



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, June 20, 2017
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-6 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on June 6, 2017.*



NEXT COMMITTEE MEETING DATE

July 5, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

COUNCILLOR LINDA McPHAIL

1. **RICHMOND AGRICULTURAL VIABILITY STRATEGY (RAVS)
UPDATE REFERRAL**
(File Ref. No.)

PLN-15

See Page PLN-15 for full report

RECOMMENDATION

That staff prepare a report, in consultation with the Richmond Agricultural Advisory Committee (AAC), which proposes a work program, to update the existing Agricultural Viability Strategy and Profile, for Council's approval by December 2017, which is to include:

- (1) *Terms of Reference, to complete the Strategy and Profile;*
- (2) *the 2016 Census statistics and related information;*
- (3) *policies to address City agricultural viability opportunities and challenges including land use, and infrastructure (e.g., drainage);*
- (4) *any needed improved City farm and non-farm development application regulations (e.g., zoning, soil fill);*
- (5) *a stakeholder and public consultation process; and*
- (6) *a budget which may include consultants.*



COMMUNITY SERVICES DIVISION

2. **MODIFICATIONS TO THE CHILD CARE AGREEMENT WITH POLYGON KINGSLEY ESTATES LTD. – 10380 NO. 2 ROAD - REGISTERED UNDER NUMBERS CA4468793-CA4468794 AS MODIFIED BY CA5496252-CA5496253**

(File Ref. No. 07-3070-01) (REDMS No. 5397328 v. 7)

PLN-17

See Page PLN-17 for full report

Designated Speaker: Coralys Cuthbert

STAFF RECOMMENDATION

That modifications to the Child Care Agreement for the Polygon Kingsley Estates development registered under numbers CA4468793-CA4468794 (as modified by CA5496252-CA5496253) as outlined in the staff report dated May 19, 2017, from the General Manager, Community Services, be approved.



PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY GBL ARCHITECTS FOR REZONING AT 8091 CAPSTAN WAY FROM AUTO-ORIENTED COMMERCIAL (CA) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL5)**

(File Ref. No. 12-8060-20-009676/9677; RZ 15-699647) (REDMS No. 5280912 v. 2)

PLN-21

See Page PLN-21 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw 9676, to amend the definition of “Village Centre Bonus”, Appendix 1 – Definitions, Schedule 2.10 (City Centre Area Plan), to change minimum net development site size requirements, be introduced and given first reading;*
- (2) *That Bylaw 9676, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) *That Bylaw 9676, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, which makes minor amendments to the "Residential / Limited Commercial (RCL5)" zone specific to 8091 Capstan Way and rezones 8091 Capstan Way from "Auto-Oriented Commercial (CA)" to "Residential / Limited Commercial (RCL5)", be introduced and given first reading.*



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

(File Ref. No. 12-8060-20-009682; RZ 15-701939) (REDMS No. 5378058)

PLN-83

See Page PLN-83 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from “Single Detached (RS1/F)” to “Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)”, be referred to the Monday, July 17, 2017 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.



5. **APPLICATION BY ERIC LAW ARCHITECT INC. FOR REZONING AT 9620, 9640, 9660 AND 9680 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWN HOUSING (ZT82) – WILLIAMS ROAD**

(File Ref. No. 12-8060-20-009731; RZ 15-715406) (REDMS No. 5415556)

PLN-119

See Page PLN-119 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, to create the “Medium Density Town Housing (ZT82) – Williams Road” zone, and to rezone 9620, 9640, 9660 and 9680 Williams Road from “Single Detached (RS1/E)” to “Medium Density Town Housing (ZT82) – Williams Road”, be introduced and given first reading.



6. **SINGLE FAMILY DWELLING BUILDING MASSING REGULATION – SECOND PHASE**

(File Ref. No. 08-4430-01) (REDMS No. 5343082 v. 12)

PLN-151

See Page PLN-151 for full report

See supplementary information for Single Family Dwelling Building Massing Regulation Correspondence and Survey Responses

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Zoning Bylaw 8500, Amendment Bylaw 9524, to amend building massing regulations for single family dwellings be introduced and given first reading; and*
- (2) *That staff report back to Council within 12 months with a follow-up report on implementation of new massing regulations.*

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7. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, June 6, 2017

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Carol Day

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on May 16, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

June 20, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **HOUSING AGREEMENT BYLAW NO. 9728 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 9491, 9511, 9531, 9551, 9591 ALEXANDRA ROAD (POLYGON TRAFALGAR SQUARE DEVELOPMENTS LTD.)**

(File Ref. No. 08-4057-05) (REDMS No. 5405184 v. 2)

In reply to queries from Committee, Joyce Rautenberg, Affordable Housing Coordinator, noted that approximately 5% of the units in the development will be allocated for affordable housing.

It was moved and seconded

That the Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of Section 483 of the Local Government Act, to secure Affordable Housing Units required by Rezoning Application 16-734204.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY NEW CONTINENTAL PROPERTIES INC. AND AFFILIATES FOR REZONING OF THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD FROM "LAND USE CONTRACT 126"; AT 8351 SEA ISLAND WAY FROM "LAND USE CONTRACT 126"; AND, AT 8311 SEA ISLAND WAY FROM "AUTO-ORIENTED COMMERCIAL (CA)" AND "LAND USE CONTRACT 126" TO "HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY"**

(File Ref. No. RZ 13-628557) (REDMS No. 5180246)

Wayne Craig, Director, Development, and Janet Digby, Planner 3, reviewed the application, highlighting that (i) the proposed development may accommodate retail, hotel, office, restaurant and education space, (ii) the proposed development will be in proximity to the Canada Line, (iii) the proposed development's design will be consistent with the City Centre Area Plan (CCAP), (iv) the proposed development will provide a cash-in-lieu contribution towards community amenities and a voluntary cash contribution for local area connectivity improvements, (v) the proposed development will provide frontage and lane improvements as well as water main and sewer upgrades, and (vi) the proposed development will comply with the maximum density and the maximum building height permitted within the CCAP.

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Discussion ensued with regard to (i) the varying heights of the proposed development's buildings, (ii) the area of the proposed development that will be allocated for educational uses, (iii) utilizing transit passes and transit shuttles to reduce parking demand, (iv) the site's parking rate, and (v) traffic management in the surrounding area.

In reply to queries from Committee, Mr. Craig and Victor Wei, Director, Transportation, noted that (i) a legal agreement through the rezoning process will be utilized to secure transit passes for students and education staff, (ii) dorm facilities have been excluded to restrict long-term residential use on the site, (iii) there is a long-term plan to convert bike lanes into bike boulevards in the city centre area, and (iv) funds to secure the Capstan Canada Line Station are being collected and staff anticipate all funds required for the station should be in place within the next 12 to 24 months.

It was moved and seconded

(1) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:

- (a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and**
- (b) or the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,**

be introduced and given first reading;

(2) That Bylaw 9628, having been considered in conjunction with:

- (a) The City's Financial Plan and Capital Program; and**
- (b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**

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

(3) That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

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- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/ CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.*

CARRIED

3. **APPLICATION BY MAXIMR ENTERPRISES LTD. FOR REZONING AT 7591 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH1)**

(File Ref. No. RZ 16-724066) (REDMS No. 5397986)

In reply to queries from Committee, Cynthia Lussier, Planner 1, noted that the most suitable place for the proposed sun decks would be facing the rear lane, on the same level as the living space.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, for the rezoning of 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, be introduced and given first reading.

CARRIED

4. **APPLICATION BY KANARIS DEMETRE LAZOS FOR A HERITAGE ALTERATION PERMIT AT 12111 3RD AVENUE (STEVESON HOTEL)**

(File Ref. No. HA 17-766440) (REDMS No. 5394773)

It was moved and seconded

That a Heritage Alteration Permit to authorize the removal of a window from the front (east) elevation and to replace it with a new entry and door to match an existing door in the front (east) elevation of the heritage-protected property at 12111 3rd Avenue, be issued.

CARRIED

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5. RICHMOND RESPONSE: THE VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR) 2037 MASTER PLAN HIGHLIGHTS DOCUMENT

(File Ref. No. 01-0153-01) (REDMS No. 5390227 v. 2)

Terry Crowe, Manager, Policy Planning, and Tina Atva, Development Coordinator, reviewed Richmond's response to Vancouver International Airport Authority's (YVR) 2037 Master Plan Highlights Document, noting that YVR will be considering options for (i) a third runway, (ii) a high capacity vehicle lane for the airport, (iii) the extension of Templeton Road, (iv) pedestrian and cycling amenities, and (v) a regional airport strategy.

Discussion ensued with regard to the potential location of a third runway.

In reply to queries from Committee, Mr. Crowe and Ms. Atva noted that (i) the City will request that YVR provide a final copy of the Master Plan to the City for comment prior to submission to the Minister of Transport, (ii) YVR plans to maximize the existing runway capacity before considering a third runway, and (iii) YVR discusses some airport issues with airports in the region.

It was moved and seconded

(1) *Provided that the City of Richmond be given a copy of the final comprehensive YVR 2037 Master Plan document for comment, before it is submitted to the Minister of Transport for approval, the Vancouver International Airport Authority (YVR) be advised that the City of Richmond supports YVR's 2037 Master Plan Highlights document outlining YVR's plans to grow to an estimated 35 million passengers by 2037 and that YVR:*

- (a) *Maximize the capacity of all existing runways, justify the need for any future runway and work with the City to protect the City's interests prior to pursuing any new runway;***
- (b) *Maintain existing transportation capacity on Sea Island for non-airport users, including the preservation of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge, the Airport Connector Bridge, and Russ Baker Way for both airport and non-airport traffic;***
- (c) *Explore alternatives to the proposed extension of Templeton Road which may include widening existing corridors, a more effective use of Cessna Drive and encouraging alternate modes of travel; and***

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- (d) Continue to minimize and mitigate noise, light and other impacts on Richmond residents that may result from airport-related activities;*
- (2) That the City and the Vancouver International Airport Authority (YVR) continue to work together to coordinate land use, transportation, transit, servicing, amenity and environmental planning;*
- (3) That the Vancouver International Airport Authority (YVR), in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy; and*
- (4) That a copy of this report be forwarded to the Vancouver International Airport Authority (YVR).*

CARRIED

6. RICHMOND HERITAGE COMMISSION 2016 ANNUAL REPORT AND 2017 WORK PROGRAM

(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 5387270)

Helen Cain, Planner 2, reviewed the Richmond Heritage Commission's 2016 activities, noting that the Commission will continue to review heritage applications, sponsor community events and projects, and be involved in the City's policy work.

Committee thanked the Commission work their work in the community.

It was moved and seconded

- (1) That the staff report, "Richmond Heritage Commission 2016 Annual Report and 2017 Work Program", dated May 15, 2017, from the General Manager, Planning and Development, be received for information; and*
- (2) That the Richmond Heritage Commission 2017 Work Program, as presented in this staff report, be approved.*

CARRIED

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7. ADVISORY COMMITTEE ON THE ENVIRONMENT 2016 ANNUAL REPORT AND 2017 WORK PROGRAM

(File Ref. No. 01-0100-30-ACEN1-01) (REDMS No. 5384842)

Kevin Eng, Planner 2, and Lorne Wise, member of the Advisory Committee on the Environment (ACE) reviewed ACE's 2016 activities, noting that (i) the Committee will continue to promote awareness on sustainability and dialogue on city issues such as the development of the Garden City Lands and the George Massey Tunnel Replacement Project, (ii) ACE assisted with the City's Dike Master Plan, and (iii) ACE would like to be involved in the review of the City's tree protection policies.

Discussion ensued with regard to (i) the City's urban forest and tree protection strategies, (ii) utilizing drought-resistant species of trees in the city, (iii) utilizing water bags to preserve trees, and (iv) the proper methods of planting trees.

In reply to queries from Committee, Cathryn Volkering Carlile, General Manager, Community Services, noted that the City uses tree water bags and encourages the public to water trees during dry conditions. She added that the City will consult with ACE on the development of an urban forest management plan.

Committee thanked ACE for their work in the community.

It was moved and seconded

- (1) *That the staff report titled "Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program", dated May 3, 2017 from the General Manager, Planning and Development, be received for information; and*
- (2) *That the Advisory Committee on the Environment 2017 Work Program, as presented in this staff report, be approved.*

CARRIED

8. UPDATE: PROPOSED STEVESTON AREA PLAN VILLAGE CONSERVATION AND LONG-TERM STREETScape VISIONS FOR BAYVIEW, MONCTON AND CHATHAM STREETS

(File Ref. No. 08-4045-20-04) (REDMS No. 5346627)

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Ms. Cain and Sonali Hingorani, Transportation Engineer, reviewed the proposed Steveston Area Plan, highlighting proposed considerations for the (i) preservation of heritage and urban design, (ii) streetscape enhancements, (iii) design guidelines for exterior finishes, (iv) density and building height for developments in the Steveston Village, (v) potential rooftop structures, (vi) future development along the waterfront, and (vii) traffic and parking options.

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In reply to queries from Committee, Mr. Crowe spoke on the consultation process, noting that open houses will be scheduled for the public and for Steveston Village business and property owners and consultation meetings will be scheduled for other stakeholders.

Cllr. Au left the meeting (5:03 p.m.) and returned (5:04 p.m.).

Discussion ensued regarding limiting parking and traffic in the area and providing public access to the waterfront.

In response to queries from Committee, staff noted that (i) there are no plans to implement paid street parking in the area, (ii) there may be a limitation on regulating parking fees on private property, and (iii) the City will work with TransLink on an off-street bus exchange in the area.

Cllr. Day left the meeting (5:11 p.m.) and returned (5:12 p.m.).

Discussion ensued with regard to (i) expanding proposals to include areas east of No. 1 Road, (ii) using alternative materials for the pedestrian walkways, (iii) developing a tram line in the area, (iv) restricting street art in the area, (v) discussing the size of buildings that will be permitted along the waterfront, and (vi) relocating the handicap parking.

Ken Chow, representing Interface Architecture, expressed concern that the proposals for the Steveston Village may negatively impact a rezoning application in the area.

Staff noted that the application in question is outside of the proposal area. The Chair added that the applicant is welcome to discuss any concerns with staff.

Lorne Sly, 11911 3rd Avenue, commented on the proposals for Steveston Village and expressed concern with regard to the limited resident parking in the area.

In reply to queries from Committee, Mr. Wei noted that TransLink is currently undergoing public consultation on options for an off-street bus exchange in the Steveston Village.

Discussion took place on the consultation process for the proposed Steveston Area Plan and Mr. Crowe noted that staff anticipate that the public consultation will be completed by the end of July 2017 and staff can report back to Council in October 2017.

It was moved and seconded

That Council direct staff to undertake public consultations regarding the proposed Steveston Area Plan Village Conservation changes and the proposed long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street, to be completed by July 31, 2017 as outlined in the report, and report back to Planning Committee in October 2017 on the feedback and recommendations.

CARRIED

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9. MANAGER'S REPORT

Non-Farm Use Application for Former Mylora Site

Mr. Craig advised that the executive committee of the Agricultural Land Commission (ALC) has denied the non-farm use application for the former Mylora site and that the applicant will not seek an appeal on the decision, has withdrawn their application and are actively considering selling the property.

Discussion ensued with regard to the ALC's approval process and the potential implication of the decision to the City's No. 5 Road Backlands Policy.

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

It was moved and seconded

That staff write a letter to Agricultural Land Commission seeking clarification on the recent denial of the Mylora non-farm use application and the implication to the City's No. 5 Road Backlands Policy.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:35 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, June 6, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator

Richmond Agricultural Viability Strategy (RAVS) Update Referral

Background

In 1999, after the adoption of the City's then current Official Community Plan (OCP), the City embarked on a process to develop an Agricultural Viability Strategy (AVS) and Profile (data base, charts, maps), to better manage the City's agricultural areas, for long-term viability. The four-year process, which was carried out in partnership with the City, Richmond Farmers Institute (RFI), BC Agricultural Land Commission and BC Ministry of Agriculture, Food and Fisheries included extensive consultation with the local farming community.

The Council approved Terms of Reference (ToR) to prepare the AVS was overseen by a Core Team comprised of representatives from the City, RFI, Agricultural Land Commission (ALC) and Ministry of Agriculture, Food and Fisheries (MAFF). A consultant assisted.

The AVS was approved by Richmond City Council on May 26, 2003 and provided a 2021 vision, guiding principles, objectives, and practical strategies for the future growth and viability of the agricultural industry in Richmond. Soil based farming is a high priority.

The AVS is a long-term commitment and partnership of the City, and agricultural community, to strengthen and enhance agricultural viability in Richmond. The Strategy identified initiatives that were to be undertaken and coordinated at the local level, to create a positive agricultural, environment, infrastructure and regulatory policy framework to support the agricultural sector.

At the time, Richmond's AVS Strategy was regarded by the BC agricultural community, as one of the first comprehensive and innovative municipal agricultural Strategies in the Province.

The Strategy has led to the establishment of the Agricultural Advisory Committee (AAC), policies to manage ALC and City farm and non-farm ALR development applications, significant City infrastructure and regulatory improvements, and improved public awareness of agricultural soil based viability and food security issues (e.g., ALR tours, improved ALR road signage).

As part of the 2041 OCP preparation, the 2003 Richmond Agricultural Viability Strategy was reviewed with the Agricultural Advisory Committee (AAC), to determine how it had been useful and if any changes were needed.

While significant improvements have been achieved, looking out to 2021, many of the 2003 Strategy issues and challenges still require attention today, as they are complex, and involve senior government, community, private sector and farmer support.

To continue its innovative and leadership agricultural role, Council wishes to update the AVS, to ensure that it remains effective and an important part of the City's economic development vision.

An updated AVS would support Council's 2014-2018 Term Goal #4, Leadership in Sustainability which states that:

Richmond aims to be a climate prepared City with sustainable resource use, a green-built and natural environment, local agriculture and food, and a leader in sustainable businesses and municipal government.

- 4.1 Continued implementation of the sustainability framework.
- 4.2 Innovative projects and initiatives to advance sustainability.

Recommendation:

That staff prepare a report, in consultation with the Richmond Agricultural Advisory Committee (AAC), which proposes a work program, to update the exiting Agricultural Viability Strategy and Profile, for Council's approval by December 2017, which is to include:

- Terms of Reference, to complete the Strategy and Profile,
- the 2016 Census statistics and related information,
- policies to address City agricultural viability opportunities and challenges including land use, and infrastructure (e.g., drainage),
- any needed improved City farm and non-farm development application regulations (e.g., zoning, soil fill),

- a stakeholder and public consultation process
- a budget which may include consultants.



City of Richmond

Report to Committee

To: Planning Committee **Date:** May 19, 2017
From: Cathryn Volkering Carlile **File:** 07-3070-01/2017-Vol
General Manager, Community Services 01
Re: **Modifications to the Child Care Agreement with Polygon Kingsley Estates Ltd. – 10380 No. 2 Road - registered under numbers CA4468793-CA4468794 as modified by CA5496252-CA5496253**

Staff Recommendation

That modifications to the Child Care Agreement for the Polygon Kingsley Estates development registered under numbers CA4468793-CA4468794 (as modified by CA5496252-CA5496253) as outlined in the staff report dated May 19, 2017, from the General Manager, Community Services, be approved.

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

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

Staff Report

Origin

The Polygon Kingsley Estates child care facility is being provided in fulfilment of a rezoning condition related to RZ-13-649524 which permitted the development of 133 unit townhouse dwelling units at 10440/10460 No. 2 Road with adoption of Zoning Amendment Bylaw 9155 by Council on June 22, 2015. The original child care agreement was registered under numbers CA4468793-CA4468794.

On April 25, 2016, Council approved the design for the Kingsley Estates child care facility and amendments to the registered Child Care Agreement. The modification agreement was registered under the numbers CA5496252-CA5496253. The modifications involved adjusting deliverable dates for the project.

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

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

The report also supports Social Development Strategy Action 10:

Support the establishment of high quality, safe child care services in Richmond through such means as:

10.3 Securing City-owned child care facilities from private developers through the rezoning process for lease at nominal rates to non-profit providers; and

10.4 Encouraging the establishment of child care facilities near schools, parks and community centres.

Analysis

The Child Care Agreement and Polygon's Requested Modifications

In 2015, the Kingsley Estates child care amenity was secured by a restrictive covenant registered on the townhouse development parcel (Parcel 1) under numbers CA4468793 to CA4468794 (the "Child Care Agreement"). The Child Care Agreement provided that Polygon submit a full set of building permit drawings regarding the child care facility on or before the earlier of:

1. The Developer obtaining final building inspection granting occupancy for Phase 2; and
2. May 1, 2016.

The Child Care Agreement also stipulated that Polygon complete the construction of the child care facility and provide a Certificate of Substantial Completion to the City on or before the earlier of:

1. The Developer obtaining final building permit inspection granting occupancy for Phase 3;
2. The Developer making an application to register Phase 3 within a phased strata plan for the Development; and
3. June 30, 2017.

In early 2016, Polygon asked that the date of May 1, 2016 for submission of a full set of building permit drawings be extended to September 1, 2016. They also asked to modify the Child Care Agreement to enable final building inspection for all but the final five dwelling units of Phase 3 prior to the completion of the child care facility. Polygon agreed to complete the child care facility and provide a Certificate of Substantial Completion to the City on or before the earlier of:

1. The Developer obtaining final building permit inspection granting occupancy of the final five dwelling units of Phase 3; and
2. June 30, 2017.

Following City Council's approval of the child care facility design on April 11, 2016, the Child Care Agreement was modified for the first time as noted above (agreement numbers CA5496252-CA5496253).

On May 2, 2017, Polygon requested a second modification to the Child Care Agreement to adjust the completion date and to allow for provisional occupancy of the final five dwelling units remaining in Phase 3. Polygon has agreed to the City retaining \$3.3 million in security for provision of the child care facility rather than holds on occupancy of the final five dwelling units. In addition, the Developer will provide a Certificate of Substantial completion to the City on or before:

1. March 31, 2018.

The reason Polygon is seeking a later delivery date for the child care amenity is because the construction schedule was adversely affected by the winter weather. In particular, snow conditions and heavy rainfall held up concrete work for the building's foundation as well as roof installation. The City requires more time to review the access and control systems selected by the developer to ensure the products installed meet performance measures, balance security for children in the building with accessibility for persons with disabilities and are similar to equipment used in other City facilities. This will entail additional review by a building code consultant. However, the end result for the City will be a building that has well planned measures to ensure children's safety and security along with benefits of minimizing ongoing maintenance costs. While the project is well underway, the planned delivery date of June 30, 2017 is not achievable. Completion of the facility is now targeted for late 2017 or early 2018.

The revised completion date will allow sufficient time to address any construction deficiencies and prepare the facility for operation. It is extremely difficult to commence a new child care service during mid-winter. A completion date in early 2018 would benefit the City in being able

to have additional time to ensure a handover of the facility to a City Council approved child care operator at an optimal time for conducting a spring registration. Spring is when most parents are seeking care for their children in preparation for gradual entry to a new program over the summer with full enrolment of all children by September 2018.

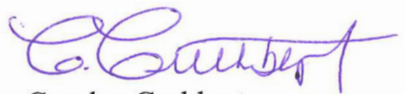
Staff recommend that the Child Care Agreement be further modified to require that Polygon must provide a Certificate of Substantial Completion to the City on or before March 31, 2018 *(revised from June 30, 2017)*.

Financial Impact

There is no financial impact related to further modification of the Child Care Agreement for the Kingsley Estates child care facility. The City has retained \$3.3 million from Polygon in security for the delivery of this community amenity contribution and these funds can be used to complete the building should Polygon not perform in meeting modified deadlines for the completion of the child care facility.

Conclusion

Staff recommend that a modification to the Child Care Agreement (as modified) for the Polygon Kingsley Estates child care facility be approved to accommodate Polygon's request for an extension as the City will continue to hold substantial security of \$3.3 million as a guarantee for provision of the child care facility.



Coralys Cuthbert
Child Care Coordinator
(604-204-8621)

CEC:cec



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

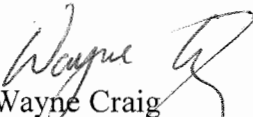
Date: May 30, 2017

File: RZ 15-699647

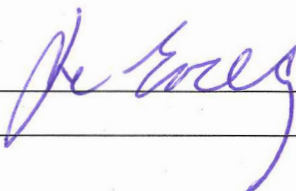
Re: Application by GBL Architects for Rezoning at 8091 Capstan Way from Auto-Oriented Commercial (CA) to Residential/Limited Commercial (RCL5)

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9676, to amend the definition of "Village Centre Bonus", Appendix 1 – Definitions, Schedule 2.10 (City Centre Area Plan), to change minimum net development site size requirements, be introduced and given first reading.
2. That Bylaw 9676, 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 found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 9676, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, which makes minor amendments to the "Residential / Limited Commercial (RCL5)" zone specific to 8091 Capstan Way and rezones 8091 Capstan Way from "Auto-Oriented Commercial (CA)" to "Residential / Limited Commercial (RCL5)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:sch
Att.

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

Staff Report

Origin

GBL Architects has applied to the City of Richmond for permission to rezone lands at 8091 Capstan Way, from “Auto-Oriented Commercial (CA)” to “Residential/Limited Commercial (RCL5)”, to permit the construction of a two-tower, high-density, mixed use development in the City Centre’s Capstan Village area (Attachments 1 & 2). The proposed development includes a combined total floor area of 15,737 m² (169,393 ft²), comprised of:

- a) 11,2418 m² (120,995 ft²) of residential uses (136 units), including:
 - 10,679 m² (114,945 ft²) market residential (128 units); and
 - 562 m² (6,050 ft²) of affordable housing (8 units); and
- b) 4,496 m² (48,398 ft²) of commercial uses, including:
 - 3,597 m² (38,719 ft²) hotel, including 75 guest rooms; and
 - 900 m² (9,688 ft²) of pedestrian-oriented commercial at grade.

Amendments are proposed to the:

- a) City Centre Area Plan (CCAP) to allow the City to exercise discretion in the minimum net development site size of properties utilizing the Village Centre Bonus (VCB); and
- b) “Residential/Limited Commercial (RCL5)” zone to permit the calculation of density on land dedicated for public open space purposes, as per existing CCAP policy with respect to public open space and road dedications (excluding road widening) that are not identified for land acquisition purposes in Richmond’s Development Cost Charge program.

Road and engineering improvements required with respect to the subject development, including upgrades to the Skyline (sanitary) Pump Station, will be designed and constructed at the developer’s sole cost through the City’s standard Servicing Agreement processes (secured with a Letter of Credit).

Voluntary developer contributions for the future construction of the Capstan Canada Line station will be submitted by the developer prior to Building Permit issuance, based on the rate in effect at the time of Building Permit issuance, as per City policy.

Findings of Fact

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

Surrounding Development

The subject site is a vacant, 5,007 m² (1.2 ac) lot bounded by Capstan Way on the south (a CCAP-designated greenway and off-street bike route) and Corvette Way on the west and north (a local residential street). Development surrounding the subject site includes the following:

To the South: Across Capstan Way is a large area of low density, commercial properties zoned “Auto-Oriented Commercial (CA)” and designated under the CCAP for medium and high density, mid- and high-rise, residential and mixed use development.

To the North: Across Corvette Way is “Wall Centre” (3099, 3111, and 3333 Corvette Way), an existing three-tower, mixed hotel/residential development zoned “Residential/Hotel

(ZMU5) – Capstan Village (City Centre)” and developed to a similar height and density as that proposed for the subject development at 8091 Capstan Way.

To the East: Abutting the subject site is the first phase of a recently approved, three-phase, high-rise, mixed use development targeted for occupancy in 2020 (YuanHeng “View Star”, RZ 12-603040/DP 16-745853), which phase is comprised of 6 residential towers (535 units) with townhouses along Corvette Way and pedestrian-oriented commercial uses fronting Capstan Way. (Phase 2 of YuanHeng “View Star”, including a new City community centre, will be located north of Phase 1 and is targeted for occupancy in 2021.)

To the West: Across Corvette Way is the third (final) phase of the above noted development (YuanHeng, RZ 12-603040/DP 16-745853), which phase will be comprised of two residential towers (approximately 75 units) oriented towards a new riverfront park and is targeted for occupancy in 2023.

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and other City policies (e.g., affordable housing). An overview of these considerations is provided in the “Analysis” section of this report.

NAV Canada Building Height: A letter has been submitted by a BCLS registered surveyor confirming that the proposed building heights are in compliance with Transport Canada regulations.

Public Consultation

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

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

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City’s OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

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

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral Necessary)
BC Land Reserve Co.	No referral necessary, as the Land Reserve is not affected.
Richmond School Board	No referral necessary, as the proposed amendment does not provide for increased residential development.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.

Stakeholder	Referral Comment (No Referral Necessary)
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as First Nations are not affected.
TransLink	No referral necessary, as the proposed amendment does not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment does not affect port or related uses.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment does not affect the OCP Aircraft Noise Sensitive Development (ANSO) policy.
Richmond Coastal Health Authority	No referral necessary, as the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment does not affect Government Agencies.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9676, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

School District

This application was not referred to School District No. 38 (Richmond) because the proposed amendment only affects commercial uses in the City Centre and will not generate increased residential development. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, developments that generate less than 50 additional school-aged children (i.e. approximately 295 units greater than existing OCP levels) do not need to be referred to the School District. This application involves no additional residential units over and above current OCP levels. (Staff will refer the proposed OCP amendment to the School District as a courtesy.)

Analysis

The developer has applied to rezone the subject site to permit the construction of a two-tower, high-density, mixed use development comprised of 136 residential units (including 8 affordable housing units), 75 hotel guest rooms, and ground floor commercial uses. This proposal is consistent with current OCP and CCAP policies applicable to the subject site, with the exception of minimum development site size, for which an amendment to the CCAP is proposed.

A. CCAP Amendment

To facilitate the subject development, the applicant has requested that the definition of Village Centre Bonus (VCB) in Appendix 1 of the CCAP be amended to permit the City to exercise discretion in the minimum net development site size of properties to which the Bonus may be applied. As currently written, the VCB definition requires eligible properties to have a net development site area of at least:

- a) 4,000 m² (1.0 ac) for projects achieving a density of 3.0 FAR or less; and
- b) 8,000 m² (2.0 ac) for projects achieving a higher density.

These size requirements are intended to help ensure that sites benefitting from the Bonus can reasonably accommodate the additional density and, where applicable, facilitate road network and other improvements. In some instances, however, these conditions may be satisfied despite smaller site sizes (i.e. due to location, lot configuration, frontage conditions, and/or other factors), including for example:

- a) An approved 3.0 FAR project at 8540 Alexandra Road (RZ 08-423207), for which the CCAP was amended in 2011 on a site-specific basis to permit the Bonus to be applied even though the site was just 2,869 m² (0.7 ac) in size, rather than the CCAP minimum of 4,000 m² (1.0 ac); and
- b) The subject development at 8091 Capstan Way, for which staff's review indicates that all necessary road dedications and a density of 3.5 FAR can be satisfactorily accommodated, including the Bonus, even though the site is just 5,007 m² (1.2 ac) in size, rather than the CCAP minimum of 8,000 m² (2.0 ac).

Staff recommend that the current VCB minimum site sizes are retained in the VCB definition as a guide, but that the definition is amended, as per OCP Amendment Bylaw 9676 (see attached), to allow reduced site sizes where it can be demonstrated to the satisfaction of the City that the outcome will be consistent with the broader development, livability, sustainability, and urban design objectives of the CCAP.

B. Proposed Zoning Amendment & Requested Variance

To facilitate the subject development and provide for voluntary developer contributions in compliance with CCAP policy (i.e. affordable housing, Capstan Station Bonus, and community amenity space), the applicant has requested that 8091 Capstan Way be rezoned from "Auto-Oriented Commercial (CA)" to "Residential/Limited Commercial (RCL5)", a standard zone expressly intended for use in Capstan Village's designated high-density, high-rise, mixed use area. In addition, to accommodate site specific conditions, the developer has proposed the following:

- a) Zoning Amendment: A minor amendment to the "Residential/Limited Commercial (RCL5)" zone to permit the calculation of density on land dedicated for public open space purposes.
 - This is consistent with existing CCAP policy, which allows density to be calculated on public open space and road dedications (excluding road widening) that are not identified for land acquisition purposes in Richmond's Development Cost Charge program. The affected portion of the subject site is a 184 m² (1,979 ft²) public open space area required with respect to the Capstan Station Bonus (Attachment 7, Schedule B). The Bonus permits the requisite public open space to be secured through Statutory Right of Way and/or dedication, with the understanding that the developer is permitted to calculate density on the affected area regardless of how it is secured. The space will be designed and constructed, at the developer's sole cost, as an expansion of the Capstan greenway improvements approved through the adjacent development east of the subject site (YuanHeng, RZ 12-603040). As the proposed public open space is contiguous with Capstan Way and the approved Capstan greenway area east of the subject site was secured as road dedication, staff recommend that the subject site's public open space area is likewise secured as road dedication.

Note: The affected 184 m² (1,979 ft²) dedication excludes land required for road widening purposes along the site's frontages (shown in Attachment 7, Schedule A).

- b) Zoning Variance: A reduced setback, from 3.0 m (9.8 ft.) to 2.0 m (6.6 ft.), along the site's north side.

- This will enable the subject development's townhouse setbacks to match those of the recently approved townhouses east of the site (YuanHeng, Phase 1 / DP 16-745853).

C. Affordable Housing Strategy

The developer proposes to provide 562 m² (6,050 ft²) of affordable (low-end market rental) housing (8 units), constructed to a turnkey level of finish at the developer's sole cost and secured with the City's standard Housing Agreement. The proposed floor area represents 5% of the development's maximum residential floor area, as per the City's Affordable Housing Strategy. Units shall be dispersed throughout the development's north tower and will include a mix of townhouse- and apartment-type units. All 1-storey affordable housing units will satisfy Richmond's Basic Universal Housing (BUH) standards and a proposed 2-storey townhouse will include aging-in-place features.

Occupants of the affordable housing units will enjoy shared use of all on-site indoor and outdoor residential amenity spaces. These amenity spaces, together with parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations, will be provided by the owner/operator at no additional charge to the affordable housing occupants.

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Apartment-Type Units (i.e. 1 storey units with shared lobby/corridor access)</i>				
1-BR	50 m ² (535 ft ²)	\$950	\$38,000 or less	4
2- BR	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
<i>Townhouse-Type Units (i.e. 1 or 2 storey units with shared lobby/corridor access & private street-front entrances)</i>				
1-BR + den	50 m ² (535 ft ²)	\$950	\$38,000 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
TOTAL	562.0 m² (6,049.8 ft²)	Varies	Varies	8

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

(2) "Project Targets" may be amended, to the City's satisfaction, via the project's Development Permit process.

D. Community Amenity Contributions

- a) Capstan Station Bonus (CSB): The CSB and "Residential/Limited Commercial (RCL5)" zone permit a residential density bonus of 0.5 FAR for Capstan Village sites that (i) contribute funds towards the future construction of the Capstan Canada Line station and (ii) provide public open space over and above other City open space requirements. The developer proposes to utilize the permitted bonus density and, through the subject rezoning, satisfy the CSB's requirements as follows:

- Register a legal agreement on title requiring a contribution of approximately \$1.1 million to the Capstan Station Reserve prior to Building Permit issuance (the actual value of which shall be based on the approved number of dwellings and City rate in effect at the time of Building Permit issuance); and
- Grant 680 m² (7,320 ft²) of land for public open space purposes (i.e. plaza, bike path, and related landscaping) to the City in a combination of Statutory Rights of Way and

dedication, based on the City rate of 5 m² (54 ft²) per dwelling unit and 136 units (Attachment 7, Schedule B).

Note: The size of the development's public open space contribution shall be fixed regardless of any decrease in the number of units at Development Permit or Building Permit stages. A covenant shall be registered on title limiting the maximum number of units to 136, based on an analysis indicating that the site cannot reasonably accommodate more than 680 m² (7,320 ft²) of ground-level public open space.

- b) Village Centre Bonus (VCB): The VCB and "Residential/Limited Commercial (RCL5)" zone permit a non-residential density bonus of 1.0 FAR for designated VCB sites that construct 5% of the bonus density on-site as community amenity space or, in the event the City determines that community amenity space should be located off-site, provides a construction-value cash contribution to the City to facilitate its off-site construction (by others). The developer proposes to utilize the permitted bonus density and, as recommended by the Community Services Division, has agreed to make a \$1,572,935 cash contribution to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, based on a Construction Value Contribution Rate of \$6,997/m² (\$650/ft²) and 225 m² (2,420 ft²) of off-site amenity space (i.e. 5% of the maximum permitted VCB bonus floor area). (In the event that the contribution is not provided within one year of the application receiving third reading of Council, the Construction Value Contribution Rate will be increased annually based on the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver.
- c) Public Art: The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated along key public open space corridors (e.g., Capstan greenway). In light of this, staff recommend acceptance of the developer's offer to make a voluntary contribution of at least \$113,917 towards public art, based on City-approved rates and the maximum buildable floor area permitted under the subject site's proposed "Residential/Limited Commercial (RCL5)" zone, excluding affordable housing (as indicated in the table below). Prior to rezoning adoption, the developer will prepare a public art plan for consideration by the Richmond Public Art Advisory Committee and, as required, Council, followed by the registration of legal agreements on title to secure the implementation of the approved plan to the City's satisfaction.

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.81/ft ²	\$93,106
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.43/ft ²	\$20,811
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	Varies	\$113,917

- d) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute \$40,385.75 towards future City community planning studies, based on \$2.69/m² (\$0.25/ft²) and 15,751 m² (163,343.0 ft²), the maximum permitted buildable floor area under the proposed "Residential/Limited Commercial (RCL5)" zone, excluding affordable housing.

E. Transportation

The CCAP requires road widening and bike network improvements around the subject site, and the Zoning Bylaw provides for parking reductions for Capstan Village developments that incorporate transportation demand management and other measures to the City's satisfaction. In light of this, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost. In brief, this includes:

- a) Widening Capstan Way and Corvette Way to accommodate road, sidewalk, and related upgrades, together with an off-site bike path and landscape features along the Capstan greenway;
- b) Minimizing potential pedestrian and cycling conflicts by limiting vehicle access to one shared residential/commercial driveway on the site's north frontage (away from the Capstan greenway);
- c) \$30,000 towards the City's implementation of a bus shelter and/or related accessibility features, as determined to the satisfaction of the City;
- d) Providing a hotel shuttle bus (at the developer's sole cost), together with designated on-site bus parking/passenger loading facilities and a contract with a bus operator for a minimum of three years (all of which will be secured, prior to rezoning, with a legal agreement on title);
- e) Providing end-of-trip cycling facilities (e.g., showers, change rooms) co-located with Class 1 (secure) bike storage spaces provided for the project's commercial tenants and employees; and
- f) Securing 50% of total commercial parking (with a covenant on title) for short-term use by the general public (i.e. 35 spaces of 70 total commercial spaces will be secured for hourly use).

F. Sustainability

The CCAP encourages the coordination of private and City development and infrastructure objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, the developer has agreed to the following:

- a) District Energy Utility (DEU): The developer will design and construct 100% of the subject development to facilitate its future connection to a DEU system. (The utility will be constructed by others).
- b) Leadership in Energy and Environmental Design (LEED): The CCAP requires that all rezoning applications greater than 2,000.0 m² (21,527.8 ft²) in size meet LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy. A LEED Checklist is attached (Attachment 5). Design development will be undertaken through the Development Permit process.
- c) Electric Vehicle (EV) Facilities: The OCP includes minimum rates for the provision of EV charging equipment for residential parking and Class 1 bike storage. The developer's proposal:
 - Exceeds OCP standards for residential parking (100% energized spaces versus 20% energized and 25% roughed-in); and
 - Meets OCP standards for Class 1 bike storage (10% energized).

- d) Flood Management Strategy: The CCAP encourages measures to enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the developer has agreed to build to the City's recommended Flood Construction Level of 0.3 m (1.0 ft.) above the crown of the fronting road for residential lobbies and street-oriented commercial and 2.9 m (9.5 ft.) GSC for all other uses.
- e) Aircraft Noise Sensitive Development (ANSD): The subject site is situated within ANSD "Area 3", which permits all ANSD uses (i.e. residential, child care, hospital, and school) provided that a restrictive covenant is registered on title and appropriate noise attenuation measures are implemented. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.
- f) Accessible Housing: Richmond's OCP seeks to meet the needs of the city's aging population and people facing mobility challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities. To address the City's policy:
- All lobbies, common areas, and amenity spaces will be barrier-free;
 - All units will include aging-in-place features (e.g., blocking in walls for grab bars, lever handles, etc.); and
 - 24% of residential dwellings (i.e. 33 of 136 units) will comply with Richmond's Basic Universal Housing (BUH) standards, including 20% of market units (i.e. 26 of 128 units) and 88% of affordable housing units (i.e. 7 of 8 units).

G. Site Servicing & Frontage Improvements

The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades and related public and private utility improvements, as determined to the satisfaction of the City. The developer's design and construction of the required improvements shall be implemented through the City's standard Servicing Agreement (SA) process, secured with a Letter of Credit, as set out in the attached Rezoning Considerations (Attachment 7). Prior to rezoning adoption, the developer will enter into the Servicing Agreement, which generally shall include road, water, drainage, and sanitary sewer upgrades along all street frontages, together with upgrades to the Skyline Pump Station (to be undertaken in coordination with adjacent development, YuanHeng / SA 16-748500).

H. Tree Retention & Replacement

There are no existing trees on or around the subject site. No tree replacement or protection is required.

I. Development Phasing

The developer does not propose to phase the design or construction of the development (i.e. one Development Permit application and one Building Permit application). A covenant will be registered on title prior to rezoning adoption requiring that, in the event the developer wants to phase the occupancy of the project, key features will be completed and ready for occupancy in the first phase (i.e. affordable housing, commercial short-term parking, residential amenity spaces, hotel shuttle bus facilities, and all works subject to the project's Servicing Agreement).

J. Built Form and Architectural Character

The developer proposes to construct a high-rise, high density, mixed use development along the designated Capstan greenway, within walking distance of the riverfront, a recently approved City community centre, and the future Capstan Canada Line Station. The proposed development is consistent with CCAP policy for the provision of land (via a combination of dedication and Statutory Rights of Way) to facilitate required transportation and public open space improvements. Likewise, the proposed form of development, which combines articulated streetwall building elements and towers, generally conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated:

- a) A strong urban concept contributing towards a high-density, high-amenity, mixed-use, transit-oriented environment, comprising a boutique hotel (on the project's first 4 floors), street-oriented commercial, and a variety of dwelling types (including 57% family-friendly, 2- and 3-bedroom units);
- b) Variations in massing contributing towards streetscape interest, solar access to usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
- c) An articulated building typology with a distinct identity and human scale, including a playful zigzag frame and projecting canopy;
- d) Sensitivity to existing residential neighbours (Wall Centre), by locating commercial and hotel uses to the development's south and west sides and orienting townhouses to Corvette Way;
- e) A coordinated approach to recently approved adjacent development (YuanHeng/DP 16-745853) with respect to building setbacks, building heights, tower spacing, and uses; and
- f) Opportunities to contribute towards a high amenity public realm, particularly along Capstan Way.

Development Permit (DP) approval, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, design development is encouraged with respect to the following items.

- a) Skyline: Streetwall heights have been minimized and the centre of the site has been opened up to maximize landscaped podium rooftop space and enhance cross-site views and sun for neighbours. This has resulted in two towers of equal height. Opportunities to sculpt the towers to enhance their individual identities and skyline interest should be explored (together with a coordinated strategy for concealing rooftop equipment).
- b) Residential Streetscape: Further attention is encouraged along the north side of the site to enhance the interface of the north tower and townhouses with the street. The proposed siting of the development's amenity building and indoor pool along this frontage (at the podium rooftop) presents a special opportunity for creating visual interest and a distinctive residential setting.
- c) Commercial Streetscape: Opportunities should be explored to support a vibrant, pedestrian-oriented, commercial streetscape that contributes to the animation and amenity of the area, especially along Capstan Way frontage (e.g., public art; coordination of the building's dynamic expression with retail/hotel identities; signage; furnishings and related features).

- d) Capstan Station Bonus Public Open Space: The size and location of the project's proposed public open space proposed satisfies CCAP and RCL5 rates. (Attachment 2) Information is required regarding the area's programming and landscaping to ensure they satisfy City objectives.
- e) Stand-Alone Hotel: The proposed hotel, which utilizes Village Centre (commercial) Bonus floor area, will be operated independently of the development's residential uses. To facilitate this, a legal agreement (to be registered on title prior to rezoning adoption) will require features such as separate circulation and emergency exiting. More information is required to ensure the hotel design satisfies these requirements.
- f) Common Amenity Spaces: The proposed indoor and outdoor common amenity spaces satisfy OCP and CCAP DP Guidelines rates. (Attachment 4) More information is required with respect to the programming, design, and landscaping of these spaces (including their interface with adjacent development) to ensure they will satisfy City objectives.
- g) Private Amenity Spaces: The City has adopted guidelines for the provision of private outdoor space for residential uses. An assessment of proposed private amenity areas will be undertaken through the DP process.
- h) Accessibility: Through the DP process the design and distribution of accessible units and common spaces and uses will be refined.
- i) Sustainability: A LEED Checklist is attached. (Attachment 5) Opportunities to better understand and enhance the building's performance in coordination with its architectural expression will be explored through the Development Permit process.
- j) Emergency Services: Through the DP process, Fire Department response points, an addressing plan, and related provisions for firefighting must be addressed.
- k) Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating surveillance, defensible space, and related measures will be reviewed within the development permit process.
- l) Parking and Loading: A draft functional plan showing internal vehicle circulation, truck manoeuvring, and related features has been provided and will be finalized through the DP process.
- m) Waste Management: A draft waste management plan has been submitted and will be finalized through the DP process.

K. Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets, such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals. The anticipated Operating Budget impact for the ongoing maintenance of these assets is \$5,000. This will be considered as part of the 2019 Operating Budget.

Conclusion

GBL Architects has applied to the City for permission to rezone 8091 Capstan Way, from Auto-Oriented Commercial (CA) to Residential/Limited Commercial (RCL5), for the construction of a 15,737 m² (169,393 ft²), high-rise development in the City Centre's Capstan Village area, comprised of 136 dwellings, 75 hotel guest rooms, and 900 m² (9,688 ft²) of pedestrian-oriented commercial space at grade. Proposed amendments to the CCAP and RCL5 zone will, if approved, allow the City to exercise discretion in the minimum net development site size of Village Centre Bonus developments (including 8091 Capstan Way) and, as per current CCAP policy, permit the calculation of density on part of the subject development's required road dedication. An analysis of the developer's proposal shows it to be well designed and consistent with the CCAP's development, livability, sustainability, and urban design objectives. On this basis, it is recommended that OCP Amendment Bylaw 9676 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, be introduced and given first reading.



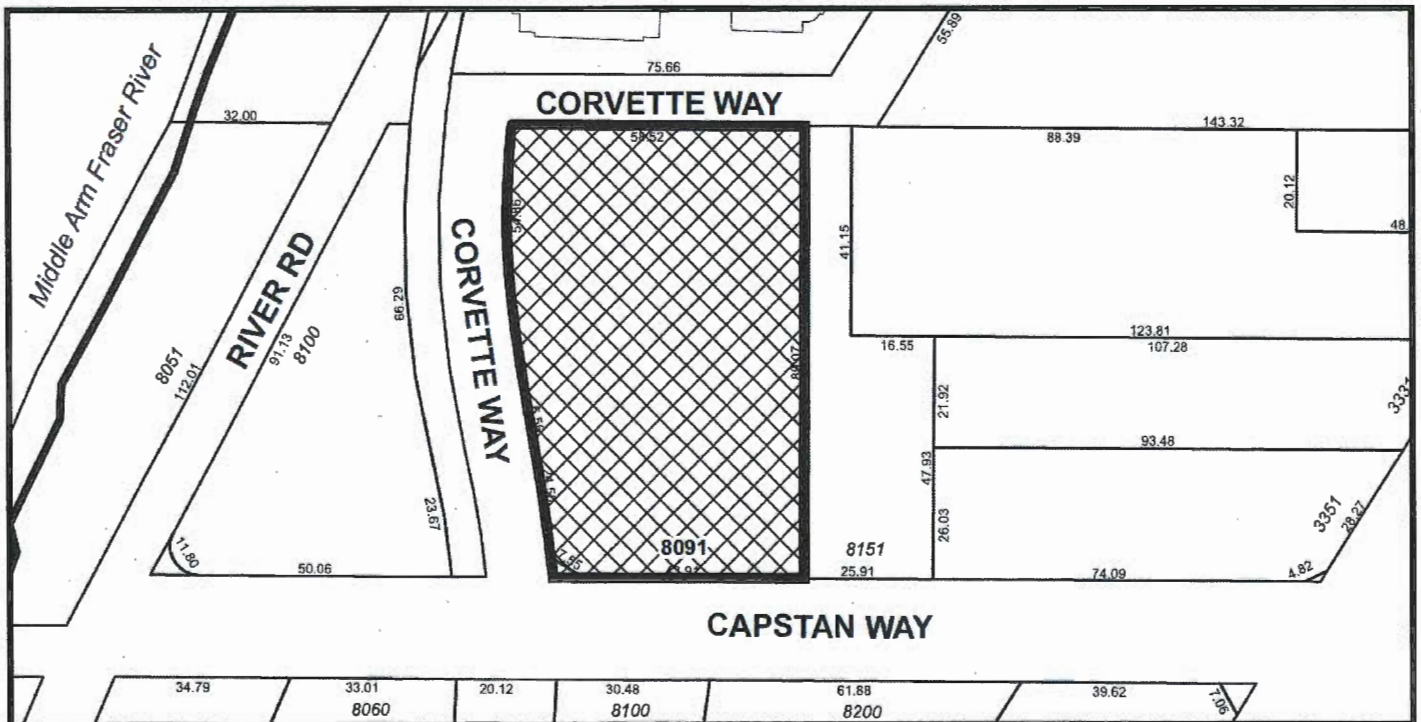
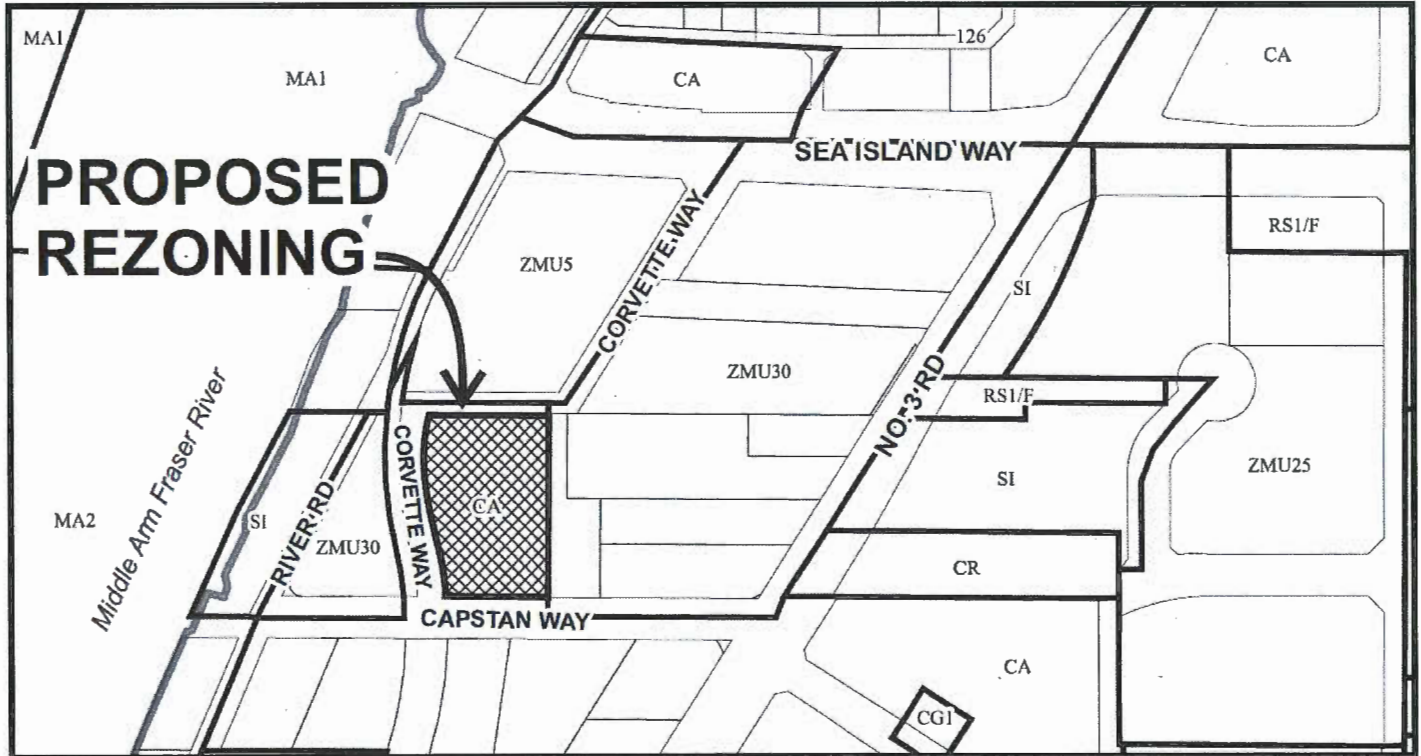
Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

Attachments:

- 1) Location Map
- 2) Aerial Photograph
- 3) City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
- 4) Development Application Data Sheet
- 5) LEED Checklist (REDMS #5405086)
- 6) Conceptual Development Plan
- 7) Rezoning Considerations (REDMS #5341841):
 - Schedule A - Preliminary Road Dedication Plan (REDMS #5395734)
 - Schedule B - Preliminary Capstan Station Bonus Public Open Space Plan (REDMS #5341841)
 - Schedule C - Preliminary Functional Roads Plan (REDMS #5404734)

ATTACHMENT 1
Location Map

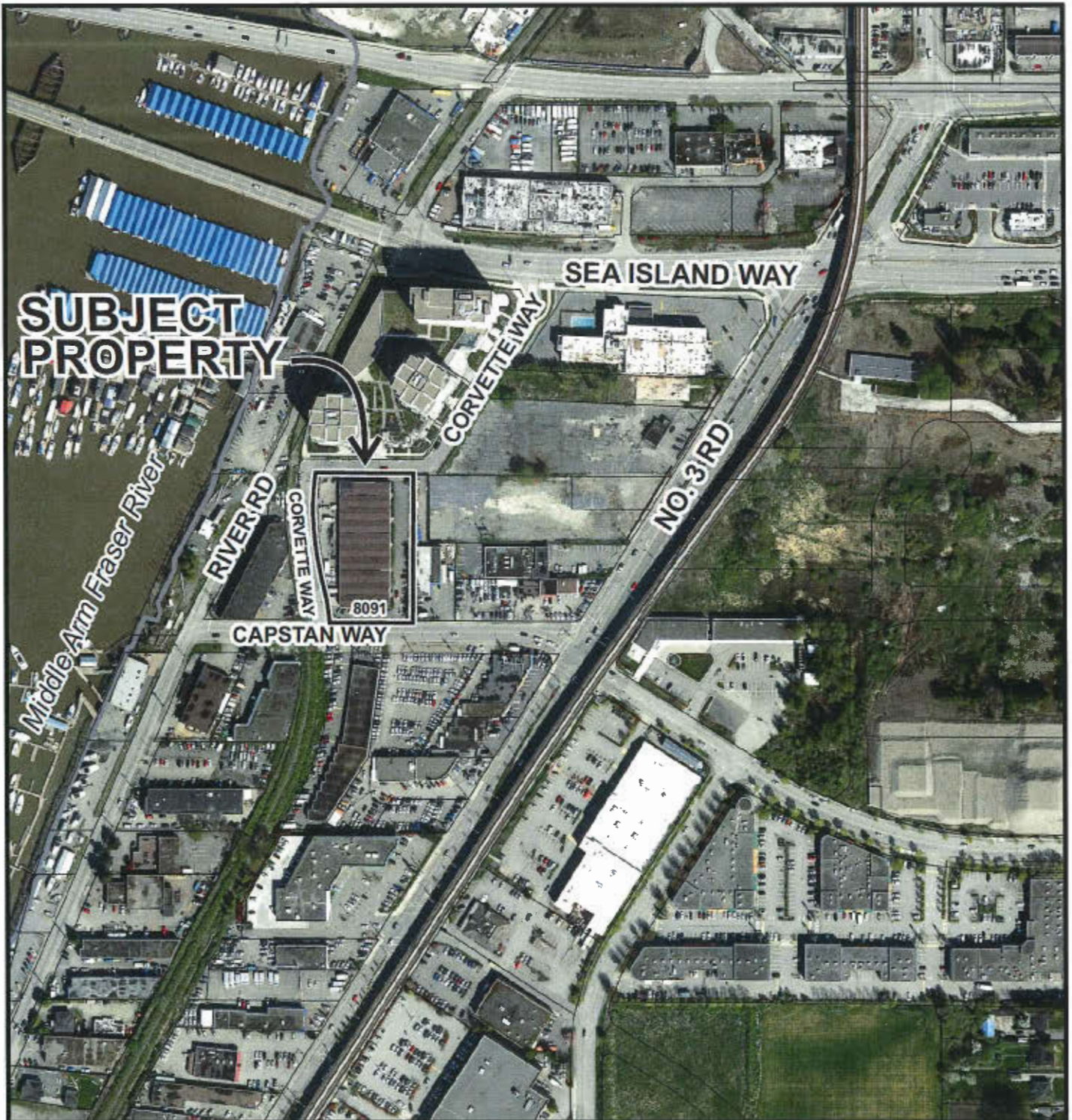


RZ 15-699647

Original Date: 07/13/15

Revision Date: 06/09/17

Note: Dimensions are in METRES

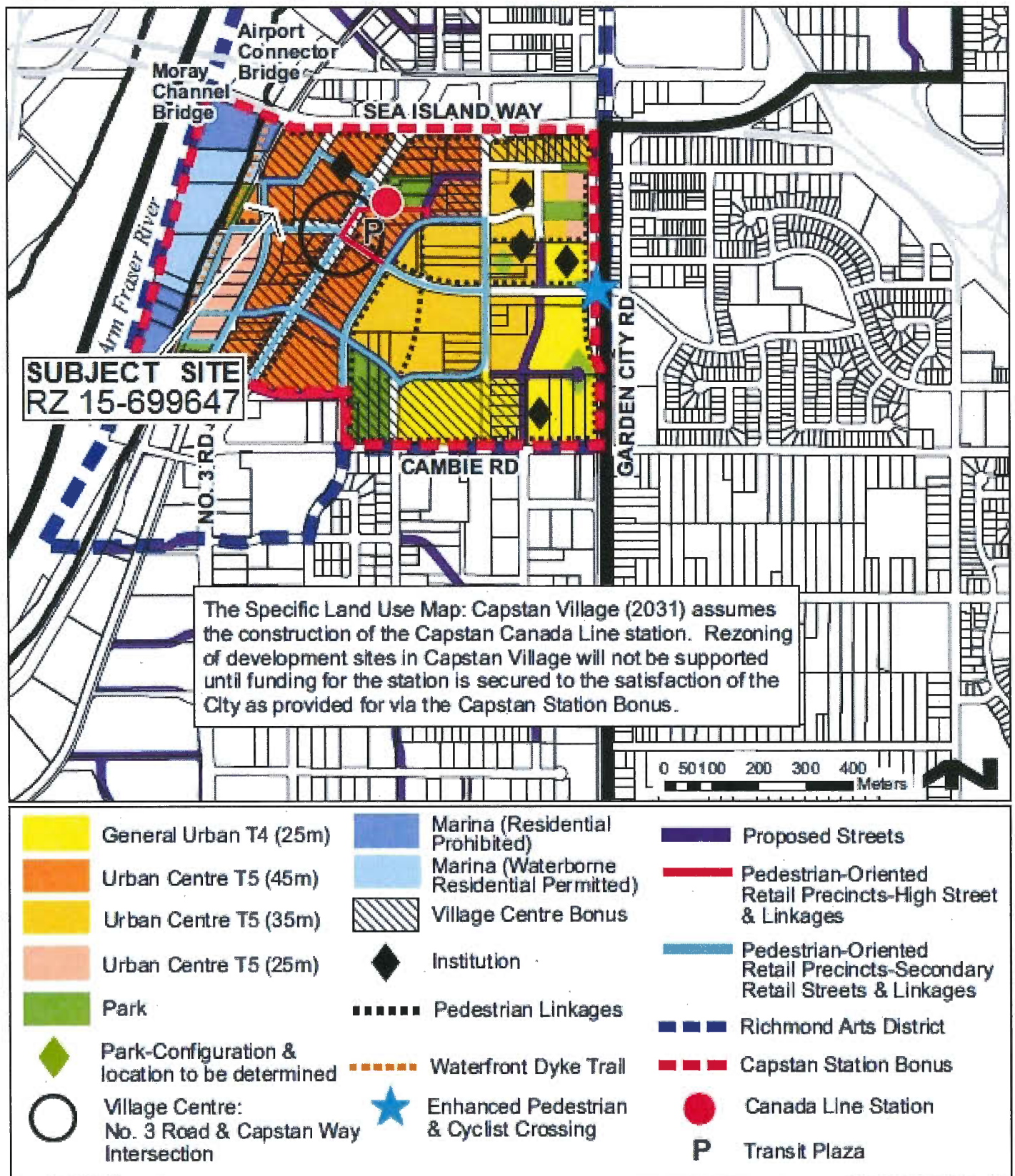


RZ 15-699647

Original Date: 07/13/15

Revision Date: 06/09/17

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031)



RZ 15-699647

Address: 8091 Capstan Way

Applicant: GBL Architects

Planning Area(s): City Centre (Capstan Village)

