	Smart Car	Ford Focus	Ford Fiesta	Honda Civic	Total
1A	1							1
2B	1							1
3C	1							1
4D	1							1
5E	1							1
6F	1							1
7G	1							1
8H	1							1
9I	1							1
10J	1							1
11K	1							1
12L	1							1
13M	1							1
14N	1							1
15O	1							1
16P	1							1
17Q	1							1
18R	1							1
19S	1							1
20T	1							1
21U	1							1
22V	1							1
23W	1							1
24X	1							1
25Y	1							1
26Z	1							1
27AA	1							1
28AB	1							1
29AC	1							1
30AD	1							1
31AE	1							1
32AF	1							1
33AG	1							1
34AH	1							1
35AI	1							1
36AJ	1							1
37AK	1							1
38AL	1							1
39AM	1							1
40AN	1							1
41AO	1							1
42AP	1							1
43AQ	1							1
44AR	1							1
45AS	1							1
46AT	1							1
47AU	1							1
48AV	1							1
49AW	1							1
50AX	1							1
51AY	1							1
52AZ	1							1
53BA	1							1
54BB	1							1
55BC	1							1
56BD	1							1
57BE	1							1
58BF	1							1
59BG	1							1
60BH	1							1
61BI	1							1
62BJ	1							1
63BK	1							1
64BL	1							1
65BM	1							1
66BN	1							1
67BO	1							1
68BP	1							1
69BQ	1							1
70BR	1							1
71BS	1							1
72BT	1							1
73BU	1							1
74BV	1							1
75BW	1							1
76BX	1							1
77BY	1							1
78BZ	1							1
79CA	1							1
80CB	1							1
81CC	1							1
82CD	1							1
83CE	1							1
84CF	1							1
85CG	1							1
86CH	1							1
87CI	1							1
88CJ	1							1
89CK	1							1
90CL	1							1
91CM	1							1
92CN	1							1
93CO	1							1
94CP	1							1
95CQ	1							1
96CR	1							1
97CS	1							1
98CT	1							1
99CU	1							1
100CV	1							1
101CW	1							1
102CX	1							1
103CY	1							1
104CZ	1							1
105DA	1							1
106DB	1							1
107DC	1							1
108DD	1							1
109DE	1							1
110DF	1							1
111DG	1							1
112DH	1							1
113DI	1							1
114DJ	1							1
115DK	1							1
116DL	1							1
117DM	1							1
118DN	1							1
119DO	1							1
120DP	1							1
121DQ	1							1
122DR	1							1
123DS	1							1
124DT	1							1
125DU	1							1
126DV	1							1
127DW	1							1
128DX	1							1
129DY	1							1
130DZ	1							1
131EA	1							1
132EB	1							1
133EC	1							1
134ED	1							1
135EE	1							1
136EF	1							1
137EG	1							1
138EH	1							1
139EI	1							1
140EJ	1							1
141EK	1							1
142EL	1							1
143EM	1							1
144EN	1							1
145EO	1							1
146EP	1							1
147EQ	1							1
148ER	1							1
149ES	1							1
150ET	1							1
151EU	1							1
152EV	1							1
153EW	1							1
154EX	1							1
155EY	1							1
156EZ	1							1
157FA	1							1
158FB	1							1
159FC	1							1
160FD	1							1
161FE	1							1
162FF	1							1
163FG	1							1
164FH	1							1
165FI	1							1
166FJ	1							1
167FK	1							1
168FL	1							1
169FM	1							1
170FN	1							1
171FO	1							1
172FP	1							1
173FQ	1							1
174FR	1							1
175FS	1							1
176FT	1							1
177FU	1							1
178FV	1							1
179FW	1							1
180FX	1							1
181FY	1							1
182FZ	1							1
183GA	1							1
184GB	1							1
185GC	1							1
186GD	1							1
187GE	1							1
188GF	1							1
189GG	1							1
190GH	1							1
191GI	1							1
192GJ	1							1
193GK	1							1
194GL	1							1
195GM	1							1
196GN	1							1
197GO	1							1
198GP	1							1
199GQ	1							1
200GR	1							1
201GS	1							1
202GT	1							1
203GU	1							1
204GV	1							1
205GW	1							1
206GX	1							1
207GY	1							1
208GZ	1							1
209HA	1							1
210HB	1							1
211HC	1							1
212HD	1							1
213HE	1							1
214HF	1							1
215HG	1							1
216HH	1							1
217HI	1							1
218HJ	1							1
219HK	1							1
220HL	1							1
221HM	1							1
222HN	1							1
223HO	1							1
224HP	1							1
225HQ	1							1
226HR	1							1
227HS	1							1
228HT	1							1
229HU	1							1
230HV	1							1
231HW	1							1
232HX	1							1
233HY	1							1
234HZ	1							1
235IA	1							1
236IB	1							1
237IC	1							1
238ID	1							1
239IE	1							1
240IF	1							1
241IG	1							1
242IH	1							1
243II	1							1
244IJ	1							1
245IK	1							1
246IL	1							1
247IM	1							1
248IN	1							1
249IO	1							1
250IP	1							1
251IQ	1							1
252IR	1							1
253IS	1							1

Maple Road

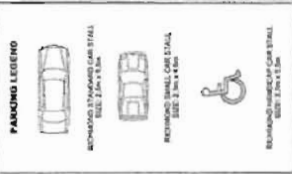


No 2 Road

PLN - 143

**Parking Required/Provided**

Residential 2 car unit	36
Visitor 0.2 car/unit	40
<b>Total Required</b>	<b>76</b>
<b>Handicap Stall</b>	<b>1</b>
5% of the total required parking spaces	20
Small Print: 1 stall	20
50% of required parking spaces	40
<b>Parking Provided</b>	<b>44</b>
Asphalt parking	44
Asphalt parking	44
Visitor Provided	44
<b>Total Provided</b>	<b>44</b>
<b>Balance Parking Required/Provided</b>	<b>32</b>
Class 1: 1.25 stall/unit	23
Class 2: 0.2 stall/unit	4
<b>Total Class 1 Stalls Required</b>	<b>23</b>
<b>Total Class 1 Stalls Provided</b>	<b>20</b>
<b>Total Class 2 Stalls Required</b>	<b>4</b>
<b>Total Class 2 Stalls Provided</b>	<b>4</b>



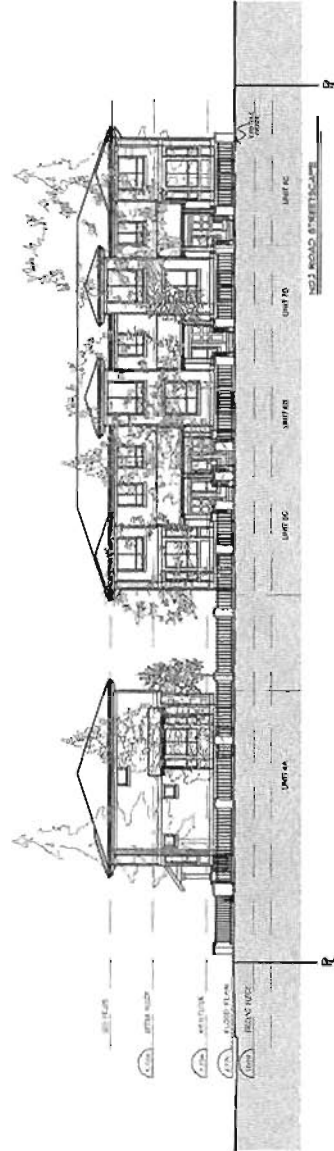
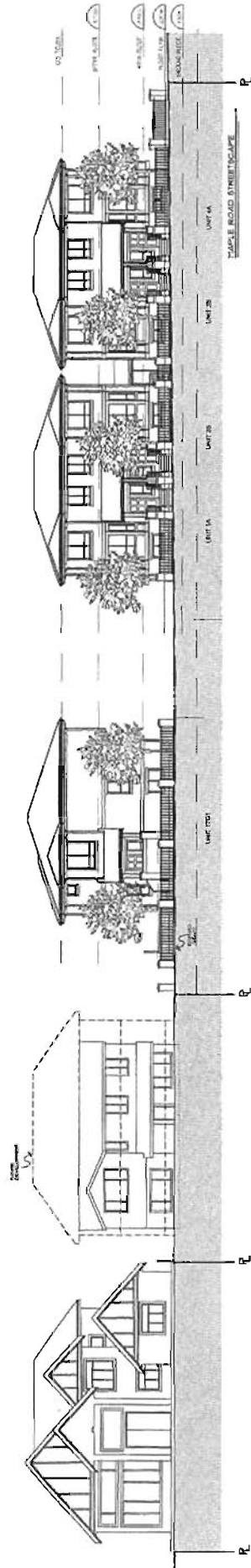
**PARKING MIX (BY LOCATION)**

A Sample Combination of Optional Cars Parking in Private Garage

Unit Type	Richmond Standard Car	Richmond Small Car	Yacht	Smart Car	Feet Focus	Feet Field	Hoops Clinic	Total
1A	1							1
2B	1							1
4A	1							1
5C	1							1
6D	1							1
7D	1							1
8C	1							1
9E	1							1
10F	1							1
11E	1							1
12E	1							1
13G1	1							1
14G2	1							1
15G2	1							1
16G2	1							1
17G2	1							1
18G3	1							1
Visitor	14	14	4	4	4	4	4	48
<b>Total</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>48</b>

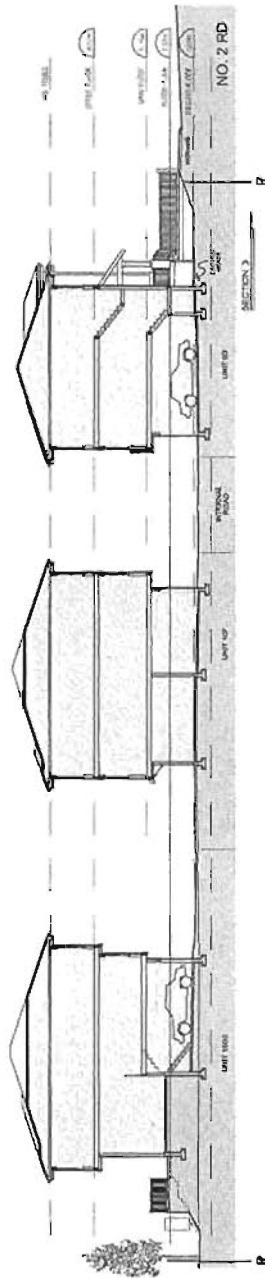
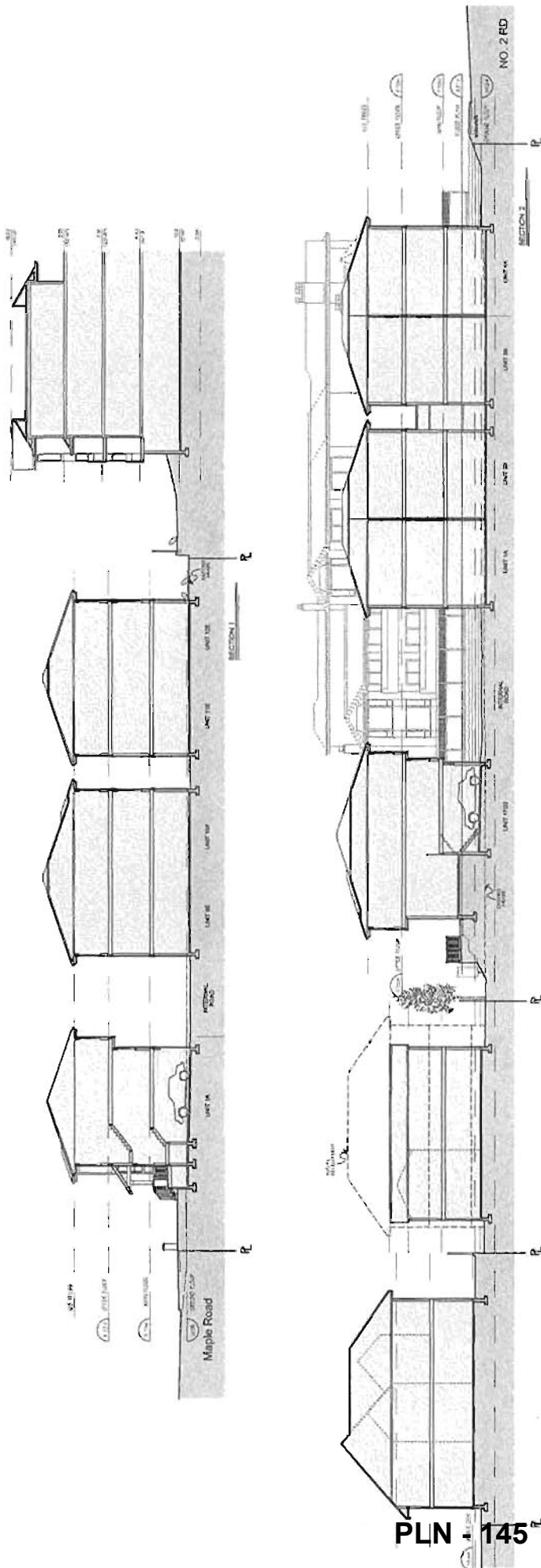
ALTERNATE PARKING PLAN  
SCALE: 3/32" = 1'-0"





PLN - 144

SITE STREETSCAPES  
SCALE: 3/32" = 1'-0"



SITE SECTIONS  
SCALE: 3/32" = 1'-0"

# HARRINGTON COURT

for  
Western Maple Lane Holdings Ltd

# ATTACHMENT F

August 5, 2011

Mayor and Councillors  
City of Richmond  
6911 No. 3 Road  
Richmond, BC, V6Y 2C1

Dear Sir/Madam,

**Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) – File: RZ 10-516267**

We are writing to strongly oppose the captioned rezoning application. We are extremely disappointed that, despite opposition by numerous households and residents in the vicinity, via in writing and in person, the City still decides to proceed and give the rezoning application first reading.

We now reiterate our firm opposition to this proposed rezoning. Our concerns are:

1. This development will not conform in character and be compatible with adjacent properties. The site may fall within the general Arterial Road Redevelopment Policy, but the proposed townhouses, be they 2 or 3 storeys, are certainly not harmonious in scale and form with this particular surrounding area, as required by the City Multiple-Family Guidelines. Here, the neighbouring properties are large high-grade detached single-family houses situated on huge lots, many around or even over 10,000 sq. ft. each.
2. The increase in population will no doubt ruin the long-time serene, quiet and peaceful environment and lifestyle of this low-density community.
3. Increased traffic and parking along Maple Road and at the interception with No. 2 Road will be hazardous to pedestrians as well as the drivers. Residents are used to the existing light traffic, and will find it difficult to cope with. In particular, many seniors and children, who walk to the park, school and bus stop every day, will be exposed to serious danger. The Maple Road main access of this development and the proposed 2 outbound lanes on Maple Road will not solve, but will aggravate, the problem.
4. It is undeniable that this project will greatly de-value the neighbouring properties.

We sincerely appeal to the City not to sacrifice the well-being of numerous neighbouring residents over the interests of only one developer. We would appreciate your kind consideration of our strong objections and reject the subject rezoning application. Otherwise, we will be obliged to take further action.

Thank you very much.

Yours faithfully,

Signatures(s) \_\_\_\_\_

Name(s) \_\_\_\_\_

Address: \_\_\_\_\_

Telephone \_\_\_\_\_



## **Western Maple Holdings Ltd.**

**9160 No.2 Road (RZ 10-516267)**

### **Report on Public Information Meeting**

**held on March 29, 2012 at the Thompson Community Centre**

- A total of 164 invitations were delivered to the residents in the Maple Road and No.2 Road neighborhood, as per address labels provided by City Staff. A separate presentation was presented to the residents of the senior housing complex, Covenant Court.
- 57 persons (some are from the same family) attended the meeting.
- The developer and his staff, and Wayne Fougere, the Architect, were present.
- Edwin Lee from the City was also present.
- The meeting lasted from 5:45 to 7:45 pm.
- Plans, drawings and renderings were presented for viewing.
- There were questions and answers, and discussion among the people present.

### **THE FOLLOWING IS THE SUMMARY OF THE COMMENTS FROM THE RESIDENTS ALONG MAPLE ROAD BETWEEN NO.2 ROAD AND GILBERT ROAD WHO ATTENDED THE MEETING:**

1. The townhouses do not conform with the single family housing in the neighborhood. 18 units is too dense. Prefer single family homes.
2. The 3 storey buildings are too high compared to the single family homes.
3. The 18 units of townhouses will create traffic and parking problems on Maple Road and No.2 Road, particularly for cars trying to turn left from Maple Road onto No.2 Road in the morning.
4. The entrance to the townhouse project is better on No.2 Road instead of Maple Road as there will be traffic congestion caused by traffic entering No.2 Road from Maple Road.
5. Suggesting a traffic light to be installed on the junction of No.2 Road and Maple Road. However, one commented that a traffic light on this junction is no good, as there is one light on Francis and No.2 Road already.
6. Suggesting removal of blockade at Romaniuk Drive to ease traffic.
7. The market value of the properties in the neighborhood will be adversely affected.



8. There will be too much parking on the street. There is not enough visitors' parking in the complex.
9. The residents on the east side of Romaniuk Drive are worried that the blockade at Romaniuk Drive will be removed because of the townhouse development. They opposed to the project because they do not want to see more cars driving to their side of Maple Road.

**THE FOLLOWING IS THE SUMMARY OF THE COMMENTS FROM THE RESIDENTS WHO LIVE OUTSIDE OF THE MAPLE ROAD VICINITY AND ATTENDED THE MEETING:**

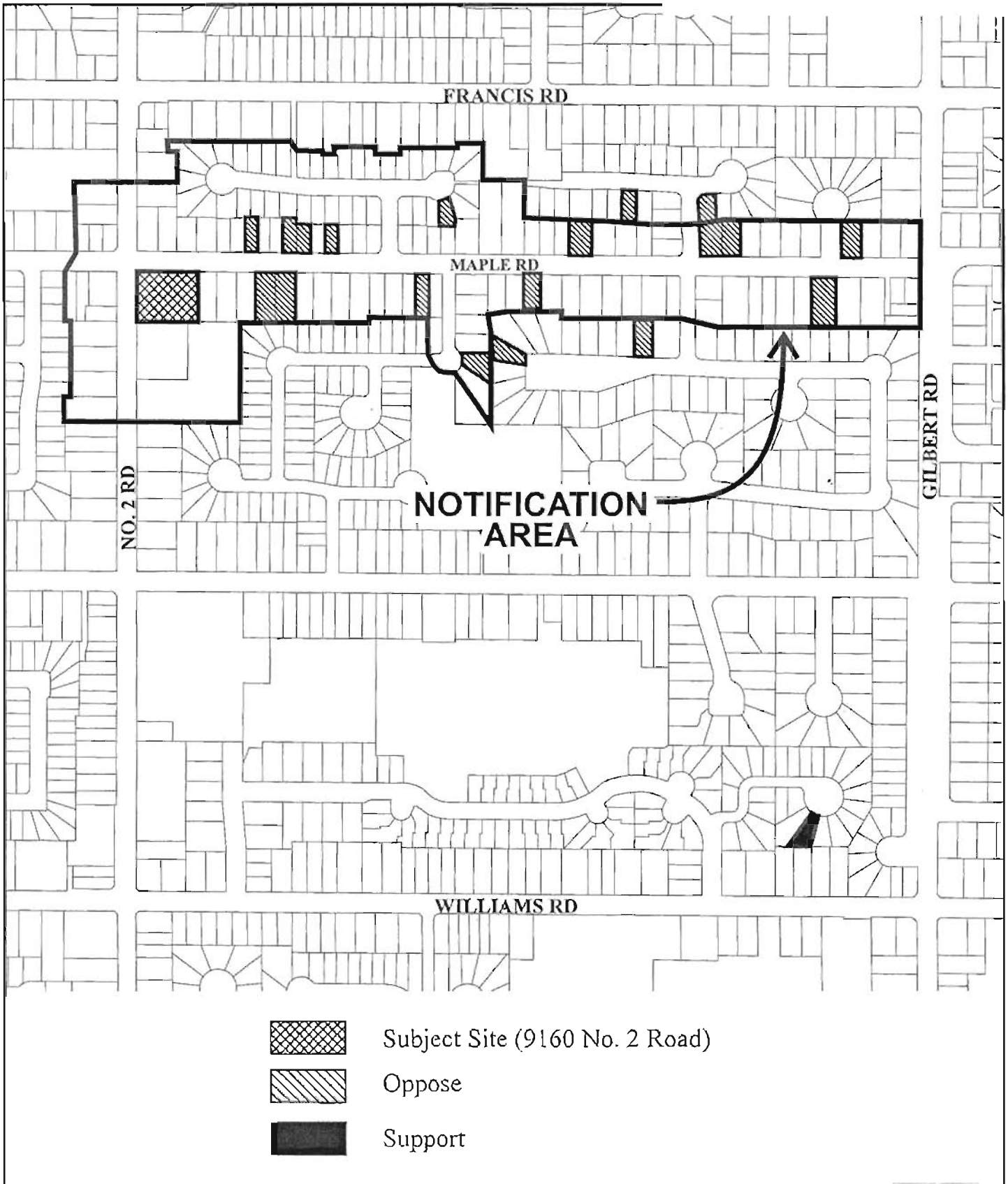
1. Will support the project if the traffic light is installed on No.2 Road and Maple Road, and the barricade blocking traffic between No.2 Road and Gilbert Road on Maple Road remains.
2. Support the project as it is along a main road, with easy access to school and public transit. It is also next to another condo complex, plus other multi-family projects along No.2 Road. No reason to reject this project.
3. Support the project because Richmond needs more affordable housing for young and less wealthy people, other than single family homes for wealthy people.
4. The project is well-designed and conforms to Richmond's City Policy.
5. The City is getting less affordable and needs more projects like this one.
6. As a young professional, townhouses and condos are the only housing that is affordable. The townhome complex will provide bigger community support and networking for young families, young couples and single professionals. High density development also provides higher taxes for the City.
7. The townhouse development brings balance to the community.
8. Multi-family is the trend on busy street like No.2 Road. A new development will beautify the entire neighborhood with new designs and planning. In this case, replacing a very old house, and represents best use for the land.
9. The traffic light will make it safer for pedestrians crossing No.2 Road.
10. The project has little effect on the homes situated on the eastside of Maple Road on the side of Gilbert Road.



**OUR RESPONSE TO THE VISITORS AT THE MEETING REGARDING THEIR CONCERNS ARE AS FOLLOWS:**

1. Our property is situated on the south-eastern corner of No.2 Road and Maple Road. Immediately to our south is a senior housing apartment complex, and on our east is an older 2 storey house. In the immediate neighborhood, forms of development include, older small bungalows, older walk-out basement bungalows, new modest-sized two-storey homes (with double car garages facing the street, two storey entries and auto courts), newer large two-storey homes (with auto courts, three car garages and two storey entries), a three and a half storey apartment building, (the senior housing immediately to the south of the subject property), a church (with a large parking lot) and a small commercial development. Within a block radius of the property there also several townhouse developments, duplexes and a small commercial centre.
2. Smaller homes in the neighborhood will provide affordable housing for young people and families, many of who would prefer to stay in the neighborhood they grew up in, close to their parents. Smaller homes will also allow long time area residents who find themselves empty nesters to downsize from a large family home without moving out of their neighborhood. Townhouse represents a good alternative between condo and single family home, and it is in fact preferred by many people.
3. Along No.2 Road between Westminster Highway and Steveston Highway, there are 23 multi-family housing projects, some situated on corner properties, some in the middle of the block. The proposed project will be one of the most attractive ones among them.
4. Eighteen homes will generate a limited amount of traffic, based on the Traffic Study performed by Bunt and Associates, and the Traffic Experts in the City concur with this opinion, after a separate study of their own. We will install a full function traffic light at the junction of Maple Road and No.2 Road. This will actually improve the traffic flow in this area, particularly for the traffic coming from Maple Road onto No.2 road from the westside of No.2 Road.
5. All of the homes have a garage for parking two cars side-by-side. The City requires us to provide an extra four cars for visitor parking. Some of our units will have 3 car garages.
6. More street parking will be available due to our improved roadway frontage on Maple Road and the location of a single driveway crossing situated at the eastern property line. If single family homes are built instead, the frontage will be taken by driveways instead of for on-street parking.
7. The property east of our development will be screened with a row of tall trees and there is ample open space separating it from the townhouses. The height of the townhouses is not too much higher than the new single family homes in the area.

8. Our three storey buildings will be built below the road elevation and will have about the same height as the newer single family homes built along Maple Road. The windows in our homes will be the same types of windows in the homes on the north side of Maple Road (entry, living room, master bedroom and stair). These Maple Road fronting homes will be all duplexes, (so are the units situated on the eastern property line facing our eastern neighbor), making them more similar to the single family homes.
9. Garage doors will not face Maple Road. It makes the exterior look better than some single family homes in which the garages are the prominent feature.
10. As to the increase density. These new townhomes are of very high quality construction, with side-by-side double car garages on the back side, and very modern and eye-pleasing exterior finishes. They will compare very well with the neighboring homes and certainly will add value to the area. A few more friendly people in the neighborhood will add to the quality of life, increase the number of residents keeping watch over the neighborhood and will deter the criminal elements by increasing the number of eyes on the street.
11. The blockade that blocks the traffic on Maple Road at Romanuik Drive will remain. This will ease the mind of the residents living east of this blockade, who does not want to see through traffic from No.2 Road to Gilbert Road.



Public Consultation  
 9160 No. 2 Road -  
 RZ 10-516267  
 PLN - 151

Original Date: 04/12/12

Revision Date:

Note: Dimensions are in METRES

# ATTACHMENT I

April 1, 2012

Mayor and Councillors  
City of Richmond  
6911 No. 3 Road  
Richmond, BC, V6Y 2C1

Dear Mayor and Councillors,

Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) – File: RZ 10-516267

The purpose of this letter is to note our fervent objection to Western Maple Lane Holdings Ltd.'s application to rezone 9160 No. 2 Road. The developer's rezoning application, submitted last year, was met with strong opposition by 447 neighbourhood residents, and at that time the Mayor and Councillors were notified either in writing or in person. The developer withdrew his plan from the scheduled public hearing last September.

However, the developer's current revised design is still totally unacceptable. It ignores our concerns as he still plans to build 18 three-storey townhouses where a single house went down. The slight modifications he proposes are purely cosmetic in nature and do not resolve any of our neighborhood's concerns.

We are left with no choice but to once again reiterate our firm opposition to this proposed rezoning. Our concerns are as follows:

1. This proposed townhouse development in no way conforms in character to any adjacent properties. As you deliberate on this matter, you should not take the biased view that only the continued multiunit development along No. 2 Road should be considered. The proposed townhouse development will have a large footprint along Maple Road, which consists entirely of detached single-family dwellings! You should also look at the rest of the immediate neighborhood: Maple Road, Martyniuk Gate and Place, Romaniuk Drive, Magnolia Drive, Juniper Gate and Drive, and other arterials. The properties in this area consist of large, high-grade detached single-family houses situated on oversized lots. Townhouses of the type and quantity proposed are not in character with this particular area, as required by the City Multiple-Family Guidelines.
2. Currently, residents in this area are already experiencing traffic problems at the intersection of Maple Road and No. 2 Road, particularly in the mornings and early evenings. With the influx of eighteen more households where a single house stood before, including visitors to the proposed complex, the increase in vehicular traffic will certainly create hazards, further delays, and present inconvenience for both drivers and pedestrians of this neighborhood. The proposed traffic light will not ease the problems. This traffic light -- if it is ever installed -- will only be a few houses from the traffic light at No. 2 and Francis Rds. There have already been numerous accidents at that intersection. Another traffic light so close to that main intersection will only create more problems. The Maple Road entrance and exit from this proposed development will only aggravate this problem.

3. The consequent population increase in the 18 units will doubtless negatively affect the serenity and peacefulness of this low-density community.
4. An increase of 18 households will no doubt create a parking problem along Maple Road. Many city dwellers today use their garages for storage and therefore have to park their cars on the street. Residents of the proposed complex would be forced to park along Maple Road. But there is no allowance for this. Visitors to the proposed complex would also be parking along Maple Road, since there are too few designated visitor parking spots in the proposed complex. This is clearly unacceptable in this quiet and unassuming neighborhood.

Our community sees no rationale for why the City has to sacrifice the well-being of numerous neighbourhood residents over the business interests of one developer. Hence, we appeal for the second time to the City to listen to our deep-seated concerns about this proposed development and reject the rezoning application. As an alternative, we ask you to consider the development on the southwest corner of Gilbert and Blundell. Here, three lots were rezoned to permit the construction of a total of six single detached houses. Could that not be a model for the development on No. 2 Road and Maple? Also, on the northwest corner of Maple and No. 2 Rd., plans call for three single-family homes to be constructed on that lot. This development, again, fits into the character of the surrounding neighborhood. This is all we ask for. Please do not fundamentally change our neighborhood for the sake of another multiunit development.

