



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, June 21, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

- PLN-5** *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, May 17, 2011.*



NEXT COMMITTEE MEETING DATE

Tuesday, July 5, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

- PLN-15** 1. **APPLICATION BY MOHINDER GILL FOR REZONING AT 7140/7160 BEECHAM ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-8731, **RZ 10-544622**) (REDMS No.3169195)

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See Page **PLN-15** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8731, for the rezoning of 7140/7160 Beecham Road from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, be introduced and given first reading.



PLN-31 2. APPLICATION BY ZHI YONG CHEN FOR REZONING AT 7980 BROADMOOR BOULEVARD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)

(File Ref. No. 12-8060-20-8765, **RZ 10-529089**) (REDMS No. 3207500)

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See Page **PLN-31** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8765, for the rezoning of 7980 Broadmoor Boulevard from “Single Detached (RS1/E)” to “Coach Houses (RCH)”, be introduced and given first reading.



PLN-47 3. APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 9731 AND 9751 CAMBIE ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-8786, **RZ 08-422838**) (REDMS No. 3162217)

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See Page **PLN-47** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8768, for the rezoning of 9731 and 9751 Cambie Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given First Reading.



PLN-67 4. APPLICATION BY CORNERSTONE ARCHITECTURE (SCOTT KENNEDY) FOR REZONING AT 3531 BAYVIEW STREET FROM LIGHT INDUSTRIAL (IL) TO STEVESTON CONSERVATION AREA (SC1) CORE AREA

(File Ref. No. 12-8060-20-8780, **RZ 10-547511, HA 10-547513**) (REDMS No. 3223312)

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See Page **PLN-67** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8780:*
- (a) *to create the “Steveston Conservation Area (SC1, SC2, SC3)” Zone;*
 - (b) *to amend the Richmond Zoning Bylaw No.8500 “General Provisions” specific to the density bonusing for Affordable Housing & Child Care, and other Community Amenities as applied to the “Steveston Conservation Area (SC1, SC2, SC3)” Zone;*
 - (c) *to rezone 3531 Bayview Street from “Light Industrial (IL)” to “Steveston Conservation Area (SC1)”,*
be introduced and given First Reading;
- (2) *That, subject to Bylaw No. 8780 being granted Third Reading by Council, a Heritage Alteration Permit be issued to authorize the demolition of an existing building, site preparation and pre-loading, and the required Servicing Agreement works associated with the rezoning of 3531 Bayview Street to “Steveston Conservation Area (SC1)”.*



5. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, May 17, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Greg Halsey-Brandt, Vice-Chair
Councillor Linda Barnes
Councillor Sue Halsey-Brandt
Councillor Harold Steves

Also Present: Councillor Ken Johnston

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, May 3, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, June 7, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATION

Patrick Simpson addressed Committee and advised that he was the Executive Director of SAFERhome Standards Society, a non-profit organization funded through the Ministry of Housing and BC Housing, to tell communities that they can build to the SAFERhome Standards today.

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Mr. Simpson distributed a package of information regarding SAFERhome Standard Society (on file in the City Clerk's Office) and drew Committee's attention to 19 separate criteria for safer single family detached and multi-family attached homes, including, among others: (i) light switch positioning; and (ii) electric receptacle placement locations.

Mr. Simpson responded to queries from Committee, and discussion ensued among the delegation, Committee and Joe Erceg, General Manager, Planning and Development.

Mr. Erceg remarked that the City's zoning bylaw incorporates some of the features outlined in Mr. Simpson's literature, and that there are incentives to developers to incorporate universal features in their developments.

In closing, Mr. Simpson asked that Richmond be pro-active with regard to the SAFERhome Standards.

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

It was moved and seconded

That, in relation to the SAFERhome Standards Society, staff: (i) look at issues the City can implement; and (ii) undertake discussions with (a) small builders, and (b) the Richmond Committee on Disability.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

1. **REVISED OCP "COMMUNITY INSTITUTIONAL" ASSEMBLY USE POLICY**

(File Ref. No.: 12-8060-20-8758) (REDMS No. 3213486)

Terry Crowe, Manager, Policy Planning, provided background information regarding the Assembly Use policy, as outlined in the City's Official Community Plan (OCP) and mentioned that staff had conducted a full consultation with various stakeholders, such as religious groups, as a result of a Council referral. A land economist had been hired for consultation purposes.

Mr. Crowe commented that there is no consensus among assembly groups, or between assembly groups and the City, with regard to a new Assembly Use policy. Despite this lack of consensus, the staff report outlined three separate options and recommended Option 1, which would amend the existing OCP to enable flexible rezoning choices for assembly use owners.

At the conclusion of Mr. Crowe's remarks the Chair asked about the impact of Option 3, an option that would retain the current OCP definition of 'Community Institutional', and would mean that staff and Council would review any proposals on a case-by-case basis.

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Mr. Erceg responded that Option 3 would provide more flexibility to assembly use owners and that Council would make the decision with regard to how much assembly use land would be retained by the owners, and how much would be used for affordable housing.

Discussion ensued between Committee and staff, and in particular on:

- the difference between assembly use properties in the City Centre, and similar properties outside the City Centre in terms of density bonuses;
- the definition of the OCP designation of "Community Institutional";
- what community benefits assembly use owners offer the residents of the City, and what other community benefits are provided by other types of developers;
- whether assembly use owners want to be recognized and treated as developers;
- the likelihood of very few assembly properties being converted to other uses in the near future; and
- the question of whether religious institutions that own assembly use lands are, upon sale of the land, to set aside part of the land for affordable housing; and
- which option would provide a level playing field for assembly use owners.

Further discussion ensued regarding: (i) Committee's stated desire to have more clarity on Option 3 as presented in the staff report; and (ii) the types of community benefits that City residents receive from assembly use owners.

The Chair then invited speakers to address Committee.

Curtis Green, Richmond Gospel Society, 91 Dixon Road, stated that: (i) if an assembly use owner, such as his own Society, has to sell its property, that action is borne out of need, and is not motivated by greed; (ii) the Society had no objections to the provision of affordable housing units, but a City mandated contribution to the Affordable Housing Statutory Reserve may sit in an account not providing affordable housing; and (iii) each assembly use owner, including the Richmond Gospel Society, provides a variety of community benefits to its members and to the community at large, but each owner operates under Federal registered charitable organization status, and a variety of restrictions are imposed.

Mr. Curtis concluded that in his opinion, the three options outlined in the staff report were unfair, and unacceptable.

Bud Sakamoto, Buddhist Temple, 3680 Garry Street, spoke in support of Option 3 and he then noted the following: (i) all places of worship are community minded and each one provides benefits of some kind to everyone in the community; and (ii) the Temple's land underwent a sub-division process that worked well. In closing he questioned how the City separates the

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taxable portion of assemble use land from the untaxable portion.

Mr. K. S. Campbell, St. Anne's (Steveston) Anglican Church, No. 1 and Francis Road spoke in opposition to Option 1. He then read from a submission (on file in the City Clerk's Office) and made the following points: (i) that Option 1 should be rejected by Committee; (ii) that staff come back to Committee with an amended proposal that recognizes that assembly use owners are not developers, and that they have Canadian Charter-enshrined rights, in addition to those of other landowners, that should be recognized; and (iii) assembly use owners want to be treated not as developers, but as land owners.

Mr. Campbell further remarked that Option 1 is bad policy for personal residences and is equally bad policy for assembly uses owners. He added that any policy decision to make assembly use property tax-exempt has been taken by a senior level of government, and the City has no jurisdiction to change the decision.

Francis Wong, Director of Finance, Roman Catholic Diocese of Vancouver, spoke in opposition to Option 1, and stated that faith organizations that own assembly use land view their land holdings as trust property, for the use of current and future generations. He noted that just two of many community benefits provided by assembly use owners include education activities and evening recreation activities, and he added that the Diocese has been involved in social housing initiatives for many years. Mr. Wong added that: (i) most assembly use owners have to use their land resources as best as they can to maximize the use of their properties; and (ii) the faith groups are charitable organizations and are governed by Canada's charitable act.

Justin Harcourt, B.C. Conference of the United Church of Canada, spoke in opposition to Option 1, and commented that it places significant hardship on assembly use owners, and is unfair. He noted that many of the stakeholders who had participated in the consultation process told staff that they preferred to be treated like other landowners, not as developers.

Mr. Harcourt remarked that assembly use owners are predominantly religious groups, and that the groups are themselves the community benefit.

He stated that as the facilities that occupy assembly use lands age, significant maintenance and replacement costs are incurred. The only avenue to replace facilities involves sub-division of the lands, and most facility owners choose to not sell their lands.

Mr. Harcourt urged Committee to refer the report back to staff.

Ian Robertson, Treasurer, Diocese of New Westminster, Anglican Church of Canada stated that the proposed changes to the OCP as outlined in the staff report contain serious penalties to assembly use land owners, and he then read from a submission (on file in the City Clerk's Office).

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Mr. Robertson spoke about the adverse effects the proposed changes would have on the value of the assembly land, and the resulting requirement for deficit financing on the assembly use organizations.

Places of worship on assembly use lands provide a wide range of programs, and low cost facilities, as benefits to the community. Mr. Robertson added that assembly use land owners are concerned about affordable housing, and some have taken a leading role in providing this housing.

Mr. Robertson urged Committee to refer the report back to staff.

Discussion ensued between Committee and staff, and especially regarding the nature of Option 3. Mr. Erceg stated that under Option 3, when proposals to rezone use land come forward, staff would review the rezoning application on a case-by-case basis, and that Council would make the final decision regarding what assembly land may be retained, and what the community benefit would be.

As a result of the discussion there was general agreement that Option 3 was the preferred option. The following **motion** was introduced:

It was moved and seconded

That Option 3, as stated in the staff report dated May 11, 2011 from the General Manager, Planning and Development, be administered flexibly, particularly regarding assembly land.

The question on the motion was not called as further discussion ensued, and in response to Committee queries, Mr. Erceg advised that, under Option 3:

- when rezoning applications by developers and/ or by assembly land use owners were received by staff, the applications would be treated the same way as they moved through the rezoning process; and
- the rezoning process includes bringing applications to Committee, where they are discussed and accepted or rejected.

The following comments were made:

- Committee did not want to see developers rush to faith groups who own assembly use land;
- the notion and definition of ‘community benefit’, and it was noted that it would be irrelevant if and when a residential development was constructed on assembly use land; and
- it was important to incorporate the word “retention” in the motion.

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The question on the main motion was not called as an **amendment** was introduced:

That Option 3, as stated in the staff report dated May 11, 2011 from the General Manager, Planning and Development, be administered flexibly, particularly regarding the retention of assembly land.

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

2. **APPLICATION BY GBL ARCHITECTS INC. FOR A ZONING TEXT AMENDMENT TO THE "CONGREGATE HOUSING (ZR6) – ANAF LEGION (STEVESTON)" ZONE TO INCLUDE RETAIL, GENERAL AS A SECONDARY USE AT 11900 NO. 1 ROAD**

(File Ref. No.: 12-8060-20-8761, ZT 11-567151) (REDMS No. 3196935)

In response to a query regarding the rationale by the ANAF Legion (Steveston) for permission for a commercial retail unit, and not office space, within the Legion Clubhouse, discussion ensued among Committee, staff and the applicant.

Staff advised that a retail unit would activate the street frontage to No. 1 Road.

Applicant Stu Lion, Architect, GBL Architects Inc., provided comment that during the development of the Legion Clubhouse it had been anticipated that there was potential for a tenant for the space.

Peter Mitchell spoke on behalf of the ANAF Legion, and remarked that: (i) membership at the ANAF Legion was falling; and (ii) it was possible that the unit could accommodate either a retail tenant or an office tenant.

Further discussion ensued and staff advised that retail and office space fell under the same type of zoning.

It was moved and seconded

That Bylaw No. 8761, for a Zoning Text Amendment, to include "Retail, General" as a Secondary Use in "Congregate Housing (ZR6) – ANAF Legion (Steveston)" be introduced and given first reading.

The question on the motion was not called as: (i) Committee advised the ANAF to carefully select a tenant for the space; and (ii) Mr. Lion advised that the space lends itself to a commercial use, and could not easily be converted into space for residential use.

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

Councillor Harold Steves left the meeting at 6:50 p.m. and did not return.

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3. **AM-PRI CONSTRUCTION LTD. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9791 & 9811 FERNDALE ROAD AND 6071, 6091 & 6131 NO. 4 ROAD FROM "SINGLE DETACHED (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM2)" IN ORDER TO DEVELOP A 24 UNIT TOWNHOUSE DEVELOPMENT**

(File Ref. No.: 12-8060-20-8763, RZ 10-554759) (REDMS No. 3202754)

In response to a query regarding a proposed access easement through the site to the west of the subject site, Brian Jackson, Director of Development, advised that the City's Transportation staff has approved vehicular access to the site from Ferndale Road to the internal drive-aisle on the subject site, eliminating a cross easement, and that the applicant has secured access through another property.

In response to a query regarding tandem parking and how effective it is, Mr. Jackson advised that in response to a referral from Committee, staff is investigating issues involving tandem parking, and in addition, applicants such as Am-Pri Construction Ltd. are involved in street widening, in order to somewhat mitigate on-street parking issues.

It was moved and seconded

That Bylaw No. 8763 for the rezoning of 9791 & 9811 Ferndale Road and 6071, 6091 & 6131 No. 4 Road from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY PAUL TANG AND TONY CHEN FOR REZONING AT 8691, 8711, 8731, 8751, 8771 AND 8791 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No.: 12-8060-20-8739, RZ 10-545919) (REDMS No. 3174018)

Mr. Jackson noted that some residents near townhouse development sites sometimes state concern with regard to townhouse designs of two and a half stories, which look like three stories, and for this reason, staff is working with townhouse developers to reduce planned townhouse designs from 2 and a half stories, and 3 stories, to 2 story townhouses at key locations.

A comment was made that in addition to the Williams Road subject site, there is potential for development of townhouse units on Garden City Road, and that cross access for vehicles is required.

A further comment was made that during the Development Permit process, the entrance will be investigated vis-à-vis the entrance to the school.