	Existing	Proposed
Owner	<ul style="list-style-type: none"> 0892691 B.C. Ltd., Inc. 	<ul style="list-style-type: none"> No change
Site Size	<ul style="list-style-type: none"> 5,006.6 m² (53,890.6 ft²) 	<ul style="list-style-type: none"> After road dedication: 4,496.3 m² (48,398.0 ft²) After road & additional Capstan Station Bonus (CSB) dedication: 4,312.4 m² (46,418.6 ft²)
Land Uses	<ul style="list-style-type: none"> Vacant 	<ul style="list-style-type: none"> High density, high-rise mixed residential, hotel & retail uses
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> Urban Centre T5 (45 m)/2.0 FAR Capstan Station Bonus (CSB)/0.5 FAR Village Centre Bonus (VCB)/1.0 FAR 	<ul style="list-style-type: none"> No change, EXCEPT the Plan is proposed to be amended to permit the City discretion in the minimum size of sites that may use the Village Centre Bonus (VCB)
Zoning	<ul style="list-style-type: none"> Automobile Oriented Commercial (CA) 	<ul style="list-style-type: none"> Residential / Limited Commercial (RCL5)
# Units	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> 136 max (limited by a covenant on title), including:
Unit Mix	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Market units: 128, including - <ul style="list-style-type: none"> 42% 1-BR units (54) & 58% 2/3-BR "family" units (74) Affordable housing units: 8, including - <ul style="list-style-type: none"> 63% 1-BR units (5) & 47% 2 & 3-BR "family" units (3) (including 2 townhouse-type units)
Accessible Housing	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Basic Universal Housing (BUH): 33 units (24% of total), including: <ul style="list-style-type: none"> Market units: 26 (20% of market units) Affordable units: 7 (88% of affordable units) Aging-in-Place: All units not designed to BUH standards will include aging-in-place features (e.g., blocking in walls for grab bars, lever door handles, etc.)
Hotel	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 75 guest rooms
Aircraft Noise Sensitive Development	<ul style="list-style-type: none"> "Area 3"/Moderate Aircraft Noise – All uses permitted. Covenant, acoustic report, air conditioning capacity, etc. are required. 	<ul style="list-style-type: none"> As per existing City policy
Capstan Station Bonus (CSB)	<ul style="list-style-type: none"> Cash contribution @ City approved rate at the time of Building Permit approval Public open space @ 5.0 m² (53.8 ft²) per unit 	<ul style="list-style-type: none"> Estimated cash contribution: +/- \$1,141,402 CSB public open space: 680.0 m² (7,319.5 ft²), including: <ul style="list-style-type: none"> Dedication: 183.9 m² (1,979.4 ft²) SRW: 496.1 m² (5,340.1 ft²)

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> 3.5 FAR max., including: <ul style="list-style-type: none"> Residential: 2.5 FAR max Commercial: 1.0 FAR min 	<ul style="list-style-type: none"> As per City policy, adjusted for the additional CSB dedication, as follows: <ul style="list-style-type: none"> Total: 3.65 FAR Residential: 2.61 FAR Commercial: 1.04 FAR 	None permitted
Buildable Floor Area - Total	<ul style="list-style-type: none"> 15,737.1 m² (169,393.0 ft²) max. 	<ul style="list-style-type: none"> 15,737.1 m² (169,393.0 ft²) 	None permitted

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Buildable Floor Area - Residential	<ul style="list-style-type: none"> 11,240.8 m2 (120,995.0 ft2) max, including: <ul style="list-style-type: none"> 95% market: 10,678.8 m2 (114,945.2 ft2) 5% affordable housing: 562.0 m2 (6,049.8 ft2) 	<ul style="list-style-type: none"> 11,240.8 m2 (120,995.0 ft2), including: <ul style="list-style-type: none"> 95% market: 10,678.8 m2 (114,945.2 ft2) 5% affordable housing: 562.0 m2 (6,049.8 ft2) 	None permitted
Buildable Floor Area - Commercial	<ul style="list-style-type: none"> Village Centre Bonus (VCB): 4,496.3 m2 (48,398.0 ft2) max A construction-value cash contribution is recommended in lieu of an on-site community amenity 	<ul style="list-style-type: none"> 4,496.3 m2 (48,398.0 ft2), including: <ul style="list-style-type: none"> Retail: 900.0 m2 (9,688.0 ft2) Hotel: 3,597.1 m2 (38,719.0 ft2) A construction-value cash contribution is proposed in lieu of the construction on-site of a community amenity (as per City direction) 	None permitted
Lot Coverage	<ul style="list-style-type: none"> Building: 90% max 	<ul style="list-style-type: none"> Building: 90% 	None
Lot Size	<ul style="list-style-type: none"> For RCL5 zoned sites: 4,000.0 m2 (43,055.6 ft2) min. 	<ul style="list-style-type: none"> After road & additional Capstan Station Bonus (CSB) dedication: 4,312.4 m2 (46,418.6 ft2) 	None
Setbacks to Property Lines	<ul style="list-style-type: none"> Public Road: 6.0 m (19.7 ft.) min, but may be reduced to 3.0 m (9.8 ft.) if a proper interface is provided Interior Side: Nil 	<ul style="list-style-type: none"> Capstan Way: 11.5 m (37.8 ft) Corvette Way (west): 3.0 m (9.8 ft.) Corvette Way (north): 2.0 m (6.6 ft.) Interior Side: Nil 	Corvette Way: Reduce by up to 1.0 m
Tower Spacing	<ul style="list-style-type: none"> 24.0 m (78.7 ft.) min between towers on-site 12.0 m (39.4 ft.) min to interior property line 	<ul style="list-style-type: none"> 24.0 m (78.7 ft.) min between towers on-site 12.0 m (39.4 ft.) min to interior property line 	None
Height	<ul style="list-style-type: none"> 47.0 m (154.2 ft.) GSC 	<ul style="list-style-type: none"> 47.0 m (154.2 ft.) GSC 	None
Parking Spaces – Total (Parking Zone 1)	<ul style="list-style-type: none"> 193 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Residential: 123 Retail: 30 (Shared with Visitors) Hotel: 40 	<ul style="list-style-type: none"> 193 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Residential: 123 Commercial: 70 (50% “public” & 50% “assignable” spaces) 	None
Parking Spaces - Residential (Parking Zone 1)	<ul style="list-style-type: none"> 123 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Market @ 0.9/unit x 128 = 116 min Affordable @ 0.81/unit x 8 = 7 min Visitor parking (25 spaces) shared with commercial (not for exclusive visitor use) 	<ul style="list-style-type: none"> 123 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Market @ 0.9/unit x 128 = 116 Affordable @ 0.81/unit x 8 = 7 Visitor parking (25 spaces) shared with commercial uses (i.e. not only for visitors) 	None
Parking Spaces - Retail (Parking Zone 1)	<ul style="list-style-type: none"> 30 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Ground: 3.375/100.0 m2 (1,076.4 ft2) gla x 883.0 m2 (9,505.0 ft2) = 30 	<ul style="list-style-type: none"> 70 “Commercial Parking” spaces, including: <ul style="list-style-type: none"> 50% (35) min “public parking” for short-term use by the general public 50% (35) max “assignable parking” designated, sold, leased, or otherwise assigned to for the exclusive use of specific persons or businesses 	None
Parking Spaces - Hotel (Parking Zone 1)	<ul style="list-style-type: none"> 40 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Guest rooms: 0.375/ room x 75 = 29 Meeting/lounge: 7.5/100 m2 (1,076.4 ft2) gla x 136.0 m2 (1,464.0 ft2) = 11 		
Tandem Parking	<ul style="list-style-type: none"> 50% max of market residential spaces: 57 	<ul style="list-style-type: none"> None proposed 	None
Accessible Parking	<ul style="list-style-type: none"> 2% (min) of spaces provided 	<ul style="list-style-type: none"> As per City policy 	None
Loading	<ul style="list-style-type: none"> 3 medium truck spaces 	<ul style="list-style-type: none"> 3 medium truck spaces 	None
Class 1 Bike Storage (Secure)	<ul style="list-style-type: none"> 182, including: <ul style="list-style-type: none"> Market units: 1.25/unit x 128 = 160 Affordable units: 1.25/unit x 8 = 10 Retail/Hotel: 0.27/100.0 m2 (1,076.4 ft2) gla greater than 100.0 m2 x 4,380.1 m2 (47,147.0 ft2) = 12 	<ul style="list-style-type: none"> 182, including: <ul style="list-style-type: none"> Market units: 160 Affordable units: 10 Retail/Hotel: 12 	None

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Class 2 Bike Storage (Unsecure)	<ul style="list-style-type: none"> 40, including: <ul style="list-style-type: none"> Residential: $0.2/\text{unit} \times 136 = 27.2$ Retail: $0.4/100.0 \text{ m}^2 (1,076.4 \text{ ft}^2) \text{ gla}$ greater than $100.0 \text{ m}^2 \times 783.0 \text{ m}^2 (8,428.1 \text{ ft}^2) = 3.1$ Hotel: $0.27/100.0 \text{ m}^2 (1,076.4 \text{ ft}^2) \text{ gla}$ greater than $100.0 \text{ m}^2 \times 3,497.1 \text{ m}^2 (37,642.5 \text{ ft}^2) = 9.4$ 	<ul style="list-style-type: none"> 40 spaces 	None
Electric Vehicle (EV) Charging Equipment	<ul style="list-style-type: none"> Residential Parking: 20% of spaces with 120V service & 25% pre-ducted for future 120V service Class 1 Bikes: 10% of bikes with 120V service 	<ul style="list-style-type: none"> Residential Parking: 100% of spaces with 120V or 240V service Class 1 Bikes: 10% of bikes with 120V service 	None
End-of-Trip Facilities	<ul style="list-style-type: none"> Recommended Transportation demand Management (TDM) measure For the use of commercial tenants 	<ul style="list-style-type: none"> 2 change rooms (lockers, showers, washrooms & grooming stations) Co-located with Class 1 (commercial) bike storage 	None
Amenity Space – Indoor:	<ul style="list-style-type: none"> 272.0 m² (2,927.8 ft²) min. 	<ul style="list-style-type: none"> 360.0 m² (3,875.0 ft²) 	None
Amenity Space – Outdoor:	<ul style="list-style-type: none"> 1,247.2 m² (13,425.3 ft²) min, including: <ul style="list-style-type: none"> OCP: $6.0 \text{ m}^2 (64.5 \text{ ft}^2)/\text{unit} \times 136 = 816.0 \text{ m}^2 (8,783.4 \text{ ft}^2) \text{ min.}$ CCAP: 10% of net site = $431.2 \text{ m}^2 (4,641.9 \text{ ft}^2)$ 	<ul style="list-style-type: none"> 2,189.4 m² (23,566.1 ft²), including: <ul style="list-style-type: none"> Residential shared space @ podium rooftop: $1,693.3 \text{ m}^2 (18,226.0 \text{ ft}^2)$ Public open space @ grade: $496.1 \text{ m}^2 (5,340.1 \text{ ft}^2)$ 	None

LEED Canada-NC 2009 Project Checklist

CAPSTAN WAY

Yes ? No

51	14	42	Project Totals (pre-certification estimates)	110 Possible Points
			Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above	

Yes ? No

17	1	5	Sustainable Sites	26 Points
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✓		Prereq 1	Construction Activity Pollution Prevention	Required
		Credit 1	Site Selection	1
5	0	Credit 2	Development Density and Community Connectivity	High density development providing residents with access to numerous community amenities 3, 5
	1	Credit 3	Brownfield Redevelopment	1
3		Credit 4.1	Alternative Transportation: Public Transportation Access	3, 6 Within 400m of Canada Line and multiple bus stops
1		Credit 4.2	Alternative Transportation: Bicycle Storage & Changing Rooms	1 Provision of ample secured bicycle storage for residents.
3		Credit 4.3	Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles	3 30% of parking equipped with electrical charging stations
2		Credit 4.4	Alternative Transportation: Parking Capacity	2 Case 2 residential projects Option 1 is being evaluated
	1	Credit 5.1	Site Development: Protect and Restore habitat	1
1		Credit 5.2	Site Development: Maximize Open Space	1 Community park, accessible green roofs, Hazelbridge plaza
1		Credit 6.1	Stormwater Design: Quantity Control	1 Vegetation is more than 50% of the overall development
	1	Credit 6.2	Stormwater Design: Quality Control	1
	1	Credit 7.1	Heat Island Effect: Non-Roof	1 100% underground parking
1		Credit 7.2	Heat Island Effect: Roof	1 Green roofs combined with high albedo roofing on the lower roofs
	1	Credit 8	Light Pollution Reduction	1 Interior and exterior light trespass will be minimized and photometric plan will be reviewed.

Yes ? No

6	2	2	Water Efficiency	10 Points
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✓		Prereq 1	Water Use Reduction	Required
2	2	Credit 1	Water Efficient Landscaping	50% reduction targeted through high efficiency irrigation, moisture sensors and drought tolerant plants; all grade water features will be used for temporary rain water storage 2, 4
	2	Credit 2	Innovative Wastewater Technologies	2

4		Credit 3	Water Use Reduction	2 - 4 Low-flow fixtures will be specified
Yes	?	No		
8	3	24	Energy & Atmosphere	
			35 Points	
✓			Prereq 1	Fundamental Commissioning of Building Energy Systems
✓			Prereq 2	Minimum Energy Performance
✓			Prereq 3	Fundamental Refrigerant Management
6	1	12	Credit 1	Optimize Energy Performance
		7	Credit 2	On-Site Renewable Energy
		2	Credit 3	Enhanced Commissioning
2			Credit 4	Enhanced Refrigerant Management
		3	Credit 5	Measurement and Verification
	2		Credit 6	Green Power
			Required	
			Required	
			Required	
			1 - 19 A whole building energy model will be completed to confirm the points	
			1 - 7	
			2	
			2 Life cycle calculations will guide equipment selection to achieve this credit	
			3	
			2 2-year contract for 35% of electricity supplied from renewable sources if required.	

Yes ? No

Materials & Resources 14 Points

4	3	7	Required
✓			Prereq 1 Storage and Collection of Recyclables
	3		Credit 1.1 Building Reuse: Maintain Existing Walls, Floors, and Roof
	1		Credit 1.2 Building Reuse: Maintain Interior Non-Structural Elements
2			Credit 2 Construction Waste Management
	2		Credit 3 Materials Reuse
1	1		Credit 4 Recycled Content
1	1		Credit 5 Regional Materials
	1		Credit 6 Rapidly Renewable Materials
		1	Credit 7 Certified Wood

Yes ? No

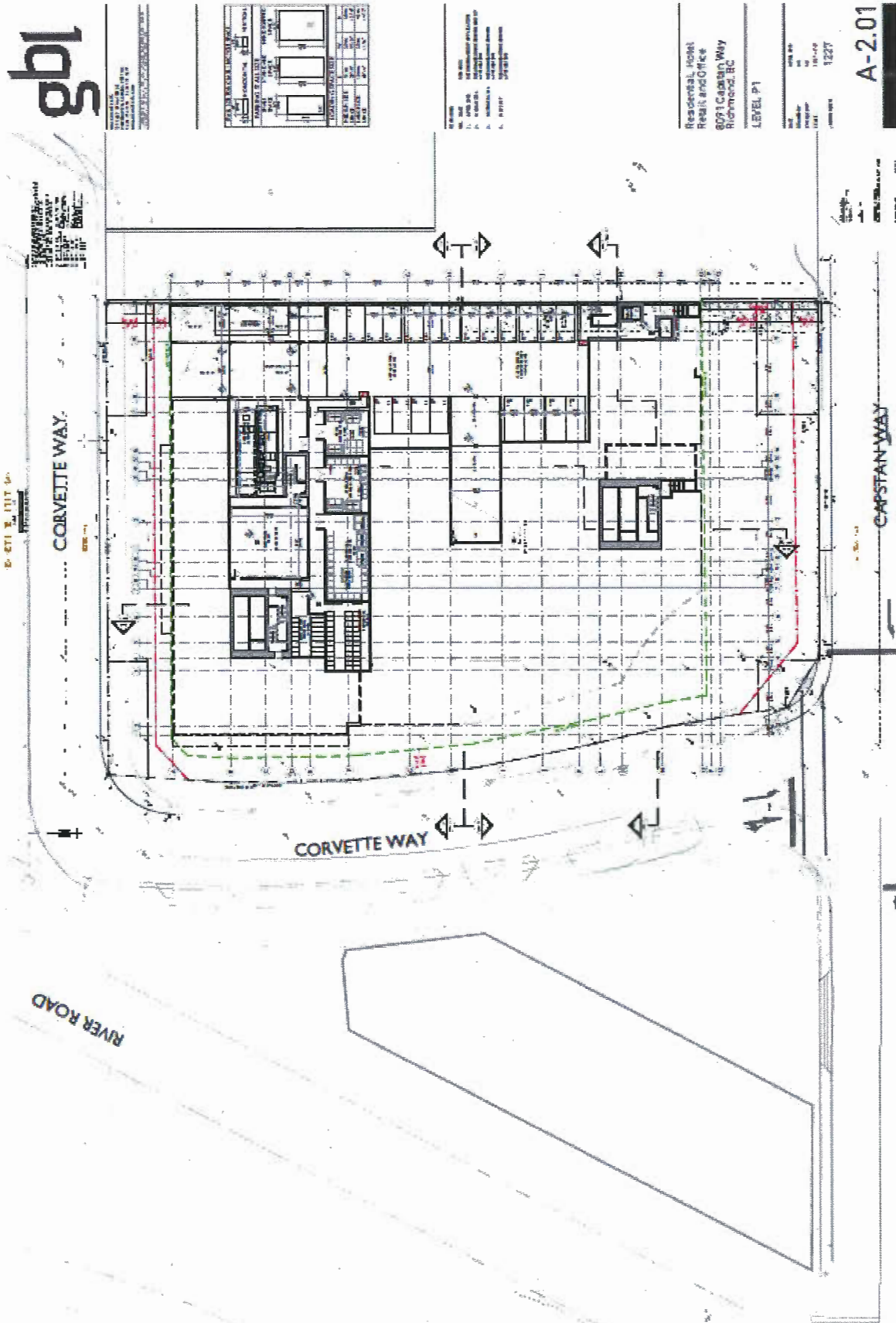
Indoor Environmental Quality 15 Points

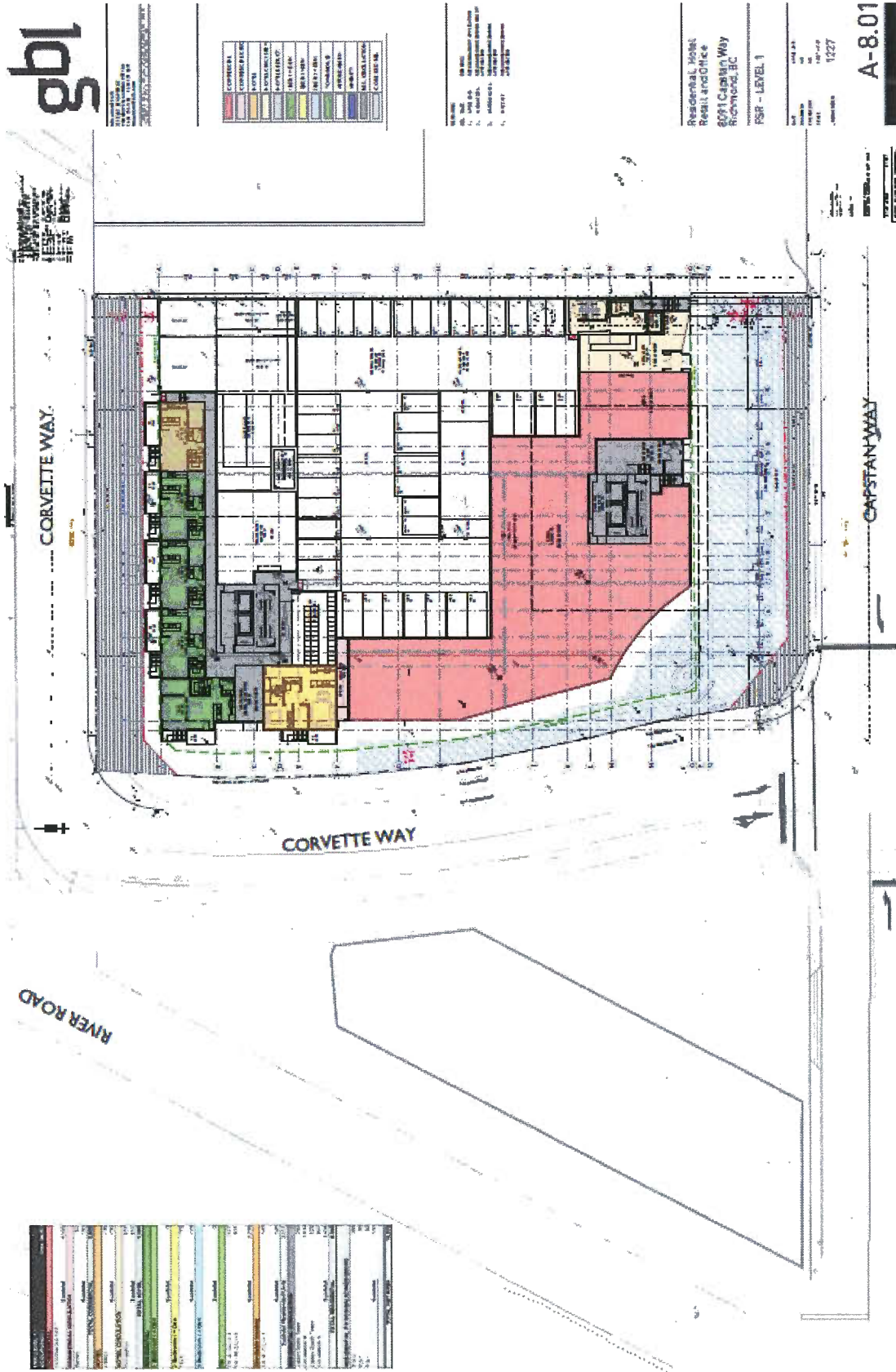
9	5	1	Required
✓			Prereq 1 Minimum Indoor Air Quality Performance
✓			Prereq 2 Environmental Tobacco Smoke (ETS) Control
1			Credit 1 Outdoor Air Delivery Monitoring
0	1		Credit 2 Increased Ventilation
1			Credit 3.1 Construction IAQ Management Plan: During Construction
1			Credit 3.2 Construction IAQ Management Plan: Before Occupancy
1			Credit 4.1 Low-Emitting Materials: Adhesives and Sealants
1			Credit 4.2 Low-Emitting Materials: Paints and Coatings
1			Credit 4.3 Low-Emitting Materials: Flooring Systems
	1		Credit 4.4 Low-Emitting Materials: Composite Wood and Agri fibre Products
	1		Credit 5 Indoor Chemical and Pollutant Source Control
1			Credit 6.1 Controllability of System: Lighting
	1		Credit 6.2 Controllability of System: Thermal Comfort
1			Credit 7.1 Thermal Comfort: Design
		1	Credit 7.2 Thermal Comfort: Verification
	1		Credit 8.1 Daylight and Views: Daylight
1			Credit 8.2 Daylight and Views: Views

Yes ? No		4 0 2		Innovation in Design	6 Points
1				Credit 1.1 Innovation in Design	1 Exemplary Performance: Access to public transportation
			1	Credit 1.2 Innovation in Design	1 Exemplary Performance: 100% parking underground
1				Credit 1.3 Innovation in Design	1 Exemplary Performance: 30% EV charging stations.
			1	Credit 1.4 Innovation in Design	1 Urban agriculture
1				Credit 1.5 Innovation in Design	1 Reduced Mercury in Lighting
1				Credit 2 LEED® Accredited Professional	1

Yes ? No		3 0 1		Regional Priority	4 Points
				Credit 1 Durable Building	1
1				Credit 2.1 Regional Priority Credit	1 Construction waste management
1				Credit 2.2 Regional Priority Credit	1 Water use reduction
1				Credit 2.3 Regional Priority Credit	1 Development density







gbl

PROJECT NO. 1227
 DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

CONSTRUCTION	CONSTRUCTION
1. 100% COMPLETE	1. 100% COMPLETE
2. 90% COMPLETE	2. 90% COMPLETE
3. 80% COMPLETE	3. 80% COMPLETE
4. 70% COMPLETE	4. 70% COMPLETE
5. 60% COMPLETE	5. 60% COMPLETE
6. 50% COMPLETE	6. 50% COMPLETE
7. 40% COMPLETE	7. 40% COMPLETE
8. 30% COMPLETE	8. 30% COMPLETE
9. 20% COMPLETE	9. 20% COMPLETE
10. 10% COMPLETE	10. 10% COMPLETE
11. 0% COMPLETE	11. 0% COMPLETE

1. 100% COMPLETE
 2. 90% COMPLETE
 3. 80% COMPLETE
 4. 70% COMPLETE
 5. 60% COMPLETE
 6. 50% COMPLETE
 7. 40% COMPLETE
 8. 30% COMPLETE
 9. 20% COMPLETE
 10. 10% COMPLETE
 11. 0% COMPLETE

Residential, Hotel,
 Retail and Office
 8091 Capstan Way
 Richmond, BC

PSR - LEVEL 6

1227
 1227

A-8.06

CORVETTE WAY

CORVETTE WAY

CAPSTAN WAY

RIVER ROAD

gbl

CORVETTE WAY

CORVETTE WAY

CAPSTAN WAY

RIVER ROAD

NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE	1.00	CU YD	120.00	120.00
2	REINFORCING	1.00	CU YD	120.00	120.00
3	FORMWORK	1.00	CU YD	120.00	120.00
4	PAINT	1.00	CU YD	120.00	120.00
5	LABOR	1.00	CU YD	120.00	120.00
6	PERMITS	1.00	CU YD	120.00	120.00
7	INSURANCE	1.00	CU YD	120.00	120.00
8	TRAVEL	1.00	CU YD	120.00	120.00
9	MEALS	1.00	CU YD	120.00	120.00
10	HOUSING	1.00	CU YD	120.00	120.00
11	UTILITIES	1.00	CU YD	120.00	120.00
12	PHONE	1.00	CU YD	120.00	120.00
13	POSTAGE	1.00	CU YD	120.00	120.00
14	OTHER	1.00	CU YD	120.00	120.00
15	TOTAL	15.00	CU YD	1800.00	1800.00

PLN - 55

5280912

NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE	1.00	CU YD	120.00	120.00
2	REINFORCING	1.00	CU YD	120.00	120.00
3	FORMWORK	1.00	CU YD	120.00	120.00
4	PAINT	1.00	CU YD	120.00	120.00
5	LABOR	1.00	CU YD	120.00	120.00
6	PERMITS	1.00	CU YD	120.00	120.00
7	INSURANCE	1.00	CU YD	120.00	120.00
8	TRAVEL	1.00	CU YD	120.00	120.00
9	MEALS	1.00	CU YD	120.00	120.00
10	HOUSING	1.00	CU YD	120.00	120.00
11	UTILITIES	1.00	CU YD	120.00	120.00
12	PHONE	1.00	CU YD	120.00	120.00
13	POSTAGE	1.00	CU YD	120.00	120.00
14	OTHER	1.00	CU YD	120.00	120.00
15	TOTAL	15.00	CU YD	1800.00	1800.00

RESIDENTIAL HOTEL
RETAIL AND OFFICE
8091 CAPSTAN WAY
RICHMOND, BC

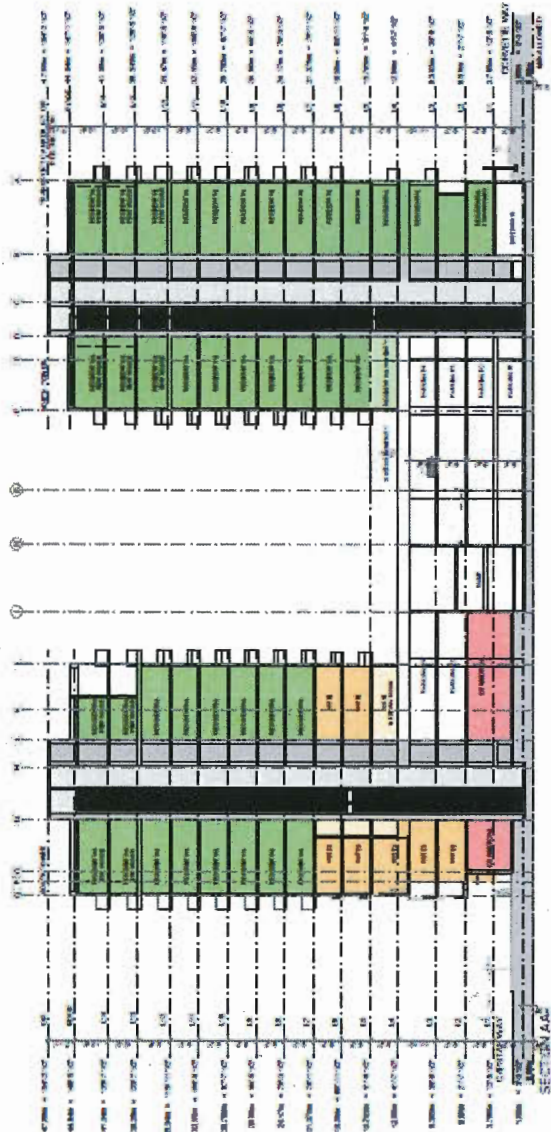
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gbl

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Suite 100
Burien, WA 98148
206.835.4444
www.gbl-engineering.com

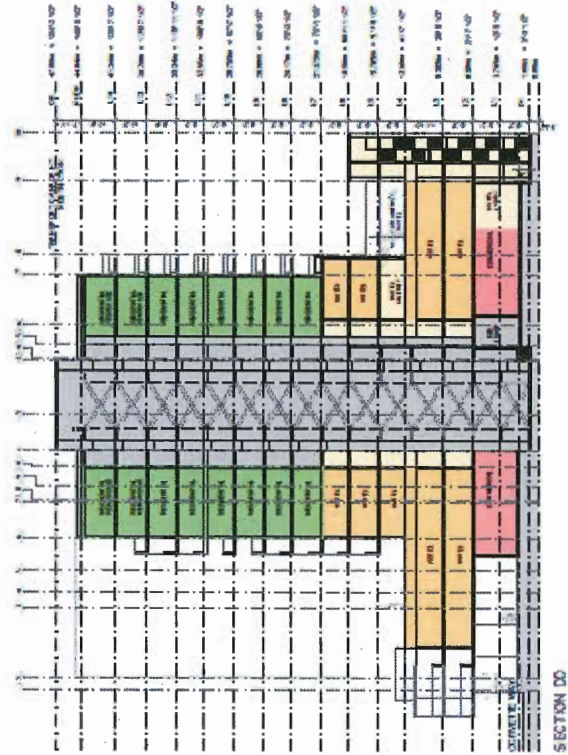


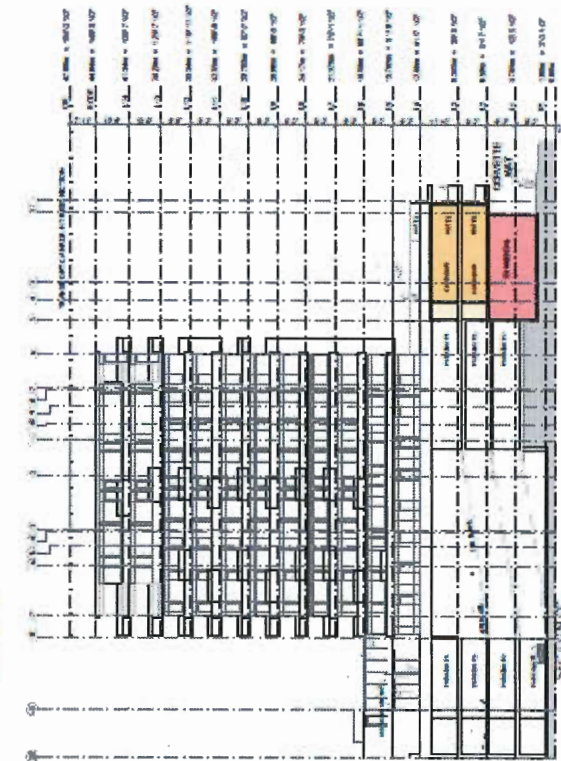
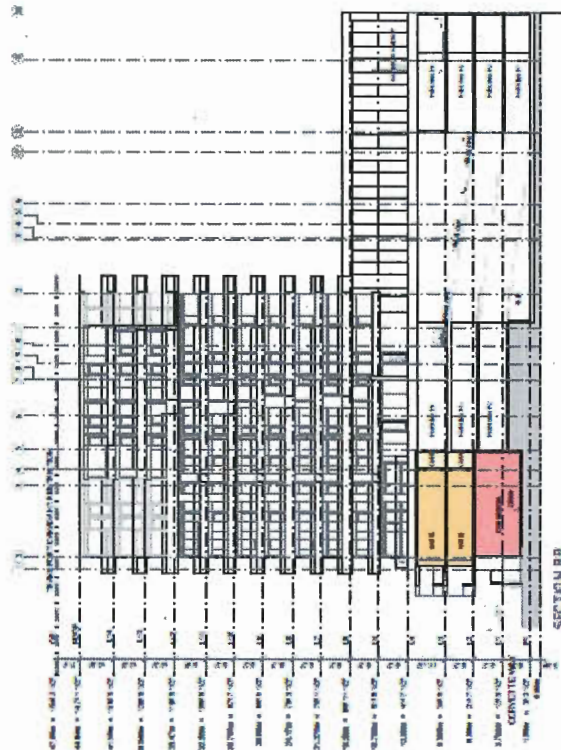
SECTION AA
1. Foundation
2. Wall
3. Soil
4. Gravel
5. Concrete
6. Reinforcement
7. Drainage
8. Insulation
9. Waterproofing
10. Finish

Residential, Hotel,
Retail and Office
8091 Captain's Way
Richmond, BC

SECTION DD
1. Foundation
2. Wall
3. Soil
4. Gravel
5. Concrete
6. Reinforcement
7. Drainage
8. Insulation
9. Waterproofing
10. Finish

A-4.01





gbi

1111 11th Street, Suite 100
 Richmond, BC V6X 1A7
 Tel: 604.278.1111
 Fax: 604.278.1112
 Email: info@gbi.ca

Legend

1. 1st Floor
 2. 2nd Floor
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**Residential, Hotel
 Retail and Office**

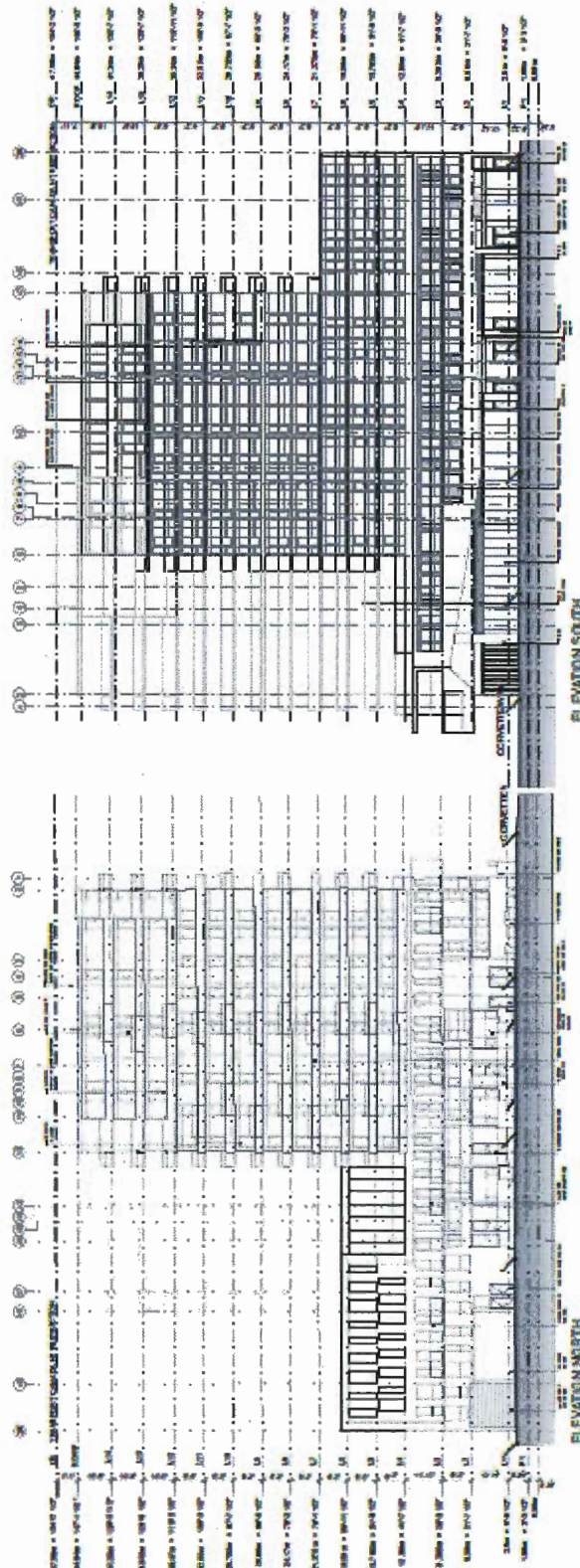
8001 Capstan Way
 Richmond, BC

SECTION BB

SECTION CC

1111 11th Street, Suite 100
 Richmond, BC V6X 1A7
 Tel: 604.278.1111
 Fax: 604.278.1112
 Email: info@gbi.ca

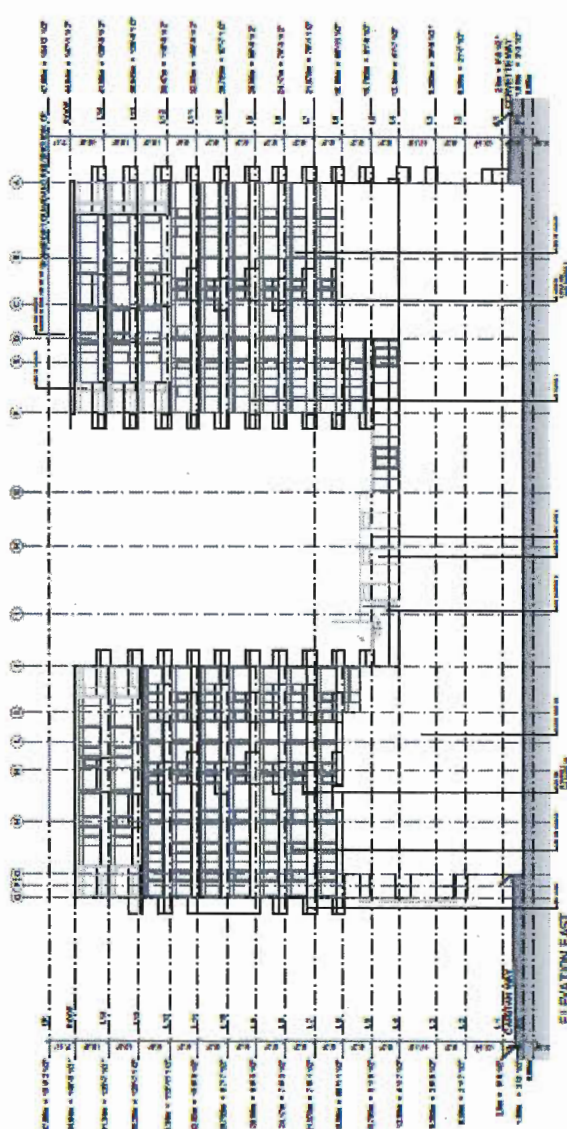
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Residential, Hotel Retail and Office 8091 Captain Way Richmond, BC	ELEVATION SOUTH ELEVATION NORTH
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A-5.01



1000 West 1st Avenue
 Suite 1000
 Vancouver, BC V6C 1A5
 Tel: 604.681.1111
 Fax: 604.681.1112
 Email: info@lgb.ca
 Website: www.lgb.ca

Residential, Hotel
 Retail and Office
 8001 Capstan Way
 Richmond, BC

ELEVATION WEST
ELEVATION EAST

Scale: 1/8" = 1'-0"
 Date: 12/27

A-5.02



Address: 8091 Capstan Way

File No.: RZ 15-699647

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, the developer is required to complete the following:

1. OCP Bylaw: Final Adoption of OCP Amendment Bylaw 9676.
2. Ministry of Transportation & Infrastructure (MOTI): Final MOTI Approval must be received.
NOTE: Preliminary MOTI approval is on file (REDMS #5242351) and will expire on November 29, 2017.
3. NAV Canada Building Height: Submit a letter of confirmation from a surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
4. Road Dedications:
 - 4.1. Dedication of two strips of land along the north and south sides of the subject site for road widening purposes, as shown on the Preliminary Road Dedication Plan (**Schedule A**), including:
 - 4.1.1. Corvette Way: 352.10 m² (3,789.97 ft²) along the lot's entire north side, generally measuring 5.81 m (19.05 ft.) wide (to which Development Cost Charge credits shall NOT apply); and
 - 4.1.2. Capstan Way: 159.90 m² (1,721.15 ft²) along the lot's entire south side, generally measuring 3.11 m (10.19 ft.) wide (to which Development Cost Charge credits may apply).
 - 4.2. Capstan Way & Corvette Way Corner: Dedication of an 11.90 m² (128.09 ft²) area of City land ("Area B") that was previously secured by the City for road purposes, but never dedicated.
5. Capstan Station Bonus (CSB): Registration of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, securing that "no building" will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, until the developer satisfies the terms of the Capstan Station Bonus (CSB) as provided for via the Zoning Bylaw. More specifically, the developer shall provide for cash and public open space contributions as follows:
 - 5.1. Capstan Station Reserve Contribution: The preliminary estimated cash contribution is as shown in the following table. The actual value of the developer contribution shall be based on the actual number of dwelling units and the City-approved contribution rate in effect at the time of Building Permit* approval.

TABLE 1

Phase	No. of Dwellings <i>Preliminary estimate</i>	CSB Contribution Rate <i>Effective to Sep 30, 2017</i>	CSB Voluntary Contribution <i>Preliminary estimate</i>
1 only	136	\$8,392.66/dwelling	\$1,141,401.70
TOTAL	136	\$8,392.66	\$1,141,401.70

- 5.2. Public Open Space Contribution: Granting of at least 680.0 m² (7,319.5 ft²) of publicly-accessible open space to the City, in a combination of dedication and Statutory Right-of-Way (SRW), based on 5.0 m² (53.82 ft²) per dwelling unit and a maximum of 136 dwellings. More specifically, prior to rezoning adoption the developer shall:
 - 5.2.1. Maximum Number of Dwellings: Register a covenant and/or alternative legal agreement on title, to the City's satisfaction, to restrict the maximum number of dwellings on the subject site to 136.
NOTE: This is consistent with findings of the rezoning review that indicate the subject site cannot reasonably accommodate more than 680.0 m² (7,319.5 ft²) of CSB public open space.
 - 5.2.2. Publicly-Accessible Open Space: Provide public open space to the City, generally as shown on the Preliminary Capstan Station Bonus Public Open Space Plan (**Schedule B**). The ultimate configuration of these open space features shall be confirmed to the satisfaction of the City through the

Development Permit (DP 15-699652) review and approval processes, but the size of each feature shall not be less than the areas indicated below.

- a) Dedication: 183.9 m² (1,979.4 ft²) of additional road dedication for expanded pedestrian / bicycle circulation and related landscape features contiguous with the site's fronting streets.

NOTE: Proposed amendments to the subject site's RCL5 zone provide for the developer to calculate density on this additional road dedication. (Development Cost Charge credits shall NOT apply.)

- b) Capstan Way Plaza: 496.1 m² (5,340.1 ft²) secured as a landscaped SRW area contiguous with Capstan Way and complementary to its designated role in the City Centre Area Plan as an enhanced pedestrian and cycling route, which SRW area may include, among other things, an off-street-bike path, pedestrian walkway, and special landscape features.

- The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access and related landscape features for the use and enjoyment of pedestrians and cyclists, which may include, but may not be limited to, a paved walkway, off-street bike path, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public access to fronting on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction, via a Development Permit (DP 15-699652) or Servicing Agreement*, at the sole cost and responsibility of the developer, as determined to the City's satisfaction; and
 - Maintenance at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, and/or furnishings as determined to the City's sole satisfaction via the Development Permit (DP 15-699652) or Servicing Agreement* review and approval processes.
- In addition, the right-of-way shall provide for:
 - Building encroachments, provided that any such encroachments do not project into the right-of-way beyond that which would be otherwise permitted under the Zoning Bylaw (had the right-of-way not been in effect) or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit (DP 15-699652) and, exclusive of supporting structural elements (e.g., columns), there is a clear distance of at least 2.3 m between the finished grade of any portion of the right-of-way intended as a pedestrian or bicycle route (path) and the underside of any encroachment;
 - Public art; and
 - City utilities, traffic control (e.g., signals), and/or related equipment; and
- The right-of-way shall not provide for:
 - Building encroachments situated below finished grade; or
 - Driveway crossings.
- "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part, unless the permit includes the SRW area, to the City's satisfaction.
- No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), unless the permit includes the SRW area, to the City's satisfaction.
- "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the SRW area is completed to the satisfaction of the City and has received, as applicable, final Building Permit* inspection granting occupancy.

6. Driveway Crossings: Registration of a restrictive covenant(s) and/or other legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to one driveway, which shall be located along the portion of Corvette Way abutting the lot's north side.
7. Village Centre Bonus (VCB) Amenity Contribution: The City's acceptance of the developer's voluntary cash contribution in the amount of \$1,572,935, to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a construction value amenity transfer rate of \$650/ft² and an amount of transferred amenity based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed RCL5 zone, as indicated in the table below.

TABLE 2

Use	Maximum Permitted VCB Area as per RCL5 Zone	VCB (5%) Community Amenity Space Area	Construction Value Contribution Rate	Min. Voluntary Cash-in-Lieu Developer Contribution
VCB	4,496.3 m ² (48,397.8 ft ²)	224.8 m ² (2,419.9 ft ²)	\$650.00/ft ²	\$1,572,935.00
TOTAL	4,496.3 m² (48,397.8 ft²)	224.8 m² (2,419.9 ft²)	\$650.00/ft²	\$1,572,935.00

In the event that the contribution is not provided within one year of the application receiving third reading of Council (Public Hearing), the Construction Value Contribution Rate (as indicated in the table above) shall be increased annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive.

8. Hotel: Registration of a restrictive covenant(s) and/or other legal agreement(s) on title to ensure that the use and operation of the proposed hotel are consistent with City policy with respect to the Village Centre Bonus and Residential/Limited Commercial (RCL5) zone, which permit bonus density on the subject site for non-residential purposes only. More specifically:
 - 8.1. The meaning of hotel shall comply with the Richmond Zoning Bylaw definition and, for the purposes of the subject development, the meaning of hotel shall also include, but may not be limited to, requirements that a hotel shall:
 - 8.1.1. Be a stand-alone building, which for the purposes of the subject development shall mean it is located over, under, and/or beside other uses on the lot, but functions independently of those other uses except as described below;
 - 8.1.2. Contain guest rooms for use as transient rental accommodation, together with complementary uses and spaces required directly or indirectly in support of the guest rooms (e.g., recreation/leisure facilities, meeting/convention facilities, restaurant, retail, administration, and back of house uses);
 - 8.1.3. Not contain any dwelling unit(s) or other residential use(s) or space(s), including residential amenity space;
 - 8.1.4. Not share a common interior corridor, lobby, emergency exit, or other indoor space(s) or use(s) with the resident(s) of any dwelling(s) on the lot, EXCEPT that:
 - a) Guests, visitors, and employees of the hotel and residents and visitors of the dwellings may have shared use of the parking structure on the lot, as determined to the satisfaction of the City through an approved Development Permit*;
 - b) If so determined by the developer, the residents of dwellings on the lot may make use of any recreation/leisure facilities provided as part of the hotel (provided that the Richmond OCP residential amenity space requirements for the dwellings are satisfied as part of the residential portion of the development on the lot, exclusive of the hotel's recreation/leisure facilities); and
 - c) Hotel and residential uses may share a common wall, floor, or other features, as required to demise the two uses;
 - 8.1.5. Be permitted to be subdivided as an air space parcel, provided that any such air space parcel does not include any dwellings units or other residential uses; and
 - 8.1.6. Be permitted to be subdivided into two or more strata lots, provided that in the event of subdivision, the owner shall not, without the prior written consent of the City, sell or transfer less than five (5) hotel guest rooms in a single or related series of transactions with the result that when the purchaser

or transferee of the hotel guest rooms becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) hotel guest rooms.

- 8.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (excluding parking), unless the approved Development Permit includes the hotel and plans are attached to the subject restrictive covenant to make clear the size, location, and related features of the hotel, to the satisfaction of the City.
- 8.3. Following Development Permit issuance, the City may permit alterations to the design of the hotel, provided that any such alterations comply with an approved Development Permit and the subject restrictive covenant is amended or replaced, as determined to the satisfaction of the City.
9. Phasing: Registration of a legal agreement(s) on title on the lot to prohibit development of the subject site in more than one phase or stage, except in compliance with the following:
 - 9.1. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part, unless the permit includes the entirety of the proposed development as understood by the City through the rezoning process, to the City's satisfaction;
 - 9.2. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), unless the permit includes the entirety of the proposed development as understood by the City through the rezoning process, to the City's satisfaction; and
 - 9.3. "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until all the features secured via legal agreements prior to rezoning adoption (including, but not limited to, the Capstan Way Plaza, affordable housing and related features, hotel shuttle bus facilities, electric vehicle charging facilities, commercial parking, and Servicing Agreement works) and all the features required with respect to the approved Development Permit (DP 15-699652) (including, but not limited to, indoor and outdoor residential amenity spaces) are completed to the satisfaction of the City and, as applicable, have received final Building Permit* inspection granting occupancy.
10. Flood Construction: Registration of a flood indemnity covenant(s) on title, as per Flood Plain Designation and Protection Bylaw, Area "A" (i.e. minimum flood construction level of 2.9 m GSC).
11. Aircraft Noise Sensitive Development (ANSD): Registration of the City's standard "mixed use" aircraft noise sensitive use covenants on title to the subject site, as applicable to sites with aircraft noise sensitive uses. The owner-developer shall notify all initial purchasers of the potential aircraft noise impacts. Furthermore, prior to each Development Permit (DP 15-699652) and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of confirmation prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within dwelling units must achieve CMHC standards follows:

TABLE 3

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

12. View and Other Development Impacts: Registration of a restrictive covenant(s) on title, to the satisfaction of the City, requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light potentially, and increased public use of fronting streets, sidewalks, and open spaces caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. In particular, the covenant shall notify residential tenants in the subject mixed use building of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, hotel, and other uses and activities. The owner-developer shall notify all initial purchasers of the

potential development impacts. Furthermore, prior to each Development Permit (DP 15-699652) and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of confirmation prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures are incorporated into the building design.

13. District Energy Utility (DEU): Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to DEU, which covenant(s) and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - 13.1. "No building" will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - 13.2. If a DEU is available for connection, no final Building Permit* inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building; and
 - 13.3. If a DEU is not available for connection, then the following is required prior to the earlier of subdivision* (stratification) or final Building Permit* inspection permitting occupancy of a building:
 - 13.3.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 13.3.2. The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - 13.3.3. The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 13.3.4. If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
14. Transitional Parking and Transportation Demand Management (TDM) Strategy: City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements in compliance with Zoning Bylaw requirements with respect to Parking Zone 1A (Capstan Village) and TDM-related parking reductions.
 - 14.1. Cash-in-Lieu Contribution: City acceptance of the developer's voluntary contribution in the amount of \$30,000 towards the City's implementation of a bus shelter and/or related accessibility features, to the satisfaction of the City.
 - 14.2. Hotel Shuttle Bus Facilities: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that no development shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance, until the developer provides for a hotel shuttle bus facilities to the City's satisfaction. More specifically, as determined to the City's satisfaction:
 - 14.2.1. The hotel shuttle bus facilities shall include the following:
 - a) A parking/loading space for exclusive hotel shuttle bus use, which, unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process, shall:
 - Be not smaller than a medium loading space (as defined by the Zoning Bylaw), unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process; and
 - Be located on the ground floor of the building's parking structure;
 - b) A passenger area for waiting and embarking/disembarking, located adjacent to the parking/loading space with direct, safe, lit, weather-protected, and universal access to the hotel's ground floor public spaces (e.g. lobby) for the convenience of hotel guests and the public;

- c) A hotel shuttle bus, which shall, unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process, be equivalent in size to a SU-9 truck; and
- d) Related features (e.g., signage, hotel entrance).

14.2.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:

- a) Designs the building to provide for the hotel shuttle bus facilities;
- b) Secures the parking/loading space, passenger area, and related features, as required, via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements;
- c) Enters into a contract with an operator for the hotel shuttle bus facilities (for a minimum term of 3 years) and/or alternative legal agreement(s) securing, among other things, the developer's commitment to:
 - Providing the hotel shuttle bus at no cost to the operator; and
 - Ensuring that the hotel shuttle bus and facility will be 100% available for use upon Building Permit issuance granting occupancy of the first building on the lot or as otherwise determined to the satisfaction of the operator and the City;
- d) Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of the hotel shuttle bus, the value of which shall be determined to the satisfaction of the Director of Transportation and Director of Development; and
- e) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the hotel shuttle bus facilities are not operated for hotel shuttle purposes as intended via the subject rezoning application (e.g., operator's contract expires and is not renewed), if the City so determines in its sole discretion, the control of the hotel shuttle facilities shall be transferred to the City, at no cost to the City, and the City, at its sole discretion, without penalty or cost, shall determine how the hotel shuttle bus facilities shall be used going forward.

14.2.3. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required hotel shuttle bus facilities to the satisfaction of the City.

14.2.4. "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required hotel shuttle bus facilities is completed to the satisfaction of the City and has received final Building Permit* inspection granting occupancy.

14.3. End-of-Trip Cycling Facilities & "Class 1" Bike Storage for Non-Residential Uses: Registration of a restrictive covenant on the subject site for the purpose of requiring that the developer/owner provides, installs, and maintains end-of-trip cycling facilities and "Class 1" bike storage on site for the use of the non-residential tenants of the building on the lot, to the satisfaction of the City as determined via the Development Permit (DP 15-699652) review/approval processes. More specifically:

14.3.1. The developer/owner shall, at its sole cost, design, install, and maintain on the lot:

- a) One end-of-trip cycling facility for each gender for the shared use of the development's non-residential tenants; and
- b) "Class 1" bike storage spaces for non-residential tenants of the building, as per the Zoning Bylaw, which storage must include 120V electric vehicle (EV) charging stations (i.e. duplex outlets) for the shared use of cyclists at a rate of 1 charging station for each 10 bike storage spaces or as per the Zoning Bylaw and Official Community Plan rates in effect at the time of Development Permit (DP 15-699652) approval, whichever is greater;

14.3.2. An end-of-trip cycling facility shall mean a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time;

Initial: _____

- 14.3.3. For ease of use and security, the required end-of-trip cycling facilities shall be located immediately adjacent to the building's non-residential "Class 1" bike storage and the building's elevator/stair core, as determined to the satisfaction of the City via an approved Development Permit (DP 15-699652);
 - 14.3.4. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses to the satisfaction of the City;
 - 14.3.5. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements; and
 - 14.3.6. "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is staged, "no occupancy" shall be permitted of any non-residential uses on the lot, in whole or in part, until 100% of the end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses receives final Building Permit* inspection granting occupancy.
15. Commercial Parking: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title on the lot restricting the use of parking provided on-site in respect to non-residential uses (as per the Zoning Bylaw). More specifically, Commercial Parking requirements for the lot shall include the following.
- 15.1. Commercial Parking shall mean any non-residential parking spaces, as determined to the satisfaction of the City through an approved Development Permit (DP 15-699652), including spaces required for the use of:
 - 15.1.1. The general public;
 - 15.1.2. Businesses and tenants on the lots, together with their employees, visitors, and guests; and
 - 15.1.3. Residential visitors.
 - 15.2. Commercial Parking shall include:
 - 15.2.1. No less than 50% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term (e.g., hourly) parking by the general public; and
 - 15.2.2. No more than 50% Assignable Parking spaces, which spaces may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees or specific persons or businesses.
 - 15.3. Public Parking spaces shall:
 - 15.3.1. Include, but may not be limited to, 85% of the commercial parking spaces located at the entry level of the lot's parking structure or as otherwise determined to the satisfaction of the Director of Transportation;
 - 15.3.2. Include residential visitor parking (in the form of shared parking), which residential visitors shall be permitted to use the Public Parking on the same terms as members of the general public; and
 - 15.3.3. Be available for use 365 days per year for a daily duration equal to or greater than the greater of the operating hours of transit services within 400 m (5 minute walk) of the lot, businesses located on the lot, or as otherwise determined by the City.
 - 15.4. Commercial Parking shall not include tandem parking.
 - 15.5. Commercial Parking must, with respect to both Public Parking and Assignable Parking, include a proportional number of handicapped parking spaces, small car parking spaces, and spaces equipped with electric vehicle

charging equipment, as per the Zoning Bylaw and legal agreements registered on title with respect to the subject rezoning.

- 15.6. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required Commercial (Public and Assignable) Parking and related features to the satisfaction of the City.
- 15.7. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required Commercial (Public and Assignable) Parking and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City's objectives.
- 15.8. "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required Commercial (Public and Assignable) Parking and related features are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is staged, "no occupancy" shall be permitted of the building (excluding parking), in whole or in part, until, on a lot-by-lot basis, 100% of the Public Parking spaces required with respect to the lot receive final Building Permit* inspection granting occupancy.
16. Tandem Parking: Registration of a legal agreement(s) on title on the lot to prohibit tandem parking (i.e. where two parking spaces are provided in a tandem arrangement).
17. Electric Vehicle (EV) Charging Equipment for Vehicles and "Class 1" Bike Storage: Registration of legal agreement(s) on the lot requiring that the developer/owner provides, installs, and maintains electrical vehicle (EV) charging equipment within the building for the use of building residents, commercial tenants, guests, customers, and other users as determined to the satisfaction of the City. More specifically:
 - 17.1. Electrical vehicle (EV) equipment shall be provided as indicated in the table below or the City-approved rates in effect at the time of Development Permit (DP 15-699652) issuance, whichever is greater.

TABLE 5

Electric Vehicle (EV) Charging Equipment by Use	# Units	Vehicle Parking			Class 1 Bike Storage		
		Est. # Parking Spaces (1)	Energized Space (3)		Est. # Bikes (1)	Energized Equipment (4)	
			Min. Rate (2)	Est. EV #		Min. Rate (2)	Est. EV #
RESIDENTIAL	136	123	100%	123	170	10%	17
▪ Market Units	128	116	100%	116	160	10%	16
▪ Affordable Housing	8	7	100%	7	10	10%	1
NON-RESIDENTIAL	N/A	N/A	N/A	N/A	13	10%	2

- (1) "Est. # Parking Spaces" and "Est. # Bikes" are the estimated minimum numbers required by the development under the Zoning Bylaw. The actual numbers will be confirmed prior to Development Permit (DP 15-699652) issuance.
- (2) "Min. Rate" for Vehicle Parking and Class 1 Bike Storage are fixed (%) rates. The "Est. EV #" is the product of those fixed rates and the "Est. # Parking Spaces" or "Est. # Bikes", as applicable. The actual numbers will be confirmed prior to Development Permit (DP 15-699652) issuance.
 NOTE: For the Class 1 Bike Storage, the minimum rate shall be understood to mean that, on a bike storage room-by-bike storage room basis, (i) one "Energized Equipment" shall be provided for each 10 bikes, or portion thereof, accommodated in the bike room; and (ii) the required "Energized Equipment" shall be located to facilitate its shared use by multiple users of the bike storage room.
- (3) "Vehicle Parking – Energized Space" means all the infrastructure required for the charging of an electric vehicle, including all electrical equipment (including metering), cabling and associated raceways, and connections, with the exception of the Electric Vehicle Supply Equipment (EVSE).
 NOTE: 120V OR 240V service shall be permitted, as determined by the developer, at the developer's sole discretion.
- (4) "Class 1 Bike Storage – Energized Equipment" means an operational 120V duplex outlet for the charging of an electric bicycle and all the wiring, electrical equipment, and related features necessary to supply the required electricity for the operation of such an outlet.

- 17.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and "Class 1" bike storage and related features (e.g., permanent signage to facilitate the intended uses of the EV equipment and way-finding, pedestrian access routes, proportional distribution) to the satisfaction of the City.

- 17.3. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit (DP 15-699652) and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City’s objectives and complies with this legal agreement(s).
- 17.4. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (exclusive of parking), until the required electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit* are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on a lot is staged, “no occupancy” shall be permitted of the first stage of building occupancy on a lot, in whole or in part (excluding parking), until 100% of the electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features required with respect to the lot receive final Building Permit* inspection granting occupancy.
18. **Affordable Housing:** The City’s acceptance of the developer’s offer to voluntarily contribute affordable (low-end market rental) housing constructed to a turnkey level of finish on the lot at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City’s standard Housing Agreement and Covenant(s) to secure the affordable housing units. The form of the Housing Agreement and Covenant(s) shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenant(s) may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit (DP 15-699652) for the lot and other non-materials changes resulting thereof and made necessary by the Development Permit (DP 15-699652) approval requirements, as determined to the satisfaction of the Director of Development, and Manager, Community Social Development. The terms of the Housing Agreement and Covenant(s) shall indicate that they apply in perpetuity and provide for, but will not limited to, the following:
- 18.1. The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of at least 562.0 m² (6,049.8 ft²), excluding standard Floor Area Ratio (FAR) exemptions, as determined based on 5% of the subject development’s total maximum residential floor area permitted on the lot under the proposed RCL5 zone (i.e. 5% of 11,240.8 m² / 120,995.0 ft²); and
- 18.2. The developer shall, as generally indicated in the table below:
- 18.2.1. Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City’s Affordable Housing Strategy and guidelines for Low End Market Rental housing, unless otherwise agreed to by the Director of Development and Manager, Community Social Development;
- 18.2.2. Achieve the Project Targets for the total number of affordable housing units and unit mix or as otherwise determined to the satisfaction of the Manager, Community Social Development through the project’s Development Permit (DP 15-699652) approval processes; and
- 18.2.3. Design and construct all affordable housing units, except 2-storey townhouse units, to comply, at a minimum, with Richmond Zoning Bylaw requirements for Basic Universal Housing (BUH) units. All units must include aging-in-place features, such as lever handles and blocking in walls for the future installation of grab bars by others.

TABLE 6

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Apartment-Type Units (i.e. 1 storey units with shared lobby/corridor access)</i>				
1-BR	50 m ² (535 ft ²)	\$950	\$38,000 or less	4
2- BR	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Townhouse-Type Units (i.e. 1 or 2 storey units with shared lobby/corridor access & private street-front entrances)</i>				
1-BR (1 storey)	50 m ² (535 ft ²)	\$950	\$38,000 or less	1 (with den)
3-BR (2 storey)	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
TOTAL	562.0 m ² (6,049.8 ft ²)	Varies	Varies	8

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

(4) All units (except the 2-storey townhouse) shall meet Richmond Basic Universal Housing (BUH) standards or better.