Your thoughtful consideration is much appreciated.

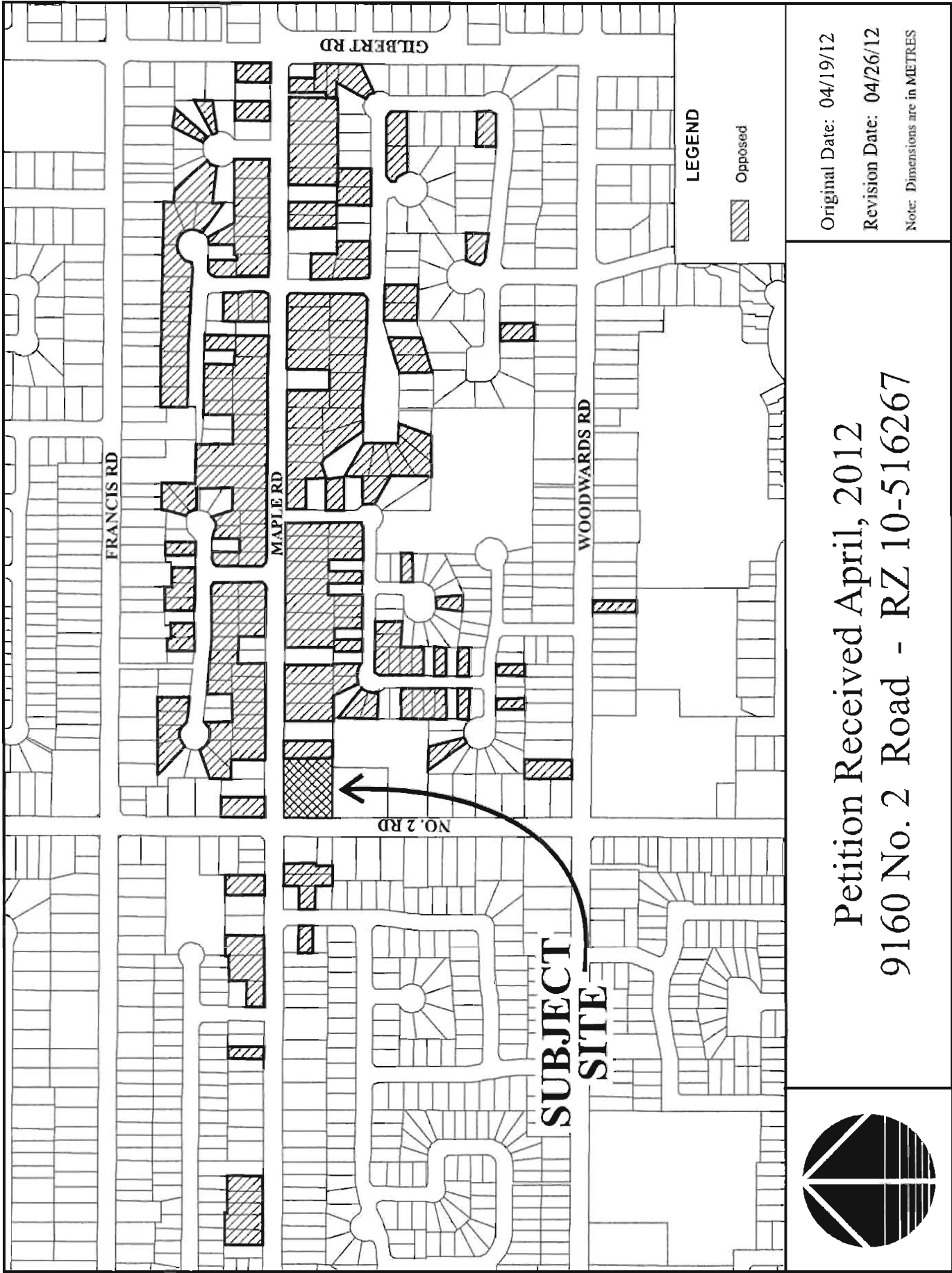
Yours sincerely,

Signatures(s) \_\_\_\_\_

Name(s) \_\_\_\_\_

Address: \_\_\_\_\_

Telephone \_\_\_\_\_





**Address:** 9160 No. 2 Road

**File No.:** RZ 10-516267

**Prior to final adoption of Zoning Amendment Bylaw 8769, the developer is required to complete the following:**

1. Dedication of a 4m x 4m corner cut at Maple Road and No. 2 Road.
  2. The granting of a 2.0 wide Public Rights of Passage (PROP) right-of-way along the entire west property line (No. 2 Road frontage) c/w a 4m x 4m corner cut at Maple Road for future road widening.
  3. Registration of a flood indemnity covenant on title.
  4. Enter into a Servicing Agreement\* for the design and construction of off-site works on both frontages. Works include, but may not be limited to:
    - a) No 2 Road:

Removal of the existing sidewalk, pouring a new 1.5 m sidewalk at the new property line and establishing a grass and treed boulevard (this ALL subject to the health & proximity of the existing trees along the No 2 Road edge);
    - b) Maple Road:
      - i. Per the capacity analysis, upgrade the storm sewer across the Maple Road frontage to 900mm diameter on a manhole to manhole basis.
      - ii. Widen Maple Road to 11.2m, relocating the curb & gutter, creating a grass & treed boulevard c/w davit arm street lighting and installation a 1.50 m sidewalk at the property line.
      - iii. It is noted that the Maple Road widening will be over a 150mm AC watermain. The design Engineer may recommend that the watermain be replaced as part of the design/construction process (all existing watermain breakages during construction are the clients sole responsibility).
    - c) No. 2 Road/Maple Road Intersection:

Upgrade the intersection with full traffic signals, complete with audible pedestrian signals (APS). The works will include but not be limited to: roadway widening, utility relocation, reconstruction of Maple Rd. on the east and west leg, pavement markings and signage changes. In order to determine the requirements of the Servicing Agreement for the design and construction of off-site works, a Transportation Functional Plan including road dimensions and road cross sections for all approaches is required. All proposed transportation and traffic improvements are subject to review and final approval of the Director of Transportation and the Director of Engineering.
- Note: All works are at the developer's sole cost; i.e. no DCC credits apply.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$47,003.23) to the City's affordable housing fund.
  6. Contribution of \$1,000 per dwelling unit (e.g. \$18,000) in-lieu of on-site indoor amenity space.
  7. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of eleven (11) replacement trees within the City.
  8. Submission of a Tree Survival Security to the City in the amount of \$24,000 for the eight (8) trees to be retained. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9160 No. 2 Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
  9. City acceptance of the developer's offer to voluntarily contribute \$3,250 to Parks Division's Tree Compensation Fund for the removal of a Hazelnut tree and a Cedar tree located on the city boulevard on Maple Road.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

10. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
11. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on-site and on adjacent properties to the north and east prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

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

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

**Note:**

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

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

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

[Signed original on file]

Signed

Date





Richmond Zoning Bylaw 8500  
Amendment Bylaw 8769 (10-516267)  
9160 NO. 2 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 (RTM3)**.

P.I.D. 010-776-443

Lot 1 Except: Firstly: Part Subdivided By Plan 31630

Secondly: Part Subdivided By Plan 38285, Block "B"

Section 30 Block 4 North Range 6 West New Westminster District Plan 2777

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8769**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

JUL 11 2011



\_\_\_\_\_  
MAYOR

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





**City of Richmond**  
Planning and Development Department

**Report to Committee**

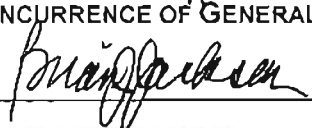
**To:** Planning Committee **Date:** April 26, 2012  
**From:** Brian J. Jackson, MCIP **File:** RZ 11-582830  
Director of Development  
**Re:** Application by Amrit Maharaj for Rezoning at 4820 Garry Street from Single Detached (RS1/E) to Single Detached (RS2/A)

**Staff Recommendation**

That Bylaw No. 8825, for the rezoning of 4820 Garry Street from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

EL: rg  
Att.

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

## Staff Report

### Origin

Amrit Maharaj has applied to the City of Richmond for permission to rezone 4820 Garry Street (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/A) in order to permit the property to be subdivided into two (2) single-family residential lots.

### Findings of Fact

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

### Surrounding Development

The subject site is located on the south side of Garry Street, west of Railway Avenue. The surrounding area is an established residential neighbourhood consisting predominantly of newer single-family dwellings on small lots created through subdivision, with a few remaining older single-family dwellings on large lots. Other land uses also exist further west in the neighbourhood (i.e. institutional, multi-family, public open space).

### Related Policies & Studies

#### Lot Size Policy 5471

The subject site is located within the area covered by Lot Size Policy 5471 (adopted by Council July 29, 2002) (**Attachment 3**). This Policy permits rezoning and subdivision of lots on this section of Garry Street in accordance with "Single Detached (RS2/A)". This redevelopment proposal would enable the property to be subdivided into two (2) lots, each approximately 9.75 m (32 ft.) wide and 387 m<sup>2</sup> (4,165 ft<sup>2</sup>) in area.

#### Affordable Housing

The Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$ 4,582). Should the applicant change their mind about the Affordable Housing option selected (prior to final adoption of the rezoning bylaw) to providing a legal secondary suite on one (1) of the two (2) future lots at the subject site, the applicant will be required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lot without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

### **Staff Comments**

#### Tree Protection

A Certified Arborist's Report was not required as the site survey provided by the applicant confirmed that there are no trees on site. The three (3) trees on the adjacent property to the west, as shown on the topographic survey (**Attachment 4**), have been removed by the property owner of adjacent site as part of the redevelopment of 4800 Garry Street (RZ 10-508885 and SD 10-508886). The three (3) trees were approved for removal as part of the rezoning application.

#### Tree Planting

Council Policy 5032 encourages property owners to plant a minimum of two (2) trees per lot in recognition of the benefits of urban trees (minimum 6 cm calliper deciduous or 3 m high conifer). The applicant has agreed to plant and maintain a total of four (4) trees on the future lots [two (2) per future lot]. Prior to rezoning adoption, the applicant must submit a security in the amount of \$2,000 (\$500/tree) to ensure new trees are planted and maintained on-site.

#### Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to the site at future development stage will be from Garry Street. The existing pedestrian cross walk on the frontage of the east half of the site will require some modifications in order to accommodate driveway access to the proposed east lot. The road works that will be required at future subdivision stage include, but not limited to, relocating the crosswalk and wheelchair ramps, curb extension reconstruction (north side of Garry Street), eradicating the existing crosswalk and restriping with thermoplastic paint at the new location, and relocating a street tree in front of the site. All of these works will be done through a City Works Order at the developer's cost.

#### Subdivision

At future Subdivision stage, the developer will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

**Analysis**

This is a relatively straightforward redevelopment proposal. This development proposal is consistent with Lot Size Policy 5471 and is located within an established residential neighbourhood that has a strong presence of small lots zoned Single Detached (RS1/A and RS2/A), created from larger lots. All the relevant technical issues have been addressed. Several remaining lots zoned Single Detached (RS1/E) along Garry Street have the potential to rezone and subdivide.

**Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with Lot Size Policy 5471, all applicable policies and land use designations contained within the Official Community Plan (OCP), and is consistent with the direction of redevelopment in the surrounding area. The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file). On this basis, staff recommend support of the application.



Edwin Lee  
Planner I  
(604-276-4121)

EL:rg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5471
- Attachment 4: Topographic Survey/Proposed Subdivision Layout
- Attachment 5: Rezoning Considerations Concurrence



PLN - 163

39.61		4633	4651	4671	39.60	11471	39.62	LEeward GATE		39.62	11480	20.12
11.48		11.48	10.06	10.06	10.06	18.83		GARRY ST				
13.00		4640	19.51	4800	39.62	19.51	4820			19.51	4828	4860
12.98		10.67	18.29	19.51	39.62	19.51	4820			19.51	4828	4860
12.98		10.67	18.29	19.51	39.62	19.51	4820	GARRY ST		19.51	4828	4860
12.98		10.67	18.29	19.51	39.62	19.51	4820			19.51	4828	4860
12.98		10.67	18.29	19.51	39.62	19.51	4820			19.51	4828	4860
12.98		10.67	18.29	19.51	39.62	19.51	4820	GARRY ST		19.51	4828	4860
12.98		10.67	18.29	19.51	39.62	19.51	4820			19.51	4828	4860
12.98		10.67	18.29	19.51	39.62	19.51	4820			19.51	4828	4860

Original Date: 07/19/11  
 Revision Date: 04/26/12  
 Note: Dimensions are in METRES

RZ 11-582830



## City of Richmond

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

## Development Application Data Sheet

**RZ 11-582830**

**Attachment 2**

Address: 4820 Garry Street

Applicant: Amrit Maharaj

Planning Area(s): Steveston (Schedule 2.4)

	Existing	Proposed
Owner:	Amrit T Maharaj, Arti R Maharaj, Ambalika Maharaj	To be determined
Site Size (m <sup>2</sup> ):	Approx 774 m <sup>2</sup> (8,332 ft <sup>2</sup> )	Two lots – each approximately 387 m <sup>2</sup> (4,165 ft <sup>2</sup> )
Land Uses:	One (1) single-family dwelling	Two (2) single-family dwellings
OCP Designation:	Generalized Land Use Map designation – "Neighbourhood Residential"	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Policy 5471 permits subdivision to "Single Detached (RS2/A)" along this section of Garry Street.	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/A)
Number of Units:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 20%	Min. 20%	none
Lot Size (min. dimensions):	270 m <sup>2</sup>	387 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	max. 2 ½ storeys	none

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





RZ 11-582830

Original Date: 07/20/11

Amended Date: 04/26/12

Note: Dimensions are in METRES

PLN - 165



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council – July 29, 2002

POLICY 5471

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 2-3-7

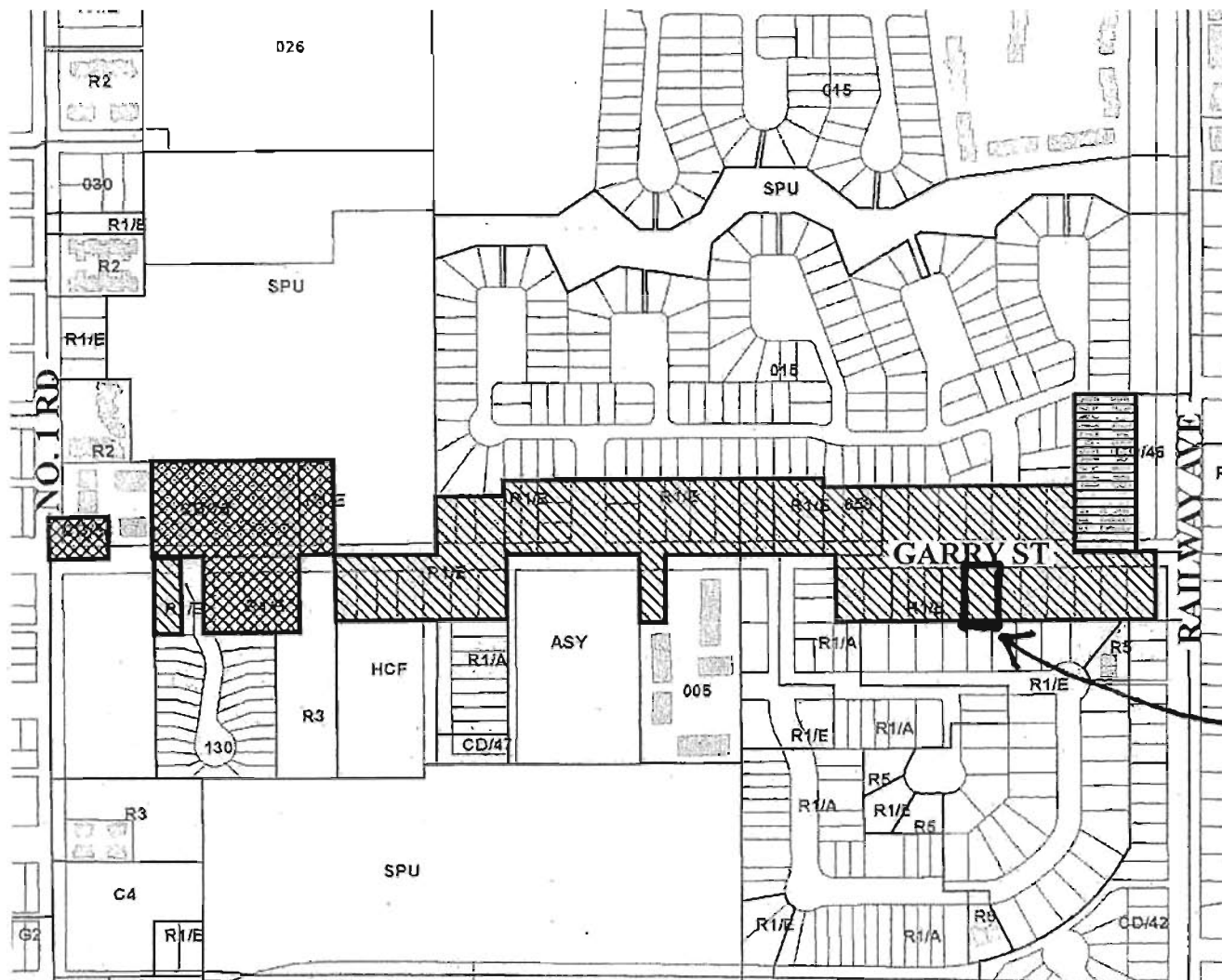
## POLICY 5471:

The following policy establishes lot sizes for properties along **Garry Street, between No. 1 Road and Railway Avenue** (in a portion of Section 2-3-7):

That properties located along Garry Street between No. 1 Road and Railway Avenue, in a portion of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District Subdivision Area A (R1/A) in Zoning and Development Bylaw 5300 provided that no new accesses are created onto Railway Avenue and No. 1 Road; and

That properties located at 4771, 4109, 4111, 4211, 4160, 4180, 4011 Garry Street and the north-westerly portion of 4200 Garry Street be deemed eligible for townhouse development; and

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



Rezoning would be permitted to R1/A.  
(9 m or 29.527 ft. Wide lots)



Townhouse or single-family lots.



16 detached townhouse units that  
resemble single-family homes.



## Policy 5471 Section 02-3-7

Original Date: 07/29/02

Revision Date:

Note: Dimensions are in METRES

# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 57 SECTION 2 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 31520

#4820 GARRY STREET,  
RICHMOND, B.C.  
P.I.D. 004-041-682

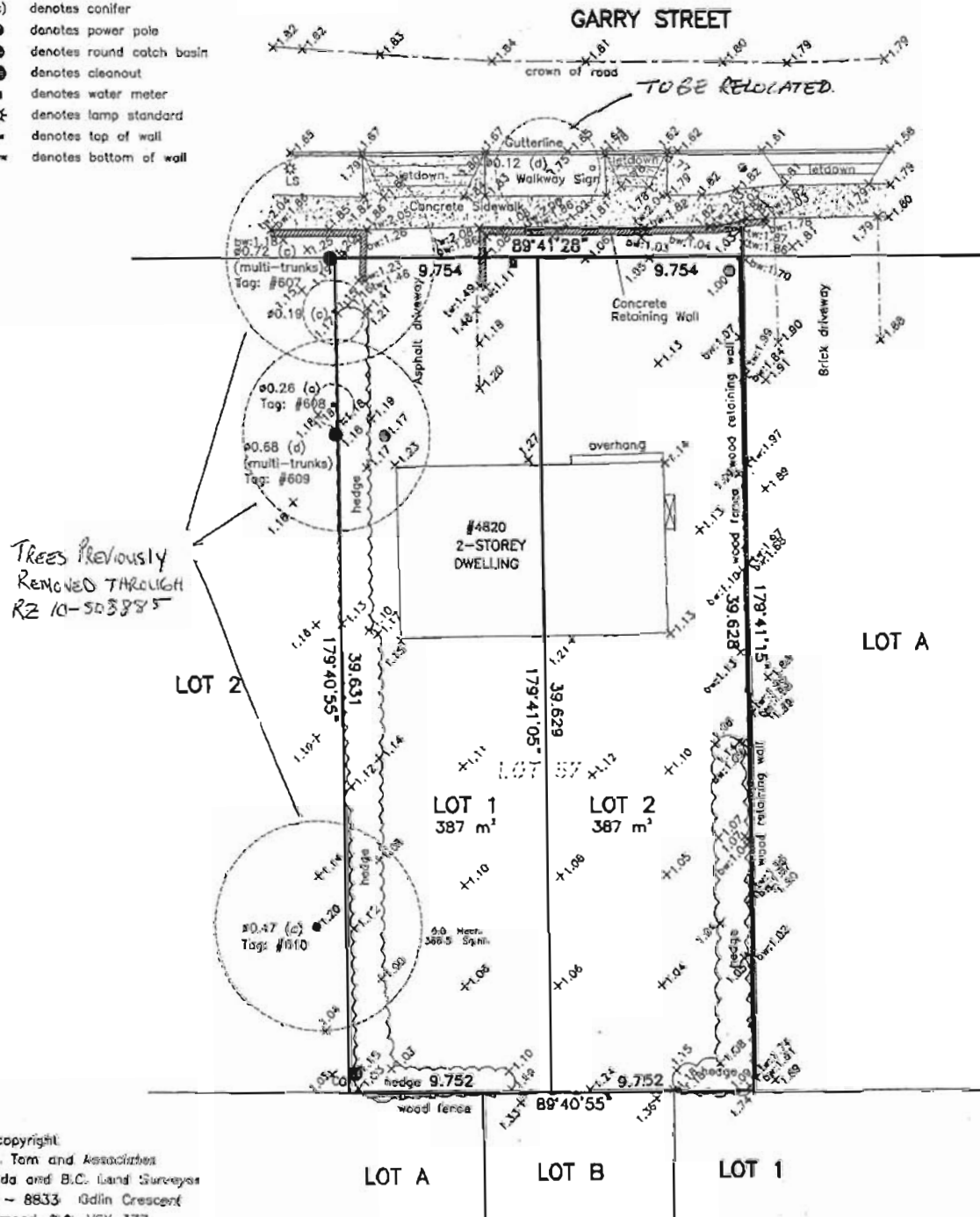
SCALE: 1:200

0 5 10 15  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



## LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- denotes power pole
- denotes round catch basin
- CO ● denotes cleanout
- ⊠ denotes water meter
- LS ⊙ denotes lamp standard
- tw denotes top of wall
- bw denotes bottom of wall



© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyors  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 4469  
FS-181 PSB-60  
Drawn By: MY

## NOTE:

Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #205,  
Control Monument 7  
Located at CL Railway Ave & Garry St.  
Elevation = 1.044 metres

**PLN - 168**

CERTIFIED CORRECT:  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.  
MAY 16th, 2011.

DWG No. 4469-TOPO



## Rezoning Considerations

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

**Address:** 4820 Garry Street

**File No.:** RZ 11-582830

**Prior to final adoption of Zoning Amendment Bylaw 8825, the developer is required to complete the following:**

1. Registration of a flood indemnity covenant on title.
2. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family development (i.e. \$4,582.00) to the City's Affordable Housing Reserve Fund.

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

3. Submission of a Landscaping Security to the City of Richmond in the amount of \$2,000 (\$500/tree) for the planting and maintenance of four (4) new trees (minimum 6 cm calliper deciduous or 3 m high conifer, including a mix of coniferous and deciduous trees) on site.

**Prior to Subdivision Approval, the developer must complete the following requirements:**

1. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.
2. Roadworks to be done at the developer's sole cost via City Work Order. Roadworks include, but not limited to, relocating the crosswalk and wheelchair ramps, curb extension reconstruction (north side of Garry Street), eradicating the existing crosswalk and restriping with thermoplastic paint at the new location, and relocating a street tree in front of the site.

**Note:** If on-site street tree relocation is not possible, a 2:1 replacement compensation will be required.

**Note:**

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

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

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

[signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8825 (RZ 11-582830)  
4820 GARRY STREET**

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

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

P.I.D. 004-041-682

Lot 57 Section 2 Block 3 North Range 7 West New Westminster District Plan 31520

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8825**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee **Date:** May 7, 2012  
**From:** Brian J. Jackson  
Director of Development **File:** RZ 12-601319  
**Re:** Application by City of Richmond for Rezoning at 23591 Westminster Hwy. from  
Single Detached (RS1/F) to School & Institutional Use (SI)

### Staff Recommendation

That:

1. That Bylaw No. 8880 to amend the Official Community Plan Bylaw No. 7100, by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) for 23591 Westminster Hwy. and by designating it "Community Facilities", be introduced and given first reading.
2. That Bylaw No. 8880, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw No. 8880, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw No. 8881, for the rezoning of 23591 Westminster Hwy. from "Single Detached (RS1/F)" to "School & Institutional Use (SI)" be introduced and given first reading.

Brian J. Jackson  
Director of Development

BJ:deb  
Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF ACTING GENERAL MANAGER



## Staff Report

### Origin

The City of Richmond has applied for permission to rezone 23591 Westminster Highway from Single Detached (RS1/F) to School and Institutional Use (SI) in order to develop a new daycare facility. The subject property (see location map in **Attachment 1**) was dedicated to the City as part of the community contributions provided through the rezoning for the Translink Operations and Maintenance Bus Facility at 4111 Boundary Road (RZ 09-484669 adopted Oct 8, 2010). Translink also provided significant funds toward the site preparation and construction of the daycare facility.

Accommodating the proposed daycare use at the subject property necessitates an amendment of the land use designation in the Hamilton Area Plan (Land Use Map) to redesignate the site from "Residential (Mixed Multiple and Single-Family)" to "Community Facilities".

### Project Description

The 2,287.5 m<sup>2</sup> site will be developed to accommodate a licensed child daycare facility approximately 315 m<sup>2</sup> (3,400 ft<sup>2</sup>) in size to provide care for up to 33 children: (e.g., one group of up to eight infants and toddlers and another group of up to twenty-five children of thirty months to school age). The site will remain City owned but the facility will be leased at nominal cost to a licensed non-profit child care provider to operate the facility.

The main building will consist of wood-frame modular units installed on a permanent concrete foundation with a crawlspace. A wood truss roof will be constructed on site. The site will be raised to ensure that the underside of the floor structure is above the flood plain elevation of 3.5m GSC.

In terms of site planning, the applicant's submission notes "the site will be developed with retaining walls, fencing, planting, site furniture, and hard and soft landscaping surfaces to provide play areas for children attending the daycare. Sidewalks and ramps graded to appropriate slopes will be provided to ensure the accessibility of the building and the play areas." Special attention has been given to minimize any grade differences between the building and the play areas.

The site plan provides for both covered outdoor play areas (approx. 57.3m<sup>2</sup> total) and open outdoor play areas (approx. 658.6 m<sup>2</sup> total). These play areas well exceed the BC Child Care Licensing requirements. The site will be fenced and landscaped to ensure child safety is maintained.

Bylaw requirements for both vehicle parking and bicycle parking are fully satisfied under the proposed site plan. The site will include ten regular sized parking stalls, one loading bay and a handicapped stall. Four of the stalls are in a tandem arrangement. Transportation staff are supportive of this arrangement since the tandem stalls will be used for drop off parking and will about stalls used by the facility's employees. This arrangement will be self managed. Collectively, these stalls will accommodate the facility employees, the parent's drop off needs and on-site waste pickup / delivery needs of the facility. One Class 1 (indoor) and two Class 2 (outdoor) bicycle stalls are also provided.



The operation will conform to the BC Child Care Licensing Regulation in terms of the number of employees to children ratios. It is anticipated that the facility will typically operate with five employees with a maximum of eight employees on site at any one time to facilitate continuous care from 7:30 am to 6:00 pm subject to demand.

The construction program is being managed by the City's Project Development & Facility Services Department. Facilities staff are targeting the daycare facility to be operationally open by September, 2013.

The conceptual site plan is provided in **Attachment 2**. Although the building will be done through a design build process which could result in modifications, preliminary conceptual design plans are also included in **Attachment 2**.

No significant trees are located on the site. The conceptual landscape plan indicates that 16 trees are planned to be installed on site.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**). No Zoning variances are being requested with this application.

On December 19, 2011, Council resolved "That the Society of Richmond Children's Centres (SRCC) be endorsed as the operator of the City-owned child care facility to be constructed at 23591 Westminster Highway." The SRCC is a non-profit society.

### **Surrounding Development**

To the North: A 30m wide treed linear park strip connecting to the North Arm of the Fraser River. North of the park strip is the 73,259m<sup>2</sup> Translink Operations and Maintenance Bus Facility (RZ 09-484669 adopted Oct 8, 2010 ; DP 10-535726 in circulation). The Translink site is zoned Light Industrial (IL).

To the East: Westminster Highway and Highway 91A.

To the South: Westminster Highway and a large 6,673m<sup>2</sup> vacant lot owned by the BC Transportation Financing Authority and zoned Single Detached (RS1/F).

To the West: Two large single family residential lots zoned Single Detached (RS1/F).