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It was moved and seconded

That Bylaw No. 8739, for the rezoning of 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

CARRIED

5. APPLICATION BY MAY MAY WO CHAN FOR A STRATA TITLE CONVERSION AT 7311/7331 LINDSAY ROAD

(File Ref. No.: SC 10-557884) (REDMS No. 3202185)

It was moved and seconded

(1) That the application for a Strata Title Conversion by May May Wo Chan for the property located at 7311/7331 Lindsay Road be approved on fulfilment of the following conditions:

(a) Payment of all City utility charges and property taxes up to and including the year 2011;

(b) Registration of a flood indemnity covenant on Title; and

(c) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and

(2) That the City, as the Approving Authority, delegate to the Approving Officer, the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.

CARRIED

6. APPLICATION BY WESTERN ST. ALBANS VENTURE LTD. FOR REZONING AT 7500, 7520, 7540 AND 7560 ST. ALBANS ROAD FROM SINGLE DETACHED (RS1/E) TO HIGH DENSITY TOWNHOUSE (RTH4)

(File Ref. No.: 12-8060-20-8759, RZ 10-519918) (REDMS No. 3185380)

In accordance with Section 100 of the Community Charter, Councillor Greg Halsey-Brandt declared himself to be in a potential conflict of interest as he lives in a residence that adjoins the subject property, and he left the meeting at 6:53 p.m., and did not return.

In response to a query regarding staff's response to residents on the west side of Queen's Gate who expressed concern that removal of trees would eliminate a landscaped buffer, Mr. Jackson advised that: (i) the applicant has worked with staff to ensure that most of the trees on the east side of the subject site have been retained; and (ii) one of the proposed residential units is within three metres of a tree and that unit has been specially designed so that it has a minimal impact on the tree.

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Mr. Jackson added that staff is satisfied that all issues regarding traffic and trees have been addressed.

It was moved and seconded

That Bylaw No. 8759, for the rezoning of 7500, 7520, 7540 and 7560 St. Albans Road from "Single Detached (RS1/E)" to "High Density Townhouse (RTH4)", be introduced and given first reading.

CARRIED

7. MANAGER'S REPORT

(a) Richmond Agricultural Advisory Committee

Discussion ensued among Committee and Mr. Crowe and Mr. Erceg regarding: (i) the idea of having a representative from the Advisory Committee on the Environment (ACE) continue on the Agricultural Advisory Committee (AAC); and (ii) the need for another community representative on the AAC who is familiar with agricultural transportation and food distribution issues.

Further discussion took place regarding AAC quorum, and how it would be achieved when less than the full complement of Committee members were present at a meeting.

Staff was directed by Committee to: (i) retain the ACE representation on the AAC; (ii) investigate a possible increase in the membership of AAC with a community representative familiar with agricultural transportation and food distribution issues; and (iii) examine the issue of achieving quorum.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (7:00 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, May 17, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson
Director of Development
Date: June 1, 2011
File: RZ 10-544622
Re: Application by Mohinder Gill for Rezoning at 7140/7160 Beecham Road from
Two-Unit Dwellings (RD1) to Single Detached (RS2/B)

Staff Recommendation

That Bylaw No. 8731, for the rezoning of 7140/7160 Beecham Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:cl
Att.

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

Staff Report

Origin

Mohinder Gill has applied to the City of Richmond for permission to rezone 7140/7160 Beecham Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", to permit the existing duplex property to be subdivided into two (2) lots (**Attachment 1**).

Findings of Fact

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

Surrounding Development

The subject property is located in the Seafair planning area. The surrounding area contains primarily single detached housing on medium to large sized lots.

To the north, east, and south of the subject site are older dwellings on lots zoned "Single Detached (RS1/E)".

To the west, immediately across Beecham Road, are two (2) dwellings on lots zoned "Single Detached (RS1/B)", created through subdivision in the early 1990's.

Related Policies & Studies

Official Community Plan (OCP) Designation

There is no Area Plan for this neighbourhood. The OCP's Generalized Land Use Map designation for this property is "Neighbourhood Residential", and the Specific Land Use Map designation is "Low-Density Residential". This redevelopment proposal is consistent with these designations.

Lot Size Policy

The subject site is located within the area covered by Lot Size Policy 5447, adopted by City Council in 1991 (**Attachment 3**). The Lot Size Policy permits rezoning and subdivision of the subject site in accordance with "Single Detached (RS2B)". This redevelopment proposal would allow for the creation of two (2) lots, each approximately 13 m wide, which is consistent with the Lot Size Policy.

Affordable Housing Strategy

Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title stating that **PLN 16** Building Permit inspection will be

granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on 1.00/ft² of total building area of the single detached dwellings (i.e. \$5,268).

Flood Management

Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Public Input

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

Staff Comments

Background

In recent years, this neighbourhood has undergone considerable redevelopment through rezoning and subdivision to smaller lot sizes, consistent with the Lot Size Policy. This redevelopment proposal is consistent with the established pattern of redevelopment in the neighbourhood.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- Ten (10) bylaw-sized trees on the subject site (Trees # 92-101), three (3) of which are located on property lines shared with city-owned property; and,
- One (1) bylaw-sized tree and several undersized shrubs located off-site in the boulevard on city-owned property, in front of the subject site.

The Report recommends:

- removal of six (6) bylaw-sized trees from the subject site on the basis of poor condition (Trees # 93, 95, 97, 98, 99, 100);
- removal of the undersized shrubs located on city-owned property and removal of four (4) bylaw-sized trees from the subject site on the basis of conflict with proposed development (Trees # 92, 94, 96, and 101); and,
- retention of the bylaw-sized tree on the boulevard on city-owned property, northwest of the subject site.

The City's Tree Preservation Coordinator and the City's Parks Arborist have both reviewed the Arborist's Report, conducted Visual Tree Assessments, and the following points summarize their comments.

Concurrence is given to the Arborist's recommendations to:

- remove six (6) bylaw-sized trees from the subject site on the basis of poor condition (Trees #93, 95, 97, 98, 99, 100). These trees have either been previously topped, exhibit decay, poor structure, or are infected with bacterial canker;
- remove one (1) bylaw-sized tree from the subject site due to conflict with proposed development (Tree # 101). Although in good condition, this tree is located 1.2 m from the allowable building envelope in the middle of the required side yard. To successfully retain this tree would require the allowable building width to be reduced by a minimum of 4 m, and is not warranted in this case. The applicant is required to submit \$1,300 to the City's Tree Compensation Fund prior to rezoning adoption for future removal of Tree # 101 from the shared lot line with city-owned property. Formal authorization from the City's Parks Department is required prior to removal of Tree # 101 and the undersized shrubs in the boulevard on city-owned property in front of the subject site; and,
- retain the one (1) bylaw-sized tree located off-site in the boulevard on city-owned property, northwest of the subject site.

However, City staff disagree with the Arborist's recommendation to remove three (3) bylaw-sized trees from the subject site, two (2) of which are located on the shared lot lines with city-owned property (Trees # 92, 94, and 96). These trees are in good condition with no significant defects and should be retained and protected. With respect to Trees # 92 and 94 along the front property line, the proposed buildings and driveways on the future lots must be sited and designed to ensure successful tree retention, as conceptualized in **Attachment 4** (i.e. with side-by-side driveways and garages on either side of the proposed shared property line). Also, to service the proposed new lots, the required new service connections must be located outside tree protection zones and any works conducted in close proximity to tree protection zones must be supervised by a Certified Arborist.

A Tree Retention Plan showing the final outcome of tree retention and removal is included in **Attachment 5**.

Tree Protection Fencing is required to be installed:

- around Trees # 92 and 94 at a minimum of 3 m from the base of the trees;
- around Tree # 96 at a minimum of 4 m from the base of the tree;
- at a minimum of 2 m from the base of the one (1) bylaw-sized tree located off-site in the boulevard on city-owned property, northwest of the subject site.

Tree protection fencing must be installed to City standard prior to demolition of the existing duplex on the subject site and must remain in place until construction and landscaping on the future lots is completed.

To ensure survival of Trees # 92, 94, 96 and the off-site bylaw-sized tree located on city-owned property northwest of the subject site, the applicant must submit the following items prior to rezoning adoption:

- a Contract with a Certified Arborist for supervision of any works conducted within tree protection zones (e.g. demolition and excavation, manual removal of the existing driveway crossing, installation of new driveways, installation of service connections, root pruning, installation of perimeter drainage etc); and,
- a Survival Security to the City in the amount of \$8,000 for Trees # 92, 94, 96 and the off-site bylaw-sized tree located on city-owned property northwest of the subject site (\$2,000 per tree). The City will retain 90% of the security until construction and landscaping on the future lots is completed, inspections are approved, and the Arborist's post-construction impact assessment report is submitted and approved. The remaining 10% of the security released one (1) year after landscaping inspection to ensure the trees have survived.

Based on the 2:1 replacement ratio goal in the Official Community Plan (OCP), a total of 12 replacement trees are required to be planted and maintained on the future lots. Considering the limited space in the yards of the future lots and the effort to be taken by the applicant to retain trees on and off-site, staff recommend only eight (8) replacement trees be required. If all required replacement trees cannot be suitably planted on-site, the City will accept a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for the balance of replacement trees not planted. Prior to rezoning adoption, the applicant must submit a landscaping security for the number of replacement trees proposed to be planted on-site (\$500/tree).

Pedestrian Walkway

There is an existing 3 m wide public walkway located adjacent to the south property line of the subject site, which provides a pedestrian connection between Beecham Road and Thormanby Crescent.

To balance objectives of maintaining a safe pedestrian walkway while at the same time addressing potential privacy concerns of the future resident on-site, the applicant is required to provide a Landscape Plan for the future lots, prepared by a Registered Landscape Architect, prior to final adoption of the rezoning bylaw. The Landscape Plan will be used to ensure that the proposed location and species of required replacement trees, as well as proposed overall landscaping and fencing, does not excessively restrict natural surveillance between the pedestrian walkway and the subject site. The Landscape Plan will be reviewed to ensure that proposed landscaping and fencing does not exceed 1.2 m along the portion of the south property line located in the front yard or any part of a yard between the principal dwelling and the front lot line. Higher fencing or landscaping that is consistent with zoning may be proposed along the south property line in the rear yard to address privacy concerns.

The applicant is also required to submit a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that the required replacement trees are planted and maintained and that the landscaping and fencing has been installed as proposed in the Landscape Plan.

Conclusion

This rezoning application to permit subdivision of the existing large duplex lot into two (2) smaller lots complies with applicable policies and land use designations contained within the OCP, the Lot Size Policy, and is consistent with the direction of redevelopment in the surrounding area.

The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.



Cynthia Lussier
Planning Technician

CL:rg

Attachment 1: Location Map/Aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Lot Size Policy 5447

Attachment 4: Preliminary Site Plan including required driveway/garage concept

Attachment 5: Tree Retention Plan

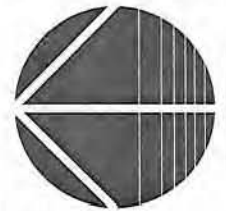
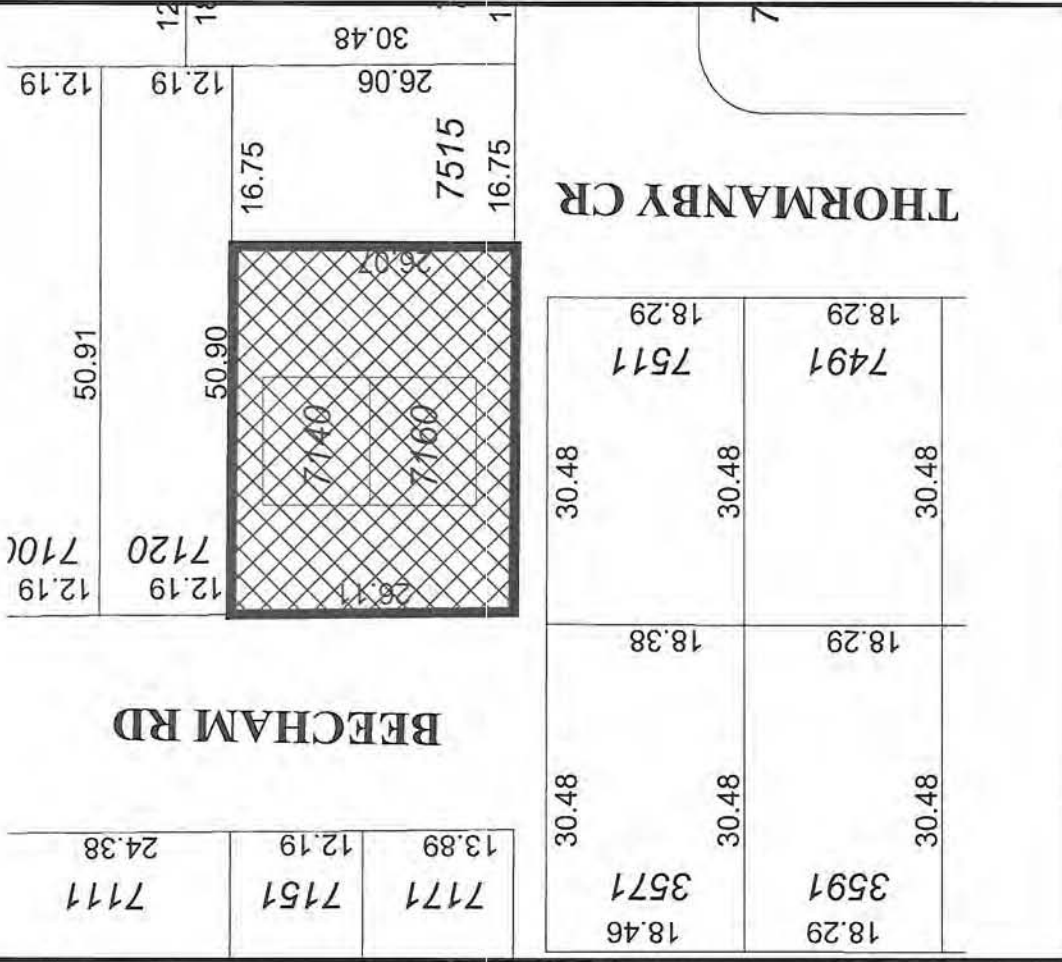
Attachment 6: Rezoning Considerations Concurrence



City of Richmond



PLN - 21



RZ 10-544622

Original Date: 09/01/10

Revision Date:

Note: Dimensions are in METRES



RZ 10-544622

Original Date: 09/07/10

Amended Date:

Note: Dimensions are in METRES

PLN - 22



City of Richmond

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

Development Application Data Sheet

RZ 10-544622

Attachment 2

Address: 7140/7160 Beecham Rd

Applicant: Mohinder Gill

Planning Area(s): Seafair

	Existing	Proposed
Owner:	Mohinder Gill Ruman Birring	To be determined
Site Size (m²):	890 m ² (9,580 ft ²)	Two (2) lots – each approx. 445 m ² (4,790 ft ²)
Land Uses:	One (1) two-unit dwelling	Two (2) single family lots
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map designation – "Neighbourhood Residential" Specific Land Use Map designation – "Low-Density Residential" 	No change
Area Plan Designation:	N/A	No change
702 Policy Designation:	Lot Size Policy 5447 permits rezoning and subdivision of the subject site to create two (2) lots in accordance with "Single Detached (RS2/B)".	No change
Zoning:	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
Number of Units:	2	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	Two (2) lots – each approx 445 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: September 16, 1991 Amended by Council: July 20, 1998 Amended by Council: October 20 th , 2003	POLICY 5447
File Ref: 4430-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 15-4-7	

POLICY 5447:

The following policy establishes lot sizes in a portion of Section 15-4-7, located generally between the **south side of Granville Avenue, the west side of Marrington Road, the north side of Moresby Drive and No. 1 Road**:

That properties within the area generally bounded by the south side of Granville Avenue, the north side of Moresby Drive, the west side of Marrington Road and No. 1 Road, in a portion of Section 15-4-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- a) That properties between and including 3620 and 3780 Granville Avenue be permitted to subdivide as per Single-Family Housing District (R1/C) zoning;
- (b) That properties between and including 7151 and 7031 Marrington Road be permitted to subdivide as per Single-Family Housing District, Subdivision Area K (R1/K) zoning;

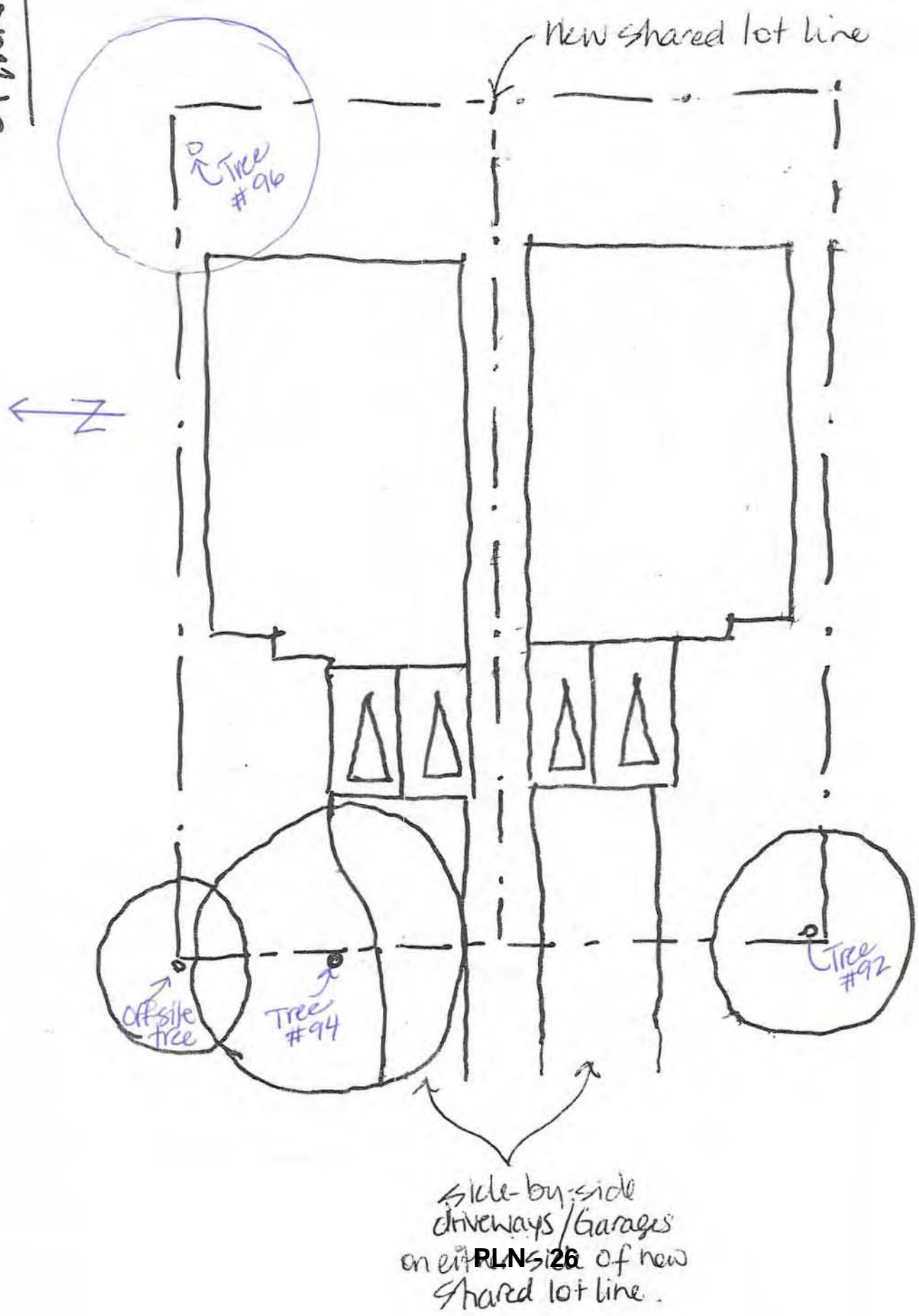
and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Adopted Date: 09/16/91

Note: Dimensions are in METRES

OPTION B



Rezoning Considerations

7140/7160 Beecham Rd

RZ 10-544622

Prior to final adoption of Zoning Amendment Bylaw 8731, the following items must be completed:

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

- Include the required eight (8) replacement trees, with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	10 cm	or	5.5 m
4	9 cm		5 m
2	6 cm		3.5 m

If the required eight (8) replacement trees cannot be suitably accommodated on-site, the City will accept a voluntary contribution by the applicant in the amount of \$500/tree to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the balance of required replacement trees on-site;

- Include the dimensions of tree protection fencing, as described in the staff report dated June 1, 2011, from the Director of Development;
 - Include a mix of coniferous and deciduous trees;
 - Aim to allow natural surveillance between the pedestrian walkway and the subject site along the south property line;
 - Not include hedges along the front property line;
 - Not include landscaping or fencing exceeding 1.2 m along the portion of the south property line located in the front yard or any part of a yard between the principal dwelling and the front lot line;
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within tree protection zones (i.e. Trees # 92, 94, 96 and the bylaw-sized tree located in the boulevard on city-owned property, northwest of the subject site). The Contract should include the scope of work to be undertaken, including: the proposed number and stages of site monitoring inspections (e.g. demolition and excavation, manual removal of the existing driveway crossing, installation of new driveways, installation of service connections, root pruning, installation of perimeter drainage etc), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

3. Submission of a Tree Survival Security to the City in the amount of \$8,000 for Trees # 92, 94, 96 and the bylaw-sized tree located in the boulevard on city-owned property, northwest of the subject site (\$2,000 per tree). The City will retain 90% of the security until construction and landscaping on the future lots is completed, inspections are approved, and the Arborist's post-construction impact assessment report is submitted and approved. The remaining 10% of the security released one (1) year after landscaping inspection to ensure the trees have survived.
4. Submission of \$1,300 to the City's Tree Compensation Fund for removal of Tree # 101 from the shared south lot line with city-owned property.
5. The discharge of the existing covenants on title restricting the use of the property to a duplex (charge # AE28412, AE28413).
6. Registration of a legal agreement on title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the affordable housing option selected prior to final adoption of the rezoning bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,268) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on title to secure a secondary suite.

7. Registration of a flood indemnity covenant on title.

Prior to removal of Tree # 101 from the shared south lot line, and removal of the undersized shrubs in the boulevard on city-owned property in front of the subject site, the applicant must:

- Obtain formal written authorization from the City's Parks Department [one (1) week prior], to enable signage to be posted at least 48 hours prior to tree removal.

At demolition stage, the applicant will be required to install Tree Protection Fencing:

- around Trees # 92 and 94 at a minimum of 3 m from the base of the trees;
- around Tree # 96 at a minimum of 4 m from the base of the tree;
- at a minimum of 2 m from the base of the one (1) bylaw-sized tree located off-site in the boulevard on city-owned property, northwest of the subject site.

Tree protection fencing must be installed to City standard prior to demolition of the existing duplex on the subject site and must remain in place until construction and landscaping on the future lots is completed.

At subdivision stage, the applicant will be required to:

- pay Neighbourhood Improvement Charge and Servicing costs;
- ensure proposed service connections and driveways for the new lots are sited and designed in such a way to successfully retain Trees # 92 and 94 and the off-site bylaw-sized tree located on city-owned property northwest of the subject site, as conceptualized in **Attachment 4** (i.e. with side-by-side driveways and garages on either side of the proposed shared property line); and,
- pay for the City to undertake the adjacent walkway improvements via a work order (e.g. removal of the existing barrier posts and a portion of chain link fence at the west entrance and installation of swing-gates; and minor re-paving at the west entrance resulting from the improvements).

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8731 (RZ 10-544622)
7140/7160 BEECHAM RD**

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

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

P.I.D. 001-297-651

STRATA LOT 1 SECTION 15 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW341
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN
PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN
ON FORM 1

P.I.D. 001-297-678

STRATA LOT 2 SECTION 15 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW341
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN
PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN
ON FORM 1

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8731**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

PLN - 30

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** May 10, 2011
From: Brian J. Jackson, MCIP **File:** RZ 10-529089
Director of Development
Re: **Application by Zhi Yong Chen for Rezoning at 7980 Broadmoor Boulevard
from Single Detached (RS1/E) to Coach Houses (RCH)**

Staff Recommendation

That Bylaw No. 8765, for the rezoning of 7980 Broadmoor Boulevard from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

CL:blg
Att.

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

Staff Report

Origin

Zhi Yong Chen has applied to the City of Richmond for permission to rezone 7980 Broadmoor Boulevard from “Single Detached (RS1/E)” to “Coach Houses (RCH)”, to permit the property to be subdivided into three (3) residential lots, each with a principal dwelling and coach house above a garage, with vehicle access from the existing rear lane (**Attachment 1**).

Findings of Fact

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

Surrounding Development

The subject property is located on the southwest corner of the intersection at Broadmoor Boulevard and No. 3 Road. Redevelopment to smaller lot sizes through rezoning and subdivision has occurred on the west side of No. 3 Road to the north and south of the subject site, consistent with the Arterial Road Redevelopment Policy. Development immediately surrounding the subject site is as follows:

- To the North, immediately across Broadmoor Boulevard, on the northwest corner of the intersection of No. 3 Road, is a new dwelling on a small lot zoned “Single Detached (ZS18)”, created recently through rezoning and subdivision;
- To the East, immediately across No. 3 Road, is the Richmond Animal Hospital on a site that is split-zoned “Single Detached (RS1/E) and Land Use Contact 078, as well as two (2) older character dwellings on large lots zoned “Single Detached (RS1/E)”;
- To the South, is an older character duplex on a large lot zoned “Two-Unit Dwellings (RD1)”;
- and
- To the West, immediately across the rear lane, is an older character dwelling on a large lot zoned “Single Detached (RS1/E)”, fronting Belair Drive.

Related Policies & Studies

Official Community Plan (OCP) Designation

The Official Community Plan’s (OCP) Generalized Land Use Map designation for this property is “Neighbourhood Residential”. The Broadmoor Central West Sub-Area Plan’s land use map designation for this property is “Low Density Residential”. This redevelopment proposal is consistent with these designations.

Lane Establishment & Arterial Road Redevelopment Policies

These Policies permit rezoning and subdivision along No. 3 Road where there is an existing operational rear lane. This redevelopment proposal is consistent with these Policies.

Lot Size Policy

The subject property is not located within a Lot Size Policy area.

Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

This rezoning application to permit a subdivision to create three (3) lots, each with a principal single-family dwelling and accessory coach house above a garage, conforms to the Affordable Housing Strategy.

Flood Management

Registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Input

In response to the placement of the rezoning sign on the subject property, staff received an expression of concern from one neighbourhood resident regarding the proposed density, lot coverage, and massing associated with redevelopment on small lots. In addition to providing information on the available opportunities for formal comment on the development proposal, staff also provided information on the relevant City policies and regulations that exist to address the concerns raised. Specifically:

- Infill development of the type proposed is consistent with the City's Arterial Road Redevelopment Policy adopted by City Council in 2006, where there is an existing rear lane;
- The proposed Coach Houses (RCH) zoning has been designed with consideration of the character of adjacent single-family homes. The maximum building height for a coach house is less than that of a standard single-detached dwelling, and the zone includes provisions to address minimum private outdoor space, setbacks and building separation space, and live landscaping coverage.

Staff CommentsBackground

Numerous applications to rezone and subdivide nearby properties have been approved along the west side of No. 3 Road between Francis Road and Williams Road in recent years. The subject application is consistent with the pattern of redevelopment already established in the neighbourhood. The subject application would enable the creation of three (3) lots, each a minimum of 9 m wide (note: 11 m wide at the corner) and 270 m² in area.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which assesses 11 bylaw-sized trees on the subject site. The Arborist's Report identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal.

The Report recommends

- Retention of one (1) bylaw-sized Sawara False Cypress tree (Tree # 500) located in the front yard of the site; and
- Removal of 10 bylaw-sized trees from the subject site (Trees # 490-499).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Retain Tree # 500 due to its good condition and highly visible location along the street frontage, but requires an expanded Tree Protection Zone to 3 m from the base of the tree; and
- Remove the 10 bylaw-sized trees from the subject site due to their poor condition resulting from previous topping, decay, and poor structure.

Tree Protection Fencing must be installed at a minimum of 3 m from the base of Tree # 500 to City standard prior to demolition of the existing dwelling on the site and must remain in place until construction and landscaping on the future lots is completed.

A Tree Retention Plan that reflects proposed tree retention and removal on-site is included in **Attachment 3**.

To ensure the survival of Tree # 500, the applicant must submit the following items prior to rezoning adoption:

- A Contract with a Certified Arborist for supervision of any on-site works conducted within the tree protection zone. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at which stages of development), and, a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A Survival Security in the amount of \$1000 (to reflect the 2:1 replacement ratio at \$500/tree).