- 18.3. The affordable housing units shall be dispersed, generally as indicated in the developer's rezoning proposal (2 townhouse-type units with private street-front entrances plus 1 apartment-type unit at each of Levels 3, 4, 6, 7, 8, and 9) or as determined to the City's satisfaction through the Development Permit (DP 15-699652) review and approval processes.
- 18.4. Occupants of the affordable housing units on the lot shall, to the satisfaction of the City, as determined prior to Development Permit (DP 15-699652) approval, enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot as per OCP and City Centre Area Plan (CCAP) requirements.
- 18.5. Parking, "Class 1" bike storage, and related electric vehicle (EV) charging equipment shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and legal agreements registered on title with respect to the subject rezoning at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or assigned use of the parking spaces, bike storage, EV charging equipment, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit (DP 15-699652) issuance or as otherwise determined to the satisfaction of the City.
- 18.6. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Manager, Community Social Development.
- 18.7. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
 - 18.7.1. Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
 - 18.7.2. Takes all necessary steps to ensure that the Housing Covenant accurately reflects the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit (DP 15-699652); and
 - 18.7.3. As required, registers additional legal agreements on title to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit (DP 15-699652) review and approval processes.
- 18.8. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking), until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 18.9. "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy.
19. **Public Art:** City acceptance of the developer's offer to make a voluntary contribution towards public art, the terms of which voluntary developer contribution shall include the following.
 - 19.1. The value of the developer's voluntary public art contribution shall be at least \$113,917, based on the minimum Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed RCL5 zoning. **PLN-69** affordable housing, as indicated in the table below.

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TABLE 7

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.81/ft ²	\$93,106
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.43/ft ²	\$20,811
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	Varies	\$113,917

- 19.2. Prior to rezoning adoption, the developer shall submit a Public Art Plan for the subject site, which Plan shall be:
- 19.2.1. Prepared by an appropriate professional;
 - 19.2.2. Based on a contribution value of at least \$113,917;
 - 19.2.3. Consistent with applicable City policy and objectives (e.g., the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage planning undertaken by the City for Capstan Village), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services;
 - 19.2.4. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services; and
 - 19.2.5. Implemented by the developer, as required by legal agreement(s) registered on title to prior to rezoning adoption.
- 19.3. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
- 19.3.1. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the lot and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption); and
 - 19.3.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the Plan's implementation, the value of which contribution shall be at least \$113,917.
- 19.4. "No occupancy" shall be permitted on the subject site, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the lot until:
- 19.4.1. The developer, at his/her expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property, if expressly permitted by the City and pre-approved by Council, or within a statutory right-of-way on the developer's lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan);
 - 19.4.2. The developer, at his/her expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and
- NOTE: It is the understanding of the City that the artist's rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.
- 19.4.3. The developer, at his/her expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to

the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:

- a) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- b) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- c) The maintenance plan for the public art prepared by the artist(s); and
- d) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

20. Community Planning: The City's acceptance of the developer's voluntary contribution in the amount of \$40,385.75, towards future City community planning studies, based on \$0.25/ft² and the maximum permitted buildable floor area under the proposed RCL5 zone (excluding affordable housing), as per the City Centre Area Plan and indicated in the table below.

TABLE 8

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rate	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.25/ft ²	\$28,736.30
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.25/ft ²	\$12,099.45
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	\$0.25/ft²	\$40,835.75

21. Development Permit: The submission and completion of processing of a Development Permit (DP 15-699652) to a level deemed acceptable by the Director of Development.
22. Servicing Agreement* (SA): Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various related engineering, transportation, and parks works, all to the satisfaction of the City.

NOTE:

- i. Parks works shall be limited to frontage improvements along Capstan Way and Corvette Way, which works shall be designed and constructed in coordination with the Transportation requirements and, for the purpose of these Rezoning Considerations, described as part of the Transportation requirements.
- ii. The developer shall be responsible for ensuring that the approved design is coordinated with SA works required with respect to the development of neighbouring properties and subject to concurrent review and approval by the City.
- iii. Prior to rezoning adoption, all works identified via the subject development's SA* must be secured via a Letter(s) of Credit. All works shall be completed prior to final Building Permit* inspection granting occupancy of the first building on the subject site (exclusive of parking), in whole or in part.
- iv. Development Cost Charge (DCC) credits may apply.

Servicing Agreement (SA)* works will include, but may not be limited to, the following:

22.1. Engineering Servicing Agreement * Requirements:

- 22.1.1. Water Works: Using the OCP Model, there are 197 L/s of water available at a 20 psi residual at the Capstan Way frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s. Watermain upgrades are required as indicated below to improve flows and provide offsite fire protection service. At the Developer's cost, the City will complete all proposed watermain tie-ins. The Developer is required to:
 - a) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.

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- b) Install approximately 110 m of new 200 mm diameter watermain and fire hydrants along the east side of the north-south leg of Corvette Way. The new watermain shall be tied-in to the existing watermain along Capstan Way and the east-west leg of Corvette Way.
- c) Extend the existing watermain along the east-west leg of Corvette Way to the west to facilitate tie-in of the new watermain along the north-south leg of Corvette Way.
- d) Upgrade approximately 60 m of existing 150 mm diameter watermain to a 200 mm diameter watermain along Capstan Way frontage.

22.1.2. Storm Sewer Works: The Developer is required to:

- a) Direct all drainage to the ditch along the west side of the future River Road (currently the railway right-of-way). Perform a drainage analysis to the major conveyance on Cambie Road and upgrade approximately 120 meters of existing 375 mm and 450 mm diameter storm sewers to minimum 600 mm or OCP size storm sewer along the north-south aligned Corvette Way. Tie-in to the south shall be to the existing ditch along the west side of River Road just south of Capstan Way via a new manhole and headwall. Tie-in to the north shall be to the existing storm sewers along the east-west aligned Corvette Way via a new manhole.
- b) Extend the existing storm sewer along the east-west aligned Corvette Way up to 15 m to the west to facilitate tie-in (via a new manhole) of the new storm sewer along the north-south leg of Corvette Way. The manhole at the existing storm sewer junction shall be removed.
- c) Upgrade approximately 80 meters of existing 375 mm diameter storm sewers to minimum 750 mm or OCP size storm sewer within Capstan Way. The tie-in to the west side shall be to the new storm sewer at Corvette Way and tie-in to the east shall be to the existing storm sewers along the north side of Capstan Way via new manholes.
- d) Upgrade the existing headwall at the tie-in point of the ditch to the box culvert on Cambie Road to MMCD standards, and upgrade the pipe connecting the headwall and box culvert to the size determined within the drainage analysis.
- e) Perform additional upgrades as identified within the drainage analysis.

22.1.3. Sanitary Sewer Works: The Developer is required to:

- a) Due to the large developments in the Skyline sanitary catchment, the load on the Skyline Pump Station has increased. In order to accommodate these large developments, the Skyline pump station requires upgrades, including new equipment and mechanical upgrades to the pump station. These upgrades will be accomplished through the large developments adjacent to the pump station: the YuanHeng development at 3031 No 3 Road (RZ 12-603040) and this development at 8091 Capstan Way. Through the adjacent development YuanHeng, the existing kiosk will be upgraded, a new transformer installed, and rights-of-ways for the pump station equipment secured. 8091 Capstan Way shall upgrade the pumps within the existing wet well and install a back-up generator within the right-of-way secured through the YuanHeng development. The design and construction of the new pumps and generator, and all related equipment, conduits, etcetera, shall be incorporated within the servicing agreement for the offsite works for 8091 Capstan Way at the Developer's cost. If the servicing agreement for 8091 Capstan Way proceeds prior to the servicing agreement for the YuanHeng development, the Developer shall pay a cash-in-lieu contribution for the design and construction of the generator; the pumps shall still be incorporated within the servicing agreement for 8091 Capstan Way.
- b) Upgrade approximately 120 m of existing 200 mm diameter sanitary main to 375 mm diameter or OCP size at an alignment located west of the road centerline along the north-south leg of Corvette Way. Aligning the new sanitary main along the west side of the road will eliminate conflicts with the Metro Vancouver trunk sewers at the south side of Capstan Way. Removal of the existing railway tracks may be required to facilitate the sanitary sewer construction along the west side of Corvette Way. The new sanitary sewers shall tie-in to the existing sanitary

sewers along the south side of Capstan Way and along the east-west leg of Corvette Way via new manholes. Tie-in at the south side of Capstan Way shall be at the west side of the Metro Vancouver trunk sewers.

- c) Remove existing manhole SMH57280 at the south west corner of the Capstan Way and Corvette Way intersection.

22.1.4. Frontage Improvements: The Developer is required to:

- a) Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the east property line of the development. The developer is required to coordinate with the private utility companies.
- b) Pre-duct for future hydro, telephone and cable utilities along all road frontages. Capacity is required for all services currently located in River Road between Capstan Way and Corvette Way.
- c) Locate all above-ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be submitted prior to the RZ staff report progressing to Planning Committee and shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4 m W X 5 m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5 m W X 3.5 m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2 m W X 1.5 m (deep)
 - Traffic signal controller cabinet – Approximately 3.2 m W X 1.8 m (deep)
 - Traffic signal UPS cabinet – Approximately 1.8 m W X 2.2 m (deep)
 - Shaw cable kiosk – Approximately 1 m W X 1 m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet - Approximately 1.1 m W X 1 m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
- d) Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.

22.1.5. Street Lights: Provide street lighting along the east-west and north-south legs of Corvette Way and along Capstan Way. The following shall be confirmed through the SA processes:

- a) Capstan Way @ the north side of the street:
 - Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
 - Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway, but EXCLUDING any flower basket holders, flower basket irrigation, or duplex receptacles.
- b) Corvette Way @ the east and south sides of the street:
 - Pole colour: Grey

- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or flower basket irrigation.
- Pedestrian lighting: Not applicable.

22.1.6. General Items: The Developer is required to:

- a) Provide, prior to first SA design submission, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission.
- b) Coordinate the site preparation works (e.g., soil densifications, etc.) and SA* design and construction with BC Hydro.
- c) Additional legal agreements, as determined via the subject development's SA(s)* and/or Development Permit (DP 15-699652), and/or Building Permit(s)* to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

22.2. Transportation Servicing Agreement * Requirements: The developer shall be responsible for the design and construction of frontage works, generally as shown in the approved Preliminary Functional Roads Plan (**Schedule C**), which was based on achieving the following road cross-sections (together with tie-ins to conditions beyond the frontages of the subject site), as determined to the City's satisfaction.

22.2.1. Traffic Signal Works: Pre-ducting for future signals at the Capstan Way/Corvette Way intersection.

22.2.2. Frontage Improvements:

- a) East-West Corvette Way (described from south to north):
 - 2.0 m wide concrete sidewalk at the new property line;
 - 1.5 m wide landscaped boulevard, which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Grass and/or a combination of low evergreen plants and paving elements providing pedestrian access between on-street parking and the sidewalk (e.g., stepping stones, suspended slabs), but excluding tree grates;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 0.15 m wide curb; and
 - Road widening to achieve a 12.0 m wide driving surface (measured from face-of-curb to face-of-curb), including two curb-side parking lanes (2.7 m wide each) and two general purpose travel lanes (3.3 m wide each).
- b) North-South Corvette Way (described from east to west):
 - 2.0 m wide concrete sidewalk at the existing property line;
 - 1.5 m wide landscaped boulevard, which may include, but may not be limited to, the following, as determined to the City's satisfaction:

- Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Grass and/or a combination of low evergreen plants and paving elements providing pedestrian access between on-street parking and the sidewalk (e.g., stepping stones, suspended slabs), but excluding tree grates;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 0.15 m wide curb;
 - Road widening to achieve a minimum 9.5 m wide interim driving surface (measured from face-of-curb on the east to pavement edge on the west), including one curb-side parking lane along the street's east side (2.7 m wide), a northbound general purpose travel lane (3.3 m wide), and a southbound general purpose travel lane (3.5 m wide); and
 - Interim road side barriers and shoulder.
- c) Capstan Way (described from south to north, using the existing marked centre line as the reference point):
- 6.6 m wide driving surface for westbound traffic;
 - 0.15 m wide curb;
 - A landscaped boulevard of varying width (tapering to a minimum width of 1.5 m near Corvette Way), which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures, but typically excluding structural soil);
 - Some combination of low evergreen plants and related features;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 2.5 m wide off-street bike path, including a 2.2 m wide asphalt bike framed by 0.15 m wide flush concrete bands along both sides;
 - 1.0 m wide landscaped buffer strip, which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench, with or without tree grates (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Some combination of low evergreen plants and paving elements providing pedestrian access between the bike path and the sidewalk (e.g., stepping stones, suspended slabs);
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements); and
 - 2.0 m wide concrete sidewalk at 75' proposed property line.

Initial: _____

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 15-699647) with respect to the development's Development Permit (DP 15-699652).
2. Additional Requirements: Discharge and registration of additional right-of-way(s) and/or legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, Manager of Real Estate Services, Manager of Community Social Services, and Senior Manager of Parks.
3. Waste Management Plan: As part of the permit drawings, submit a Plan (i.e. drawings and related specifications), to the City's satisfaction, indicating the nature of all waste management-related facilities proposed on the subject site and their compliance with City bylaws and policies, including, but not limited to, carts/bins (e.g., uses, types, and numbers), waste/holding rooms (e.g., uses, locations, sizes, and clear heights), loading facilities (e.g., locations, sizes, and clear heights), pedestrian/vehicle access (e.g., routes and vehicle turning templates), and related features, as required (e.g., signage, janitor sinks, floor drains, lighting, ventilation, safety measures, and door/gate operations).

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 15-699647) and/or Development Permit issuance (DP 15-699652) with respect to the development's Building Permit*.
2. Construction Traffic Management Plan: Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Accessibility: Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Construction Hoarding: Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

NOTE:

- Items marked with an asterisk (*) require a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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

SIGNED COPY ON FILE

Signed _____

Date _____

SCHEDULE A
Preliminary Road Dedication Plan (REDMS #5395734)

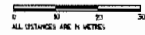
**SUBDIVISION PLAN OF
LOT 41 EXCEPT: PARCEL B (BYLAW PLAN 73014) PLAN 27115 AND
PARCEL B BYLAW PLAN 73014,
BOTH OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT**

PLAN EPP

BOSS 925.015

LEGEND

SCALE 1:500



ALL DISTANCES ARE IN METERS
THE INTENDED PLAT SIZE OF THIS PLAN
IS 11 INCHES BY 17 INCHES (1:1000)
WHEN PRINTED AT A SCALE OF 1:500.

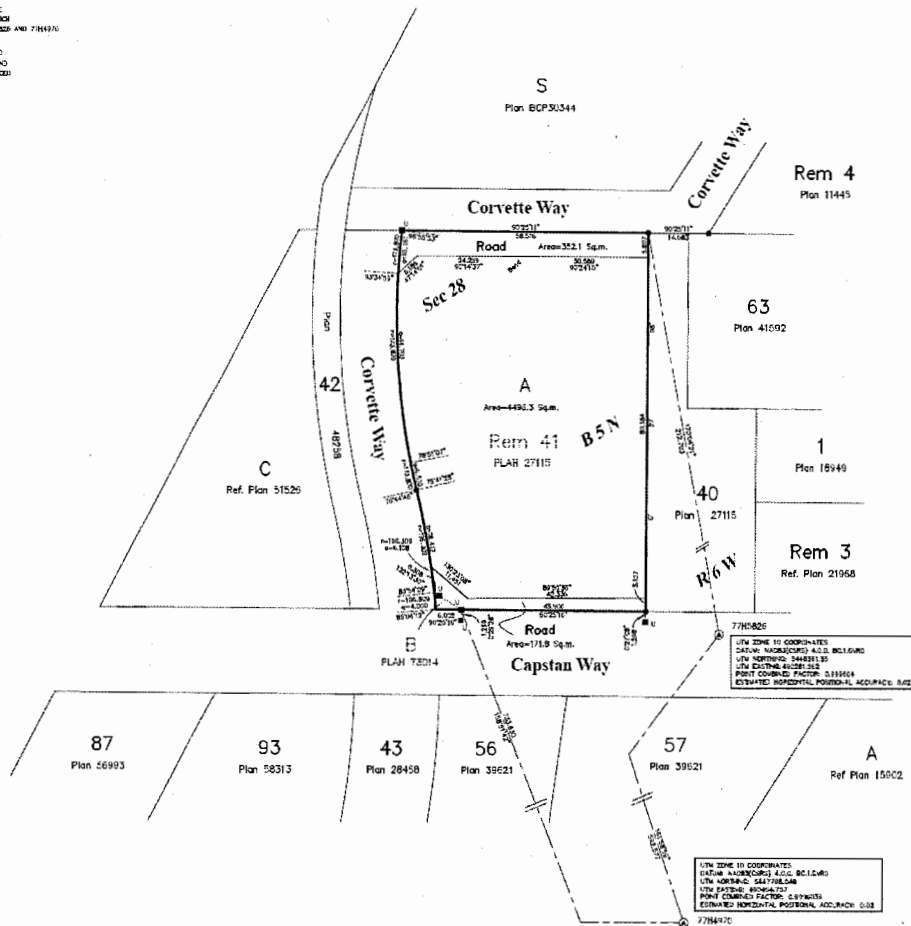
INTERFERED SURVEY DATA: H.M. BROWN, B.C.
H.M. BROWN & SONS, B.C.

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN
GEOGRAPHIC CONTROL MONUMENTS 779524 AND 779410.

THE UTM COORDINATES AND ESTIMATED HORIZONTAL
POSITIONAL ACCURACY ADHERE TO THE
CONVENTIONAL SURVEY OBSERVATIONS TO GEOGRAPHIC
CONTROL MONUMENTS 779524 AND 779410.

THIS PLAN SHOWS HORIZONTAL ORIGIN-LEVEL
DISTANCES UNLESS OTHERWISE SPECIFIED.
TO COMPUTE GRID DISTANCES,
WILSON'S HORIZONTAL DISTANCE BY THE
AVERAGE CORRECTION FACTOR CONVERSION WHICH
HAS BEEN DERIVED FROM MONUMENTS 779524 AND 779410.

- ⊙ INDICATES CONTROL MONUMENT FOUND
- INDICATES STANDARD IRON POST FOUND
- INDICATES STANDARD IRON POST PLACED



DRAFT

RLV AND ASSOCIATES
LAND SURVEYING LTD.
2015, 9028 - 122nd Street
Surrey, B.C. V3W 4C7
Ph: (604) 580-1014
Fax: (604) 580-0405

THIS PLAN LIES WITHIN THE JURISDICTION OF
THE APPROVING OFFICE FOR THE CITY OF RICHMOND.
THIS PLAN LIES WITHIN THE
GREATER VANCOUVER REGIONAL DISTRICT
CITY OF RICHMOND.
THE FIELD SURVEY REPRESENTED BY
THIS PLAN WAS COMPLETED ON
THE 14th DAY OF OCTOBER, 2014.
EVEVE O. WONG BCLP

gbl

GBL ARCHITECTS
110 EAST 1ST AVENUE, 10TH FLOOR
DENVER, CO 80202
TEL: 303.733.1111 FAX: 303.733.1179
WWW.GBLARCHITECTS.COM

REVISIONS

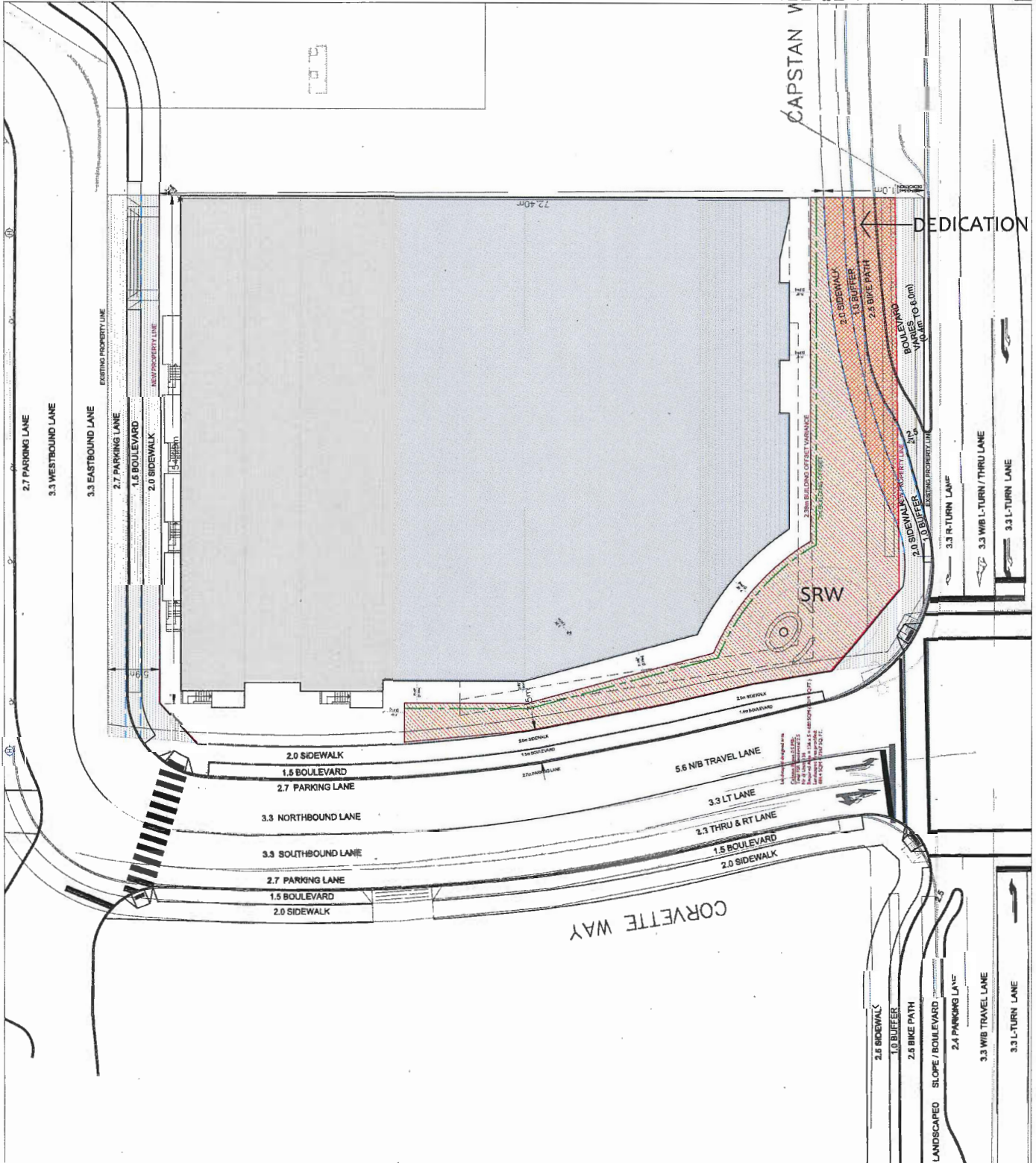
NO.	DATE	DESCRIPTION
1.	APRIL 2015	PRELIMINARY PLAN
2.	MARCH 2016	REVISIONS TO PLAN
3.	OCTOBER 2016	REVISIONS TO PLAN
4.	MAY 2017	REVISIONS TO PLAN

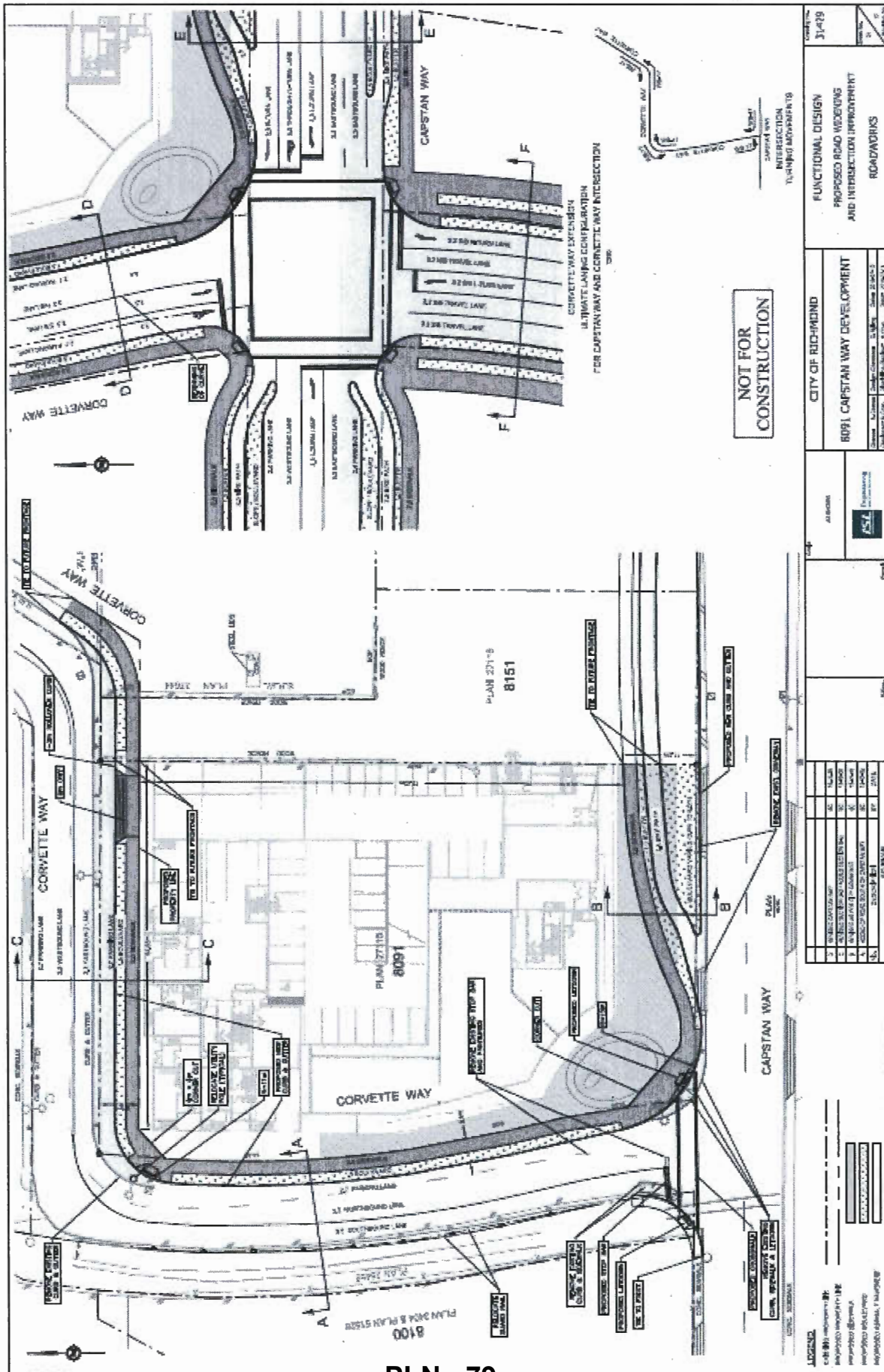
Residential, Hotel
Retail and Office
8091 Capstan Way
Richmond, BC

DEDICATIONS

DATE: APRIL 2015
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1227

A-0.01







**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9676 (RZ 15-699647)
8091 Capstan Way**

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

1. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by repealing the second bullet in the definition of “Village Centre Bonus”, in Appendix 1 – Definitions, and inserting the following:
 - “- the minimum net development site size to which the additional density may be applied shall be as follows, unless otherwise determined to the satisfaction of the City:
 - a) to achieve a maximum net density of 3 FAR or less: 4,000 m² (1 ac.);
 - b) to achieve a maximum net density greater than 3 FAR: 8,000 m² (2 ac.).”
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9676**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER



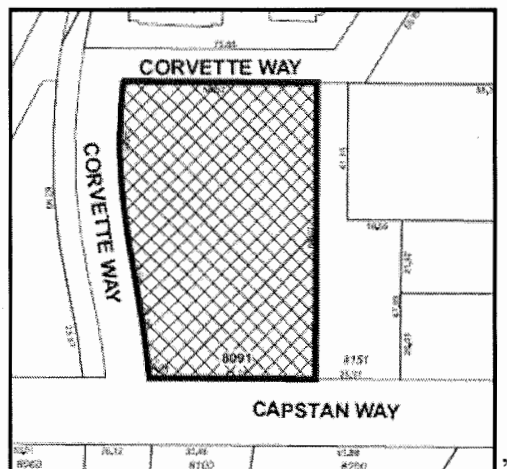


**Richmond Zoning Bylaw 8500
Amendment Bylaw 9677 (RZ 15-699647)
8091 Capstan Way**

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 inserting section 9.4.4.8 as follows:
 - “8. For the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below, notwithstanding Section 9.4.4.4, the maximum **floor area ratio** for the RCL5 **zone** shall be 2.61 and, notwithstanding Section 9.4.4.5, the maximum **floor area ratio** for the RCL5 **zone** shall be 1.04, provided that the **owner**:
 - a) complies with the conditions set out in Section 9.4.4.4 and Section 9.4.4.5; and
 - b) dedicates not less than 183.9 m² of the **site** as **road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**RESIDENTIAL/LIMITED COMMERCIAL (RCL5)**”.

P.I.D. 004-231-643

Lot 41 Except: Parcel B (Bylaw Plan 73014), Section 28 Block 5 North Range 6 West New Westminster District Plan 27115

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9677"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>in</i>
APPROVED by Director or Solicitor <i>al</i>



City of Richmond

Report to Committee Planning and Development Division

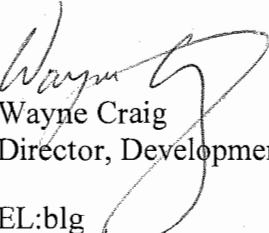
To: Planning Committee
From: Wayne Craig
Director, Development

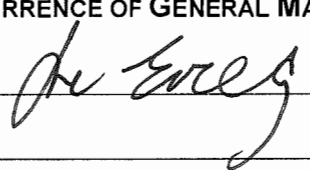
Date: June 8, 2017
File: RZ 15-701939

Re: Application by Incircle Projects Ltd. for Rezoning at 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)", be referred to the Monday, July 17, 2017 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.


Wayne Craig
Director, Development
EL:blg
Att. 5

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

Staff Report

Origin

Incircle Projects Ltd. has applied to the City of Richmond for permission to rezone 7760 Garden City Road (Attachment A) from "Single Detached (RS1/F)" zone to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" zone in order to permit the development of four three-storey townhouse units with vehicle access from the adjacent property to the east and south at 7733 Turnill Street.

Background

A Report to Committee (Attachment B) was presented to Planning Committee on March 21, 2017. First Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, was granted on March 27, 2017. The bylaw was considered at the April 18 Public Hearing. Based on public input, the following referral motion was passed:

"That the application be referred to staff to review issues raised at the Public Hearing regarding access; and

That staff advise the applicant to undertake communication with the strata council of 7733 Turnill Street."

This report provides additional staff comments related to vehicle access to the subject development site and a summary of the agreements between the applicant and the Strata Council of 7733 Turnill Street regarding vehicle access to 7760 Garden City Road from 7733 Turnill Street.

Findings of Fact

No change to the design or access configuration for the subject development proposal at 7760 Garden City Road is proposed in response to the Council referral. Please refer to the original Staff Report dated February 6, 2017 (Attachment B) for information pertaining to related City's policies and studies; staff comments on built form and architectural character, existing legal encumbrances, transportation and site access, tree retention and replacement, tandem parking, variance requested, amenity space, and site servicing and frontage improvements; and the Development Application Data Sheet.

Public Hearing

At the Public Hearing for the rezoning of the subject site held on April 18, 2017, three residents from 7733 Turnill Street attended the meeting and raised the following issues related to vehicle access from 7733 Turnill Street. Staff responses to each of the comments are provided below in '*bold italics*':

1. Increased traffic and safety for children's play on internal drive aisle.

Transportation staff advised that the addition of the four townhouse units will result in a marginal increase in traffic compared to the existing conditions generated by the existing 27 units at 7733 Turnill Street. It is anticipated that an additional three vehicles during the peak hour, or approximately one new vehicle every 20 minutes will be generated with this proposed four-unit townhouse development. This estimate is based on using recognized trip generation rates published by the Institute of Transportation Engineers. Staff endorse the proposal, as the minor increase in traffic can be accommodated via the existing drive aisles through 7733 Turnill Street with minimal traffic impact.

Although the drive aisle is intended for vehicle circulation, to address the concerns related to safety on the internal drive aisle, the applicant has committed to working with the Strata Council of 7733 Turnill Street to implement traffic calming measures and/or signage in 7733 Turnill Street as necessary (e.g., speed humps) to the satisfaction of the Strata Council of 7733 Turnill Street.

2. Maintenance costs on shared driveway.

There is no reference to maintenance cost sharing in the easement document registered on land title records. However, the developer advised that the sales contract for the four proposed townhouse units will identify that the purchasers will be responsible for the maintenance cost of the shared driveway on a proportionate basis.

3. Logistics of mail deliveries and garbage/recycling pickups.

Residents at 7733 Turnill Street do not wish service vehicles to access 7760 Garden City Road via the shared driveway on 7733 Turnill Street.

A mailbox and a garbage/recycling enclosure are proposed on the subject site along a pedestrian pathway connecting Garden City Road and the internal drive aisle of the subject townhouse development. Transportation staff confirmed that mail delivery trucks and garbage/recycling collection trucks can legally stop in front of the subject site on Garden City Road (for up to 5 minutes when involved in active loading and unloading), if necessary. Garbage/recycling pick-up will be arranged to occur on Garden City Road.

4. Potential impact on visitor parking spaces.

Residents at 7733 Turnill Street raised concerns that visitors of the proposed development at 7760 Garden City Road will park in the visitor parking stalls at 7733 Turnill Street. While this is a private enforcement issue, the developer has committed to install new signage stating "For Visitors of 7733 Turnill Street Only. Violators May Be Towed." at each of the visitor stalls in 7733 Turnill Street. Community Bylaws staff advised that the Strata Council can apply for a Towing Permit in accordance to the Vehicle For Hire Bylaw Regulations if they intend to have vehicles towed.

In addition, the applicant is also prepared to provide additional wayfinding signs guiding visitors to 7760 Garden City Road to the location of visitor's parking spaces.

5. Direct driveway to Garden City Road.

Residents at 7733 Turnill Street suggested that the City allow direct access to and from the future townhouse development at 7760 Garden City Road to Garden City Road. Transportation staff reviewed the proposal and advised that access for 7760 Garden City Road through 7733 Turnill Street, as proposed, is preferred based on the following considerations:

- *Access via the easement on 7733 Turnill Street would be consistent with the City's access strategy (i.e., to minimize new driveways onto Garden City Road, which is a major arterial road).*
- *As Garden City Road is classified as an arterial road, new driveways would introduce new conflict points which may compromise the overall traffic operations and safety.*
- *Garden City Road is a designated cycling route and greenway, and introducing a new driveway would introduce new conflict points which may compromise the safety of cyclists and pedestrians.*
- *Access to the subject property has been planned to be through 7733 Turnill Street with the easement already registered in favour of 7760 Garden City Road on August 1, 2003.*

It is also noted that all townhouse developments along the east side of Garden City Road between Granville Avenue and Blundell Road were designed to have accesses through the internal streets with no direct access to Garden City Road.

The implications of granting access on Garden City Road is inconsistent with the access arrangement of previous townhouse developments north and south of the subject site which were required to remove access to Garden City Road in order to create a greenway along the frontage. Introducing a direct access for 7760 Garden City Road would diminish the pedestrian and cycling environment established on this 800 m block of Garden City Road.

Consultation

In response to the Council's referral, the developer held a meeting with the President of the Strata Council of 7733 Turnill Street and three strata Council members on Saturday April 22, 2017. The purpose of the meeting was to address the concerns brought up at the Public Hearing on Monday, March 20, 2017. While the residents at 7733 Turnill Street are still insistent on requesting Council to allow direct vehicle access to the development site from Garden City Road, the developer and the representatives from 7733 Turnill Street reached an agreement on the following terms for access from 7733 Turnill Street:

- Construction of speed bumps and/or signs at 7733 Turnill Street with directions from Strata Council.

- Placement of signage at the visitor parking stalls at 7733 Turnill Street stating "For Visitors of 7733 Turnhill Street only. Violators May Be Towed".
- Placement of signage at the vehicle entrance of 7733 Turnill Street; stating that access to the 7760 Garden City Road development is via a private property and all strata rules and regulations of 7733 Turnill Street be followed.
- Placement of signage at the vehicle entry to the subject site at 7760 Garden City Road from 7733 Turnill Street (on the common property line) to indicate the access point to the 7760 Garden City Road project.
- Developer to pay a one-time lump sum fee of \$10,000 to the Strata Council at 7733 Turnill Road for expenses including, but not limited to exterior power wash of the buildings at 7733 Turnill Street, easement road maintenances, and landscape upgrades.
- Employment of a different unit numbering system (i.e., Unit 101 instead of Unit 1) to differentiate the units in the two complexes and to avoid addressing confusion.
- The developer acknowledges and confirms that no construction access to 7760 Garden City Road from 7733 Turnill Street will be allowed until the project at 7760 Garden City Road is completed and final occupancy is granted. This arrangement will be included in the Construction Parking and Traffic Management Plan for the subject development, which will be required at the Building Permit stage.

The minutes of the meeting between the developer and the representatives of 7733 Turnill Street can be found in Attachment C and an Offer Agreement signed by the developer and the Strata Council of 7733 Turnill Street can be found in Attachment D. In order to ensure the commitment made by the developer to the residents at 7733 Turnill Street will be fulfilled, prior to final adoption of the rezoning bylaw, the applicant will be required to:

1. Provide a bond in the amount of \$10,000.00 for the installation of various traffic management measures, including but not limited to speed humps and signage, as per items #1 to #5 of the Offer Agreement (Attachment D). The bond will be released upon completion of the installation of all traffic management measures as identified in the Offer Agreement (Attachment D). Should the Strata Council of 7733 Turnill Street decide not to allow any of the listed traffic management measures installed on-site, the bonded amount for those works will be refunded to the developer upon:
 - a. Completion of all other items on the list of traffic management measures; and
 - b. Submission of a written confirmation from the Strata Council of 7733 Turnill Street indicating the specific items on the list of traffic management measures that are no longer desired by the Strata Council.
2. Registration of a legal agreement on Title to ensure the following items are completed prior to (or concurrently) final Building Permit inspection or stratification of the subject four unit townhouse development at 7760 Garden City Road:
 - a. The developer has provided a proof of payment of \$10,000.00 to the Strata Council of 7733 Turnill Street for maintenance expenses including, but not limited to exterior

power wash of the buildings at 7733 Turnill Street, easement road maintenance, and landscape upgrades; and

- b. An easement maintenance cost sharing agreement, as per item #8 of the Offer Agreement, between the strata corporation of the subject development at 7760 Garden City Road and the Strata Council of 7733 Turnill Street has been reached.

Conclusion

The proposed four-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the McLennan South Sub-Area. The proposal would be consistent with the form and character of the surrounding area. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The developer has agreed to install various traffic management measures at 7733 Turnill Street, provide a one-time lump sum initial maintenance fee to the Strata Council of 7733 Turnill Street, and agreed to a new easement road maintenance cost sharing schedule in order to address concerns raised by residents at 7733 Turnill Street (see details in Attachment E). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, be referred to the Monday, July 17, 2017 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.



Edwin Lee
Planner 1

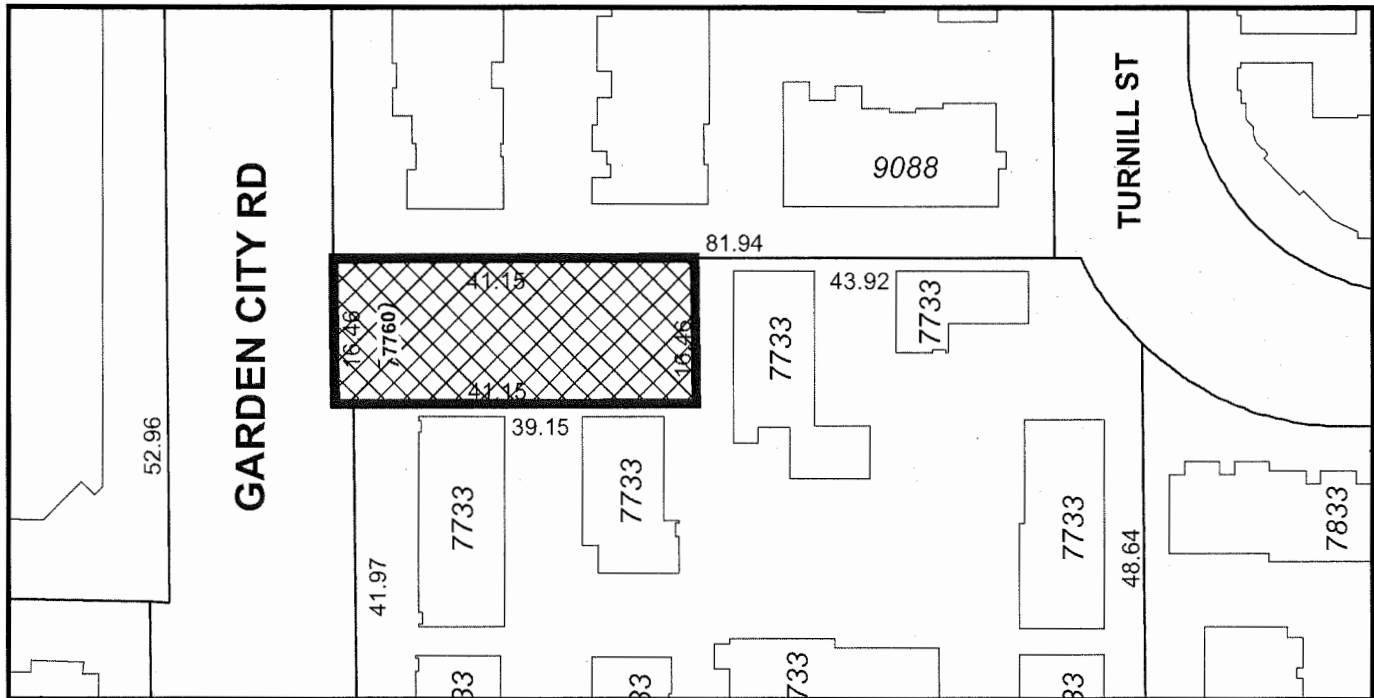
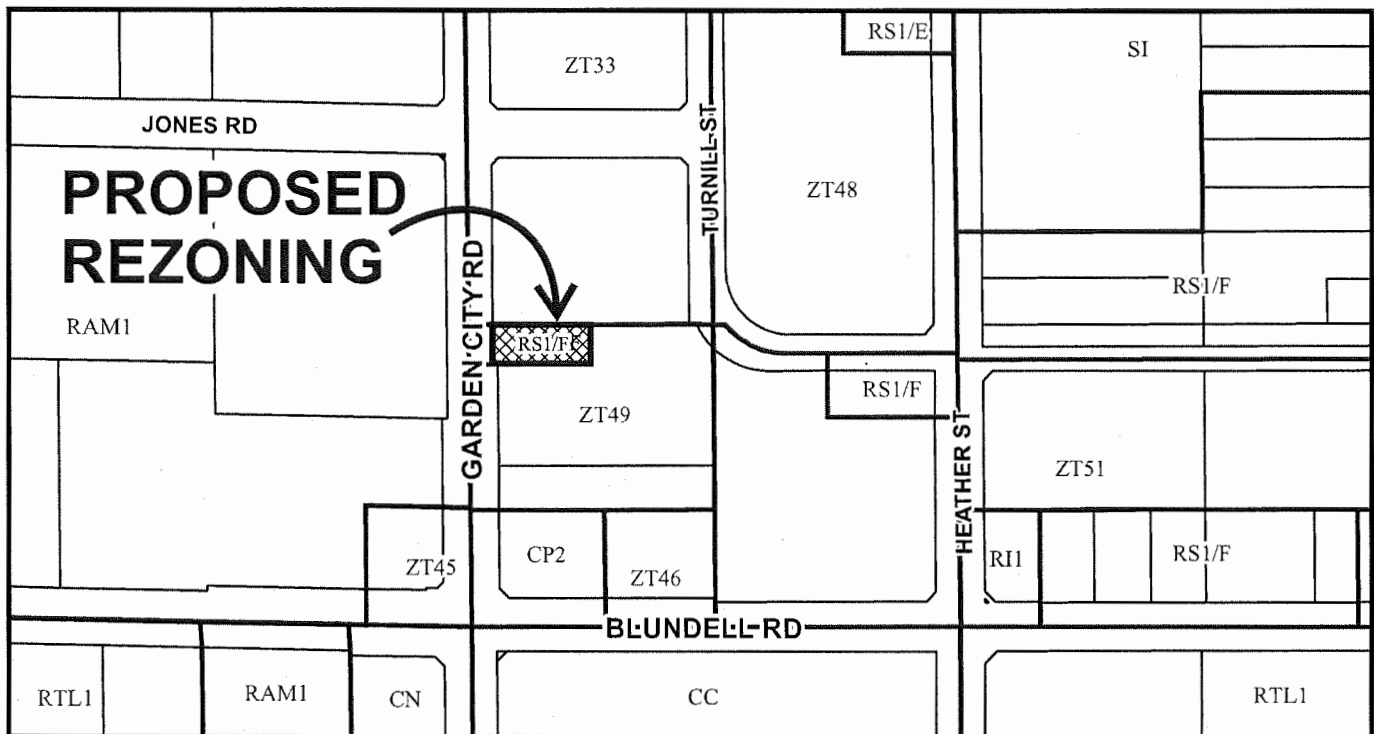
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Attachments:

- Attachment A: Location Map
- Attachment B: Report to Committee dated February 6, 2017
- Attachment C: April 22, 2017 Meeting Minutes
- Attachment D: Offer Agreement
- Attachment E: Rezoning Considerations



City of
Richmond



RZ 15-701939

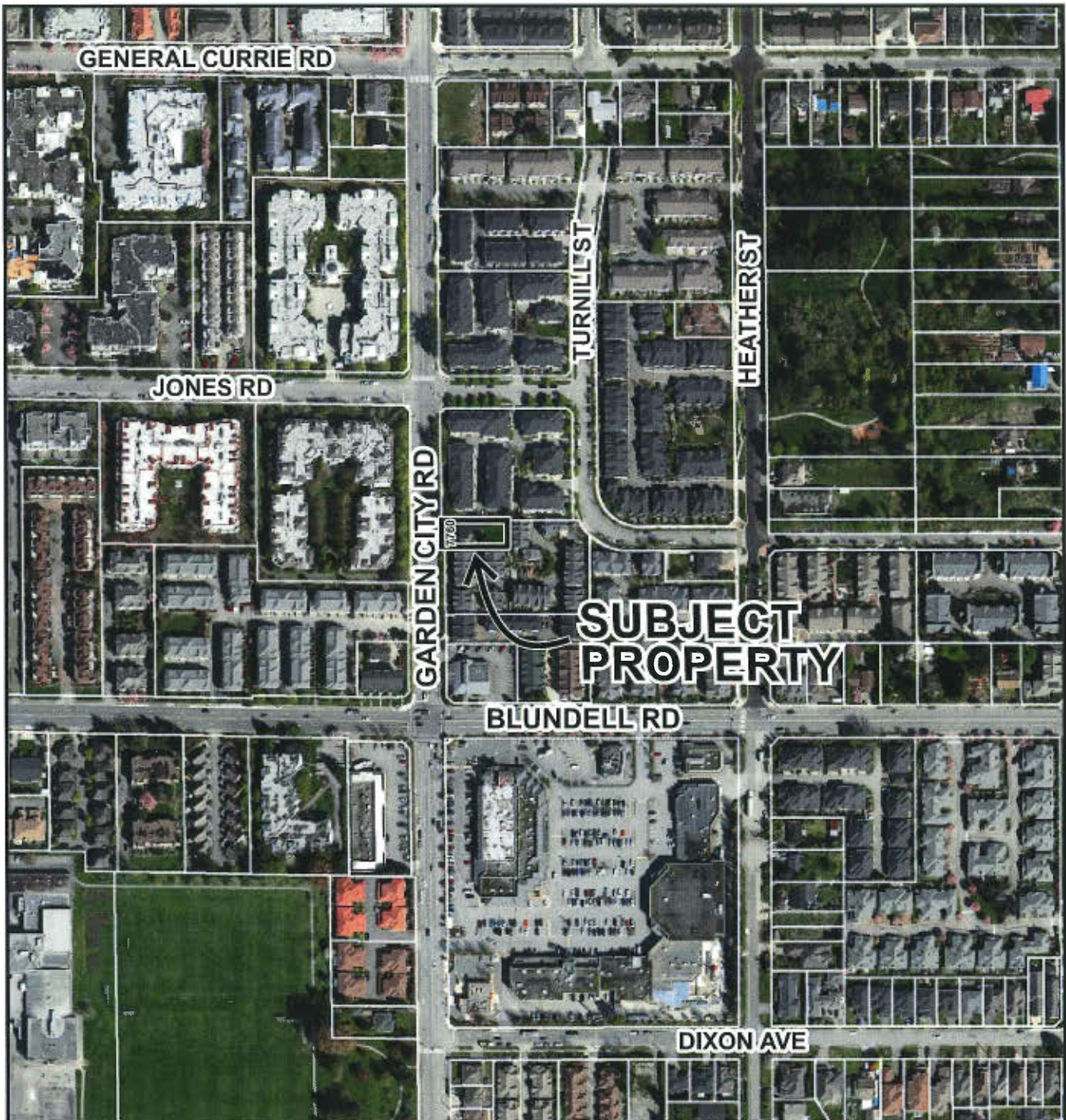
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Revision Date: 02/02/17

Note: Dimensions are in METRES



City of
Richmond



RZ 15-701939

Original Date: 07/14/15

Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee
Planning and Development Division

To: Planning Committee

Date: February 6, 2017

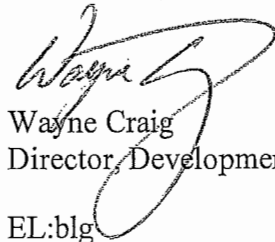
From: Wayne Craig
Director, Development

File: RZ 15-701939

Re: Application by Incircle Projects Ltd. for Rezoning at 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)"

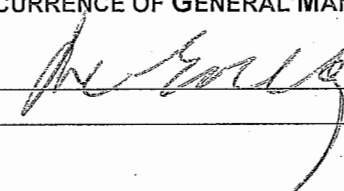
Staff Recommendation

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



Wayne Craig
Director, Development

EL:blg
Att. 6

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

Staff Report

Origin

Incircle Projects Ltd. has applied to the City of Richmond for permission to rezone 7760 Garden City Road (Attachment 1) from “Single Detached (RS1/F)” to the “Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)” zone in order to permit the development of four three-storey townhouse units with vehicle access via a statutory right-of-way from the adjacent property at 7733 Turnill Street. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2. The site currently contains one single-family home; which will be demolished.

Findings of Fact

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

Surrounding Development

To the North: A 38-unit townhouse development on a site zoned “Town Housing (ZT33) – South McLennan (City Centre)”.

To the East and South: A 27-unit townhouse development on a site zoned “Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)”.

To the West: Across Garden City Road, a 172-unit low-rise apartment development on a site zoned “Medium Density Low Rise Apartments (RAM1)”.

Related Policies & Studies

Official Community Plan

The subject property is designated “Neighbourhood Residential (NRES)” in the Official Community Plan (OCP). This land use designation allows single-family, two-family and multiple family housing (specifically townhouses). This proposal is consistent with the OCP.

McLennan South Sub-Area Plan

The subject property is located within the McLennan South Sub-Area Plan (Schedule 2.10D of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The site is designated as “Neighbourhood A” for residential developments up to three storeys over one parking level. The current proposal of three-storey townhouse development in duplex form is consistent with the Sub-Area Plan.

Site Assembly Size

The subject site is an orphaned lot landlocked by existing townhouse developments to the north, east and south. Since a cross-access easement was secured from 7733 Turnill Street in anticipation of the development of the subject site, the proposed development can be considered as an extension of this adjacent townhouse development. A high quality pedestrian environment along the fronting street (i.e., Garden City Road) will be created, as no driveway access will be required or permitted.

Project Density

The base density permitted on the subject site is 0.75 FAR, and the Area Plan provides allowances for density bonusing in order to achieve community amenities and affordable housing. The proposed rezoning to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" would allow a maximum density of 0.78 (i.e., total buildable area approximately 502.5 m² or 5,410 ft²). This density would be in keeping with the range of densities of other projects in the area, and is supportable to staff.

Staff support the proposed density based on the following:

- As describe above, the Area Plan, adopted in 2006, supports use of density bonusing to promote housing affordability and the provision of affordable housing. The City's Affordable Housing Strategy supports the use of density bonusing to achieve the objectives of the Strategy. The applicant has agreed to provide a voluntary cash contribution in the amount of \$21,638.49 (\$4.00 per buildable square foot) to the City's Affordable Housing Reserve Fund in keeping with the Affordable Housing Strategy requirements for townhouse developments.
- The subject development is considered an extension of the townhouse development at 7733 Turnill Street as access to the proposed new townhouse units will be via the access easement registered on 7733 Turnill Street. The proposal is to rezone the subject site to the same zoning district as the adjacent townhouse development at 7733 Turnill Street.
- The Area Plan supports use of density bonusing to promote the development of barrier-free housing and the proposal will provide two convertible housing units.
- A 2.0 m wide road dedication across the entire Garden City Road development frontage and a 3.0 m wide Public Rights-of-Passage (PROP) along the new Garden City Road property line will be provided.
- Frontage improvements along Garden City Road; including a new concrete sidewalk and a grass and treed boulevard matching the existing frontage improvements works to the north and south of the subject site will be provided.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis

Built Form and Architectural Character

The applicant proposes to construct a total of four three-storey townhouse units in a total of two townhouse clusters. Two units will front onto Garden City Road, and the remaining two units will front onto the internal drive aisle. The amenity area will be situated along the north property line at the end of the internal drive aisle.

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Demonstrate compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan Bylaw 9000 and the McLennan South Sub-Area Plan.
- Ensure the proposal follows the conditions stipulated by the project arborist related to driveway, sidewalk and patio/fence constructions/installations within the Tree Protection Zones.
- Review of size and species of replacement trees to ensure bylaw compliance and to achieve a mix of conifer and deciduous trees on-site.
- Address potential privacy concerns through landscaping and built form.
- Refinement of the outdoor amenity area design including the choice of play equipment.
- Review of a sustainability strategy for the development proposal including measures to achieve an EnerGuide Rating System (ERS) score of 82.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) along the entire west property line of the site (i.e., along Garden City Road) registered on Title of the subject site for the existing sanitary sewer. A portion of this SRW is located outside of the required 2.0 m wide road dedication along Garden City Road will fall with the land after the road dedication. The 3.0 m wide Public Rights-of-Passage (PROP) along the new property line required for this rezoning and development will also allow for sanitary main maintenance.

Transportation and Site Access

No direct vehicular access is permitted to Garden City Road. Vehicular access to the subject site will be provided via the access easement over the internal drive-aisle at 7733 Turnill Street (registered under BV299944). This access arrangement was envisioned and secured when the adjacent townhouse development at 7733 Turnill Street developed in 2003. A legal opinion prepared by the applicant's lawyer confirms that the City can rely on this access easement. The applicant also confirmed that the strata council and residents at 7733 Turnill Street have been informed. Staff have not received any feedbacks or comments on this issue from the residents at 7733 Turnill Street. Registration of a legal agreement on Title, ensuring vehicle access is limited to the SRW on 7733 Turnill Street and prohibiting access to Garden City Road, will be required prior to final adoption of the rezoning bylaw.

Tree Retention and Replacement

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

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

- Six trees (tag# 101, 102, 103, 104, 105 and 106) located on the development site have all been previously topped and as a result, are not good candidates for retention. These trees should be removed and replaced.
- Three trees (tag# 107, 108, 109) located on adjacent neighbouring properties are identified to be retained and protected. Developer is required to provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove all bylaw-sized trees on-site (i.e., six trees). The 2:1 replacement ratio would require a total of 12 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant 17 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

Three trees (tag #107, 108 and 109) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees/hedge rows to be retained, and submit a landscape security in the amount of \$3,000 to ensure the replacement planting will be provided.

Tandem Parking

Richmond Zoning Bylaw 8500 permits 100% tandem parking arrangement in a number of site specific townhouse zones including "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)". The proposal will feature two units with a total of four stalls (50% of resident parking spaces proposed) in a tandem arrangement, which is consistent with the tandem parking provision of Richmond Zoning Bylaw 8500. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

Variance Requested

The proposed development is generally in compliance with the "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" zone with one proposed variance. The applicant has requested a variance to reduce the rear yard setback from 4.57 m to a minimum of 3.0 m; in order to accommodate a projection on the ground floor and open deck spaces on the second floor of the proposed Building #1 (i.e., the east building). This proposed rear yard (east) setback is similar to the setback provided on the adjacent townhouse units to the east of the subject site (i.e., approximately 3.0 m between the second floor balcony and the common property line). The setbacks to the second and third floor living space will remain at a minimum of 4.57 m from the east property line. This variance will be reviewed in the

context of the overall detailed design of the project; including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund at \$4.00 per buildable square foot; for a contribution of \$21,638.49.

Townhouse Energy Efficiency and Renewable Energy

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

Amenity Space

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

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

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to provide a 2.0 m wide road dedication across the entire Garden City Road development frontage and a 3.0 m Public Rights- of-Passage (PROP) SRW along the new property line to align with the property line and the PROP SRW to the south along the Garden City Road frontage.

Then, prior to issuance of the Building Permit, the developer is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontages, as well as service connections (see Attachment 6 for details). All works are at the developer's sole cost. The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Financial Impact or Economic Impact

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

Conclusion

The proposed four-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the McLennan South Sub-Area. The proposal would be consistent with the form and character of the surrounding area. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 6.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9682 be introduced and given first reading.



Edwin Lee
Planner 1
(604-276-4121)

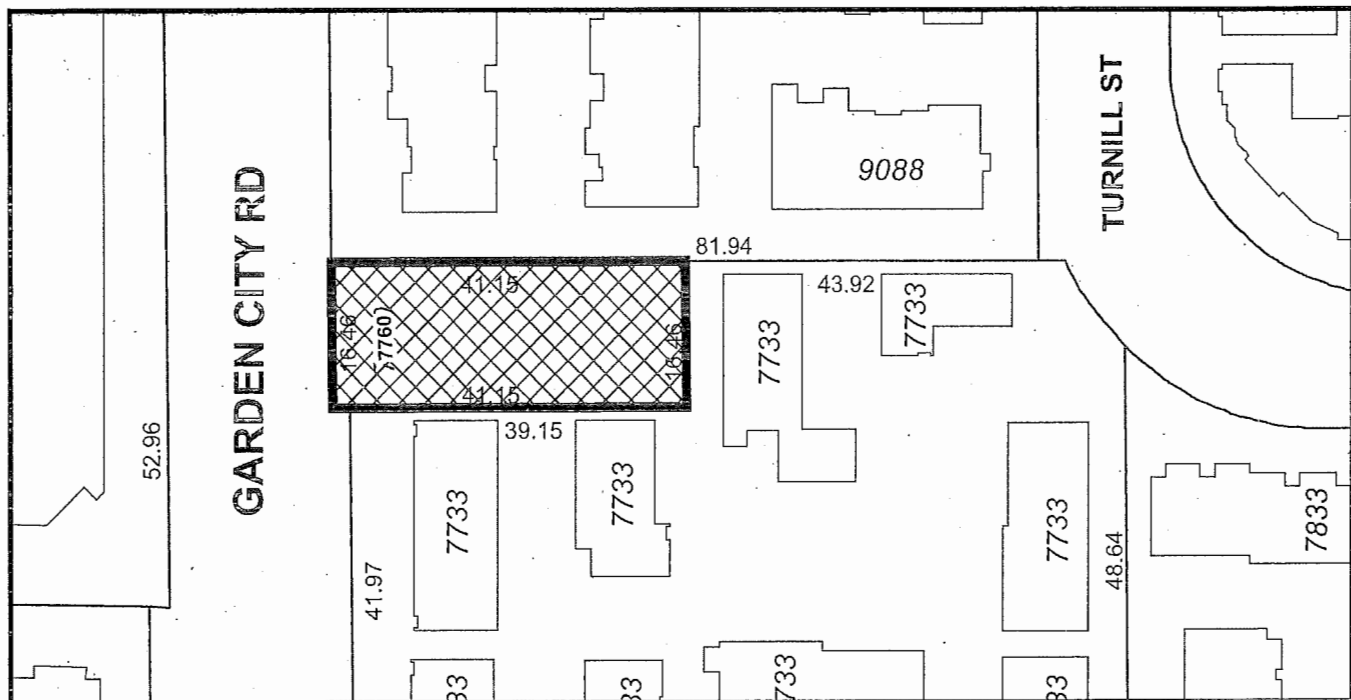
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- Attachment 1: Location Map
- Attachment 2: Proposed Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Plan Land Use Map
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations

PROPOSED REZONING

The map displays the following zoning districts and features:

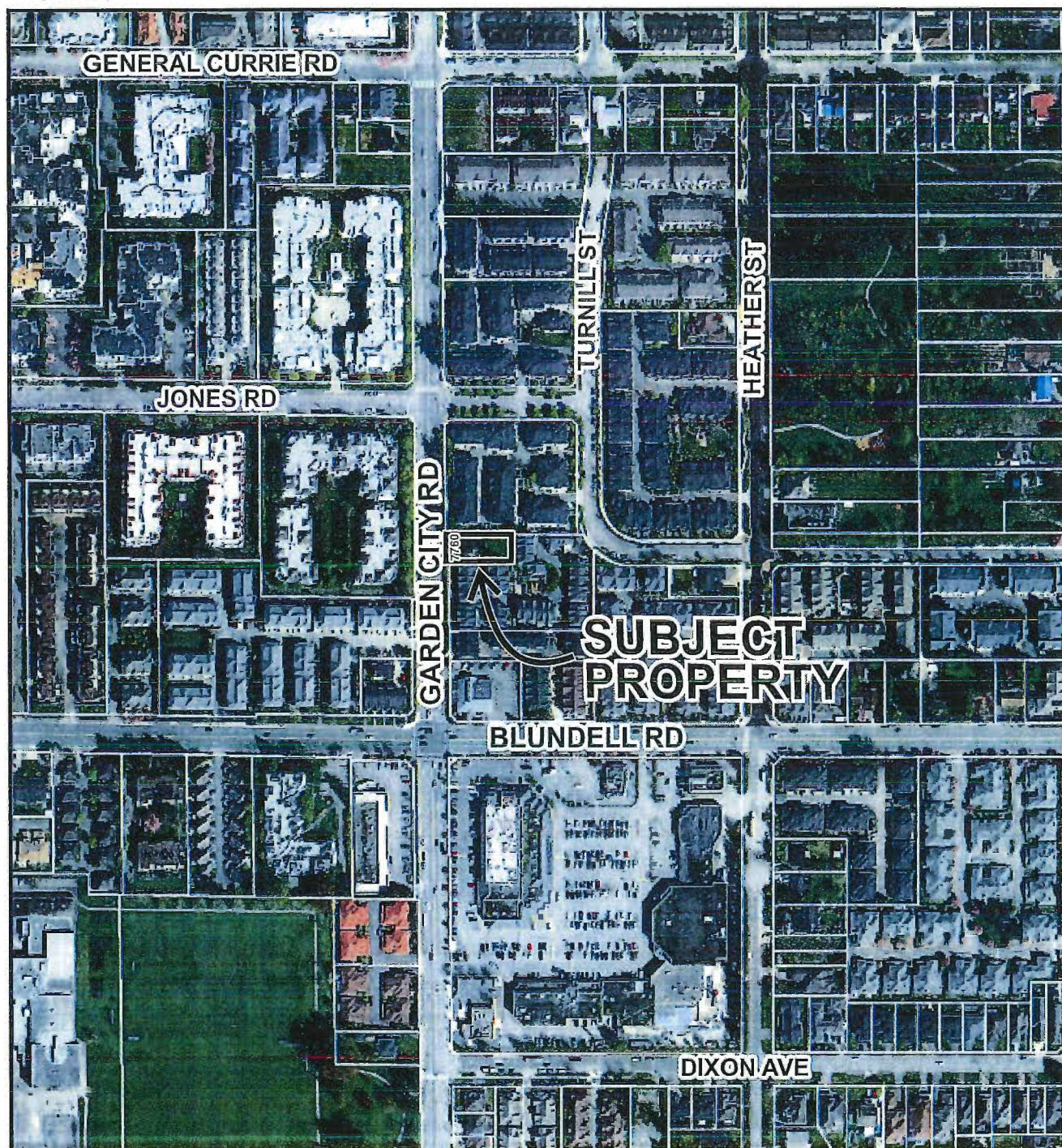
- Zoning Districts:** ZT33, ZT48, ZT49, ZT45, CP2, ZT46, ZT51, SI, RS1/F, RAM1, RTL1, and CC.
- Streets:** JONES RD, GARDEN CITY RD, TURNHILL ST, BLUNDELL RD, and HEATHER ST.
- Highlighted Parcel:** A parcel on Garden City Rd is highlighted with a cross-hatch pattern and labeled RS1/F. An arrow points from the text "PROPOSED REZONING" to this parcel.