### **Related Policies & Studies**

#### Official Community Plan Amendment

The Land Use Map in Schedule 2.14 (Hamilton Area Plan) of the Official Community Plan (OCP) currently designates the subject property for "Residential (Mixed Multiple and Single-Family)". As the intended use of this City owned site is to accommodate a licensed child daycare facility the more appropriate land use designation within the Hamilton Area Plan accommodating the use is "Community Facilities". The Staff recommendations include an amendment to the Land Use Map in the Hamilton Area Plan to redesignate the subject site to "Community Facilities". No other amendments to the Hamilton Area Plan are required.

Council Resolution

On June 28, 2010, Council adopted the following resolution related to the proposed child daycare facility:

*That the Community Amenity Benefits negotiated through the TransLink site rezoning be used, as proposed in the Director of Development's report to Planning Committee dated December 10, 2009, for the establishment of a City-owned child care facility on the Community Amenity Lands given that, prior to opening the facility, staff have addressed safety concerns raised by the Hamilton Community Association in the following ways:*

- 1. vehicular access to the Community Amenity Lands be situated at the north-east corner of the site on Westminster Highway;*
- 2. an asphalt walkway with extruded curb be provided on the north side of Westminster Highway, from the western edge of the Community Amenity Lands to Smith Crescent, at the estimated cost of \$45,000;*
- 3. a special crosswalk with advanced warning signage be installed on Westminster Highway at Smith Crescent, at the estimated cost of \$40,000;*
- 4. an extruded curb be installed between the existing eastbound travel lane and shoulder on the east side of Westminster Highway, from Smith Crescent to Gilley Road, to create a delineated walkway and cycling path at the estimated cost of \$70,000;*
- 5. a new bus stop for the westbound bus be located in close proximity to the Community Amenity Lands on Westminster Highway; and*
- 6. staff comment on the issues surrounding the pedestrian improvements on the north side of Westminster Highway.*

Although a response was provided for each of the above parts of the Council resolution in the report by the General Manager – Community Services (dated June 10, 2010, REDMS #2907876) the updated status of each part of this resolution is further addressed in the Analysis section of this report.

**Consultation**Hamilton Community Association

City staff from Project Development and Facility Services, Transportation and Planning and Development met with the board members of the Hamilton Community Association (HCA) on March 20, 2012. Staff presented the proposed site plan to the Board members, discussed planned facility capacity and planned road/pedestrian improvements both in front of the site and in other locations along Westminster Highway within Hamilton. Staff also provided information and responded to questions on how each of the safety concerns previously identified by the HCA were being addressed.

School District

Although this development project will not result in any increase in the number of new children to the area, basic information about the project was provided to the Richmond School District staff with a request for contact should they require any further information. To time of writing, no requests for additional information have been received from the School District.

Vancouver Coastal Health

Vancouver Coastal Health (VCH) representatives have indicated that they are aware of this project and are familiar with the proposed operator whom they know to be informed of the criteria for operating a licensed child daycare. VCH staff will continue to work with the City and the operator as this project develops but to date of correspondence VCH had no concerns with the project as proposed (pers. comm. Feb 28<sup>th</sup>, 2012).

Richmond Advisory Design Panel

Although a Development Permit is not required for this daycare facility as it is considered an "institutional use" the project was taken to the Advisory Design Panel on April 18, 2012, for informal comments and feedback primarily focused on the facility site planning. Comments provided by the Panel are shown in **Attachment 4**. The project Architect's responses to each of the ADP comments are provided in **Attachment 5**.

Facilities staff have agreed to include the Panel's comments with the Design Build Terms of Reference which will be put out to tender so that the prospective builder will have the opportunity to incorporate appropriate design changes into their submission to the extent possible given the project budget.

Overall, the ADP comments were complementary and focused on ideas to tweak the plans should the budget and site conditions permit.

Ministry of Transportation and Infrastructure (MoTI)

Preliminary Approval has been granted by MoTI (letter dated February 29, 2012) for one year pursuant to section 52(3)(a) of the Transportation Act. No other concerns or restrictions have been made by the Ministry.

Consultation with Adjacent Neighbour

City staff from Project Development and Facility Services met with the only adjacent residential neighbours (i.e. 23551 Westminster Hwy.) to the subject site on March 20, 2012. The expected development plan, site plan and construction schedules were outlined for the neighbours. As the subject site is being raised, up to a 2.24m (approx.) grade difference will exist between the daycare's slab elevation and the existing grade of the neighbour's property to the west.

Concerns for the neighbours include:

- Managing drainage impacts during preload and post construction given the expected grade differences between the properties.
- Ensuring that fencing on top of the retaining wall and the retaining wall itself will not look unattractive and meet both property's needs.
- Potential impacts on their sanitary septic field. They had questions as to whether a sanitary connection to the City's system was anticipated in the future.
- Whether the new linear park along their northern property line would be fenced.

Recognizing that each property owner is responsible for managing drainage on their own site, Facilities staff will be exploring options that would benefit both properties by incorporating perimeter drainage on the daycare site at the base of the future retaining wall.

Fencing at the top of the retaining wall must meet child safety requirements. Given that constraint however, Facilities staff have committed to meeting with the adjacent neighbours to look at some options for the fencing material that will address both parties needs. The retaining wall itself will consist of decorative Allen block to create an attractive appearance from the neighbour's property.

The neighbours have been advised that, at this time, there are no immediate plans to extend the sanitary sewer system to their property nor are there any plans to add new fencing along the linear park. Parks Staff have noted that there will be a defined pedestrian trail through the Park and that natural understorey growth within the 30 m wide strip will help confine pedestrian movements to the trail. Park Staff will, however, monitor the use of the area over time and reassess this issue if required in the future.

Project Development and Facility Services staff have, and will continue to work cooperatively with the neighbours to ensure that their concerns are addressed to the extent possible. They have also conveyed to the neighbours that, with their permission, a pre-construction building and property survey will be undertaken at the City's expense to ensure that any impacts upon the adjacent property as a result of the daycare site's construction can be readily identified and addressed.

### **Public Input**

With exception to the above noted agencies and individuals, no further public input was sought for this application. It is noted, however, that the rezoning application is subject to a Public Hearing as part of the normal rezoning approval process. To time of writing, no correspondence has been received from the public regarding the project.

### **Staff Comments**

No significant technical concerns were identified by staff regarding this project. As noted earlier, frontage works are to be completed by Translink under their rezoning considerations agreement. The timing for these works will need to be coordinated and completed prior to occupancy of the daycare site. Staff are working with Translink to ensure this is done.

The utility capacity analysis indicates that the development will not require storm, sanitary or water upgrades. Fire flow analysis will be required at building permit stage.

### **Analysis**

#### Response Status To Council's Resolution

The text below provides the status responses to each of the six parts of the Council resolution of June 28, 2010.

1. *Vehicular access to the Community Amenity Lands be situated at the north-east corner of the site on Westminster Highway;*

Status: As indicated on the site plan in **Attachment 2**, the vehicle access has been located adjacent to the property line at the northeast edge of the site. Transportation staff have indicated that this location provides acceptable sight lines to traffic in both directions.

2. *An asphalt walkway with extruded curb be provided on the north side of Westminster Highway, from the western edge of the Community Amenity Lands to Smith Crescent, at the estimated cost of \$45,000;*

Status: This is a Capital Project that is scheduled to be completed later in 2013.

3. *A special crosswalk with advanced warning signage be installed on Westminster Highway at Smith Crescent, at the estimated cost of \$40,000;*

Status: The special crosswalk with advanced warning signal was installed in 2011 and was operational in March, 2012.

4. *An extruded curb be installed between the existing eastbound travel lane and shoulder on the east side of Westminster Highway, from Smith Crescent to Gilley Road, to create a delineated walkway and cycling path at the estimated cost of \$70,000;*

Status: The segment between Fraser Gate to Gilley Road is a Capital Project that will be completed later in 2012. The segment between Fraser Gate to Smith Crescent is a Capital Project that will be completed later in 2013.

5. *A new bus stop for the westbound bus be located in close proximity to the Community Amenity Lands on Westminster Highway; and*

Status: The new bus stop will be implemented in consultation with the Coast Mountain Bus Company. This is anticipated to be completed in late 2013.

6. *Staff comment on the issues surrounding the pedestrian improvements on the north side of Westminster Highway.*

Status: Included with the Rezoning Considerations for the Hamilton Translink Operations and Maintenance Facility (RZ 09-484669) was a requirement for frontage improvements on the north side of Westminster Highway to be undertaken as part of the Servicing Agreement. The frontage improvements are to include a 1.8m westbound bike lane and 2.0m paved and delineated walkway with extruded curb on the north side from Boundary Road to the western edge of the proposed daycare centre. Staff are currently working with Translink to ensure these elements are incorporated in their Servicing Agreement (SA 10-532629).

#### Flood Covenant / Flood Event Release

As the subject site will remain under City ownership a rezoning requirement for registration of a flood covenant was determined not to be required.

The submitted plans indicate that the proposed buildings will fully meet the City's current Flood Plain Designation and Protection Bylaw No. 8204 and the prescribed minimum 3.5m GSC Flood Construction Elevation.

#### Geotechnical Review

A geotechnical review was undertaken for the subject site. Based upon the findings from the geotechnical drilling, the site will required approximately 8 to 9 months of preloading to accommodate the facility.

Site Contamination

A site investigation report was undertaken by Golder Associates on September 2, 2010. Based upon their historical review of the site they concluded that the site is not an area of environmental concern with regard to the Environmental Management Act. No further investigation was warranted.

Tree Survey

The tree survey was undertaken as part of the overall site survey. A single tree of bylaw size was identified on the site under the survey. A review by the City's Tree Protection Officer indicated that the species was actually a multi-branching shrub species in very poor condition. A tree removal permit was not required for its removal and retention would affect site preloading activity. The landscaping plan for the site indicates approximately 16 trees will be added to the property.

Frontage Improvements and the Provision of Utility Services

Frontage improvements on Westminster Highway in front of the subject property are the responsibility of Translink as one of the conditions attached to the rezoning of the Hamilton Translink Operations and Maintenance Facility at 4111 Boundary Road (RZ 09-484669 adopted November 8, 2010). Translink representatives have been working closely with City staff on their Servicing Agreement (SA10-532629) submissions and are aware of their obligations regarding the daycare frontage works.

Per Translink's rezoning requirements, the frontage improvements along the daycare site on Westminster Hwy. will include a 1.8m westbound bike lane and 2.0m paved and delineated walkway with extruded curb on the road to the western edge of the daycare property. Utility connections will also be required as part of the Translink Servicing Agreement.

Based upon the submitted capacity analysis undertaken for the daycare project, storm, sanitary and water analyses were determined not to be required. A 75mm sanitary sewer forcemain is at the property line and can be connected to via a private pump station by the future contractors completing the site servicing. Connections for both water and storm sewer will come from the south side of Westminster Hwy. This design is to be included in the offsite works being done by Translink.

Staff have worked with Translink to coordinate the timing of the offsite works with the opening of the proposed child care facility.

Additional fire flow analysis is to be undertaken at the Building Permit stage once the building design has been confirmed.

**Financial Impact or Economic Impact**

None.

**Conclusion**

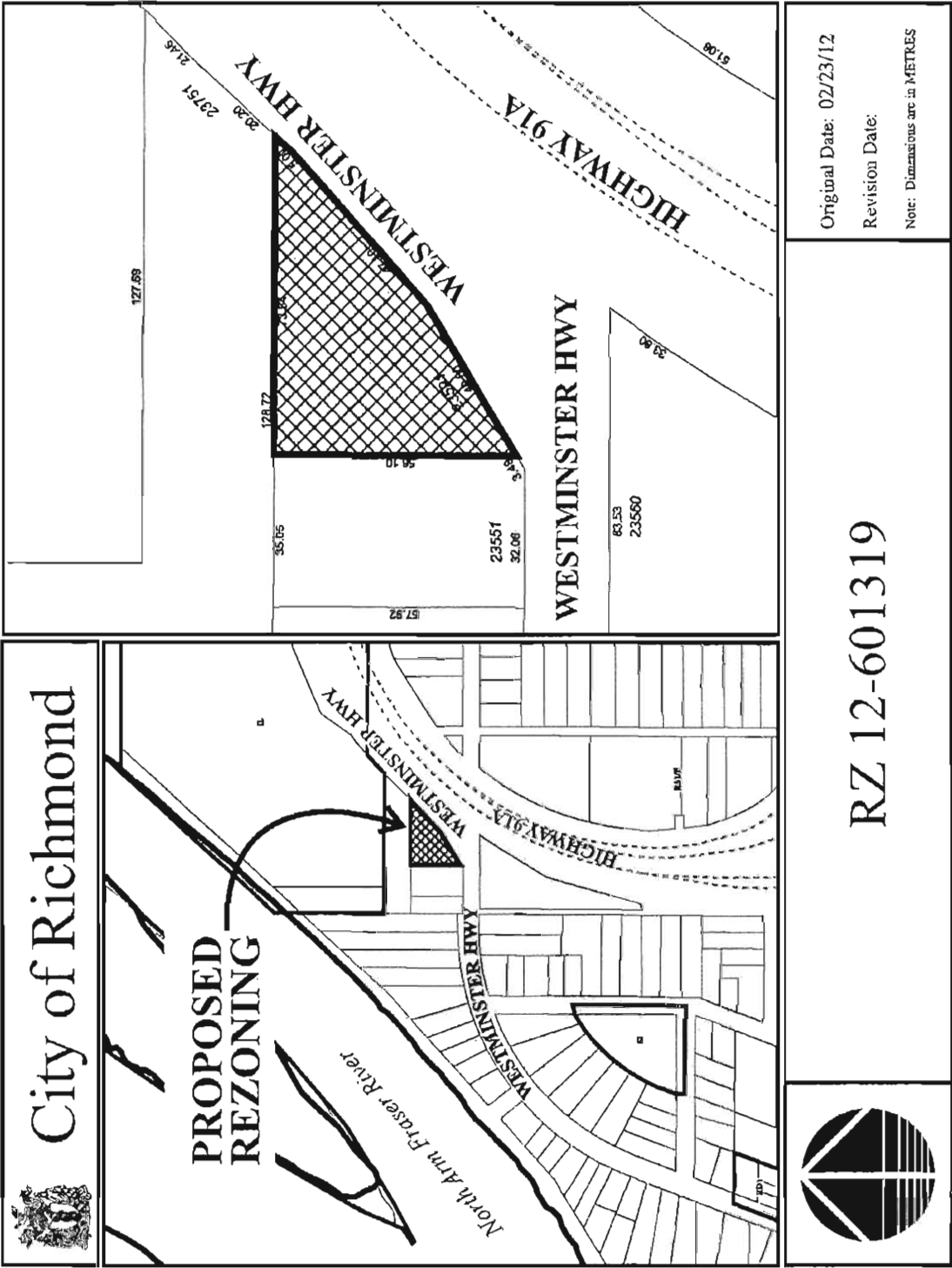
Staff are recommending support for the proposed daycare facility at 23591 Westminster Hwy. The proposed layout meets and exceeds the BC Child Care Licensing requirements and will help address a need for child care resources in the infant-toddler and pre-school age groups in Hamilton. The site has been will designed given the constraints of the site shape and the need to meet the flood construction elevation requirements and has been given general support by the Advisory Design Panel members.



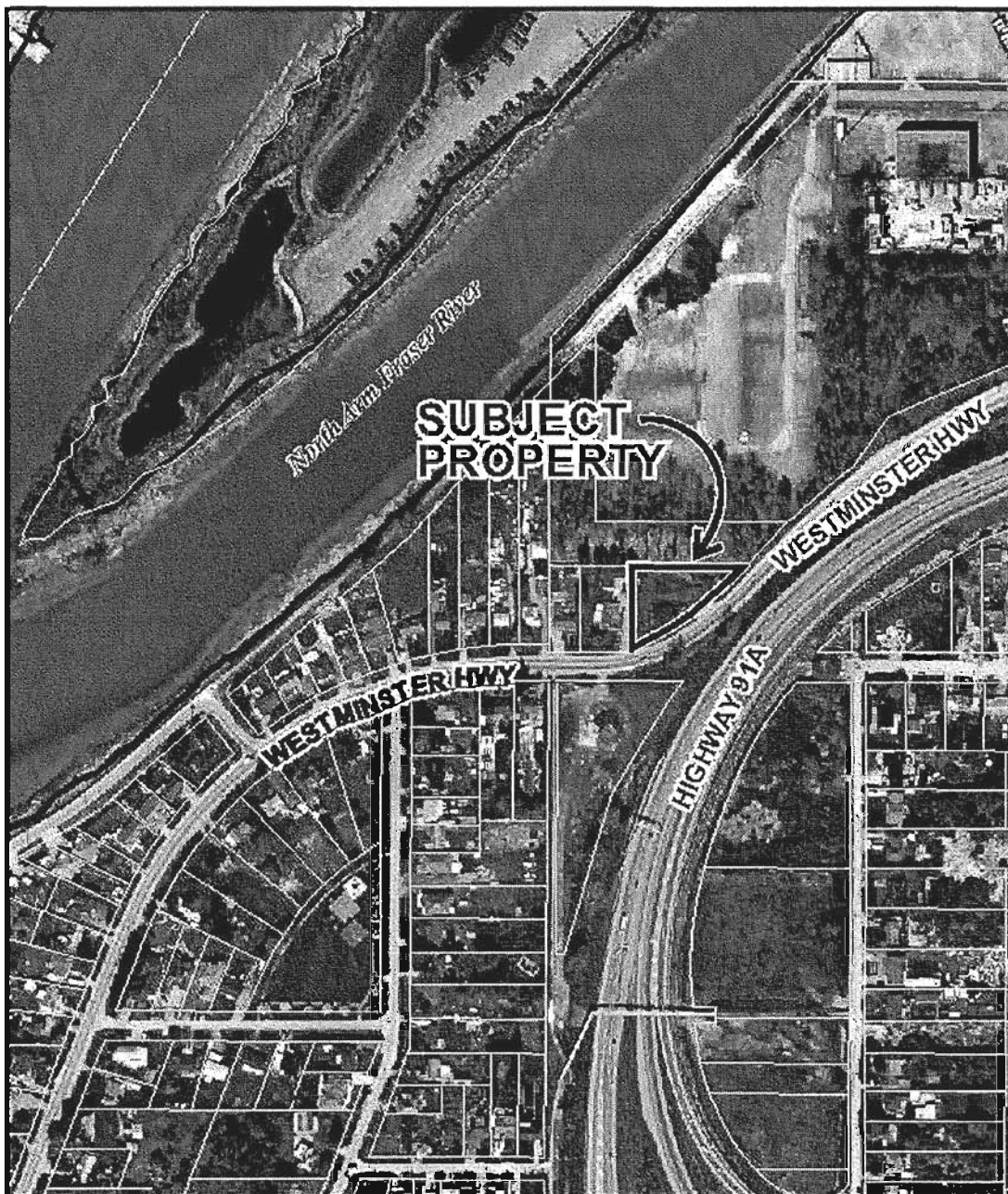
David Brownlee  
Planner 2

DCB:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Draft Minutes Advisory Design Panel April 18, 2012
- Attachment 5: GHMA Response to ADP Comments April 27, 2012
- Attachment 6: Rezoning Considerations Concurrence





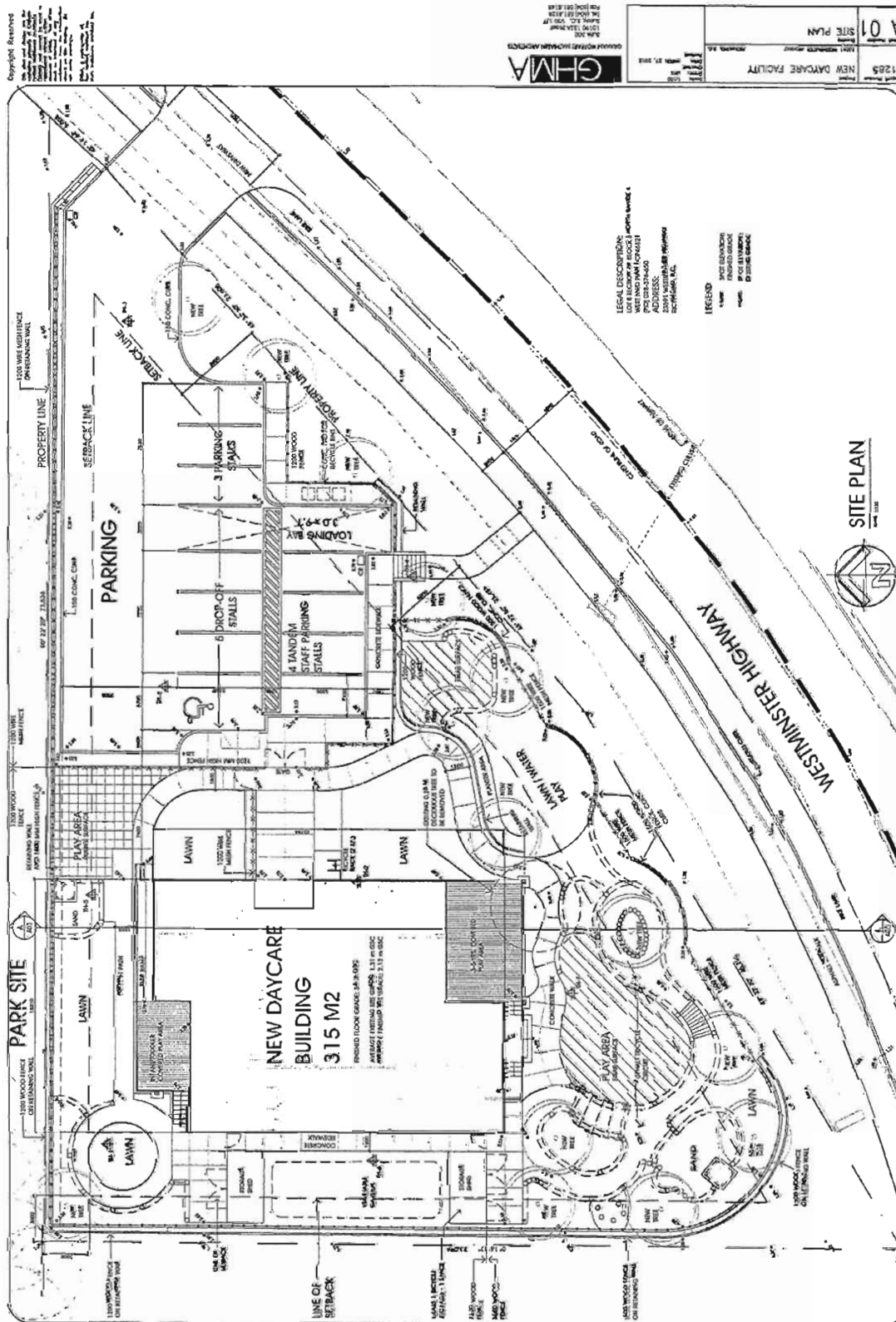


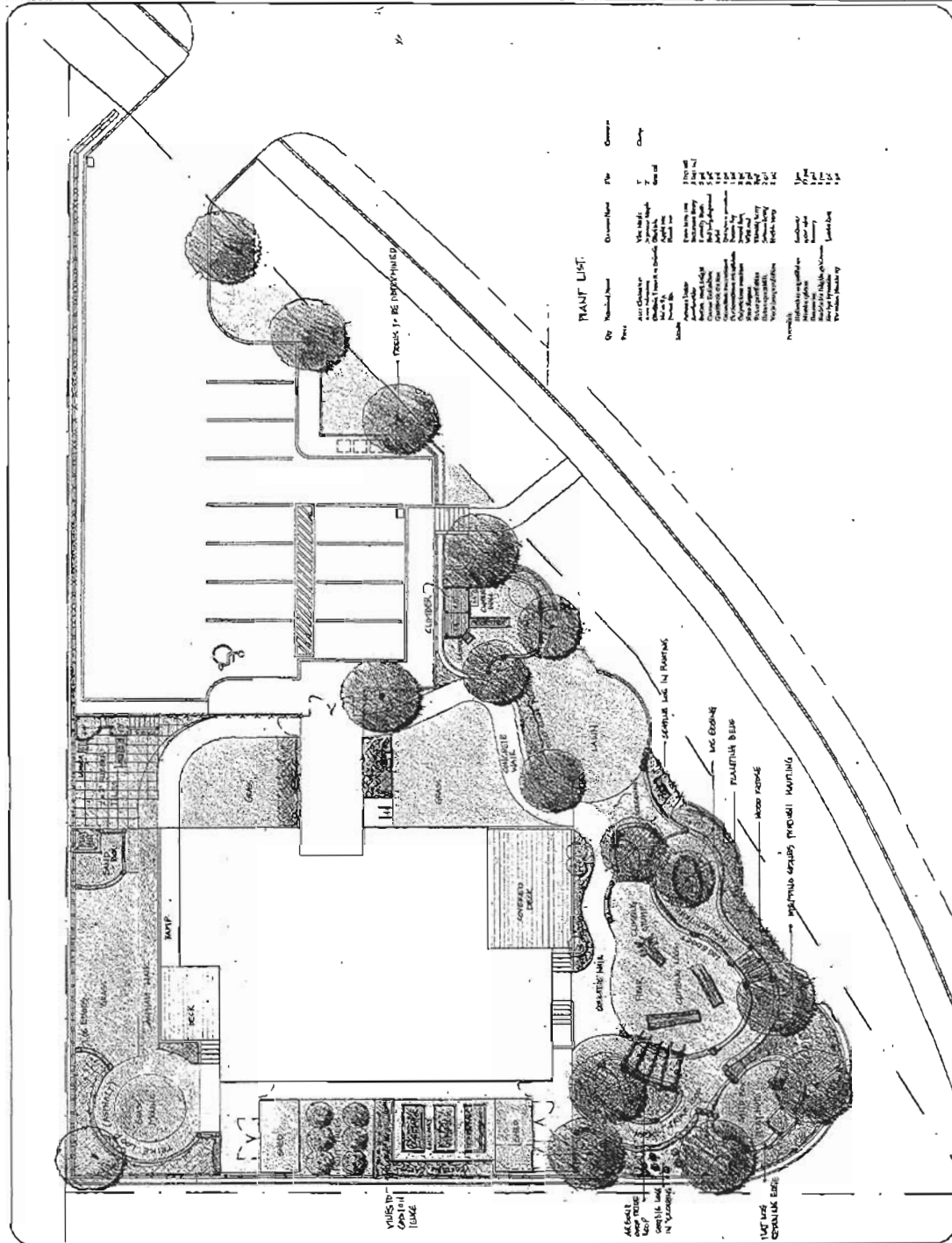
RZ 12-601319

Original Date: 02/23/12

Amended Date:

Note: Dimensions are in METRES

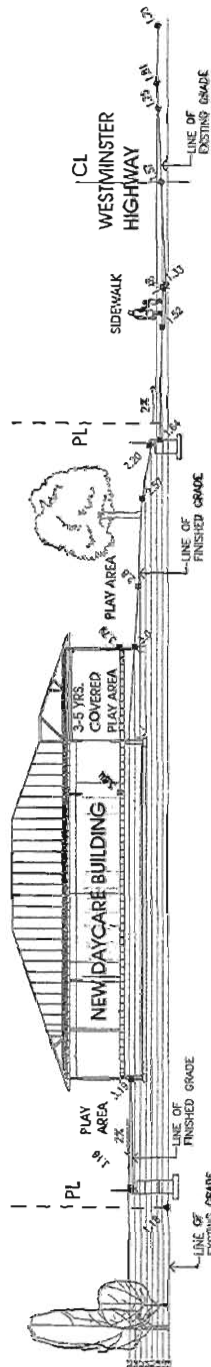




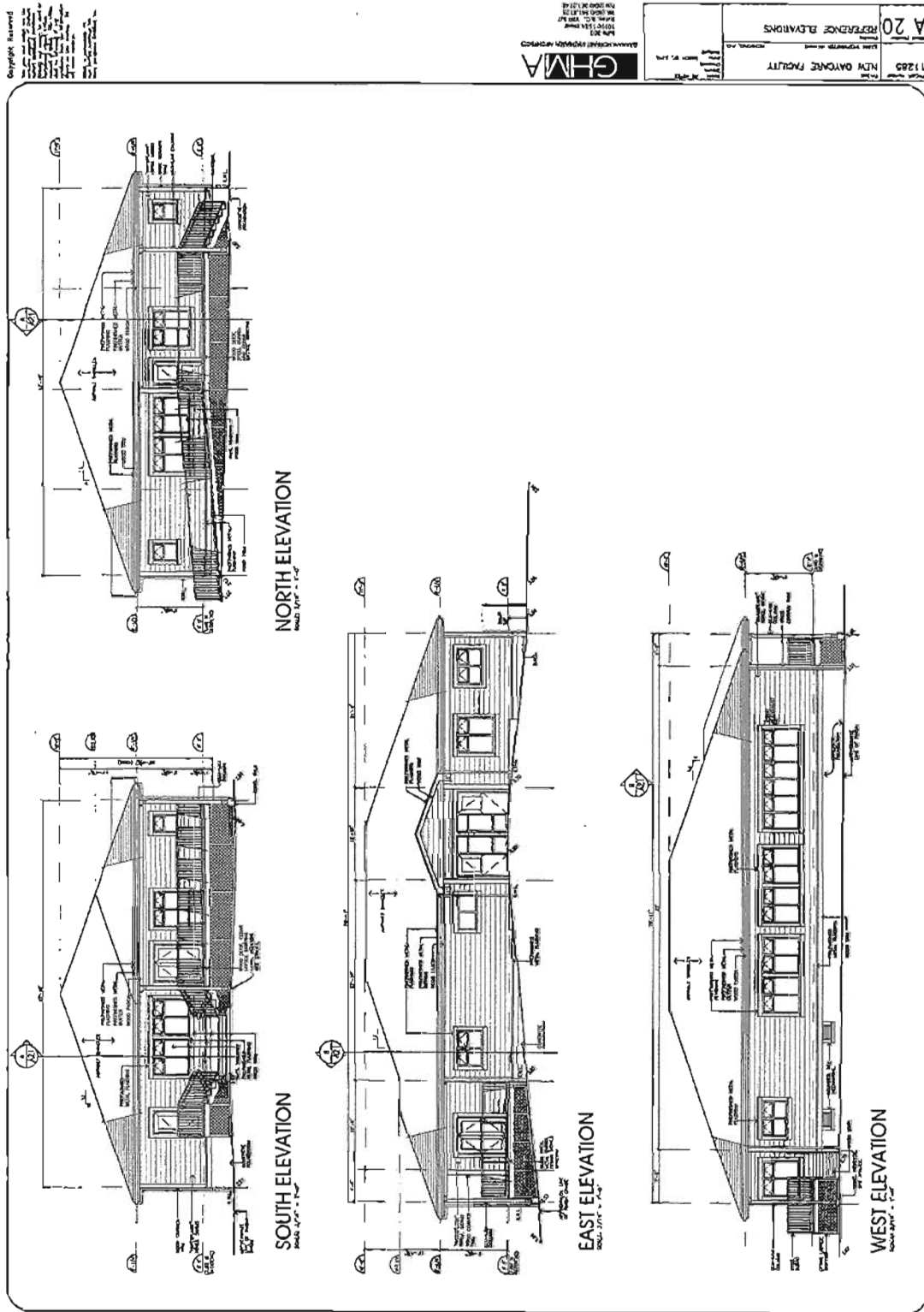
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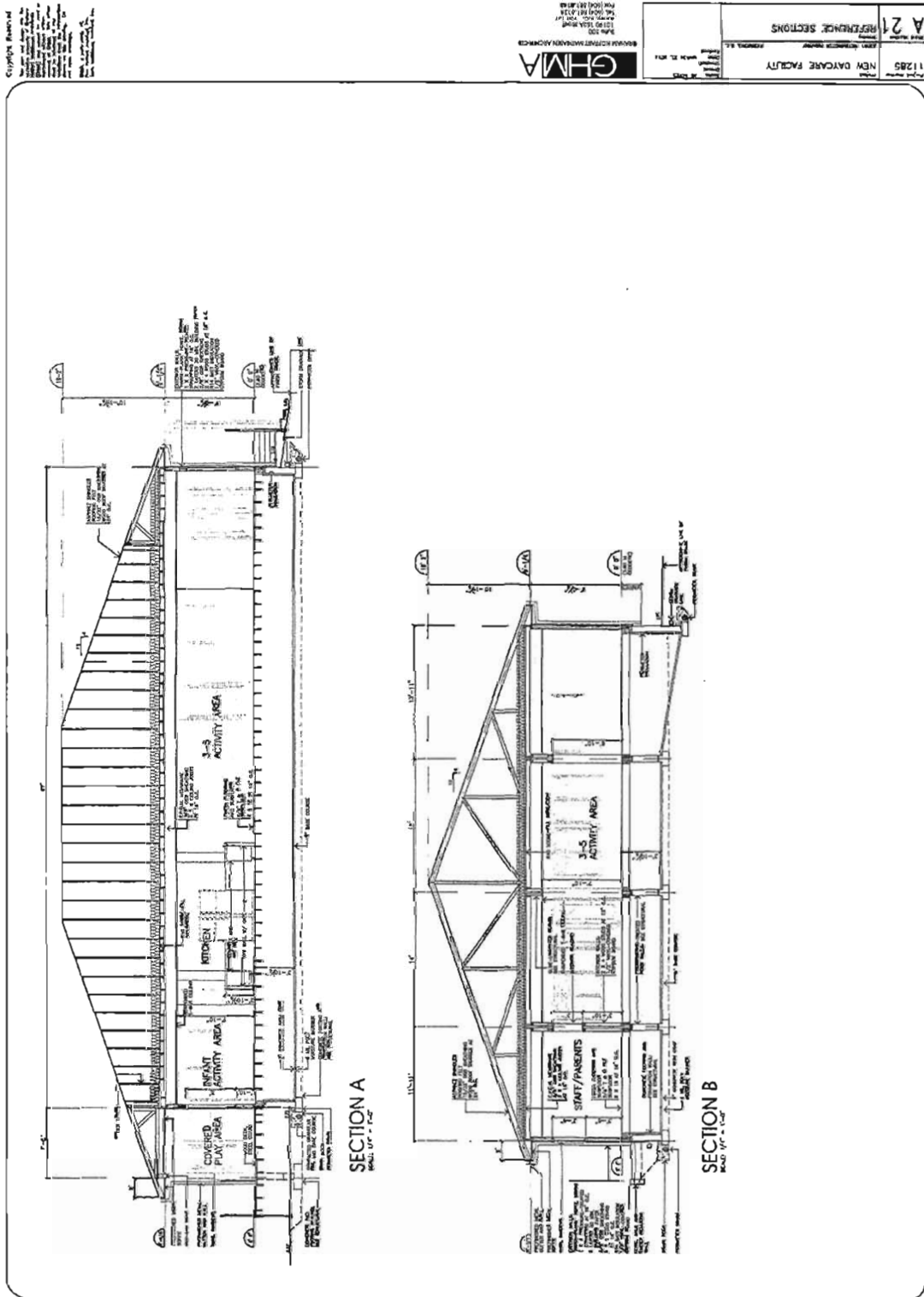
GHMA  
 GEORGETOWN HARBOR MARINE ASSOCIATION  
 1500 10th Street  
 Suite 100  
 Georgetown, SC 29502  
 Phone: 843.533.1111  
 Fax: 843.533.1112  
 Email: info@ghma.org  
 Website: www.ghma.org

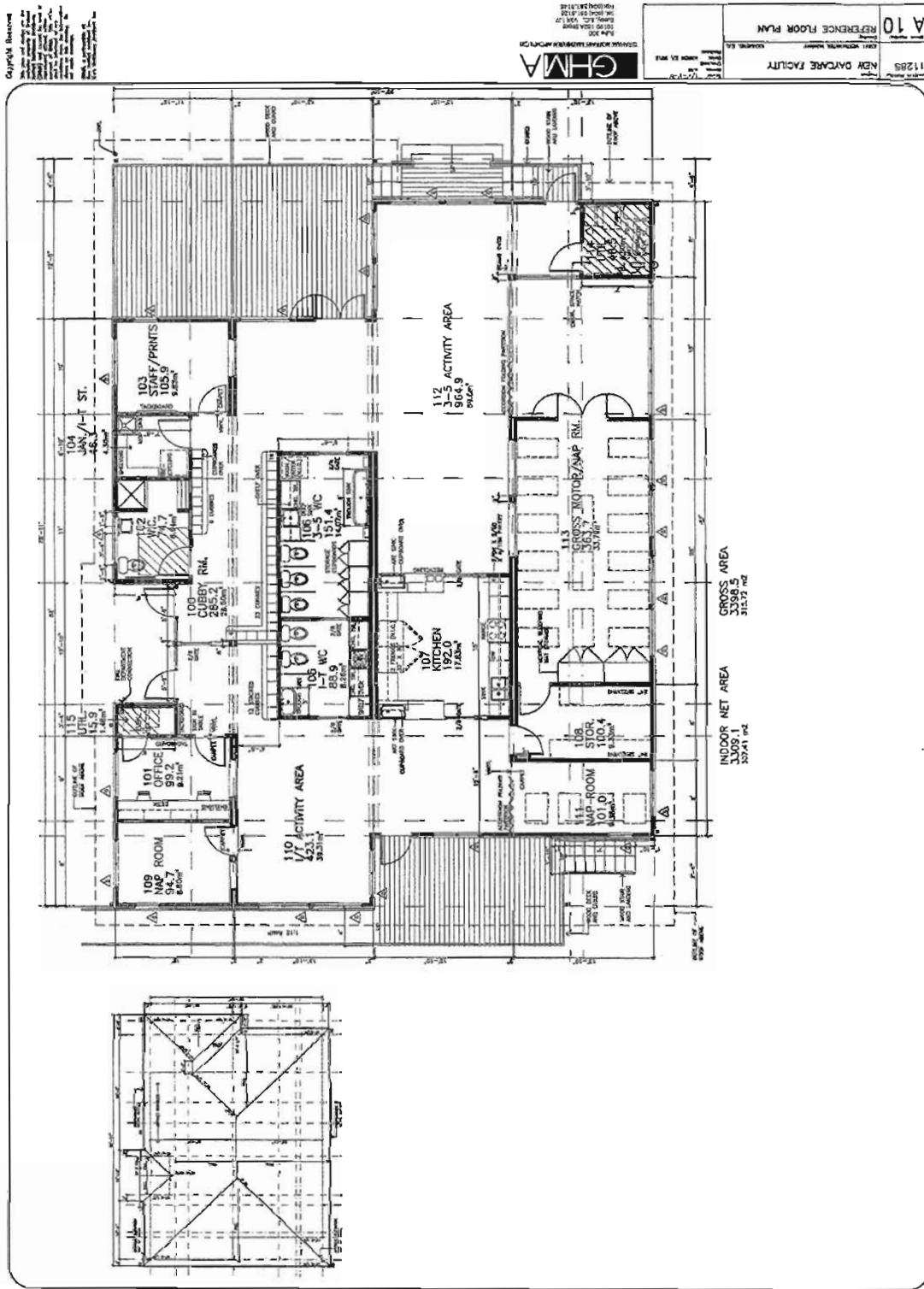
Project Number 11285	Project Name NEW DAYCARE FACILITY	Revision A 03
Client GEORGETOWN HARBOR MARINE ASSOCIATION	Design REFERENCE SITE SECTION	Scale AS SHOWN
Drawn By J. M. B. J.	Checked By J. M. B. J.	Approved By J. M. B. J.



SECTION A-A  
 SCALE: 1/100







## APRIL 23RD 2008



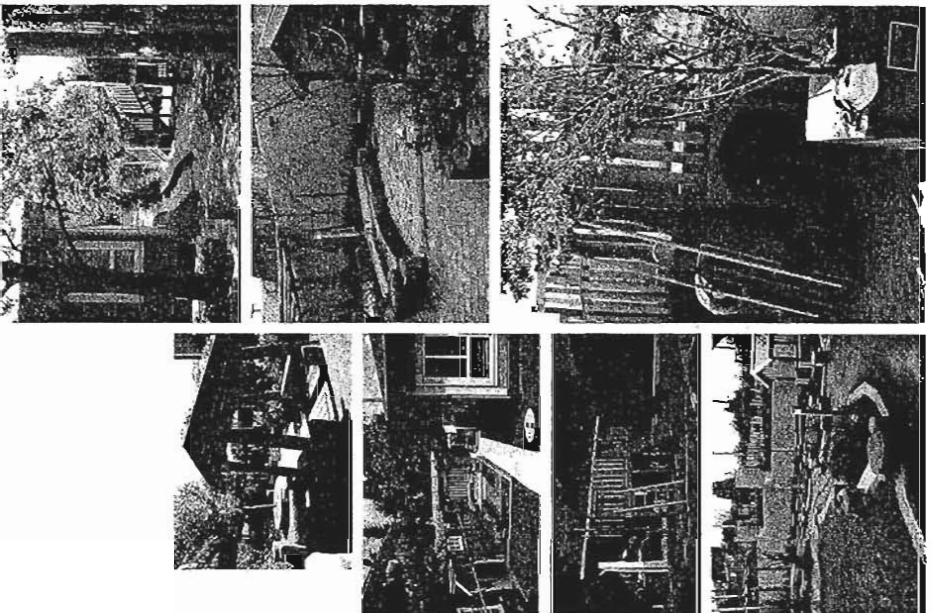


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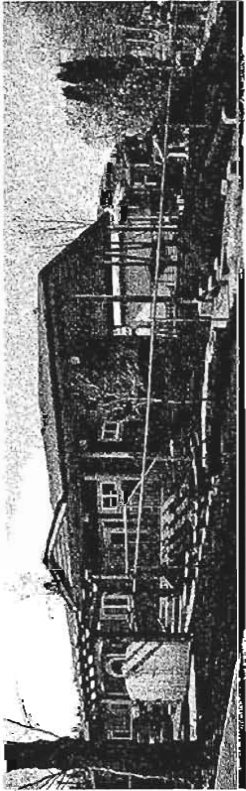
**GHMA**  
 GASTRO-HYGIENIC MODULAR ASSOCIATION  
 1000 10th Street  
 Suite 100  
 New York, NY 10018  
 Tel: (212) 691-1234  
 Fax: (212) 691-1235  
 Email: info@ghma.org

<b>A 00</b>	<b>BUILDING CATALOG</b>
<b>11295</b>	<b>NEW DAYCARE FACILITY</b>
<b>23891</b>	<b>WESTMINSTER HIGHWAY</b>

Typical Landscape Elements



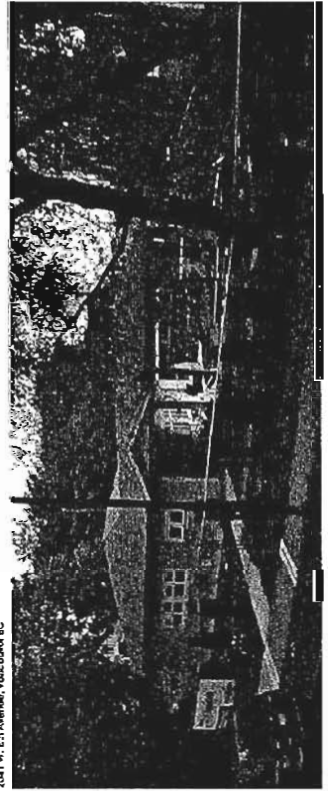
REFERENCE MODULAR DAYCARE BUILDINGS



**Learning Tree Daycare** (Chiller Industries, Inc.)  
 4123 Broad Street, Vancouver, BC



**Kitsilano Daycare** (Penco)  
 2041 W. 47th Avenue, Vancouver, BC



**Boat Daycare** (Penco)  
 2108 Pacific Blvd, Vancouver, BC



Development Application Data Sheet  
Development Applications Division

**RZ 12-601319**

**Attachment 3**

Address: 23591 Westminster Hwy.

Applicant: City of Richmond

Planning Area(s): Hamilton

	Existing	Proposed	
Owner:	City of Richmond	Same	
Site Size (m <sup>2</sup> ):	2,287.5 m <sup>2</sup>	same	
Land Uses:	vacant	Child Daycare Facility	
OCP Designation:	Neighbourhood Residential	same	
Area Plan Designation:	Residential (Mixed Multiple and Single-Family)	Community Facilities Use	
Zoning:	Single Detached (RS1/F)	School & Institutional Use (SI)	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	No maximum	0.14	none permitted
Lot Coverage – Building:	No maximum	15%	none
Lot Size (min. dimensions):	No minimum	2,287.5 m <sup>2</sup>	none
Setback – Front Yard (m):	Min. 6.0 m	Greater than 6.0 m Min.	none
Setback – Side & Rear Yards (m):	Min. 3.0 m	Greater than 3.0 m Min.	none
Height (m):	12 m	Approx. 6.0 m	none
Off-street Parking Spaces – Total:	0.75 space per employee plus 1 space for each 10 children in care 0.75 x 8 employees = 6 33 children = 3.3 Total stalls required: 10	11 including 1 handicapped space	none
Loading Bay	1 medium	1 medium	none
Tandem Parking Spaces:	permitted	5 stalls for dropoff	none
Bicycle Spaces	Class 1: 1 spaces Class 2: 2 spaces	Class 1: 1 spaces Class 2: 2 spaces	none

Other: \_\_\_\_\_

## DRAFT –Advisory Design Panel

Wednesday, April 18, 2012

### Excerpt of Minutes

#### 2. RZ 12-601319 – HAMILTON CHILD DAYCARE FACILITY

APPLICANT: City of Richmond

PROPERTY LOCATION: 23591 Westminster Highway

#### Applicant's Presentation

Mark Mathiasen, GHM Architects, Janet Whitehead and Martin Younis, City of Richmond Project Development and Facility Services, presented the project on behalf of the applicant.

#### Panel Discussion

*Comments from the Panel were as follows:*

- appreciate the accommodation for toilet requirements for daycare staff and children in wheelchairs or with mobility impairment;
- due to grade issues, give attention to ramping as it is necessary to provide continuous surfaces within the site;
- no problem with Britco-style building; understand the budget constraints of the project;
- landscaping seems active and interesting; lots of activities in different areas are appropriate for small children;
- information provided on the edge details of the building could use more resolution; concrete crawlspace kind of finish below the hardie panel is not visually interesting; consider adding a different material, e.g. corrugated metal; no space for berm or planter;
- overall, a reasonably planned project given the limitations of the site;
- question the location of the play area which is adjacent to Westminster Highway; why not locate it adjacent to the park to the north of the site?; may have shadow issues but would be more more removed from the road;
- retaining wall at the west property line should be treated nicely in consideration of the neighbouring residential property to the immediate west;
- very interesting scheme from a daycare perspective; fairly well-resolved project notwithstanding the challenges in grading;
- a hill is a great play surface; look at opportunities to create a sloped surface from the covered deck edge down to grade to integrate the areas, e.g. through on-grade landscaping instead of lattice barrier;

- large verge at the edge of Westminster Highway could be treated to soften the street and provide buffering from the street; consider a reforestation plan (i.e., planting of small trees that eventually grow into big ones) to integrate cost-effective planting into boulevard to assist in screening noise and traffic coming from the highway to the play area;
- sidewalk location needs to be separated from the street/curb to set better precedent for the neighbourhood;
- would appreciate if proposals from the Panel could be integrated into the project's terms of reference;
- consider providing temporary cover or tent-like structure for outdoor play areas to provide opportunities for outdoor play during rain;
- consider more playfulness in window pattern, e.g. lower windows for toddlers;
- consider using roof fence/vents or stronger changes in roof lines and forms to break up the massing of the roof and add playfulness to it;
- consider adding another colour to add more playfulness to the project considering that it is a daycare facility;
- understand the budget constraints of the project; however, consider improving texture of the paving coming out into the parking area;
- notwithstanding the budget constraints, the terms of reference should encourage innovation by the proponents in terms of landscaping, building massing, articulation, window elements and roof form;
- comments of Panel members may provide interesting solutions to challenges faced by the project;
- ensure that there is sufficient tree planting in the northern edge of the site to provide sun shade for children during sunny days;
- modular structure has successful precedents; ensure that wooden members are sized to be visually proportional and chunky; should tie-in with landscape elements;
- ensure that there is sufficient buffering if the primary play area is on the highway side;
- in view of the location of the play area, look at some serious buffering along the edge of Westminster Highway to address the noise issue; and
- building is raised and there is a fair amount of space underneath; consider the possibility of a storage area in the crawlspace; could be incorporated under the building at minimal cost.



April 27, 2012

City of Richmond  
Development Applications  
6911 No. 3 Road  
Richmond, British Columbia  
V6Y 2C1 Canada

Suite 203  
10190 152A Street  
Surrey, B.C.  
V3R 1J7

Tel: (604) 581-8128  
Fax: (604) 581-8148

Attn: David Brownlee  
Special Projects Planner

Dear Sir:

Re: **RZ 12-601319 - Hamilton Child Daycare Facility**  
**Response to ADP Minutes of April 18 2012**

Project No.: 11285

As requested, here is our response to recommendations made by the Design Advisory Panel meeting held on April 18, 2012. The thoughtful comments are acknowledged, and appreciated for their intent in helping to improve the Hamilton Daycare project.

The following response is intended to provide context and background to comments suggesting changes, and to indicate a proposed course of action for the Design-Build. Responses are indicated by *italics*.

- due to grade issues, give attention to ramping as it is necessary to provide continuous surfaces within the site.

*This issue has been addressed. The site is gently graded to the front doors so as not to require ramps for primary access to the building. In addition, the Infant/Toddler access to the exterior is provided with a ramp to facilitate moving infants and toddlers in strollers from both front and rear access points.*

- Information provided on the edge details of the building could use more resolution; concrete crawlspace kind of finish below the hardie panel is not visually interesting; consider adding a different material, e.g. corrugated metal; no space for berm or planter;

*The building finishes will be changed to conceal the concrete crawlspace foundation walls.*

- question the location of the play area which is adjacent to Westminster Highway; why not locate it adjacent to the park to the north of the site?; may have shadow issues but would be more removed from the road;

*The building siting was reviewed in detail in consultation with City of, Richmond Planning, Engineering, Project Development, and Social Services Department staff. A number of factors led to the placement of the building towards the rear of the site:*

- 1) *There is a large grade change required to meet flood plain elevations - the floor elevation is 3.8m compared to a current average site elevation of 1.1 - 1.2m. Distance is necessary to help mitigate the visual and logistical effects of site grading transitions, including planning considerations around the visual impact to the public of high retaining walls along the front of the property, as well as traffic engineering concerns around traffic sight lines along the curve of the adjacent roadway.*

Ron Hoffart  
Architect Inc., B. Arch., MAIBC  
Mark Mathiasen  
Architect Inc., B. Arch., MAIBC

April 27, 2012  
RZ 12-601319 - Hamilton Child Daycare Facility  
Response to ADP Minutes of April 18 2012



- 2) Placement towards the rear of the site mitigates impacts to the adjacent neighbour due to lower retaining wall heights and better views towards the front of the property where the adjacent house is located.
  - 3) licensing requirements, for safety and operational reasons, stipulate a physical separation between the infant/toddler and 3-5 age group play areas.
  - 4) set back requirements combined with access to the sunny south side, grading issues, sight lines, public presence, and the requirement for separate play areas all helped lead to the decision to place the largest play area, designed for 25 3-5 year olds, on the sunny south side. The smaller play area, designed for 8 infants and toddlers, was determined to be best located on the shadier and quieter north side.
- retaining wall at the west property line should be treated nicely in consideration of the neighbouring residential property to the immediate west;
- Comment/requirement will be passed along to the Design-Builder. Product such as "Allan Block", a smaller scale architectural concrete product, is proposed.*
- a hill is a great play surface; look at opportunities to create a sloped surface from the covered deck edge down to grade to integrate the areas, e.g. through on-grade landscaping instead of lattice barrier;
- The suggested hill is likely not possible, as City staff provided instructions through earlier reviews to reduce slopes in the play area for safety reasons. Other landscape opportunities, such as plant screening, would mitigate the visual issue that is mentioned.*
- large verge at the edge of Westminster Highway could be treated to soften the street and provide buffering from the street; consider a reforestation plan (i.e., planting of small trees that eventually grow into big ones) to integrate cost-effective planting into boulevard to assist in screening noise and traffic coming from the highway to the play area;
- Off-site work is determined by the prior re-zoning process carried out for this site by B.C. Transit, and is outside the scope of this application. For information purposes, it is noted that input from traffic engineering and planning during the site planning phase suggests that this is not an option for traffic safety reasons due to required sight lines around the curve.*
- sidewalk location needs to be separated from the street/curb to set better precedent for the neighbourhood;
- Off-site work is determined by the prior re-zoning process carried out for this site by B.C. Transit, and is outside the scope of this application.*
- would appreciate if proposals from the Panel could be integrated into the project's terms of reference;
- Design Panel proposals will be addressed in consultation with City staff for inclusion in the Design-Build Request for Proposals terms of reference.*

April 27, 2012  
RZ 12-601319 - Hamilton Child Daycare Facility  
Response to ADP Minutes of April 18 2012



- consider providing temporary cover or tent-like structure for outdoor play areas to provide opportunities for outdoor play during rain;

*Covered play space is already provided for both play areas at the front and back of the property. A small tent-like structure in addition to these could be beneficial and playful on the street site, and may be considered if budget and City of Richmond planning considerations allow for it.*

- consider more playfulness in window pattern, e.g. lower windows for toddlers;

*All windows for children's activity areas are placed at the child appropriate sill height of 1"-10". Windows for adult areas are placed at appropriate heights to coordinate with millwork, furniture, and function.*

- consider using roof fence/vents or stronger changes in roof lines and forms to break up the massing of the roof and add playfulness to it;

*Comment will be passed along to the Design-Builder.*

- consider adding another colour to add more playfulness to the project considering that it is a daycare facility;

*Comment will be passed along to the Design-Builder.*

- understand the budget constraints of the project; however, consider improving texture of the paving coming out into the parking area;

*Comment will be passed along to the Design-Builder.*

- notwithstanding the budget constraints, the terms of reference should encourage innovation by the proponents in terms of landscaping, building massing, articulation, window elements and roof form;

*Comment will be passed along to the Design-Builder.*

- ensure that there is sufficient tree planting in the northern edge of the site to provide sun shade for children during sunny days;

*Comment will be passed along to the Design-Builder.*

- modular structure has successful precedents; ensure that wooden members are sized to be visually proportional and chunky; should tie-in with landscape elements;

*Comment will be passed along to the Design-Builder.*

- ensure that there is sufficient buffering if the primary play area is on the highway side;

*Comment will be passed along to the Design-Builder. Note that transparency in the fencing on the street side was a requirement of Planning, and will require review with City staff.*

April 27, 2012  
RZ 12-601319 - Hamilton Child Daycare Facility  
Response to ADP Minutes of April 18 2012



- In view of the location of the play area, look at some serious buffering along the edge of Westminster Highway to address the noise issue;

*See previous comment.*

- building is raised and there is a fair amount of space underneath; consider the possibility of a storage area in the crawlspace; could be incorporated under the building at minimal cost.

*Comment will be passed along to the Design-Build. Storage under the building will require the addition of a fire sprinkler protection system which may not be supported by the budget.*

Thank you for the opportunity to present this project to the City of Richmond Design Panel. I trust the preceding comments are helpful. Please do not hesitate to call the undersigned should you have further queries or comments arising out of the above noted comments.

Sincerely,

Graham Hoffart Mathiasen Architects

Mark Mathiasen, MAIBC, LEED®AP

cc: Janet Whitehead, Project Manager, City of Richmond Project Development & Facilities Services  
Martin Younis, Project Coordinator, City of Richmond Project Development & Facilities Services

F:\11265 - Hamilton Daycare\1 0 Pre-Construction\1 4 City (Scheut's, Code Analysis, B.P., D.P.)ADP-01rowise response 01-04-27.wpd





## Rezoning Considerations

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

Address: 23591 Westminster Hwy.

File No.: RZ 12-601319

**Prior to final adoption of Zoning Amendment Bylaw 8881, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 8880.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.  
(For more information refer to : <http://www.richmond.ca/services/ttp/special.htm>).
2. Additional fire flow analysis are to be undertaken at the Building Permit stage once the building design has been confirmed.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8880 (RZ 12-601319)  
23591 Westminster Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) thereof of the following area and by designating it **"COMMUNITY FACILITIES"**.

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8880"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

\_\_\_\_\_  
MAYOR

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



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8881 (RZ 12-601319)  
23591 WESTMINSTER HIGHWAY**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designation of the following area and by designating it **SCHOOL AND INSTITUTIONAL USE (SI)**

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8881**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <b>UB</b>
APPROVED by Director or Solicitor

\_\_\_\_\_  
MAYOR

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





**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee **Date:** April 24, 2012

**From:** Brian J. Jackson, MCIP **File:** 08-4045-20-  
Acting General Manager, Planning and Development 10/2012-Vol 01

**Re:** **City Centre Area Plan (CCAP) Text Amendments: Density Calculation Clarification for Minor Streets, Lanes, Mews, Parks, and Open Spaces Not Identified in Richmond's Development Cost Charge (DCC) Program**

**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw No. 8888, which amends Official Community Plan Bylaw No. 7100 by making text amendments to Schedule 2.10 (City Centre Area Plan) to clarify the intent of the Plan in respect to lands voluntarily dedicated or otherwise transferred to the City by developers for use as "minor streets" (i.e., as designated under the Plan), lanes, mews, parks, and open spaces not identified in the Development Cost Charge (DCC) program for land acquisition purposes, and make clear that the City may, in its discretion on a project-by-project basis, include such lands in the calculation of "net development site" for the purpose of determining the maximum permitted floor area, be introduced and given first reading.
2. That Bylaw No. 8888, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8888, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

*Brian Jackson*  
Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development  
BJ:spc  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>		<b>CONCURRENCE OF ACTING GENERAL MANAGER</b>
Law	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	<i>Brian Jackson</i>
Parks	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

The purpose of this staff report and bylaw is to propose text amendments to the City Centre Area Plan (CCAP) for the purpose of:

- Clarifying the intent of the Plan in respect to lands that are voluntarily dedicated or otherwise transferred to the City (i.e., fee simple lot) by developers for use as “minor streets” (i.e., as designated under the Plan), lanes, mews, parks, and open spaces, but are not identified in the Development Cost Charge (DCC) program for land acquisition purposes; and
- Making clear that the City may, in its discretion on a project-by-project basis, include such lands in the calculation of “net development site” for the purpose of determining the maximum permitted floor area.