Based on the 2:1 tree replacement ratio goal in the OCP, a total of 20 replacement trees are required to be planted and maintained on the future lots. Considering the limited space in the yards of the future lots and the effort to be taken by the applicant to retain a bylaw-sized tree in good condition, staff recommends that only 12 replacement trees be required.

The applicant has agreed to plant nine (9) replacement trees on the future lots along with a voluntary contribution to the City's Tree Compensation Fund in the amount of \$1500 in-lieu of planting the remaining three (3) replacement trees on-site. Based on the size requirements for replacement trees in the City's Tree Protection Bylaw, the nine (9) replacement trees are to be of the following sizes:

# of Replacement Trees	Min. Calliper of Deciduous Tree	or	Min. Height of Coniferous Tree
2	10 cm		5.5 m
6	8 cm		4 m
1	6 cm		3.5 m

Prior to rezoning adoption, the applicant must submit a Landscape Plan for the proposed three (3) lots, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that the replacement trees are planted and maintained, and that the front yards of the future lots will be enhanced. For the proposed south lot, the Landscape Plan should include the dimensions for the required Tree Protection Fencing, as well as a cross-section detail illustrating how the proposed grading between the new building and the street will be treated (i.e. the existing grade must be maintained within the Tree Protection Zone of Tree # 500).

Preliminary Architectural Elevation & Landscape Plans

The applicant has submitted a preliminary landscape plan and conceptual architectural elevation plans for the proposed corner lot to illustrate how the front and exterior side yard will be enhanced, and how the future corner lot interface will be treated (**Attachments 4 & 5**).

The preliminary landscape plan generally complies with the guidelines in the OCP. As mentioned, prior to rezoning adoption, the applicant must submit a final Landscape Plan for all three (3) lots, prepared by a Registered Landscape Architect, along with a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

The conceptual architectural elevation plans for the proposed corner lot are consistent with the character of new dwellings being constructed City-wide. At Building Permit stage, the final site plan and building design must comply with all City regulations.

Site Servicing, Vehicle Access & Transportation issues

A Servicing Capacity Analysis was submitted by the applicant, which determined that an upgrade to the existing storm sewer adjacent to the development site is required. The City accepts the applicant's recommendations to: upgrade the existing storm sewer to 600 mm diameter on Broadmoor Boulevard from the proposed manhole located at the lane to the manhole located on the west side of No. 3 Road; and to install new drainage in the existing rear lane.

The City requires that the design and related calculations are included in the Servicing Agreement drawings.

The City's Transportation division also identified that frontage improvements along the north property line on Broadmoor Boulevard be included as part of the Servicing Agreement, and the applicant has agreed to provide a contribution in the amount of \$1,000 towards a special crosswalk upgrade with Accessible Pedestrian Signal at the intersection of Broadmoor Boulevard and No. 3 Road.

Vehicular access to No. 3 Road is not permitted in accordance with Bylaw 7222. Prior to rezoning adoption, the applicant is required to register a covenant on Title for the proposed corner lot to ensure no vehicular access to Broadmoor Boulevard and that access is to be to/from the existing rear lane only.

Prior to rezoning adoption, the applicant is required to register a 2 m wide Public Right-of-Passage (PROP) Right-of-Way (ROW) along the east property line for future road widening and frontage improvements. As part of the provision of the right-of-way the applicant is to confirm whether Parcel F of the Explanatory Plan of Right-of-Way 68053 exists as a "parcel" and if so, to dedicate it as road.

Subdivision

At Subdivision stage, the applicant will be required to:

- Enter into a standard Servicing Agreement for the design and construction of lane improvements along the entire west property line, including but not limited to: storm sewer, sand/gravel base, rollover curb and gutter (both sides), asphalt pavement, lane lighting, and servicing costs. The design and related calculations for upgrading the existing storm sewer, as identified in the approved Capacity Analysis must be included in the Servicing Agreement drawings, along with the design for frontage improvements along Broadmoor Boulevard;
- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charges, and Address Assignment Fees; and
- Provide underground Hydro, Telephone, and Cable services to each proposed lot.

Analysis

This rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies, since it is an infill development proposal on an arterial road with vehicle access to and from an existing operational rear lane. Other lots on the west side of this block of No. 3 Road, between Broadmoor Boulevard and Williams Road, have the potential to redevelop consistent with these policies.

Financial Impact


None.

Conclusion

This rezoning application is to permit subdivision of an existing large lot into three (3) smaller lots, each with a single detached dwelling and a coach house above a detached garage, with vehicle access to the existing rear lane. This development proposal complies with all applicable land use designations and policies contained within the OCP, and is consistent with the established pattern of redevelopment on the west side of this block of No. 3 Road.

The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.



Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Retention Plan
- Attachment 4: Preliminary Architectural Elevation Plans (Corner Lot)
- Attachment 5: Preliminary Landscape Plan (Corner Lot)
- Attachment 6: Rezoning Considerations Concurrence

PLN-36



City of Richmond

PLN - 37



BROADMOOR BLVD

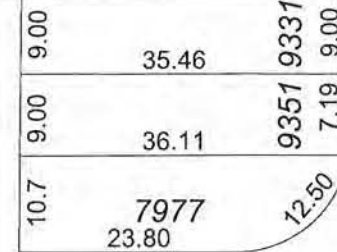
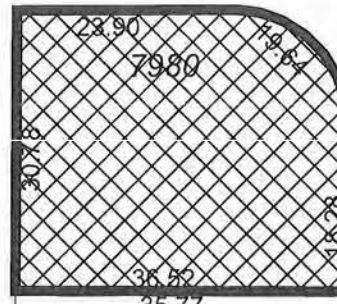
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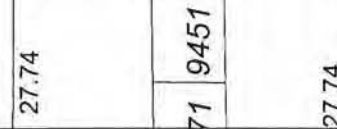
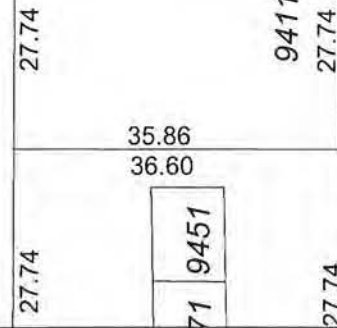
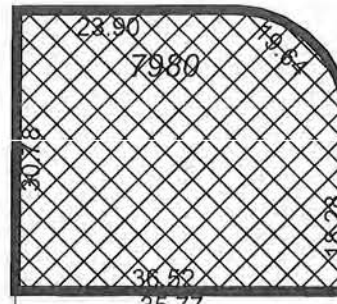
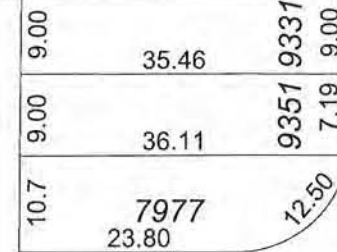
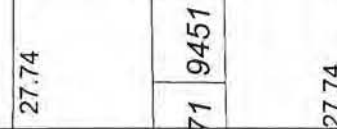
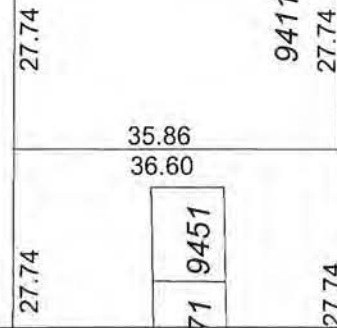
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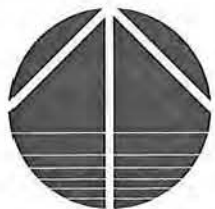
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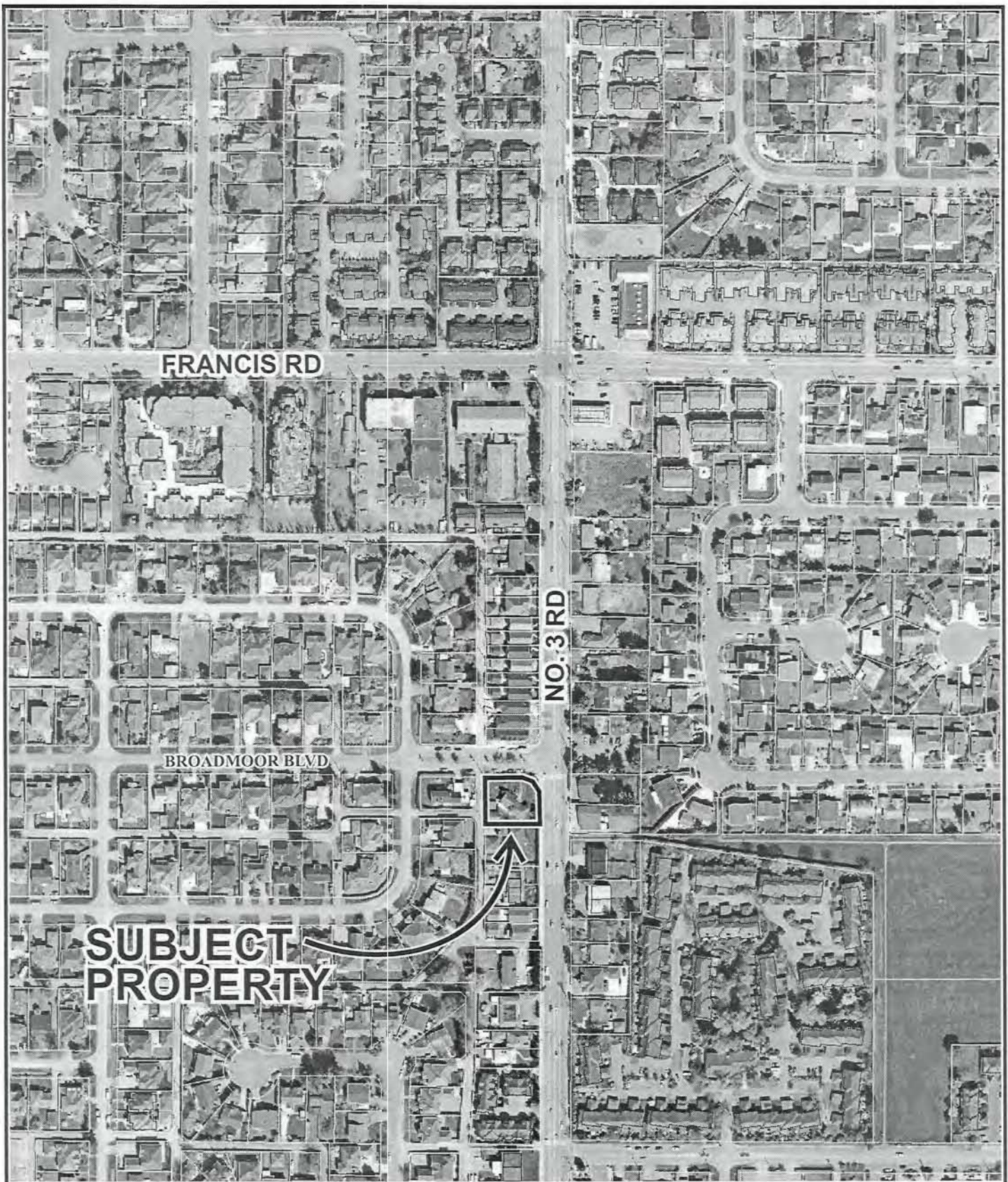
Original Date: 05/10/10

Revision Date:

Note: Dimensions are in METRES

RZ 10-529089





RZ 10-529089

Original Date: 05/10/10

Amended Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 10-529089

Attachment 2

Address: 7980 Broadmoor Boulevard

Applicant: Zhi Yong Chen

Planning Area(s): Broadmoor (Central West Sub-Area)

	Existing	Proposed	
Owner:	Bao Shun Chen Shao Qiong Li Zhi Yong Chen Zhi Hui Chen	To be determined	
Site Size (m²):	1,73.4 m² (11,554 ft²)	Three (3) Lots – approximately 337 m² (3,628 ft²) to 398.9 m² (4,294 ft²)	
Land Uses:	One (1) single-family dwelling	Three (3) single-family lots	
OCP Designation:	OCP Generalized Land Use Map Designation – “Neighbourhood Residential”	No change	
Area Plan Designation:	Low Density Residential	No change	
702 Policy Designation:	N/A	N/A	
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH)	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 including the single detached dwelling and coach house	Max. 0.6 including the single detached dwelling and coach house	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	270 m²	Three (3) Lots - approx 337 m² (3,628 ft²) to 398.9 m² (4,294 ft²)	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3 m	Min. 3 m	none
Height (m):	<ul style="list-style-type: none">Single Detached Housing – Max. 2.5 storeysGarage with Coach House – Max. 2 storeys or 7.4 m, whichever is less	<ul style="list-style-type: none">Single Detached Housing – Max. 2.5 storeysGarage with Coach House – Max. 2 storeys or 7.4 m, whichever is less	none
On-Site Parking Spaces:	<ul style="list-style-type: none">Single Detached Housing – 2 spacesCoach House – 1 space Total per lot = 3 spaces	<ul style="list-style-type: none">Single Detached Housing – 2 spacesCoach House – 1 space Total per lot = 3 spaces	none

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

**SURVEY PLAN OF LOT 5 EXCEPT: FIRSTLY PART SUBDIVIDED BY PLAN 16641
AND SECONDLY PARCEL F (STATUTORY RIGHT OF WAY PLAN 68053)
BLOCK A SECTION 29 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 15653**

PARCEL IDENTIFIER: 003-443-311

CIVIC ADDRESS:
#7980 BROADMOOR BOULEVARD
RICHMOND, B.C.

SCALE 1:200



LEGEND:

- CB DENOTES CATCH BASIN
- EB DENOTES ELECTRICAL BOX
- FB DENOTES FIRE HYDRANT
- GV DENOTES GAS VALVE
- IC DENOTES INSPECTION CHAMBER
- LB DENOTES LAWN BASIN
- LS DENOTES LAMP STANDARD
- LS/TS DENOTES LAMP STANDARD AND TRAFFIC SIGNAL
- MH DENOTES MANHOLE
- PP DENOTES POWER POLE
- SD DENOTES SIGN
- WV DENOTES WATER VALVE
- (W) DENOTES ELEVATION TOP OF WALL
- WF DENOTES MAIN FLOOR ELEVATION
- RP DENOTES ROOF PEAK ELEVATION

DIMENSIONS AND ELEVATIONS ARE IN METRES.