Note: Dimensions are in METRES



City of
Richmond



RZ 15-701939

Original Date: 07/14/15

Revision Date:

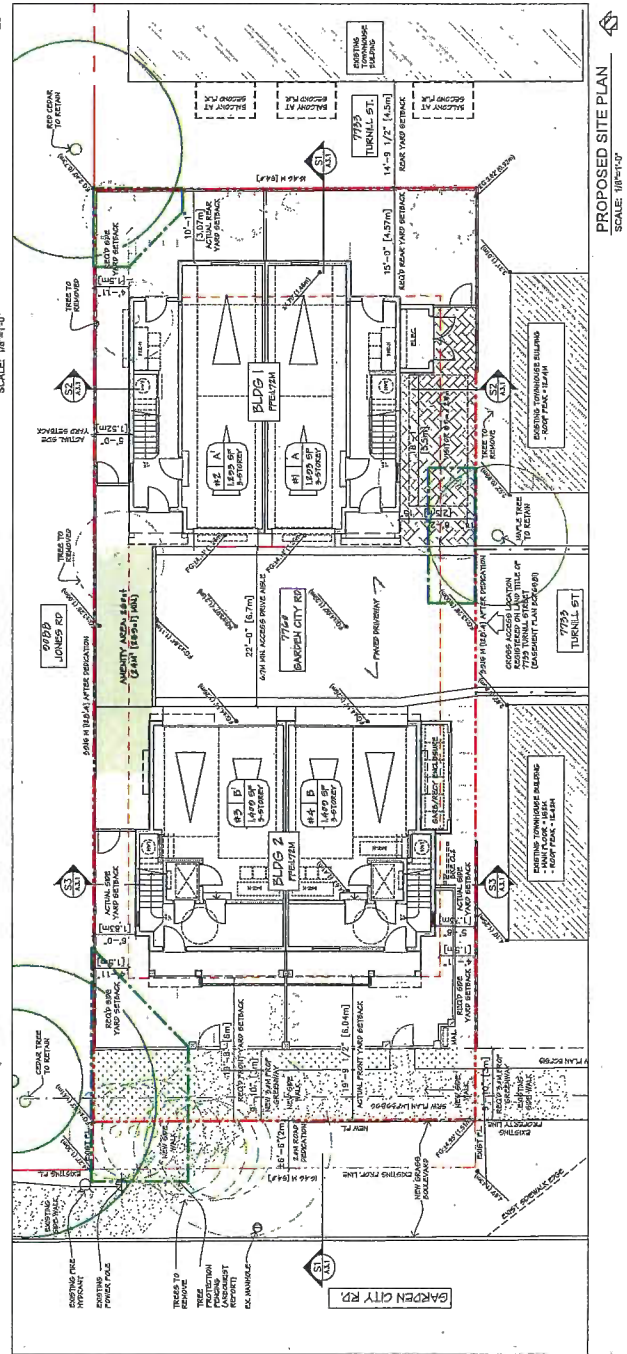
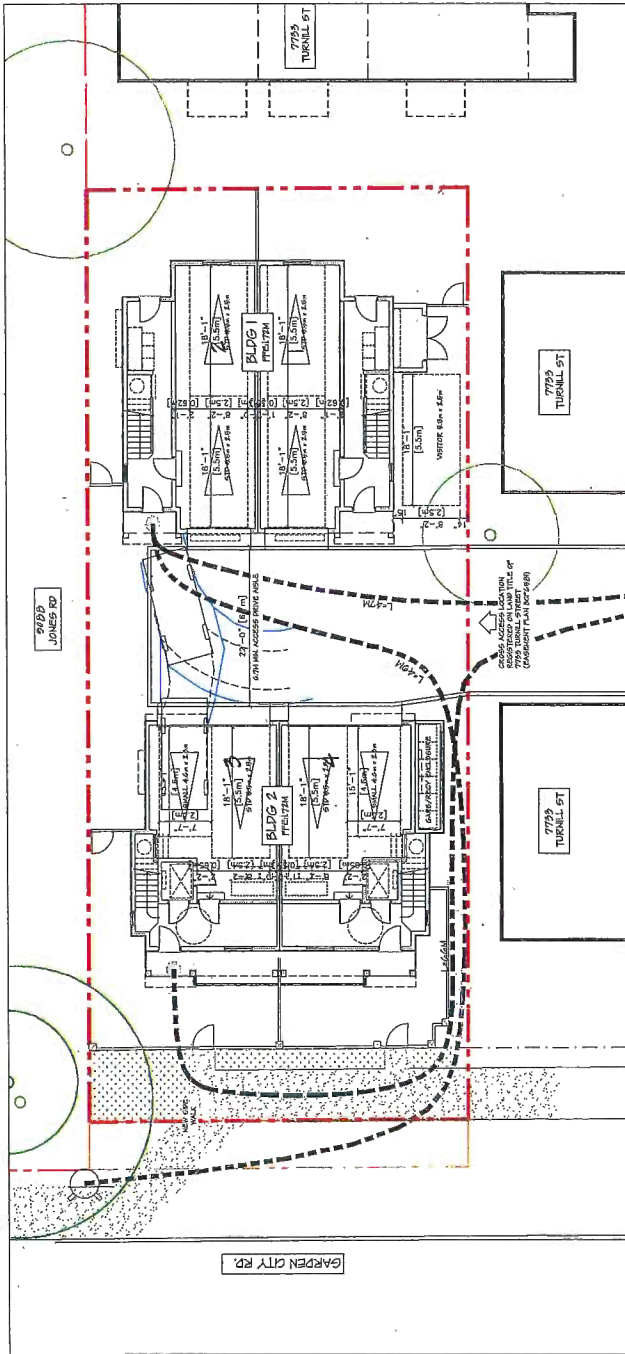
Note: Dimensions are in METRES

 SITE ACCESS CONTEXT PLAN
SCALE: 1"=20'-0"

PROJECT DESIGN

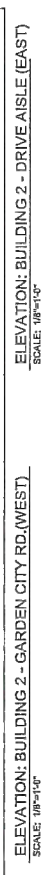
REVISIONS	
JAN 24, 2017	RE Transmittals
SEP 14, 2016	RE Resubmission
FEB 24, 2016	RE Transmittals
JAN 24, 2016	RE Transmittals
DEC 24, 2015	RE Resubmission
NOV 24, 2015	Issued for IFC Application
CONSULTANTS	
<p>INTERFAC</p> <p>5100 230</p> <p>11000 Garden Road</p> <p>Carrollton, VA 22081</p> <p>703 881 1122</p> <p>www.interfacva.com</p>	

PROJECT	Proposed 44 Unit Townhouse Development 7700 Garden City Road Herndon, VA
PROJECT NO.	1111
SCALE	As Shown
DATE	May 05, 2014
DRAWN BY	KYC, SRS, AL
CHECKED BY	KYC
SHEET TITLE	SITE PLAN AND FIRE PROTECTION AND PARKING PLAN
DRAWING	
A1.2	



INTERFACE
Suite 230
11500 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1152
F 604 821 1145
www.interfacearchitect.com

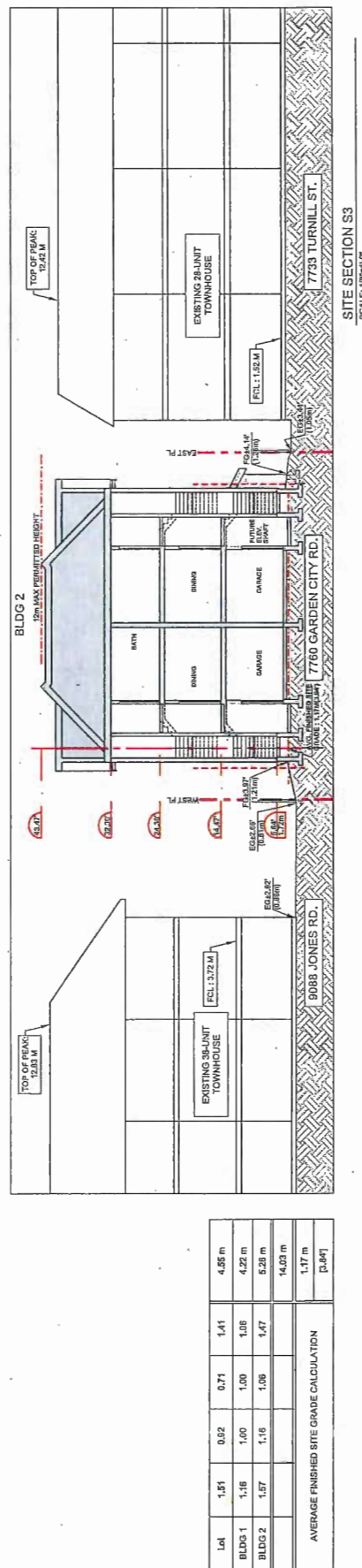
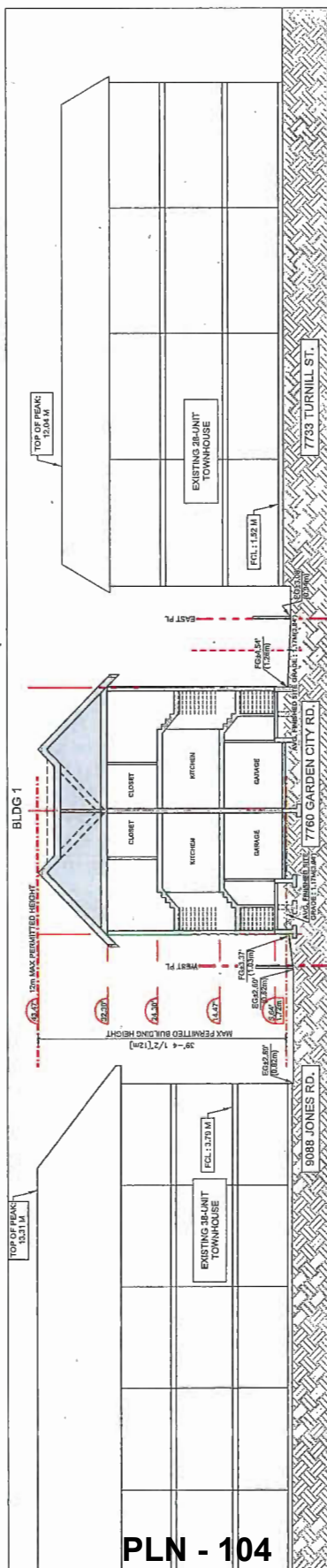
100



- ## EXTERIOR FINISHES
- | | | |
|--|---|--|
| | 1 | HORIZONTAL, HANDIE FLANK CEDAR/MILK SIDING
Main wall and Gable Ceiling: Monterey Triple
Trim: Monterey Triple |
| | 2 | CEDAR OR HARDIE BRANGLE SIDING
Ceiling: Monterey Triple
Columns: Monterey Triple |
| | 3 | FIBREGLASS ASPHALT ROOF SHINGLES
Colour: Charcoal (Millboard, Tealated) |
| | 4 | 2x6 WOOD TRIM BOARD - PAINTED
Colour: White |
| | 5 | PAINTED WOOD BRACES
Colour: White |
| | 6 | 2x6 WINDOW TRIM BOARD - PAINTED
Colour: White |
| | 7 | WIND-RAINED DOUBLE-GLAZED WINDOWS
Varieties of Equivalent Colour (Standard Ivory)
Colour: Cream
Double Paneled Glass
Colour: Clear (Black Frame) |
| | 8 | ENTRY DOOR WOOD DOOR WITH BRIGHT
Door: Culture of ACT 118 (Swedish Pattern)
Colour: Oiled Wood Panel Damage Door
Colour: CT 1005909 (Carmel) |
| | 9 | METAL & GLASS GUARDRAIL
Colour: Black Metal |

INTERFACE:
Suite 230
11590 Camblo Road
Richmond BC
Canada V6X 3Z5
Y 604 821 1163
F 604 821 1149
www.interfaceatl.com

A3.1

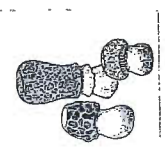




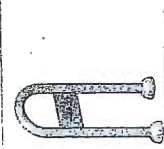
Seat



Play - Ladybug

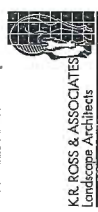


Play - Pods



Bike Rack

RZ 15 - 701939



K.R. ROSS & ASSOCIATES
Landscape Architects

7760 GARDEN CITY ROAD
4-UNIT RESIDENTIAL DEVELOPMENT
Richmond, B.C.

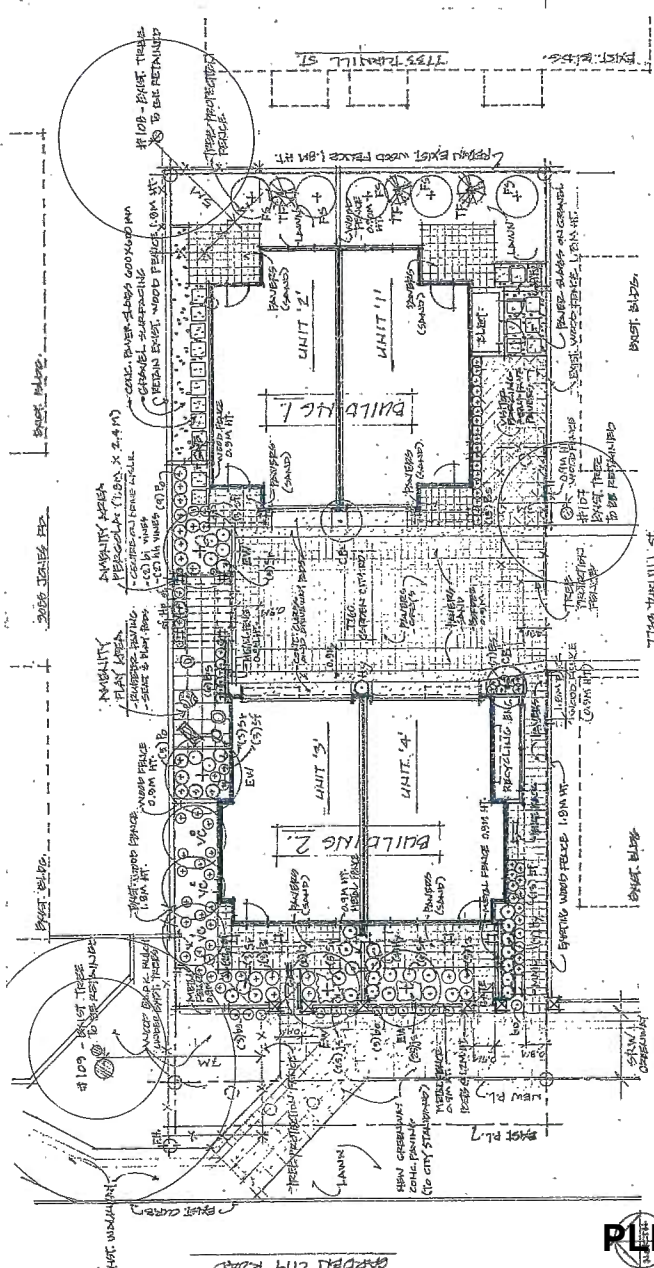
LANDSCAPE PLAN	
DATE	2019-09-23
BY	KL
SCALE	1" = 1'-0"
PROJECT NO.	2019-09-23
REVISION NO.	L-1

PROJECT NOTES

- GENERAL:**
- 1. All work shall be in accordance with the City of Richmond Standard Specifications for Construction.
 - 2. Provide underground ducts under paved areas for irrigation as required.
 - 3. Provide underground ducts under paved areas for irrigation as required.
- PLANTING AREAS:**
- 1. All plantings shall be in accordance with the City of Richmond Standard Specifications for Construction.
 - 2. Provide underground ducts under paved areas for irrigation as required.
 - 3. Provide underground ducts under paved areas for irrigation as required.
- PROTECTION OF EXISTING TREES:**
- 1. All trees to be retained shall be in accordance with the City of Richmond Standard Specifications for Construction.
 - 2. Provide underground ducts under paved areas for irrigation as required.
 - 3. Provide underground ducts under paved areas for irrigation as required.
- PAVING AREAS:**
- 1. All paving shall be in accordance with the City of Richmond Standard Specifications for Construction.
 - 2. Provide underground ducts under paved areas for irrigation as required.
 - 3. Provide underground ducts under paved areas for irrigation as required.
- WOOD STRUCTURES:**
- 1. All wood structures shall be in accordance with the City of Richmond Standard Specifications for Construction.
 - 2. Provide underground ducts under paved areas for irrigation as required.
 - 3. Provide underground ducts under paved areas for irrigation as required.

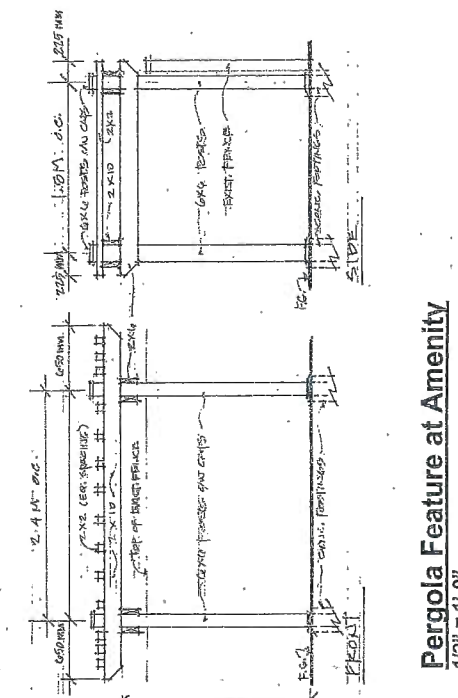
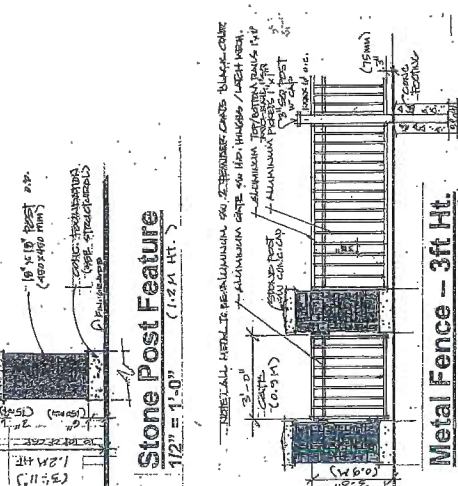
PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
AC	3	Acer circinnatum	Vine Maple	4.5m cal.
CB	2	Corylus latifolia	Fraxinifolia	4.5m cal.
EW	4	Elaeagnus argentea	Winter Winter	4.5m cal.
FS	3	Ficus sylvatica	Wax Tree	4.5m cal.
TF	3	Thuja occidentalis	Pyramidal Cedar	2.4m H.
UN	31	Juniperus horizontalis	Common Juniper	2.4m H.
HP	14	Hydrangea paniculata	Climbing Hydrangea	4.5m cal.
PO	14	Populus tremula	White Poplar	4.5m cal.
SR	22	Spirea bush	Spirea bush	4.5m cal.
HY	12	Hebe	Hebe	4.5m cal.
PER	13	Perennials	Perennials	4.5m cal.
GR	13	Grasses	Grasses	4.5m cal.
LA	8	Lamproloma angustifolia	Japanese Spurge	4.5m cal.
ST	43	Stachys recta	Stachys recta	4.5m cal.
CL	2	Climbing Vines	Climbing Vines	4.5m cal.
BI	2	Boston Ivy	Boston Ivy	4.5m cal.



PLN - Landscape Plan

105



Pergola Feature at Amenity

105



RZ 15-701939

Attachment 3

Address: 7760 Garden City Road

Applicant: Incircle Projects Ltd.

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

	Existing	Proposed
Owner:	Earl Kim Wing Luk Queenie Yu Yuk Law	To be determined
Site Size (m²):	677.0 m ²	644.3 m ² (after road dedication)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	CCAP: General Urban T4 South McLennan Sub-Area Plan: Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family, with 0.75 base FAR	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT49) - Moffatt Road; St. Albans Sub-Area and South McLennan Sub-Area (City Centre)
Number of Units:	2	4
Other Designations:	N/A	No Change

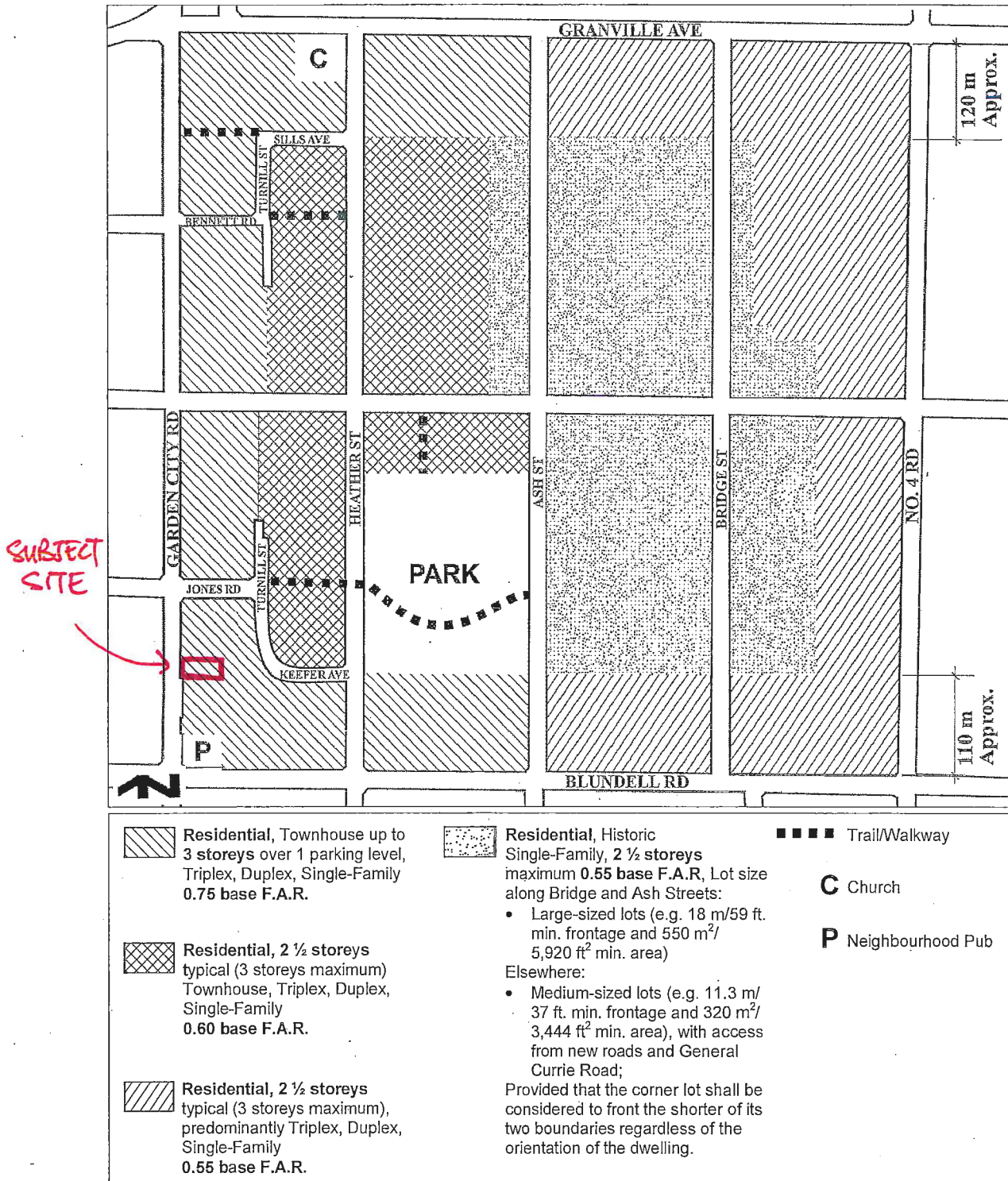
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.78 + 0.04 covered area	0.78	none permitted
Lot Coverage (% of lot area):	Building: Max. 40%	Building: Max. 40%	none
Setbacks (m):	Public Roads: Min. 6.0 m North: Min. 1.5 m South: Min. 1.5 m East: Min. 4.57 m	Public Roads: 6.04 m North: 1.52 m South: 1.73 m East: 3.07 m	Variance Requested
Height (m):	Max. 12 m or 3 Storeys	10.78 m and 3 storeys	none
Off-street Parking Spaces – Residential (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	6 (R) and 1 (V)	8 (R) and 1 (V)	none
Standard Parking Spaces:	7	7	none
Small Car Parking Spaces:	None when fewer than 31 residential spaces are required on site	2 (surplus stalls)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted	4	none
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.5 (Class 1) and 0.25 (Class 2) per unit	none
Off-street Bicycle Parking Spaces – Total:	5 (Class 1) and 1 (Class 2)	6 (Class 1) and 1 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	24 m ² Min.	none

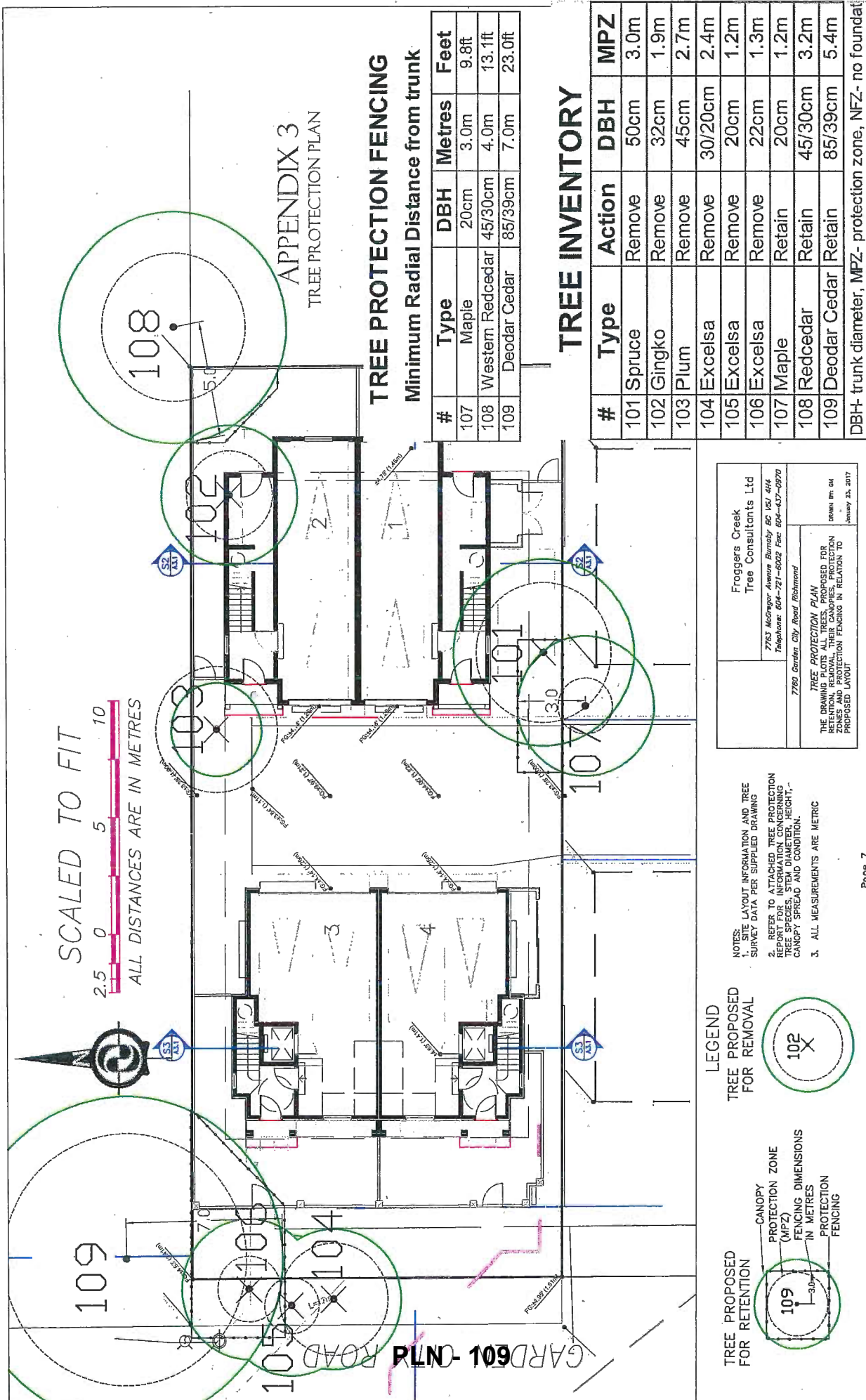
Other: Tree replacement compensation required for removal of bylaw-sized trees.

City of Richmond

Land Use Map

Bylaw 9106
2015/09/14

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





Address: 7760 Garden City Road

File No.: RZ 15-701939

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, the developer is required to complete the following:

1. Dedicate 2.0 m across the entire Garden City Road frontage.
2. The granting of 3.0 m Public Rights-of-Passage (PROP) Statutory Right of Way (SRW) for sidewalk and boulevard along the entire new west property line (Garden City Road) to match the current alignment and frontage improvements to the south of the development site. Utilities should be allowed within this SRW.
3. Registration of a flood indemnity covenant on Title.
4. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development; ensuring that the only means of vehicle access to and from 7760 Garden City Road is from the access easement (BV299944) burdening the adjacent property at 7733 Turnill Street; and that there be no direct vehicle access to or from Garden City Road.
5. Registration of a legal agreement on Title; prohibiting the conversion of the tandem parking area into habitable space.
6. Registration of a legal agreement on Title; identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
7. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$21,638.49) to the City's affordable housing fund.
9. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

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

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

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

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

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

Note: 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. \$3,000) to ensure the replacement planting will be provided.

minutes

7760 Garden City Development			
4.22.2017		4:00pm	7760 Garden City Rd
Meeting called by	King Luk from 7760 Garden City Project		
Type of meeting	Meeting to discuss items to address if council approves access from 7733 Turnill St. <u>Note: 7733 Strata Council is still insistent on access from Garden City Rd</u>		
Facilitator	King Luk		
Note taker	Megan Luk		
Attendees	King Luk, Megan Luk, Ken Fung (Strata President) and three Strata Council Members		
#1			
Discussion	Safety concerns affecting current families living at the complex due to increase in traffic flow		
Conclusions -Construction of speed bumps and/ or signs at 7733 Turnill St with directions from Strata Council -Place signage at 7733 Turnill St property entrance stating that guest is entering private property to reach 7760 Garden City and must adhere to neighbor properties' regulations (exact wording to be determined) -Place signage at common property line stating "Now entering 7760 Garden City complex" (exact wording to be determined)			
#2			
Discussion	Potential impact on visitor parking spaces		
Conclusions -Place signage at 7733 Turnill Street visitor stalls stating "For visitors of 7733 Turnill St only. Violators may be tolled" (exact wording to be determined) -No overnight parking to be considered -Visitor Passes to be considered			
#3			
Discussion	Potential Road Maintenance issues and cost sharing		
Conclusions -Do not use same Strata Management company due to conflict of interest -Initial deposit funding from the Developer -New owners of 7760 Garden City project will have written in their sales contract that they will have to cost share the road maintenance of 7733 Turnill St.			
#4			
Discussion	Other Related Issues		
Conclusions -Use different unit numbers to separate the two complexes such as 101 instead of 01 to reduce confusion -Exterior Powerwash of windows and siding of 7733 Turnill St after completion of 7760 Garden City Road. (cost to be agreed upon and which/how many units) -No access from Turnill property during construction to reduce inconvenience and dirtying neighbor property -Use of front signage area to be limited to the left side and not affecting 7733 Turnill St current sign -Mailbox of 7760 Garden City to be within own property -Use of play area to be deleted from previous letter -All agreed upon items will be written in a formal letter and notarized to ensure the Owners of 7733 Turnill St that the items listed with be guaranteed by the developer.			

INCIROLE PROJECTS

May 9th, 2017

7733 Turnill St
Richmond BC V6Y 4H9

Dear Strata Management, Council and Owners of 7733 Turnill St property:

Enclosed are three copies of the offer agreement between Incircle Projects Ltd on behalf of Earl Luk, Owner of current project address 7760 Garden City Road, and Strata Management, Council and Owners of 7733 Turnill St property. This agreement is to provide protection and assurance for the Owners of 7733 Turnill St property during and after the construction of the pending approval project, 7760 Garden City Rd. Please note that 7760 Garden City Rd final property address will be determined and changed by the City of Richmond.

This agreement is only valid if the City of Richmond Mayor and Council approve the easement access between 7760 Garden City Rd and 7733 Turnill St. Please read the agreement carefully prior to signing and returning to Incircle Project Ltd. office at 7760 Garden City Rd, Richmond BC V6Y 2N6.

Note items 1-5, page 1 of the contract, that all final wording, visual look and location will need the approval from 7733 Turnill St Strata Council prior to manufacturing and installation.


Note also in item 7 that the one-time lump sum fee of \$10,000.00 will be paid to the 7733 Turnill St Strata Management after final building inspection approval. The strata management company will hold and manage this money in trust for 7733 Turnill St. The use of the money is for, but not limited to exterior power wash of the whole complex, easement road maintenance and landscape upgrade.

Note also in item 8 that the total monthly road maintenance cost of 7733 Turnill St will be divided evenly among 31 units (27 units from 7733 Turnill St and 4 units from 7760 Garden City Rd). For example, monthly fee of road maintenance of 7733 Turnill St divided by 31 units. The road maintenance cost of 7760 Garden City will only be shared between the owners of 7760 Garden City property. Therefore, the Owners of 7760 Garden City property will be contributing to both 7733 Turnill St and 7760 Garden City Rd road maintenance.

Please consider signing all three copies and returning two copies of this offer agreement to Incircle Projects Ltd prior to Monday May 22nd, 2017 before 5:00pm. (One copy is for City of Richmond and one copy is for Incircle Projects Ltd) This offer agreement is intended to protect the Owners of 7733 Turnill St property and holds the Developer liable to the items written in the offer agreement.

Please call 604-722-8828 if you have any questions.

Sincerely,



King Luk

THIS OFFER AGREEMENT made on the 9th day of May in the year 2017.

BY AND BETWEEN

Incircle Projects Ltd on behalf of Earl Luk, Owner of 7760 Garden City Rd

Hereinafter call the "Developer"

AND

Strata Management, Council and Owners of 7733 Turnill St property

Hereinafter called the "Strata Council"

WITNESSETH: that the Developer and Strata Council undertake and agree as follows:

The Developer shall:

- (1) Construct speed bumps and install speed limit caution signs at 7733 Turnill St property prior to opening the easement access to reduce safety concerns due to increase in traffic flow.
- (2) Construct and install signs at all visitor parking stalls within 7733 Turnill St property stating "For visitors of 7733 Turnill Street property only. Violators may be tolled" prior to opening the easement access.
- (3) Construct and install sign at the front entrance 7733 Turnill St property stating "All guests entering 7733 Turnill St complex must adhere to property regulations" prior to opening the easement access.
- (4) Construct and install fire access sign and 7760 Garden City Rd address sign at the front entrance of 7733 Turnill St property prior to opening the easement access. (Refer to Note A)
- (5) Construct and install sign at common property line between 7760 Garden City Rd and 7733 Turnill St indicating the entrance of 7760 Garden City Rd property. This sign will be installed during landscaping. (Refer to Note A)
- (6) Address the units within 7760 Garden City property as 101, 102, 103 and 104 to reduce confusion of visitors and postal, or as directed by the City of Richmond. (Refer to Note A)
- (7) Pay a one-time lump sum fee of \$10,000.00 to Strata Council 10 business days after final building permit approval. The strata management company will hold and manage the money in trust for the Strata council. The use of the money is for, but not limited to exterior power wash of the whole complex, easement road maintenance and landscape upgrades.
- (8) Amend the road maintenance fee of 7733 Turnill St to be divided evenly between all 27 owners of 7733 Turnill St and 4 owners of 7760 Garden City Rd, for a total of 31 units. (ex monthly fee of road maintenance of 7733 Turnill St divided by 31 units). The new road maintenance fee will commence 1st day of the month after 45 days from final building permit approval. (Refer to Note A)
- (9) Restrict access from 7733 Turnill St at anytime during the construction of 7760 Garden City Rd except landscaping and near final inspection. All trades will be required to access the site from Garden City Rd. (Refer to Note A)

Note:

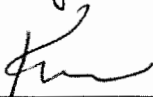
- A. 7760 Garden Rd final property address will be determined and changed by the City of Richmond.

Sincerely,



King Luk

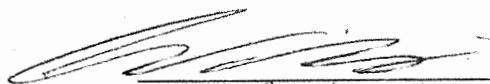
Date: May 9th, 2017



Strata Council

Date: May 16, 2017

Signature of Notary Public



Witness for King Luk
Date: May 9, 2017

WENWEI LIU

A NOTARY PUBLIC IN AND FOR
THE PROVINCE OF BRITISH COLUMBIA
8175 PARK ROAD
RICHMOND, B.C., CANADA
V6Y 1S9 (604) 278-1176



Address: 7760 Garden City Road

File No.: RZ 15-701939

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, the developer is required to complete the following:

1. Dedicate 2.0 m across the entire Garden City Road frontage.
2. The granting of 3.0 m Public Rights-of-Passage (PROP) Statutory Right of Way (SRW) for sidewalk and boulevard along the entire new west property line (Garden City Road) to match the current alignment and frontage improvements to the south of the development site. Utilities should be allowed within this SRW.
3. Registration of a flood indemnity covenant on Title.
4. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development; ensuring that the only means of vehicle access to and from 7760 Garden City Road is from the access easement (BV299944) burdening the adjacent property at 7733 Turnill Street; and that there be no direct vehicle access to or from Garden City Road.
5. Registration of a legal agreement on Title; prohibiting the conversion of the tandem parking area into habitable space.
6. Registration of a legal agreement on Title; identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
7. Registration of a legal agreement on Title to ensure that, if vehicle access to and from 7760 Garden City Road is via the access easement registered on title of 7733 Turnill Street, the following items are completed prior to (or concurrently) final Building Permit inspection or stratification of the four unit townhouse development at 7760 Garden City Road:
 - a. The developer has provided a proof of payment of \$10,000.00 to the Strata Council of 7733 Turnill Street for maintenance expenses including, but not limited to exterior power wash of the buildings at 7733 Turnill Street, easement road maintenance and landscape upgrades; and
 - b. An easement maintenance cost sharing agreement between the strata corporation of the subject development at 7760 Garden City Road and the Strata Council of 7733 Turnill Street has been reached. The easement maintenance cost sharing agreement must include the following terms:
 - i. The road maintenance fee of 7733 Turnill Street to be divided evenly between all 27 owners of 7733 Turnill Street and 4 owners of 7760 Garden City Road development; for a total of 31 units; and
 - ii. The new road maintenance fee will be commenced on the 1st day of the month after 45 days from the Final Building Permit Inspection is granted by the City of Richmond.
8. 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 adjacent properties. 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 \$4.00 per buildable square foot (e.g. \$21,638.49) to the City's affordable housing fund.
10. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
11. Provide a bond in the amount of \$10,000.00 for the installation of various traffic management measures, including but not limited to:
 - a. Speed bumps and speed limit caution signs.
 - b. Signs at all visitor parking stalls within 7733 Turnill Street with wording indicating that those parking stalls are for the visitors of 7733 Turnill Street property only, and violators may be towed.

- c. Sign at the front entrance of 7733 Turnill Street indicating that all guests entering 7733 Turnill Street complex must follow the strata's regulations.
- d. Fire access sign and address sign for the 7760 Garden City Road development (exact address to be determined) at the front entrance of 7733 Turnill Street.
- e. Sign at common property line of 7760 Garden City Road and 7733 Turnill Street indicating the entrance of 7760 Garden City Road development.

The bond will be released upon completion of the installation of all traffic management measures listed above. Should the Strata Council of 7733 Turnill Street decide not to allow any of the listed traffic management measures installed on-site, the bonded amount for those works will be refunded to the developer upon:

- a. Submission of a written confirmation from the Strata Council of 7733 Turnill Street indicating the specific items on the list of traffic management measures that are no longer desired by the Strata Council.
- b. Completion of all other items on the list of traffic management measures.

This bond will be not required if access to the subject site is not to be via the the access easement registered on title of 7733 Turnill Street.

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

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

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

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

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

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
Note: 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. \$3,000) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570. The developer acknowledges and confirms that no construction access to 7760 Garden City Road from 7733 Turnill Street will be allowed until the project at 7760 Garden City Road is completed and final occupancy is granted.
3. Incorporation of accessibility, CPTED and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 746.0 L/s of water available at a 20 psi residual at the Garden City Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- b. The Developer is required to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- c. At Developers cost, the City is to:
- Cut and cap the existing water service connection along the Garden City Road frontage.
 - Install a new water service connection complete with meter and meter box (to be placed on-site).

Storm Sewer Works:

- a. At Developers cost, the City is to:
- Cut and cap the existing storm service connection at the northwest corner of the development site.
 - Cut and cap the existing storm service connection at the southwest corner of the development site.
 - Upgrade the existing storm service connection and IC, located along the Garden City Road frontage.

Sanitary Sewer Works:

- a. At Developers cost, the City is to:
- Cut and cap the existing sanitary service connection and remove the existing IC.
 - Install one new sanitary service connection complete with new IC within the existing SRW.

Frontage Improvements:

- a. Developer to coordinate with BC Hydro, Telus and other private communication service providers:
- To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City.
- b. The Developer is required to:
- Provide 2.0 m wide concrete sidewalk within the proposed 3 m wide PROP to connect the existing sidewalk both north and south ends.
 - Provide the sidewalk around the existing trees (if they are required to retain).
 - Provide grassed boulevard between existing road curb and the new sidewalk, and between the new sidewalk and east edge of the PROP SRW boundary.

General Items:

- a. Provide, prior to first Servicing Agreement design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the adjacent developments and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first Servicing Agreement design submission or if necessary prior to pre-load.
- b. Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

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

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9682 (RZ 15-701939)
7760 Garden City 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 (ZT49) - MOFFATT ROAD, ST. ALBANS SUB-AREA AND SOUTH MCLENNAN SUB-AREA (CITY CENTRE)"**.

P.I.D. 000-885-584

Lot 72 Section 15 Block 4 North Range 6 West New Westminster District Plan 46184

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9682"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





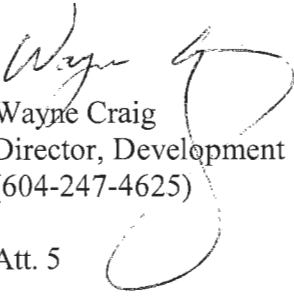
City of Richmond

Report to Committee Planning and Development Division

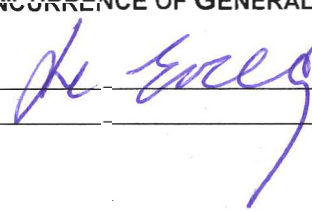
To: Planning Committee
From: Wayne Craig
Director, Development Applications
Date: June 14, 2017
File: RZ 15-715406
Re: Application by Eric Law Architect Inc. for Rezoning at 9620, 9640, 9660 and 9680 Williams Road from Single Detached (RS1/E) to Medium Density Town Housing (ZT82) – Williams Road

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, to create the “Medium Density Town Housing (ZT82) – Williams Road” zone, and to rezone 9620, 9640, 9660 and 9680 Williams Road from “Single Detached (RS1/E)” to “Medium Density Town Housing (ZT82) – Williams Road”, be introduced and given first reading.


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

Att. 5

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

Staff Report

Origin

Eric Law Architect Inc. has applied to the City of Richmond for permission to create a new site-specific zone “Medium Density Town Housing (ZT82) – Williams Road” and to rezone 9620, 9640, 9660 and 9680 Williams Road (Attachment 1) from “Single Detached (RS1/E)” to the “Medium Density Town Housing (ZT82) – Williams Road” zone in order to develop a 28-unit townhouse project with access from Williams Road. The development will provide six (6) affordable housing units that combined have not less than 15% of the total floor area and will be secured through a Housing Agreement. The subject site consists of four (4) lots each of which currently contains one (1) single-family dwelling that will be demolished.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site includes the following:

- To the North are single family dwellings on lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/K)” and “Compact Single Detached (RC1)” on Williams Road.
- To the South are single family dwellings on lots zoned “Single Detached (RS1/E)” along Swansea Drive.
- To the East is the site for RZ 15-700431 to rezone 9700, 9720 and 9800 Williams Road, from “Single Detached (RS1/C)” and “Single Detached (RS1/K)” to the “Town Housing (ZT81) – Williams Road” zone for 17 town housing units, which has reached third reading, as well as a north-south dedicated City walkway.
- To the West is the site for DVP 16-733949 to expand the Fraserview Care Lodge at 9580 and 10060 Gower Street that is zoned “Health Care (HC)”.

Related Policies & Studies

Official Community Plan (OCP)

The OCP Bylaw 9000 land use designation for the subject site is “Neighbourhood Residential” where single-family, two-family, and multiple family housing are the principal uses. This development proposal is consistent with the land use designation.

Arterial Road Policy

On December 19, 2016, Council adopted the amended OCP Arterial Road Policy. Under the amended policy the subject site is designated as “Arterial Road Townhouse” in the OCP.

The proposal is consistent with the Arterial Road Policy for the siting of townhouse developments as follows:

- The townhouse development would have a frontage of greater than 80 m along a minor arterial road (i.e. Williams Road);

- Shared vehicle access in favour of the site to the west for future townhouse development will be secured through a legal agreement registered on title prior to rezoning approval;
- Vehicle access points to the subject townhouse development site will be located at a distance of more than 50 m from the intersection of a minor arterial road (Williams Road) with a major arterial road (No. 4 Road).

The amended Arterial Road Policy allows additional density along arterial roads to be considered subject to provision of Low End Market Rental (LEMR) housing units, as per the below conditions:

- Bonus density is used to provide built LEMR units secured through a Housing Agreement;
- Built LEMR units will comply with the City's Affordable Housing Strategy with respect to housing unit sizes, tenant eligibility criteria and maximum monthly rental rates; and
- The overall design of the development is generally in compliance with the Development Permit Area design guidelines for arterial road townhouse development.

The proposed development under this application is generally consistent with this policy.

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9731.

Public Consultation

A rezoning sign is installed on the subject property. No comments have been received to date as a result of the sign on the property.

Should the Planning Committee endorse this application and Council grant 1st reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, it will be forwarded to a Public Hearing, where area residents and other interested parties will have the opportunity to comment. Public notification for the Public Hearing will occur as per *Local Government Act* requirements.

Analysis

Built Form and Architectural Character

The Arterial Road Policy specifies a typical density of 0.60 to 0.70 FAR (Floor Area Ratio) for townhouse developments along arterial roads, subject to a minimum land assembly of 80 m on a minor arterial road and provision of additional community benefits. Specifically, the applicant has committed to provide the public benefit of new pedestrian lighting, widened sidewalk and grass boulevard improvements along the full extent of the walkway on the east side of the site, from Williams Road south to Swansea Drive.

This policy further provides for consideration of additional density for townhouse development if the proposal includes built affordable housing units. The applicant is proposing medium density townhouses with a total of 0.73 FAR, including six (6) stacked units of low-end market rental (LEMR) in one building that will be secured through the City's standard Housing Agreement.

Conceptual development plans are contained in Attachment 3. The proposed development will have eight (8) buildings, and a total of 28 units. Four (4) units front Williams Road in four (4) buildings with east/west configurations including one (1) triplex along the west property line, two (2) five-plexes, in the front middle of the site, and one (1) six-plex facing the public path. Along the rear property line are one (1) two-storey triplex, in the middle, and three (3) two-storey duplexes, one of which is also oriented to face the walkway. The six (6) LEMR units are located in the northeast corner building, which is next to the common outdoor amenity and child play area.

The buildings at the rear will have a setback of 4.5 m at ground level, and 6.0 m above the first storey. As this application was in-stream prior to Council adoption of the new Arterial Road Policy for townhouses, this does not conform with the new guideline for not more than 50% of the first storey to have a rear yard setback of less than 6 m. However, it is consistent with the design intent to ensure a visual transition from the single detached housing to the south as envisioned in the Arterial Road design guidelines for townhouse development.

A new site-specific zone "Medium Density Town Housing (ZT82) – Williams Road" is proposed to accommodate this townhouse development with a maximum density of 0.60 FAR, subject to the provision of cash-in-lieu contributions for affordable housing, and bonus density of 0.13 FAR, up to a total maximum of 0.73 FAR. The bonus density is conditional upon the provision of six (6) affordable housing units with a combined floor area of not less than 15% of total floor area. The LEMR units would be secured through a Housing Agreement to be registered on title, prior to Council approval of rezoning.

The proposed "Medium Density Townhousing (ZT82) – Williams Road" zone will also reflect the inclusion of the following dimensions that differ from standard town housing zones:

- A maximum projection of 0.80 m into the front yard setback, for unenclosed single storey entry porches only; and
- A minimum 4.5 m front yard setback in favour of a minimum 6.0 m rear yard setback for a building above first storey to transition to existing single detached housing to the south.

Transportation and Site Access

A new driveway entrance from Williams Road is proposed and each townhouse garage door entry is sited along the internal east-west or north/south drive aisles. A Statutory Right-of-Way for public passage is required to be registered on title, prior to Council approval of the proposed rezoning, for access to future development adjacent to the west.

Outdoor amenity space is well-sited for direct access for pedestrians from the walkway to the east and the internal driveway to the west. The rezoning conditions (Attachment 4) include the

registration on title of a 1.0 m Statutory Right-of-Way for public passage along the east property line of the subject site to accommodate provision of new pedestrian lighting, widened sidewalk and grass boulevard improvements along the full extent of the walkway from Williams Road to Swansea Drive. The City will maintain all the improvements in the Statutory Right-of-Way.

As per Richmond Zoning Bylaw 8500, the proposal requires a total of 56 parking spaces including 50 spaces for resident parking (44 for strata townhouses, 6 for affordable housing units) and six (6) spaces for visitor parking. The proposal satisfies this requirement with a total of 50 spaces for residents of which 10 spaces are tandem in arrangement. Another 40 resident spaces are side-by-side stalls with 28 standard spaces and 12 small sized spaces. Five (5) visitor spaces and one (1) parking space for disabled visitors are proposed. Registration of a legal agreement that prohibits conversion of tandem parking spaces into habitable area is included in the rezoning conditions.

The plan also includes a total of 36 resident bicycle parking spaces (Class 1) in individual garages and a visitor bicycle rack (Class 2) with six (6) spaces located within the outdoor amenity space.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report that identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal in relation to the proposed development. The Report assesses 24 bylaw-sized trees on the subject property, one (1) tree along the property line shared with the City walkway, and two (2) trees located on adjacent properties (i.e. 9580 Williams Road and 9891 Swansea Drive).

The City's Tree Preservation Coordinator and a City staff arborist have reviewed the Arborist's Report, and support the applicant's Arborist's findings with the following comments:

- Two (2) trees (tags #A and B) located off-site must be retained and protected with measures that comply with the City's Tree Protection Information Bulletin Tree-03.
- 24 trees (tag# 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646) on the subject site should be removed due to existing poor condition.
- One (1) tree (tag #647) located on the property line shared with the City walkway should be removed due to existing poor condition.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 24 on-site trees and one (1) tree (tag #647) located on the property line shared with the City walkway. The 2:1 replacement ratio would require a total of 50 replacement trees. The applicant has agreed to plant 27 trees on the development site. However, staff will work with the applicant on the refinement of the landscape design in the Development Permit application process to try to accommodate more than 27 trees onsite. Replacement trees must have the following minimum sizes based on the size of the trees being removed as per the Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	N/A		2 m
25	6 cm		N/A

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$11,500 to the City's Tree Compensation Fund in lieu of the remaining 23 trees that cannot be accommodated on the subject property after redevelopment. The applicant will provide the additional amount of \$1,300 (\$650 per tree) cash-in-lieu to satisfy the 2:1 replacement ratio for the removal of one (1) tree located on the property line shared with the City walkway.

Tree Protection

Two (2) trees located off-site are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them at development stage (Attachment 5). To ensure that the trees identified for retention are protected during construction, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, provide \$2,000 (\$1,000 per tree) as security to ensure the protection of trees.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Affordable Housing Strategy

The applicant is proposing to build six (6) LEMR units with a combined floor area of not less than 15% of the total floor area. Consistent with the OCP policies for a variety of housing, the proposed affordable housing units would be ground-oriented in design, and family-oriented in type and size, as detailed in the table below:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size
2	Studio	37.06 m ² (400 ft ²)	41.25 m ² (444 ft ²)
4	2 Bdrm	91 m ² (980 ft ²)	102.94 m ² (1,108 ft ²)
Total: 6			Total: 494.24 m ² (5,320 ft ²) (approx. 15% of total floor area proposed)

All LEMR units will be secured through a Housing Agreement to be registered on title, prior to Council approval of the rezoning, and must conform to applicable policies in the City's Affordable Housing Strategy, including the rental rates and the tenant eligibility criteria.

Townhouse Energy Efficiency and Renewable Energy

Consistent with the OCP energy policy for townhouse rezoning applications, the applicant has committed to design and build each townhouse unit so that it scores 82 or higher on the EnerGuide scale, and so that all units will meet the BC Solar Hot Water Ready Regulations.

Prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, the applicant is required to meet the complete the following as rezoning conditions:

- Registration on title of a restrictive covenant to secure the design and construction of all townhouse units in compliance with the Building Energy Report and to comply with BC Solar Hot Water Ready Regulations.
- Submit a Building Energy Report prepared by a Certified Energy Advisor that confirms the proposed design and construction will achieve EnerGuide 82, or higher, based on the energy performance of at least one unit built to building code minimum requirements including the unit with the poorest energy performance of all the proposed units; and

Amenity Space

Consistent with the OCP and Council Policy 5041, the applicant will provide a cash-in-lieu contribution in the amount of \$28,000 (\$1,000/unit), prior to Council approval of Richmond Zoning Bylaw Amendment Bylaw 9731, in-lieu of the provision of an on-site indoor amenity space.

For individual outdoor amenity space, the 22 strata units would each have more than 30 m² (323 ft²) provided through a combination of private yards and balconies. Two (2) of the three (3) two-bedroom LEMR units would slightly less than standard amenity (26m² or 281 ft²) and the two (2) studio LEMR units would have no private outdoor area. However, the LEMR units are all located immediately adjacent to the communal outdoor amenity space, and child play area.

Outdoor amenity space is proposed to be located on the east side of the subject site between the buildings that face the walkway. In the preliminary plan, the proposed outdoor amenity space is 168 m² which meets the OCP requirement of 6 m² per unit (168 m²). Staff will continue to work with the applicant at the Development Permit application review stage to ensure that the design of this outdoor amenity space will comply with all the applicable design guidelines in the OCP.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant proposes a voluntary contribution to the City's Public Art Reserve Fund at a rate of \$0.79 per buildable square foot (not including the affordable housing units) and a total contribution in the amount of \$21,317.

Site Servicing and Frontage Improvements

Prior to rezoning, the applicant must enter into a Servicing Agreement for the design and construction of servicing connections, upgrades, and frontage improvements as outlined in the rezoning conditions. These works include, but are not limited to: review of street lighting levels along the Williams Road frontage of the development site for any additional street lighting requirements or upgrades; new pedestrian lighting, widened sidewalk and grass boulevard improvements along the full extent of the walkway along the east property line; removal of the existing driveways from Williams Road; and new sidewalk, curb and gutter on Williams Road.

Development Permit Application Considerations

A Development Permit application is required for the proposal to ensure consistence with the applicable OCP policies and design guidelines for townhouses.

Further refinements to architectural, landscape and urban design will be made as part of the Development Permit application review process including, but not limited to, the following:

- A detailed design of the outdoor amenity space.
- Materials for perimeter fencing along Williams Road and the walkway to the east.
- A detailed landscape design that maximizes the number of replacement trees onsite, and also includes shrubs, plantings and hard surface treatments.
- Architectural expression, detailing and colour palette and exterior building materials.
- Features that incorporate Crime Prevention through Environmental Design (CPTED).

Interior plans must demonstrate that all of the relevant accessibility features are incorporated into the proposed Convertible Unit design and that aging-in-place (i.e. adaptable unit) features can be incorporated into all units.

Financial Impact or Economic Impact

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

Conclusion

This application is to create a new site-specific “Medium Density Town Housing (ZT82) – Williams Road” zone and to rezone 9620, 9640, 9660 and 9680 Williams Road from “Single Detached (RS1/E)” zone to the “Medium Density Town Housing (ZT82) – Williams Road” zone in order to permit the development of 28 townhouses, including six (6) LEMR units.

The townhouse proposal is consistent with the OCP land use designation and is generally consistent with the OCP Arterial Road Policy for townhouses. The conceptual development plans attached are generally consistent with all applicable OCP design guidelines and will be further refined in the Development Permit application review process.

The application includes the significant benefit of two (2) studio and four (4) two-bedroom LEMR units that will be secured through a Housing Agreement, prior to rezoning adoption.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9731, be introduced and given first reading.

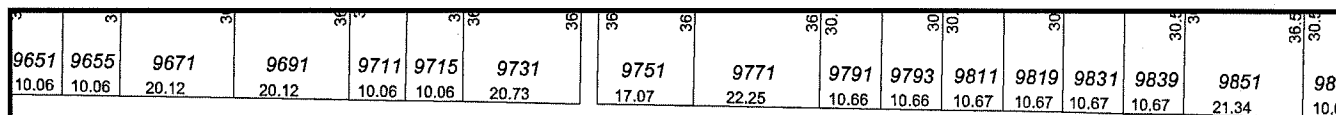


Helen Cain, MCIP
Planner 2, Heritage, Policy Planning

HC:cas

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Development Plans
- Attachment 4: Rezoning Considerations
- Attachment 5: Tree Retention Plan

PROPOSED REZONING



The map shows a portion of the 1/4 section 36, T14N, R10E, S10. The parcels are labeled with their acreage and some with their lot numbers. The dimensions are given in feet. The map is oriented with North at the top.