### Findings of Fact

The CCAP identifies new parks and roads to be secured as voluntary developer contributions via Richmond’s development approval processes. In cases where the contributors of these features are not eligible for financial compensation via the DCC program (i.e., most “minor streets”, lanes, mews, and some parks are not identified for land acquisition purposes on the DCC program), the CCAP permits such features to be secured via means that do not reduce the contributing developer’s buildable floor area. Typically, a statutory right-of-way is used for this purpose, but there is increasing concern among City staff that this may result in unclear ownership responsibilities (e.g., maintenance standards, liability), hardship for private owners (i.e., long-term maintenance of statutory right-of-way areas), and related development and administrative challenges. The CCAP permits non-DCC features (i.e., features not identified on the DCC program) to be dedicated or otherwise transferred to the City (i.e., fee simple lot) without any loss of buildable floor area (i.e., no reduction in “net development site” area upon which density is calculated), and such means are easier to administer than statutory right-of-ways. Unfortunately, however, to date the effective use of the relevant CCAP provisions for this purpose has been hampered by the Plan’s lack of clarity and transparency.

### Related Policies & Studies

#### CCAP Policy Review

Key CCAP directions requiring consideration include the following:

- a) Density is calculated on “net development site” area, which is defined as site area “net of street and park dedications required to satisfy the intent of Area Plan and other City policies”; and
- b) Dedication is not required to satisfy the intent of the Plan in respect to:
  - Non-DCC park and open space (policy 4.1.m); and
  - Non-DCC “minor streets”, lanes, and mews, provided that securing such features via an alternate means results in an outcome equal to or better than what could otherwise have been reasonably achieved under the Plan (policies 4.1.j and 4.1.k).

Based on the above, it is understood that the CCAP does not require the exclusion of non-DCC parks, open spaces, “minor streets”, lanes, or mews from “net development site” area for the purpose of calculating buildable floor area, regardless of how such features are secured (i.e., statutory right-of-way, dedication, or fee simple lot). Furthermore, given that the current Plan allows for density to

be calculated on non-DCC features, how those features are secured (i.e., statutory right-of-way versus dedication or fee simple lot) is of no consequence to the City Centre's projected total buildable floor area, population, anticipated demand for services/amenities, or related considerations.

## Consultation

OCP Bylaw preparation Consultation Policy No. 5043 provides direction with regard to consultation requirements for an OCP amendment. As the proposed OCP amendment is limited to text changes clarifying existing CCAP policy and will not increase development nor change existing land use policy, no consultation is required with the Vancouver International Airport Authority (VIAA) or School District No. 38 (Richmond). Notice published in Richmond newspapers and the statutory Public Hearing will provide Richmond residents and interested parties with an opportunity to comment.

## Analysis

### Proposed CCAP Text Amendments

To make it clear that the City may, in its discretion on a project-by-project basis, include lands dedicated or otherwise transferred to the City for use as non-DCC features in the calculation of "net development site" for the purpose of determining the maximum permitted floor area within the City Centre, text amendments are proposed to the definition of "net development site" and implementation strategies in respect to transportation features (policies 4.1.j and 4.1.k) and park and open space features (4.1.l and 4.1.m), as shown in **Attachment 1** and summarized below:

1. **Net Development Site** (*Definition*) – The existing definition is expanded to make clear that "net development site" can include parks, open spaces, "minor streets", lanes, or mews provided that the feature is not identified on the DCC program for land acquisition purposes and the outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, as determined to the satisfaction of the City and in accordance with criteria set out in Section 4.0 Implementation and Phasing Strategies of the Plan (as per items 2 and 3 below).
2. **Transportation Features** (*Implementation Policies 4.1.j & 4.1.k*) – Two existing implementation policies are replaced with one new policy that makes clear, among other things, that "minor streets", lanes, and mews may be secured via means that do not reduce "net development site" area for the purpose of determining the maximum permitted floor area, provided that this contributes towards:
  - Equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
  - Enhanced transportation function, specifically including, but not limited to, expanded network continuity (e.g., the introduction or completion of a "minor street" connecting two or more existing public streets and constructed to its full functional width as determined to the satisfaction of the City).
3. **Park & Open Space Features** (*Implementation Policies 4.1.l & 4.1.m*) – Information regarding the DCC program is redundant and is, thus, repealed. In addition, as with the transportation policies (above), two existing park policies are replaced with one new policy that makes clear, among other things, that park and open space may be secured via means that

do not reduce “net development site” area for the purpose of determining the maximum permitted floor area, provided that this contributes towards:

- Equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
- Enhanced park and open space function and amenity (e.g., equitable distribution and improved access).

### Zoning Considerations

Unlike the CCAP, the Zoning Bylaw determines maximum buildable floor area based on “net site area” (i.e., excluding all road and park secured as dedications and fee simple lots), even in the case of non-DCC features. The implementation of the CCAP policies clarified via the subject text amendments, therefore, requires that the zoning of affected properties are drafted/amended on a project-by-project basis to permit “gross floor area” (based on site area including non-DCC features) to be constructed on “net site” area (excluding non-DCC features). The resulting zones will indicate, on a site-specific basis, that increased density is permitted, provided that the owner dedicates or otherwise transfers to the City a specified amount of land for (non-DCC) park and/or road purposes, as determined to the satisfaction of the City. An example of such a Zoning Bylaw amendment, in respect to the pending rezoning of 7731 and 7771 Alderbridge Way (Onni, RZ 11-585209, first reading of Council, April 23, 2012) is provided for reference as **Attachment 2**.

### **Financial Impact**

None.

### **Conclusion**

The CCAP identifies new non-DCC parks and roads that may be secured without reducing “net development site” area for the purpose of determining the maximum permitted floor area. Statutory right-of-ways are typically used for this purpose, but dedication and fee simple lots are preferable. To facilitate this alternate approach, text amendments are proposed to clarify existing CCAP policies, and guidance is provided in respect to related project-by-project Zoning Bylaw requirements.



Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:cas

**Attachment 1:** Comparison of Existing & Proposed CCAP Policy

**Attachment 2:** Example of a Draft Zoning Bylaw (Standard Zone) Amendment (RZ 11-585209)



**Attachment 1**  
Comparison of Existing & Proposed CCAP Policy

POLICY	EXISTING CCAP	PROPOSED CCAP TEXT AMENDMENTS
Definition	<p><b>Net Development Site</b></p> <p>Net Development Site means the area of a Development Site, net of street and park dedications required to satisfy the intent of Area Plan and other City policies.</p>	<p><b>Net Development Site</b></p> <p>Net Development Site means the area of a Development Site net of land dedicated or otherwise transferred to the City for street and park purposes, except the City may, in its discretion on a project-by-project basis, include land dedicated or otherwise transferred to the City for a park, open space, Minor Street, lane, or mews in the calculation of Net Development Site (for the purpose of determining the maximum permitted floor area) if the following criteria are satisfied:</p> <ul style="list-style-type: none"> <li>the feature is not identified for land acquisition purposes on Richmond's Development Cost Charge (DCC) program; and</li> <li>the development outcome would be equal or better than what could otherwise have been reasonably achieved under the Plan, as determined to the satisfaction of the City and in accordance with Section 4.0, Implementation and Phasing Strategies, of the Plan.</li> </ul>
4.1.j)	<p><b>Major Thoroughfares, Major Streets &amp; Minor Streets</b></p> <p>These streets are to be dedicated and their alignment should be considered fixed as per the Plan, except that in the case of Minor Streets, the City may determine that this can be varied, provided that the alternative alignment and/or means of securing a designated Minor Street for public use results in a specific benefit to the community and a situation that the City considers to be equal or superior to what would otherwise have been achievable under the Plan with regard to:</p> <ul style="list-style-type: none"> <li>the intended transportation functions of the street and related mobility and access networks;</li> <li>costs, risks, and liability incurred by the City;</li> <li>the form of development on the affected development site and its neighbours.</li> </ul>	<p><b>Major Thoroughfares, Major Streets, Minor Streets, Lanes &amp; Mews</b></p> <p>These features are to be dedicated and their alignment should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, Minor Street, lanes, and mews may be:</p> <ul style="list-style-type: none"> <li>realigned, closed, or added to enhance network continuity, functionality, and related characteristics of the feature for vehicles, pedestrians, bicycles, loading, and other uses; and</li> <li>secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal or better than what could otherwise have been reasonably achieved under the Plan, including: <ul style="list-style-type: none"> <li>equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and</li> <li>enhanced transportation function, specifically including, but not limited to, expanded network continuity (e.g., the introduction or completion of a Minor Street connecting two or more existing public streets and constructed to its full functional width as determined to the satisfaction of the City).</li> </ul> </li> </ul>
4.1.k)	<p><b>Lanes &amp; Mews</b></p> <p>The alignment, the means by which these routes will be secured for public use, and the nature of that use (e.g., vehicles, pedestrians, bicycles, loading, other public uses) will be determined, to the satisfaction of the City, through Richmond's development review process.</p>	<p style="text-align: center;">INTENTIONALLY BLANK</p>

POLICY	EXISTING CCAP	PROPOSED CCAP TEXT AMENDMENTS
4.1.l)	<p><b>Park &amp; Open Space on the DCC Program</b></p> <p>Where specific parkland acquisition and parkland development are in the City-Wide DCC Program, developers will be eligible for DCC credits or rebates if they have given land for park or constructed the park improvements, but only to the maximum extent of the park costs in the City-Wide DCC Program and the maximum extent of their parkland acquisition and development DCC payments to the City-Wide DCC Program.</p>	<p><b>Park &amp; Open Space</b></p> <p>These features are to be dedicated or otherwise transferred to the City (i.e., fee simple lot) and their size and location should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, features may be:</p> <ul style="list-style-type: none"> <li>• reconfigured to enhance network continuity, functionality, public amenity, site-specific considerations, and related characteristics of the feature; and</li> <li>• secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal or better than what could otherwise have been reasonably achieved under the Plan, including: <ul style="list-style-type: none"> <li>▪ equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and</li> <li>▪ enhanced park and open space function and amenity (e.g., equitable distribution and improved access).</li> </ul> </li> </ul>
4.1.m)	<p><b>Park &amp; Open Space Not on the DCC Program</b></p> <p>Where specific park and open space are not on the City-Wide DCC Program, developers will be required to:</p> <ul style="list-style-type: none"> <li>• provide a right-of-way to secure the park and open space as privately owned publicly accessible areas (POPAs) as part of the development approval process; or</li> <li>• acquire the parkland and develop the parkland, or contribute to the acquisition and development of all or a portion of the parkland, in order to advance their development and that particular park and open space ahead of the City's DCC Program.</li> </ul>	<p>INTENTIONALLY BLANK</p>



City of  
Richmond

Bylaw 8884

**Richmond Zoning Bylaw 8500  
Amendment Bylaw No. 8884 (RZ 11-585209)  
7731 and 7771 Alderbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by adding a new sub-section 3 to **Section 8.12.4 Permitted Density** as follows:
  - “3. Notwithstanding Section 8.12.4.2, for the RAH2 zone the maximum floor area ratio for the net site area of the site located within the City Centre shown on Figure 1 below shall be 2.28, provided that:
    - (a) the conditions in either paragraph 8.12.4.2(a) or 8.12.4.2(b) are complied with; and
    - (b) not less than 3,538 m<sup>2</sup> of the site is dedicated to the City as road.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following lots and designating them **High Density Low Rise Apartments (RAH2)**

P.I.D. 000-859-958

Lot 89 Section 5 Block 4 North Range 6 West New Westminster District Plan 38045

P.I.D. 000-806-943

Lot 96 Section 5 Block 4 North Range 6 West New Westminster District Plan 39888

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

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



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw No. 8888  
CITY CENTRE AREA PLAN**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- 1.1. On page A-1, repealing the definition of “Development Site – Net” and replacing it with the following:

“Net Development Site means the area of a Development Site net of land dedicated or otherwise transferred to the City for street and park purposes, except that the City may, in its discretion on a project-by-project basis, include land dedicated or otherwise transferred to the City for a park, open space, Minor Street, lane, or mews in the calculation of Net Development Site (for the purpose of determining the maximum permitted floor area) if the following criteria are satisfied:

- the feature is not identified for land acquisition purposes in Richmond’s Development Cost Charge (DCC) program; and
- the development outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, as determined to the satisfaction of the City and in accordance with Section 4.0 Implementation and Phasing Strategies of the Plan.”

- 1.2. On page 4-3, repealing policy 4.1.j) and replacing it with the following:

**“Major Thoroughfares, Major Streets, Minor Streets, Lanes & Mews**

These features are to be dedicated and their alignment should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, Minor Streets, lanes, and mews may be:

- realigned, closed, or added to enhance network continuity, functionality, and related characteristics of the feature for vehicles, pedestrians, bicycles, loading, and other uses; and
- secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition

purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, including:

- equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
- enhanced transportation function, specifically including, but not limited to, expanded network continuity (e.g., the introduction or completion of a Minor Street connecting two or more existing public streets and constructed to its full functional width as determined to the satisfaction of the City)."

1.3. On page 4-3, repealing policy 4.1.k) and leaving it intentionally blank.

1.4. On page 4-3, repealing policy 4.1.l) and replacing it with the following:

**"Park & Open Space**

These features are to be dedicated or otherwise transferred to the City (i.e., fee simple lot) and their size and location should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, features may be:

- reconfigured to enhance network continuity, functionality, public amenity, site-specific considerations, and related characteristics of the feature; and
- secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, including:
  - equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
  - enhanced park and open space function and amenity (e.g., equitable distribution and improved access)."

1.5. On page 4-3, repealing policy 4.1.m) and leaving it intentionally blank.

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8888**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



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**To:** Planning Committee **Date:** April 24, 2012

**From:** Brian J. Jackson, MCIP **File:** RZ 11-596457  
Director of Development

**Re:** **Application by Avion Homes Ltd. for Rezoning at 7431 Francis Road from Assembly (ASY) to Single Detached (RS2/E)**

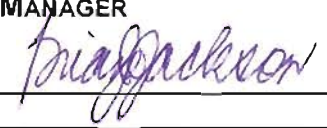
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**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw No. 8900, to redesignate 7431 Francis Road:
  - a. from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Generalized Land Use Map); and
  - b. from "Community Institutional" to "Low-Density Residential" in Attachment 2 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Specific Land Use Map);be introduced and given first reading;
2. That Bylaw No. 8900, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program; and
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
3. That Bylaw No. 8900, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and
4. That Bylaw No. 8901, for the rezoning of 7431 Francis Road from "Assembly (ASY)" to "Single Detached (RS2/E)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

EL:blg

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



## Staff Report

### Origin

Avion Homes Ltd. has applied to the City of Richmond for permission to rezone 7431 Francis Road (**Attachment 1**) from Assembly (ASY) to Single Detached (RS2/E) in order to construct a single-family dwelling.

### Findings of Fact

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

### Surrounding Development

The subject site contained a small house with parking area at the back of the site, and was used by a church group. The site is located within an established residential neighbourhood consisting predominantly of single-family dwellings. Other land uses also exist further east in the neighbourhood (i.e. townhouses, apartments).

To the north: Existing single-family dwellings on lots zoned Single Detached (RS1/E);

To the east: Existing single-family dwellings on lots zoned Single Detached (RS1/E) with rezoning and subdivision potential (to RS2/C) under Lot Size Policy 5449;

To the south: Across Francis Road, single-family dwellings on lots zoned Single Detached (RS1/B) fronting Francis Road and single-family dwellings on lots zoned Single Detached (RS1/A) fronting Danyluk Court; and

To the west: A vacant lot and an existing single-family dwelling on lots zoned Single Detached (RS1/E); and then newer single-family dwellings on lots zoned Single Detached (RS1/C).

### Related Policies & Studies

#### Official Community Plan (OCP)

Both the Generalized Land Use Map and the Specific Land Use Map contained in the OCP designates 7431 Francis Road as *Community Institutional*. An OCP amendment is proposed for 7431 Francis Road in order to redesignate this site as *Neighbourhood Residential* in the Generalized Land Use Map and as *Low-Density Residential* in the Specific Land Use Map.

#### Lot Size Policy 5449

The subject site is located within the area covered by Lot Size Policy 5449 (adopted by Council February 17, 1992) (**Attachment 3**). This Policy permits rezoning and subdivision of lots on the north side of Francis Road in accordance with Single Detached (RS2/C) (minimum 13.5 m wide and 360 m<sup>2</sup> in lot area).

This redevelopment proposal is seeking to rezone the subject site to another sub-category ("E" instead of "C") under the Single Detached (RS) zone in which a wider lot width (18.0 m) and

larger lot area (550 m<sup>2</sup>) are required. The subject application is being brought forward for consideration based on its own merits; a discussion is being provided under the “Analysis” section of this report.

### Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite to be contained in the future dwelling on-site or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for this single-family rezoning application.

The applicant is proposing to provide a legal secondary suite on the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection is to be granted until the secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City’s Zoning Bylaw. This legal agreement is a condition of rezoning.

Should the applicants change their mind about the affordable housing option selected, a voluntary contribution to the City’s Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted prior to final adoption of the rezoning bylaw. In this case, the voluntary contribution would be based on \$1.00 per square foot of total building area of the single detached development (i.e. \$3,950).

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

### **Consultation**

#### School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves one (1) single-family dwelling unit.

### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

## Staff Comments

### Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. Four (4) bylaw-sized trees on site were identified and assessed:

- A 28 cm cal Douglas Fir tree and a 38 cm cal Douglas Fir tree at the back of the site are both in good condition and should be retained as per Arborist Report recommendations. Tree protection for the 28 cm cal Douglas Fir tree should be specified 4 m from the base of the tree, whereas tree protection for 38 cm cal Douglas Fir tree should be specified at 5 m out from the base of the tree.
- A multi-branched Cedar tree has been previously topped at 5 m; as a result, this tree is not a candidate for long-term retention and should be removed and replaced. This tree also falls within the proposed building envelope.
- A dead Douglas Fir tree located at the northwest corner of the site should be removed and replaced.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), four (4) replacement trees are required for the removal of two (2) bylaw-sized trees on site. Based on the size requirements for replacement trees in the Tree Protection Bylaw No. 8057, replacement trees with the following minimum calliper sizes are required:

# Trees Removed	Dbh	# trees to be replaced	Min. calliper of deciduous tree	or	Min. height of coniferous tree
1	20-30 cm	2	6 cm		3.5 m
1	60 cm +	2	11 cm		6.0 m

In order to ensure that the proposed replacement trees will be planted and that the front yard of the lot will be enhanced, a Landscape Plan, prepared by a registered landscape architect, and a landscaping security, based on 100% of the cost estimates provided by the landscape architect, must be submitted prior to final adoption of the rezoning bylaw. The landscape plan should comply with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy and include a landscape area in the front yard as well as four (4) replacement trees (a mix of coniferous and deciduous). If replacement trees cannot be accommodated on-site, cash-in-lieu (\$500/tree) for off-site planting would be required.

### Site Servicing and Vehicle Access

No servicing concerns.

A Covenant is required to ensure that the driveway is designed and constructed to permit a vehicle to turn around on site, in order to avoid backing in or out of the property.

## Analysis

### OCP Amendments

On May 24, 2011, Council passed a resolution to consider redesignation of assembly lands from *Community Institutional* to other OCP designations based on the merits of the application, without the need to retain assembly uses. Staff are to ensure that the proposals are in compliance with other City's Policies and Strategies (i.e. Lot Size Policy, Affordable Housing, Flood Management, etc.), and that typical development elements (i.e., access, parking, layout, tree protection, etc.) are reviewed and evaluated.

The subject site is located within a predominantly single-family neighbourhood. While the site is larger than the typical single-family family lots in Richmond, it is considered small for assembly use. Church groups have considered redeveloping the site for assembly use but they have encountered serious challenges in site design. Significant reductions in building setbacks and parking spaces are required to facilitate any institutional development on this site.

Surrounded by existing large lot single-family developments, the proposed low-density residential land use is appropriate. Redesignation of the subject site to residential use would also contribute to the affordable housing stock in the City as the future home will contain a secondary suite.

### Single Detached (RS2/E)

While Lot Size Policy 5449 permits the subject site to be rezoned and subdivided as per Single Detached (RS2/C), the applicant is seeking to rezone the subject site to Single Detached (RS2/E), a sub-zone of Single Detached (RS) which requires a wider lot width, as well as a larger minimum lot area, than what is required under the RS2/C zone. Under both RS2/C and RS2/E zones, there is no subdivision potential for the subject site. The maximum density permitted under the two (2) sub-zones is also identical. The only differences between the RS2/C and RS2/E zones are the provisions related to *Lot Coverage of Landscaping with Live Plant Material* and the *Front Yard Setbacks*:

	Minimum Lot Width	Minimum Lot Area	Lot Coverage of Landscaping with Live Plant Material	Front Yard Setback
RS2/C	13.5m	360m <sup>2</sup>	25%	9 m
RS2/E	18.0m	550m <sup>2</sup>	30%	6 m

The applicant proposes a 6 m front yard setback to accommodate a three (3) car garage at the front and a larger private yard at the back. An auto court is proposed at the front of the property to provide on-site turn around capability. A landscape area within the entire 6 m front yard setback (except for the driveway connecting Francis Road to the auto court on-site) will also be provided to enhance the front yard and streetscape.

The provision of a 9 m front yard setback in the RS2/C zone, where the driveway access is on an arterial road, is to ensure there is adequate space to accommodate a driveway with turn around capability. Staff have no concerns with the proposed RS2/E zone since the applicant has agreed to register a restrictive covenant to ensure that the driveway will be designed and constructed to permit a vehicle to turn around on site, in order to avoid backing in or out of the property. The

proposed RS2/E zone with a 6 m front yard setback is consistent with the zoning and existing adjacent single-family developments on the adjacent property to the east and west.

**Financial Impact or Economic Impact**

None.

**Conclusion**

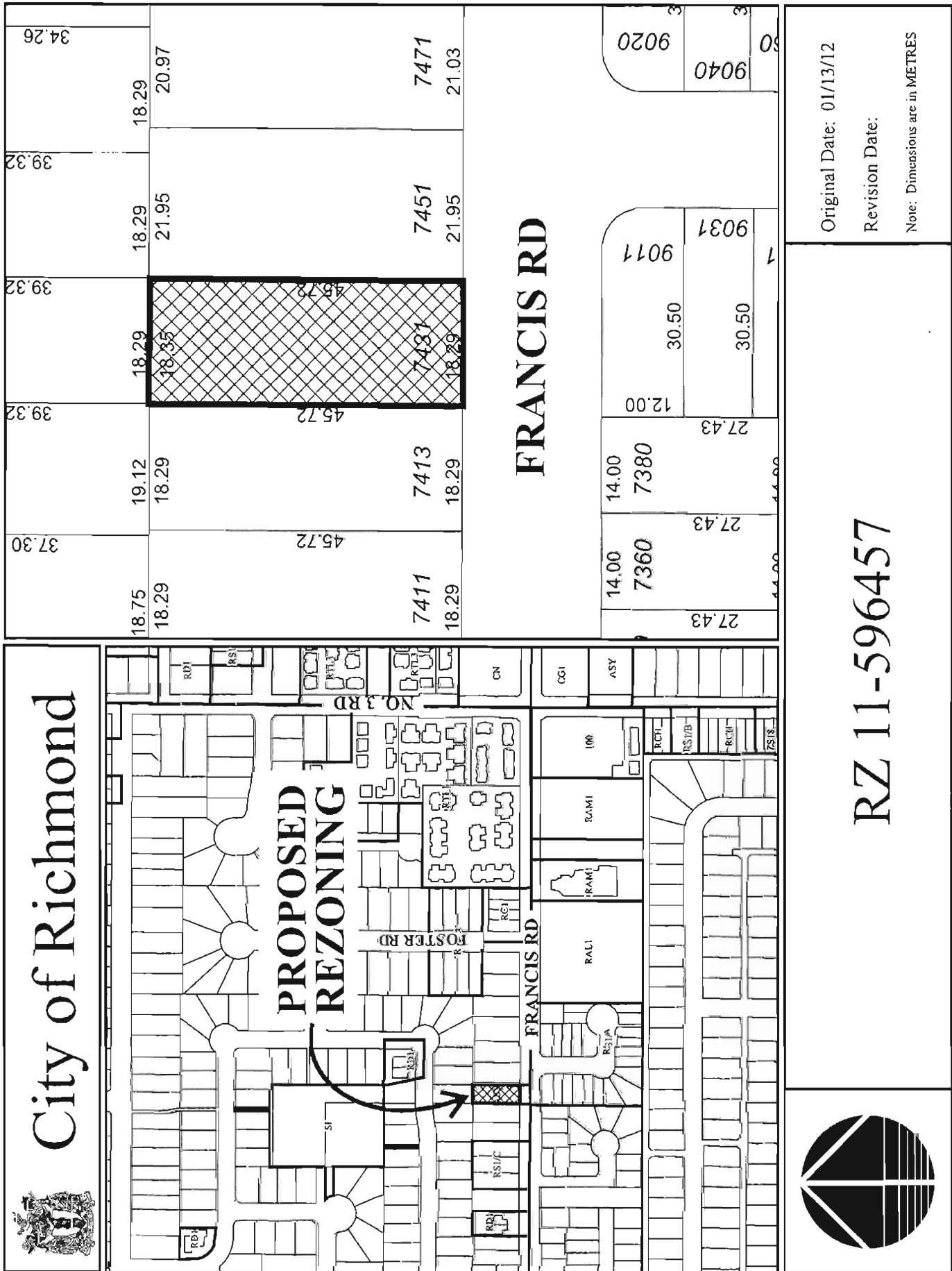
The proposed development to construct a single-family dwelling with a secondary suite contributes to the affordable housing stock in the City. While the proposal is not in compliance with Lot Size Policy 5449, the proposed RS2/E zone is consistent with the existing zoning of the surrounding properties and would allow a more coherent streetscape to be developed along Francis Road. All technical concerns related to the land use rezoning application and OCP amendment have been addressed. On this basis, staff support the rezoning application and associated OCP amendment as proposed.