PROPERTY DIMENSIONS ARE DERIVED FROM LAND TITLE
OFFICE RECORDS AND LEGAL FIELD SURVEYS.

ELEVATIONS ARE DERIVED FROM CITY OF RICHMOND
HPN MONUMENT #202 (7704823) WITH AN ELEVATION
OF 1.452 METRES.

ALL DESIGNATED TREES AS DEFINED BY CITY OF
RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

TREE SYMBOLOLOGY

- CB DENOTES TREE TYPE
- C DENOTES CEDAR TREE
- D DENOTES DECIDUOUS TREE
- CH DENOTES CHERRY TREE
- CONF DENOTES CONIFEROUS TREE
- Tr 0.3 DENOTES TRUNK DIAMETER

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MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C.
V7A 5H7
PH: 604.270.9331
FAX: 604.270.4137
CADFILE: 16338-TPG-1.DWG

R-10-16338-TPG-1

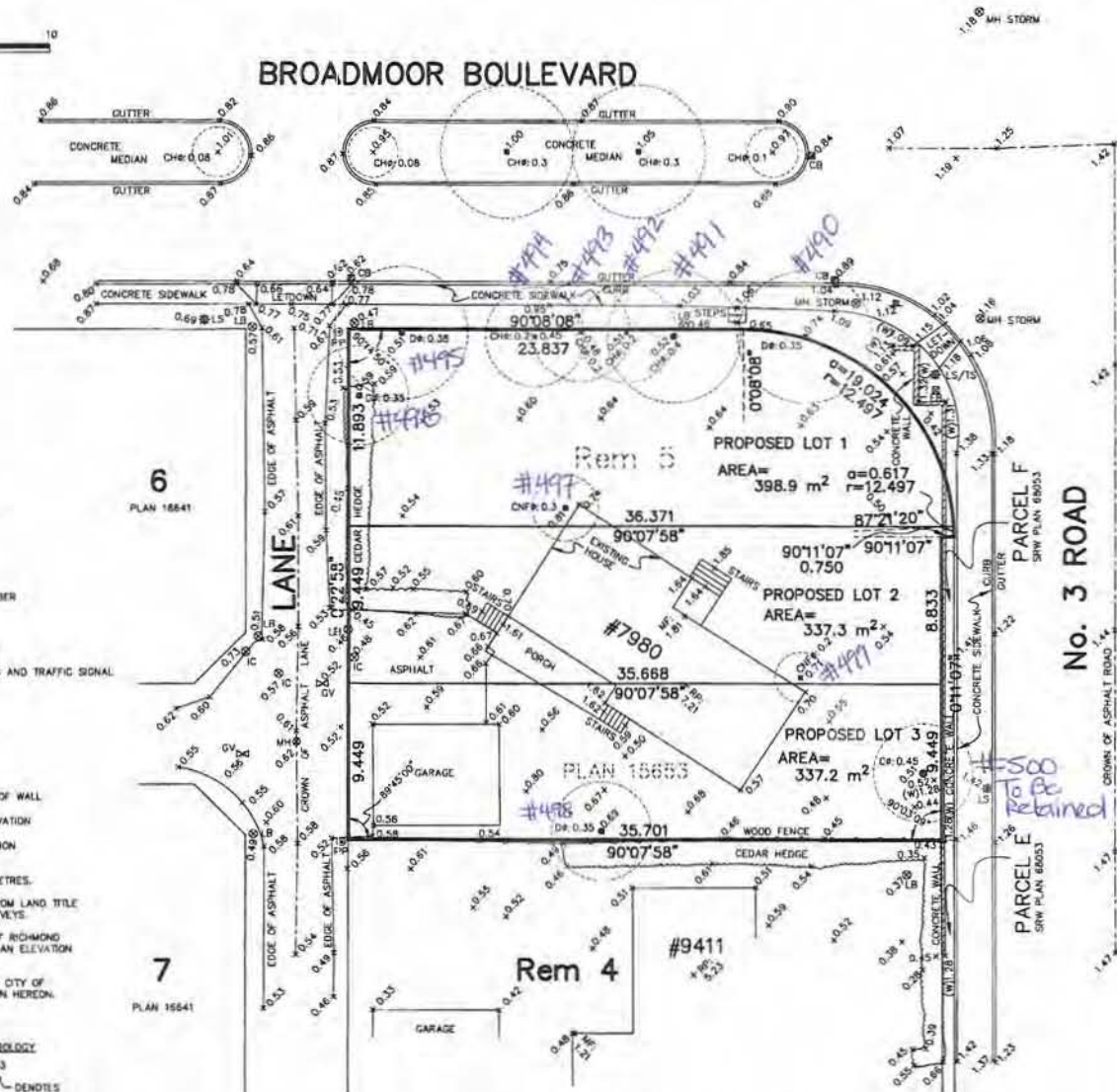
CLIENT REF: IVAN CHEN

PLN - 40

APRIL 21, 2010 (ADDED NEW LOT LAYOUT)
DATE OF SURVEY:
31st DAY OF MARCH, 2010

W. P. H. H.
B.C. LAND SURVEYOR (#697)

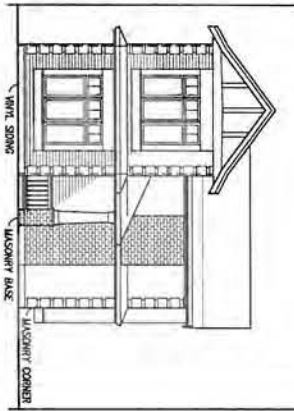
THIS DOCUMENT IS NOT VALID UNLESS
ORIGINALLY SIGNED AND SEALED.



* TREES #490-499 To Be Removed

PRELIMINARY
CONCEPTUAL
ELEVATIONS
(CORNER LOT)

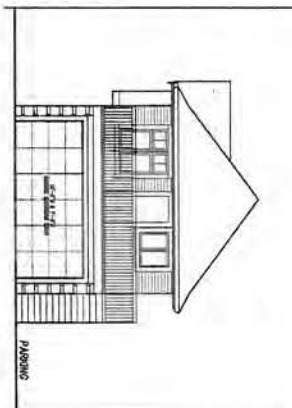
EAST ELEVATION - MAIN HOUSE (NO. 3 ROAD)



BROADMOOR BLVD.

BROADMOOR BLVD.

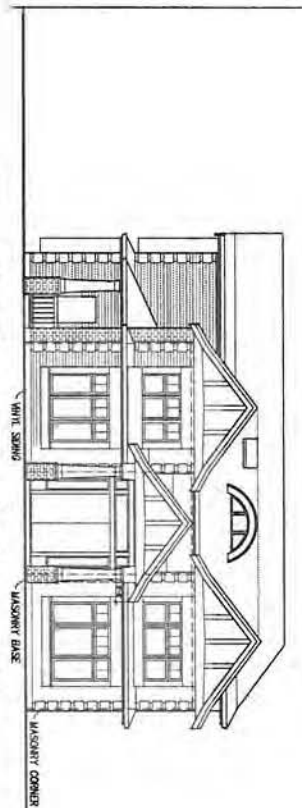
WEST ELEVATION - COACH HOUSE (LANE)



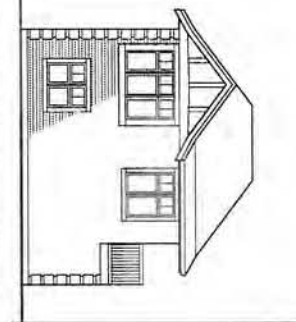
PAVING

NO. THREE ROAD

NORTH ELEVATION - MAIN HOUSE (BROADMOOR BLVD)



NORTH ELEVATION - COACH HOUSE (BROADMOOR BLVD)



LANE

* PERMIT PLANS
TO COMPLY WITH
ZONING & ALL
CITY REGULATIONS

CAD LAB

cadlab design and development inc.

tel: (604) 618-3223 fax: (604) 241-9388

email: cadlabdesign@gmail.com

Project Title PROPOSED REZONING & SUBDIVISION 798C BROADMOOR BOULEVARD RICHMOND, B.C.	Sheet No. R22
Scale 1/8" = 1'-0"	Revision No. 1
Project No. 1001	Revision Date 10/10/10
Sheet Title ELEVATIONS	Revision Description 1. AUG 10 FOR REZONING/SUBDIVISION 2. MAR 11 STAIR OF COACH HOUSE

hapa
COLLABORATIVE

landscape architecture
environmental design
18-13400 princess street
richmond BC V6P 5P5
604 807 4180 | www.hapacollective.com

No. Description Date
Copyright Reserved. This drawing is the property of hapa collaborative and is not to be reproduced or used without the expressed written consent of the landscape architect.

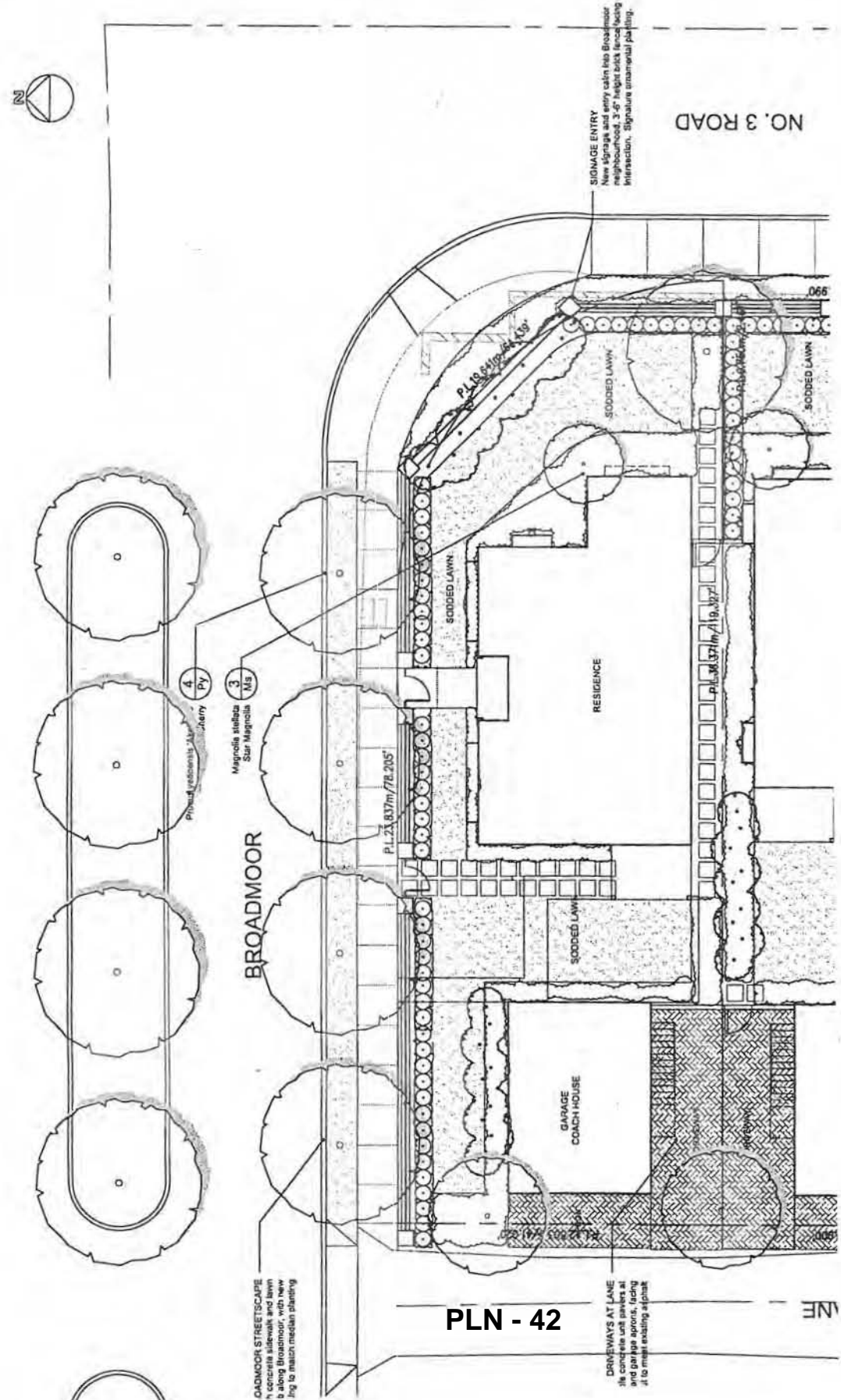
Multituit Development
Broadmoor
Richmond BC

Landscape
Concept Plan

Date April, 2011 Drawing Number
Project No. 2008L
Scale 1/8" = 1'-0"
Sheet Count 11 of 11

ATTACHMENT 5

PRELIMINARY
CONCEPTUAL
LANDSCAPE
PLAN
(CORNER LOT)



PLN - 42

* PERMIT PLANS
TO COMPLY WITH
ZONING & ALL
CITY REGULATIONS

Rezoning Considerations

7980 Broadmoor Boulevard RZ 10-529089

Prior to final adoption of Zoning Amendment Bylaw 8765, the following items are required to be completed:

1. Submission of a Landscape Plan for the proposed three (3) lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan must:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees;
 - Include the dimensions of tree protection fencing required around the Sawara False Cypress tree (Tree # 500) located in the front yard of the proposed south lot (i.e. a minimum of 3 m from the base of the tree);
 - Include a cross-section detail illustrating how the proposed grading between the new building and the street will be treated on the proposed south lot (i.e. the existing grade must be maintained within the Tree Protection Zone of Tree # 500); and
 - Include the nine (9) required replacement trees with the following minimum sizes:

# of Replacement Trees	Min. Calliper of Deciduous Tree		Min. Height of Coniferous Tree
2	10 cm	or	5.5 m
6	8 cm		4 m
1	6 cm		3.5 m

2. City acceptance of the developer's voluntary contribution of \$1500 to the City's Tree Compensation Fund in-lieu of planting the balance of required replacement trees on-site.
3. City acceptance of the developer's voluntary contribution of \$1000 towards a special crosswalk upgrade with Accessible Pedestrian Signal at the intersection of Broadmoor Boulevard and No. 3 Road.
4. 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 Sawara False Cypress tree (Tree # 500) to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at which stages of development), and, a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$1000 for the Sawara False Cypress tree (Tree # 500) to be retained.
6. Registration of a 2 m wide Public Right-of-Passage (PROP) Right-of-Way (ROW) along the east property line for future road widening and frontage improvements. As part of the provision of the right-of-way the applicant is to confirm whether Parcel F of the Explanatory Plan of Right-of-Way 68053 exists as a "parcel" and if so, to dedicate it as road.
7. Registration of a flood indemnity covenant on Title.