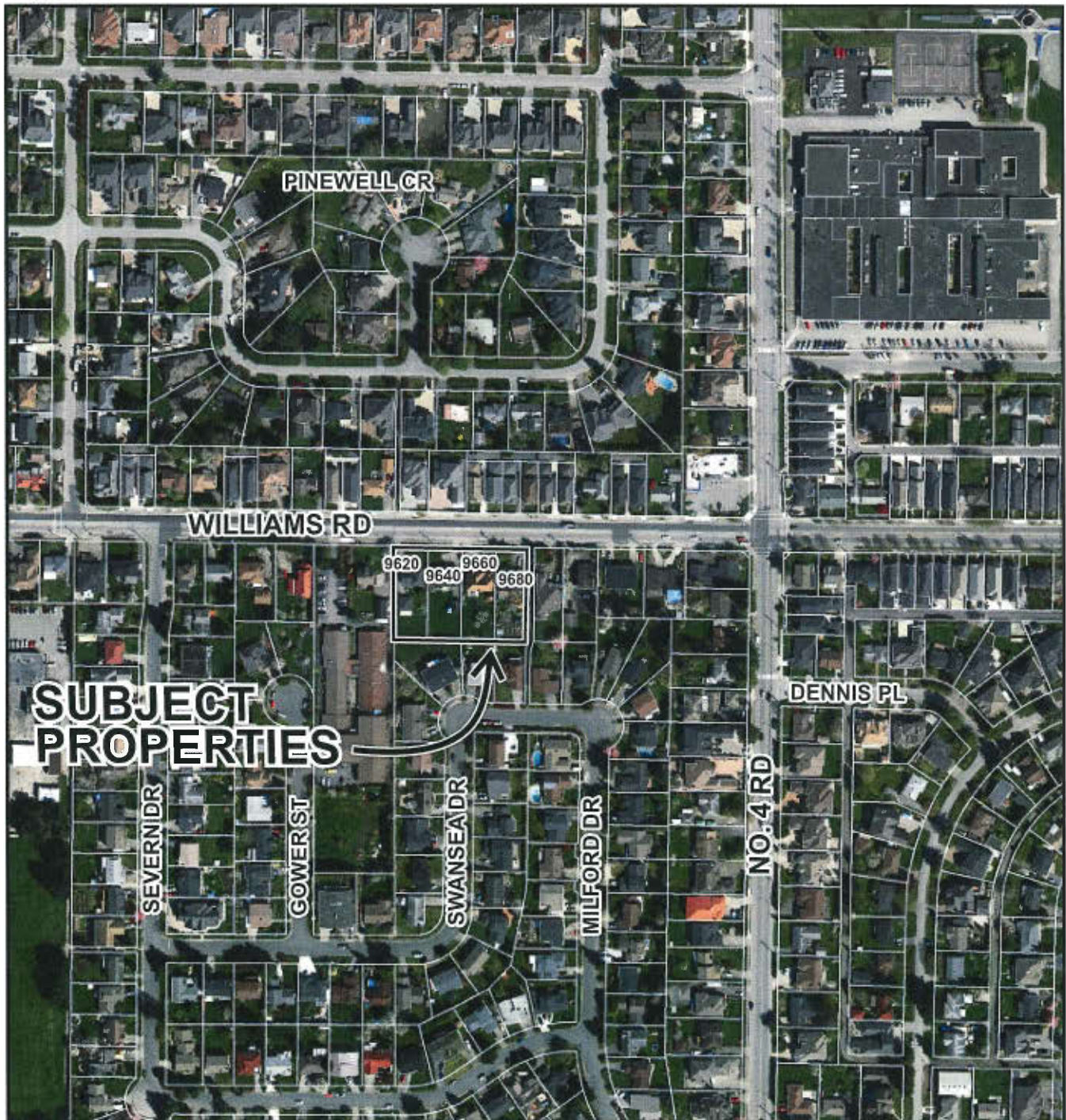
Parcel	Dimensions (ft)	Acreage
Top Left	24.19, 22.86	9540, 9560
Top Center	47.07	9580
Top Right	17.07, 20.12	9700, 9720
Far Right	27.7, 30.0	9800
Left Edge	24.99, 18.29	36.58, 45.72
Bottom Left	10071, 10060	26, 28.31
Bottom Center	12.19, 39.36	9831, 9851
Bottom Right	36.25, 30.06	9800
Right Edge	54.89, 20.12	9700, 9720



Note: Dimensions are in METRES



City of Richmond



RZ 15-715406

Original Date: 01/05/16

Revision Date: 06/12/17

Note: Dimensions are in METRES



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ RZ 15-715406

Attachment 2

Address: 9620, 9640, 9660 and 9680 Williams Road

Applicant: Sian Group Investment Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Sian Group Investment, Inc.	No change
Site Size (m²):	4,393.5 m ² (47,291ft ²)	4,393.5 m ² (47,291ft ²)
Land Uses:	Single-detached dwelling	28 townhouse units
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Medium Density Town Housing (ZT82) – Williams Road
Number of Units:	4	28
Other Designations:	The Arterial Road Policy for location of new townhouses	Consistent with the Arterial Road Policy.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.73	Max. 0.73	none permitted
Lot Coverage (% of lot area):	Building: Max. 44% Non-porous Surfaces: Max. 65% Total: Max. 65%	Building: Max. 44% Non-porous Surfaces: Max. 64% Total: Max. 64%	none
Lot Size:	N/A	N/A	none
Lot Dimensions (m):	Width: 40 m Depth: 35 m	Width: 40 m Depth: 35 m	none
Setback – Front Yard (m):	Min. 4.5 m Except for projection of unenclosed single-storey entry porch only to max. 0.8 m	Min. 4.5 m Except for projection of unenclosed single-storey entry porch only to max. 0.8 m	none
Setback – Rear Yard (m):	4.50 m for 1 st storey 6.00 m above 1 st storey	4.50 m for 1 st storey 6.00 m above 1 st storey	none
Setback – Side Yard (m):	Min. 3.0 m	Min. 3.0 m	
Height (m):	12 m	12 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	50 (R) and 6 (V) per unit	50 (R) and 6 (V) per unit	none
Off-street Parking Spaces – Total:	56	56	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	10	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Amenity Space – Indoor:	Min. 50 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² per unit (168 m ²)	168 m ² (1808.34 ft ²)	none

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

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

A1

REZONING

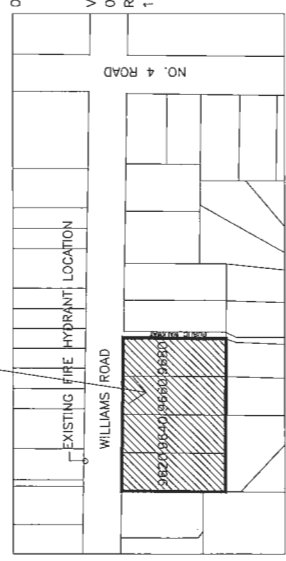
REZONING FOR PROPOSED TOWNHOUSE AT 9620, 9640, 9660 & 9680 WILLIAMS ROAD, RICHMOND, BC

DEVELOPMENT DATA

- (A) CIVIC ADDRESS: 9620, 9640, 9660 AND 9680 WILLIAMS ROAD, RICHMOND, BC
(B) LEGAL DESCRIPTION: LOT 302, EXCEPT EAST HALF AND THE EASTERLY PORTION OF LOT 302, BOTH OF PLAN 43352, LOT 6, EXCEPT PART SUBDIVIDED BY PLAN 44851 AND LOT 7, EXCEPT PART SUBDIVIDED BY PLAN 4427, BOTH OF PLAN 11454, ALL SECTION 34, BLOCK 4 NORTH, RANGE 6 WEST NEW WESTMINSTER DISTRICT
(C) LOT AREA: 4,393.5 SM (47,291.25F)
(D) ZONING USE: CURRENT: RS1/E,

CURRENT ZONING (UNDER RS1 ZONING)	PROPOSED REZONING (SITE SPECIFIC)	PROPOSED
0.55 TO 454.5 SM 0.3 TO REST OF SITE AREA	0.73 TOTAL GROSS FLOOR AREA 0.73 X 4,393.5 SM = 3207.2 SM (34,520 SF) 28 UNITS	0.73 34,520 GROSS FLOOR AREA [INCLUDE TWO A3 (444 SQ. FT.) AND FOUR A4 (1108 SQ. FT.) AFFORDABLE RENTAL UNIT TOTAL APPROX AREA: 5320 SF 15.4%]
1 PER LOT		28 UNITS

(E) FLOOR AREA RATIO	0.55 TO 454.5 SM 0.3 TO REST OF SITE AREA	0.73 TOTAL GROSS FLOOR AREA 0.73 X 4,393.5 SM = 3207.2 SM (34,520 SF) 28 UNITS	0.73 34,520 GROSS FLOOR AREA [INCLUDE TWO A3 (444 SQ. FT.) AND FOUR A4 (1108 SQ. FT.) AFFORDABLE RENTAL UNIT TOTAL APPROX AREA: 5320 SF 15.4%]
(F) NUMBER OF UNIT:	1 PER LOT		28 UNITS
(G) BUILDING COVERAGE:	MAX - 45%	MAX - 45%	42.9% (20298 SQ. FT.)
(H) BUILDING HEIGHT:	MAX HEIGHT - 9M	MAX MAIN BUILDING HEIGHT - 12M	BUILDING HEIGHT - 12M
(I) SETBACK:	FRONTYARD - 6M SIDEYARD - 2M REARYARD - 6M	FRONTYARD FACING WILLIAMS - 4.5M EAST AND WEST SIDEYARD - 3M REAR YARD - 4.5M AT 1/F; 6M AT 2/F	FRONTYARD FACING WILLIAMS - 4.5M (14'9") EAST SIDEYARD - 4.0M (13'2") WEST SIDEYARD - 3.0M (9'8") REAR YARD - 4.5M (14'9") AT G/F - 6.0M (19'7") AT 2/F
(J) OUTDOOR AMENITY		6.0 SM (64.58 SF) PER UNIT 6SM X28 = 168 SM (1808 SF)	PROVIDED 168.3 SM (1812 SQ. FT.)
(K) PARKING:	2 PER DWELLING UNIT	2 PER DWELLING UNITS X28 = 44 1 PER RENTAL UNIT X6=6	RESIDENTIAL PARKING: 18 REGULAR 12 SMALL 20 REGULAR (10 TANDEM)



- 1. 2017/11/13 FOR REZONING APPLICATION
- 2. 2018/10/13 FOR CITY REZONING COMMITTEE
- 3. 2017/11/13 FOR CITY REZONING COMMITTEE
- 4. 2017/11/13 FOR CITY REZONING COMMITTEE

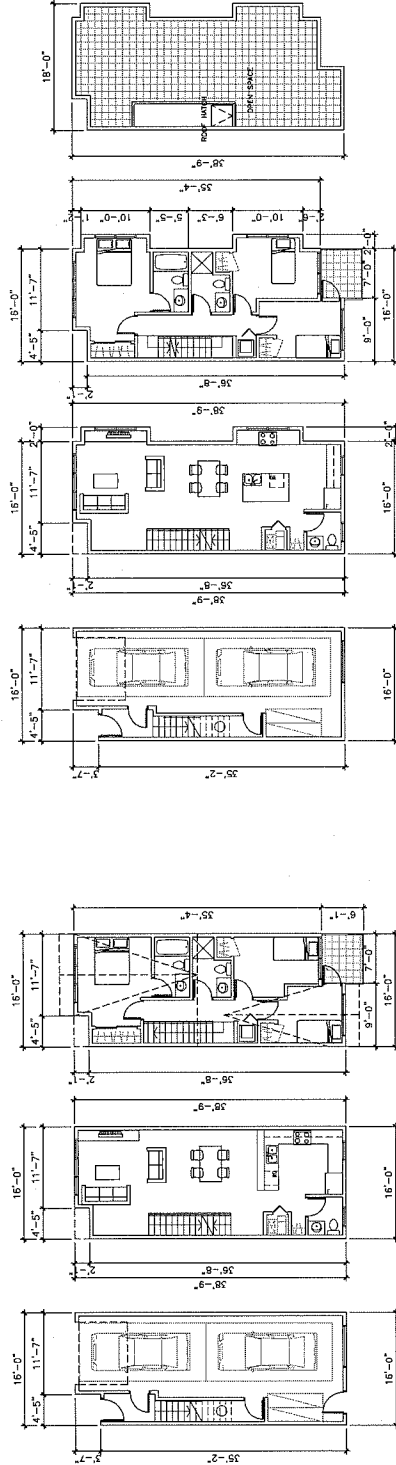
PROPOSED TOWNHOUSE
AT 9620-9680
WILLIAMS ROAD
RICHMOND BC

DEVELOPMENT SUMMARY

PROJECT NUMBER: 14-10
SSUFD: 5/26/2017
DRAWN BY: EL
CHECKED BY: EL
TELEPHONE: 1-800-777-1700



1. 2017/03/01 FOR REZONING APPLICATION	2. 2017/03/01 FOR CITY REZONING COMPT	3. 2017/03/01 FOR CITY REZONING COMPT	4. 2017/03/01 FOR CITY REZONING COMPT
5. 2017/03/01 FOR CITY REZONING COMPT	6. 2017/03/01 FOR CITY REZONING COMPT	7. 2017/03/01 FOR CITY REZONING COMPT	8. 2017/03/01 FOR CITY REZONING COMPT



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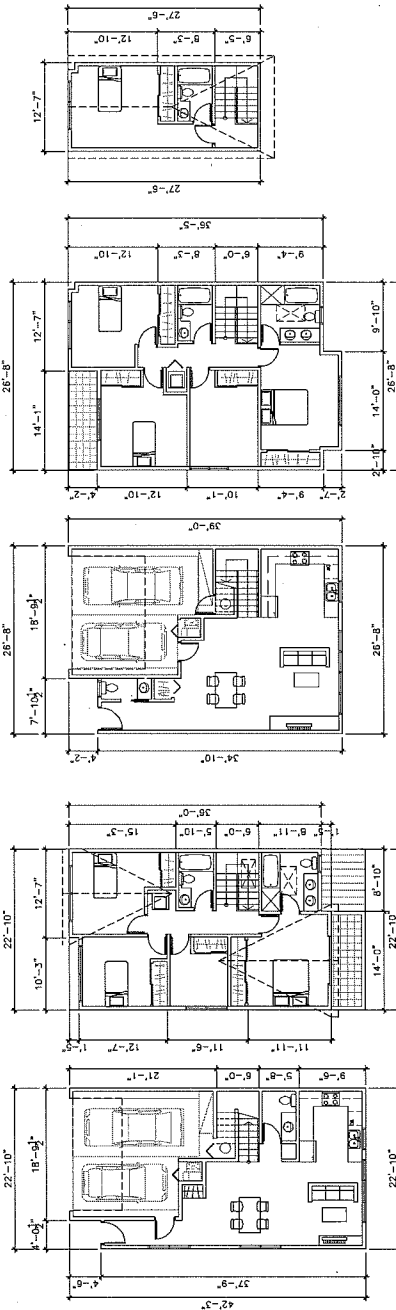
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TYPE-A2-1F
TOTAL UNIT AREA: 81374 SQ. FT.

3. LEVEL 3
1/8" TO 1"=0"
TYPE-A1-3F

2. LEVEL 2
1/8" TO 1"=0"
TYPE-A1-2F

1. LEVEL 1
1/8" TO 1"=0"
TYPE-A1-1F
TOTAL UNIT AREA: 81397 SQ. FT.



PROPOSED TOWNHOUSE
AT 8620-8680
WILLIAMS ROAD
RICHMOND BC
UNIT PLANS

PROJECT NUMBER: 14-10	ISSUED: 5/26/2017
DRAWN BY: EL	CHECKED BY: EL
FILENAME: 15-12_WW_170528-RZ.DWG	

A6

REZONING

ERIC LAW ARCHITECT

1000 UNIVERSITY AVENUE
 SUITE 100
 RICHMOND, BC V6X 1A6
 TEL: (604) 595-2000
 FAX: (604) 595-2007

PROJECT: AFFORDABLE RENTAL
 DRAWN BY: EL
 CHECKED BY: EL
 FILENAME: 15-12_APR_170228-02.DWG

NO.	DESCRIPTION	DATE
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2	2016.03.15	FOR CITY RECORDING COMMITTEE
3	2016.03.15	FOR CITY RECORDING COMMITTEE
4	2016.03.15	FOR CITY RECORDING COMMITTEE

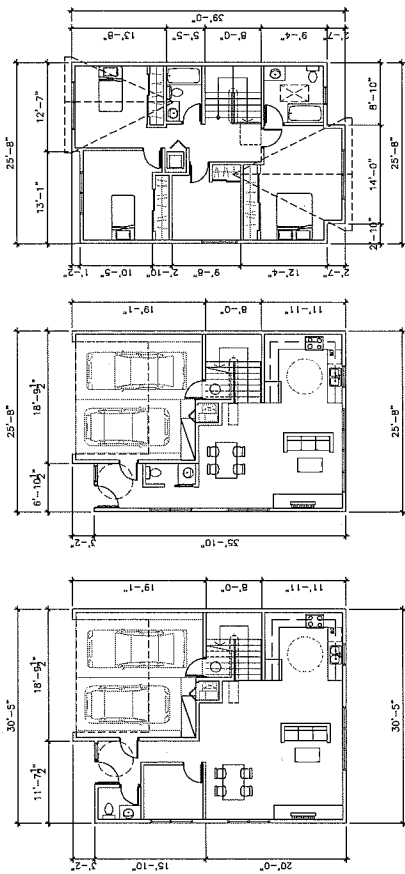
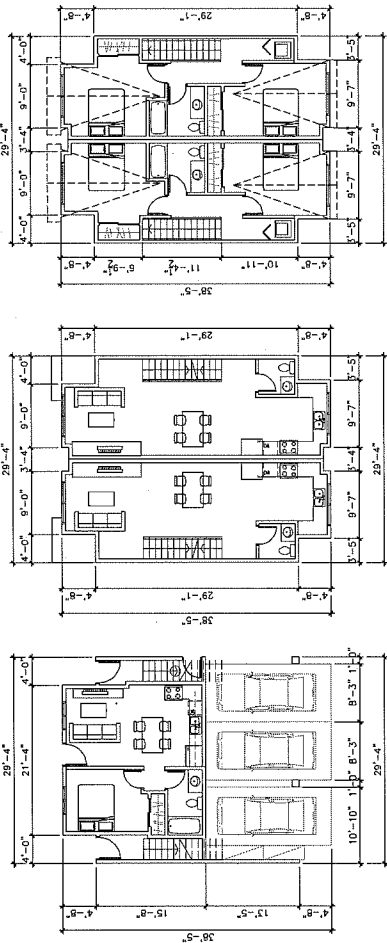
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2	2016.03.15	FOR CITY RECORDING COMMITTEE
3	2016.03.15	FOR CITY RECORDING COMMITTEE
4	2016.03.15	FOR CITY RECORDING COMMITTEE

PROPOSED TOWNHOUSE
 AT 9620-9680
 WILLIAMS ROAD
 RICHMOND BC
 UNIT PLANS

PROJECT NUMBER:	14-30
ISSUED:	5/26/2017
DRAWN BY:	EL
CHECKED BY:	EL
FILENAME:	15-12_APR_170228-02.DWG

A7

REZONING



ERICLAW
ARCHITECT

1100 WEST 10TH AVENUE, SUITE 200
 DENVER, CO 80202
 TEL: (303) 733-1100
 FAX: (303) 733-1101

COUNCIL APPROVAL: THE PLAN AND
 SPECIFICATIONS FOR THE PROPOSED
 DEVELOPMENT OF THE SITE ARE
 IN ACCORDANCE WITH THE
 CITY OF DENVER ZONING
 ORDINANCES AND THE
 CITY OF DENVER PLANNING
 DEPARTMENT'S POLICIES AND
 PROCEDURES.

1. PREPARED FOR REZONING APPLICATION

2. PREPARED FOR CITY REZONING COMMISSION

3. PREPARED FOR CITY REZONING COMMISSION

4. PREPARED FOR CITY REZONING COMMISSION

1. PREPARED FOR REZONING APPLICATION

2. PREPARED FOR CITY REZONING COMMISSION

3. PREPARED FOR CITY REZONING COMMISSION

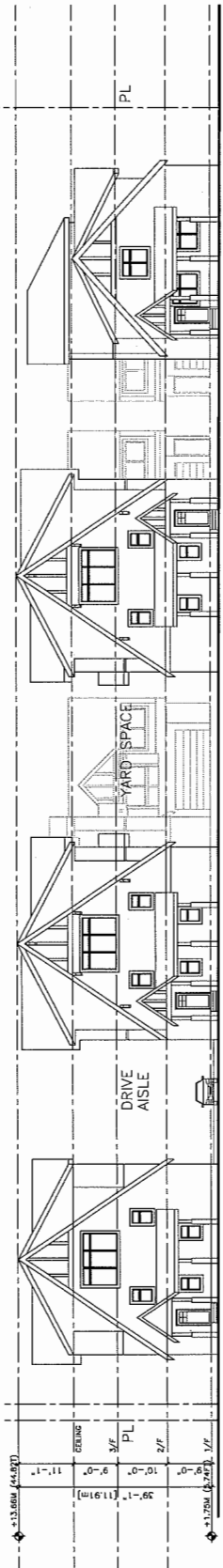
4. PREPARED FOR CITY REZONING COMMISSION

PROPOSED TOWNHOUSE
AT 9620-9680
WILLIAMS ROAD
RICHMOND BC
ELEVATIONS

PROJECT NUMBER: 14-30
ISSUED: 5/26/2017
DRAWN BY: E.L.
CHECKED BY: E.L.
FILE NAME: 14-30_WPL_170224-142.DWG

A8

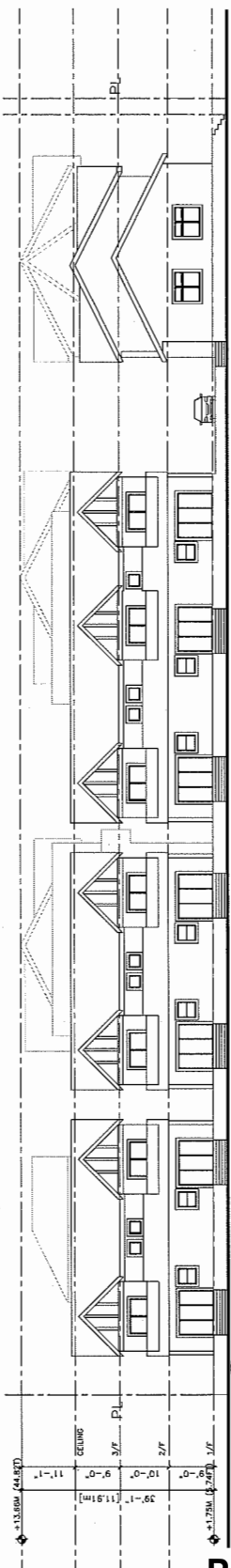
REZONING



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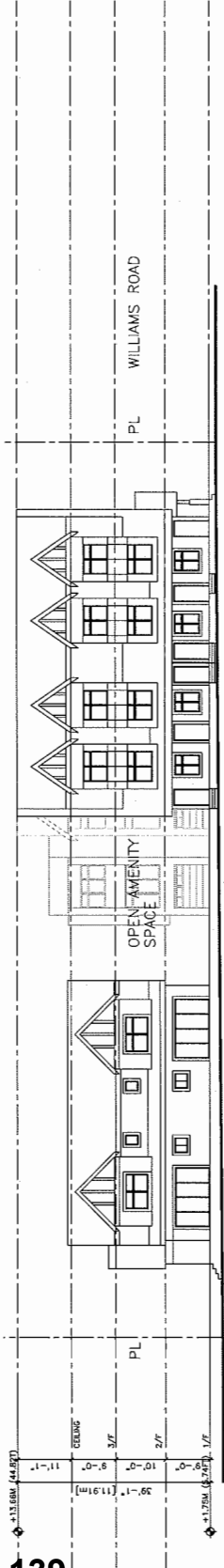
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SOUTH ELEVATION

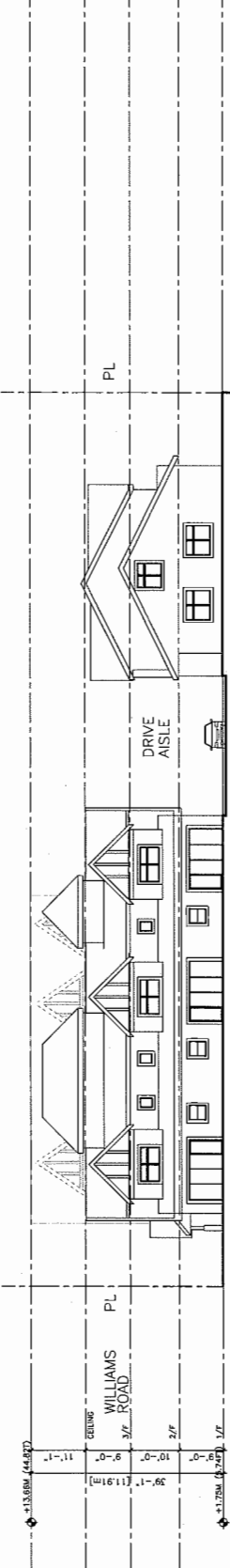
3/32" TO 1'-0"



3

EAST ELEVATION

3/32" TO 1'-0"



4

WEST ELEVATION

3/32" TO 1'-0"

ERIC LAW ARCHITECT

ERIC LAW ARCHITECT
1111 15TH AVENUE WEST, SUITE 200
SEASIDE, CA 94062
TEL: (415) 946-2000
FAX: (415) 946-2001
WWW.ERICLAWARCHITECT.COM

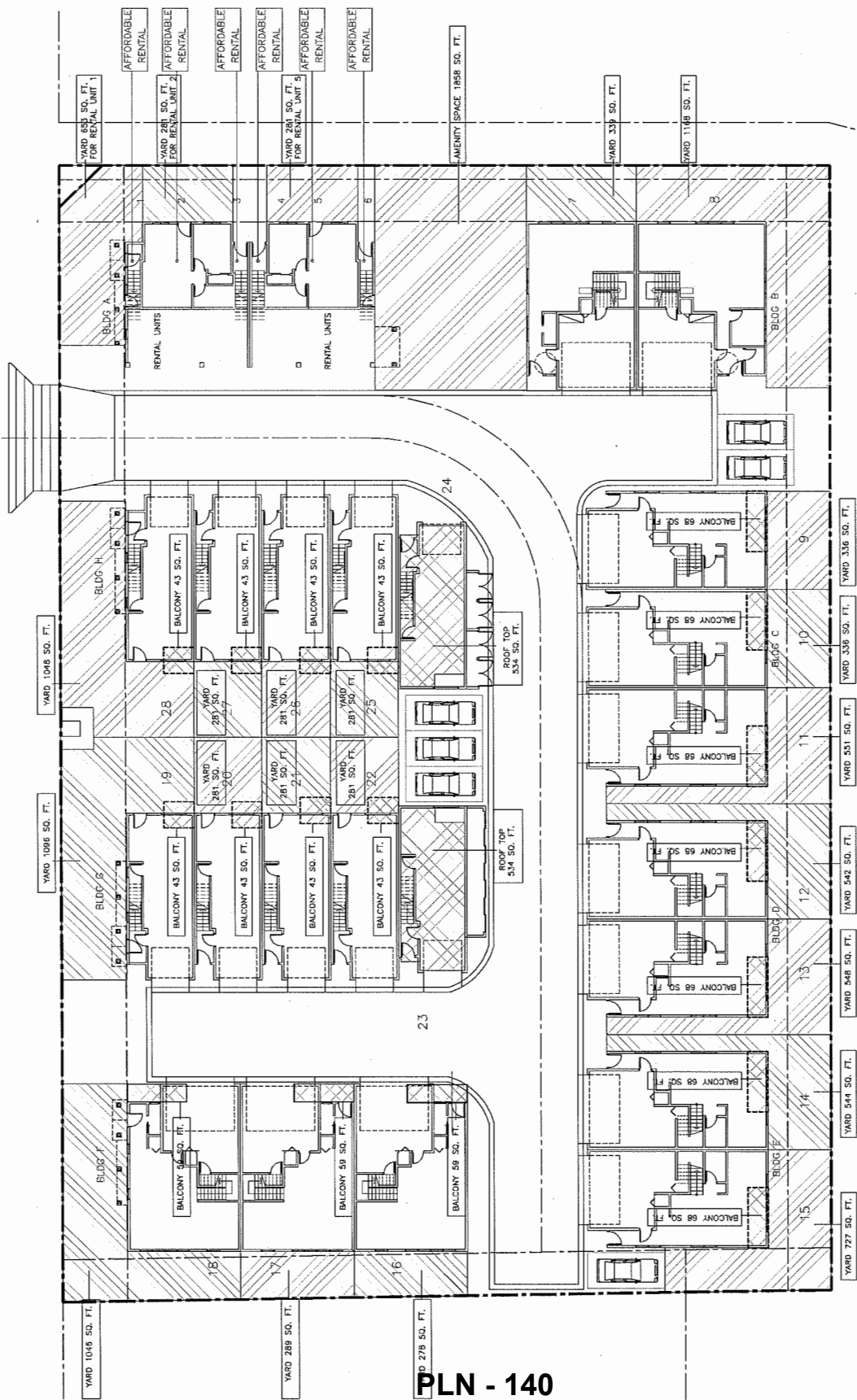
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PROPOSED TOWNHOUSE
AT 8620-8680
WILLIAMS ROAD
RICHMOND BC
OPEN SPACE CALCULATION

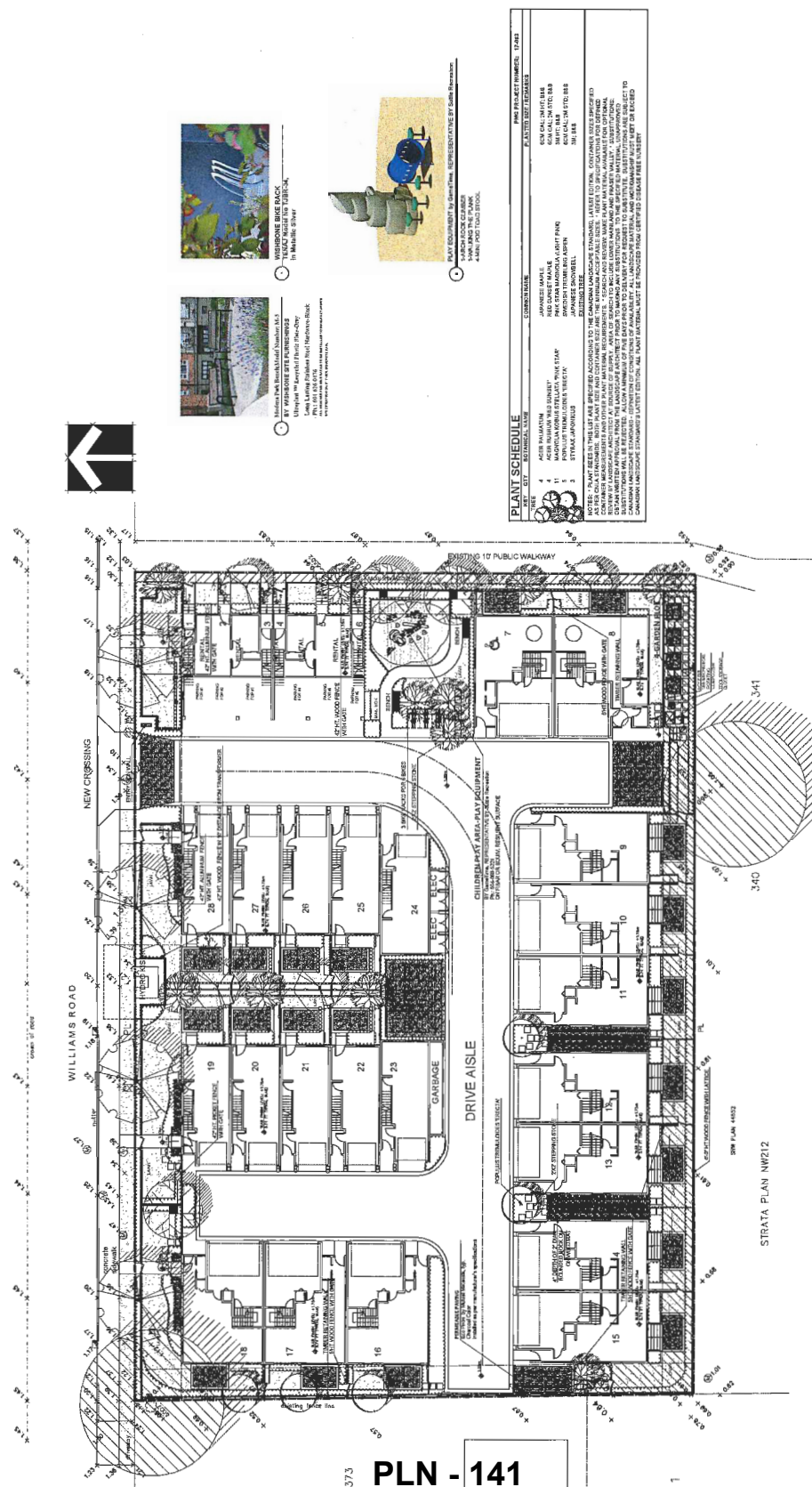
PROJECT NUMBER: 14-30
ISSUED: 5/26/2017
DRAWN BY: EL
CHECKED BY: EL
FILE NAME: 14-30_TOWNHOUSE_OPEN SPACE CALCULATION

A9

REZONING



PLN - 140

[illegible]



City of
Richmond

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

Address: 9620, 9640, 9660 and 9680 Williams Road

File No.: RZ 15-715406

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9713, the applicant is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. City acceptance of the developer's offer to voluntarily contribute \$12,800 (\$11,500 to replace 23 trees removed onsite and \$1,300 to replace one (1) tree removed from a City walkway) to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$2,000 for the 2 trees to be retained.
5. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
6. The granting of a 1 m wide x 55 m long Statutory Right-of-Way (SRW) for public right-of-passage along the east property line to accommodate new pedestrian lighting, widened sidewalk and grass boulevard on the east side of the existing City walkway that the City will maintain in perpetuity.
7. The granting of a Statutory Right-of-Way (SRW) for public-right-of-passage over the entire north-south and east-west internal drive aisle to provide legal means of public/vehicular access to future developments located west of the subject site. The drive aisle is to be constructed by the developer and to be maintained by the strata.

Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.

8. Registration of a flood indemnity covenant on title.
9. Registration of the City's standard Housing Agreement to secure six (6) affordable housing units, the combined habitable floor area of which shall comprise not less than 15% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of the outdoor amenity space. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Studio	2	37.06 m ² (400 ft ²)	\$850	\$34,000 or less
2 Bedroom	4	90 m ² (980 ft ²)	\$1,437	\$57,500 or less

** May be adjusted periodically as provided for under adopted City policy.

10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development that must include the following items related to Transportation aspects of the development:
 - a) Contrast decorative surface treatment on the east drive aisle from the property line to 9 m south onsite; and
 - b) Units in the northeast corner building between the east drive aisle and the City walkway must have carports and not enclosed garages.

11. City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot (e.g. \$21,317) to the City's public art fund.
12. Contribution of \$28,000 (\$1,000) per dwelling unit in-lieu of on-site indoor amenity space.
13. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
14. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.

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

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- Using the OCP Model, there is 652.0 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At Developer's cost, the City will:
 - Cut and cap all existing water service connections along the Williams Road frontage.
 - Install one (1) new water service connection complete with meter and meter box (to be placed on-site) along Williams Road frontage.

Storm Sewer Works:

- The Developer is required to:
 - Provide a 3m x 1.5m SRW for future storm IC within development site.
 - Provide walkway drainage between Williams Rd and south property line.
- At Developer's cost, the City will:
 - Cut and cap all existing service connections and remove all existing IC's along Williams Road frontage.
 - Cut and cap the existing storm sewer service connections at the northwest and northeast corners of the development site.
 - Install one new storm service connection complete with IC at the Williams Road frontage.

Sanitary Sewer Works:

- At Developers cost, the City will:
 - Cut and cap the existing sanitary service connections and remove the existing ICs located at the south property line of the development site.

- Upgrade the existing sanitary service connection and install a new IC at MH2162 located on the west property line, 8 metres north of the south property line. IC to be located within existing Statutory Right-of-Way.
- All sanitary works to be completed prior to any onsite construction.

Frontage improvements:

- Williams Road
 - Remove existing driveways and replace with barrier curb.
 - Green bike paint with bike stencil along the bike lane in front of the driveway.
 - Construct new 1.5m wide concrete sidewalk next to the existing property line along the north side of the development site. This should be along entire frontage plus up to west property line of 9600 Williams Road.
 - Provide remainder width to existing curb, with landscaped/treed boulevard between the proposed concrete sidewalk and existing road curb.
 - Provide transition to connect the existing sidewalks east and west of the development site.
- East side of the walkway, along the east property line of the development
 - Provide pedestrian lighting from Williams Road to Swansea Drive to a standard that is satisfactory to the City.
 - Provide 2.0m wide concrete sidewalk and 1.0m wide grassed boulevard.
 - Allow a wider access for the existing walkway on Williams Road - 1m x 1m corner cut.
- The Developer is also required to coordinate with BC Hydro, Telus and other private communication service providers in order to:
 - Underground Hydro service lines.
 - Relocate or modify any existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate locations onsite (Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc) prior to a Development Permit Application submission.
 - Review street lighting levels along east frontage of the development site and upgrade lighting using LED fixtures.

General Comments:

- Prior to the initial Servicing Agreement (SA) submission, provide a geotechnical assessment of preload and soil preparation impacts on existing utilities fronting or within the development site (e.g. existing sanitary mains), proposed utility installations and the adjacent developments, and provide mitigation recommendations. Any mitigation recommendations shall be incorporated into the initial SA submission or, if necessary, prior to pre-load.
 - Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to: site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

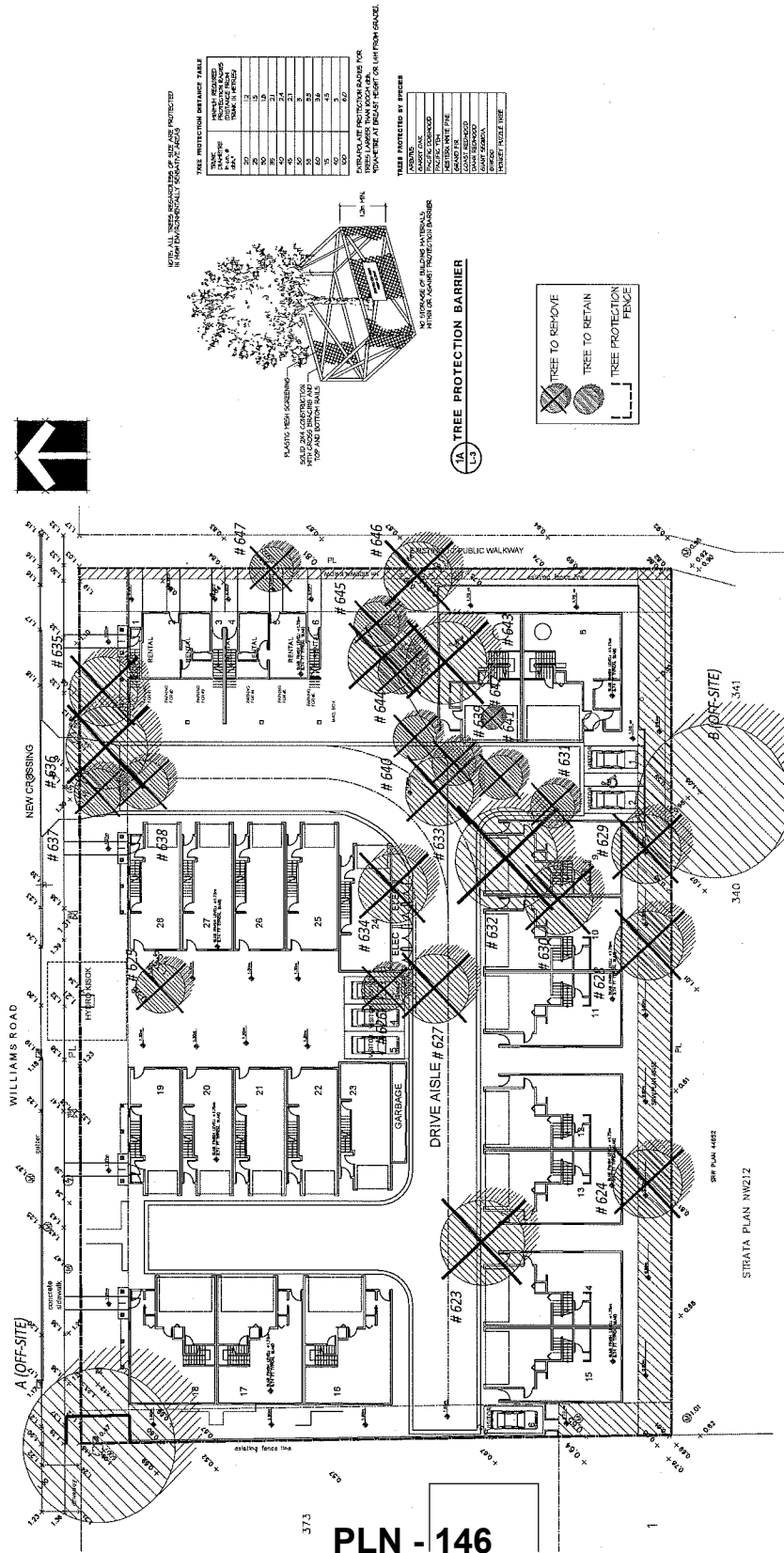
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

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

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

Signed

Date



TYRE PROTECTION DISTANCE TABLE	MINIMUM REQUIRED PROTECTION RADIUS DISTANCE FROM TRUCK IN METRES
20	1.2
25	1.5
30	1.6
35	2.1
40	2.4
45	2.3
50	3
55	3.8
60	3.6
75	4.5
80	5
100	6.0

ARBUTUS
BARNEY OAK
PACIFIC DOGWOOD
PACIFIC YEW
WESTERN WHITE PINE
GRAND FIR
CONANT REDWOOD
DAVIS REDWOOD
GIANT SEEDLING
SHRUB

EXTRAPOLATE PROTECTION RADII FOR TREES LARGER THAN 100 cm dbh, STANDING AT NEAREST HEIGHT OF 1.4 m FROM STUMP

TRADE PROTECTED BY SPECIES

1A TREE PROTECTION BARRIER

☒ TREE TO REMOVE
☐ TREE TO RETAIN
☐ TREE PROTECTION FENCE



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9731 (RZ 15-715406)
9620, 9640, 9660 and 9680 Williams Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into the end of the table contained in Section 5.15.1A regarding affordable housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT82	\$4.00"

- b. Inserting as Section 17.82 thereof the following:

" 17.82 Medium Density Town Housing (ZT82) – Williams Road

17.82.1 Purpose

The **zone** provides for **town housing** and other compatible **uses**.

17.82.2 Permitted Uses

- **child care**
- **housing, town**

Secondary Uses

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

17.82.3 Permitted Density

1. The maximum **floor area ratio** (FAR) is 0.40.
2. Notwithstanding Section 17.82.3.1, the reference to "0.4" is increased to a higher **density** of "0.60" if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZT82 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
3. Notwithstanding Section 17.82.3.1, the reference to "0.4" is increased to a higher **density** of "0.73", if the **owner**, at the time **Council** adopts a zoning amendment

bylaw to include the **owner's lot** in the ZT82 zone, and provided that prior to the first occupancy of the **building** the **owner**:

- a) provides in the **building** not less than 6 **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** comprises not less than 15% of total **floor area** that is **habitable space**; and
- b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**.

17.82.4 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 65% of the **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 25% of the **lot area** is restricted to **landscaping** with live plant material.

17.82.5 Yards & Setbacks

1. The minimum **front yard** is 4.5 m, except for the projection of an unenclosed single storey entry porch only for a maximum of 0.8 m.
2. The minimum **side yard** is 3.0 m.
3. The minimum **rear yard** is 6.0 m, except for the projection of the first **storey** for a maximum of 1.5 m.

17.82.6 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m (3 **storeys**).
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

17.82.7 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** on minor **arterial roads** is 40.0 m.
2. The minimum **lot depth** is 35.0 m.
3. There is no minimum **lot area**.

17.82.8 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

17.82.9 On-Site Parking and Loading

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

17.82.10 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating them **"MEDIUM DENSITY TOWN HOUSING (ZT82) – WILLIAMS ROAD"**.

P.I.D. 006-846-424

Lot 302 Except: East Half, Section 34 Block 4 North Range 6 West New Westminster District Plan 43362

P.I.D. 006-846-394

Easterly Portion Lot 302 Section 34 Block 4 North Range 2 West New Westminster District Plan 43362

P.I.D. 009-552-140

Lot 6 Except: Part Subdivided by Plan 44651; Section 34 Block 4 North Range 6 West New Westminster District Plan 11454

P.I.D. 009-552-158

Lot 7 Except: Part Subdivided by Plan 44427; Section 34 Block 4 North Range 6 West New Westminster District Plan 11454

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9731**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>PK</i>
APPROVED by Director or Solicitor <i>ul</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

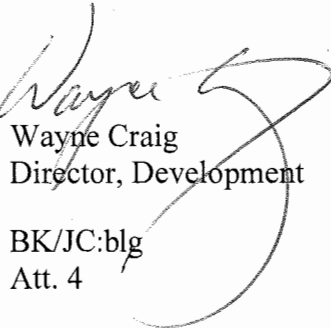
To: Planning Committee
From: Wayne Craig
Director, Development




Date: June 6, 2017
File: 08-4430-01/2017-Vol 01

Re: Single Family Dwelling Building Massing Regulation – Second Phase

Staff Recommendations

1. That Zoning Bylaw 8500, Amendment Bylaw 9524, to amend building massing regulations for single family dwellings be introduced and given first reading; and
2. That staff report back to Council within 12 months with a follow-up report on implementation of new massing regulations.


Wayne Craig
Director, Development
BK/JC:blg
Att. 4

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

At the July 27, 2015 Regular Council meeting, the following referral was passed:

That staff conduct further research and analysis into (i) maximum depth of house, (ii) rear yard setbacks to house, (iii) rear yard setback for larger detached accessory buildings, (iv) interior side yard setbacks, (v) projections into required side yard setbacks, and (vi) secondary (upper floor) building envelope and report back.

A staff report seeking authorization for public consultation was endorsed at the November 22, 2016 Planning Committee meeting, and the November 28 Regular Council meeting.

This staff report provides a summary of the results of public consultations held across the city during January and February of 2017, regarding possible amendments to Richmond Zoning Bylaw 8500 for further refinement to single family building massing. The report also brings forward Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, to introduce recommended zoning amendments for single family building massing.

Since the adoption of the first round of single family building massing amendments September 14, 2015, staff have noted changes to the design of single family residential houses recently constructed, which show a reduction in building massing. Specifically, the amendments to residential vertical lot width envelope, overall building height reduction, the clarification of internal ceiling height for entry and staircase, and the height limits for attached forward-projecting garages and detached accessory buildings have had the most positive impact.

Public Consultation: Information Meetings, On-line Comment Forms and Social Media

Information Meetings

In late 2016, Council endorsed a public consultation package outlining building massing issues and potential bylaw amendments. As directed by Council, staff held six public Open Houses at community centres across the city, and one Open House at City Hall as follows:

Wednesday, January 18	6 p.m. to 8 p.m.	South Arm Community Centre
Tuesday, January 24	6 p.m. to 8 p.m.	Steveston Community Centre
Thursday, February 2	6 p.m. to 8 p.m.	Hamilton Community Centre
Wednesday, February 8	6 p.m. to 8 p.m.	City Hall Meeting - Richmond Small Builders
Thursday, February 9	6 p.m. to 8 p.m.	City Hall (for general public)
Thursday, February 16	6 p.m. to 8 p.m.	Cambie Community Centre
Thursday, February 23	6 p.m. to 8 p.m.	Thompson Community Centre

Total attendance at the Open Houses was 195. Display boards were set up to provide an overview of the potential amendments to address various building massing issues associated with (Attachment 1). Staff from the Development Applications Department and Building Approvals Division were in attendance at all meetings, and were available to answer specific questions.

Printed comment forms were given to all attendees to provide feedback, and the public was encouraged to use the Let's Talk Richmond website to provide their feedback, as well as make suggestions for alternatives to the options presented.

Throughout the consultation process, staff stressed that there were no recommended bylaw amendments in the material presented. The meetings were held – as directed by Council – to present a range of options for addressing on-going concerns raised by the public regarding the design of new single family houses, and the impacts on adjacent homes.

Staff also held a separate meeting with representatives of the local home building community on February 8, 2017 to discuss the range of possible amendments and hear their concerns. The local building community has expressed concerns regarding the some of the potential regulations contained in the public consultation materials, and their potential impact on house design they feel would arise from the regulations and the subsequent marketability of the resulting houses. A copy of their submission is provided in Attachment 4.

Comment Form Summary

The consultation period for providing feedback closed on March 5, 2017; with 796 feedback forms received. A total of 161 hand-written forms were submitted at the Public Open Houses, dropped off at City Hall or delivered by Canada Post, and 635 forms were submitted through the Let's Talk Richmond website.

The comment form provided asked participants to indicate if they supported regulating specific aspects (including setbacks, site coverage, landscaping, entry gates, garage projection) of single family house design (a Yes, No, or No Opinion question). If respondents indicated Yes – that they did support an amendment – they were asked to choose from a range of options.

Based on the comment sheets received, there is a moderate level of support for amendments to Richmond Zoning Bylaw 8500 to regulate single family house massing as presented at the Open Houses. Whenever possible during the public consultation, staff stressed that a status quo option was available for those who wished to see no changes to the single family massing regulations in the Zoning Bylaw. A summary of all comment sheets submitted is provided in Attachment 2. Additional public correspondence received is provided in Attachment 3. A binder of all comment forms and additional correspondence received has been placed in the Councillor's office for review, with a copy at the Front of House for the public.

The Open Houses proved to be a useful opportunity for residents to provide their input. The local building community raised concerns with the proposed changes, and suggested that other measures such as on-site landscaping, screening and fencing might be as effective in mitigating building massing issues, rather than additional amendments to Richmond Zoning Bylaw 8500.

Social Media Summary

Staff in Corporate Communications assisted the Planning and Development Division to manage the social media presence for the massing consultation. Using Facebook and Twitter, staff were

able to inform over 12,000 people of the public consultation, provide links to reports, and direct interested residents to the Let's Talk Richmond website.

Zoning Bylaw Amendments

Zoning Bylaw 8500, Amendment Bylaw 9524 has been drafted to introduce a number of recommended changes to single family massing regulations. A summary table of the massing issues and proposed amendments is provided below, with detailed discussion of each in the sections that follow the table.

Massing Issue	Proposed Amendment
Side Yard Massing on Adjacent Lots	Maximum Depth of House / definition of continuous wall
Setbacks	Rear yard setbacks Accessory building side and rear yard setbacks Permitted projections into required side yards
Landscaping	Minimum front yard landscaping Tree planting requirements for Building Permits Site Coverage and Landscaping Calculation / definition of hard surfaces
Front Entry Gates	Minimum Setback on arterial roads
Garage Projection	Maximum forward projection of attached garage
Building Height	New definition of finished grade

Each proposed amendment outlined below provides a summary of comments received through the public consultation and a recommended amendment to Richmond Zoning Bylaw 8500.

Maximum Depth of House

During the consultation on single family house massing, the impact of new house construction on adjacent, pre-existing houses has been raised. A concern often made is the impact of the length of sidewall on a house built with minimum front and rear setbacks – which staff have described as the depth of the house.

Staff presented three options regarding new zoning regulations to limit the maximum permitted depth of single family house on a lot:

1. *Option 1* - Status quo – leave current practices unchanged – continue to require only the existing minimum 6.0 m front yard and 6 m rear yard setback;
2. *Option 2* – Limit the maximum depth of house for new single-family house construction to a maximum continuous wall of 55% of the total lot depth; or
3. *Option 3* – Limit the maximum depth of house for new single-family house construction to a maximum continuous wall of 50% of the total lot depth.

These options are illustrated on Page 2 of the Public Consultation Materials in Attachment 1.

The public comment on support for a new regulation on maximum house depth was:

- **Yes** 57.4%
- **No** 41.9%
- **No Opinion** 0.4%

Of those who stated support an amendment to regulate house depth:

- 89.2 % of respondents were in favour of limiting the maximum house depth to a maximum continuous wall to 50% of the total lot depth
- 10.8 % of respondents were in favour of a maximum house depth of 55%

Staff also received input from the local house building community that they preferred the status quo – no change to the depth of the house, as they felt that the negative impacts to house design and yard space would not be supportable.

Based on the comments received, and in light of the other recommended amendments outlined in this report, staff recommend that Part B, Sections 8.1 8.14 Richmond Zoning Bylaw 8500 be amended as follows:

No **single detached housing dwelling unit** shall have an exterior wall oriented to an **interior side yard** with a maximum length of **continuous wall** greater than 55% of the total lot depth.

In order to implement this new regulation, an amendment to the Zoning Bylaw to create a new definition of a **continuous wall** is required:

Continuous wall means an exterior wall on a **single detached housing dwelling unit**, which does not include an inward articulation of 2.4 m or more, with a minimum horizontal measurement of 2.4 m.

This proposed definition will clearly establish the maximum length of wall permitted and the proposed 2.4 m (8 ft) inward articulation of the wall ensure that variation is provided on walls oriented to side setbacks between houses, and will work to address the concerns raised about the impact of new construction on pre-existing single family houses in established neighbourhoods.

Rear Yard Setbacks

As the trend in recent years as has been to build new single family houses to minimum setbacks, staff have received a number of concerns about the negative impacts of new construction on adjacent back yards. Many pre-existing single family dwellings in established neighbourhoods have rear yards deeper than the minimum, and older house styles tended to have lower rear yard massing than seen in current trends in single family dwelling construction.

Staff asked the public to provide their feedback on three potential changes to Zoning Bylaw regulations for minimum rear yard setbacks in single family zones. These options were:

1. *Option 1* - Status quo – continue to implement a minimum rear yard setback of 6.0 m;
2. *Option 2* – Establish a new requirement for:
 - Minimum rear yard setback of 6.0 m for the ground floor – limited to a maximum of 60% of the width of the house.
 - Remaining 40% of wall face for the ground floor at a minimum rear yard setback of 7.5 m.
 - Minimum rear yard setback of 7.5 m for any second storey or half-storey.
 - Lots less than 28 m deep and less than 372 m² in area would be exempt from this setback requirement and would be permitted to utilize a 6 m rear yard setback; or
3. *Option 3* – Establish a new requirement that the minimum rear yard setback is the greater of 6.0 m or 25% of the lot depth, up to a maximum of 10.7 m. Lots less than 28 m deep would be exempt from this setback requirement and would be permitted to utilize a 6.0 m rear yard setback.

These options are illustrated on Pages 3 through 6 of the Public Consultation Materials in Attachment 1.

The public response on some form of amended rear yard setbacks was:

- **Yes** 55.5%
- **No** 43.7%
- **No Opinion** 0.9%

Of those in favour of an amendment to required rear yard setbacks:

- 79.2 % of respondents were in favour of Option 3 - a minimum setback of 25% of the lot depth, up to a maximum of 10.7 m
- 20.8% of those in favour of an amendment supported a varied setback of 6 m for the ground floor – limited to a maximum of 60% of the width of the house, remaining 40% of wall face at a minimum rear yard setback of 7.5 m and a minimum rear yard setback of 7.5 m for any second storey or half-storey.

The local building community voiced concerns that any increase to the minimum rear yard setbacks would have negative implications on buildable floor area on a lot; reducing the development potential. Staff have reviewed all the potential amendments presented to Council and to the public and adoption of any of the measures would not reduce buildable density on the property.

Staff recommend that the Single Detached Zone (RS1/A to RS1/K Zones) in Section 8.1 of Richmond Zoning Bylaw 8500, be amended to reflect Option 3 (above) as follows:

8.1.6.6 The minimum **rear yard** is:

- (a) For a **lot** with a **lot area** less than 372 m² and with a **lot depth** less than 28 m, the minimum **rear yard** is 6.0 m;

- (b) For a **lot** with a **lot area** greater than 372 m² and with a **lot depth** greater than 28 m, the minimum **rear yard** is the greater of 6.0 m or 25% of the total **lot depth**, up to a maximum of 10.7 m.
- (c) For a **lot** containing a **dwelling, single detached** of one **storey** only, the **rear yard** is 6.0 m.

As was presented to Council in November, 2016, Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, has been drafted to address smaller and shallow lots, which would be exempt from these provisions, as the buildable area would be reduced by these proposed changes.

Rear and Side Yard Setbacks for Larger Detached Accessory Buildings

During the 2015 public consultation on the first round of single family building massing, there were concerns raised by the public regarding the minimum setback for larger detached accessory structures in rear yards. The Richmond Zoning Bylaw 8500 amendments adopted September 14, 2015 for building massing reduced the maximum permitted height for detached accessory buildings, and established a new maximum size of 70 m².

Staff consulted with the public to provide their feedback on an amendment to Richmond Zoning Bylaw 8500 to increase minimum required side yard and rear yard setbacks for detached accessory buildings up to a maximum of 70 m². Two options were presented:

1. *Option 1* - Status quo – no change to current minimum rear yard setback of 1.2 m for an accessory building more than 10 m² in area (up to a maximum of 70 m²); or
2. *Option 2* – Implement a variable minimum rear yard setback for a detached accessory structure larger than 10 m² (up to a maximum of 70 m²) as follows:
 - The minimum rear yard and side yard setbacks are 1.2 m if the exposed face of the accessory building oriented to the rear lot line is 6 m wide or less, or
 - The minimum rear yard and side yard setbacks are 2.4 m if the exposed face of the accessory building oriented to the rear lot line is greater than 6 m.
 - If the accessory structure is located adjacent to a rear lane a rear yard setback of 1.2 m is required.

The proposed amendment is illustrated on Page 8 of the Public Consultation Materials in Attachment 1.

The public response to this question was:

- **Yes** 52.1%
- **No** 43.1%
- **No Opinion** 4.7%

Based on the feedback received, staff recommend that Section 4.7.7(f) of Richmond Zoning Bylaw 8500 be amended as follows:

- f) i) for detached **accessory buildings** with a maximum wall length of 6 m or less, and oriented to the **lot line, rear** or **lot line, side** not **abutting** a public road the

minimum **setback** from the **lot line, rear** and **side lot line, side not abutting** a public **road** is 1.2 m.

ii) for detached **accessory buildings** with a maximum wall length greater than 6 m, and oriented to the **lot line, rear** or **lot line, side not abutting** a public road the minimum **setback** from the **lot line, rear** and **side lot line, side not abutting** a public **road** is 2.4 m.

Amending Section 4.7.7 (f) of Richmond Zoning Bylaw 8500 will make this new regulation applicable in all zones that permit detached accessory buildings, and should address concerns arising from rear and side yard interface in these zones.

Interior Side Yard Setbacks and Permitted Projections

The use of side yard projections on new single family house construction has been raised as a concern a number of times through public feedback on single family residential development, with specific concerns related to the impact these projections have on adjacent side yards. Staff consulted through the Open Houses on the issue of zoning regulations for permitted projections into minimum required side yards, and presented three options:

1. *Option 1 – Status quo* – no change to current minimum permitted projections into side yard setbacks which allow 0.6 m (2 ft.) projections into the side yard setback of 1.2 m, with no limit on the width of the projection;
2. *Option 2* – Allow one 0.6 m projection into the required side yard setback, limited to 1.8 m in length, and limited to one exterior wall only; or
3. *Option 3* – Eliminate the bylaw provision which allows projections into side yards.

These options are illustrated on Page 9 of the Public Consultation Materials in Attachment 1.

When asked if there was support for amending zoning regulations for projections into side yards the public response was:

- **Yes** 53.4%
- **No** 43.4%
- **No Opinion** 3.2%

Of those in favour of amending Richmond Zoning Bylaw 8500 for permitted side yard projections:

- 79.1% of respondents were in favour of eliminating all side yard projections,
- 20.9% were in favour of allowing a 0.6 m projection into the required side yard setback, limited to 1.8 m in length, and limited to one exterior wall only.
- The local house builders were in favour of Option 2 – one projection on one wall, limited to 1.8 m wide.

Respecting the feedback received, staff have proposed a variation to the projection regulations presented to the public – to limit the permitted side yard projection to one only, on one side of a house, and further limited to fireplace/chimney assembly only – eliminating the use of bay

windows and hatches on side yards. Staff are of the opinion that this will significantly reduce the impacts of the projections on adjacent side yards.

Staff recommend three amendments to Part 4, General Regulations, Section 4.7 of Richmond Zoning Bylaw 8500.

A new clause will be inserted into this Section 4.7:

4.7.1 Notwithstanding a provision for a projection into a **side yard**, the maximum number of projections is one, limited to one side wall of **dwelling unit, single detached**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.

Additional minor housekeeping changes will be required in Section 4.7 to implement this change.

Definition of Non-Porous Surfaces

In order to provide more clarity to the bylaw, staff proposes the following amendment to the definition of 'non-porous surface' in Part A, Section 3, Definitions:

Non-porous surfaces means any constructed surface on, above or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil. Surfacing materials considered as non-porous are concrete, asphalt, and grouted brick or stone.

The proposed change to the definition of 'non-porous' surface will clarify the range of materials which can be used to achieve minimum permeability standards for new single family residential development, and will assist staff in working with the developer to address on-site drainage and site design concerns.

Front Yard Landscaping

Section 8.1 of Richmond Zoning Bylaw 8500 – Single Detached Zones – currently specifies a minimum percentage of the lot (depending on the zone) that must be landscaped but does not stipulate where the minimum landscaping requirements must be provided on the lot. The result is that new house construction sometimes features the majority of the front yard covered with pavement or other hard surfacing.

Open House participants were asked to consider three options for potential amendments to Richmond Zoning Bylaw 8500 to increase front yard landscaping:

1. *Option 1 – Status quo* – no change to existing requirements for live landscaping – minimum of 25% of the lot, with no location specified.
2. *Option 2* – Require that a minimum of 50% of the required front yard setback be covered in live landscaping.

3. *Option 3* – Require that a minimum of 60% of the required front yard setback be covered in live landscaping.

These options are illustrated on Page 15 of the Public Consultation Materials in Attachment 1.

The public comment on amending zoning regulations to require a minimum area of front yard landscaping was:

- **Yes** 58.2%
- **No** 40.1%
- **No Opinion** 1.7%

Of those who stated they supported an amendment:

- 76.2% of respondents were in favour of an amendment to require a minimum of 60% of the required front yard setback to be planted with live landscaping
- 23.8% of respondents were in favour of requiring a minimum of 50% of the front yard to be planted with live landscaping.
- The Richmond Home Builders Group supported Option 2 – 50% of the front yard landscaped.

Based on the consultation results, and staff analysis of potential implications, it is recommended the Richmond Zoning Bylaw 8500 be amended in Section 6.4 to amend Section 6.4.1 as follows:

6.4.1. In the **residential zones** and **site specific zones** that govern **single detached housing**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping**, in the **front yard** as follows:

- a) for a **lot** with a **lot width** less than or equal to 15 m, live **landscaping** is to be provided covering a minimum of 50% of the required **front yard**.
- b) for a **lot** with a **lot width** greater than 15 m, live **landscaping** is to be provided covering a minimum of 55% of the required **front yard**.
- c) for an irregular-shaped **lot**, the **City** shall determine the minimum area required for live **landscaping**, having regard to the area required for a paved driveway or walkway, to provide access to garage or house, and shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.

Staff have proposed this amendment based on feedback from the building community and more detailed analysis of the ability to construct a standard driveway on lots of varying width. The requirement for the minimum landscaping as proposed will enhance the streetscape by ensuring that less of the required front yard is covered by pavement. We note that the percentage of the front yard of an irregular-shaped lot which can be landscaped will be less than the proposed minimum due to lot configuration. Staff will ensure that as much of the front yard is landscaped as possible.

Tree Planting Requirements

Retention and replacement of trees impacted through single family redevelopment continues to be a concern of residents.

The consultation results on amending tree planting requirements in Richmond Zoning Bylaw 8500 to require two trees on a lot for a Building Permit for a lot where there are no pre-existing trees, the results were:

- **Yes** 64.6%
- **No** 33.5%
- **No Opinion** 1.9%

This proposal is illustrated on Page 14 of the Public Consultation Materials in Attachment 1.

Staff recommend that Richmond Zoning Bylaw 8500 be amended to bylaw to insert a new clause in Part 6 – Landscaping and Screening as follows:

6.4.1 (c) On a **lot** that is subject to a Building Permit application for **single detached housing** which contains no existing trees at the time of Building Permit application, a minimum of two trees – one in the required **front yard setback** and one in the required **rear yard setback** – must be planted as part of a Building Permit.

Staff will also continue to secure tree replacements and enhancement through the rezoning process. Please see Page 15 of Attachment 1 for a diagram of these options.