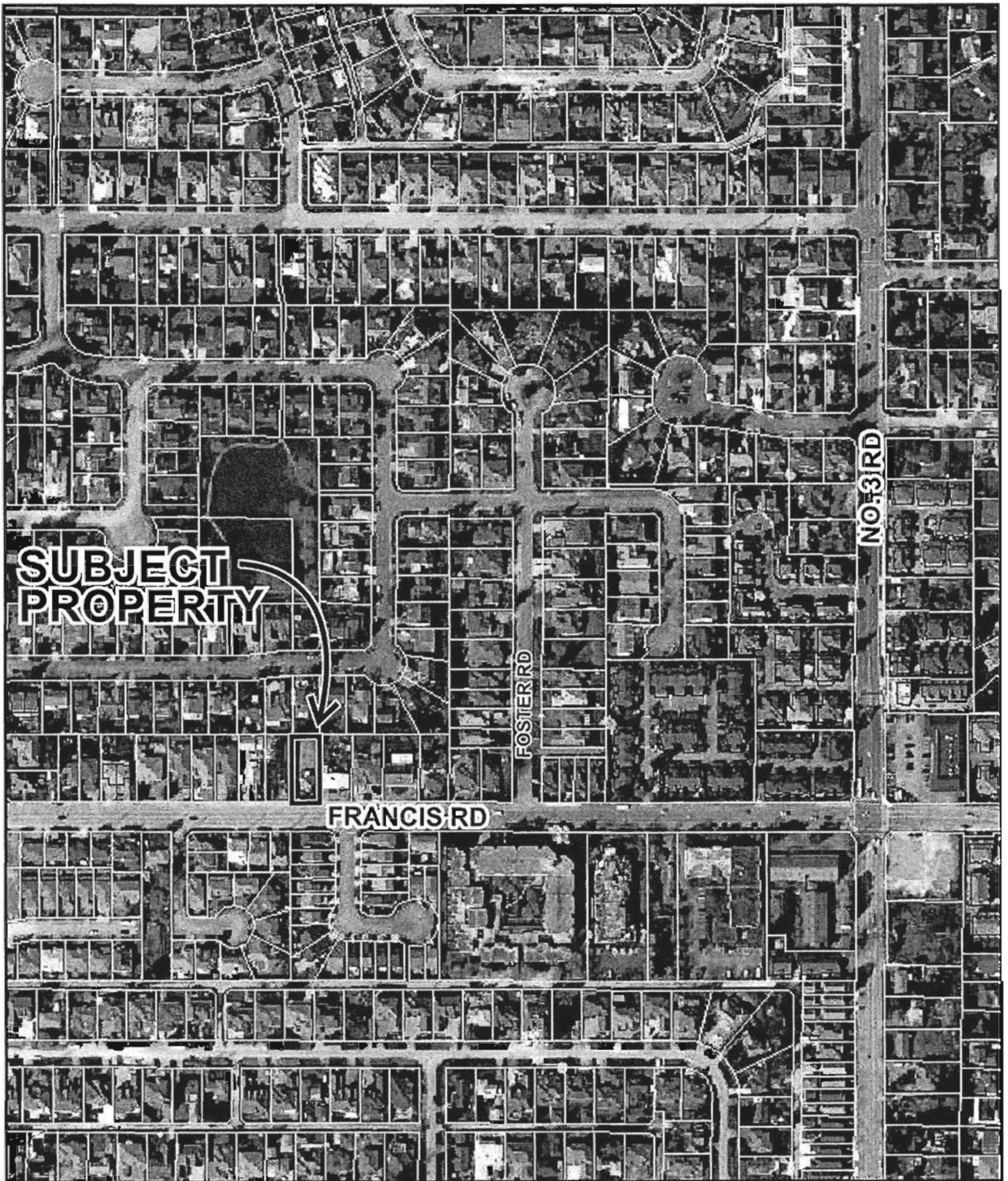


Edwin Lee  
Planner I  
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5449
- Attachment 4: Rezoning Considerations Concurrence





RZ 11-596457

Original Date: 01/13/12

Amended Date:

Note: Dimensions are in METRES



**RZ 11-596457**

**Attachment 2**

Address: 7431 Francis Road

Applicant: Avion Homes Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Avion Homes Ltd.	No Change
Site Size (m <sup>2</sup> ):	836 m <sup>2</sup> (8,999 ft <sup>2</sup> )	No Change
Land Uses:	Assembly	One (1) single-family dwelling
OCP Designation:	Generalized/Specific Land Use Map: Community Institutional	Generalized Land Use Map: Neighbourhood Residential Specific Land Use Map: Low-Density Residential
Area Plan Designation:	N/A	No change
702 Policy Designation:	Policy 5449 permits subdivision to "Single Detached (RS2/C)"	No change
Zoning:	Assembly (ASY)	Single Detached (RS2/E)
Number of Units:	1	1
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 30%	Min. 30%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback –Side Yard (m):	Min. 1.8 m	Min. 1.8 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none
Lot Size (min. dimensions):	550 m <sup>2</sup>	836 m <sup>2</sup>	none

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



**City of Richmond****Policy Manual**

Page 1 of 2

Adopted by Council: February 17, 1992

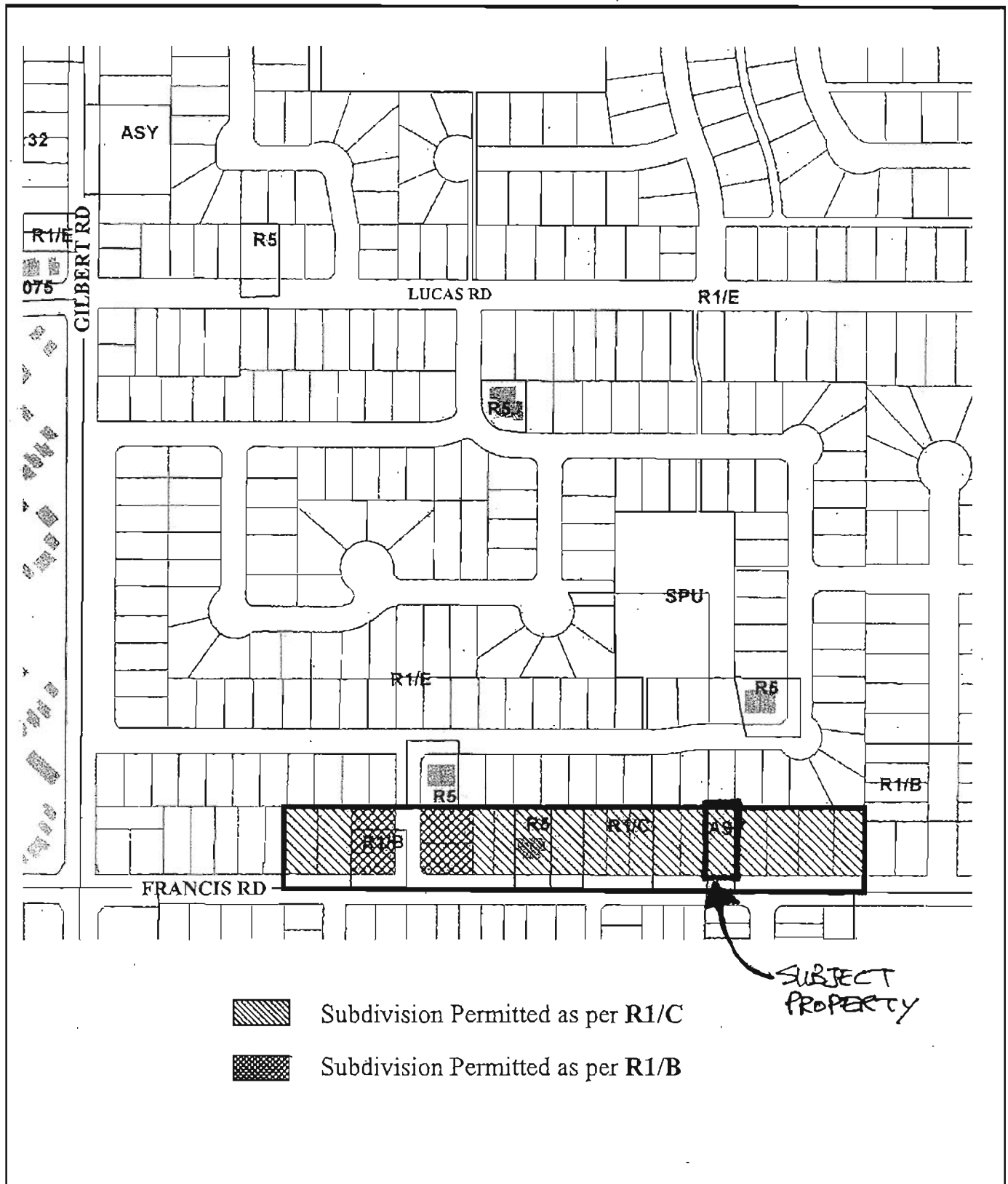
**POLICY 5449**

File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER SECTION 20-4-6****POLICY 5449:**

The following policy establishes lot sizes in the area bounded by the **north side of Francis Road located between Gilbert Road and Foster Road** (Section 20-4-6):

1. That properties be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/C) along Francis Road and as per Single-Family Housing District (R1/B) along Schaefer Gate in Zoning and Development Bylaw 5300; and
2. This policy (as shown on the accompanying plan) is to be used in determining the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw 5300.



# Policy 5449 Section 20-4-6

Adopted Date: 02/17/92

Amended Date:

Note: Dimensions are in METRES



# City of Richmond

## Rezoning Considerations

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

**Address:** 7431 Francis Road

**File No.:** RZ 11-596457

**Prior to final adoption of Zoning Amendment Bylaw 8901, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 8900.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
  - include a landscape area in the 6 m front yard setback (except for the 5 m wide driveway).
  - 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 four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Callper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	11 cm		6.0 m

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

3. Registration of a flood indemnity covenant on Title.
4. Registration of a legal agreement on title ensuring that the driveway is designed and constructed to permit a vehicle to turn around on site. The legal agreement shall include language to ensure the driveway and/or auto court design will accommodate a typical passenger car to turn around on-site using a maximum of a 3-point turn, in order to avoid backing in or out of the property.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$3,950.00) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**Note:**

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

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

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

[Signed original on file]

Signed

Date  
**PLN - 223**



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8900 (RZ 11-596457)  
7431 Francis Road**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by
  - a. Repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Neighbourhood Residential".  
P.I.D. 004-081-897  
Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6  
West New Westminster District Plan 26105
  - b. Repealing the existing land use designation in Attachment 2 to Schedule 1 thereof of the following area and by designating it "Low-Density Residential".  
P.I.D. 004-081-897  
Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6  
West New Westminster District Plan 26105
2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8900**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

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





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8901 (RZ 11-596457)  
7431 FRANCIS ROAD**

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

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

P.I.D. 004-081-897

Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6 West  
New Westminster District Plan 26105

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8901”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING



THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 





# City of Richmond

## Report to Committee Planning and Development Department

To: Planning Committee

Date: April 27, 2012

From: Brian J. Jackson, MCIP  
Director of Development

File: RZ 09-496145

Re: Application by Timothy Tse for Rezoning at 7840 Bennett Road from Single Detached (RS1/E) to Infill Residential (RI2)

### Staff Recommendation

That Bylaw No. 8902, for the rezoning of 7840 Bennett Road from "Single Detached (RS1/E)" to "Infill Residential (RI2)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

EL:rg  
Att.

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

## Staff Report

### Origin

Timothy Tse has applied to the City of Richmond for permission to rezone 7840 Bennett Road (**Attachment 1**) from “Single Detached (RS1/E)” to “Infill Residential (RI2)” in order to create two (2) new lots and develop two (2) front-to-back duplexes with vehicular access from the rear lane (**Attachment 2**). A Development Permit application is required and has been received to address the form and character of the proposed duplexes.

### Findings of Fact

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

### Surrounding Development

To the North: Across Bennett Road, single-family dwellings on lots zoned Single Detached (RS1/E);

To the East/West: Front-to-back duplexes with vehicle access from the rear lane on lots zoned Infill Residential (RI1); and

To the South: A mix of compact single-family dwellings and front-to-back duplexes on lots zoned Single Detached (RS1/A) and Infill Residential (RI1), fronting Acheson Road with vehicle access from the rear laneway.

### Related Policies & Studies

#### Official Community Plan - Acheson Bennett Sub-Area Plan

The subject site is in the Acheson Bennett Sub-Area Plan (Schedule 2.10B) of the Official Community Plan (OCP). This area is designated as “Residential (Mixed Single-Family and Small Scale Multi-Family)” (**Attachment 4**). The proposal for two (2) front-to-back duplexes fits well within the established development pattern within the Sub-Area.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). The site is located within an area where the minimum habitable elevation is 2.9 m geodetic; however, there are provisions to permit habitable space, provided it is located a minimum of 0.3 m above the highest level of the crown of any road that is adjacent to the parcel.

#### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City’s Affordable Housing Strategy. For Infill Residential (RI2) townhouse developments, the Richmond Zoning Bylaw (Section 5.15) specifies a voluntary cash contribution of \$2.00 per buildable square foot directed to the Affordable Housing Reserve Fund to achieve an increase in density from 0.4 to 0.55 FAR. A cash contribution of \$8,504 towards the City’s Affordable Housing Reserve will be made.



**Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff received an enquiry from the property owner of 7800 Bennett Road, Mr. Bodnar, regarding frontage and lane improvements. Staff have provided the relevant information by email.

Mr. Bodnar has also expressed his concerns related to parking on the block. Based on comments from Engineering Works and Transportation, vehicle access is to be from the back lane only. The existing driveway on Bennett Road will be removed as part of the proposed development, providing additional street parking on Bennett Road. Three (3) parking stalls will be provided on each lot, which complies with the zoning requirement.

Staff have not received any telephone calls or written correspondence in opposition to the subject application.

**Staff Comments**Tree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted by the applicant in support of the application. Four (4) bylaw-sized trees are located on site and all of them are identified as "moderate" to "good" condition. However, they are all located well within the allowable building envelope such that successful retention cannot be achieved.

Four (4) bylaw-sized trees are located within the lane dedication area. The Scotch Pine has been previously topped and exhibits an asymmetrical crown due to excessive pruning. Two (2) Norway Maple are in very poor condition due to excessive branch die-back and branch removal. One (1) Norway Maple tree is in good condition but would not survive the required lane extension and service upgrades through the lane dedication area. All of these four (4) trees are proposed for removal.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP) and the size requirements for replacement trees in the Tree Protection Bylaw No. 8057, 16 replacement trees are required. The developer is proposing to plant eight (8) new trees on-site (**Attachment 2**) and to provide a voluntary contribution of \$4,000 to the City's Tree Compensation Fund in-lieu of planting the remaining eight (8) replacement trees.

The applicant has also agreed to protect a 15 cm caliper Honey Locust tree located on the adjacent property to the west at 7800/7808 Bennett Road. A Tree Retention Plan is attached (**Attachment 5**). Tree protection fencing must be installed to City standards prior to demolition of the existing dwelling on the subject site, and must remain in place until construction and landscaping on the future lots is completed. As a condition to rezoning, the applicant is required to submit a proof of contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone.

### Site Servicing

An independent review of servicing requirements (sanitary and storm) has been conducted by the applicant's engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that storm upgrades to the existing system are required to support the proposed development. Prior to approval of Subdivision, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (see **Attachment 6** for details).

### Frontage and Lane Improvements

Prior to final adoption, the developer is required to dedicate a strip of property along the entire south property line for proposed lane extension (6.0 m wide at the west property line, tapering to 4.5 m wide at the east property line of the site).

As part of the Servicing Agreement for the servicing upgrades, the design and construction of frontage and lane improvements are also required (see **Attachment 6** for details).

### Vehicle Access

No direct access is permitted to Bennett Street. As a condition to rezoning, a restrictive covenant is required to ensure that vehicular access to the future lots will be from the proposed lane extension only.

### Subdivision

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

### Indoor/Outdoor Amenity

No common shared Indoor/Outdoor Amenity Space is required for this development, but each unit will have access to private outdoor space.

### **Analysis**

The proposal to develop two (2) front-to-back duplexes (4 units total) is consistent with the objectives of the OCP-City Centre Acheson Bennett Sub-Area Plan in terms of land use, character, and density. The form of development is similar to other duplexes previously approved on the south side of Bennett Road and north side of Acheson Road. The proposed site layout provides for an attractive pedestrian-oriented streetscape along Bennett Road, which is consistent with the guidelines for the Acheson Bennett Sub-Area.

Accessibility/Aging In Place

The applicant has proposed units that include substantial living areas at the ground floor. Accessible features will be provided to all units (e.g., inclusion of blocking to bathrooms for installation of grab-bars, and provision of lever door handles.) In addition, the rear units of each duplex will be convertible and have the base level of accessible features described above, and also, widened doors, stairs and corridors throughout, and blocking/ electrical installed for a future stair lift. Accessible features will be fully detailed on Development Permit and Building Permit Drawings.

The Development Permit application will provide more information and detail regarding the form and character of the proposal in addition to the landscaping and design of the private outdoor amenity area of each unit.

Requested Variances

The proposed development is generally in compliance with the Infill Residential (RI2) Zone except for a small projection beyond the vertical lot depth envelope. A variance will be required at the Development Permit stage to accommodate a gable ridge projection to maintain the desired form and character encouraged by the Sub-Area Plan.

Design Review and Future Development Permit Considerations

The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Building form and architectural character;
- Unit entry design with respect to CPTED principles;
- Location and design of the convertible unit and other accessibility features;
- Landscaping design and enhancement of the private outdoor area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

**Financial Impact or Economic Impact**

None.

**Conclusion**

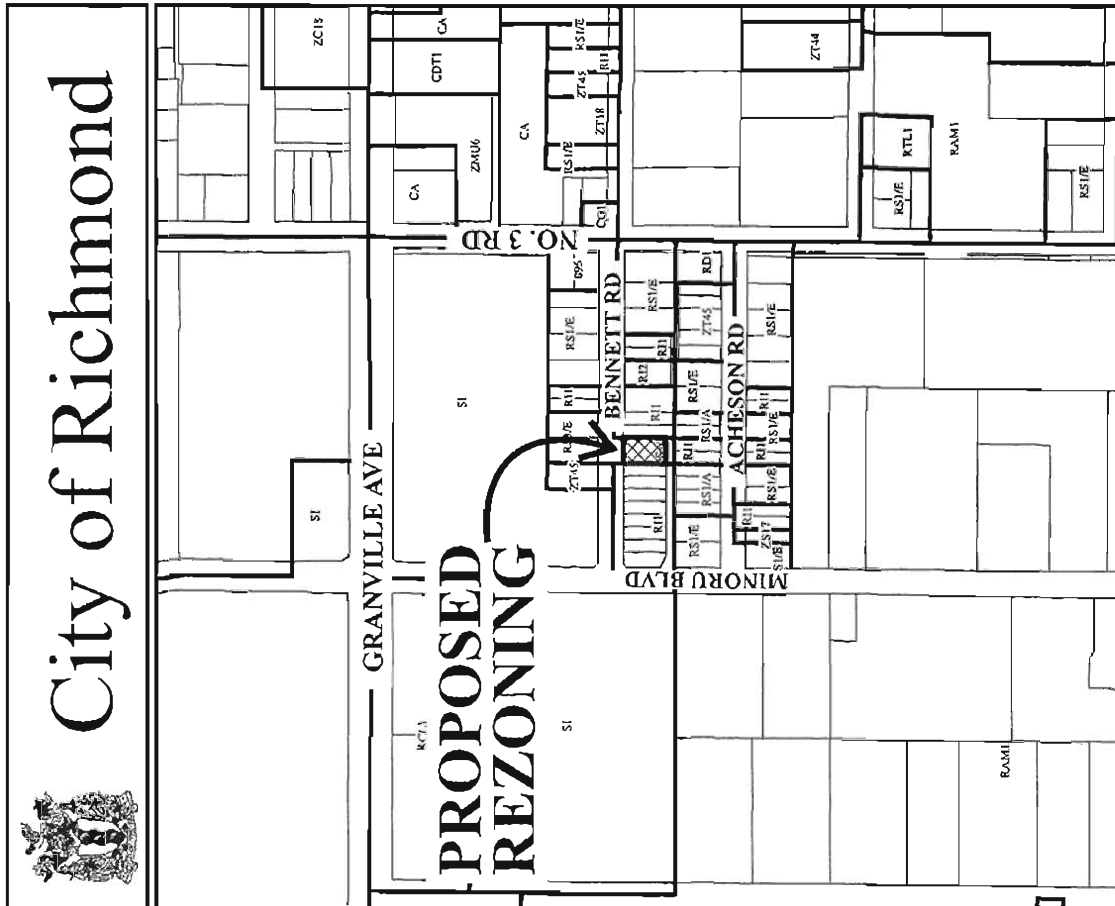
The proposal to develop two (2) front-to-back duplexes (4 units total) is consistent with the objectives of the City Centre Acheson Bennett Sub-Area Plan in terms of land use, character, and density. Overall, the project is attractive and a good fit with the neighbourhood. Further review of the project design will be required to ensure a high quality project, and will be completed as part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved.




Edwin Lee  
Planner I  
(604-276-4121)

EL:rg

Attachment 1: Location Map  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Acheson Bennett Sub-Area Plan  
Attachment 5: Tree Retention Plan  
Attachment 6: Rezoning Considerations Concurrence



7831	7831	7851	7871	7891
		20.42	20.42	
BENNETT RD				
96	9.96	9.96	10.21	20.42
60	7780	7800	7860	788
68	7788	7808	7862	7868
			40.42	40.42
21	10.21	10.21	10.21	20.42



**RZ 09-496145**

Original Date: 10/22/09

Revision Date:

Note: Dimensions are in METRES



RZ 09-496145

Original Date: 10/22/09

Amended Date: 04/30/12

Note: Dimensions are in METRES

PLN - 234

# PROPOSED SUBDIVISION AND DUPLEXES

PROJECT DATA  
 CURRENT ADDRESS: 7840 BENNETT ROAD, RICHMOND, B.C.  
 LEGAL DESCRIPTION: LOT 29, BLOCK 4 NORTH, SECTION 17,  
 RANGE 6 WEST, PLAN 14594

ZONING: EXISTING: RES/E  
 PROPOSED: RIZ

LOT BEFORE SUBDIVISION  
 WIDTH: 67.09 ft (20.427 m)  
 DEPTH: 132.62 ft (40.427 m)  
 LOT AREA: 8,884.95 sq ft (823.44 sq m)

LOTS AFTER FUTURE SUBDIVISION WEST LOT  
 WIDTH: 10.2105 m  
 DEPTH: 14.472 m  
 LOT AREA: 148.57 sq m  
 EAST LOT  
 WIDTH: 10.2105 m  
 DEPTH: 14.472 m  
 LOT AREA: 148.57 sq m

PROPOSAL - WEST LOT  
 LOT AREA: 355.29 sq m  
 FLOORING: 195.41 sq m  
 ALLOWED: 195.41 sq m  
 PROPOSED: 195.41 sq m  
 FRONT UNIT: 51.16 58.27 109.43 5.53 103.95 sq m  
 REAR UNIT: 45.19 50.91 96.10 4.91 97.19 sq m  
 TOTAL: 195.09 sq m

SITE COVERAGE 45%  
 ALLOWED: 159.89 sq m  
 PROPOSED: 159.89 sq m  
 MAIN BUILDING: 51.16 45.19 96.35 sq m  
 PORCHES: 14.72 3.25 17.97 sq m  
 BICYCLE SHED: 1.99 sq m  
 GARAGE: 3.25 sq m  
 TOTAL: 154.33 sq m

COVERED AREA (PORCHES & PATIOS)  
 ALLOWED: 19.54 sq m  
 PROPOSED: 17.97 sq m

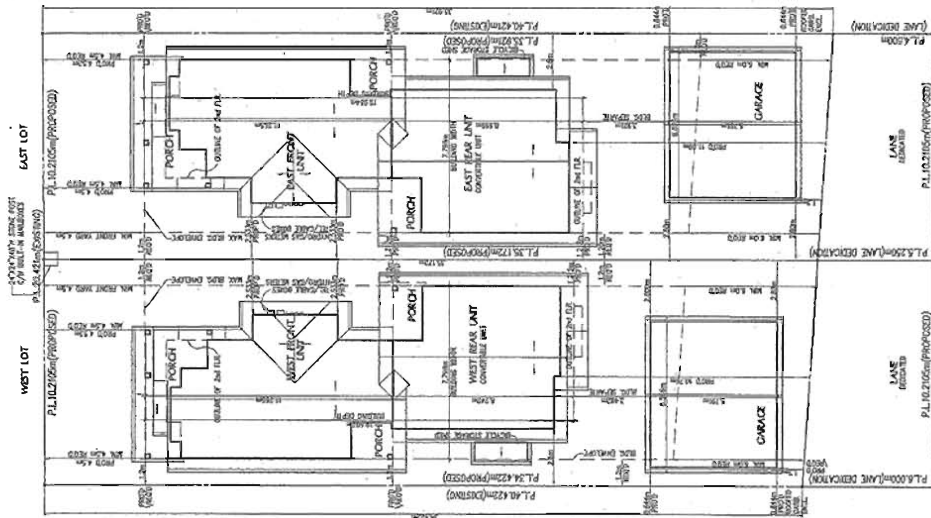
PROPOSAL - EAST LOT  
 LOT AREA: 355.29 sq m  
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 FRONT UNIT: 51.16 58.27 109.43 5.53 103.95 sq m  
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 TOTAL: 154.33 sq m

COVERED AREA (PORCHES & PATIOS)  
 ALLOWED: 19.54 sq m  
 PROPOSED: 17.97 sq m

VARIANCE  
 RESIDUAL  
 TO ALLOW DABLE TO PROJECT BEYOND THE ENVELOPE

## 7840 BENNETT ROAD



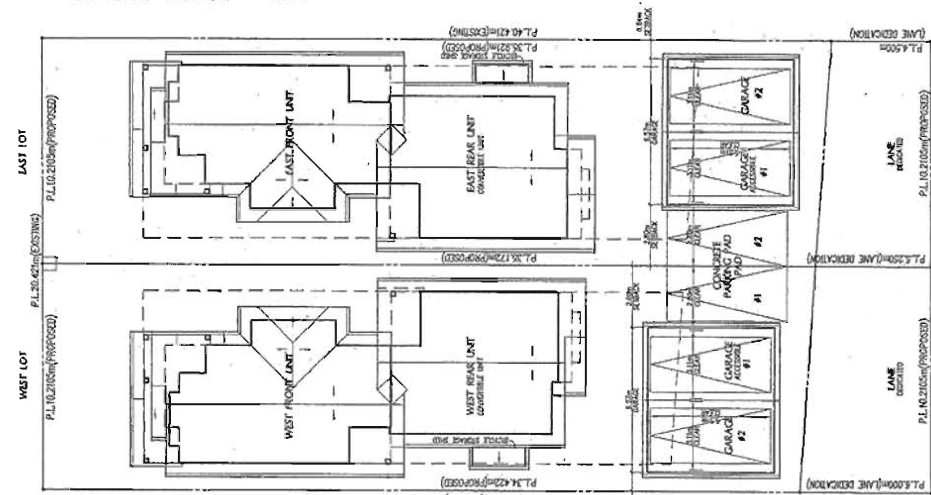
### OFF-STREET PARKING REQUIREMENTS

#### PROPOSAL - EAST & WEST LOT

FOR USE OF RESIDENTS:  
 1 SPACE PER DWELLING UNIT: 2  
 0.5 SPACES PER BEDROOM: 2  
 REQUIRED: 2  
 PROVIDED: 2  
 VISITOR PARKING:  
 DWELLING UNITS: 2  
 VISITOR PARKING NOT REQUIRED ON LOTS LESS THAN 4 DWELLING UNITS  
 REQUIRED: 0  
 PROVIDED: 0

BICYCLE STORAGE:  
 NOT REQUIRED FOR TWO FAMILY DWELLING  
 PROPOSED: EACH RESIDENTIAL UNIT  
 CLASS 1: ONE STORAGE SHED  
 CLASS 2: ONE BICYCLE RACK