8. Registration of a legal agreement on title for the proposed corner lot to ensure that the only means of vehicle access is to the existing rear lane and that there be no access to Broadmoor Boulevard.

Prior to Demolition stage, the applicant will be required to:

- Install tree protection fencing required around the Sawara False Cypress tree (Tree # 500) located in the front yard of the proposed south lot at a minimum of 3 m from the base of the tree.

Tree protection fencing must be installed to City standard and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage, the applicant will be required to:

- Enter into a standard Servicing Agreement for the design and construction of lane improvements along the entire west property line, including but not limited to: storm sewer, sand/gravel base, rollover curb and gutter (both sides), asphalt pavement, lane lighting, and servicing costs. The design and related calculations for upgrading the existing storm sewer as identified in the approved Capacity Analysis must be included in the Servicing Agreement drawings, along with the frontage improvements on Broadmoor Boulevard;
- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charges, and Address Assignment Fees; and,
- Provide underground Hydro, Telephone, and Cable services to each proposed lot.

At Building Permit stage, the developer must complete the following requirements:

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8765 (RZ 10-529089)
7980 BROADMOOR BOULEVARD**

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 **COACH HOUSES (RCH)**.

P.I.D. 003-443-311

LOT 5 EXCEPT: FIRSTLY PART SUBDIVIDED BY PLAN 16641 AND

SECONDLY PARCEL F (STATUTORY RIGHT OF WAY PLAN 68053)

BLOCK A SECTION 29 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER

DISTRICT PLAN 15653

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8765**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** May 10, 2011
From: Brian J. Jackson, MCIP **File:** RZ 08-422838
Director of Development
Re: Application by Matthew Cheng Architect Inc. for Rezoning at 9731 and
9751 Cambie Road from Single Detached (RS1/E) to Low Density Townhouses
(RTL4)

Staff Recommendation

That Bylaw No. 8768, for the rezoning of 9731 and 9751 Cambie Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given First Reading.

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

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

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone 9731 and 9751 Cambie Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of 12 townhouse units on the site. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

- To the North and East: A townhouse complex with 34 two-storey townhouse units at 9800 Kilby Drive, zoned Low Density Townhouses (RTL1);
- To the West: A 3 m wide public walkway connecting McKay Drive with Cambie Road. Further west, are single-family dwellings on lots zoned Single Detached (RS1/B) fronting McKay Drive; and
- To the South: Across Cambie Road, large single-family lots in an area designated Community Institutional, and a neighbourhood commercial building at the corner of No. 4 Road and Cambie Road, in an area designated Convenience Commercial.

Related Policies & Studies

West Cambie Area Plan

The subject property is located within the West Cambie Area, Schedule 2.11A of the Official Community Plan (OCP). The Land Use Map in the West Cambie Area Plan (**Attachment 4**) designates the subject property for "Residential" use. The proposed infill development fits well within the existing single-family and townhouse developments in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines will take place at the Development Permit stage of the process.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). The site is located within an area where the minimum habitable elevation is 2.9 m geodetic; however, there are provisions to permit habitable space, provided it is located a minimum of 0.3 m above the highest level of the crown of any road that is adjacent to the parcel. A Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant must be registered on title prior to final adoption of this application. As well, the applicant is to submit a report for indoor noise mitigation measures at Development Permit stage and incorporate the recommendations at the time of applying for a Building Permit.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$25,040.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

Staff Comments

Ministry of Transportation (MOT) Approval

MOT approval is a condition of final approval for this site. Preliminary Approval has been granted by MOT for one (1) year.

Site Servicing

An independent review of servicing requirements (sanitary, and water) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that no upgrade to the existing systems is required to support the proposed development. The existing sanitary connection at the rear can be removed via the engineered service connection design drawing phase.

Prior to final adoption, the developer is required to consolidate 9731 and 9751 Cambie Road into one (1) development parcel and provide a 2 m wide land dedication, plus a 2 m wide Public Rights-of-Passage (PROP) along the entire Cambie Road frontage for new boulevard and sidewalk.

Frontage Improvements

Prior to issuance of Building Permit, the developer is to enter into a standard Servicing Agreement for the design and construction of frontage works across the entire Cambie Road frontage. Works included but not limited to removal of the existing sidewalk, construction of a new 1.5m wide sidewalk at the north edge of the required PROP, retention of the existing curb/gutter, and installation of a new tree and grass boulevard in between. Parks and Recreation

staff have confirmed that no upgrade is required on the existing public walkway to the west of the site.

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application. 17 bylaw-sized trees were identified on the Tree Survey and reviewed by the Arborist. The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations to preserve five (5) trees and remove 12 bylaw-sized trees (see **Attachment 5** for a Tree Preservation Plan).

Tree Health / Location	Number of Trees	Number of Trees To be Retained	Number of Trees To be Removed	Comments
On-site trees in excellent condition	1	0	1	Proposed tree removal due to poor condition (9 trees) and conflict with the proposed development on site (2 trees). The applicant is proposing to retain two (2) trees in the proposed amenity area.
good condition	3	2	1	
fair condition	2	0	2	
poor condition	6	0	6	
On-site trees that are dead	1	0	1	
Total Number of Trees On-Site	13	2	11	
On City Boulevard or Proposed Road Dedication Area	2	1	1	The applicant is proposing to retain one (1) tree along the Cambie Road frontage. Future sidewalk to wind away from bases of tree. Parks concurred with the removal of the Mountain Ash trees due to poor condition; no compensation is required.
Off-Site (9800 Kilby Drive)	2	2	0	The applicant is required to protect two (2) Oak trees on the adjacent site. Tree Fencing will be required.
Total	17	5	12	

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of eleven (11) on-site trees. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 26 replacement trees on-site. Should the applicant wish to begin site preparation work after Third Reading of the rezoning bylaw, but prior to Final Adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security (i.e. \$12,000) to ensure the replacement planting will be provided.

In order to ensure that the Douglas Fir tree and the Western Red Cedar tree located within the proposed amenity area will not be damaged during construction, as a condition of rezoning, the applicant is required to submit a \$6,000 tree survival security. The City will retain 50% of the

security until the proposed landscaping is planted on-site. The City will retain the remaining 50% of the security for one (1) year after inspection of the completed landscaping to ensure that the protected trees have survived. In addition, a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones must be submitted prior to final adoption of the rezoning bylaw. Tree protection barriers, as per the Tree Retention Plan (**Attachment 5**), must be installed on-site prior to any construction or demolition works commencing.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$12,000 as per the Official Community Plan (OCP) and Council policy.

Outdoor Amenity Space

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

Public Art

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

Analysis

The proposal to develop townhouses is consistent with the objectives of the West Cambie Area Plan (Schedule 2.11A) in terms of land use and character within the Oaks neighbourhood. The site plan identifies the unit location and configuration of the internal drive aisle, as well as the location of the outdoor amenity space for the complex. The proposed height, scale and setbacks respect the massing of the existing two-storey single-family and multi-family developments to the north, east and west. Wider setbacks (approximately 4.5 m vs. the required 3.0 m) are proposed to minimize shadow casting onto the neighbours' yards. The street fronting building is designed to step-down to two (2) storeys at either ends to provide a better transition to the existing two-storey townhouses to the east, the proposed three-storey townhouses on-site, and the existing two-storey single-family homes to the west, along Cambie Road. The proposed massing will be controlled through the Development Permit process.

Requested Variances

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). Based on the review of current site plan for the project, a variance to allow for a total of sixteen (16) tandem parking spaces in eight (8) of the townhouse units is being requested. Transportation Division staff have reviewed the proposal and have no concerns. The proposed number of on-site visitor parking is in compliance with the bylaw requirement. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.

Design Review and Future Development Permit Considerations

Guidelines for the issuance of Development Permits for multiple-family projects are contained in Schedule 1 of Bylaw 7100 (Section 9.0 Development Permit Guidelines). The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Detailed review of building form and architectural character;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Review of the location and design of the convertible unit and other accessibility features;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatments.

Financial Impact or Economic Impact

None.

Conclusion

The proposed townhouse development is consistent with the objectives of the West Cambie Area Plan (Schedule 2.11A) in terms of land use, character, and density. Overall, the project is attractive and a good fit with the neighbourhood. Further review of the project design will be required to ensure a high quality project, and will be completed as part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved.



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

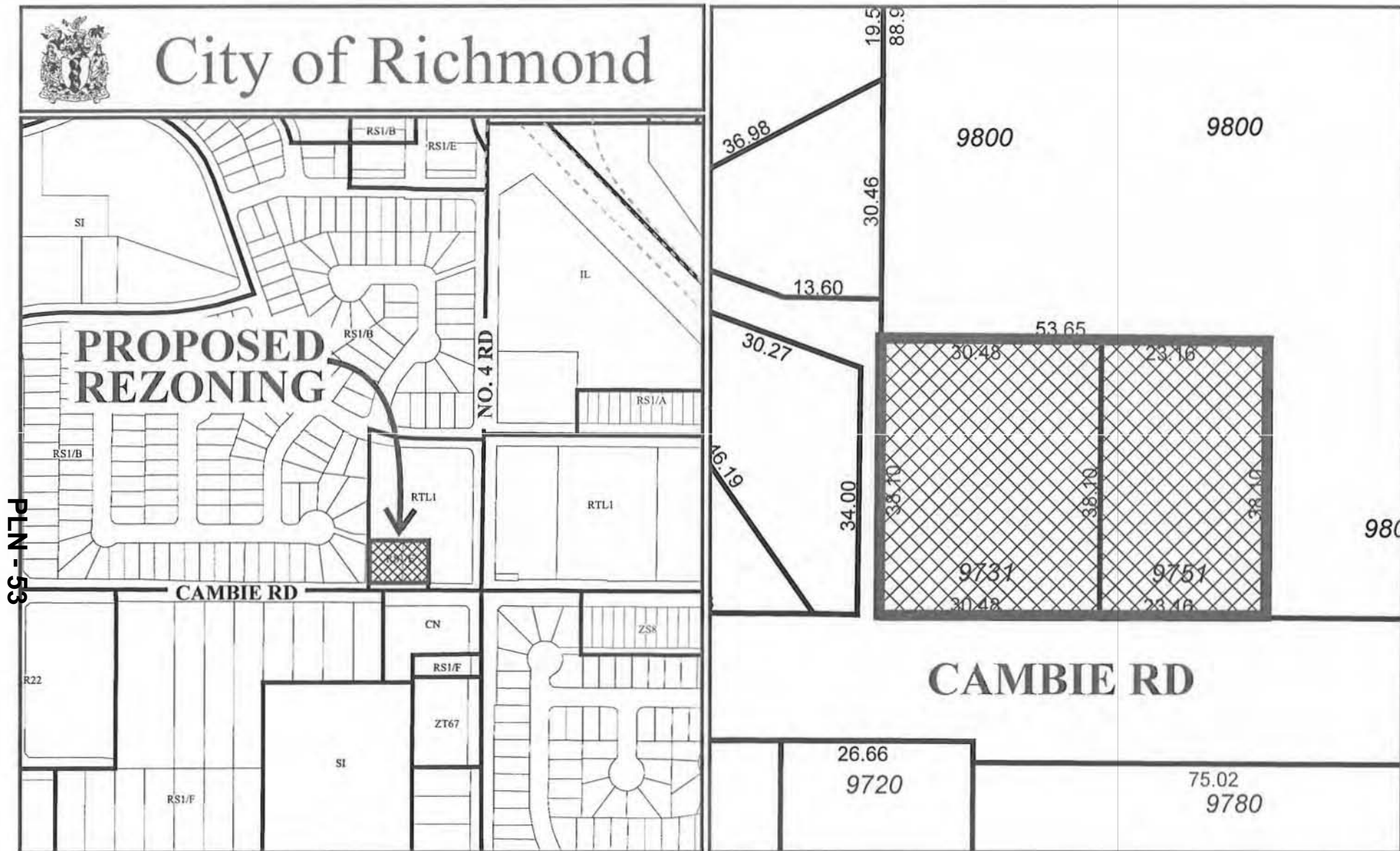
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Attachments:

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: West Cambie Area Plan Land Use Map
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations Concurrence



City of Richmond



RZ 08-422838

Original Date: 05/29/08

Revision Date: 05/10/11

Note: Dimensions are in METRES



RZ 08-422838

Original Date: 06/02/08

Amended Date: 05/10/11

Note: Dimensions are in METRES

MATTHEW CHENG
ARCHITECT INC.

Call 800-451-8511 or 800-451-8512
or visit www.451.com

THIS MEANS THAT WE'VE MET THE CHALLENGE. THE QUALITY OF THE WORK AND THE SMALL GROUP ARE IMPROVED AND WE'VE MET THE CHALLENGE. THE QUALITY OF THE WORK AND THE SMALL GROUP ARE IMPROVED AND WE'VE MET THE CHALLENGE.

Run	Time	Resolution
1	10.00	ASP REVIEW
2	10.00	ASP REVIEW
3	10.00	ASP REVIEW
4	10.00	ASP REVIEW
5	10.00	ASP REVIEW

12-UNIT TOWNHOUSE
DEVELOPMENT
9731 & 9751
CAMBIE ROAD
RICHMOND, B.C.