Maximum Permitted Site Coverage

A concern often cited by residents regarding new single family house construction is the trend to utilizing the maximum site coverage permitted for building and hard surfaces, and to provide minimal landscaping in front yards. The public consultation posed a question of whether there was support to amend Richmond Zoning Bylaw 8500 to change requirements for site coverage, and presented three options for consideration:

1. *Option 1* – Status quo – no change to current maximum permitted lot coverage: 45% of the lot area for buildings, and total lot coverage of 70%, and live landscaping as follows:
 - a) 20% on lots zoned RS1/A or K, RS2/A or K;
 - b) 25% on lots zoned RS1/B, C or J, RS2/B, C or J; and
 - c) 30% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H.
2. *Option 2* – The maximum permitted lot coverage be reduced to 42% for buildings, and total lot coverage be reduced to 65% for buildings, structures and non-porous surfaces and live landscaping be increased as follows:
 - a) 25% on lots zoned RS1/A or K, RS2/A or K;
 - b) 30% on lots zoned RS1/B, C or J, RS2/B, C or J; and
 - c) 35% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H.
 - d) Any area between the side lot line and building face is excluded from the calculation of minimum landscaped area.

3. *Option 3* – The maximum permitted site coverage be reduced to 40% for buildings, and total lot coverage be reduced to 60% for buildings, structures and non-porous surfaces and live landscaping be increased as follows:
- a) 30% on lots zoned RS1/A or K, RS2/A or K;
 - b) 35% on lots zoned RS1/B, C or J, RS2/B, C or J; and
 - c) 40% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H.
 - d) Any area between the side lot line and building face is excluded from the calculation of minimum landscaped area.

These options are illustrated on Pages 12 and 13 of the Public Consultation Materials in Attachment 1.

In response to the question regarding changes to regulations for site coverage, the public comment was:

- **Yes** 55.8%
- **No** 42.5%
- **No Opinion** 1.8%

Of those who stated they supported an amendment:

- 75.8% of respondents were in favour of Option 3 - reducing the maximum building site coverage to 40%, reducing maximum overall site coverage to 60% and requiring a minimum of 30% to 40% of the site to be covered by live landscaping (depending on the residential zone), and that the side yard area between the house and the property line not be included in calculations of landscaping requirements.
- The local house builders favoured retaining the status quo – as they are concerned that any reduction in site coverage – specifically a reduction in hard surface areas – would result in less viable outdoor amenity areas.

Staff have reviewed the range of feedback provided, and are of the opinion that the combination of regulations proposed for front yard landscaping, rear yard setbacks and tree planting will address many of the issues raised in the public consultation on these issues, and any additional reduction to site coverage for building or hard surfaces is not required.

Based on the consultation results, and staff analysis of potential implications, it is recommended that a minor amendment to Zoning Bylaw 8500 be considered:

Existing Section 8.1.5 be amended to add a new section as follows: in its entirety, and replaced with:

- d) Any **side yard setback** area is excluded from the calculation of percentages of the **lot area which** is restricted to **landscaping** with live plant material.

Front Entry Gates

Recent house construction trends have seen increased use of masonry fences in front yards, and mechanical gates. Staff have identified potential traffic and safety concerns arising from the

construction of gates: as cars must stop in street and wait for the gate to open, causing potential traffic issues for other vehicles using the street. Staff note that it is unlawful for the City to prohibit front yard fences or gates, but as per the *Local Government Act*, Council is able to regulate these structures, including siting, height and setbacks. Currently, Richmond Zoning Bylaw 8500 regulates the maximum height of a fence located in the front yard to 1.2 m.

Staff asked the public to provide their feedback on the issue of front entry gates for single family residential lots.

The proposed amendment is illustrated on Page 16 of the Public Consultation Materials in Attachment 1.

The public comment on potentially regulating front entry gates was:

- **Yes** 55.8%
- **No** 41.5%
- **No Opinion** 2.7%

In addition to the comment sheets results, staff also fielded a considerable number of questions regarding the proposed regulation of entry gates, and it was suggested that traffic safety issues were less likely to occur on local roads, as opposed to major or minor arterial roads.

Staff have considered these comments, and are of the opinion that there is merit to this suggestion, and propose the following amendment to the regulations on fencing in Richmond Zoning Bylaw 8500:

1. For a **lot** fronting onto a local **arterial road** or a major **arterial road**, a solid masonry or brick **fence** up to a maximum **fence height** of 1.2 m is permitted within the required **front yard setback** area, but any mechanical or manual gate must be located no closer than 6.0 m from the front **property line**.

Garage Projection

Staff asked the public to provide their feedback on a general question of support for amending zoning for garage projection for single family residential lots. Staff presented four options for public consideration at the Open House:

1. *Option 1* – Status quo – no change to existing zoning as it pertains to garage placement and design.
2. *Option 2* – Require that a garage can project a maximum of 9.1 m from the front façade of the house.
3. *Option 3* – Require that a garage can project a maximum of 7.3 m from the front façade of the house.
4. *Option 4* – Require that a garage can project a maximum of 6.6 m from the front façade of the house.

These options are illustrated on Page 17 of the Public Consultation Materials in Attachment 1.

The public comment on an amendment to regulate front garage projection was:

- Yes 54.5%
- No 43.0%
- No Opinion 2.6%

Of those who stated they supported an amendment to regulate maximum garage projection for single family dwellings:

- 74.7 % of respondents were in favour of limiting the maximum garage projection to 6.6 m
- 17.1% of respondents favoured a limit of 7.3
- 8.2% of responses indicated support for a maximum projection of 9.1 m
- The local house builders also raised concerns as the option for an attached three-car garage is a strong marketing feature for new house construction in Richmond, and the builders requested no changes be made to the Richmond Zoning Bylaw 8500 with regards to this issue.

Based on the comments received, and the suite of other changes proposed in this report, staff recommend that Richmond Zoning Bylaw 8500 be amended to limit the maximum forward projection for an attached garage for a single family house to a maximum of 9.1 m. The combination of proposed house depth limit, minimum landscaping requirements for front yards, and new regulation for side yard projections will enhance the streetscape in single family residential areas, and will reduce the impact of a forward-projecting three-car garage. Staff also note that the single family dwelling massing regulations adopted September 14, 2015 to set a maximum height of a forward-projecting garage to 6.0 m has had positive impacts on recent single family house designs.

Datum for Measurement of Building Height

Staff asked the public to provide their feedback on a potential amendment for the method by which finished grade is measured.

The proposal is illustrated on Page 18 of the Public Consultation Materials in Attachment 1.

The public comment on the grade measurement amendment was:

- Yes 60.1%
- No 38.5%
- No Opinion 1.4%

Based on the feedback received, staff recommend that Zoning Bylaw 8500 be amended to define the definition of **grade, finished site** as:

means in Area 'A', the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding 0.3 m above the highest elevation of the crown of any public **road abutting the lot**.

Staff is of the opinion that utilizing this simpler method of calculating building height from the datum at 0.3 m above the crown of the road, will further reduce the height and massing of single family houses.

Decks for Single Family Houses

Through previous public consultation, concerns were heard regarding the loss of privacy in rear yards of existing houses when new houses are constructed, due to potential overlook onto adjacent rear yards. Staff consulted through the Open Houses on the location of second storey decks on single family dwellings, and presented two options for consideration:

1. Status quo – maintain the current requirements for decks as regulated by building setbacks and permitted projections; or
2. Amend the regulations for rear decks as follows:
 - A second storey deck can span no more than 50% of the maximum width of the rear wall of the house;
 - A second storey deck must have an additional setback of 1.5 m from the minimum interior side yard setback; and
 - A second storey deck must have an additional setback of 1.5 from the minimum rear yard setback.

The public comment on the question regarding changing Richmond Zoning Bylaw 8500 to regulate the location of second storey decks was:

- Yes 52.6%
- No 43.9%
- No Opinion 3.6%

Based on the response received, and the suite of changes proposed, including amendments to rear yards, staff recommend that no changes be made to the Richmond Zoning Bylaw 8500 to regulate decks.

Other Existing Zones

We note that if adopted by Council, the proposed changes will not be applied to any of the existing site-specific single family residential zones, the compact single family or the coach house/granny flat zones. These regulations would also not be applicable to residential development permitted under the AG Agriculture zones.

Should Council wish staff to amend single family building massing in all zones that permit single family residential uses, it would be in order for Council to endorse a third recommendation to this report:

That staff report back to Council with bylaw amendments for single family building massing in all zones that permit single family residential development.

Consideration of Variances

As per the *Local Government Act*, other than use and density, any aspect of the Richmond Zoning Bylaw 8500 can be varied through a Development Variance Permit. If there is site-specific case for an alternative design a property owner can apply for a variance. Should site conditions or a unique design warrant a variance, the review process includes opportunity for public input. Issuance of the variance permit must be approved by Council.

Public Consultation on Proposed Bylaw Amendments

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

Conclusion

As directed by Council, staff have continued to review Richmond Zoning Bylaw 8500 as the bylaw pertains to the massing and design of single family dwellings. Public consultation through Open Houses was conducted in six separate locations across the city and staff consulted with the local building community, to gauge opinion and obtain feedback on a number of options to further amend zoning for single family house design.

Direct feedback received through comment forms provided and submission provided through the Let's Talk Richmond website is summarized in this report. As detailed in the feedback summary, and throughout this report, there was general support for further refinements to the single family residential zoning to regulate house massing and design.

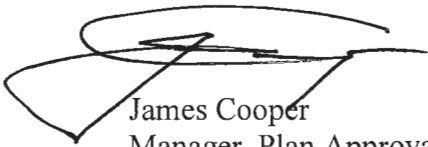
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9524, be introduced and given first reading.



Barry Konkin
Program Coordinator, Development



Gavin Woo
Senior Manager, Building Approvals



James Cooper
Manager, Plan Approvals

BK/JC:blg

- Attachment 1: Public Consultation Materials
- Attachment 2: Public Consultation Summary
- Attachment 3: Other Public Correspondence Received
- Attachment 4: Submission from the Richmond Home Builders Group

Proposed Amendments to Single Family Zoning in Bylaw 8500

Single Family Dwelling Building Massing Regulation – Second Phase

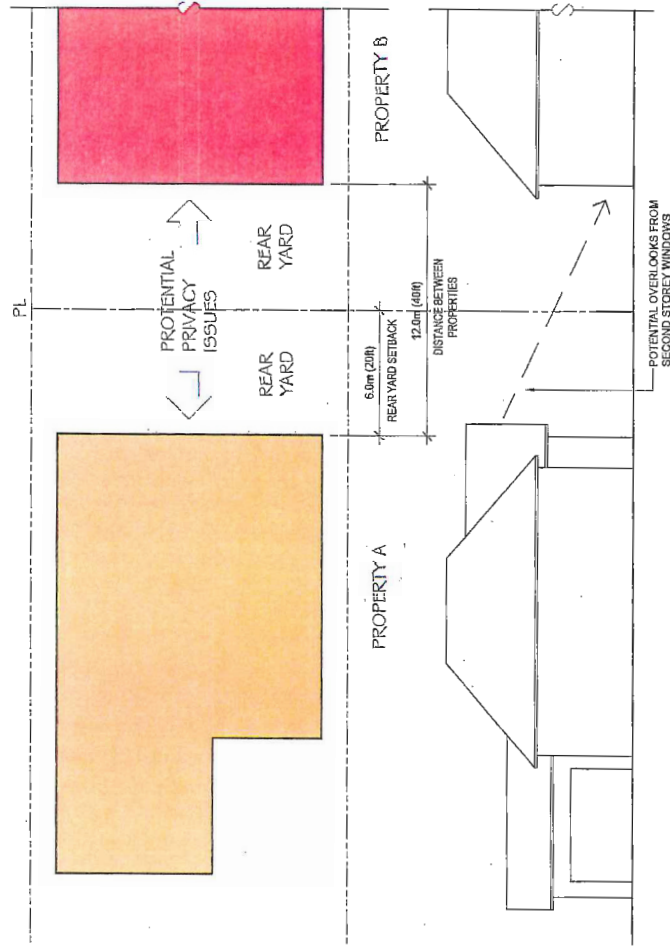


Single Family Dwelling Building Massing Regulation – Second Phase

Analysis:

Current trends in single family home construction have raised a number of issues in established neighborhoods. These include:

1. Construction of larger, 2-storey homes that tend to occupy more of the lot and also tend to have higher overall building heights when compared to older, nearby houses.
2. New homes typically feature higher interior ceiling height which can result in higher second storey windows that may overlook neighboring rear yards and side windows on existing houses.
3. Side entry front garages can result in the house being located toward the rear of the lot with only the minimum rear yard provided.
4. High ceilings in family and living rooms that face the rear yard may result in rear walls that are higher, more expansive, and are generally more massive than older, pre-existing houses.
5. Entry gates and large paved areas are often built to accommodate the front projecting garage, and auto manoeuvring space.
6. Minimal front yard landscaping and tree planting are provided.



Proposed Amendments to Single Family Zoning in Bylaw 8500

Single Family Dwelling Building Massing Regulation – Second Phase

MAXIMUM DEPTH OF HOUSE

An amendment to limit the maximum physical depth of a house while still maintaining the allowable house size under the Zoning Bylaw could help make new houses more compatible in existing neighbourhoods.

OPTION 1 (STATUS QUO):

No limitations to overall depth of house — Minimum front and rear setbacks

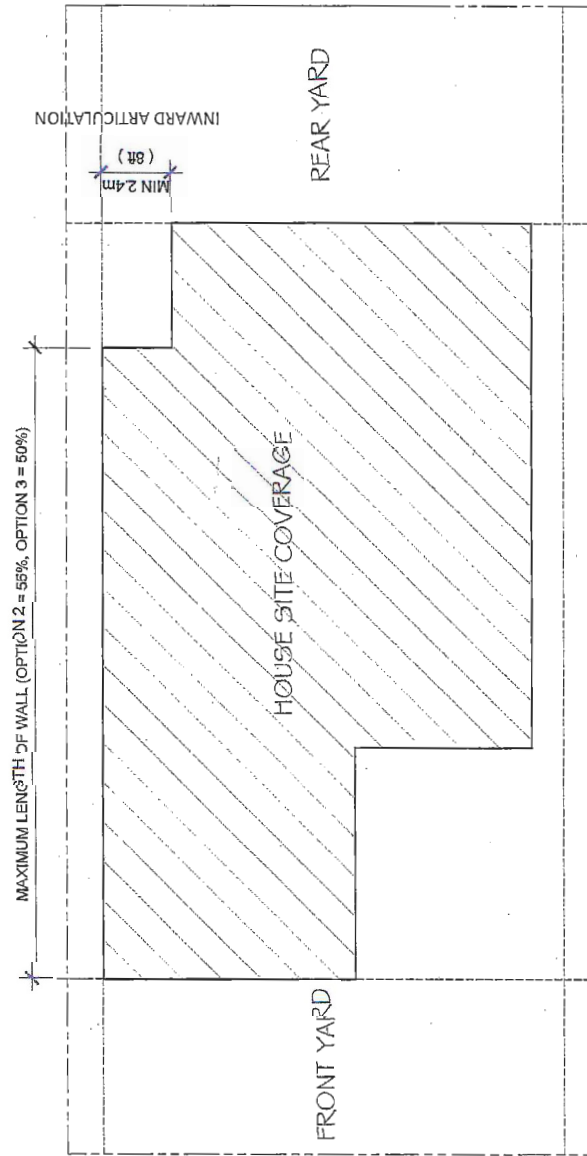
OPTION 2:

Continuous length of wall limited to 55% of total lot depth

OPTION 3:

Continuous length of wall limited to 50% of total lot depth

A continuous wall is defined as a wall without a minimum inward articulation of 2.4 m (8 ft) or more from the minimum required side yard setback.



Single Family Dwelling Building Massing Regulation – Second Phase

REAR YARD SETBACKS

An amendment to require larger setbacks on a portion of the rear of the house, and for any second storey, would increase rear yard open space.

OPTION 1 (STATUS QUO):

Continue to require 6.0 m (20 ft) minimum rear yard setback.

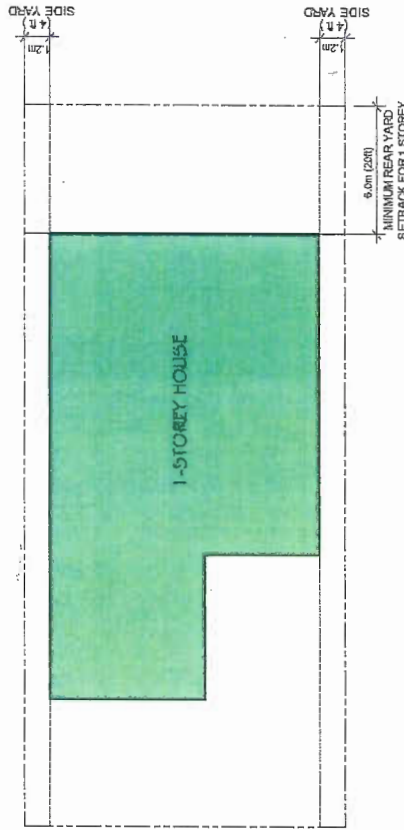
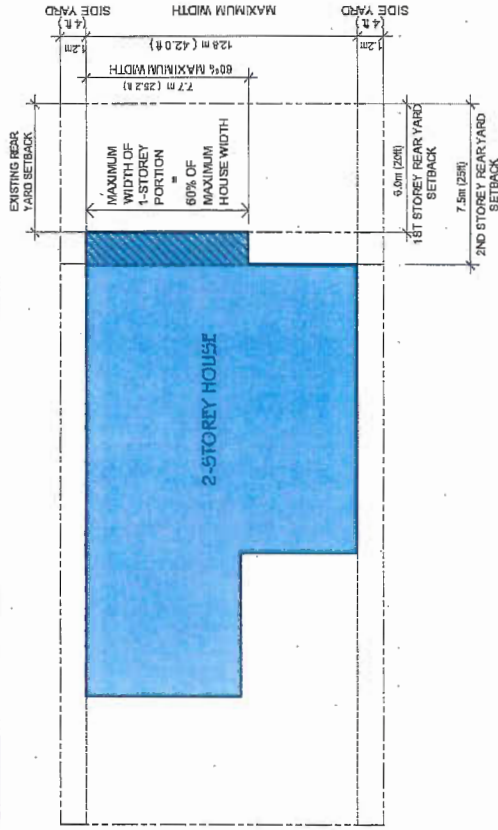
OPTION 2:

No more than 60% of the rear wall of the first storey can be set back 6 m (20 ft) from the rear property line, and the rest of the first storey 40% must be set back at least 7.5 m (25 ft) from the rear property line.

If the house has a second or half storey above, all of that portion of the rear wall must be set back at least 7.5 m (25 ft) from the rear property line.

A one-storey house would have a 6.0 m (20 ft) rear yard setback.

NOTE: If a lot is less than 28 m (92 ft) deep and less than 372 m² (4,000 ft²) in area the minimum rear yard setback can be 6.0 m (20 ft).



Single Family Dwelling Building Massing Regulation – Second Phase

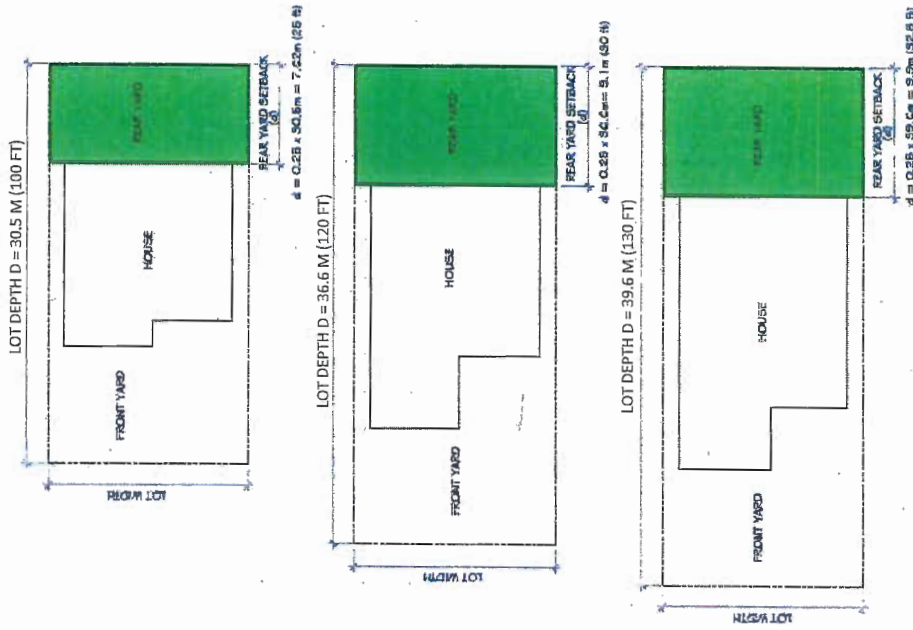
MINIMUM REAR YARD SETBACK BASED ON LOT DEPTH

OPTION 3:

The minimum rear yard setback would be the greater of 6.0 m (20 ft), or 25% of the total lot depth, up to a maximum required setback of 10.7 m (35 ft).

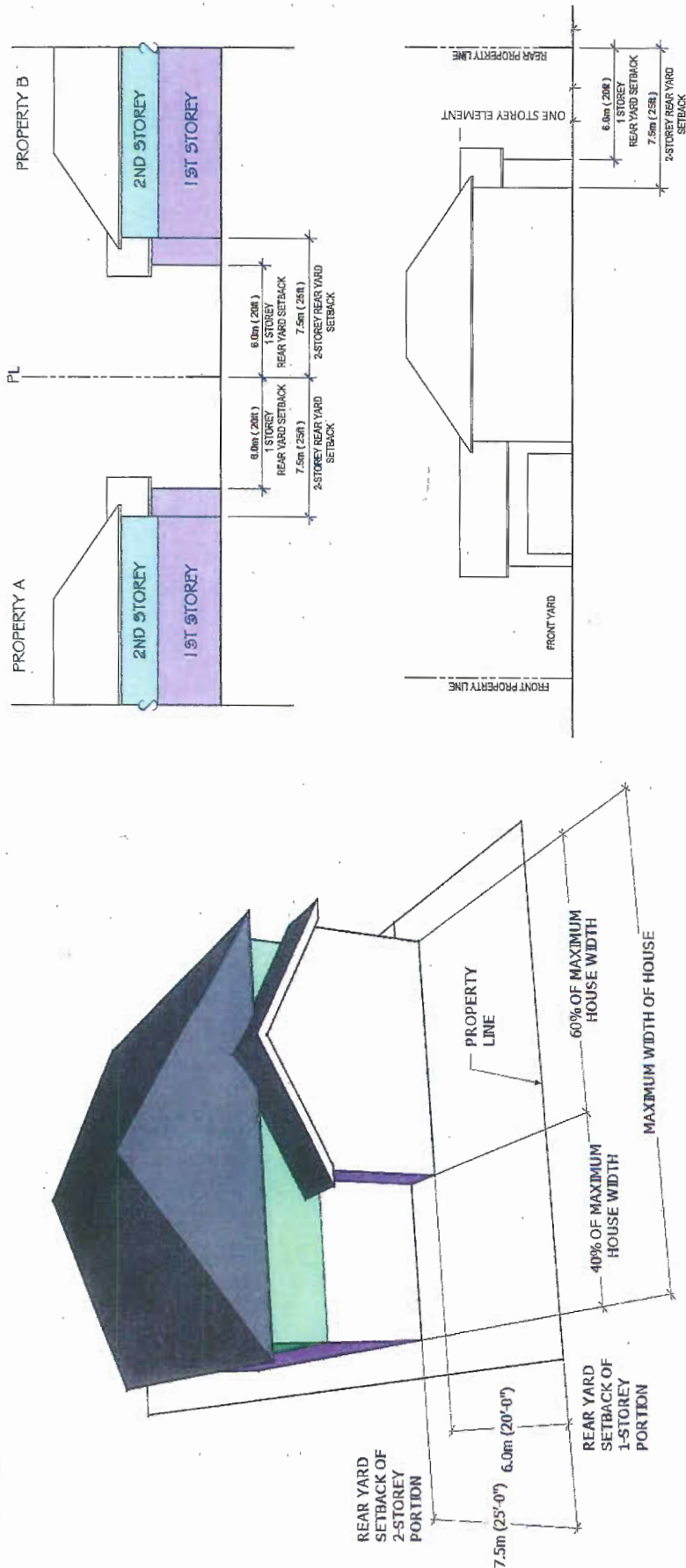
NOTE: If a lot is less than 28 m (92 ft) deep and less than 372 m² (4,000 ft²) in area the minimum rear yard setback can be 6.0 m (20 ft).

EXAMPLES OF MINIMUM REAR YARD SETBACK BASED ON WITH LOT DEPTH



Single Family Dwelling Building Massing Regulation – Second Phase

OPTION 2:

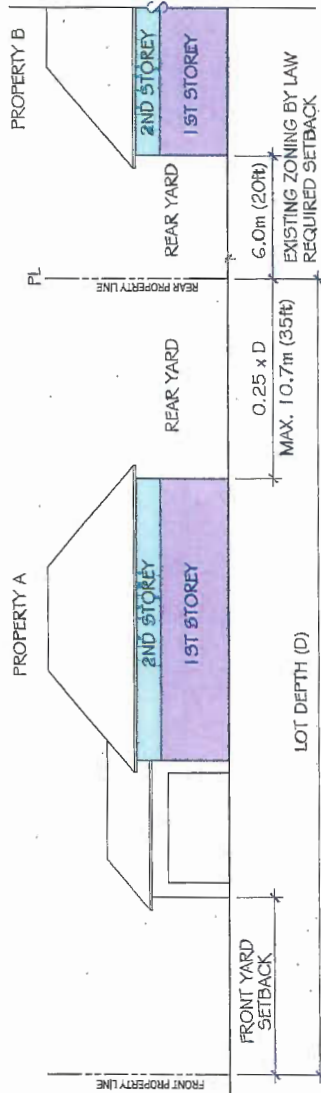


MASSING DIAGRAM

SITE SECTION DIAGRAMS

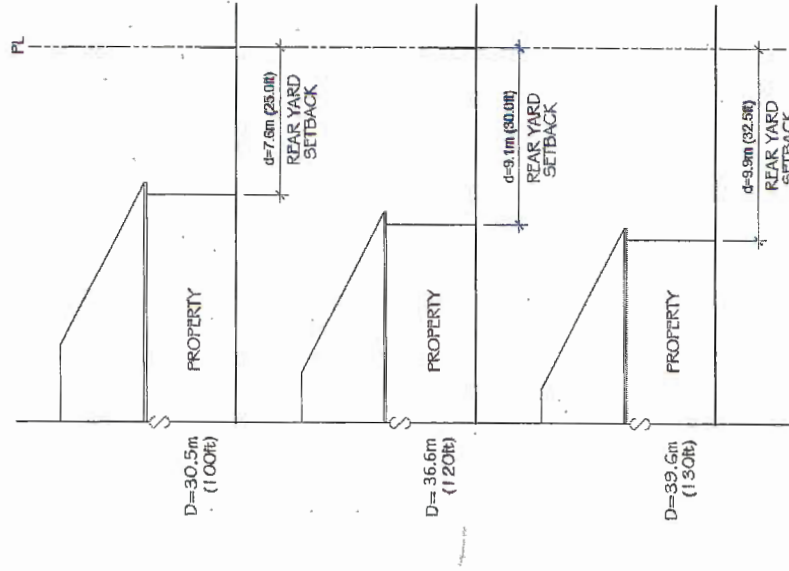
Proposed Amendments to Single Family Zoning in Bylaw 8500 Single Family Dwelling Building Massing Regulation – Second Phase

OPTION 3: Illustrations

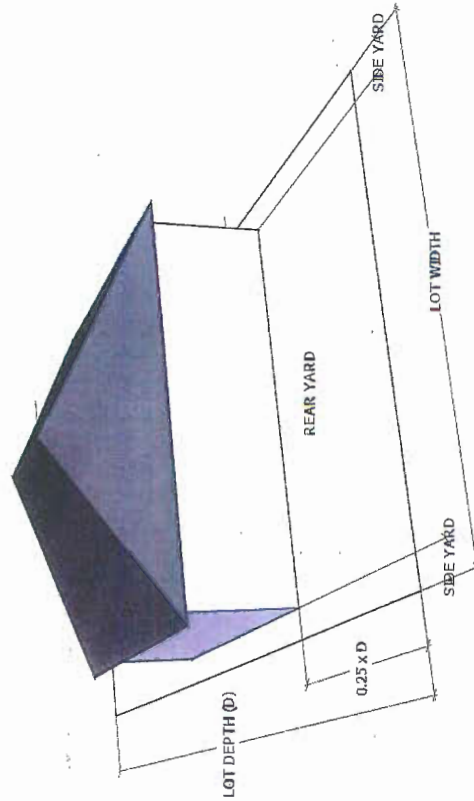


SITE SECTION

EXAMPLES:



MASSING DIAGRAM

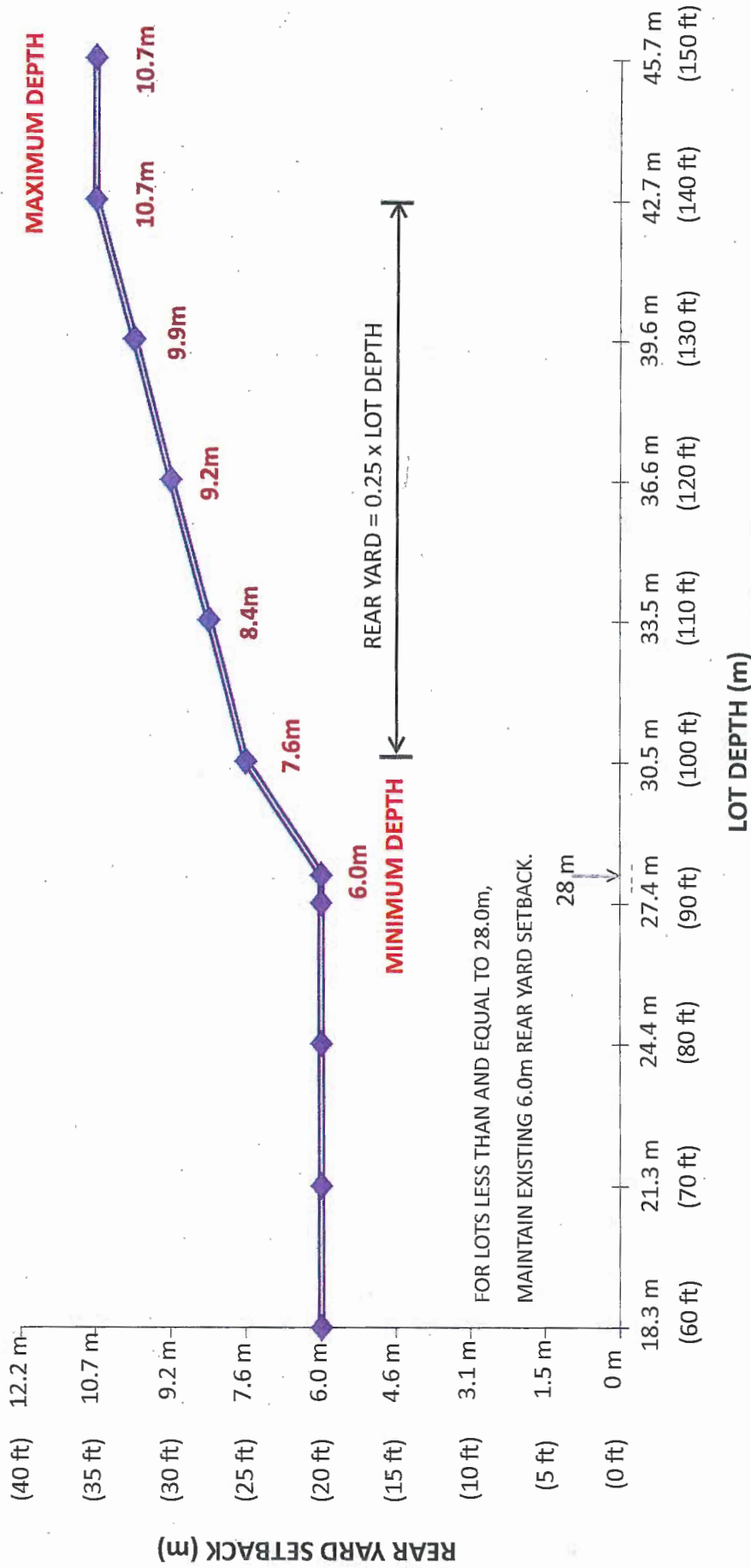


CROSS SECTION

2017-01-09

Single Family Dwelling Building Massing Regulation – Second Phase

This graph illustrates how the rear yard setback would increase as the depth of lot increases.



Single Family Dwelling Building Massing Regulation – Second Phase

REAR YARD AND SIDE YARD SETBACKS FOR DETACHED ACCESSORY BUILDINGS GREATER THAN 10m²

OPTION 1 (STATUS QUO): Minimum rear yard and minimum side yard

OPTION 2:

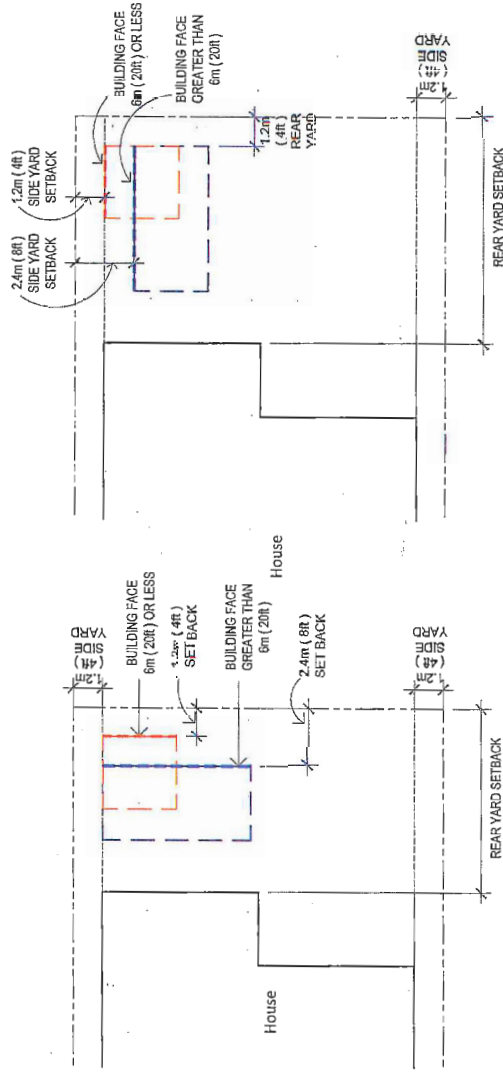
The rear yard and side yard setback for a detached accessory building would vary based on how wide the building is facing the adjacent property:

- If the building face is 6 m (20 ft) or less, the minimum setback for side and rear yard can be 1.2 m (4 ft).
- If the building face is more than 6 m (20 ft), the minimum setback for side and rear yard must be 2.4 m (8 ft).

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EXAMPLE #1: When the wall face (orange line) is 6.0 (20 ft) or less, the rear and side yard setback is 1.2 m (4 ft).

When the wall face (purple line) is more than 6.0 m (20 ft), the rear setback is 2.4 m (8 ft).



EXAMPLE #1:

Building face to rear property line

EXAMPLE #2:

Building face to side property line

Single Family Dwelling Building Massing Regulation – Second Phase

PROJECTIONS ALLOWED IN MINIMUM SIDE YARD SETBACKS

An amendment to allowed projections into side yards can increase the light and air between buildings, and reduce the appearance of massing.

OPTION 1 (STATUS QUO):

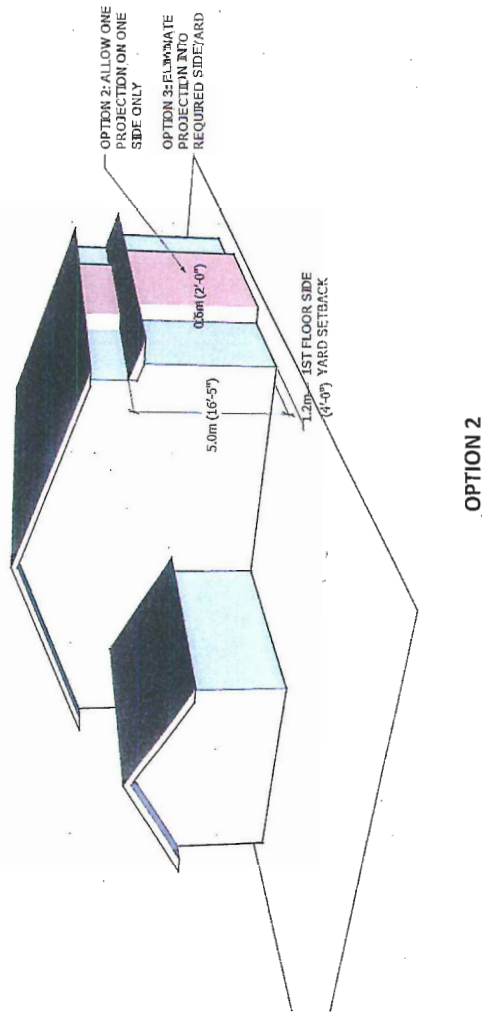
Continue to allow a portion of a wall to project a maximum of 0.6 m (2 ft) projection into side yard setbacks on both sides of the house.

OPTION 2:

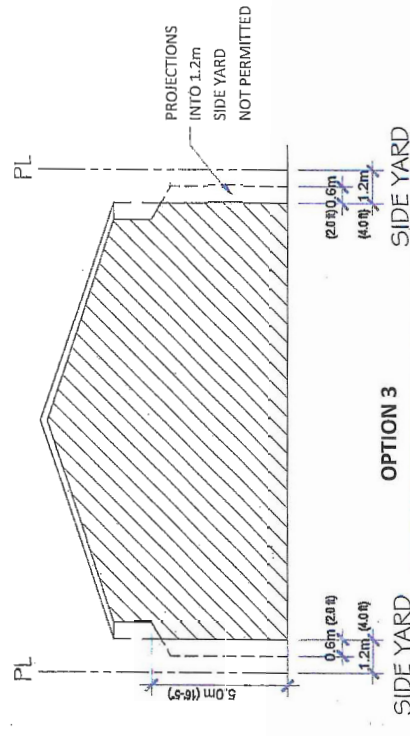
Allow a wall projection into side yard setbacks, for a maximum of 1.8 m (6 ft) in length and 0.6 m (2 ft) in depth on one side of the house only.

OPTION 3:

No projections permitted into required side yard setbacks.



OPTION 2



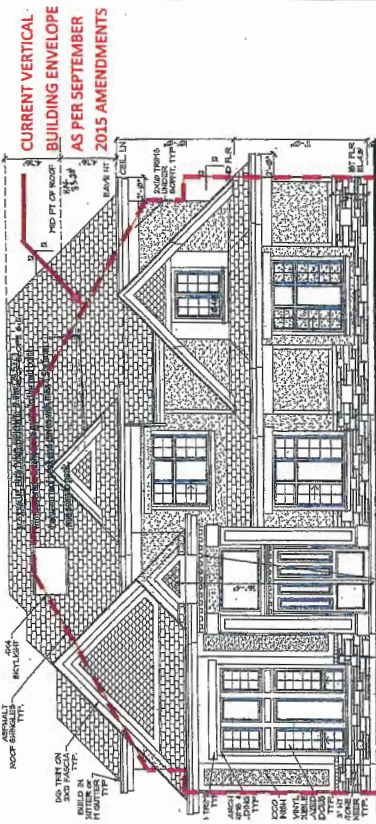
OPTION 3

2017-01-09

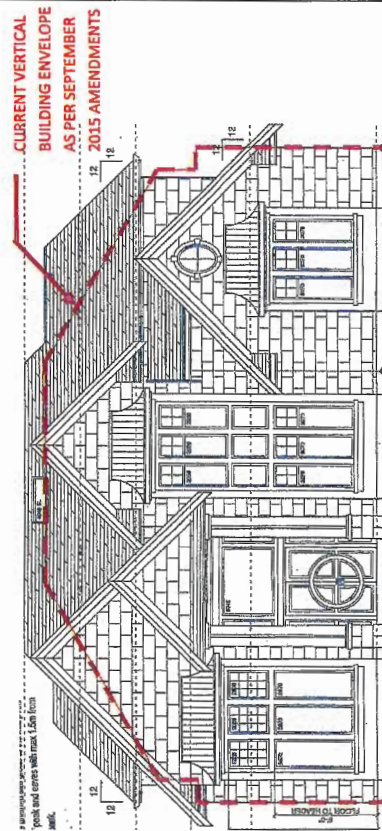
Proposed Amendments to Single Family Zoning in Bylaw 8500

Single Family Dwelling Building Massing Regulation – Second Phase

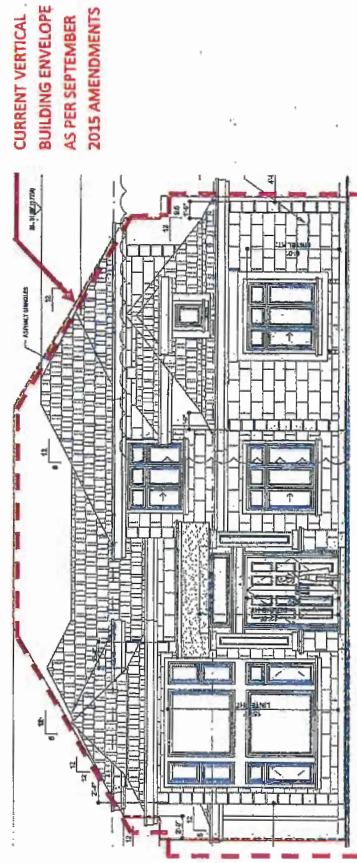
BUILDING MASSING IMPROVEMENTS SINCE THE ADOPTION OF VERTICAL LOT WIDTH ENVELOPE CHANGES IN 2015



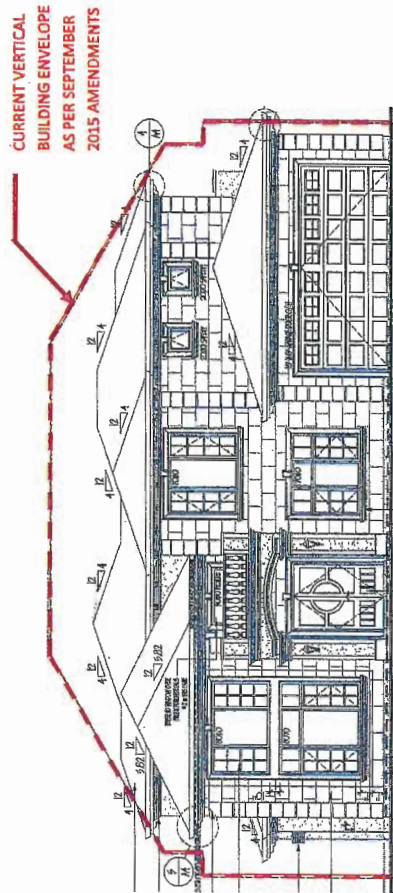
EXAMPLE 1



EXAMPLE 2



EXAMPLE 1



EXAMPLE 2

House designs permitted under previous building envelope regulations prior to September 2015

House designs complying to vertical building envelope regulations introduced with zoning amendments September 2015

Single Family Dwelling Building Massing Regulation – Second Phase

LOCATION OF SECOND STOREY DECKS FACING REAR & SIDE YARDS

An amendment to regulate the location and size of rear-facing second storey decks can reduce the potential privacy overlook concerns for adjacent properties.

OPTION 1 (STATUS QUO):

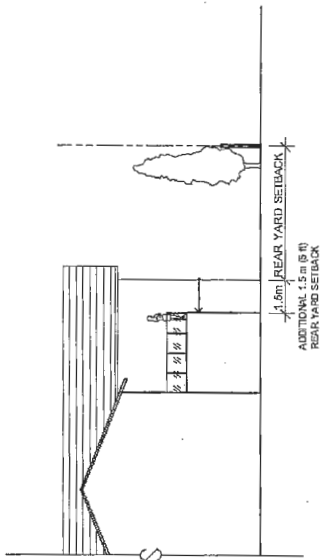
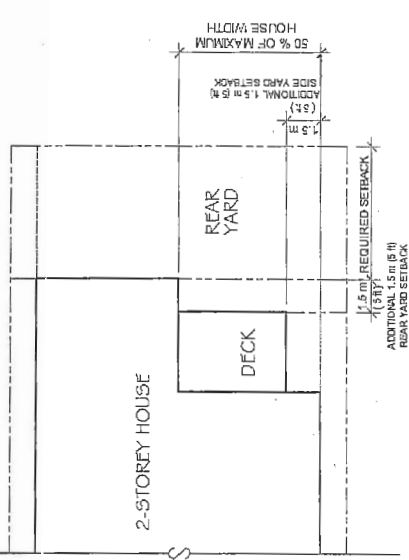
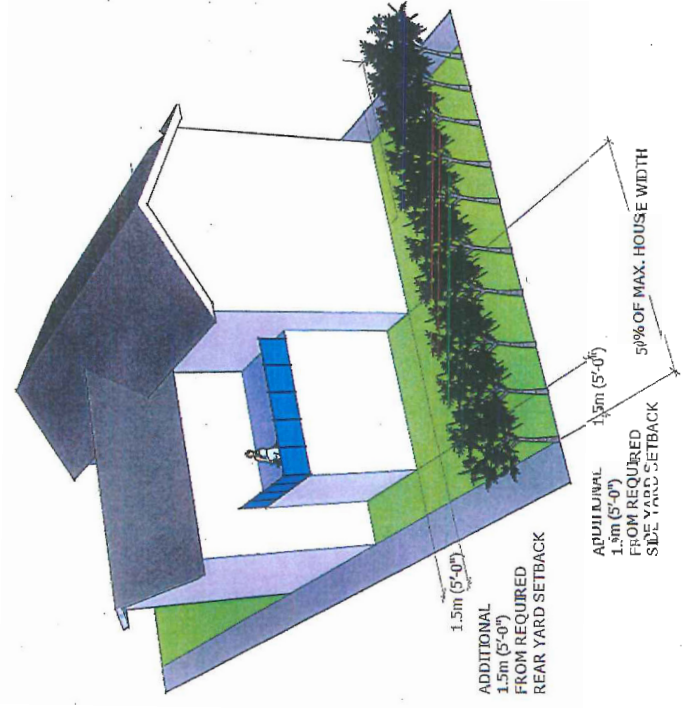
No restrictions on location and size of 2nd storey decks

OPTION 2:

A second storey deck located on the rear of a single family dwelling must be set back an additional 1.5 m (5 ft) from the required rear yard setback, and

An additional 1.5 m (5 ft) setback from side yard setback is also required.

The deck cannot be wider than 50% of the wall it is built against.



OPTION #2

OPTION #2

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

SITE COVERAGE AND LANDSCAPING

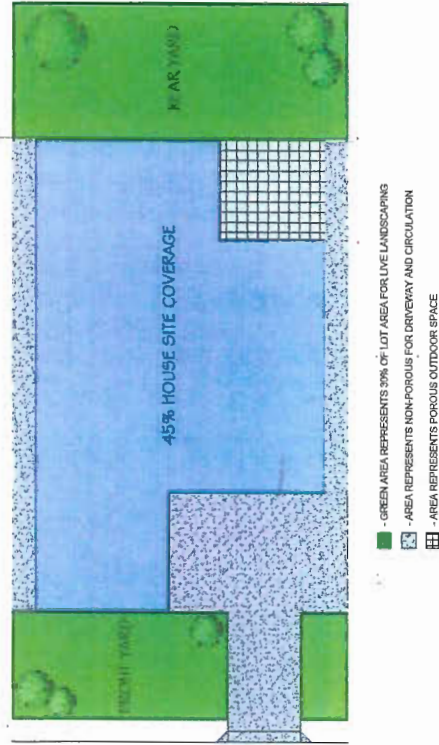
Site coverage is a measurement of the amount of the lot that is covered by buildings or hard surfaces. An amendment to reduce the maximum coverage allowed, while still maintaining the allowable house size under the Zoning Bylaw could provide more greenery in the City.

OPTION 1, STATUS QUO:

This option maintains the current requirements of the Zoning Bylaw - which allows 45% of the lot to be covered by buildings; plus 25% by hard surfaces (driveways, walkways etc.) for a total site coverage of 70%.

The Zoning Bylaw current sets out a minimum area for live landscaping, which varies, depending on the zoning of the property:

- a) 20% on lots zoned RS1/A or K, RS2/A or K;
- b) 25% on lots zoned RS1/B, C or J, RS2/B, C or J; and
- c) 30% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H



OPTION #1

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

SITE COVERAGE AND LANDSCAPING (continued)

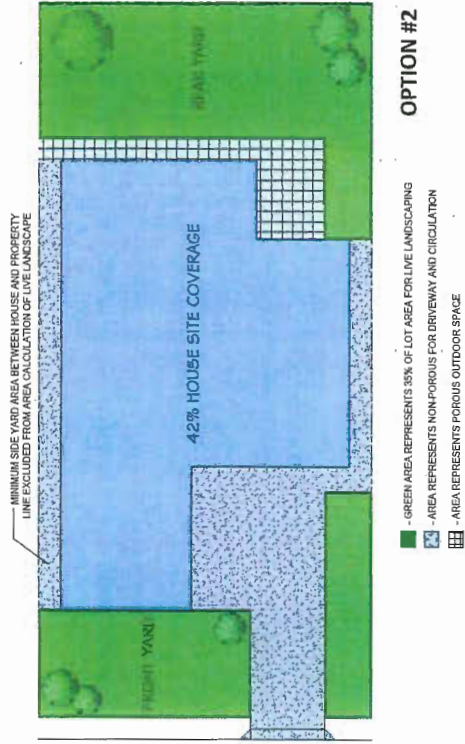
OPTION 2: This option reduces the maximum area that can be covered by buildings to 42% for buildings; and reduces the amount of hard surface coverage to 23%, for total site coverage of 65%. Minimum area for live landscaping would be increased as follows:

- a) 25% on lots zoned RS1/A or K, RS2/A or K;
- b) 30% on lots zoned RS1/B, C or J, RS2/B, C or J; and
- c) 35% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H
- d) any area between the side lot line and building face is excluded from the calculation of minimum landscaped area

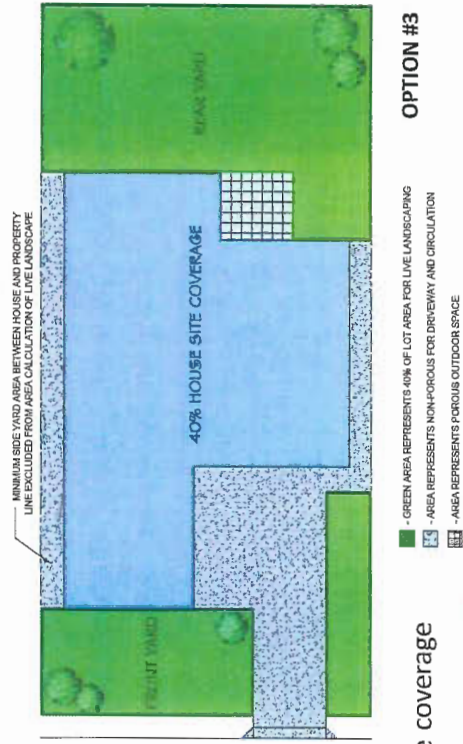
OPTION 3: This option reduces the maximum area that can be covered by buildings to 40% for buildings, and reduces the amount of hard surface coverage to 20%, with a total site coverage of 60%. Minimum area for live landscaping would be increased as follows:

- a) 30% on lots zoned RS1/A or K, RS2/A or K;
- b) 35% on lots zoned RS1/B, C or J, RS2/B, C or J; and
- c) 40% on lots zoned RS1/D, E, F, G or H, RS2/D, E, F, G or H
- d) any area between the side lot line and building face is excluded from the calculation of minimum landscaped area

NOTE: Building lots smaller than 375 m² exempt from reductions in building site coverage which will remain at 45%.



OPTION #2



OPTION #3

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

TREE PLANTING FOR NEW SINGLE FAMILY BUILDING PERMITS WITH LESS THAN TWO EXISTING TREES

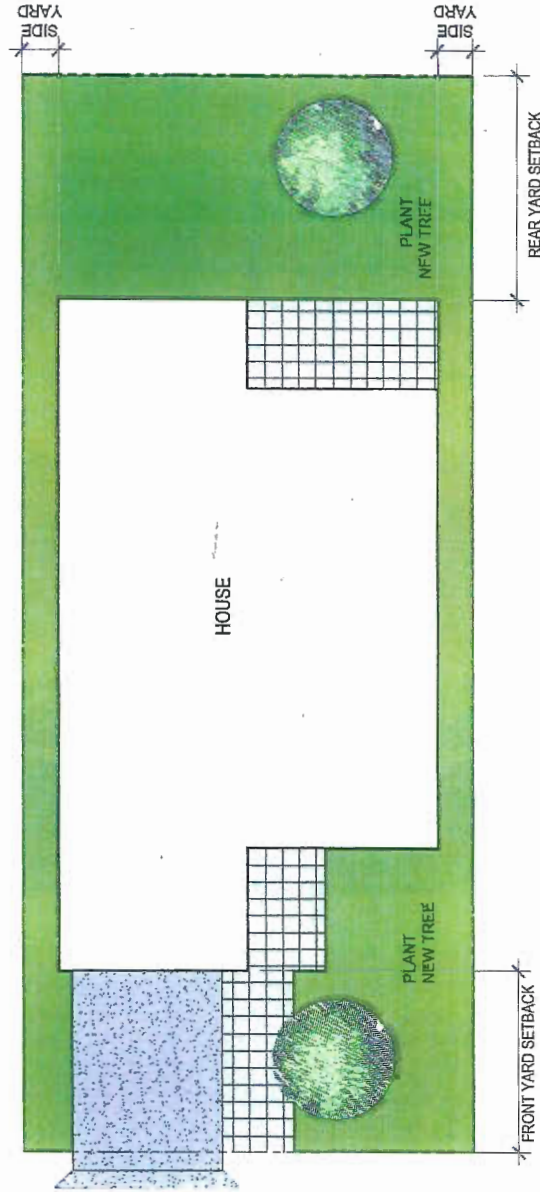
OPTION 1 (STATUS QUO):

No requirements for new tree planting.

OPTION 2:

One new tree to be planted in the front yard and one new tree in the rear yard.

EXCEPTION: There is no requirement for new trees if there are at least two trees on the lot, and there are trees in both the front and rear yards.



OPTION #2

Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

MINIMUM FRONT YARD LANDSCAPING REQUIREMENTS

Requiring a minimum portion of the front yard setback to be landscaped will bring more greenery to the City.

OPTION 1 (STATUS QUO):

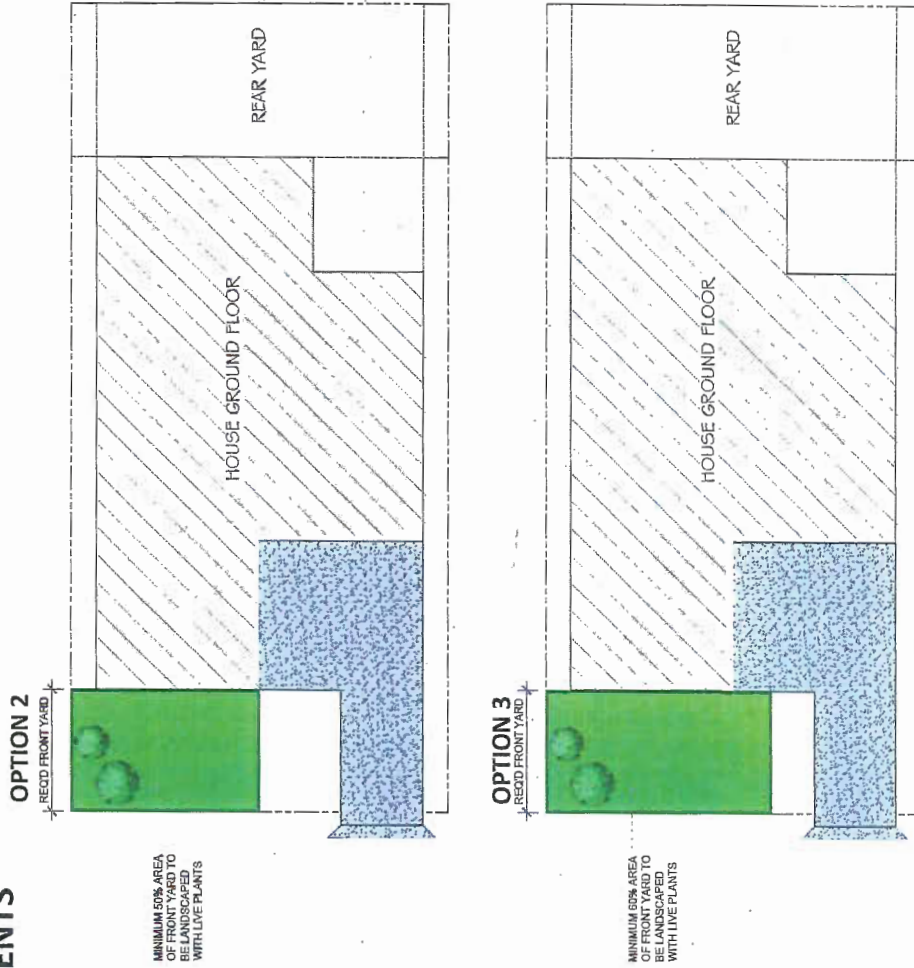
No change - No minimum requirements for live landscaping in the front yard. So long as minimum setbacks are met, live landscaping can be provided anywhere on the lot.

OPTION 2:

A minimum of 50% of the required front yard setback must be landscaped with live plantings.

OPTION 3:

A minimum of 60% of the required front yard setback must be landscaped with live plantings.



Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

ENTRY GATES

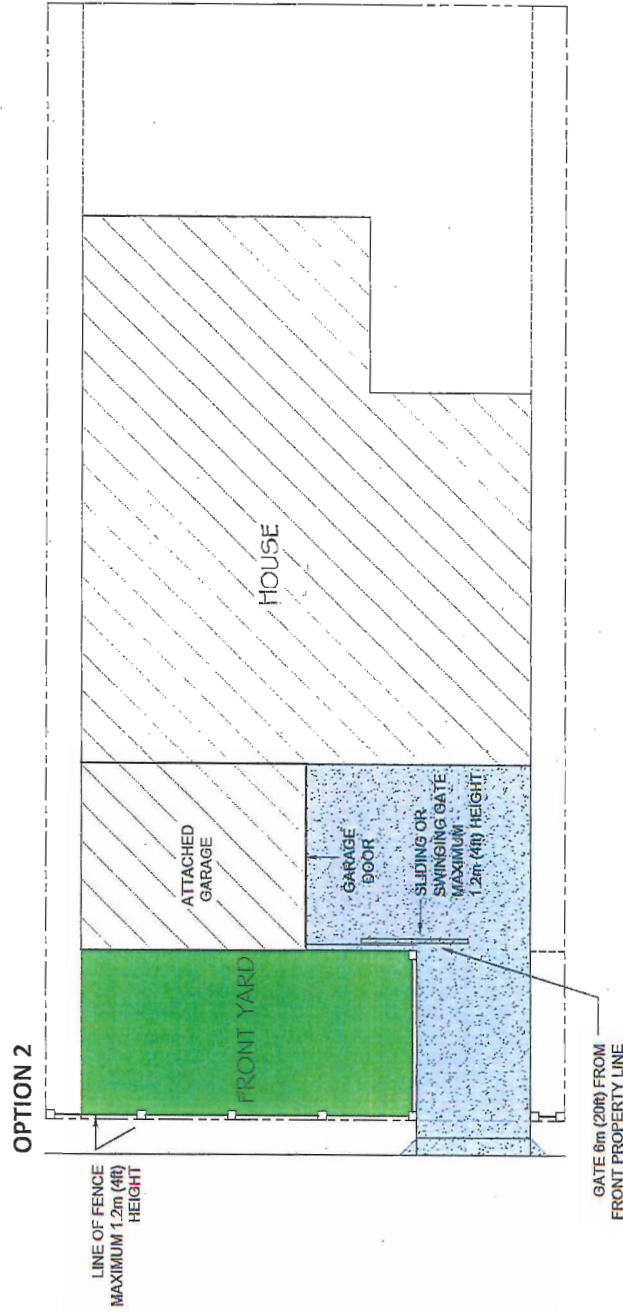
There are currently no regulations on the placement of mechanical entry gates for single family dwellings in Richmond. An amendment to regulate a minimum setback from the front property line will improve vehicle safety.

OPTION 1 (STATUS QUO):

No restrictions on the location of entry gates.

OPTION 2:

A front entry gate is allowed, but can be no higher than 1.2 m (4 ft), and must be setback at least 6 m (20 ft) from the front property line.



Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

GARAGE PROJECTIONS

An amendment to limit how far a garage can project from the front wall of the house toward the street can reduce the appearance of a large single family dwelling and be more compatible with existing single family character.

OPTION 1 (STATUS QUO):

No restrictions on front garage projections. If required front yard setback is met, there is no limit on garage projection.

OPTION 2:

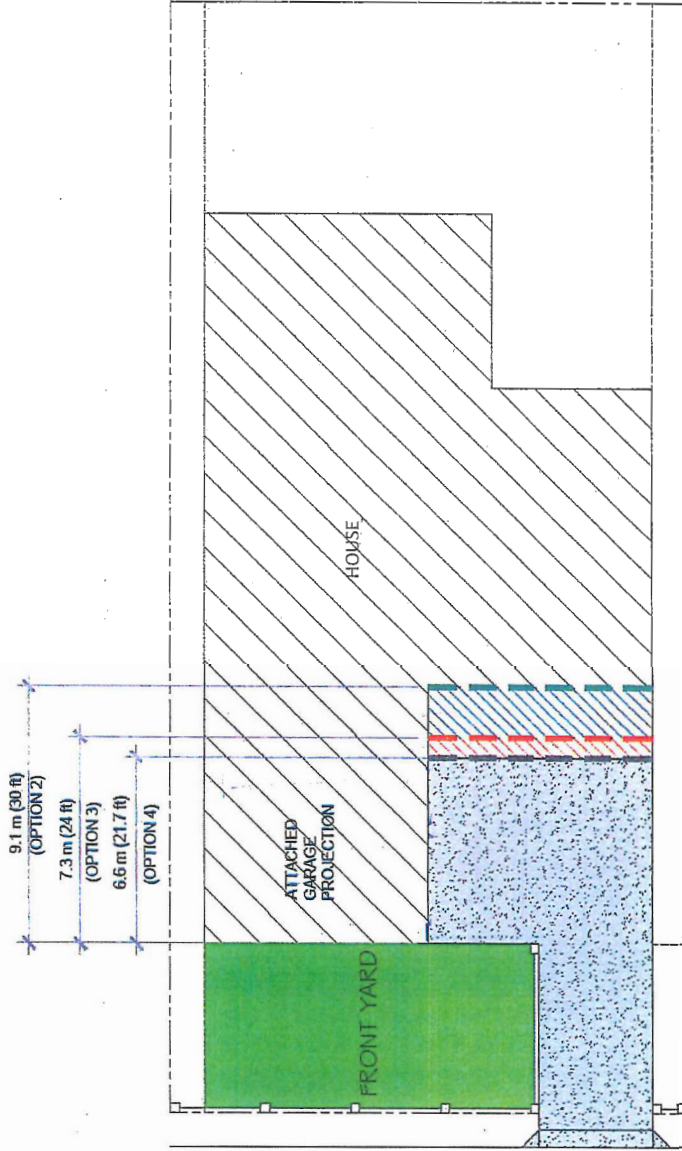
Allow a maximum 9.1 m (30 ft) projection from front wall of house to front wall of garage (Three-car garage).