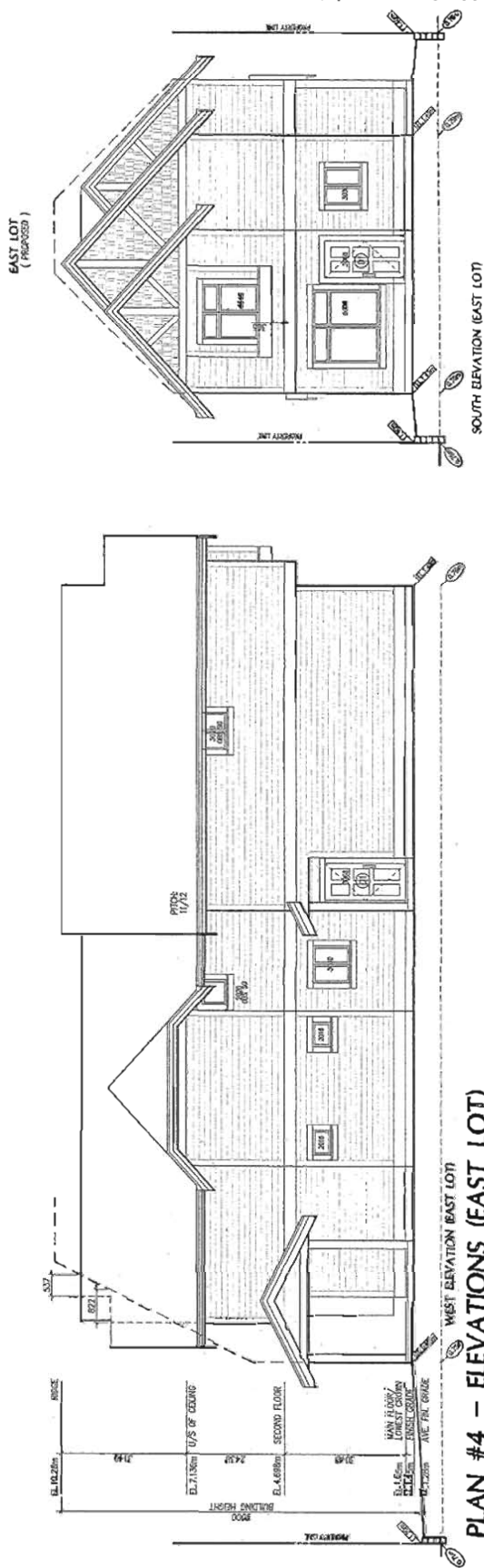
## 7840 BENNETT ROAD



PLAN #1 - SITE PLAN - SETBACKS

PLAN #2 - PARKING PLAN

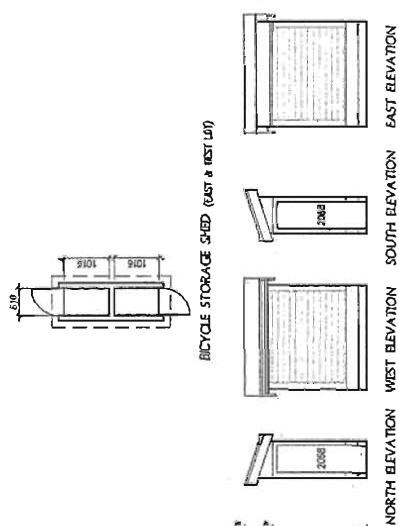






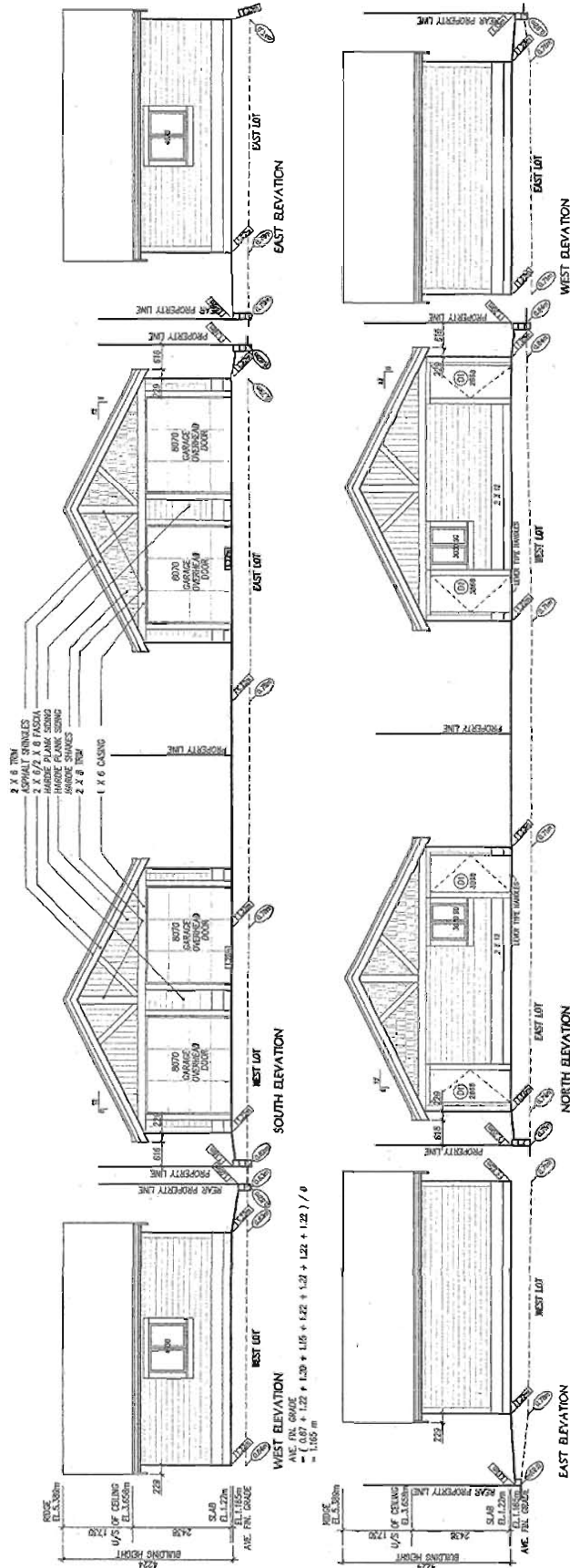


RZ 09-496145 / SD 09-496151



BICYCLE STORAGE SHEED (EAST & WEST LOT)

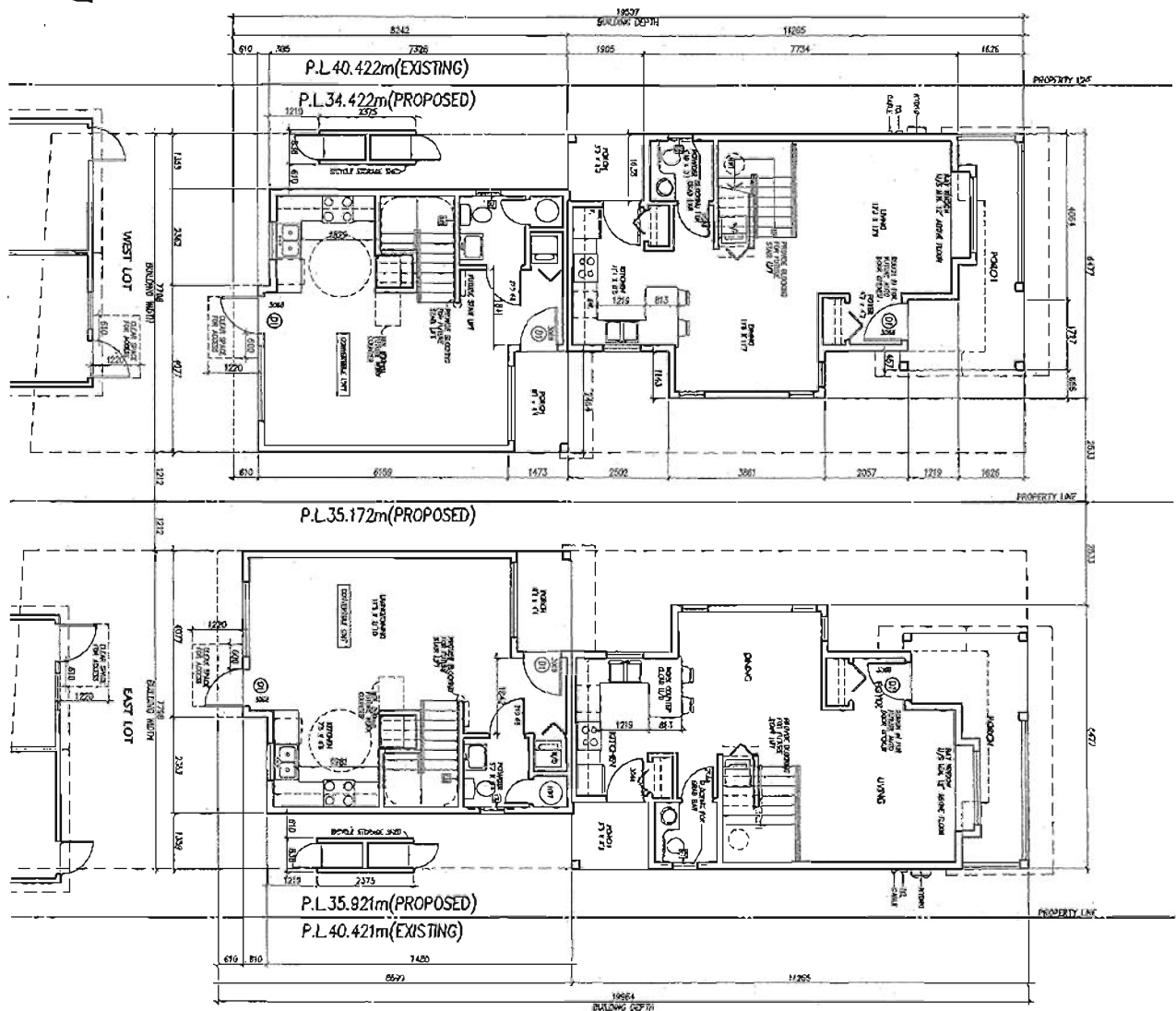
	NORTH ELEVATION	WEST ELEVATION	SOUTH ELEVATION	EAST ELEVATION
1	100	100	100	100
2	100	100	100	100
3	100	100	100	100
4	100	100	100	100
5	100	100	100	100
6	100	100	100	100
7	100	100	100	100
8	100	100	100	100
9	100	100	100	100
10	100	100	100	100
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12	100	100	100	100
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14	100	100	100	100
15	100	100	100	100
16	100	100	100	100
17	100	100	100	100
18	100	100	100	100
19	100	100	100	100
20	100	100	100	100
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24	100	100	100	100
25	100	100	100	100
26	100	100	100	100
27	100	100	100	100
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39	100	100	100	100
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41	100	100	100	100
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43	100	100	100	100
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75	100	100	100	100
76	100	100	100	100
77	100	100	100	100
78	100	100	100	100
79	100	100	100	100
80</				



EAST ELEVATION  
PLAN #6 - GARAGE

**PLN - 238**

NOTE:  
POWERS LONG THE ANGLES FOR  
BUILT A FLUKE, PLOTTED



THE PLANS AND DESIGN ARE THE SOLE PROPERTY OF THE ARCHITECT AND WILL NOT BE USED TO REPRODUCE OR TRANSMIT ANY PART THEREOF.

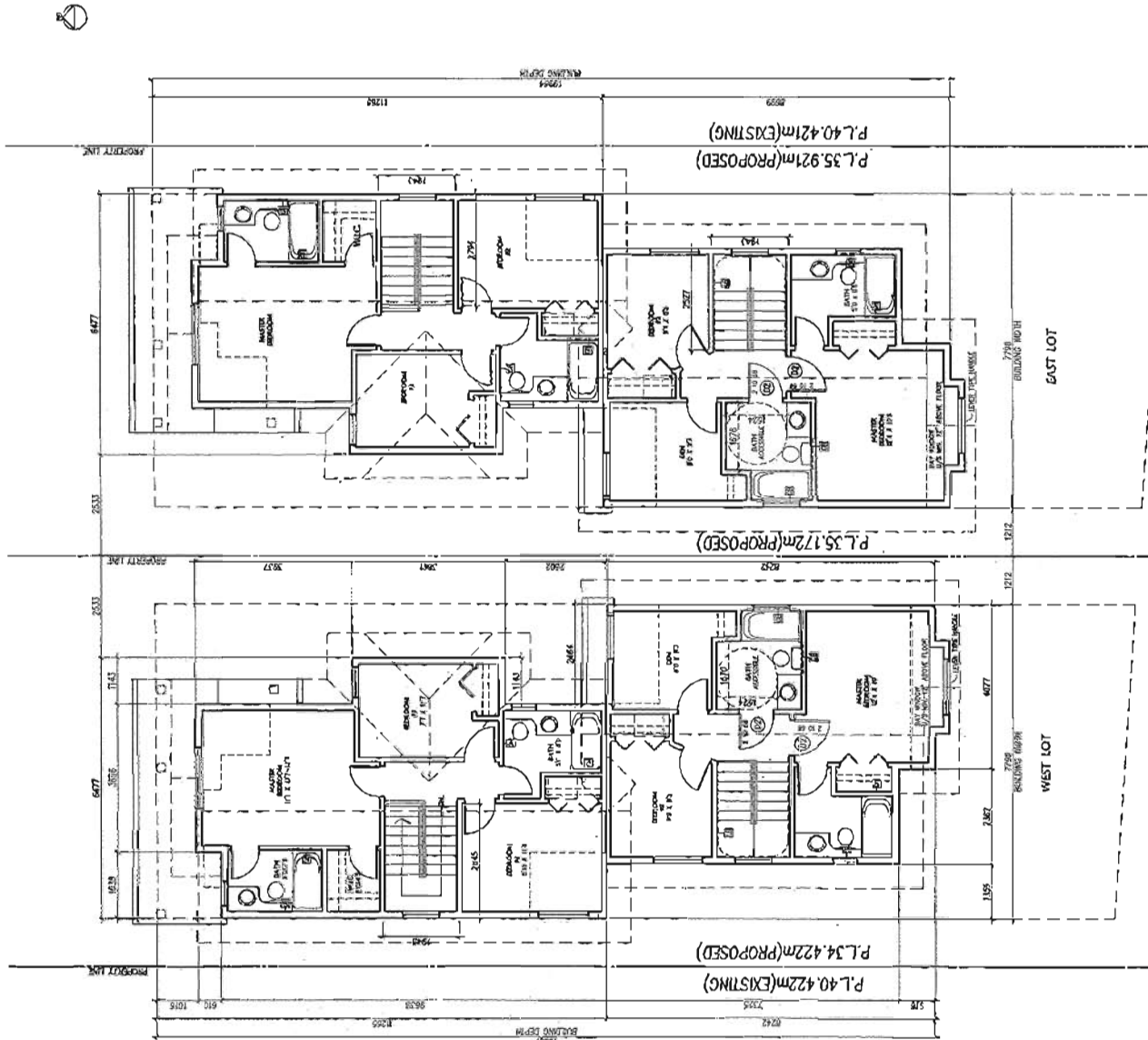
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**PLN - 239**

# CAD LAB

628448-223 800-441-6389 <http://www.bentley.com>

PLAN #8 - SECOND FLOOR PLAN



NOTES:  
 1. ALL DIMENSIONS ARE IN METERS.  
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
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 8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

**CAD LAB**

1430 GARDEN - 3003 N.W. 10th Ave. - Fort Lauderdale, FL 33309  
 Phone: (954) 561-1111  
 Fax: (954) 561-1112  
 Email: info@cadlab.com  
 Website: www.cadlab.com

**GROUND FLOOR PLAN**

Project No. 09-496145 / SD 09-496151

Client: 2000 BOSTON ROAD  
 PROJECT: 2000 BOSTON ROAD  
 PROJECT: 2000 BOSTON ROAD

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

Sheet No. A7

Revision: 1/1/2009



# PLAN #10 - LANDSCAPE PLAN



**RZ 09-496145**

**Attachment 3**

Address: 7840 Bennett Road

Applicant: Timothy Tse

Planning Area(s): City Centre - Acheson Bennett (Schedule 2.10B)

	Existing	Proposed
Owner:	0866631 BC Ltd.	To be determined
Site Size (m <sup>2</sup> ):	824 m <sup>2</sup>	355 m <sup>2</sup> to 363 m <sup>2</sup>
Land Uses:	One (1) single-family residential dwelling	Two (2) duplexes
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
Area Plan Designation:	Residential (Mixed Single-Family and Small Scale Multi-Family)	No change
702 Policy Designation:	N/A	No change
Zoning:	Single Detached (RS1/E)	Infill Residential (RI2)
Number of Units:	One (1)	Four (4)
Other Designations:	N/A	No change

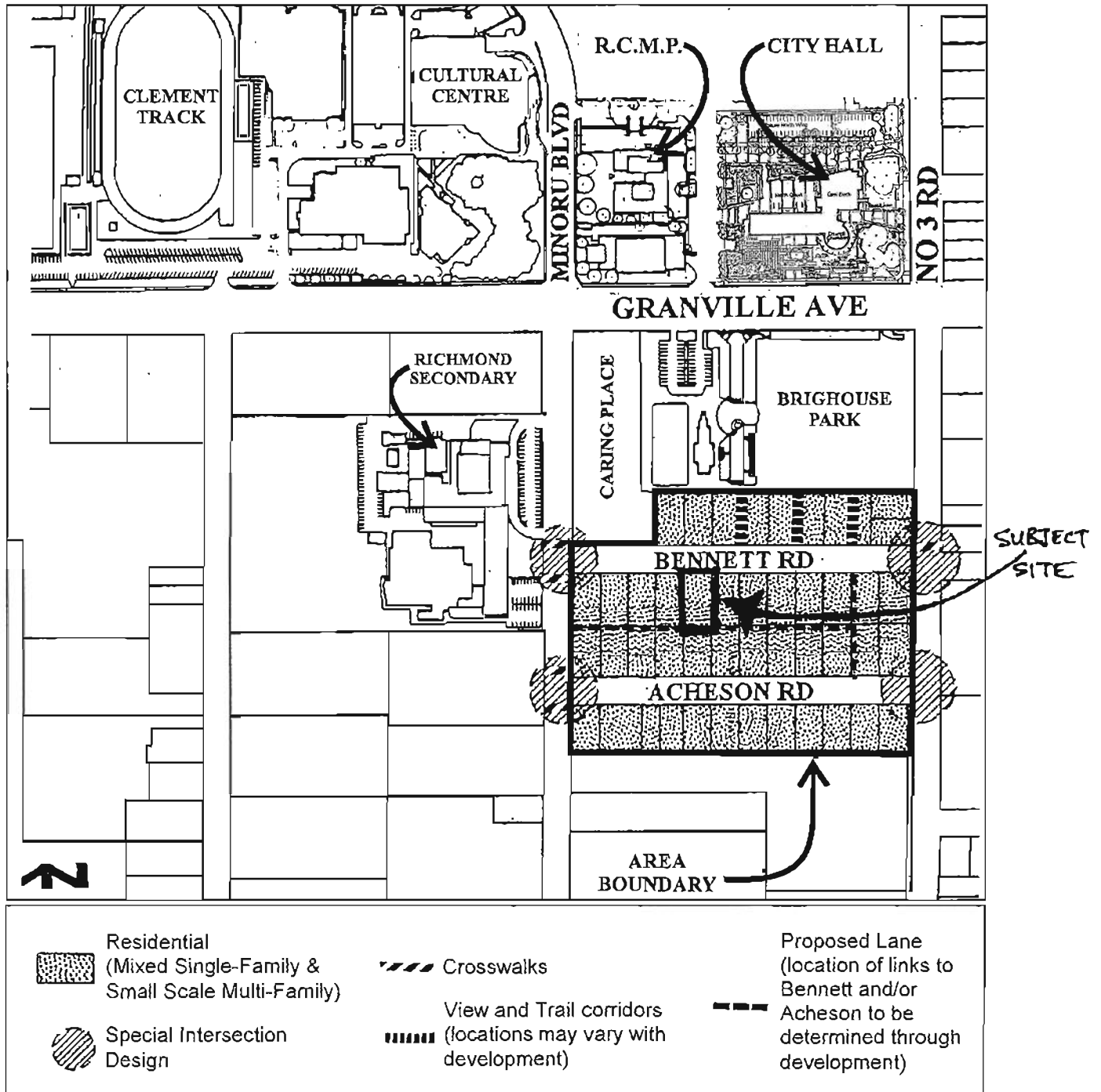
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55 Max.	none permitted
Lot Coverage – Building:	Max. 45%	45% Max.	none
Lot Coverage – Buildings, structures, and non-porous	Max. 70%	70% Max.	none
Lot Coverage – Landscaping	Min. 30%	30% Min.	none
Setback – Front Yards (m):	Min. 4.5 m	4.5 m Min.	none
Setback – Side Yards (m):	Min. 1.2 m	1.2 m Min.	none
Setback – Rear Yards (m):	Min. 1.2 m	1.2 m Min.	none
Height (m):	Max. 9.0 m, but not exceed the residential vertical lot width and the residential vertical lot depth envelope	9.0 m Max.	Variance Requested – projection beyond residential vertical lot depth envelope
Lot Size (min./max.):	312 m <sup>2</sup> /1,560 m <sup>2</sup>	355 m <sup>2</sup> to 363 m <sup>2</sup>	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
On-Site Parking (Residential):	1 stall per unit or 0.5 stalls per bedroom, whichever is greater	(0.5 stall per bedroom x 3 bedrooms) x 2 units = 3 stalls per lot	none
On-Site Parking (Visitor):	0.2 stalls per unit on lots containing 4 or more units	0	none

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

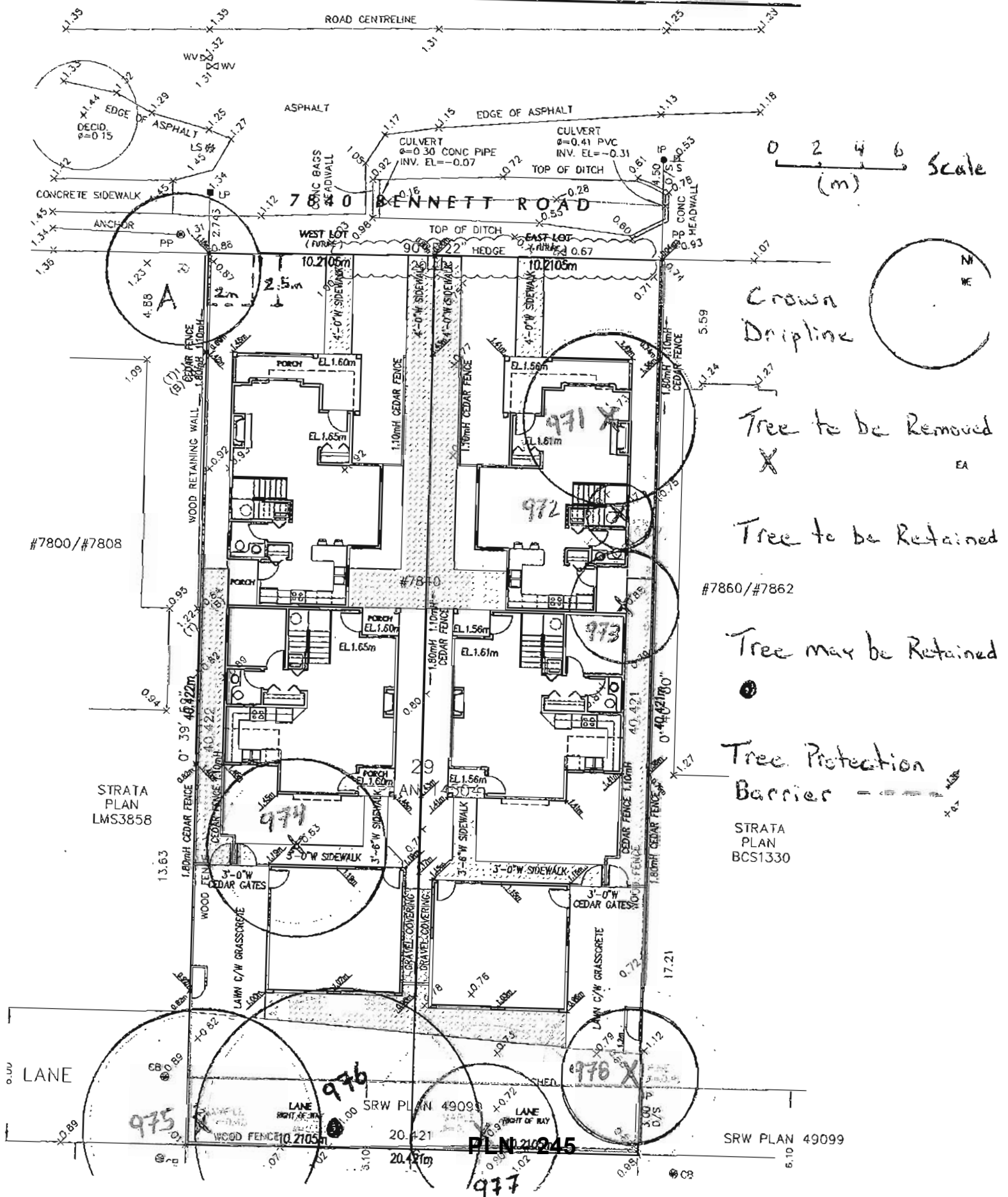
City of Richmond

## Land Use Map



PLN - 244







**City of  
Richmond**

## **Rezoning Considerations**

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

**Address:** 7840 Bennett Road

**File No.:** RZ 09-496145

**Prior to final adoption of Zoning Amendment Bylaw 8902, the developer is required to complete the following:**

1. A lane dedication along the entire south property line (6.0 m wide at the west property line, tapering to 4.5 m wide at the east property line of the site).
2. City acceptance of the developer's offer to voluntarily contribute \$4,000.00 to the City's Tree Compensation Fund for the planting of eight (8) 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 on the neighbouring property to the west (at 7800/7808 Bennett Road). 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. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title ensuring that the only means of vehicle access is to the proposed back lane and that there be no access to Bennett Road.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$8,504.00) to the City's affordable housing fund.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

**Prior to a Subdivision Approval, the developer must complete the following requirements:**

1. Enter into a Servicing Agreement\* for the design and construction of Frontage Improvements and Lane Extension. Works include, but may not be limited to:
  - a) Frontage improvements - Storm Sewer, curb & gutter, pavement widening, 1.5m concrete sidewalk, grass & treed boulevard (to match existing to the west). Note: Design to include Water, Storm & Sanitary service connections for both lots; and
  - b) Lane Extension - Lane drainage, roll over curb and gutter, asphalt paving complete with sand/gravel base, and lane lighting.
2. Pay Development Cost Charges (City & GVS&DD), School site acquisition charge, and Address assignment fee.
3. Provide underground Hydro, Tel. & Cable to both lots. (Note: Existing underground Hydro, Tel. & Cable are capped off at the west property line of the site).

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

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

**PLN - 246**

**Note:**

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

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

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

[Signed original on file]

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



Richmond Zoning Bylaw 8500  
Amendment Bylaw 8902 (RZ 09-496145)  
7840 BENNETT 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 **INFILL RESIDENTIAL (RI2)**.

P.I.D. 003-666-590

Lot 29 Section 17 Block 4 North Range 6 West New Westminster District Plan 14504

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8902**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON


SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** May 14, 2012

**From:** Brian J. Jackson, MCIP  
Director of Development

**File:** ZT 12-610945

**Re:** Application by Virdi Pacific Holdings Ltd. For a Zoning Text Amendment to the  
Light Industrial (IL) Zoning District at 16540 River Road

### Staff Recommendation

That Bylaw No. 8908, to amend the "Light Industrial (IL)" zoning district, be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

BJ:ke

Att.

### FOR ORIGINATING DEPARTMENT USE ONLY

**ROUTED TO:**  
Transportation

**CONCURRENCE**  
Y ☒ N ☐

**CONCURRENCE OF ACTING GENERAL MANAGER**

## Staff Report

### Origin

Virdi Pacific Holdings has applied to the City of Richmond for a text amendment to the Light Industrial (IL) zoning district applicable to 16540 River Road (**Attachment 1**) in order to:

- Remove the restriction on the maximum number of commercial vehicles (40) that can be stored on the site; and
- Remove the provision identifying that commercial vehicles parked or stored on the site must be related to transporting agricultural produce in Richmond.

### Chronology of Events for the 16,000 Block of River Road

#### Interim and Long-Term Action Plan – 16,000 Block of River Road (2008)

The revised Interim and Long-Term Action Plan for the 16,000 block of River Road (**Attachment 2**) was approved by Council in 2008. The Interim Action Plan serves as a guide to process rezoning applications for interim uses, such as outdoor storage and commercial vehicle parking and requires the submission of transportation studies, environmental reports and landscape buffer plans to address technical issues with proposals.

The Long-Term Action Plan recognizes the continued use of this portion of River Road for outdoor storage and commercial vehicle parking uses. It also identifies the potential for these properties to redevelop into more intensive light industrial and manufacturing uses as the necessary services and transportation infrastructure becomes available.

The development of agri-industrial service uses and operations is permitted in both the Interim and Long-Term Actions Plans as well as existing and proposed future OCP designations.

Rezoning applications are required for all properties wishing to undertake outdoor storage and commercial vehicle parking as an interim use. Another rezoning application will be required in the future if properties wish to undertake intensive light industrial activities (warehousing and manufacturing).

#### In Response to a Referral on the Existing Truck Parking Strategy, Council Approval of Truck Parking Strategy for the 16,000 Block of River Road (2011-2012)

On January 23, 2012, the following was supported by Richmond City Council:

*That:*

1. *The "Interim Truck Parking Action Plan" (Interim Action Plan), as amended by Council in February 2008, be continued until the end of 2012 to allow for consideration of further rezoning applications for commercial vehicle parking and storage within the plan area in the 16,000 block of River Road;*
2. *A daily traffic count be undertaken over two (2) one-week periods on No. 7 Road (between Bridgeport Road and River Road) and on River Road (East of Nelson Road) in 2012 either by the City or by future applicants' consultants, to the satisfaction of*

*City staff, as part of the rezoning applications that facilitate commercial vehicle parking and storage within the Plan Area;*

- 3. Staff report back to Planning Committee with an update on such daily traffic count trends by the end of 2012 to consider the option of amending the Interim Action Plan to allow only commercial outdoor storage and not commercial vehicle parking in the short term, depending on the City's review of traffic counts in 2012;*
- 4. The existing 1999 OCP "Business and Industry" designation and policies allowing for a range of long-term intensive industrial uses for the 16,000 block of River Road as well as the agri-industrial uses set out in the Long-Term Action Plan be considered for inclusion in the proposed updated OCP; and*
- 5. The City send a letter to Port MetroVancouver regarding the shortage of truck parking in the City of Richmond, inquiring about the opportunities for truck parking on Port Land.*

Based on the above direction from Council (process rezoning applications in accordance with the Interim Action Plan), the proposed text amendment to the Light Industrial (IL) zone to remove truck parking restrictions applicable to 16540 River Road is being forwarded for Council consideration.

An initial traffic count was conducted in April/May 2012, with a second traffic count scheduled for September 2012. Once the necessary data has been collected and analysed, City staff will report out to Council by year end on findings and options pertaining to amending the Interim Action Plan.

The Draft 2041 OCP Update confirms that land use designations for 16,000 block of River Road will remain for industrial uses (which includes allowances for agri-industrial uses) over the long-term.

City staff will update Council on any responses received or comments from Port MetroVancouver about opportunities for truck parking on Port Land.