SITE PLAN

#1

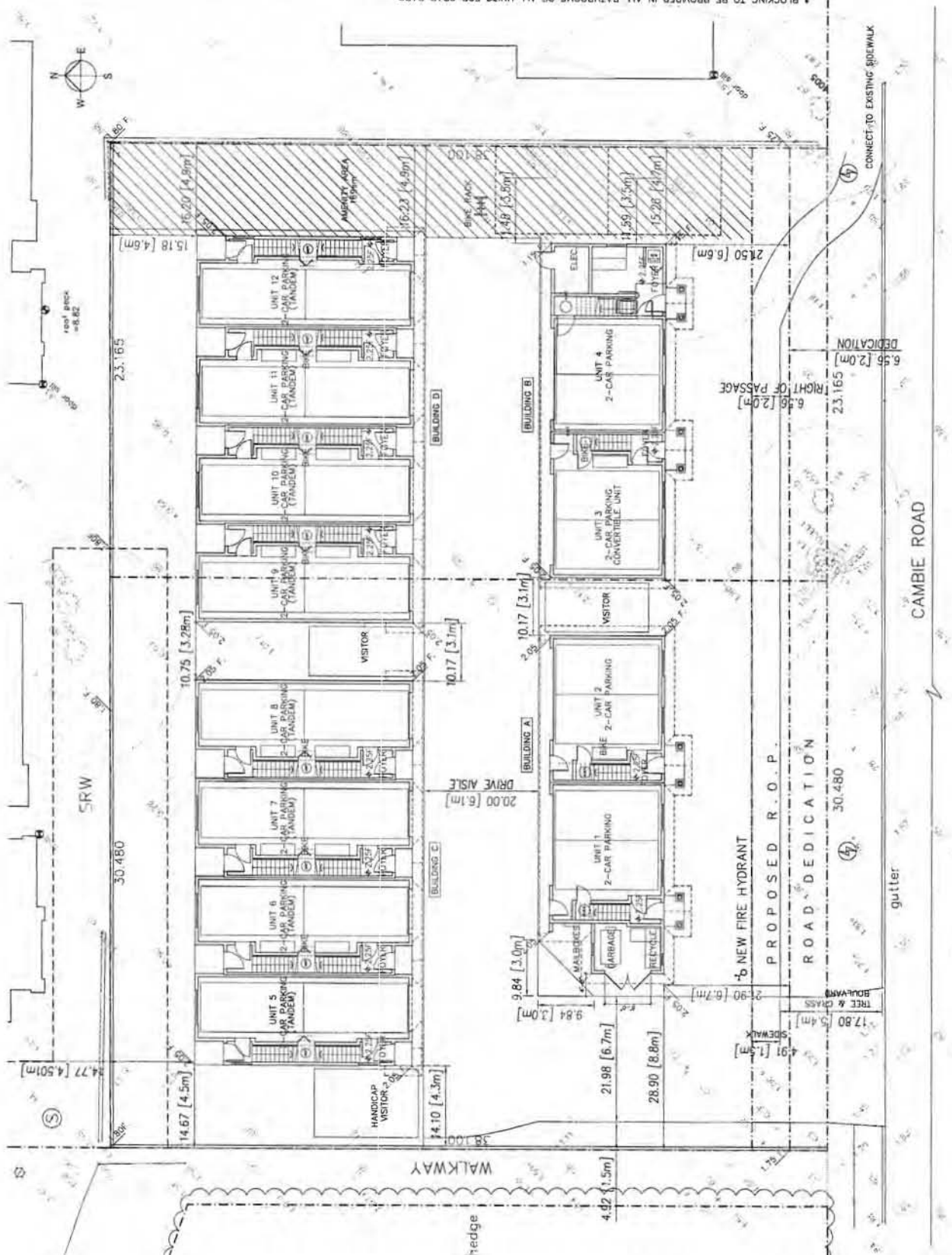
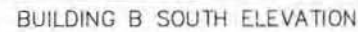
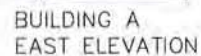
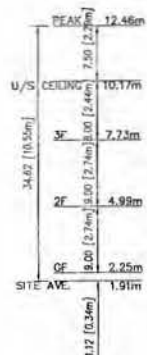
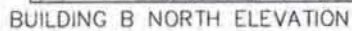
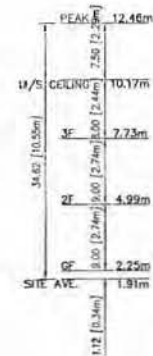
PLN - 55

Figure 1: Vertical profile of the test section. The diagram shows a vertical cross-section of a tunnel with various layers and dimensions. From top to bottom: PEAK (12.46m), CEILING (10.17m), SF (7.73m), 2F (4.92m), GF (2.25m), and SITE AVE (1.91m). The total height from the peak to the site average is 34.67m (10.50m). The distance from the ceiling to the site average is 10.17m. The distance from the SF layer to the site average is 7.73m. The distance from the 2F layer to the site average is 4.92m. The distance from the GF layer to the site average is 2.25m. The distance from the site average to the base is 1.91m. The distance from the peak to the ceiling is 12.46m. The distance from the ceiling to the SF layer is 7.50m (2.3m). The distance from the SF layer to the 2F layer is 0.00m (2.74m). The distance from the 2F layer to the GF layer is 0.00m (2.74m). The distance from the GF layer to the site average is 0.00m (0.34m).



VERTICAL HARDIE SIDING
2x4 WOOD TRIM

FACE BRICK



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Journal of Internal Medicine 255: 103–110
DOI: 10.1111/j.1365-2796.2003.01909.x
Published by Blackwell Publishing, 108 Cowley Road, Oxford OX4 1JF, UK and 350 Main Street, Malden, MA 02148, USA

THESE CONCLUSIONS ARE NOT IN ACCORD WITH THE CONCLUSIONS OF THE NATIONAL ACADEMY OF SCIENCES AND THE NATIONAL RESEARCH COUNCIL ON ENVIRONMENTAL SCIENCES. THE NATIONAL ACADEMY OF SCIENCES AND THE NATIONAL RESEARCH COUNCIL ON ENVIRONMENTAL SCIENCES HAVE CONCLUDED THAT THERE IS NO EVIDENCE OF A CAUSAL LINK BETWEEN THE USE OF ORAL CONTRACEPTIVES AND THE RISK OF MYOCARDIAL INFARCTION. THE NATIONAL ACADEMY OF SCIENCES AND THE NATIONAL RESEARCH COUNCIL ON ENVIRONMENTAL SCIENCES HAVE CONCLUDED THAT THERE IS NO EVIDENCE OF A CAUSAL LINK BETWEEN THE USE OF ORAL CONTRACEPTIVES AND THE RISK OF MYOCARDIAL INFARCTION.

Seq	Date	Description
01	10/08/11	ADP REVIEW
02	04/08/11	ADP REVIEW
03	08/08/11	ADP REV.

Project Title
12-UNIT TOWNHOUSE
DEVELOPMENT
9731 & 9751
CAMBIE ROAD
RICHMOND, B.C.

Sheet Title
ELEVATIONS

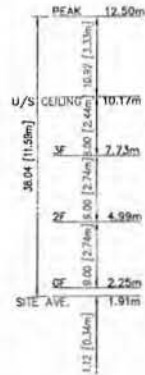
Drawn _____
HC _____

Checked _____
MC _____

Score: $1/8" = 1'-0"$

Project Number:

Revision Date: 2011/04/03	Dep. No. #4a
Print Date: 2011/04/03	



BUILDING C SOUTH ELEVATION



BUILDING D SOUTH ELEVATION

- ASPHALT SHINGLES
- 2x6 WOOD TRIM @ 24" O.C.
- HARDIE PANEL WITH STUCCO FINISH
- 6x6 WOOD DENTIL
- DOUBLE GLAZED VINYL WINDOW
- VERTICAL HARDIE SIDING
- 4" EXPOSED FACE HARDIE LAP SIDING
- 2x4 WOOD TRIM
- FACE BRICK

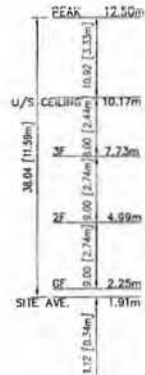


**MATTHEW CHENG
ARCHITECT INC.**

1100-4102 PLYMOUTH STREET
VANCOUVER, BC V6P 6G6
TEL: 604-271-1100 FAX: 604-271-1101
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No Date Revisions
01/10/06/01 ADP REVIEW
02/04/06/01 ADP REVIEW
03/06/06/01 ADP REVIEW



BUILDING D NORTH ELEVATION



BUILDING C NORTH ELEVATION

- | | |
|------------------|------------|
| HARDIE BOARD | BM 2141-40 |
| 4" HARDIE SIDING | BM 2141-40 |
| TRIMS/FASCIAS | BM 2110-10 |
| ENTRY DOOR | BM DC-107 |
| WINDOW FRAME | BM DC-107 |
| ASPHALT SHINGLES | BM DC-107 |
| GARAGE DOOR | BM DC-107 |

Consultants

Project Site:
12-UNIT TOWNHOUSE
DEVELOPMENT
9731 & 9751
CAMBIE ROAD
RICHMOND, B.C.

Sheet Title
ELEVATIONS

Drawn:

MC

Checked:

MC

Scale:

1/8" = 1'-0"

Project Number:

Revision Date:

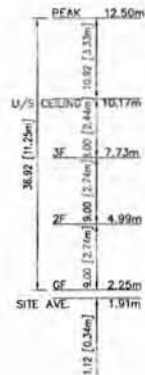
2011/04/13

Print Date:

2011/04/13

Des. No.

#4b



BUILDING C WEST ELEVATION



BUILDING C EAST ELEVATION



BUILDING D WEST ELEVATION



BUILDING D EAST ELEVATION

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NO.	DATE	REVISION DESCRIPTION	BY
1	2018.05.15	REVISED CITY DRAFTS	DM
2	2018.05.15	REVISED CITY DRAFTS	DM



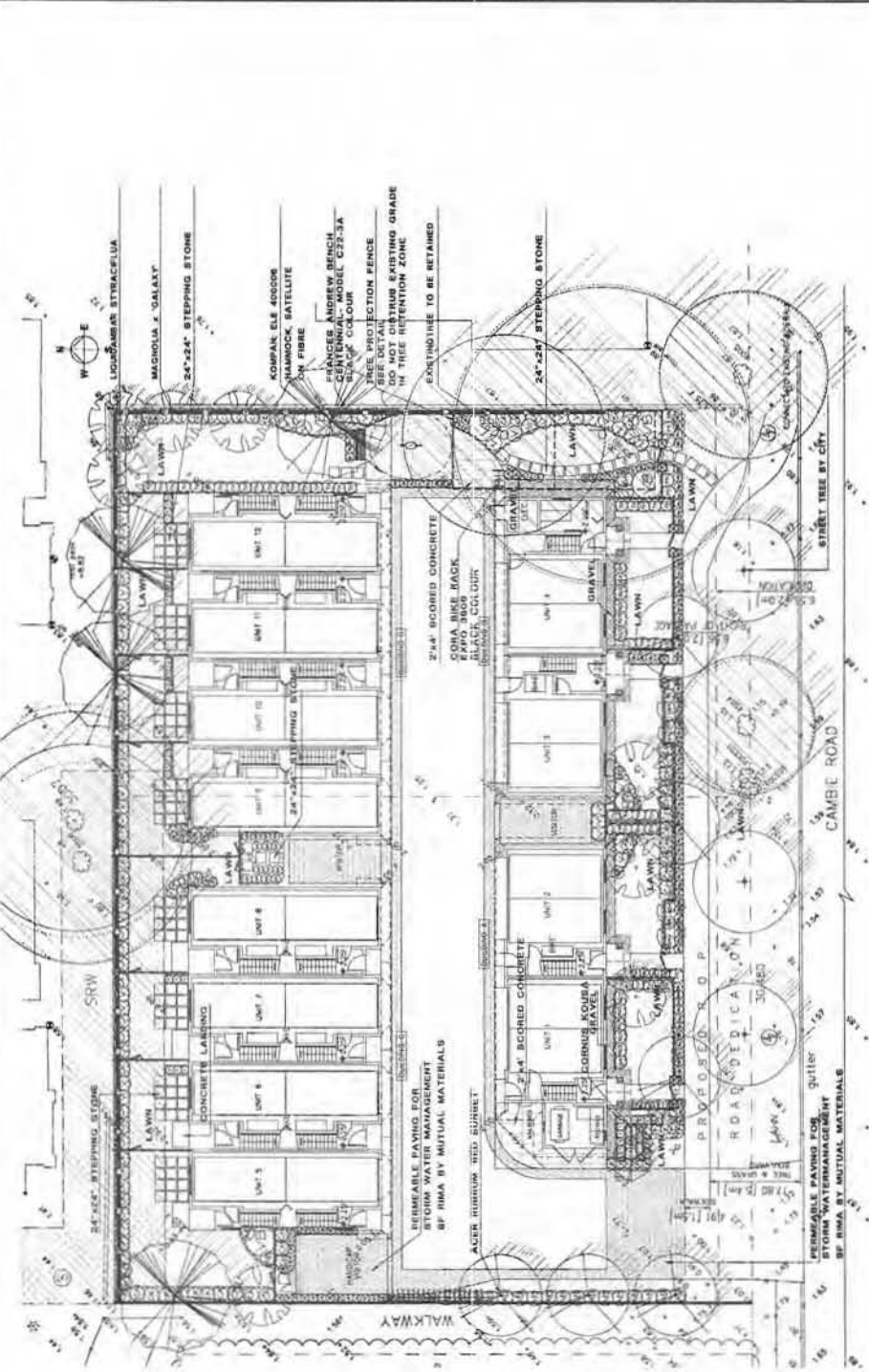
A member of
 The DMG Group
 9731 9751 CAMBIE ROAD
 RICHMOND, BC
 V6X 1A5
 Tel: 604.273.4444
 Fax: 604.273.4445
 Email: info@dmg.ca

PROJECT
 12 UNIT TOWNHOUSE
 DEVELOPMENT
 9731 9751 CAMBIE ROAD
 RICHMOND, BC

DRAWING TITLE
 LANDSCAPE
 PLAN

DATE	2018.05.15
SCALE	AS SHOWN
DRAWN BY	DM
CHECKED BY	DM
DATE	2018.05.15
PROJECT NUMBER	10-237

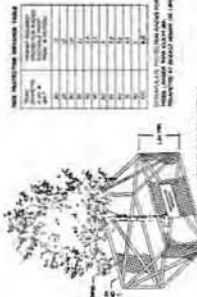
OF 4



FRANCIS ANDREW BENCH
 CENTENNIAL, MODEL C22-3A
 BLACK COLOUR

KOMPAN ELE 400008
 HAMMOCK, SATELLITE
 BLACK COLOUR

CONA BIKE BACK
 EXPO 38009
 BLACK COLOUR



1 TREE PROTECTION BARRIER

PLANT SCHEDULE	COMMON NAME	REMARKS
1	ACORN BARKED RED BARK	REPLACE EXISTING
2	CONCRETE CURB	REPLACE EXISTING
3	LANDSCAPE LIGHTING	REPLACE EXISTING
4	LANDSCAPE LIGHTING	REPLACE EXISTING
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100	LANDSCAPE LIGHTING	REPLACE EXISTING