OPTION 3:

Allow a maximum 7.3 m (24 ft) Projection from front wall of house to front wall of garage (Two-car garage).

OPTION 4:

Allow a maximum 6.6 m (21.7 ft) Projection from front wall of house to front wall of garage (Two-car garage).



NOTE: Any garage floor area larger than 50 m² (538 ft²) is counted towards the overall size of the house.

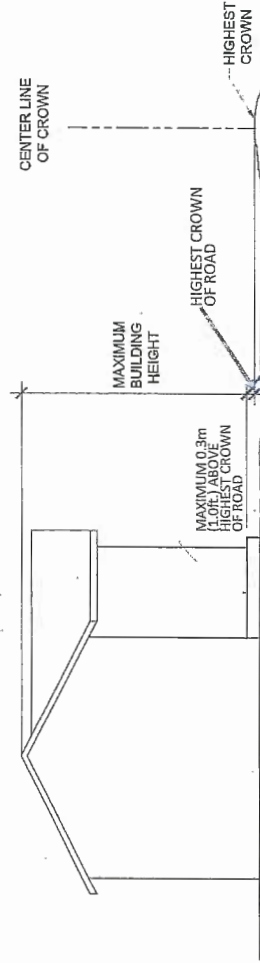
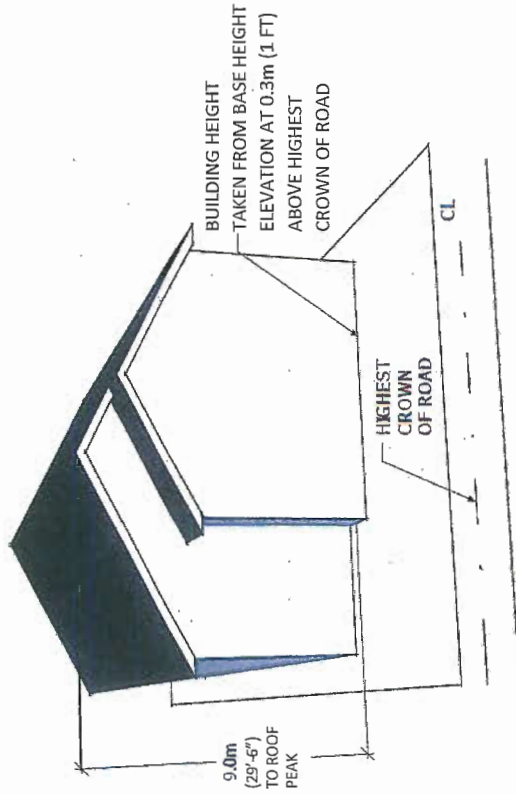
Single Family Dwelling Building Massing Regulation – ITEMS FOR CONSIDERATION

MEASURING BUILDING HEIGHT IN AREA “A”

Maximum overall building height is currently measured from a ground elevation to the highest peak, ridge or parapet of the roof. Currently, elevation is the “Average Finish Site Grade” as calculated from the finish elevations at the corners of the lot and the proposed grade around the building.

Staff propose to simplify the process for determining overall building height measurement as follows:

1. In Area A, the base elevation for measuring overall building height be from 0.3 m (1 ft) above the highest crown of road in front of the house.
2. This will establish a common measurement point for the neighbourhood street, ensuring a consistent measurement point.
3. It will also result in easier verification of the maximum height by builders and by staff.





City of
Richmond

Single Family Building Massing SURVEY RESULTS

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

796 Surveys submitted – combination of on-line and by hand

On-line: 635

By hand: 161

Question results presented as: % of responses (actual # of responses)

Depth of House

1. I support an amendment to the Zoning Bylaw to regulate the maximum depth of house.

☐ Yes

☐ No (retain status quo – Option 1)

☐ No opinion

2. If yes, my preferred option is:

☐ Option 2: Limit house depth to 55% of total lot depth -

☐ Option 3: Limit house depth to 50% of total lot depth -

SURVEY RESULTS:

Yes: 57.7 % (454) No: 41.9 % (330) No opinion: 0.4% (3)

Preferred Option: Option 2 – 10.8% (47) Option 3 – 89.2 % (387)

Rear Yard Setbacks

3. I support an amendment to the Zoning Bylaw to change rear yard setbacks for a single family house.

☐ Yes

☐ No (retain status quo – Option 1)

☐ No opinion

4. If yes, my preferred option is:

☐ Option 2: Rear yard setback of 6 m (20 ft.) on the ground floor and 7.5 m (25 ft.) for second or half storey

☐ Option 3: Rear yard setback determined by % lot depth (25% of lot depth)

SURVEY RESULTS:

Yes: 55.5 % (437) No: 43.7 % (344)

Preferred Option: Option 2 – 20.8% (89) Option 3 - 79.2% (338)

Rear and Side Yard Setbacks for Accessory Buildings

5. I support an amendment to the Zoning Bylaw to update the rear yard and side yard setbacks for an accessory building greater than 10 m² (105 ft²) in area, with a setback based on the size of the wall facing the neighbour.

☐ Yes ☐ No (retain status quo) ☐ No opinion

SURVEY RESULTS:

Yes: 52.1% (407) **No:** 43.1% (337) **No opinion** 4.7 % (37)

Projections into Side Yards

6. I support an amendment to the Zoning Bylaw regarding permitted projections into side yards for single family dwellings.

☐ Yes ☐ No (retain status quo – Option 1) ☐ No opinion

7. If yes, my preferred option is:

- ☐ Option 2: Allow one 0.6 m (2 ft.) projection, a maximum of 1.8 m (6 ft.) in length on one side of the house only
- ☐ Option 3: Eliminate all side yard projections

SURVEY RESULTS:

Yes: 53.4% (415) **No:** 43.4% (37) **No opinion** 3.2% (25)

Preferred Option: Option 2 – 20.9% (83) Option 3 – 79.1% (314)

Location of Decks for Single Family Houses

8. I support an amendment to the Zoning Bylaw for the location and setbacks of second storey rear decks for single family dwellings.

☐ Yes ☐ No (retain status quo) ☐ No opinion

SURVEY RESULTS:

Yes: 52.6% (411) **No:** 43.9% (343) **No opinion:** 3.6% (28)

Site Coverage and Minimum Landscaping Requirements

9. I support an amendment to the Zoning Bylaw for site coverage limits and minimum landscaping requirements for single family dwellings.

☐ Yes ☐ No (retain status quo – Option 1) ☐ No opinion

10. If yes, my preferred option is:

- ☐ Option 2: 42% coverage; total site coverage of 65%; 25% to 35% of lot to be live plantings
☐ Option 3: 40% coverage; total site coverage of 60%; 30% to 40% of lot to be live plantings

SURVEY RESULTS:

Yes: 55.8% (436) **No:** 42.5% (332) **No opinion:** 1.8% (14)

Preferred Option: Option 2 – 24.2% (100) Option 3 - 75.8% (314)

Tree Planting Requirements

11. I support an amendment to the Zoning Bylaw to require a minimum of two trees for each lot, for new single family houses where there are no pre-existing trees on the lot.

☐ Yes ☐ No (retain status quo) ☐ No opinion

SURVEY RESULTS:

Yes: 64.6% (507) **No:** 33.5% (263) **No opinion:** 1.9% (15)

Minimum Front Yard Landscaping Requirements

12. I support an amendment to the Zoning Bylaw to require a minimum area of front yard landscaping for single family dwellings.

☐ Yes ☐ No (retain status quo – Option 1) ☐ No opinion

13. If yes, my preferred option is:

- ☐ Option 2: Minimum of 50% of the required front yard setback be landscaped
☐ Option 3: Minimum of 60% of the required front yard setback be landscaped

SURVEY RESULTS:

Yes: 58.2% (457) **No:** 40.1% (315) **No opinion:** 1.7% (13)

Preferred Option: Option 2 – 23.8% (104) Option 3 76.2% (333)

Regulation of Entry Gates

14. I support an amendment to the Zoning Bylaw to regulate front entry gates to a maximum height of 1.2 m (4 ft.) and a minimum setback of 6 m (20 ft.) from the front property line.

☐ Yes ☐ No ☐ No opinion

SURVEY RESULTS:

Yes: 55.8% (440) **No:** 41.5% (327) **No opinion:** 2.7% (21)

PLN - 188

15. I support an amendment to the Zoning Bylaw to limit the forward projection of an attached garage.

16. If yes, my preferred option is:

- ## SURVEY RESULTS:

Yes: 54.5% (427) No: 43.0%(337) No opinion 2.6% (20)

Preferred Option: Option 2 – 8.2% (34) Option 3 – 17.1% (73) Option 4 – 74.7% (310)

17. I support an amendment to the Zoning Bylaw for the measurement of building height.

- ### SURVEY RESULTS:

Yes: 60.1% (472) **No:** 38.5% (302) **No opinion:** 1.4% (11)

Please use this space to provide any other comments you may have:

Comments will be summarized as part of the report to planning committee

Please see reverse →

I am interested in the Single Family Building Massing updates as I am: (check all that apply)

- ☐ A Richmond resident - 735
- ☐ A Richmond builder/developer - 49
- ☐ Other -18 (please specify): _____

My name is (optional): _____

My email address is (optional): _____

I heard about this public consultation process via (check all that apply):

- | | |
|---|--|
| <input type="checkbox"/> Newspaper story - 218 | <input type="checkbox"/> Facebook - 56 |
| <input type="checkbox"/> Newspaper advertisement: Richmond News
- 131 | <input type="checkbox"/> Twitter - 13 |
| <input type="checkbox"/> City of Richmond website: www.richmond.ca
- 91 | <input type="checkbox"/> Word of mouth - 326 |
| <input type="checkbox"/> LetsTalkRichmond.ca website - 197 | <input type="checkbox"/> Saw poster in City facility
- 12 |

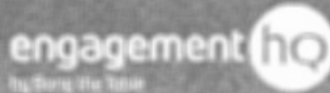
Thank you for your time and feedback.

Project Report

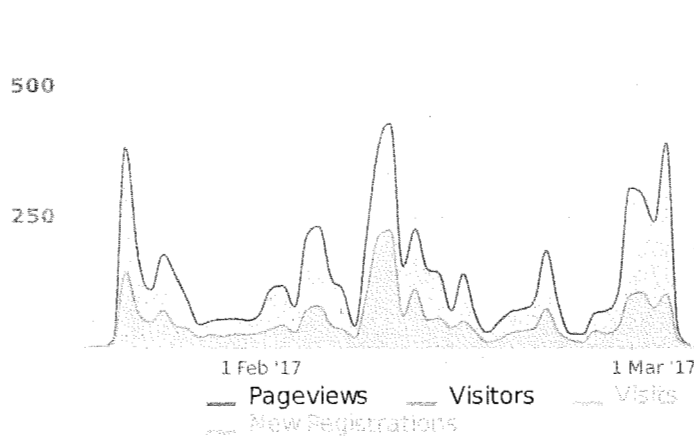
16 January 2017 - 07 March 2017

Lets Talk Richmond

Proposed single family dwelling building massing regulations



Visitors Summary



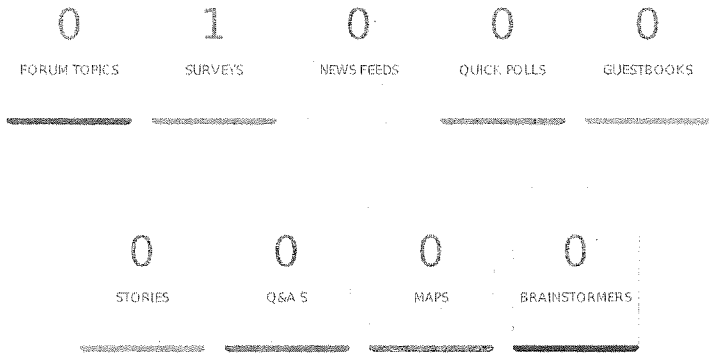
Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
2.7 k	242	
NEW REGISTRATIONS		
289		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
635	1.4 k	2.2 k

Aware Participants	2,182	Engaged	635
Aware Actions Performed	Participants	Engaged Actions Performed	Registered Unverified Anonymous
Visited a Project or Tool Page	2,182	Contributed on Forums	0 0 0
Informed Participants	1,390	Participated in Surveys	635 0 0
Informed Actions	Participants	Contributed to Newsfeeds	0 0 0
Viewed a video	0	Participated in Quick Polls	0 0 0
Viewed a photo	0	Posted on Guestbooks	0 0 0
Downloaded a document	402	Contributed to Stories	0 0 0
Visited the Key Dates page	95	Asked Questions	0 0 0
Visited an FAQ list Page	0	Placed Pins on Maps	0 0 0
Visited Instagram Page	0	Contributed to Brainstormers	0 0 0
Visited Multiple Project Pages	741		
Contributed to a tool (engaged)	635		

PLN - 191

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Building Massing 2017	Archived	1611	635	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Single Family Building Massing Study Display Boards	378	413
Document	November 28, 2016 Report to Council Single Family Building	101	109
Key Dates	Massing ... Key Date	95	114

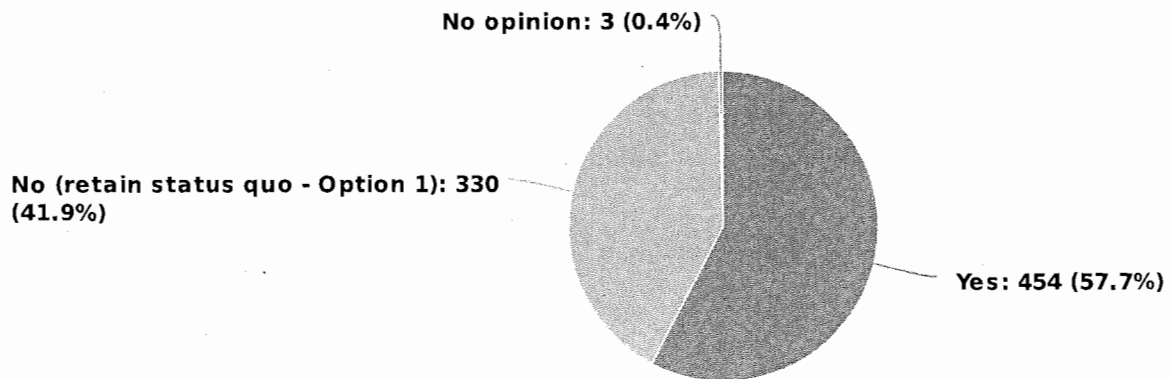
ENGAGEMENT TOOL: SURVEY TOOL

Tool title/name: Building Massing 2017

VISITORS	1611	CONTRIBUTORS	635	CONTRIBUTIONS	796
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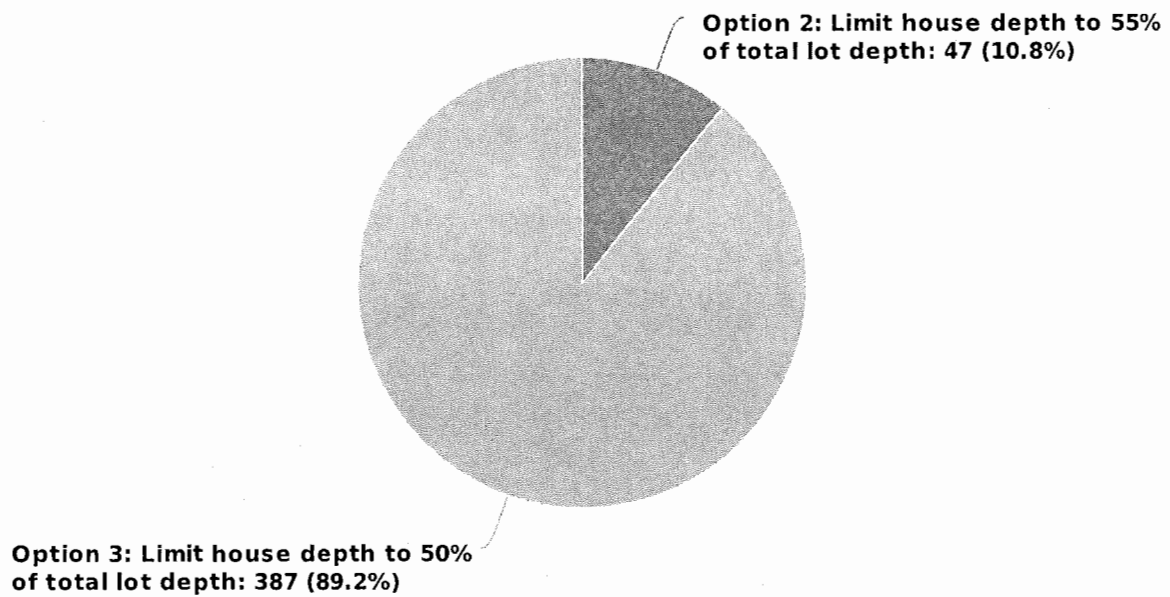
I support an amendment to regulate the maximum depth of house.

Optional question



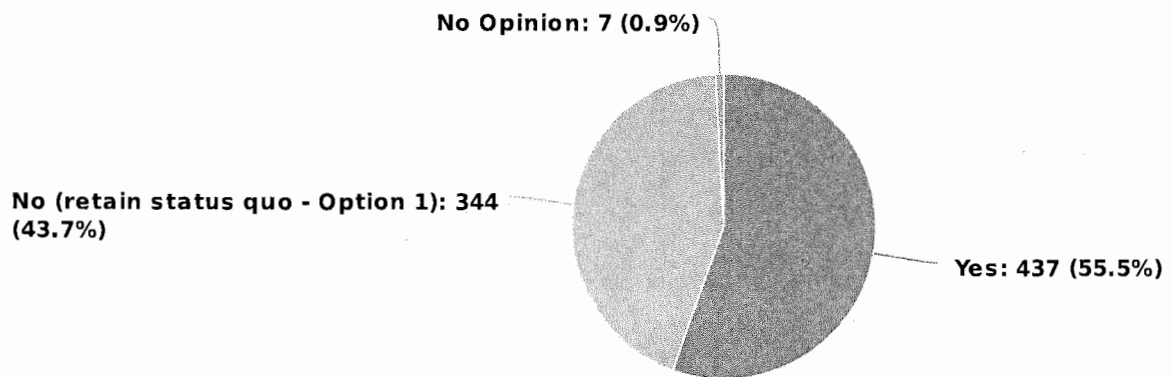
If yes, my preferred option is: (see Board 2 below)

Optional question



I support an amendment to change rear yard setbacks for a single family house.

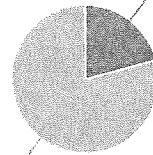
Optional question



If yes, my preferred option is: (see Boards 3 & 4 below)

Optional question

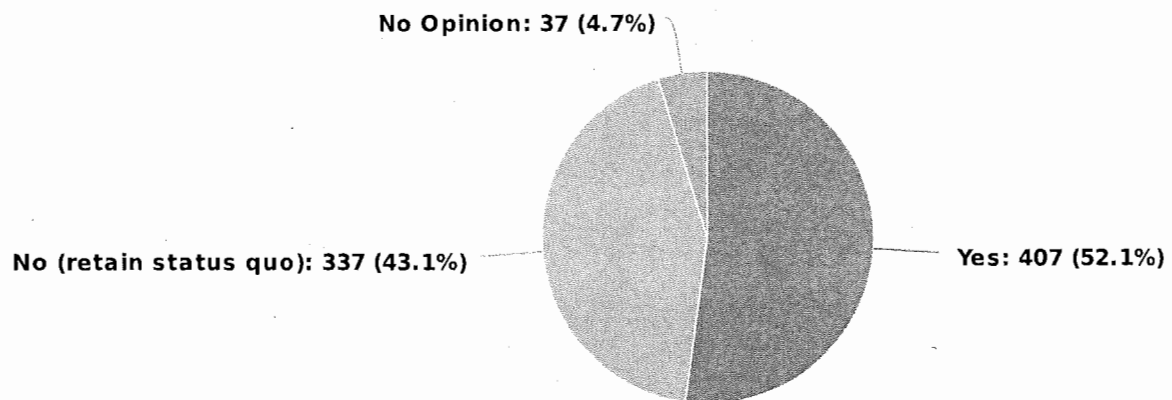
**Option 3: Rear yard setback
determined by % lot depth (25% lot
depth): 338 (79.2%)**



**Option 2: Rear yard setback of 6 m
(20 ft.) on the ground floor and 7.5
m (25 ft.) for second or half storey: 89
(20.8%)**

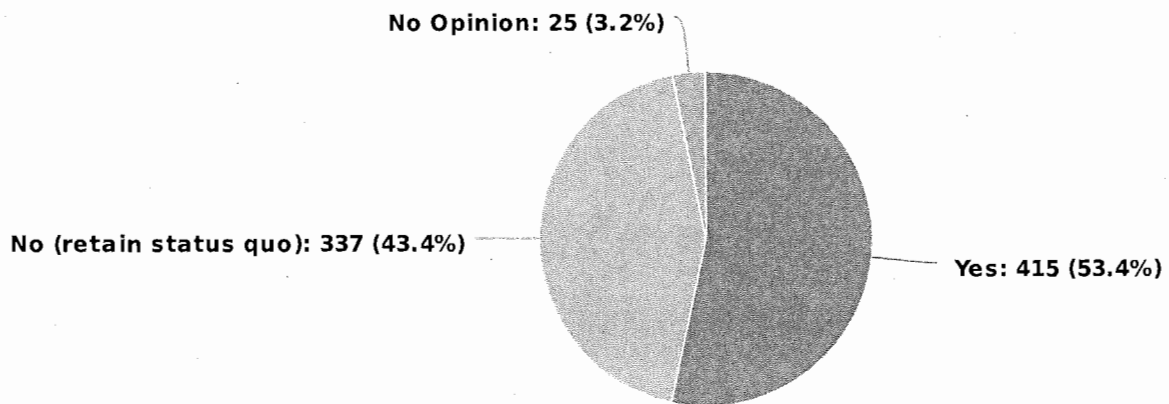
I support an amendment to the Zoning Bylaw to update the rear yard and side yard setbacks for an accessory building greater than 10 m² (105 ft²) in area, with a setback based on the size of the wall...

Optional question



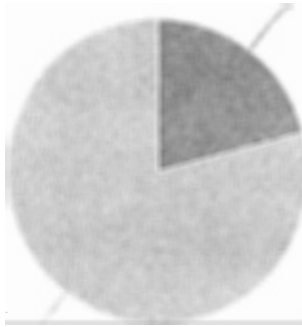
**I support an amendment to the Zoning Bylaw regarding permitted
projections into side yards for single family dwellings.**

Optional question



If yes, my preferred option is: (see Board 9 below)

Optional question

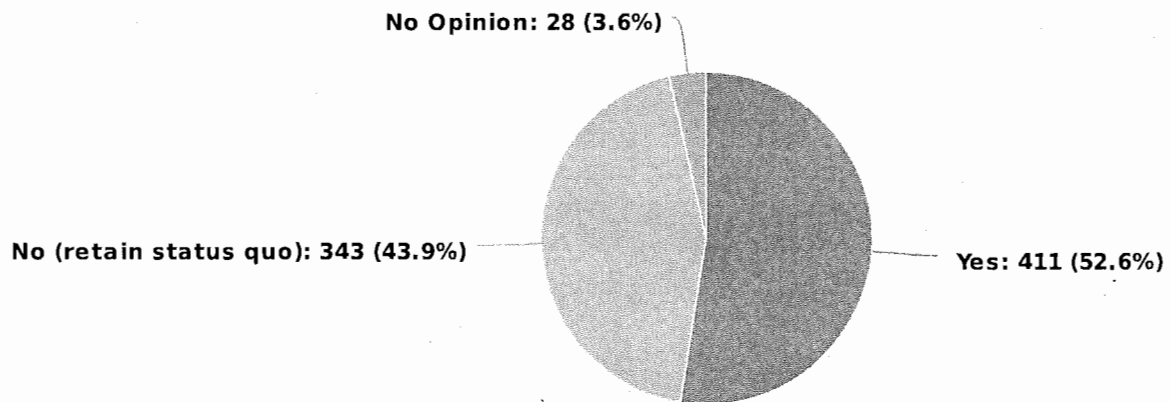


Option 2: Allow one 0.6 m (2 ft.) projection, a maximum of 1.8 m (6 ft. in length on one side of the house only: 83 (20.9%)

Option 3: Eliminate all side yard projections: 314 (79.1%)

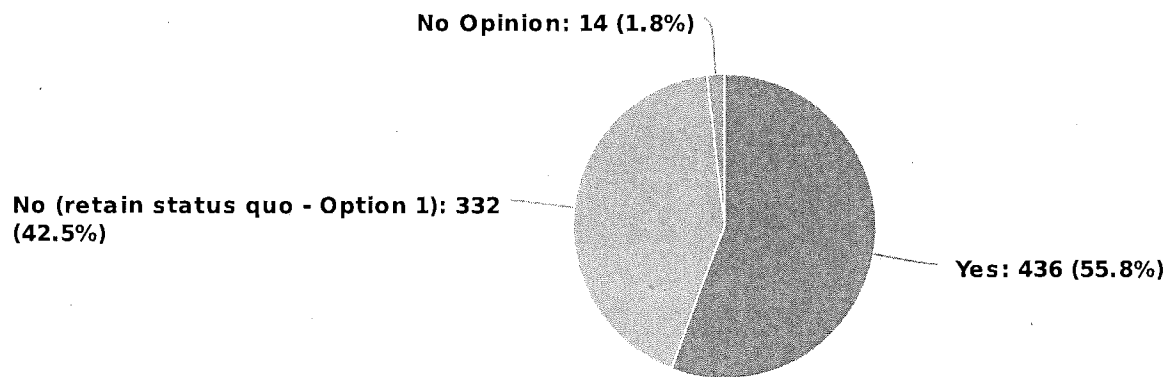
I support an amendment to the Zoning Bylaw for the location and setbacks of second storey rear decks for single family dwellings.

Optional question



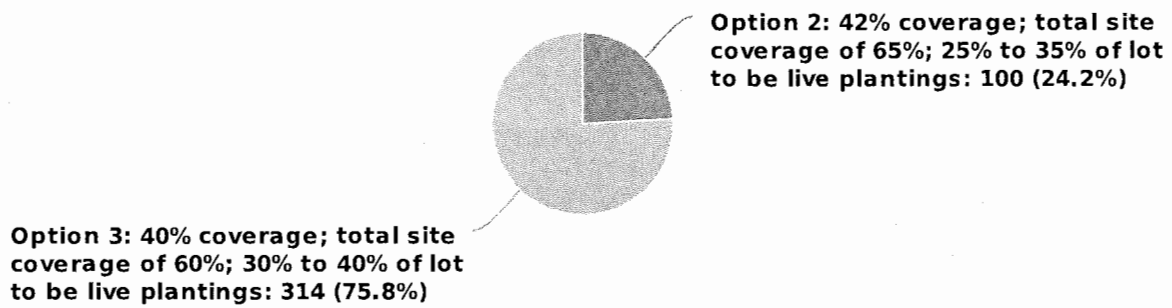
**I support an amendment to the Zoning Bylaw for site coverage limits
and minimum landscaping requirements for single family dwellings.**

Optional question



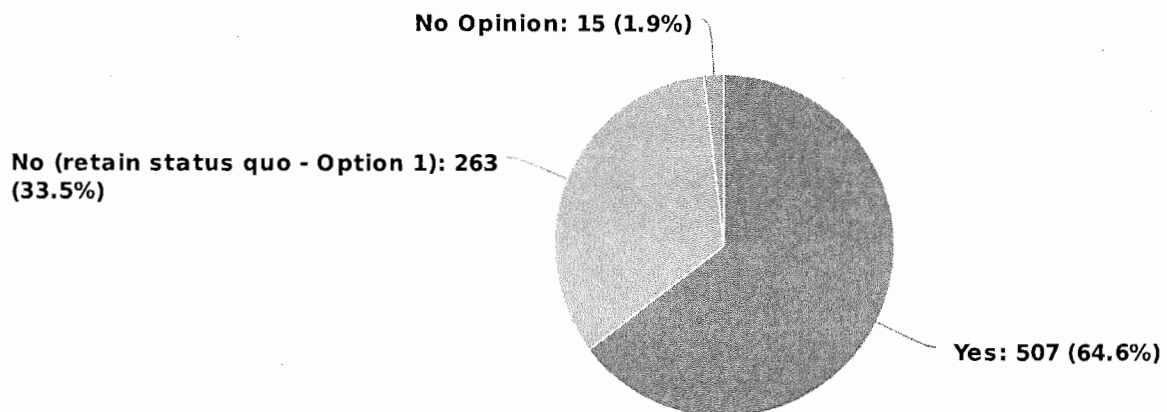
If yes, my preferred option is:

Optional question



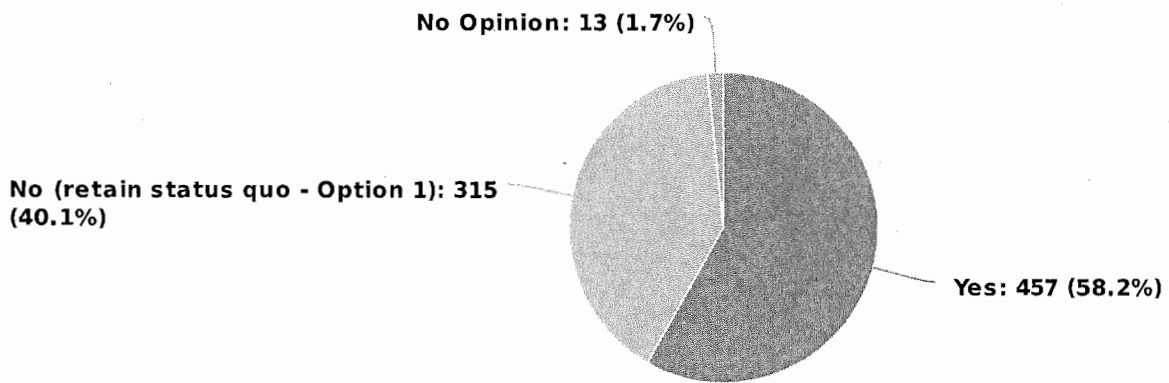
I support an amendment to the Zoning Bylaw to require a minimum of two trees for each lot, for new single family houses where there are no pre-existing trees on the lot.

Optional question



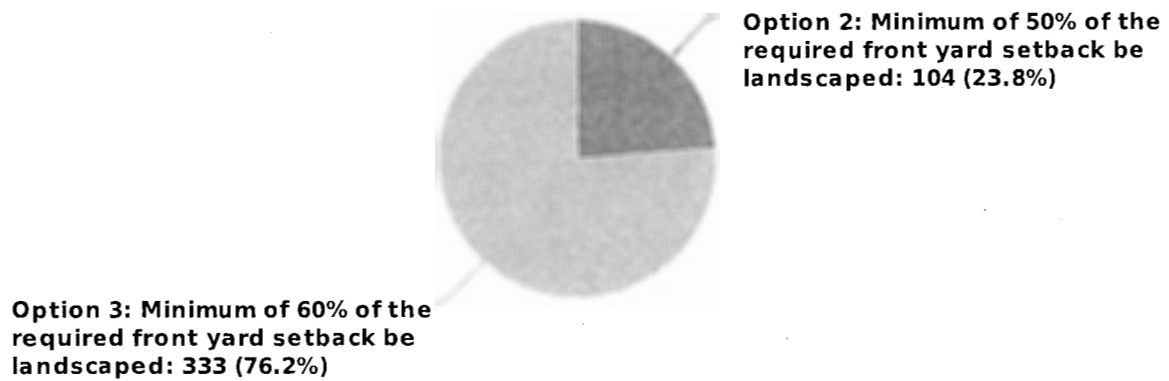
**I support an amendment to the Zoning Bylaw to require a minimum area
of front yard landscaping for single family dwellings.**

Optional question



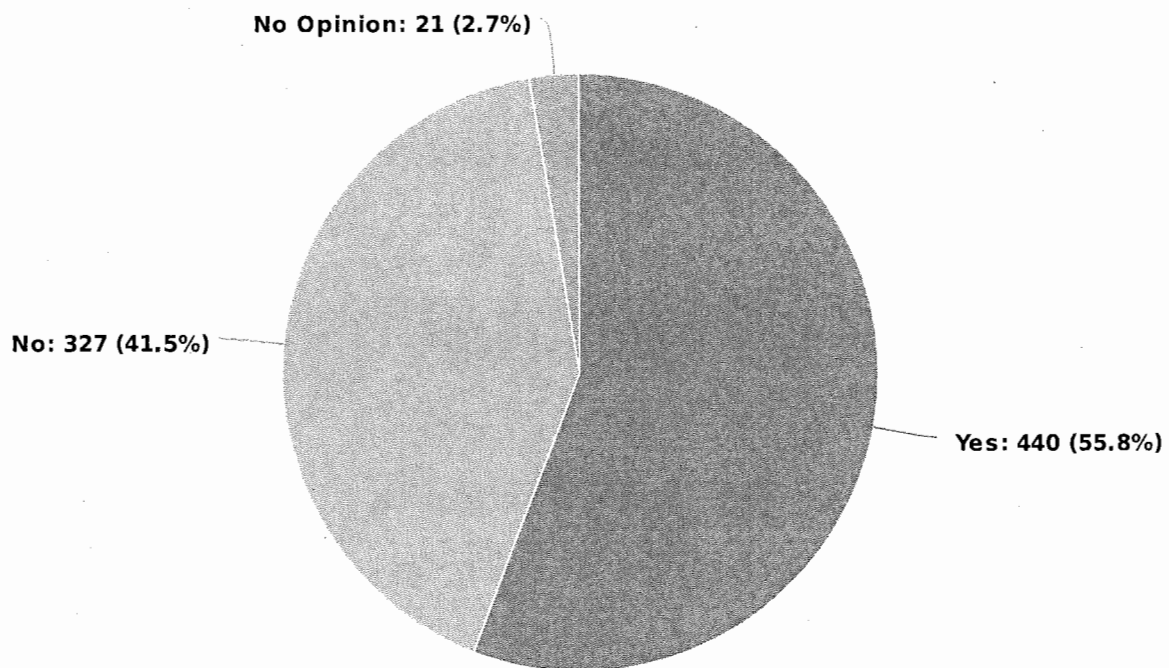
If yes, my preferred option is: (see Board 15 below)

Optional question



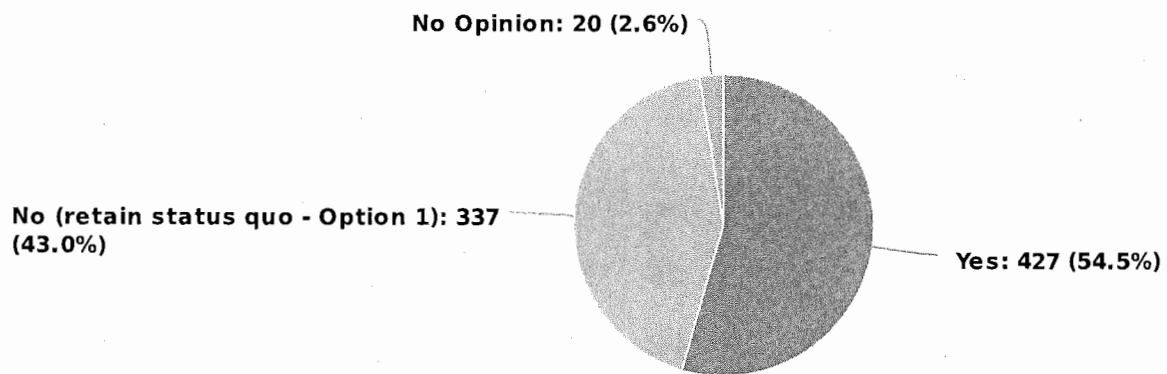
I support an amendment to the Zoning Bylaw to regulate front entry gates to a maximum height of 1.2 m (4 ft.) and a minimum setback of 6 m (20 ft.) from the front property line.

Optional question



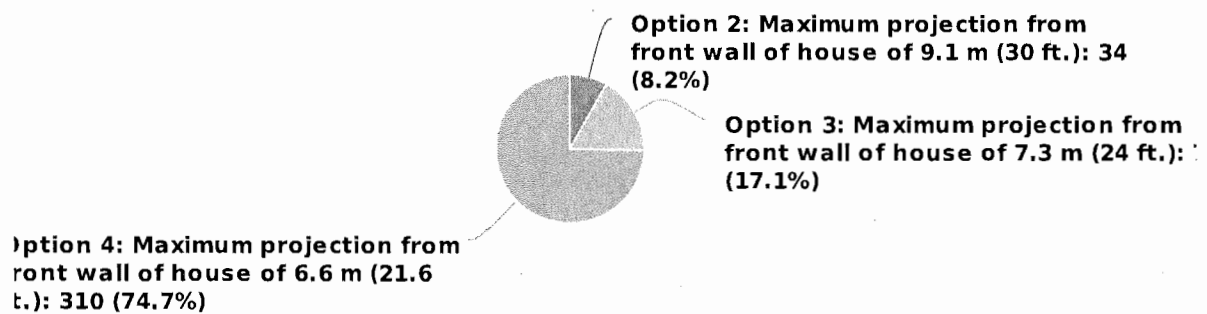
**I support an amendment to the Zoning Bylaw to limit the forward
projection of an attached garage.**

Optional question



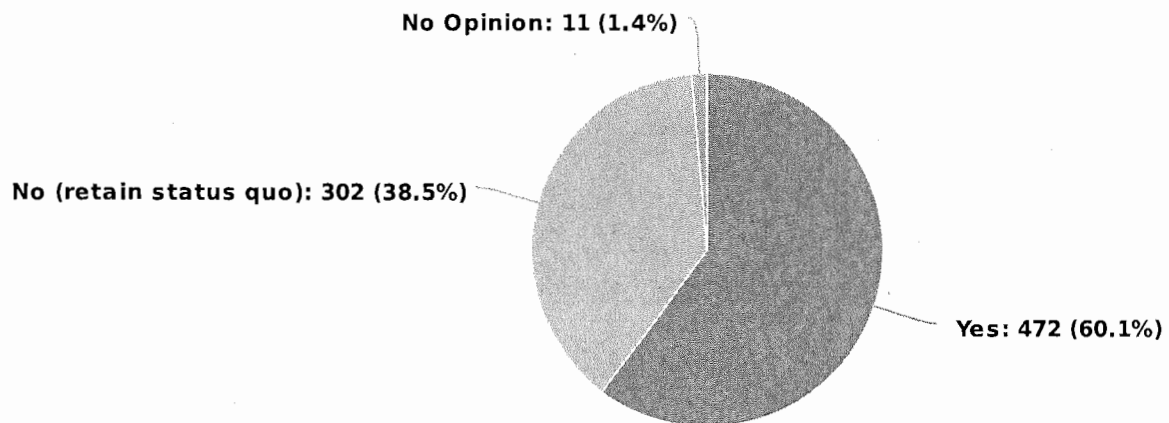
If yes, my preferred option is: (see Board 17 below)

Optional question



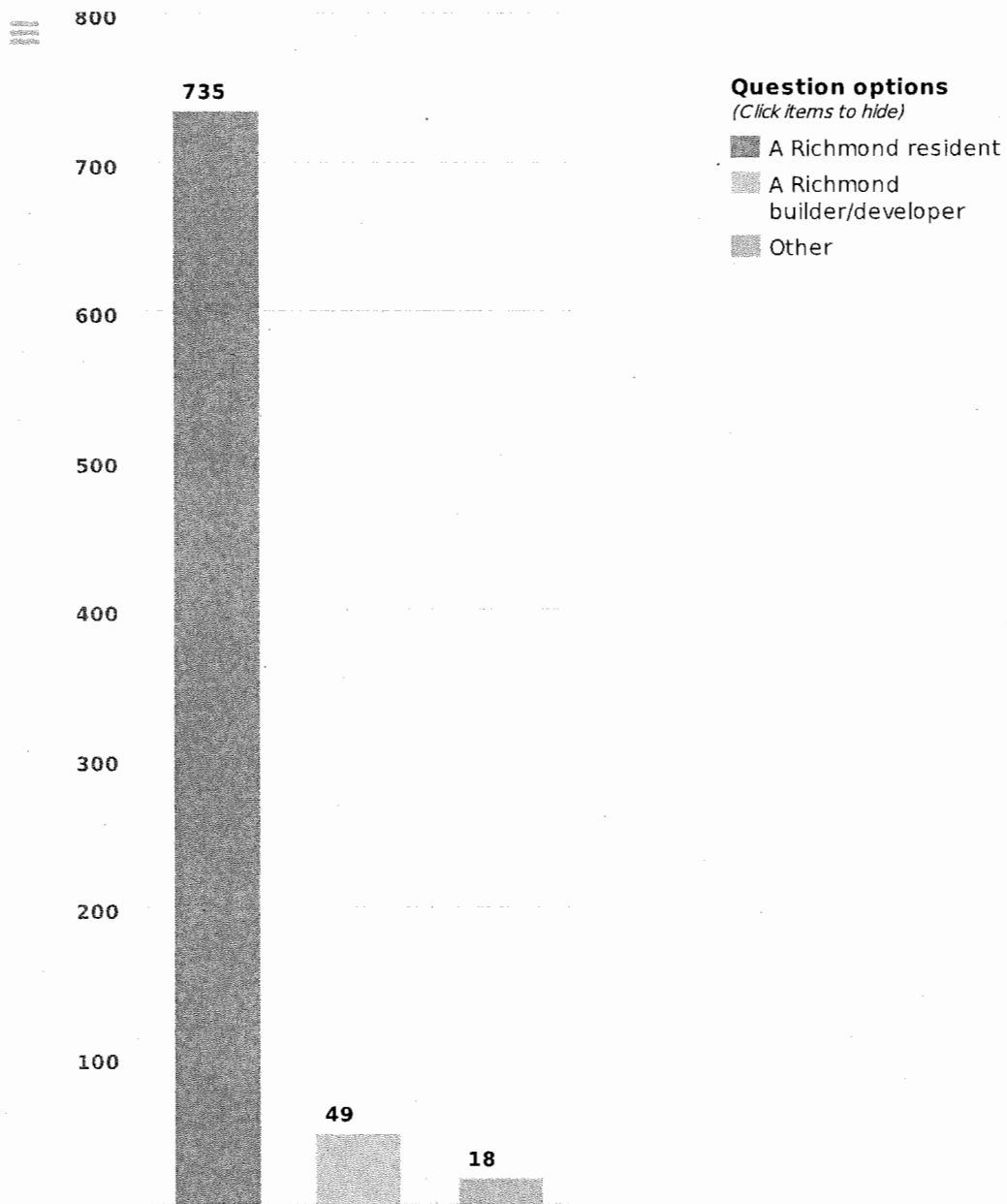
**I support an amendment to the Zoning Bylaw for the measurement of
building height.**

Optional question



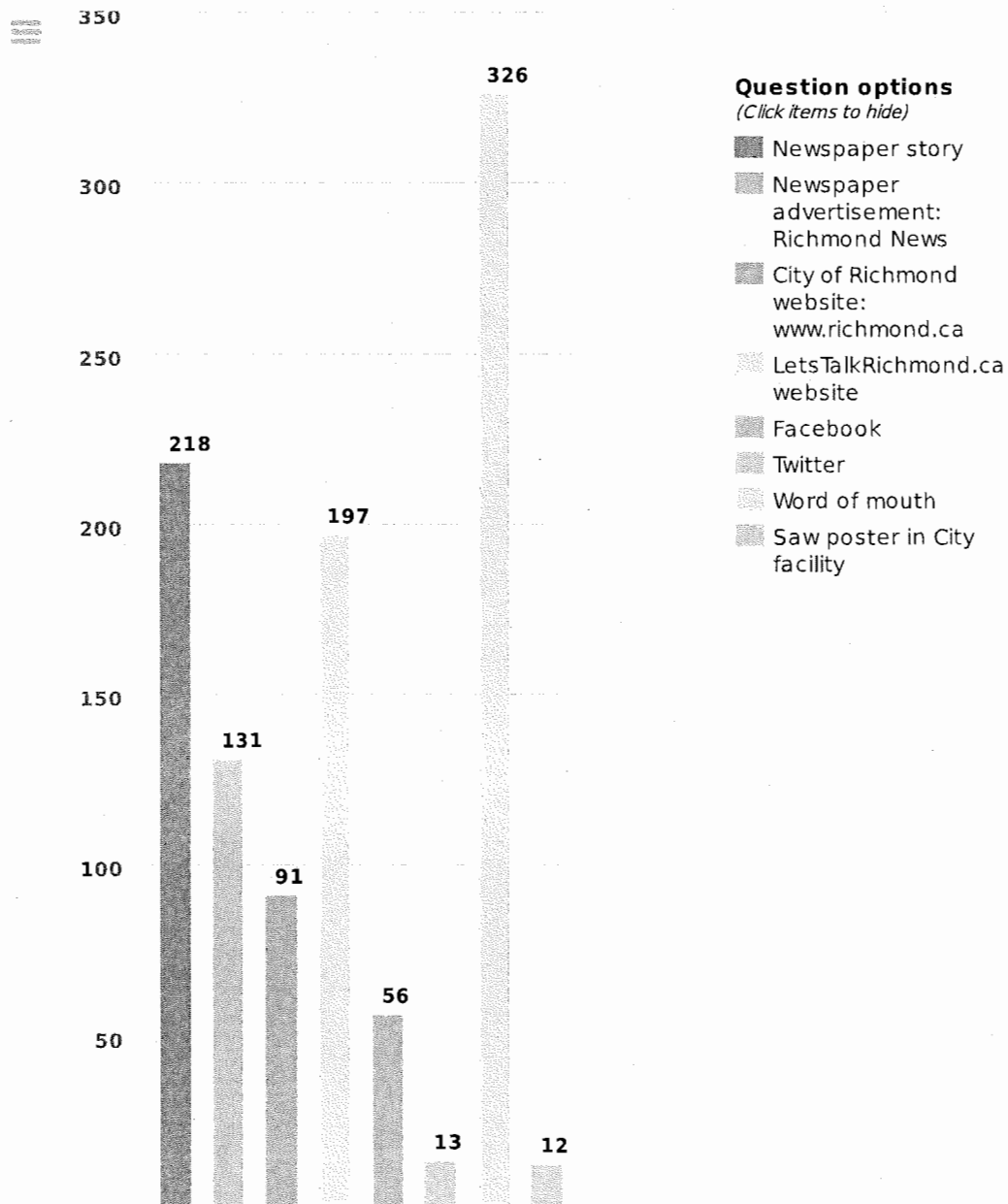
I am interested in the Single Family Building Massing updates as I am:
(check all that apply)

Optional question



I heard about this public consultation process via (check all that apply):

Optional question



Konkin, Barry

Subject: FW: housing controls

From: [REDACTED]
Sent: Sunday, 13 November 2016 15:27
To: Mayor and Councillors
Subject: housing controls

To all concerned:

Before the November 22 planning committee meeting, I would like to emphasise the importance of the following concerns for any decisions taken to amend the zoning bylaw regarding building massing:

- 1) Green backyards are now virtually nonexistent on lots with mega houses; there should be at least 30 feet of green (not paved) space at the back. Often the house projects so much at the side that you could hardly get a wheelbarrow through there - side projections should be eliminated. The front of the house should be set further back from the street, and that area should include a lot of green.
- 2) Why are houses allowed multiple (as many as four!) garages when we should be trying to reduce the number of cars on the road. Garages should be limited to two per house.
- 3) Mega houses appear fortified with their fences and gates - there is no need for such a feature in Richmond, surely. It is a sign that the residents are not interested in having anything to do with their neighbours. Most of the people living on my street are now Chinese. There are two mega houses, and a third under construction. The people living in the mega houses, which are fenced and gated, are anonymous at best, unfriendly at worst. The Chinese people that have kept the original, 1960's houses on the street, are extraordinarily friendly, even if they don't speak English very well. They will go out of their way to be helpful.
- 4) We need more green space around the houses, and we need to keep the mature trees that are on the properties. In April and July of this year, one of my neighbours cut down two beautiful mature pine trees in his front yard. They were home to dozens of birds and they gave my house protection in summer and winter. This summer the temperature inside my house stayed uncomfortably high, because I had lost all afternoon and evening shade; the sunlight was so intense that I could not keep it out even with blinds and drapes closed. My neighbour has replaced one of the tall pine trees with a tiny cloud or lollipop bush in a planter - it does absolutely nothing, for the environment, atmosphere, or the birds. The other tree has not been replaced and there is no sign that it ever will be.

Thank you for your consideration.
 Yours sincerely,
 [REDACTED]

Browse my new website: <http://members.shaw.ca/seiche>

Konkin, Barry

Subject: FW: I LOST MY SUNSHINE

From: VICKI [mailto:]
Sent: Monday, 14 November 2016 19:42
To: Mayor and Councillors
Subject: I LOST MY SUNSHINE

My home is a LUC zoned lot ..40 X 150 with 4 foot width on each side.
I lost my sunshine as of the Summer of 2015.....See two pictures.
The amount of light you see on the photo is because it is September.
Once October arrives I have Sunshine only in the very early morning.
This house is twice as long as my home...My home is now a teardown.
This is the result of what I call loose zoning.
Each lot should be considered individually to protect the existing home
owners in the neighborhood....



Konkin, Barry

Subject: FW: Housing Controls

From: Mayor and Councillors
Sent: Friday, 18 November 2016 10:39
To: [REDACTED]
Subject: RE: Housing Controls

Dear [REDACTED]

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Mr. Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,

Claudia

Claudia Jesson
Manager, Legislative Services
City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: [REDACTED]
Sent: Thursday, 17 November 2016 13:28
To: Mayor and Councillors
Subject: Housing Controls

Dear Mayor Brodie and City of Richmond Councillors,

I add my voice to the concerns about Richmond's housing controls and the lack of a holistic approach to lot development. Richmond's vision of becoming the most appealing, livable and well-managed community will not come to fruition if the current approach to housing continues unaltered and unabated.

Community development requires strategies to build relationships between residents in local neighbourhoods. Allowing brick walls, gates and other structures that impede access to front doors clearly sends a message that neighbours are not welcome and neighbourhoods are not safe. It projects a sense of insecurity and distrust, of third-world gated compounds.

Since neighbours are not getting to know each other, they tend to congregate in locations outside of their residential neighbourhoods (restaurants, clubs, sports and entertainment facilities, etc.). Even with Richmond's much improved

public transit system, far too many choose to travel by car, necessitating multicar garages. The end result is that much of the lot is taken up with garages and driveways. This is not congruent with your Environment and Sustainability goals.

Most new homes on my street have 3-4 garages and driveways that consume nearly all of the land in the front of the building. Landscaping is practically non-existent, and what does get planted tends to favour marketing the home to offshore buyers, and not to improve our environment. Why is it that builders are allowed to remove large deciduous and coniferous trees and replace them with short palm trees? Has anyone even considered what impact this has to our already declining songbird population? What birds forage and nest in palm trees?

I petition you to

1. **Decrease the footprint of homes on lots and to increase green space requirements.** This includes increasing the percentage of landscaped property and requiring the planting of larger deciduous and coniferous trees in the front yard and back yard. Non-native trees such as palm trees should be prohibited. Protection of large mature trees has to become a priority before Richmond's skyline is reduced to rooftops instead of healthy vibrant environment-enhancing trees.
2. **Limit driveways to 6 meters in width** (e.g. Surrey, Delta) to increase landscaped areas. All new driveways must be water permeable.
3. **Eliminate brick walls, gates and other structures from the front property line.**
4. **Change your lot development processes to deal with all aspects of the lot,** including landscaping, interface with neighbourhood, and reducing the impact to our environment. Please stop enabling builders to construct houses for the sake of feeding the real estate market. The whole lot needs to be considered in developing a healthy home that adds to the neighbourhood and its local community, and not solely to the pockets of the real estate market players who have no long-term vested interest in the neighbourhood.

Respectfully yours,



Konkin, Barry

Subject: FW: 2nd round of amendments to building by laws

From: Mayor and Councillors

Sent: Friday, 18 November 2016 14:56

To: [REDACTED]

Subject: RE: 2nd round of amendments to building by laws

Dear [REDACTED],

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Mr. Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,

Claudia

Claudia Jesson

Manager, Legislative Services

City Clerk's Office

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

Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: [REDACTED]

Sent: Wednesday, 16 November 2016 22:21

To: Mayor and Councillors

Subject: 2nd round of amendments to building by laws

Dear councillors,

I live in Richmond for over 40 years and i am very sad that the place i call home has changed drastically for the last 10 years.

Beautiful mature trees were cut down for new developements. A lot of beautiful landscaping and green spaces were gone.

Hundreds of ugly big mansions were built into our neighbourhood, taking away the green space we enjoy . Most of the mansions does not fit right into our neighbourhood ,making the rest of us look like servant quarters. Their detached

workshop turned into 3-4-5 car garage . Those mansions block out the sunshine to their neighbouring houses and no more

green spaces left. How can the city hall approve such buildings without any consideration to the rest of Richmond residences

what happen to the street appeal?

I strongly against the building of gates, brick wall at their entrances. We never have a chance to know and talk to the new neighbour plus most of them do not care about the lawn beyond the gate. They use the gate as the dividing line for their property and not their property. The cold neighbour never say Hi to anyone or there is just no one live there.

Please stop the harm you had already done to us, making most of our friends selling their houses and move away from Richmond.

Please consider the street appeal and green space , the awkward imbalance of those mansions to ours before you approve the building permit.

Please rescue Richmond

Thanks

Konkin, Barry

Subject: FW: Upcoming City Planning Committee Nov 22 2016 meeting on regulating oversized houses

From: Mayor and Councillors

Sent: Monday, 21 November 2016 08:49

To: [REDACTED]

Subject: RE: Upcoming City Planning Committee Nov 22 2016 meeting on regulating oversized houses

Dear [REDACTED],

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,
Claudia

Claudia Jesson

Manager, Legislative Services

City Clerk's Office

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

Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: [REDACTED]

Sent: Saturday, 19 November 2016 13:37

To: Mayor and Councillors [REDACTED]

Subject: Upcoming City Planning Committee Nov 22 2016 meeting on regulating oversized houses

Dear Mayor and Council:

[REDACTED] are STRONGLY OPPOSED to construction of OVERSIZED HOUSES in Richmond.

Over 100 people or 98% of the neighbours have already signed a petition against Monster and Oversized houses in our neighbourhood. This was presented to the Council in early September. We are therefore very surprised to hear that the Municipality of Richmond is meeting on November 22 2016 (Richmond Planning Committee Meeting) to discuss regulating oversized houses. Do not open the door to oversized houses as they add nothing to the neighbourhood. They destroy the ambience of a neighbourhood; and the sense of community is fractured because they don't fit in. They stick out like a small hotel. Richmond is supposed to be known as a friendly municipality but it is losing that distinction, as it allows this type of development to occur without any regard to the wishes of the community. It seems as though the developers have the ear of the

Richmond Municipality more so than the people that live and work in Richmond that make the community the livable place that it is.

There have been many many people that have written in the local newspapers and the Vancouver Sun and Province complaining and voicing strong opposition to oversized houses. People throughout the GVRD have made it plain that they don't want them. I don't know what could be made clearer to the Council or the Planning Committee- oversized houses are NOT wanted. There was an article in November 19 2016 Vancouver Sun. I have included the whole article but I have taken out pieces that are vital for Richmond if it to keep its goal as a livable city.

Preserving wealthy district's charms will be top of mind for many voters

1. Issues surrounding the North Shore's constant development, preserving neighbourhood character, transit and the lack of affordable housing in one of Canada's wealthiest municipalities are top of mind in the civic byelection, which was called after three-term Coun. Michael Lewis, 66, died in August of lung cancer. "There's a strong move to look for other types of housing options rather than huge single family," said Mayor Michael Smith on Friday.
2. Candidate Carolanne Reynolds said in her platform statement that with pressure on neighbourhoods, "my focus is to protect local character, and to establish special zones to provide diversity. We must do a better job of listening to our residents
3. Candidate Tom Dodd said there are ways for zoning, planning and development bylaws to encourage the retention of older homes while encouraging small-scale, lowrise and more affordable housing. "Done correctly, this can maintain our comfortable village-like atmosphere, provide downsizing opportunities for our seniors, and possibly provide housing that would allow more of our kids, young families and the people employed in West Vancouver to actually live here."

The neighbourhood has made it very plain, NO MONSTER or OVERSIZED HOUSES. They do not fit into the ambience of the neighbourhood or any neighbourhood where we have seen them.

There is also a possibility that these oversized houses could become Airbnb which would be a disaster for Richmond neighbourhoods and could easily spring up if oversized house are allowed. That would just destroy the character of the neighbourhood. Many stories have been written in the papers about these Airbnb places with all night parties, car all over the place, garbage left all over the place. We don't want them and I could see that kind of rental happening. We are close to the airport which is a perfect location for an Airbnb

Interested in renting your house short-term? Some tips 1- November 19 2016 Vancouver Sun

ZoomBookmarkSharePrintListenTranslate

Dara Choubak and June Cormack wanted a little help with the mortgage payments on their five-bedroom home in Nelson.

But rather than take on a fulltime roommate, the couple opted to list their guest bedroom on the short-term rental site Airbnb.

"It's nice to be able to have a little bit of an extra income to help us with the mortgage, but not have to commit to having somebody in our space for a long period of time," says Cormack.

THE ARTICLE CONTINUES BUT IT WAS JUST THIS SECTION THAT IS INTERESTING IE OVERSIZED HOME AIRBNB

Mayor and council

If you need any clarification on the above please email me or phone [REDACTED]. Address is [REDACTED]
[REDACTED]

COUNCIL NOTE THE STATEMENT BELOW AND TAKE HEED.

Preserving wealthy district's charms will be top of mind for many voters

If you need any clarification on the above please email me or phone [REDACTED]. Address is [REDACTED]
[REDACTED]

Large turnout expected for West Van byelection 3

ZoomBookmarkSharePrintListenTranslate

Preserving wealthy district's charms will be top of mind for many voters

I think residents would like to see development slowed in North Vancouver, because traffic is getting really heavy.

When West Vancouver's 31,000 potential voters head to the polls Saturday, they'll have much to think about when they cast their ballots.

Issues surrounding the North Shore's constant development, preserving neighbourhood character, transit and the lack of affordable housing in one of Canada's wealthiest municipalities are top of mind in the civic byelection, which was called after three-term Coun. Michael Lewis, 66, died in August of lung cancer.

"There's a strong move to look for other types of housing options rather than huge single family," said Mayor Michael Smith on Friday. "That's the kind of housing (needed) for our seniors, people wanting to downsize and, specifically, for young families who want housing options to stay in our community.

"The other big issue is transportation and traffic. I think our residents would like to see development slowed in North Vancouver, because traffic is getting really heavy. They (new North Vancouver residents) are coming to West Van to walk the seawall, use our rec centre and our parks. And that puts extra traffic on our residential streets from outside West Vancouver."

Smith said other issues are the prospect of a new east-west connector road built across the North Shore — "that's a huge issue; it would go behind Park Royal (and) across the Capilano River" — as well as the idea of a possible SkyTrain connection under Burrard Inlet.

A dozen candidates are vying for the spot on council and voter turnout could be heavy. "We had 937 votes cast in the four days of advanced voting," said the district's communications director Jeff McDonald. "We consider that pretty good."

Candidate Carolanne Reynolds said in her platform statement that with pressure on neighbourhoods, "my focus is to protect local character, and to establish special zones to provide diversity. We must do a better job of listening to our residents while addressing traffic/parking, waterfront, environment, Ambleside Town Centre, Official Community Plan and our budget."

Candidate Tom Dodd said there are ways for zoning, planning and development bylaws to encourage the retention of older homes while encouraging small-scale, lowrise and more affordable housing.

“Done correctly, this can maintain our comfortable village-like atmosphere, provide downsizing opportunities for our seniors, and possibly provide housing that would allow more of our kids, young families and the people employed in West Vancouver to actually live here.”



Candidate David Jones said areas that need addressing are traffic congestion, scarcity of business-area parking, employee shortages, rapid transit and infrastructure upgrades and maintenance.



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

From: [REDACTED]

Sent: Monday, November 21, 2016 10:36 AM

To: McNulty,Bill; Au,Chak; Day,Carol; Steves,Harold; McPhail,Linda

Subject: Planning Committee (November 22) - single family building massing

*To Planning - Nov 22, 2016
Re: Item # 2.*

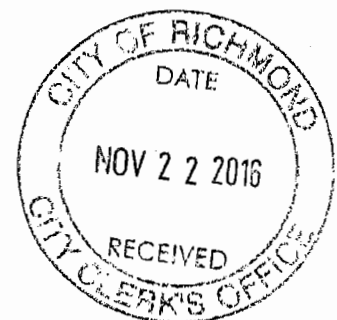
Hello Planning Committee members,

Thank you for continuing your work to address building massing controls. These latest recommendations by staff are a good start to restoring balance to Richmond's building bylaws. Many of these recommendations described by staff are practical housekeeping items that are common sense. The reality is that the changes correcting backyards, front yards, and green space coverage need to be adopted in their entirety. This will also benefit the City's plans to emphasize tree protection in 2017.

Adopting these changes will mean that Richmond will be encouraging average sized backyards, typical side yard setbacks, and normal front yard layouts when compared to other Metro Vancouver communities. In this instance aiming to be average is not a bad thing.

Your efforts are appreciated.