#### **Current Findings of Fact – 16,000 Block of River Road**

- The 16,000 block of River Road consists of 11 properties (11.6 ha or 28.6 acres total) that are designated for "Business and Industry" in the Official Community Plan (OCP) and subject to the approved "Interim Action Plan" for truck parking and storage in this area.
- 4 properties located east of No. 7 Road and outside of the Interim Action Plan area already have existing Light Industrial zoning (IL), which are currently used for a variety of industrial activities.
- A majority of existing properties in the 16,000 block of River Road within the Interim Action Plan area have either Agricultural (AG1) or Golf Course (GC) zoning.
- Properties in the 16,000 block of River Road were excluded from the ALR in 2000, therefore resulting in remnant Agriculture (AG1) zoning on many of the sites with

decisions to apply for rezoning left to individual property owners to undertake and subject to Council approval.

- Since approval of the Interim Action Plan in 2008, the following is a summary of rezoning applications in the 16,000 block of River Road and the applicable status of each (see **Attachment 1** for a reference map):
  - 16780 River Road (Quadra Coast; RZ 09-503308) – Unrestricted commercial vehicle parking and storage. Approved by Richmond City Council on September 27, 2010.
  - 16540 River Road (Virdi Pacific; RZ 10-524476) – Limited area wood manufacturing development (1,860 sq.m or 20,000 sq.ft.) and limited commercial vehicle parking and storage. Specific restrictions for truck parking were placed on this property, which are discussed later in this report. Approved by Richmond City Council on November 14, 2011.
  - 16360 River Road (Berane Construction; RZ 10-523713) – Proposal for general outdoor storage and commercial vehicle parking and storage.
  - 16700 River Road (Brian Dagneault Planning Consultants; RZ 12-603740) – New proposal for general outdoor storage and commercial vehicle parking and storage.

### **Surrounding Development**

- To the North: River Road and the foreshore of the Fraser River.
- To the East: The immediate to the east is a property zoned AG1 with a single-family dwelling on the front portion of the site. The remaining back portion of the site is primarily vacant. Also along the site's east adjacency is a AG1 zoned property that has applied for rezoning to permit commercial vehicle storage and outdoor storage (16700 River Road; RZ 12-603740)
- To the South: An existing rail allowance and rail line. Further south are AG1 zoned properties
- To the West: An AG1 zoned property with a single-family dwelling on the front portion and vacant on the remainder. Further west, a Golf Course (GC) zoned site that is primarily vacant and under rezoning application for commercial vehicle parking and outdoor storage (16360 River Road; RZ 10-523713)

### **Proposed Text Amendment to the Light Industrial (IL) Zone**

The text amendment for 16540 River Road proposes to remove the 40 commercial vehicle maximum that can be parked/stored at one time on the subject site and no longer requires these vehicles to be comprised of only those transporting agricultural produce from a farm operation in the City.

Other restrictions related to prohibiting dump trucks from parking on the subject site as well as commercial vehicle tractor trailers with integrated refrigeration and/or heating units are prohibited from operating while parked on the subject site were implemented as part of the



rezoning approval for 16540 River Road. The prohibition of parking of dump trucks and operation of tractor trailer with refrigeration units will remain in place as part of the proposed text amendment.

Storage and parking of commercial vehicles related to the permitted light industrial business (i.e., woodworking manufacturer) would be permitted on the subject site as this type of activity is accessory to the principal light industrial use permitted on the subject site.

### **Staff Comments**

#### Planning

The 16,000 block of River Road is designated for Business & Industry in the existing Official Community Plan land use map designation. The new 2041 OCP Update is proposing to designate the 16,000 block of River Road and all of the industrial areas along the North Arm of the Fraser River as Industrial. Rezoning applications proposing general unenclosed outdoor storage and commercial vehicle parking and storage as an interim use along this portion of River Road complies with the existing OCP and proposed future designations in the new 2041 OCP Update.

The subject site received rezoning approval on November 14, 2011 to Light Industrial (IL) zoning to enable the development of a limited area (1,860 sq.m or 20,000 sq.ft.) wood manufacturing building. The proponent has not yet started redevelopment of the subject site for the wood manufacturing operation.

Rezoning approval was also granted to permit limited commercial vehicle parking and storage on the site, with the aforementioned restrictions on total number of vehicles, prohibiting the parking of dump trucks, restricting operation of refrigeration units on tractor trailers and that all vehicles parked or stored on the site must transport agricultural products from a farm operation in Richmond.

These restrictions on commercial vehicle parking and storage were incorporated as site-specific regulations in the Light Industrial zoning district. In addition to these zoning provisions, legal agreements were registered on title of the subject site to secure the truck parking restrictions.

#### Transportation

Prior to rezoning approval of 16540 River Road, an access control structure was designed and constructed for the subject sites vehicle access to River Road. This access control structure was designed and implemented to ensure that trucks can only enter the site through right in (Eastbound to Southbound) vehicle movements and exit the site through left out (Northbound to Westbound) vehicle movements. This access control structure was completed and approved by the City's Transportation staff prior to final adoption of the rezoning.

### **Examination of Issues**

#### Study of Truck Traffic Movements - 16,000 block of River Road

A review of traffic data and counts taken in 2006 and 2011 along portions of River Road east of No. 7 Road and No. 7 Road between River Road and Bridgeport Road was completed and reported to Council in the January 2012 referral report. Findings indicated that the absolute

number of truck traffic movements along roads to and from this area was not significant. As a result, further traffic counts were recommended (and approved by Council) to be undertaken in 2012 with findings to be reported to Council at the end of 2012 to determine if any new truck movement patterns emerge. Transportation staff have collected traffic data in April/May 2012 and plan to undertake traffic counts again in the same locations later this year in September. These findings will be reported to Council by year-end as requested.

#### Council Endorsement of the Interim Action Plan

Council also endorsed processing of rezoning applications for outdoor storage and commercial vehicle parking in the 16,000 block of River Road on January 23, 2012. In addition to the text amendment proposed for 16540 River Road, staff are in the process of reviewing other in-stream rezoning applications for this area of River Road.

#### Revisions to Legal Agreements - Removal of Truck Parking Restrictions

In conjunction with the proposed text amendment, existing legal agreements registered on title for 16540 River Road will need to be modified accordingly. Modifications to the appropriate legal agreements registered on title of 16540 River Road is a rezoning consideration to be completed prior to final adoption of the zoning text amendment (**Attachment 3**)

#### Number of Commercial Vehicles

The rear half of 16540 River Road is approximately 2.5 acres in area (portion behind proposed light industrial development and parking area). Based on the size and shape of this vacant area, staff estimate that approximately 70 commercial trucks with tractor trailers could be parked on the subject site at one time (trucks parked perpendicular along the east and west property lines with a central manoeuvring drive-aisle).

The access control structure at the vehicle entrance to 16540 River Road, which has already been implemented, restricts truck movements to and from the subject site. Large commercial vehicles are required to enter the site from an east to southbound direction only (right-in) and exit the site from a north to westbound direction only (left-out). Additional directional signage implemented on River Road east of No. 7 Road will direct truck vehicle movements west on River Road towards No. 6 Road as opposed to going south on No. 7 Road. The aforementioned access control mechanism at the site entrance prevents any eastbound truck movements from the site entrance towards the weight restricted portions of River Road.

The traffic data collected in 2011 identified that truck movements on portions of River Road (east of Nelson Road) ranged from 22 to 42 truck movements per day travelling in an either east or westbound direction. The existing arrangements to control truck movements to and from the subject site (as well as all properties that apply for rezoning in the 16,000 block of River Road) to prevent any truck movements east of the site's entrance will not contribute to the overall volume of truck traffic east of the 16,000 block of River Road.

Removal of the restriction placing a maximum of 40 commercial vehicles that can be parked on the subject site is supportable as truck parking and general outdoor storage in the 16,000 block of River Road is a viable, interim use for this area given the demand for commercial vehicle parking and limited availability of land to accommodate this use in Richmond. The necessary

controls have been implemented on the subject site, in conjunction with signage along public roads, to prevent truck movements on River Road east of the 16,000 block and along No. 7 Road south of River Road. Once the second traffic count scheduled for September 2012 is carried out and data is analyzed, staff will report back by end of 2012 (as per Council direction) on the results of the traffic analysis to quantify the changes in truck traffic on River Road and No. 7 Road.

#### Relation of Commercial Vehicles to Agricultural Operations

The applicant at 16540 River Road has also requested that the zoning provisions and associated legal agreements registered on title of the subject property that restrict commercial vehicle parking and storage to only those vehicles transporting agricultural produce from a farm operation in Richmond be removed.

Many commercial truck operators are involved in transporting of agricultural produce in Richmond and throughout the region, but they are not solely dedicated to this use. As agricultural activities are seasonal and demands for commercial vehicle transportation varies significantly, it has proven to be difficult for the proponent for the subject site to secure arrangements for commercial vehicle parking that meet the existing criteria and restrictions. The seasonal nature of agricultural activities results in very few commercial trucks being solely dedicated only to farm produce transportation in Richmond. Most commercial truck operators therefore rely on a variety of contracts and demand for use from agricultural operations (seasonally when demand exists) and other light industrial and warehousing operations where the demand is consistent year-round. As noted in the January 2012 referral report to Council, available space for commercial vehicle truck parking is limited throughout the City, including on non-developed portions of Port Metro Vancouver land. So long as the appropriate traffic controls and monitoring is implemented in conjunction with individual rezoning applications, the 16,000 block of River Road remains a suitable area for commercial vehicle parking and storage and general outdoor storage activities, which are uses that comply with the existing Business and Industry OCP designation.

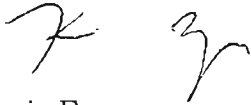
If the proposed text amendment is approved, commercial vehicles and trucks involved in transporting agricultural produce or supporting farms in the City will be permitted to park or be stored on 16540 River Road.

#### Existing Commercial Vehicle Parking Restrictions to Remain

Previous concerns were identified about the parking of dump trucks on the subject site and the noise and disturbance generated from tractor trailer units with integrated heating/refrigeration units. The zoning and legal agreements registered on title of the property already include restrictions that prohibit the parking and storage of dump trucks and do not allow truck trailers with refrigeration/heating units to be operational while parked or stored on the subject site. No changes are proposed to these restrictions and they will remain incorporated into zoning provisions and legal agreements associated with the property.

**Conclusion**

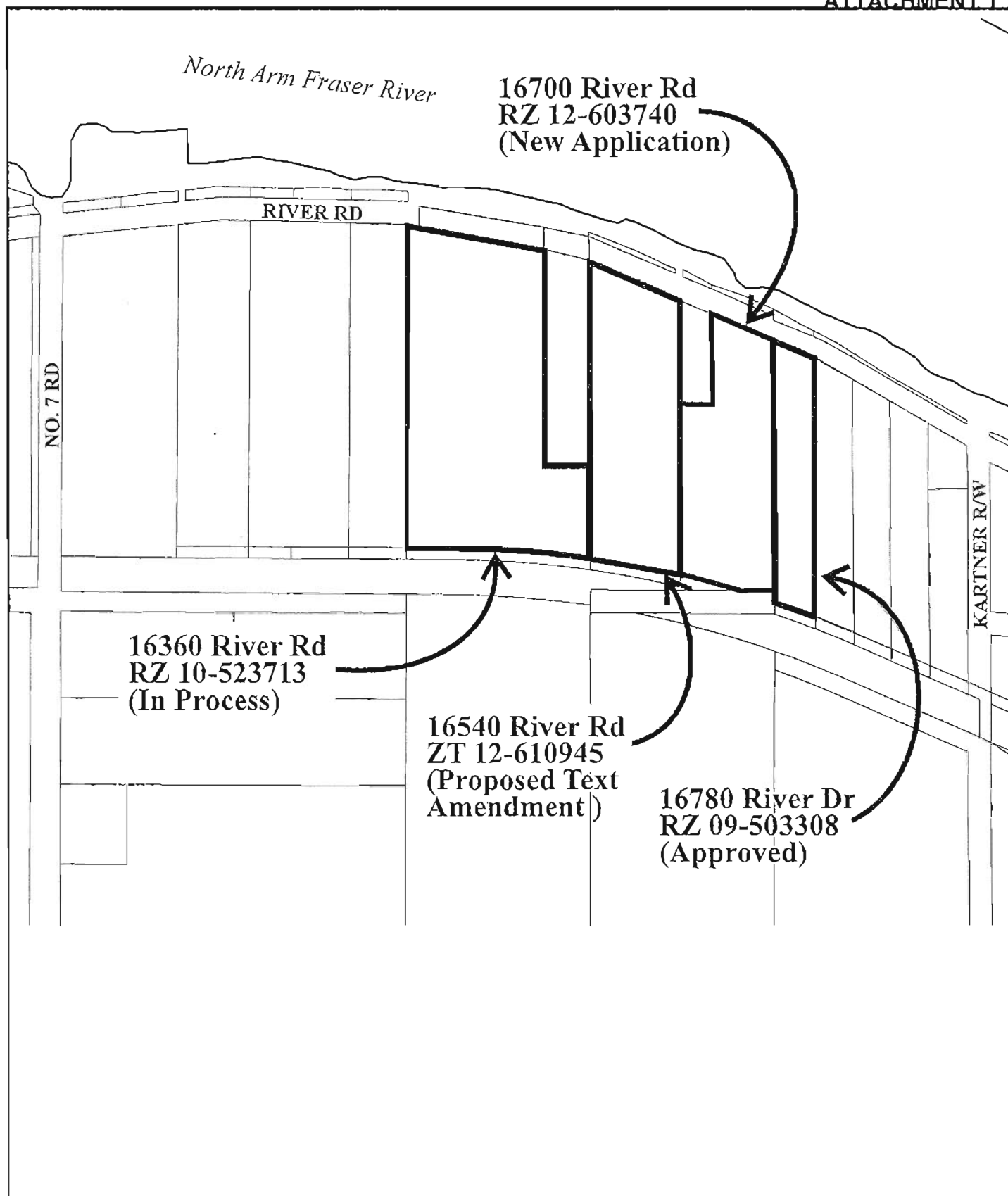
Staff support the proposed text amendment to remove commercial vehicle truck parking and storage restrictions as summarized in this report. All prior requirements applicable to the proposal for commercial vehicle parking and storage on the subject site were addressed as part of the original rezoning approved on November 14, 2011 (i.e., access control at River Road entrance; landscape buffer provisions along River Road; road dedication and statutory right-of-way requirements). Therefore, the rezoning considerations applicable to the text amendment for 16540 River Road is limited to revising the appropriate legal agreements currently registered on title.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: 16,000 Block of River Road Reference Map  
Attachment 2: Interim and Long-Term Action Plans  
Attachment 3: Rezoning Considerations



## Rezoning Applications in the 16000 Block of River Road

**PLN - 257**

Original Date: 03/31/09

Amended Date: 05/15/12

Note: Dimensions are in METRES

**The City of Richmond**  
**Interim Action Plan**  
**16,000 Block of River Road**  
*(Revised based on Public Consultation Feedback)*

**Land Use**

- The 16,000 block of River Road:
  - Is currently designated for 'Business and Industry' in the City's Official Community Plan (OCP).
  - Outdoor parking and storage of vehicles and goods would be consistent with the existing OCP land use designation.
  - This land is not within the Agricultural Land Reserve.
  - Agri-Industrial service activities (operations that support or are directly related to a farm) can also be considered as a potential land use under the "Business and Industry" designation.
- The 17,000 block of River Road:
  - No land use changes are proposed as part of the Interim Action Plan as the properties are contained within the Agricultural Land Reserve and designated for "Agriculture" in the existing OCP.

**Proposed Approach to Rezoning Applications**

- The City is proposing a restrictive Comprehensive Development District zone in this area. This will allow (if permitted) outdoor storage and parking of vehicles and goods under a set of regulations and conditions – Fencing; Screening; Storage Setbacks; Permeable surface treatment.
- The proposed Comprehensive Development District zone will limit the uses and restrict the amount and size of buildings.

**Technical Objectives and Issues***Engineering*

- The 16,000 block of River Road is currently **not** adequately serviced by City storm and sanitary systems to sufficiently support intensive light industrial activities involving warehousing/manufacturing buildings or agri-industrial service uses.
- Rezoning proposals proposing outdoor vehicle storage and parking can be considered, as this use would have minimal impacts on City services.

*Transportation*

- Vehicle access for traffic generated from proposed uses (i.e., commercial vehicle parking and storage) is to be arranged to mitigate the use and related impact of truck traffic on River Road.
- City staff have recommended that the applicants explore a shared vehicle access across the properties under rezoning application to limit truck and vehicle use of River Road.
- Appropriate traffic assessments and upgrades to applicable portions of River Road and No. 7 Road must be undertaken.

*Existing Soil/Fill Conditions*

- Confirmation from the Ministry of Environment that any fill previously located on the sites does not pose a contamination risk or negative impact to surrounding areas. A report prepared by the appropriate professional is required to be submitted to the Ministry of Environment to confirm this. The rezoning applicants are to undertake this process, keeping City staff informed of progress and approvals.

### **Rezoning Considerations** (To be completed by the rezoning applicants)

- ❑ Submit an acceptable fence and landscape buffer scheme.
- ❑ Registration on title legal agreements securing shared vehicle access by rezoned properties and restricting access to River Road based on the recommendations set out in the traffic assessment and approved by the City (*additional consideration based on public feedback*).
- ❑ Complete a traffic assessment of **River Road** from No. 7 Road to the eastern extent deemed to be impacted by traffic generated by properties along River Road (16,000 Block).
- ❑ Complete a traffic assessment of **No. 7 Road** from Westminster Highway to River Road by traffic generated by properties along River Road (16,000 Block)(*additional consideration based on public feedback*).
- ❑ Any traffic control measures, joint access infrastructure or road upgrades, including any traffic calming features to minimize the truck impacts in the area, identified as part of the traffic assessment of applicable portions of River Road and No.7 Road (reviewed and approved by City staff) will be the responsibility of the rezoning applicants to complete (*additional consideration based on public feedback*).
- ❑ Dedication of a 20 metre wide strip of land along the south property line of each property to facilitate the creation of a new road.

### **Forthcoming Process**

- ❑ Rezoning applicants will be given a deadline of March 31, 2008 to complete the necessary studies and plans and submit the following materials to City staff for review:
  - Traffic assessments for applicable portions of River Road and No. 7 Road (*additional consideration based on public feedback*).
  - Geotechnical reports, which have been forwarded to the Ministry of Environment for review and approval, to confirm that the sites do not pose any contamination risk or negative impact to surrounding areas.
  - A buffer and landscaped screen plan for the properties under rezoning application.
- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.

**The City of Richmond  
Long-Term Action Plan  
16,000 Block of River Road**

*(Revised based on Public Consultation Feedback)*

**Land Use Examination**

- ❑ Monitor outdoor vehicle and goods parking/storage to ensure compliance to regulations and Interim Action Plan provisions.
- ❑ Future rezoning applications will be required, should property owners wish to undertake more intensive light industrial activities or agri-industrial service activities.
- ❑ Intensive light industrial uses or agri-industrial service activities is consistent with the existing City's Official Community Plan (OCP) 'Business & Industry' land use designation.
- ❑ Review agri-industrial service operations to determine if specialized zoning provisions are required.

**Technical Objectives and Issues**

*Traffic and Transportation*

- ❑ Establishment of a new road access east of No. 7 Road to serve as the future vehicle access to potential light industrial activities.
- ❑ The proposed alignment for a new road east of No. 7 Road is along the south property line of the River Road properties (a 20 metre wide future road dedication will be secured through current rezoning applications).
- ❑ Design and construction of a new road east of No. 7 Road would be undertaken when the road can be made functional.

*City Servicing*

- ❑ Intensive light-industrial uses and agri-industrial service activities will require the appropriate servicing infrastructure (sanitary, storm and water systems), which entails significant works to be undertaken.
- ❑ Resolution of City servicing constraints will be required through future rezoning applications in this area to more intensive light industrial uses.

**Forthcoming Process**

- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.





**Address:** 16540 River Road

**File No.:** ZT 12-61945

**Prior to final adoption of Zoning Amendment Bylaw 8908 , the developer is required to complete the following:**

1. Undertake all necessary modifications and revisions to the existing legal agreement registered on title of 16540 River Road (reference legal documents BB1996917 and BB1996918) to the satisfaction of the Director of Development in order to achieve the following:
  - a. Remove the provision that places a maximum number of 40 commercial vehicles that can be parked or stored on the subject site.
  - b. Remove the provision that requires all commercial vehicles that are parked or stored on the subject site to be used exclusively for the transport of Richmond agricultural produce.

**Note:**

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

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

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



# City of Richmond

## Bylaw 8908

### Richmond Zoning Bylaw 8500 Amendment Bylaw 8908 (ZT 12-610945) 16540 RIVER ROAD

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

1. Richmond Zoning Bylaw 8500 is amended by deleting Section 12.2.11.2.a and renumbering remaining sections.
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8908**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED by KE
_____	APPROVED by Director of Solicitor
_____	_____
_____	_____
_____	_____

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** May 9, 2012

**From:** Brian J. Jackson, MCIP  
Director of Development

**File:** 08-4040-01/2012-  
Vol 01

**Re:** Telecommunication Antennas: Amendments to Zoning Bylaw 8500 and  
Development Application Fees Bylaw 7984

### Staff Recommendation

1. That the proposed "Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8904," concerning maximum heights for telecommunications antennas, be introduced and given first reading; and
2. That the proposed "Development Applications Fees Bylaw 7984, Amendment Bylaw 8905," concerning fees for Telecommunications Antenna Consultation and Siting Protocol applications, be introduced and given first, second and third readings.

Brian J. Jackson, MCIP  
Director of Development

MM:blg

FOR ORIGINATING DEPARTMENT USE ONLY			
		CONCURRENCE OF ACTING GENERAL MANAGER 	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

On February 13, 2012, Council passed the following resolution in regards to the *Telecommunication Antenna Consultation and Siting Protocol*:

*That:*

- (1) *The proposed Telecommunication Antenna Consultation and Siting Protocol be adopted as a Council Policy to guide the City's review of telecommunication antenna proposals and to facilitate commenting to telecommunication antenna proponents and Industry Canada under the Federal Radiocommunication Act as set out in the staff report entitled "Telecommunication Antenna Consultation and Siting Protocol" dated January 18, 2012;*
- (2) *Staff be directed to prepare the proposed amendments to Zoning Bylaw 8500 as set out in the above staff report for future consideration by Council; and*
- (3) *Staff be directed to prepare an amendment to Development Application Fee Bylaw 7984 to include an application fee to cover the cost of processing applications under the proposed Telecommunication Antenna Consultation and Siting Protocol as set out in the above staff report for future consideration by Council.*

Item 1 adopted the *Telecommunication Antenna Consultation and Siting Protocol* (Protocol) as City Policy 5045. The purpose of this Report is to address Items 2 and 3 of the above resolution.

### Findings of Fact

Richmond's *Zoning Bylaw 8500* allows for "telecommunications antennas" in all zones as local governments are not empowered to prohibit telecommunication installations that are permitted and regulated under Federal jurisdictional powers. However, Section 5.13.7 of Bylaw 8500 does limit the height of "telecommunication antennas" to that of the maximum height for accessory structures and setbacks in each given zone.

The Zoning Bylaw's Agricultural and Industrial zones set a 20 m (66 ft.) maximum height for non-residential accessory structures. The Residential, Mixed-Use, Commercial and Institutional zones have a range of 9.0 m (33 ft.) to 12 m (39 ft.) for maximum heights for accessory structures with the exception of the Entertainment and Athletics (CEA) and School & Institutional Use (SI) zones that have no maximum heights for accessory structures. The Zoning Bylaw's Site Specific zones also set various maximum heights for accessory structures.

## Analysis

### Proposed Zoning Bylaw Changes

Following the above-noted February 13, 2012 Council referral, *Zoning Bylaw 8500, Amendment Bylaw 8904* is proposed to amend the maximum height provisions within the Zoning Bylaw in two ways:

*Freestanding Antennas and Towers:* Following the Council referral, a maximum height for freestanding telecommunication antennas and towers is set at 15 m (48 ft.) or the current maximum height for an accessory structure in a zone, whichever is greater. This is consistent with the 15 m (48 ft.) Industry Canada consultation exemptions for freestanding towers that are contained within the adopted City Protocol. This would allow for applicants to build small towers up to 15 m (48 ft.) throughout the City without Development Variance Permits (DVPs). Currently, some zones would require a DVP and other similar zones would not require a DVP for such antennas and towers up to 15 m (48 ft.).

*Building-Mounted Antennas:* An allowance for building-mounted antennas to extend 3.0 m (9.8 ft.) above the maximum building height for a zone is also being proposed. This would apply when the roof on which the antenna is attached at or within 3.0 m (9.8 ft.) of the current maximum permitted building height. This is consistent with the adopted City Protocol consultation exemption for antennas extending 3.0 m (9.8 ft.) above a building rooftop. Thus, it would allow for some small antennas to be located on buildings without DVPs being required. This provision is also provided on the basis that it does not contravene Transport Canada's YVR maximum height zoning.

It should be noted that existing legally-installed antennas and towers that exceed the above-noted proposed height provisions would be considered as legal non-conforming (grandfathered) under the Zoning Bylaw.

### Proposed Application Fee

An application fee of \$2,040 for processing applications under the Protocol is proposed under *Development Application Fee Bylaw 7984, Amendment Bylaw 8905*. This fee is the same as the City's \$2,040 fee set for Temporary Use Permit (TUP) applications, but more than the \$1,530 DVP application fee. A higher fee is chosen given the level of review and public consultation requirements of the adopted City Protocol would often be closer to those undertaken for a TUP. It should be noted that the expanded Protocol consultation area (6 times tower height) for taller towers would usually involve a greater City cost than the 50 m (164 ft.) consultation radius required for DVP notification areas.

**Financial Impact**

While some telecommunication antenna proposals reviewed by City staff and Council may involve DVPs with their own application fees, the amendment to the *Development Application Fee Bylaw 7984* would also allow for the City to recoup the additional cost of processing Protocol applications where there is no DVP application.

Opportunities for revenue and amenities resulting from telecommunication installations in public places will be part of a negotiation process consistent with existing Municipal Access Agreements and subject to Council approval.

**Conclusion**

Zoning Amendment Bylaw 8904 includes a maximum height for freestanding towers and antennas of 15 m (48 ft.) or the maximum accessory structure height in a given zone, whichever is greater. Also, it is proposed that building-mounted telecommunication antennas may be allowed to extend 3.0 m (9.8 ft.) above the maximum building height permitted in the zone.

Development Application Fee Bylaw 8905 sets an application fee of \$2,040 for antennas and towers being considered under the adopted City Protocol which is in-line with other City development application fees.

In summary, these proposed amendments address the February 13, 2012 Council referral to fully implement the adopted Telecommunication Antenna Consultation and Siting Protocol.



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



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

MM:blg



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**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8904  
(Telecommunications Antenna Heights)**

The Council of the City of Richmond enacts amendments to “Richmond Zoning Bylaw 8500”, as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended:

a) by deleting section 5.13.7 and replacing it with the following text:

“5.13.7 Wind turbines shall be allowed in all **zones** subject to:

- a) the maximum **height** for **accessory structures** in that **zone**;
- b) the **accessory structure** and/or **principal building yards** and **setbacks** in that **zone**;
- c) **landscaping** or other specific provisions in the **zone**; and
- d) appropriate safety and noise attenuation measures.

5.13.8 **Telecommunications antennas** shall be allowed in all **zones** subject to:

- a) freestanding towers or antennas not exceeding the specified maximum **height** for **accessory structures** in that **zone** or 15.0 m, whichever is greater;
- b) **building-mounted** antennas may extend not more than 3.0 m above the maximum **building height** for that **zone** provided **that** the roof of the **building** is at or within 3.0 m of the **maximum building height** for that **zone**;
- c) all antennas and towers meeting the **accessory structure** and/or **principal building yards** and **setbacks** in that **zone**;
- d) **landscaping** or other specific provisions in the **zone**; and
- e) compliance with any covenants or caveats registered on the title of the land which could restrict the installation of **telecommunications antennas**, including airport maximum height covenants (Property **owners** and tenants are advised to check their current certificate of title for any covenants or caveats which may be registered and affect the use of the **site**).”

This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8904**”.

FIRST READING

PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

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CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 





**Development Application Fees Amendment Bylaw No. 7984,  
Amendment Bylaw No. 8905**

The Council of the City of Richmond enacts amendments to “Development Application Fees Bylaw No. 7984”, as follows:

1. By renumbering subsection 1.15 as subsection 1.16.
2. By inserting the following new subsection after subsection 1.14:

**“1.15 Telecommunication Antenna Consultation and Siting Protocol Fees**

**1.5.1 Every applicant under the Telecommunication Antenna Consultation and Siting Protocol must pay an application fee of \$2,040.”**

3. By inserting the following new definition within section 2.1 immediately following the definition of **Public Hearing**:

**“Telecommunication Antenna Consultation and Siting Protocol”** means the current policy adopted by **City Council** that identifies the **City** process for managing consultation and providing siting guidelines for telecommunications antenna proposals under a protocol pursuant to the Federal *Radiocommunications Act*.

This Bylaw is cited as “**Development Application Fees Bylaw No. 7984, Amendment Bylaw No. 8905**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

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