[REDACTED]



Konkin, Barry

Subject: FW: Tree protection and building envelopes

From: MayorandCouncillors

Sent: Tuesday, 22 November 2016 11:53

To: [REDACTED]

Subject: RE: Tree protection and building envelopes

Dear Mr. Guthrie,

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,
Claudia

Claudia Jesson

Manager, Legislative Services

City Clerk's Office

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

Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: [REDACTED]

Sent: Monday, 21 November 2016 14:16

To: MayorandCouncillors

Subject: Tree protection and building envelopes

Hello Mr. Mayor and Councillors:

We would like to voice support for staff's work looking at strengthening our tree protection bylaws and especially reducing the building envelopes for single family homes.

These changes are critical to bring balance back to our neighborhoods, to give more room for trees and green space (critical to environmental health) and to give us more privacy.

We would like the Planning Committee and rest of Council to be aware of our support as we are away and cannot attend to Nov. 22 meeting.

Regards

[REDACTED]
[REDACTED]

Konkin, Barry

Subject: FW: Massing regulation : second phase (22nd November, 2016)

From: MayorandCouncillors

Sent: Wednesday, 23 November 2016 08:34

To: [REDACTED]

Subject: RE: Massing regulation : second phase (22nd November, 2016)

Dear [REDACTED],

This is to acknowledge and thank you for your correspondence. Copies of your email have been forwarded to the Mayor and each Councillor. Your correspondence has also been forwarded to Mr. Wayne Craig, Director, Development and also Gavin Woo, Senior Manager, Building Approvals for information.

Please feel free to be in touch with Wayne and/or Gavin at 604-276-4000 if you have any further questions or concerns.

Regards,
Claudia

Claudia Jesson

Manager, Legislative Services

City Clerk's Office

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

Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: [REDACTED]

Sent: Tuesday, 22 November 2016 15:09

To: MayorandCouncillors; Day,Carol; Steves,Harold; McPhail,Linda; Brodie,Malcolm; Dang,Derek; McNulty,Bill; Au,Chak; Loo,Alexa

Subject: Massing regulation : second phase (22nd November, 2016)

Honorable Mayor, council and staff,

Thank you for continuing to look into ways to reduce the negative impacts of massive homes for neighbors, community and to the earth. As I try to think about why massive homes are a problem two questions come to my mind:

What is being taken out of the lot to build these massive new homes and what is being put back in, especially into the areas defined as setbacks and close to the lot boundaries?

I think what is being taken out is the green space: the trees, the grass and the plantings and what is being put back in are massive paved driveways , 3-car garages ,accessory buildings, projections into minimal side yard setbacks, tall unbroken boundary walls (that are 5 m high) and masonry fences and metal gates.

I believe that an excess in this kind of formulaic building is what is causing significant damage. Tall boundary walls and projections into setbacks impact sunlight and privacy of neighbors. Paved driveways and paved over front yards leave no room for mature trees and plantings to be saved. Since the bylaw has very minimal specifications for the percentage of the lot that needs to stay green and does not specify the number of trees that need to be minimally planted, this scenario is repeated many times over. As a result, Richmond is losing trees and green spaces at an astronomical pace especially on private property even as the city continues to plant trees on public lands. I think the council needs to consider all measures that will retain and expand the green footprint of new homes and mandate this clearly through its building bylaws because the existing bylaw is clearly not doing enough to support this cause.

At a macro level, the cumulative effects of paving over front and back yards is increased run off of rain water and allowing this practice to continue seems short sighted at a time when climate change and rising sea levels are already threatening coastal cities such as Richmond.

I feel proud that so far Richmond has opposed the removal of the Massey tunnel and the building of a 10-lane bridge in its place. The city's decision to oppose a fuel pipeline through the Fraser river estuary and the many other green recycling and garbage reduction practices give me a sense of hope that the city has a strong and authentic pro-environment mandate. However, I am puzzled by the fact that even as the city is making sound environmental choices on one hand; new homes within the existing bylaw continue to build three car garages that push the livable space to the back of the lot and negatively impact the size and privacy of rear yards and shrink green space. In a real sense, making room for more cars within our homes will only dilute the need for public transportation and reduce mobility and economic opportunities for many people who depend on public transport to travel between home and work.

I am neither against developers nor against development, I only stand against mindless building practices whose real costs are being invisibly passed onto neighbors , the community and as I have tried to explain in my letter, to the earth.

In the report that has been submitted to the council today (22nd November, 2016), the planning staff has examined all of these problematic building practices and suggested concrete solutions to

reduce the excesses of massive home building on single family lots. They have also wisely protected the small lots (less than 28 m deep and less than 372 m²) from any negative impact from increased regulatory bylaws related to setbacks. However, I also noticed that in each case the staff has also left a “status quo” option for the council, in case you decide not to do anything about an issue.

I hope this freedom of choice will compel each of you to think more deeply and responsibly about the direction in which you want to steer Richmond’s building practices. I believe the issue of addressing the excesses of the massive home-building trend in Richmond is not about who you stand with. Rather, it is an issue about what you stand for.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

Brodie, Malcolm

From: [REDACTED]
Sent: January-18-17 12:05 PM
To: Brodie, Malcolm
Cc: [REDACTED]
Subject: Proposed Building Bylaw Amendments

Importance: High

Dear Mayor Brodie and City Council,

Re: Proposed Building Bylaw Amendments for Single Family Development (the "proposed Amendments")

I am writing in response to the proposed Amendments. I am opposed to the proposed Amendments and they cause me great concern.

I read our local Richmond newspapers, and I hear arguments from both sides. It seems that there is a battle going on between Builders on the one hand, and, for lack of a better term, the "Anti-Builders group", on the other.

To summarize, the Anti-Builders have taken the position that large ("mega") homes are causing a loss of community. Let me begin by saying that I am part of the "community" that is being discussed. I moved to Richmond as a teenager more than 26 years ago to attend the University of British Columbia. My wife also attended UBC. I am a lawyer and she is a teacher.

My father, [REDACTED], is known to many of you, and he is actively involved in the community.

My two children were born at Richmond General Hospital. My oldest attends Steveston London Secondary School and my youngest goes to an elementary school in Richmond. My kids play ice hockey, soccer, basketball, etc.. in Richmond. Likewise, my parents, my brother, his wife and children are also residents and part of the community in Richmond, as are my wife's parent's, sister and family, and numerous friends in similar situations. My wife and I have worked very hard and now are in a position to build our dream home in Richmond. Yet, these proposed Amendments unfairly target people like my wife and I.

Maximum length/setbacks/site coverage

In Richmond, we are not permitted to build basements because essentially the land is too shallow. If I was able to build a two storey home with the third storey basement below ground, I would happily do so as that would reduce my building envelope and increase my yard size. Unfortunately, all of us who wish to build our homes in Richmond need to do so above ground and that, naturally, means a larger building envelope/footprint. I grew up in a small town in BC before moving to Richmond. Like my home in that small town, I would love to have a big yard, but in order to build my home the way that I want, I have no choice but to sacrifice some yard.

My house plan shows that my home is being designed to entertain friends and family. What could be more "community" than that?

Restricting the maximum length/setbacks/site coverage of proposed homes like mine does not enhance "community". Rather, it punishes members of the community who have worked hard and earned the right to enjoy their homes; these changes will either force people to leave the community or, for those who don't have the option to leave, or live unhappily.

Restricting Garage Capacity and Increasing Gate Setbacks

I find these proposals alarming. In my view, the current garage square foot allowance of 538 sf is adequate but by no means excessive. This proposed Amendment accomplishes nothing. Members of the community such as myself use our garages to park our vehicles, to store lawn mowers, gardening tools, our kids' sports equipment, bikes, etc... Given the square footage restrictions we already deal with, it is again unfair to take away space that we all need. In fact, the proposal could lead to some of the aforementioned items being left outside which would increase the risk of crime.

I take serious issue with the proposal to significantly increase gate setbacks from the property line. First, let's be clear, gates do not in any way diminish "community". Growing up I constantly heard about the proverbial dream of having a home with a "white picket fence." There was never any type of negative connotation with a white picket fence. It was not seen as an anti-neighbour concept.

Today's "white picket fences" are simply more stylish. As the architect of my plans so eloquently put it to me, gates result in crime prevention through environmental design. They act as a deterrent, yet they are aesthetically pleasing to neighbours. Richmond's gates are not 10 foot walls or gated communities, they are more inviting. Similarly, I plan to make a gate that flows with my house design, is aesthetically pleasing, and looks stylish. My proposed gate will only be a deterrent but it will be easy for anyone to jump over (it).

Second, the appropriate place for a gate is on the property line. In my house plans, the proposed setback would essentially place the gate inside my Media Room. What could that possibly accomplish?

There may be certain situations in which a gate setback makes sense, such as a particular arterial road. However, on my property, such a setback would make no sense. Each property should be looked at on a case by case basis. A blanket policy to set back gates across Richmond is unjust and unduly harsh. If this is an issue, give staff reasonable discretion to assess each property and give valid reasons why on a particular property a gate setback from the property line is required.

The Garage Capacity and Gate setbacks have become a red herring. They are not the problems.

My own personal view is that EMPTY homes are the problem. I would not oppose a vacancy tax as established in Vancouver. If homes are empty, it is more difficult to build community.

There are many Richmond residents in my situation. How does Richmond benefit if we all move out of Richmond so that we can properly build our dream homes in other cities? Quite the contrary, this would result in more harm to the community and to the fabric of Richmond.

This isn't just about Builders versus Anti-Builders. There are many people in my situation who are being unfairly targeted and penalized by the proposed Amendments. The Amendments approved last year have already caused harm: I still remain unconvinced restricting ceiling heights in any way enhances "community". It is unfair to continue to spontaneously propose amendments that diminish the enjoyment of homes by "community" members like myself.

It is trite to say that anyone who has purchased property in Richmond in the last few years has paid a significant price, and for most of us the property is our most valuable asset. We have the right to enjoy that asset within reasonable restrictions, and these proposed Amendments are not reasonable.

I want to continue to live here in Richmond for a long time with my wife and children, and my parents and my friends.

I urge you and request that you oppose the proposed Amendments.

Regards,



This email transmission and any accompanying attachments may be subject to solicitor/client privilege or may contain confidential or privileged information. Any use of the information by unintended recipients is prohibited. If you have received this transmission in error, please delete it and the attachments immediately and contact me by telephone or email. Thank you.

Konkin, Barry

Subject: FW: Massification open houses and New construction next door at 11400 Kingfisher drive

From: [REDACTED]
Sent: Sunday, 22 January 2017 07:22
To: Cooper, James
Subject: Massification open houses and New construction next door at 11400 Kingfisher drive

Hi Mr Cooper,

I thank you and your staff and all the planners for putting up the first open house for the 2nd stage of massification at South Arm. The staff was very available and clear in answering questions and clarifying concepts. However, I do think that a series of presentations about the suggested changes followed by questions and answers may be a more effective format because residents and developers get an overview. There is less chance of ideas getting misinterpreted and through questions and answers the various stakeholders get to hear and perhaps engage with each other's point of view. I also feel that the last question on the feedback form (# 17) is not very clear in conveying that it refers to how measuring the grade affects overall height.

On a separate note, I want to let you know that the lot (11400 Kingfisher Drive) just South of me has a fallen tree behind their tree protection fence. I have my suspicions about this tree falling down because I had noticed the builder moving the tree protection fence on the 10th of January and asked him why he was moving the fence. He said that the owner (who had put up the fence) did not know where to put it and the lot went deeper. Not suspecting any foul play, I let the matter be. Now that the tree has fallen down I see the builder's action in a different light. I am pretty puzzled by this because the tree is completely out of the way of the proposed building and on a city right of way right by the north east corner of the house within a foot of the existing fence.

This is a tree protection issue and I am not requesting help from you in bringing this to the notice of the Tree protection staff. I am sharing this experience as an emblematic experience for ordinary citizens such as me and how the culture of "dream homes" affects us today in Richmond.

After much debate with myself, I have reported this event to the tree protection people. I felt conflicted about reporting this because I feel grateful to the new homeowners in agreeing to build a two storey home instead of going 3-storey on their LUC lot. In turn, I've tried to be a good neighbor by supporting their variance application in writing with the city and with other neighbors. As a gesture of goodwill, I allowed the demolishers to use my water and electricity without any charge in order to get the old house ready for demolition.

I feel that if I keep silent about my suspicions about the fallen tree, I am doing the expedient thing: Trying to hold my peace because I have many other issues to negotiate with the new homeowners including when to put up the shared fence. Also they will be my future neighbors and I would like to build trust and goodwill with them. But this has been difficult in the light of this incident.

Some people building in Richmond today want to cherry pick rules that they would like to follow and those they would like to flout or manipulate and unfortunately the burden of safeguarding community and environmental rights has fallen to ordinary citizens without sufficient power or information.

The planning staff's presentation about the 2nd step in massing controls assures me that the staff seems to understand quite clearly what ails the current milieu of single family home construction in Richmond; I hope the council can see it too. I remember a comment one of the builders had made in 2015 : That this is a social problem and an architectural fix won't be effective. I think this is a problem arising from absent or weak architectural and bylaw controls and it is causing serious ill will between neighbors and eroding communities in Richmond today

Regards and best wishes,



Subject: FW: City of Richmond BC - General Comments, Compliments and Questions - Case [0217-CS-COMMENT-009848] Received

From: donotreply@richmond.ca [<mailto:donotreply@richmond.ca>]

Sent: Friday, 10 February 2017 16:14

To: InfoCentre

Subject: City of Richmond BC - General Comments, Compliments and Questions - Case [0217-CS-COMMENT-009848] Received



Attention: Administrator

A general comment, compliment, or question has been submitted through the City of Richmond online Feedback Form. Below is the information which was provided by the person submitting the feedback.

General Comments, Compliments and Questions

Category: Comment

Comment/Compliment/Question:

The on-line survey re Massing Regulations did not contain Board 10 which was on display at open house, City Hall Feb. 9.

Please consider giving some thought to providing the building department with the input of an architectural vetting expert in order to minimize the questionable styling shown by the four front elevations on Board 10, looks like Medieval Modern.

There are numerous new homes with a distinct design that look astoundingly good, but also some that will always diminish the appearance of the whole immediate neighbourhood. I suggest that no, one is not entitled to build exactly what they might think they want at the time if that clearly impacts the character of the rest of the street. Often a small change may be sufficient to allow that particular design to fit in without detracting from those around it. Please discuss this adequately.

The other comment was re setback for garden shed - it was explained that 4 ft. was required for access. Might 3 ft. do?



Tech Information:

Submitted By: 199.175.130.61

Submitted On: Feb 10, 2017 04:13 PM

Click [Here](#) to open this message in the case management system. You should immediately update the Case Status either to Received to leave the case open for further follow-up, or select the appropriate status based on your activity and work protocols. Click Save to generate the standard received message to the customer, add any additional comments you wish to and click Save & Send Email. Close the browser window to exit.

Konkin, Barry

Subject: FW: Zoning Changes

From: MayorandCouncillors
Sent: Tuesday, 14 February 2017 09:08
To: [REDACTED]
Subject: RE: Zoning Changes

Dear [REDACTED],

This is to acknowledge and thank you for your correspondence to Richmond City Council. A copy of your email has been forwarded to the Mayor and each Councillor. In addition, your correspondence has also been forwarded to appropriate staff.

Thank you for taking the time to write to Richmond City Council.

Sincerely,

Claudia

Claudia Jesson
Manager, Legislative Services
City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: [REDACTED]
Sent: Friday, 10 February 2017 17:44
To: MayorandCouncillors
Subject: Zoning Changes

Good Afternoon, I am writing again to the Mayor and Councillors as this is my last effort at giving my voice about the current zoning bylaws. I feel I have to further explain our neighbourhood, although unique, I feel there are many properties/neighbourhoods having the same dilemma

I live on Bird Road, eastside of the tracks off of Shell Road. We have many large lots on the north side of our road. Most lots are 220 in depth and range from 66 feet wide to 100 feet wide. Our lot is 88 wide by 220 depth, just under 1/2 acre. Currently the homes on this side of our street are not allowed to subdivide under 100 feet wide. What is allowed on these large lots, is a home 4000 sq/ft to 6000 sq/ft to be built.

What is happening with the current zoning bylaws in this area is, that it allows for larger homes to extremely encroach on the older ones. What ever happened to building scheme relative to the current older homes? I feel the city has not taken this into consideration and has allowed these homes to be built just because they are large lots and have not considered us that have smaller homes.

We have approximately 6 homes (older homes) left on our side of the street, we have lost our privacy to the monster homes as these homes are being constructed with a large depth and width. They encroach into our back yard view and tower over us. Trees get torn down, even though there is a bylaw, drainage problems occur as they sit higher than us. Gated homes reflect, "stay out". Our neighbourhood is not the same as when we first moved here. This is truly sad.

On the other side of the street, we also have a handful of older homes left. These lots are quite smaller. Many people are leaving for different reasons, but I feel in my opinion, it is no longer their neighbourhood they once knew and loved. I feel the city has done a dis service to Richmond Residents.

Now I am not saying that people should not build elaborate homes, I just feel that the setbacks and height and length need to be drastically decreased and the older homes that remain in the area need to be taken into consideration before issuing the permits for these monstrosities.

Why not allow two homes to be built on lots 80+ wide. Make them smaller so they don't encroach on the older homes. Right now a home (bungalow rancher) has been sold and is currently rented out. I do know without a doubt it will be torn down, its just a matter of when. With the currently bylaws that are in place it will allow for one of these mega homes. That means that I will most surely have a wall of windows looking right into my backyard which is a place of quite serenity now. My neighbour has had the same thing happen to them and don't feel they can enjoy their back yard anymore.

I love my neighbourhood and want to continue living here, but if this kind of zoning continues, I will no longer enjoy my neighbourhood and will move on like others.

Lastly, these zoning bylaws need to take effect once decided. Not a process that takes 1-3 years. I am not sure if we can wait that long. I also want to point out that the survey that is currently available to residents on "lets talk Richmond" was a great idea and allows for people to voice their concerns and opinions without prejudice. However, it is a very cumbersome survey and needs to be simplified. It is very confusing and takes too long to complete. The average person in my opinion will give up. It has to be a simple yes and no survey. Just food for thought. As mentioned in my last letter, I hope the City Councillors do not utilize the survey and open house meetings solely for their decision. Many people just don't want to complain. Just take a look around and you will see of what I speak of.

I know you all have a tough decision to make and that you have been inundated by lots of complaints, letters, etc. But this has gone on far too long and needs to be changed.

Thank you for your consideration and thoughtful process.

Regards,



Richmond Home Builders Group

Builders Choice - Builders Voice

Review of:

Proposed Amendments to Single Family Zoning Bylaw 8500 Single Family Dwelling Building Massing Regulation – Second Phase

The Richmond Home Builders Group (RHBG) represents a growing number of residential developers, builders, designers and other industry related professionals. Our goal is to be the *Builders Choice* - *Builders Voice*, helping build better homes and better communities throughout Richmond.

Richmond Home Builders Group, its members and affiliates are responsible for majority of the construction of single family homes in the City of Richmond. RHBG is in a unique position to understand the differences between real and perceived issues that have been raised by the public.

As city staff have requested:

“... invite you to learn about and provide comments on options for updating the Richmond Zoning Bylaw to regulate single family residential development to improve single family house design...”

RHBG has reached out to both its membership and independent developers, builders and home designers to review the proposed changes. Together we have examined homes built prior to the changes passed in Bylaw 9280, Sep 14/15; homes designed and built after the Bylaw 9280 changes; as well as designing and modelling homes based on the proposed changes.

The following is RHBG's review & comments on the proposed amendments to Single Family Zoning Bylaw 8500 Single Family Dwelling Building Massing Regulation - Second Phase. We believe this to be a thoughtful balanced response to what is being proposed.



PLN - 237

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Proposed Bylaw
Cover Page
A1



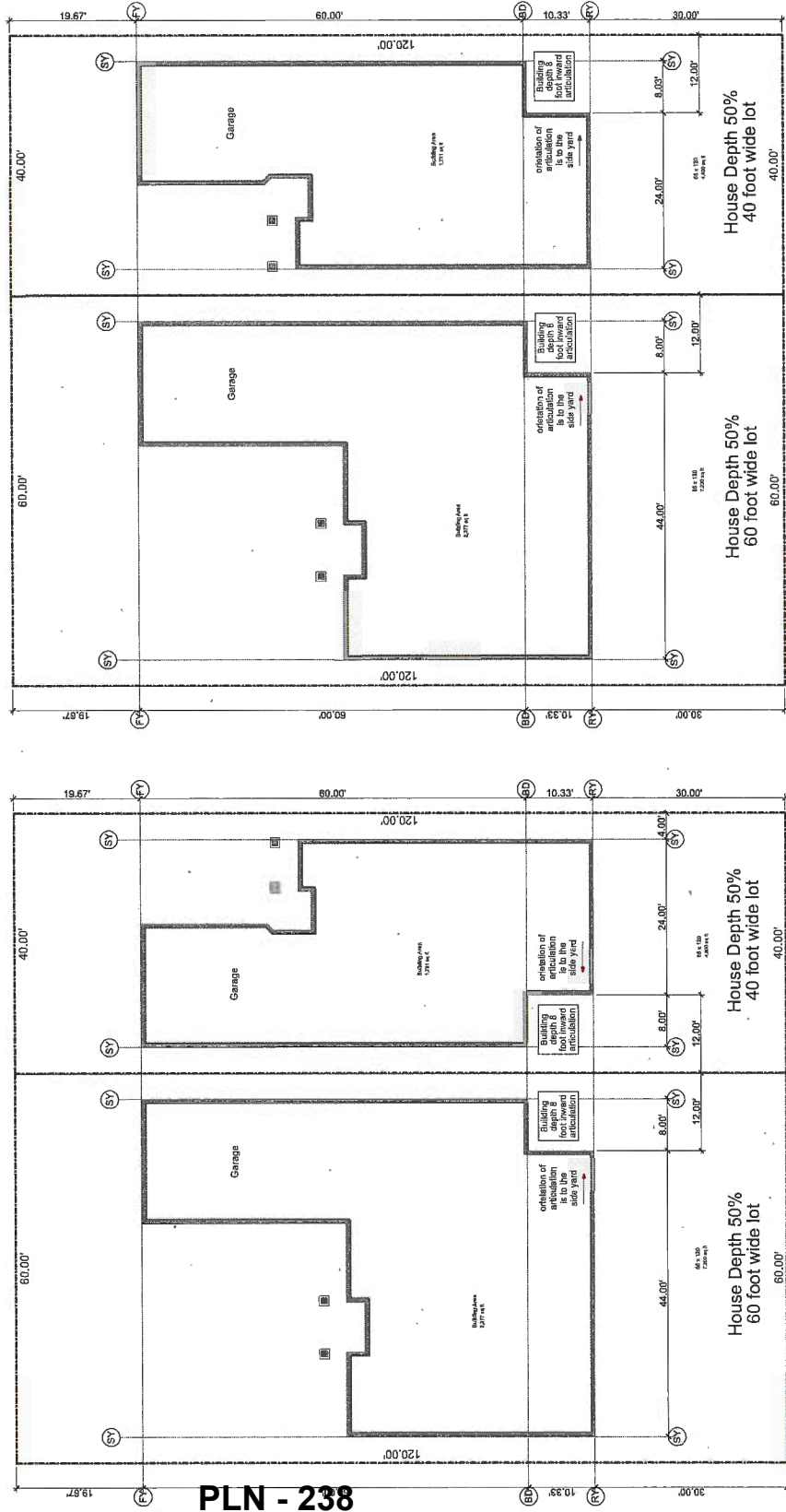
ATTACHMENT 4

Proposed Maximum Depth of House

- limit the maximum physical depth of a house while still maintaining the allowable house size.
- OPTION 1 (STATUS QUO):
No limitations to overall depth of house— Minimum front and rear setbacks
- OPTION 2:
Continuous length of wall limited to 55% of total lot depth
- OPTION 3:
Continuous length of wall limited to 50% of total lot depth

Maximum House Depth

Maximum House Depth
Applied to 60ft & 40ft Wide Lots



Mirrored Articulation

Independent Articulation

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Proposed Bylaw
Building Depth
A2

Proposed Maximum House Depth Shadow Study

Maximum Depth of House

- limit the maximum physical depth of a house while still maintaining the allowable house size.
- OPTION 1 (STATUS QUO):
No limitations to overall depth of house— Minimum front and rear setbacks
- OPTION 2:
Continuous length of wall limited to 55% of total lot depth
- OPTION 3:
Continuous length of wall limited to 50% of total lot depth

Comments & Recommendations

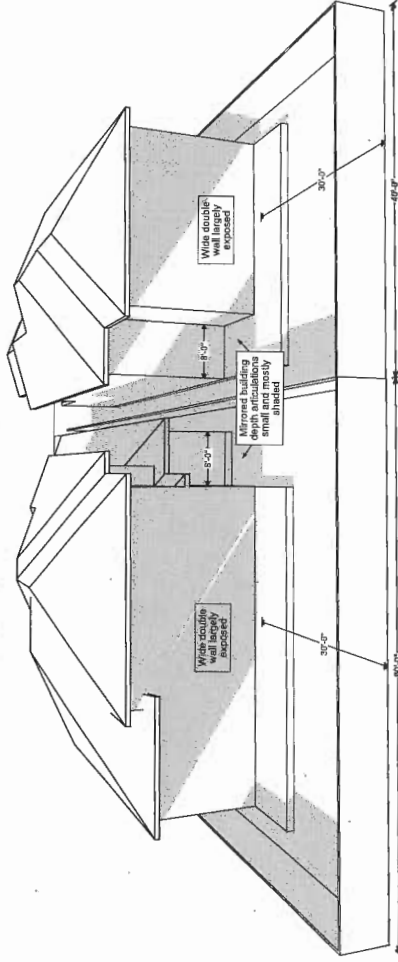
Proposed Maximum Depth of House:

- orientation resulting from depth of house articulation likely to be towards the side yard.
- likely to create dark and undesirable over sized side yard spaces, high risk space will be used to store things such as gardening equipment/tools, lawn furniture, compost, lumber, etc., creating an nuisance sightline for the neighbouring property.
- will make minimal difference in the access to additional daylight or privacy for the neighbouring property
- At 2.4m (8ft) articulation will not overcome the shadowing of a two story single home.
- will be unworkable on lot widths less than 40 feet as there will be a greater loss of side setback making the side yard being recessed over 12 feet from the property line, creating a great loss of functional design and space.
- the proposed rear yard changes will provide better improvements to the neighbour's access to daylight than the proposed building depth inward articulation.
- changes passed in Bylaw 9280, Sep 14/15 including the revised building envelope and the garage height reduction has already addressed this issue.

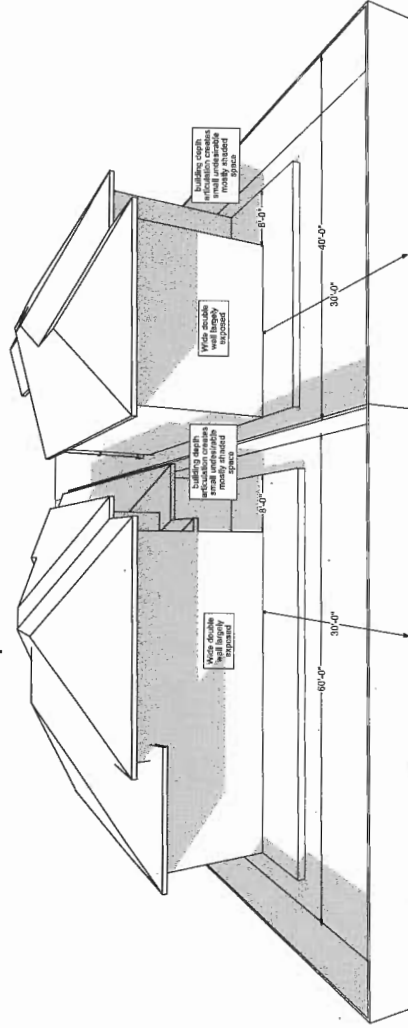
RHBG Recommends:

- no further changes and supports Option 1 (Status Quo)

Mirrored Articulation



Independent Articulation



* shadows based on south facing rear yards on June 21st at 5:00 pm (sunset 9:21pm)

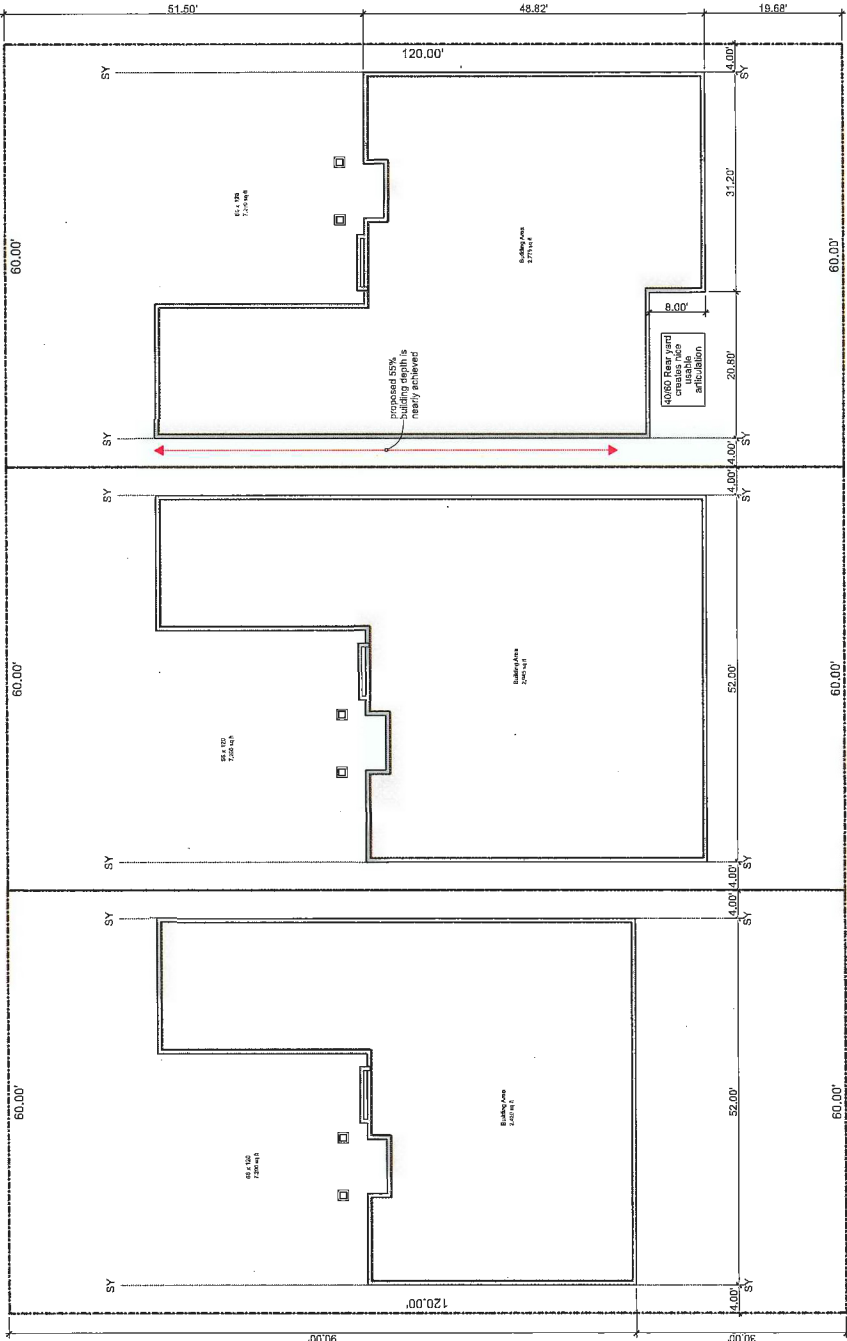
Proposed Bylaw
Building Depth Analysis
A3

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Proposed Rear Yard Setbacks

Proposed Rear Yard Setbacks
Applied to 60 x 120 Lots



REAR YARD SETBACKS

- OPTION 1 (STATUS QUO):**
Continue to require 6.0 m (20ft) minimum rear yard setback.
- OPTION 2:**
60% of the first storey can be set back 6 m (20ft) from the rear property line, the rest of the first storey (min. 40%) must be set back at least 7.5 m (25ft).
If the house has a second or half storey above, all of that portion of the rear wall must be set back at least 7.5 m (25ft) from the rear property line.
- OPTION 3:**
The minimum rear yard setback would be the greater of 6.0 m (20ft), or 25% of the total lot depth, up to a maximum required setback of 10.7 m (35ft).

PLN - 240

Option 2

Status Quo

Option 3

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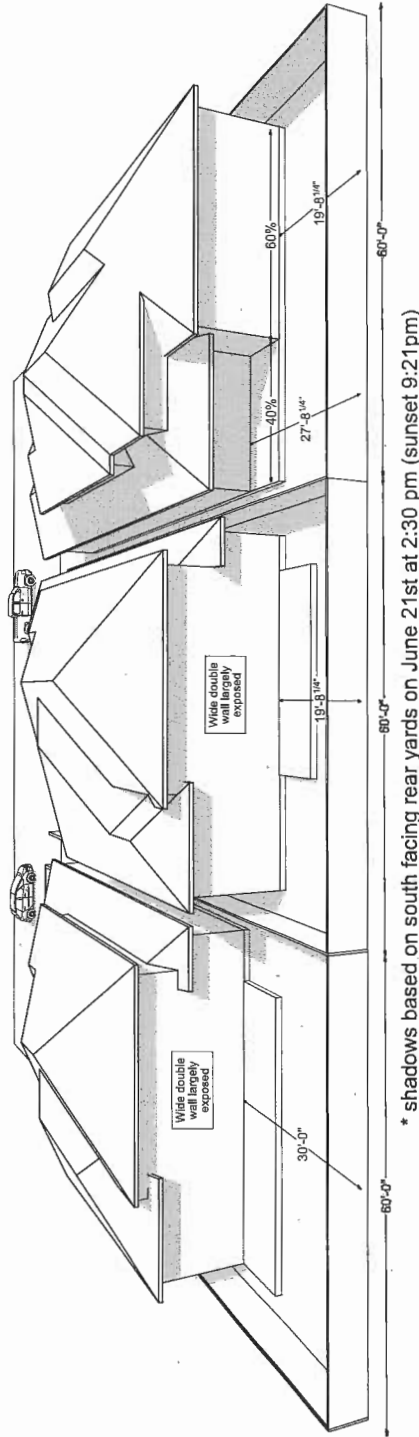
Proposed Bylaw

Rear Yard

A4

RHBG Bylaw Review: Wednesday, May 3, 2017 10:04 AM

Proposed Rear Yard Setback Sun Study (60x120 lots)



* shadows based on south facing rear yards on June 21st at 2:30 pm (sunset 9:21pm)

Proposed
Option 3

Status Quo
Option 1

Proposed
Option 2

REAR YARD SETBACKS

OPTION 1 (STATUS QUO):

Continue to require 6.0 m (20ft) minimum rear yard setback.

OPTION 2:

60% of the first storey can be set back 6 m (20ft) from the rear property line, the rest of the first storey (min. 40%) must be set back at least 7.5 m (25ft).

If the house has a second or half storey above, all of that portion of the rear wall must be set back at least 7.5 m (25ft) from the rear property line.

OPTION 3:

The minimum rear yard setback would be the greater of 6.0 m (20ft), or 25% of the total lot depth, up to a maximum required setback of 10.7 m (35ft).

Comments & Recommendations

Proposed Rear Yard Setbacks:

- the 6 meter rear yard setback has been in use for 25 years or more.

- increasing to 25% (maximum 35 ft) likely to create tall 2 storey blank rear facades as builders and designers struggle to accommodate interior programming.

- 60/40 split rear yard likely to create more varied and interesting rear facades, as well as achieving the same goals of privacy and access to daylight as would be with the building depth inward articulation proposal.

RHBG Recommends two revised options:

Option 2 - 60/40 Rear Yard Split with the exception if a lot is less than 33m deep and less than 6,000 sq ft. in area, the minimum rear yard setback be 6.0m.

Option 3 - The minimum rear yard setback would be the greater of 6.0m (20ft), or 20% of the total lot depth, up to a maximum required setback of 10m, with the exception if a lot is less than 33m deep and less than 6,000 sq ft in the area the minimum rear yard setback be 6.0m.

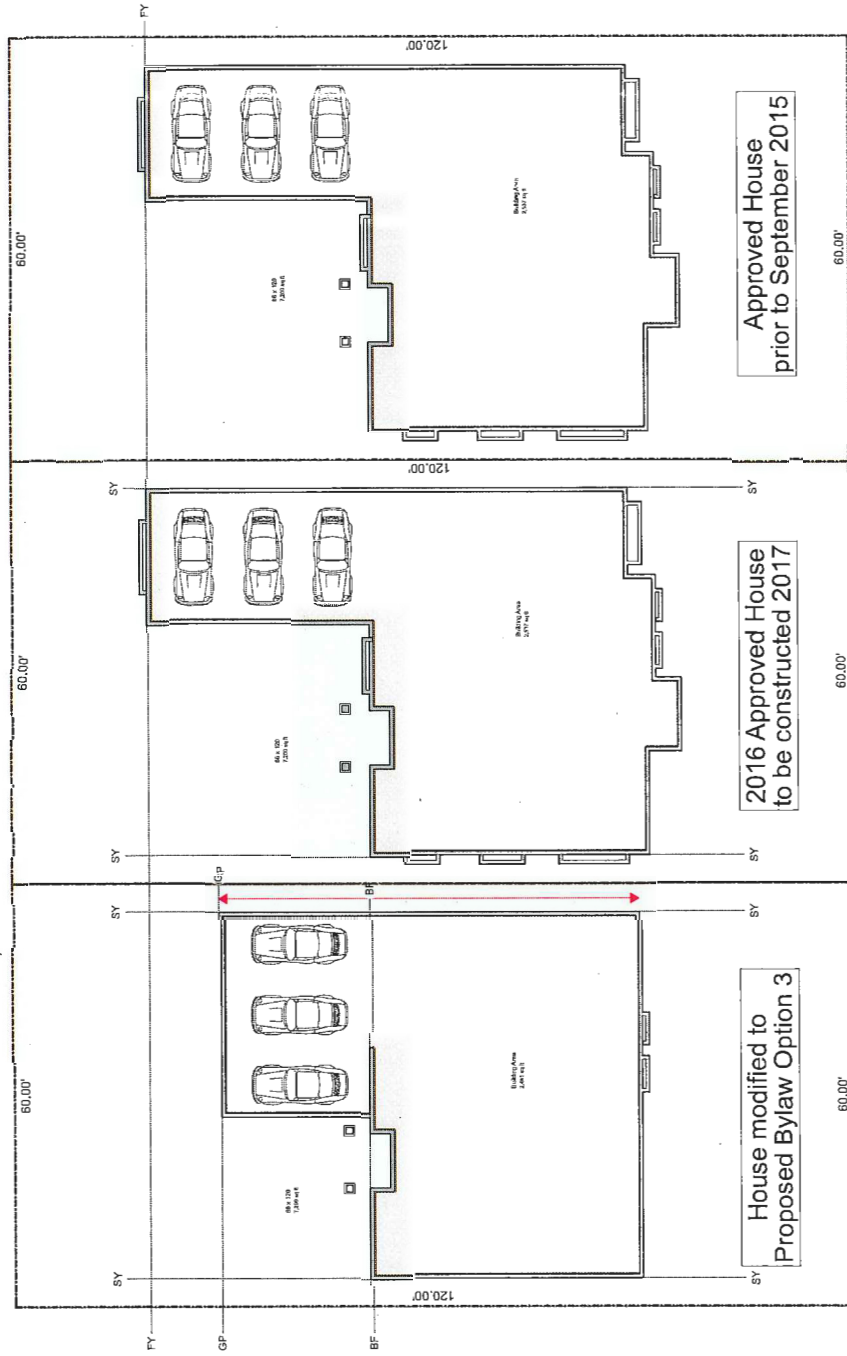
As was suggested in Planning Committee's November 22, 2016 letter to Lynda Torberg, RHBG proposes reducing the front yard setback from 20ft. to 15ft. to allow locating new homes further forward, and thus increasing the rear yard. Note, many lots have 10-20 ft. of boulevard beyond the front property line, therefore this will have a minimal effect on the overall streetscape.

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Proposed Bylaw
Rear Yard Analysis
A5

Proposed Garage Projection
Applied to actual house 60 x 120 Lot



limiting how far a garage can project from the front wall of the house toward the street can reduce the appearance of a large single family dwelling and be more compatible with existing single family character.

No restrictions on front garage projections. If required front yard setback is met, there is no limit on garage projection.

Allow a maximum 9.1 m (30) projection from front wall of house to front wall of garage (Three- garage).

Allow a maximum 7.3 m (24) Projection from front wall of house to front wall of garage (Two-car garage).

Allow a maximum 6.6 m (21.7) Projection from front wall of house to front wall of garage (Two-car garage).

RHBG Bylaw Review,pln Wednesday, May 3, 2017 10:04 AM

Proposed Bylaw

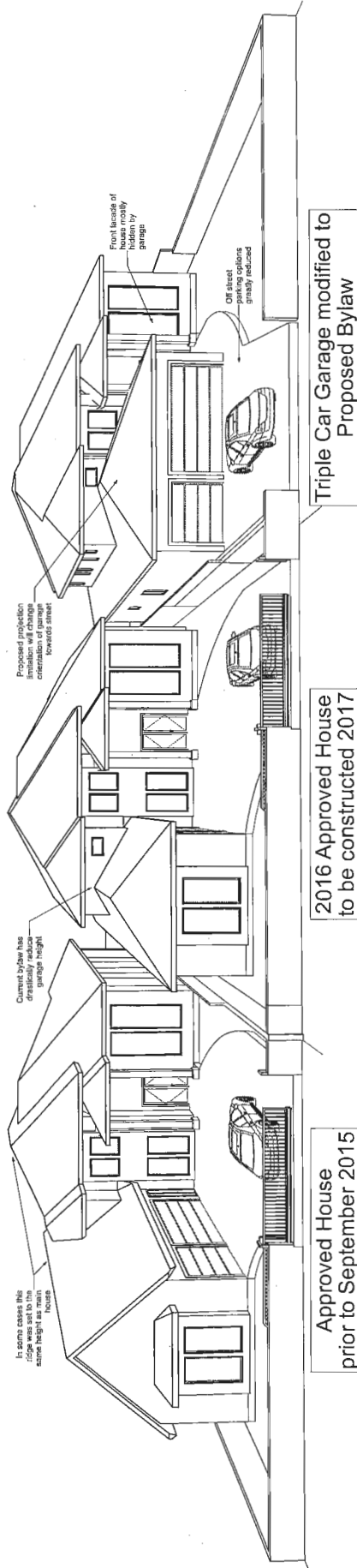
Garage Projection

A6



Proposed Garage Projection Massing Study

Proposed Garage Projection
Applied to actual house 60 x 120 Lot



GARAGE PROJECTIONS

Limiting how far a garage can project from the front wall of the house toward the street can reduce the appearance of a large single family dwelling and be more compatible with existing single family character.

OPTION 1 (STATUS QUO):

No restrictions on front garage projections. If required front yard setback is met, there is no limit on garage projection.

OPTION 2:

Allow a maximum 9.1 m (30') projection from front wall of house to front wall of garage (Three-car garage).

OPTION 3:

Allow a maximum 7.3 m (24') projection from front wall of house to front wall of garage (Two-car garage).

OPTION 4:

Allow a maximum 6.6 m (21.7') projection from front wall of house to front wall of garage (Two-car garage).

Comments & Recommendations

- the "L-shaped" triple car garage style of home has been one of the most commonly designed house in Richmond for 25 years or more.
- for a number of years prior to the changes passed in Bylaw 9280, Sep 14/15, the height and massing of these garages had grown to the point they were negatively impacting the use and enjoyment of neighbouring properties.
- However, changes passed in Bylaw 9280, Sep 14/15 have significantly reduced the impact of the garage massing and allowing better access to daylight for neighbouring properties.

Garage projection limitations are likely to result in Front facing triple garages which will likely:

- a) create larger garage facades and massing.
 - b) make the main house facades small and mostly hidden.
 - c) create streetscape dominated by large garages.
 - b) reduce the available off street parking area, pushing more parked cars onto the street
- Richmond has very few lanes and thus off street parking has to be accommodated in the front yard and at the street. The "L-shaped" house has been the perfect solution, which is why it has been successfully built and sold so well.
 - Garage projection limitations that end the "L-shaped" house with the parking plaza may create a whole new set of problems as off street parking becomes more limited which can have an even larger negative affect on neighbouring properties.

Recommend - Option 1 (Status Quo)

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Proposed Bylaw
Garage Analysis
A7

Living area over garage

Do we really want more of these style homes?

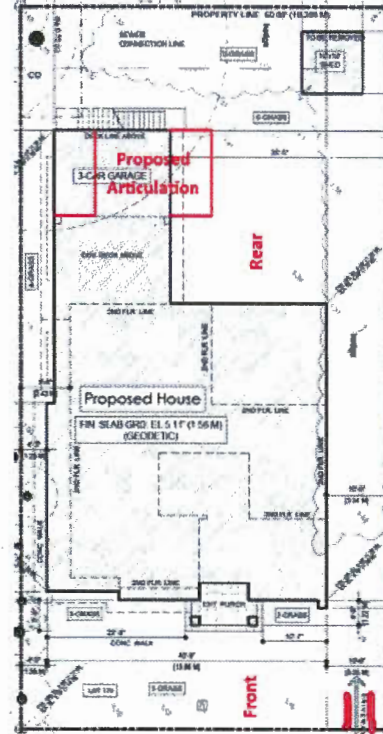


Figure 3: This is a reverse L-Shape garage, which is in the rear. The proposed inward articulation will make this design unworkable. The reason for the rear yard was to better use the 10ft. ROW on the side.



Figure 2: Front facing garages will not fit well with all neighbourhoods

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Proposed Bylaw Garage Examples A8

Landscaping Bylaw Changes

Site Coverage & Landscaping
RHBG is of opinion that any decrease in site coverage will reduce the opportunity for rear outdoor living, patios, hot tubs, fire pits, water feature, bbq space and fireplaces. RHBG would like to suggest the use of special materials that can make a huge difference in landscaping for example, use permeable pavers for patios as opposed to regular pavers which allow significantly greater drainage.
Figures A & B are examples of landscaped homes under the current bylaw.

Figure C is an example of a landscaped home under the current bylaw which has been paved over and there has been no enforcement to correct it.
This real issue at hand is bylaw enforcement by the city and does not require a bylaw change, as the need to provide creative landscaping features is very important as it needs to complement the unique design of the houses in the city.

PLN 245



Figure A is an example of a landscaped home under the current bylaw.



Figure B is an example of a landscaped home under the current bylaw.



Figure C is an example of a landscaped home under the current bylaw which has been paved over and there has been no enforcement to correct it.

Tree Planting for New Single Family Building Permits with less than 2 existing trees

Recommend — Option 2

Minimum Front Yard Landscaping Requirements

Recommend — Option 2

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Proposed Bylaw
Landscaping Clauses
A9

Further Recommendations

Further Recommendations and Considerations for Staff and Council

Richmond Home Builders Group has consulted with several other construction groups and other industry players and can conclude that the current Zoning By-Law 8500 implementation and the proposed amendments are being fast tracked without fully considering all of the ramifications.

RHBG and its members are united in recommending to the city that a One Year Moratorium be imposed on all new building permits. This will allow the city to commission an accurate report and solicit proper input from all stakeholders. The current changes are very disruptive to the design, livability, and salability together these will have a negative economic impact on the entire city.

The City of Richmond has released the OCP 9000 Report and it already lists a breakdown of the entire city into 16 neighborhoods [page 57, 3-19] see A10 figure 4 & 5. The report details each of the areas unique characteristics, management highlights and zoning policies. RHBG is proposing that the city conduct a neighborhood by neighborhood study (example: Westwind, Broadmoor, Seafair, Steveston, Terra Nova, Ironwood, etc. as listed in the report). To determine what type of house designs the residents would like to see in the area. The OCP 9000 report is already indicating that each neighborhood is unique and serves the community in different ways and each offers their own blend of housing styles and designs.

Upon completion of the independent review the city staff can report their findings to council and each neighborhood can be designated its own zoning classification based on several criterions such as.

- i The type of housing styles the residents would like to see built in their area?
- i Type of existing housing stock prevalent in the area?
- i The average age of the homes in their Area?
- i The number of new homes built in the area in the past 10 years?
- i Additional items as deemed necessary to make the process worthwhile.

This is a key to the future of this city and its residents and we don't think that these issues that have risen in the recent years are just a simple coincidence. These issues have risen because there has been an influx of foreign buyers that want to live in this part of the world and are willing to pay for it. Off course, the net effect being an increase in housing demand and a decrease in affordability. Many people that have had their children grow up in the city and then have to watch them move away because they cannot afford to live here without some form of assistance. It is also evident, from several unsavory flyers being distributed in our neighborhoods, that this sudden push to change bylaws to affect the size and style of houses, comments about vehicles some people drive, or their former habits are being highlighted as being un-Canadian. These are not a true representation of our city, but rather a view of a few, narrow-minded individuals. They are making these comments because they are seeing themselves as being economically displaced.

We feel it is time to bring back some affordability to our city and keep our younger families here. How do we do that? For one, if we are able to go into our neighborhoods and look at different forms of development that might suit each zone. Based upon lot sizes and proximity we can diversify and density to multifamily homes where possible, this will create housing that will be more affordable than the a few large homes occupying that same footprint. Once again it needs to be assessed properly to see which areas are best suited as we feel that these issues are the root cause of the many conflicts evident today. If housing can be created in different parts of the world on properties that are less than 25ft wide why can't we be on the forefront of this change to affordability?

RHBG is disappointed that the planning department has adopted a City-Wide approach and are under the impression that one size fits all is going to solve all of the zoning concerns going forward. This approach may have worked in the past; however, it is obvious that this type of thinking will only create avoidable conflicts and tension amongst the city staff, builders, residents and neighbors. Richmond Home Builders Group is very serious and is willing to sacrifice time and money to have this study carried out so the residents of Richmond have access to affordable living. Accordingly, we ask Council and Staff to seriously consider our proposal on implementing a One Year moratorium on all Building Permit applications.

We, the representatives of Richmond Home Builders Group, would like to bring to the council's attention the need for transparency and impartiality when planning zoning by-law changes. There are three groups involved in the process – residents, builders and the city staff. The residents and builders both bring their concerns to the city for overseeing the changes proposed and makes an impartial decision. RHBG would like to get some assurance from the city that any and all amendments proposed are looked at with a proper due process and equal involvement.

A member of our group was able to pull out a publicly available letter from the city's website from a member of the WRAP'd Group member dated September 8th, 2015. The letter contains a lot of similarities. Please see figure 6 below.

The Richmond Home Builders Group concludes that the recommendations and comments outlaid are an equitable compromise to what has been presented by city staff as zoning amendments. RHBG strongly urges the city staff to carefully read the proposal and give it the careful consideration it deserves.

Richmond Home Builders Group and its members have made significant positive contributions to the current recognition that the City of Richmond now enjoys on the world stage. Simply analyzing the construction permit fee intake the city now enjoys annually helps to keep property taxes increases to a minimum for all residents of Richmond. It should be noted that this city is also where we live, our children play and where we work. We may not have been here 60 years ago; however, many in our group have lived here for the past 40 years or so. The city does not belong to one resident or one community – it belongs to everyone – equally.

Thank you to the city staff and council for considering our opposition report and being open to feedback about future developmental planning.

Sincerely,

Richmond Home Builders Group

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Proposed Bylaw
Further Recommendations
A11

Schedule 94 to the Minutes of the Public Hearing meeting of the Richmond City Council held on Tuesday, September 8, 2015.

Mayor and Councillors

From: Martin Woolford <martin.woolford@rdm.ca>
 To: Mayor and Councillors
 Subject: September 8 Public Hearing Bylaw 5280

To: Public Hearing
 Date: 2015-09-08 10:00 AM
 Re: 5280

In July, City Council failed on controlling building massing. Mayor and Councillors rejected the advice of the City's own Design Advisory Panel, recommendations from staff and pleas from the public. The Bylaw that is being voted on for final reading appears to be developer driven, and not a response to public concern. Regrowth has to happen but The Bylaw does nothing to improve the situation that is currently allowed to happen, with the initial new construction destroying the livability of our well established communities and sub divisions. It should actually have focused on and addressed ways of improving our city:

- 1 - Building massing - The single most effective action to reduce the massing of new homes in Richmond is to reduce the 'double height' standard. Room heights should be 12 feet, as staff have recommended. Not 16.4 feet, as the Bylaw proposes. Richmond is the only city in Metro Vancouver that uses 16.4 feet as a normal room height. Vancouver, Surrey and Burnaby limit heights to 12 feet.
- 2 - Building height - A 9 metre (29.5 feet) height limit for ALL new houses is needed. No loopholes and wasteful exceptions for 2.5-storey houses. 3rd storey floor areas must fit within the standard roofline.
- 3 - Backyards - Backyards and green space need to be preserved to allow space, privacy and sunshine. There is a Council referral back to staff to investigate the protection of backyards. A date for reporting back is required on:
 - Reducing maximum building depth (to 50% of lot)
 - Increasing rear and side yard setbacks (backyard from minimum 20 ft to at least 30 ft)
 - Rules regarding detached accessory building setbacks
 - Eliminating projections into 4 ft side yard setbacks altogether. No exceptions.
 - Limiting 2nd storey floor areas (to 80% of 1st storey floor area)
 - Incentivize new building footprints that preserve mature trees on site

Yours
 Martin Woolford (Richmond Resident Since 1880)



Figure 6: Letter from WRAP'd Steering Head member to city dated Sept. 8th, 2015. Same recommendations as Planning Dept.

Lynda Terborg

To: Lynda Terborg
 Subject: Overbuilding

When I looked over this staff report I was disappointed because I'm an optimist and only optimists can be disappointed when our community leaders continue to miss the message. Negotiations are a give and take but the review for Building Missing Second Phase is all take and not much give.

Richmond started with lots 66' x 120' and larger, with small homes on them. In the seventies the city introduced smaller lots 40 or 50' x 100' on the average. The houses got bigger and the backyards smaller but still often deeper than the minimum setback required. But the important difference between then and now is the lack of concern today for the impacts and how to mitigate and make it better for the old and new to live together in harmony. We are lacking empathy and a concern for our neighbours plight.

Processes such as this one proposed create more disharmony than you can ever appreciate

The pictures you use on the cover are an insult and show a 7 days it to Beaver like long past. The lovely backyards in the pictures are overbuilt and enjoyed by the new houses being built around. Certainly your pictures are what the new occupants see... but you failed to add the picture of what those old neighbours see when they look back (I can find you time to use show picture 'overbought')

The Land use contracts of the seventies increased density, made homes more affordable and wedged people closer together. But the planning and regulations to do that transition used language and I quote: "The purpose is to avoid 'overbuilding'... to lessen the visual impact... to maximize privacy in yards, design of individual dwellings shall only be carried out in a comprehensive basis... with regards to aesthetics, privacy, sunlight and function are considered."

I don't see those goals expressed in this report. Enhancing compatibility by giving a 4 ft side yard setback and taking it away with a 2 foot projection is not compatible. We no longer install wood burning fireplaces and we don't need projecting chimneys. Starting we have a 6 meter (20 ft) backyard setback and taking it away by allowing a three car garage (20 by 37 ft) to be built, 4 feet off the back fence and calling it an 70 m2 accessory building is worse tactics than those used by sleight of hand snake oil salesmen.

This report is technically too cumbersome for a lay person to assimilate and respond intelligently in an evening walk session with poster boards and handouts. By time it gets to Public Hearing the die is cast and no changes are ever made.

The continuous wall spoken of in "maximum depth of house" is a direct result of the infamous Richmond special L shaped design. Including the front yard 20 foot setback, the three car garage, the auto court hard surface, and some with side door entrance...the front door of the house is now well back 50 to 60 feet from the front of the lot. Therefore 50% of the lot is devoted to the car culture. One solution could be to take 5 or 10 feet off the front yards and add it to the backyards. Also putting existing FAR on top of those 700 sq. ft. triple car garages could allow a dedication of an additional 5 feet to the backyard.

The major effects of our new rebuilds on residential properties is not seen when driving down the front of our roads. The catastrophic changes to the backyard and side yard perspectives is the what is most devastating to our well being. It is Richmond's dark secret.

Figure 7: letter dated November 22, 2016 introduced at Planning Committee Meeting of the same date from Lynda Terborg

Proposed Bylaw Correspondance A12

Richmond Home Builders Group
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Richmond Zoning Bylaw 8500
Amendment Bylaw 9524 (Single Family Building Massing Regulations)

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

1. Richmond Zoning Bylaw 8500 is amended by Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) inserting the following definition in the correct alphabetic location:

“**Continuous wall** means an exterior wall on a **single-family dwelling**, which does not include an inward articulation of 2.4 m or more, with a minimum horizontal measurement of 2.4 m.”

- (b) Deleting the definition of **Grade, finished site** in its entirety and replacing it with the following:

“**Grade, finished site** means in Area ‘A’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding 0.3 m above the highest elevation of the crown of any public **road abutting** the **lot**, and

means in Area ‘B’, the average ground elevation identified on a **lot** grading plan approved by the **City**, not exceeding the following specifications unless approved by the **City**:

- a) 0.6 m above the highest elevation of the crown of any public **road abutting** the **lot**; or
 - b) where the average ground elevation calculated pursuant to a) is more than 1.2 m below the required **flood plain construction level**, the average ground elevation may be increased to 1.2 m below the required **flood plain construction level**.”
 - (c) Deleting the definition of **non-porous surfaces** in its entirety and substituting the following:

“**Non-porous surfaces** means any constructed surface on, above or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil. Surfacing materials

considered as non-porous are concrete, asphalt, and grouted brick or stone.”

2. Section 4.7.1 is deleted in its entirety and replaced with the following:

“4.7.1 a) The following projections shall be permitted in the **residential zones** and **site specific zones** that permit **single detached housing**. These projections apply to the **single detached housing only**, not other **uses** such as **town housing**, and are subject to the *Building Code*.

b) Notwithstanding a provision for a projection into a **side yard**, the maximum number of projections is one, limited to one side wall of **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

3. Section 4.7.2 is deleted in its entirety and replaced with the following:

“4.7.2 **Bay windows** and **hutches** which form part of the **principal building** may project for a distance of:

- a) 1.0 m into the **front yard**; and
- b) 0.6 m into the **rear yard**.”

4. Section 4.7.3(b) is deleted in its entirety and replaced with the following:

“(b) 0.6 m into the **side yard**, limited to one exterior wall of the **single detached dwelling unit**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly.”

5. Section 4.7.7(f) is deleted in its entirety and replaced with the following:

- “(f) i) for detached **accessory buildings** with a maximum wall length of 6 m or less, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, and **side lot line**, not **abutting** a public road is 1.2 m; and
- ii) for detached **accessory buildings** with a maximum wall length greater than 6 m, which is oriented to the **rear lot line**, or **side lot line**, not **abutting** a public road the minimum **setback** from the **rear lot line**, **rear** and **side lot line**, not **abutting** a public road is 2.4 m.”

6. The following is inserted as Section 4.7.11:

“4.7.11 No attached **garage** can project more than 9.1 m from the front wall of a **single detached dwelling**.”

7. Part 6 – Landscaping and Screening is amended by inserting the following as a new Section 6.2.9:

“6.2.9 For a **lot** fronting onto a local **arterial road** or a major **arterial road**, a solid masonry or brick **fence** up to a maximum **fence height** of 1.2 m is permitted within the required **front yard setback** area, but any mechanical or manual gate must be located at least 6.0 m from the front **lot line**.”

8. Part 6 – Landscaping and Screening is amended by deleting Section 6.4 it in its entirety and replacing it with the following:

“6.4. Landscape Requirements in Residential Zones

6.4.1. In the **residential zones** and **site specific zones** that govern **single detached housing**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping**, in the **front yard** as follows:

- a) for a **lot** with a **lot width** less than or equal to 15 m, live **landscaping** is to be provided covering a minimum of 50% of the required **front yard**;
- b) for a **lot** with a **lot width** greater than 15 m, live **landscaping** is to be provided covering a minimum of 55% of the required **front yard**; and
- c) for an irregular-shaped **lot**, the **City** shall determine the minimum area required for live **landscaping**, having regard to the area required for a paved driveway or walkway, to provide access to garage or house, and shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site** factors.

6.4.2. The **owner** shall plant and maintain within 3.0 m of the **front lot line** one new or replacement tree of a minimum size of 6.0 cm on every **lot** that is:

- a) regulated by the **residential zones** or **site specific zones** that govern **single detached housing subdivisions**;
- b) on a **lot** that is being **subdivided** into two or more **lots** on a single **subdivision** plan.

6.4.3. In the case of a **corner lot**, an additional new or replacement tree shall be planted within 3.0 m of the **side lot line** which **abuts** a **road**.

6.4.4 On a **lot** that is subject to a building permit application for **single detached housing** which contains no existing trees at the time of building permit application, a minimum of two (2) trees – one (1) in the required **front yard** and one (1) in the required **rear yard**– must be planted as part of a building permit.

- 6.4.5. In the **residential zones** and **site specific zones** that govern residential **uses**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping, screening** and **fences** on the **site** for all **yards** visible from a **road**. The **owner** of the property shall also ensure that the portion of the **lot** not occupied by **non-porous surfaces**, including **buildings**, is planted and maintained with any combination of trees, shrubs, ornamental plants or lawn.
- 6.4.6. Private outdoor open space shall be located so as to maximize its functionality by ensuring its proper location in relation to **buildings**, sunlight, parking and other **site factors**.”
9. Section 8.1.5.3 is amended by inserting the following as a new subsection 8.1.5.3(d):
- “(d) any **side yard** area is excluded from the calculation of percentages of the **lot area** **which** is restricted to **landscaping** with live plant material.”
10. Section 8.1.6.6 is deleted in its entirety and replaced with the following:
- “.6
- (a) for a **lot** with a **lot area** less than 372 m² and with a **lot depth** less than 28 m, the minimum **rear yard** is 6.0 m;
 - (b) for a **lot** with a **lot area** greater than 372 m² and with a **lot depth** greater than 28 m, the minimum **rear yard** is the greater of 6.0 m or 25% of the total **lot depth**, up to a maximum of 10.7 m; or
 - (c) For a **lot** containing a **single detached dwelling** of one storey only, the minimum **rear yard** is 6.0 m.”
11. Section 8.1.11 is amended by inserting the following as a new Section 8.1.11.1 and renumbering the remaining sections accordingly:
- “No **single detached housing dwelling unit** shall have an exterior wall oriented to an **interior side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.”

12. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9524**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by <i>ByC</i>
APPROVED by Director or Solicitor <i>JA</i>

MAYOR

CORPORATE OFFICER