City of Richmond

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

Development Application Data Sheet

RZ 08-422838

Attachment 3

Address: 9731 and 9751 Cambie Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): West Cambie Area Plan (Schedule 2.11A)

	Existing	Proposed
Owner:	0828329 B.C. Ltd.	No Change
Site Size (m²):	2,043.9 m ²	1,938.5 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	Residential	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouse (RTL4)
Number of Units:	12	12
Other Designations:	N/A	No Change

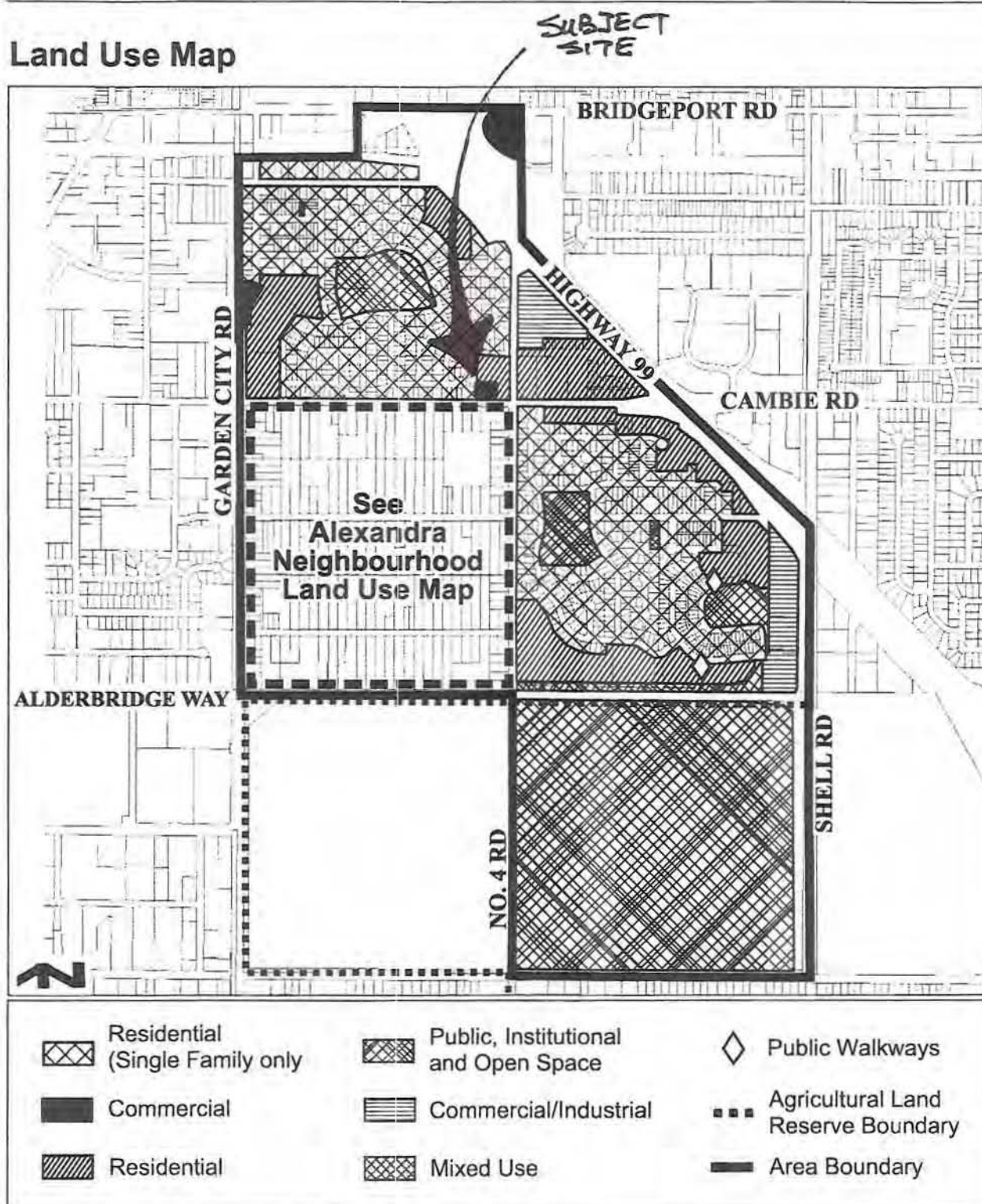
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	25 upa	none permitted
Floor Area Ratio:	Max. 0.6	0.6 max.	none permitted
Lot Coverage – Building:	Max. 40%	36%	none
Lot Coverage – Non-porous Surfaces	Max. 70%	58%	none
Lot Coverage – Landscaping:	Min. 30%	31%	none
Setback – Front Yard (m):	Min. 6 m	6.6 m	none
Setback – Side Yard (East) (m):	Min. 3 m	4.7 m	none
Setback – Side Yard (West) (m):	Min. 3 m	4.5 m	none
Setback –Rear Yard (m):	Min. 3 m	4.5 m	none
Height (m):	Max. 12.0 m (3 storeys)	11.59 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	Min. 50 m wide x 30 m deep	Approx. 53.65 m wide x 38.10 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	27	27	none
Tandem Parking Spaces:	not permitted	16	variance requested
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$12,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 12 units = 72 m ²	169 m ² min.	none

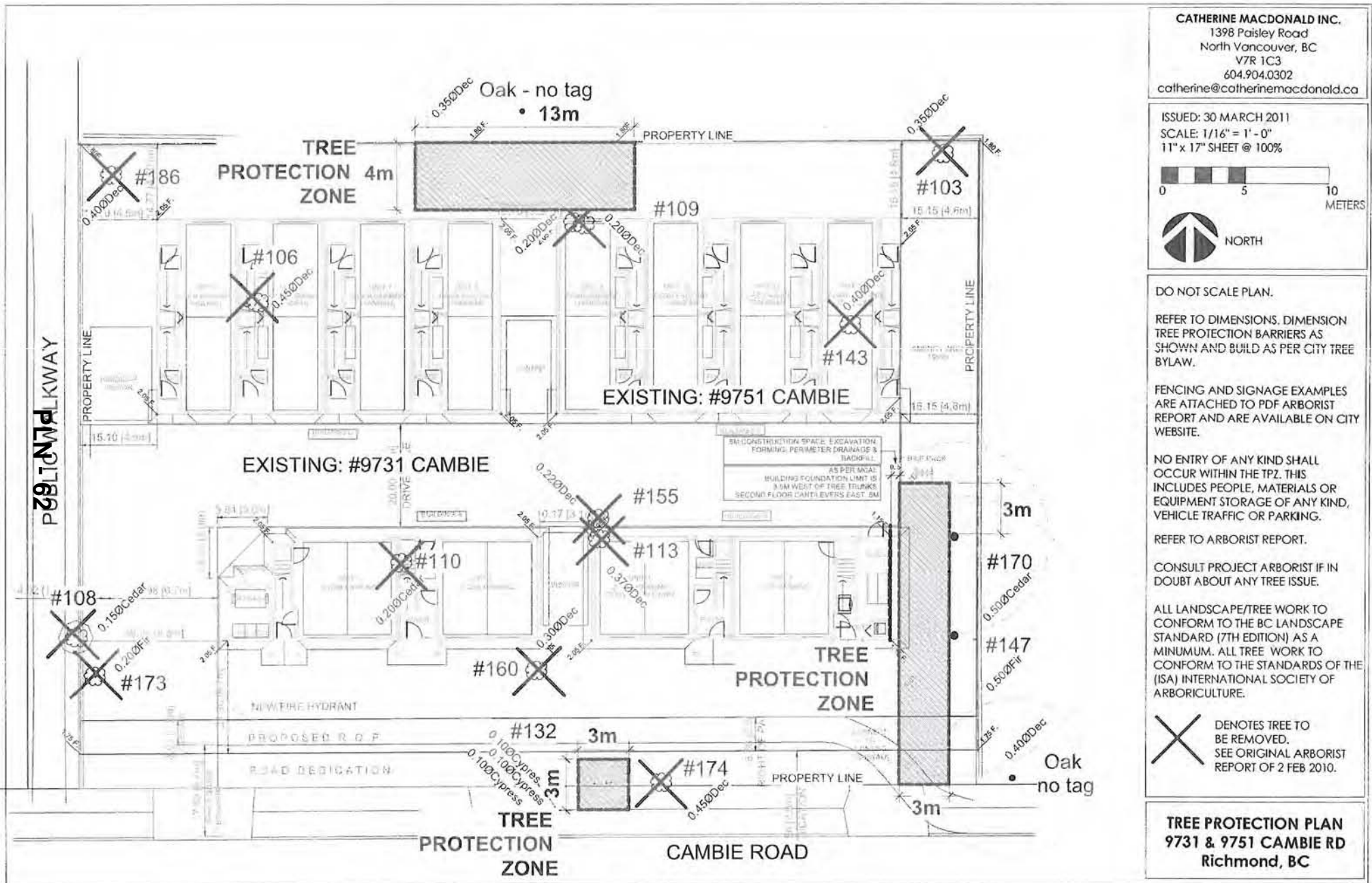
Other: Tree replacement compensation required for loss of bylaw-sized trees.

City of Richmond

Land Use Map



PLN - 61



Rezoning Considerations

9731 and 9751 Cambie Road

RZ 08-422838

Prior to final adoption of Zoning Amendment Bylaw 8768, the developer is required to complete the following:

1. Consolidation of all the lots (9731 and 9751 Cambie Road) into one development parcel (which will require the demolition of the existing dwellings).
2. 2.0 m road dedication along the entire Cambie Road frontage.
3. The granting of a 2.0 wide Public Rights-of-Passage (PROP) right-of-way along the entire new south property line for new boulevard and sidewalk.
4. Registration of a flood indemnity covenant on Title.
5. Registration of an Aircraft Noise Sensitive Land Use Covenant on Title.
6. City acceptance of the developer's voluntary contribution of \$2.00 per buildable square foot (e.g. \$25,040) to the City's Affordable Housing Reserve Fund.
7. Submission of a Tree Survival Security to the City in the amount of \$6,000 for the Douglas Fir tree and the Western Red Cedar tree, located along the east property line, to be retained on-site. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9731 and 9751 Cambie Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
8. Issuance of a separate Tree Cutting Permit for the removal of one (1) Mountain Ash tree located in front of the site. The City's Parks Division has reviewed the proposed tree removal and concurs with it. No compensation is required.
9. 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.
10. Ministry of Transportation and Infrastructure (MOTI) approval.
11. Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$12,000 (\$1,000 per unit).
12. Registration of a covenant prohibiting the conversion of parking area into habitable space.
13. Submission and processing of a Development Permit application* to the acceptance of the Director of Development.

Prior to issuance of Demolition Permit:

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

Prior to issuance of Building Permit:

1. Enter into a Servicing Agreement* for the design and construction of beautification treatment to the road frontage. Beautification works including but not limited to removing the existing sidewalk, replacing it with a new 1.5 m wide sidewalk at the north boundary of the PROP, retaining existing curb/gutter, and providing a new treed and grassed boulevard in between. It is noted that the new sidewalk must be designed to meander around the protected tree along Cambie Road. All works at developer's sole cost.
2. A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

* Note: This requires a separate application.

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8768 (08-422838)
9731 AND 9751 CAMBIE ROAD**

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

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

P.I.D. 006-542-654

Lot 47 Section 27 Block 5 North Range 6 West New Westminster District Plan 30892

and

P.I.D. 006-542-646

Lot 46 Section 27 Block 5 North Range 6 West New Westminster District Plan 30892

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8768”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** June 15, 2011
From: Brian J. Jackson, MCIP **File:** RZ 10-547513
Director of Development HA 10-547513
Re: **Application by Cornerstone Architecture (Scott Kennedy) for Rezoning at
3531 Bayview Street from Light Industrial (IL) to Steveston Conservation Area
(SC1) Core Area**

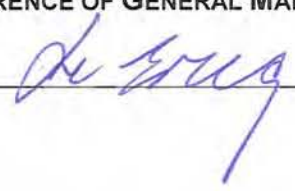
Staff Recommendation

1. That Bylaw No. 8780:
 - a) To create the "Steveston Conservation Area (SC1, SC2, SC3)" Zone;
 - b) To amend the Richmond Zoning Bylaw No.8500 "General Provisions" specific to the density bonusing for Affordable Housing & Child Care, and other Community Amenities as applied to the "Steveston Conservation Area (SC1, SC2, SC3)" Zone;
 - c) To rezone 3531 Bayview Street from "Light Industrial (IL)" to "Steveston Conservation Area (SC1)",be introduced and given First Reading;
2. That, subject to Bylaw No. 8780 being granted Third Reading by Council, a Heritage Alteration Permit be issued to authorize the demolition of an existing building, site preparation and pre-loading, and the required Servicing Agreement works associated with the rezoning of 3531 Bayview Street to "Steveston Conservation Area (SC1)".

Brian J. Jackson, MCIP
Director of Development
(604-276-4138)

Att. 6

BJJ:tcb

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

Staff Report

Origin

Cornerstone Architecture (Scott Kennedy) has applied to the City of Richmond for permission to rezone 3531 Bayview Street (**Attachment 1**) from “Light Industrial (IL)” to “Steveston Conservation Area (SC1)”, to remove an existing building not identified as a heritage resource, and to permit the development of a three (3) storey mixed use commercial/residential building with office, restaurant and retail uses with twenty-two (22) residential units over a parkade (**Attachment 2 & 3**). A Heritage Alteration Permit to authorize the demolition of an existing building, site preparation and pre-loading, and the required Servicing Agreement works associated with the rezoning is also required.

Background

- The proposed development resulted from a coordinated design effort between the applicant and City staff responding to Council’s policy objectives contained generally in the *Steveston Village Conservation Program*, and specifically in the *Official Community Plan – Steveston Area Plan (SAP)*.
- Consultant James Burton (Birmingham & Wood Architects) provided expert comment on the developer’s response to the OCP-SAP policy requirements.
- A private access easement has been negotiated between the property owners of 3420 Moncton Street and 3531 Bayview Street to provide limited access through the subject site to the rear of the commercial property at 3420 Moncton Street for service and deliveries.
- The applicant has also organized several community consultation meetings to engage the community in discussion, review and comment upon the proposed rezoning and development.

Findings Of Fact

A *Development Application Data Sheet*, providing specific details about the proposed development, is attached (**Attachment 4**).

Description

Proposed Zoning “Steveston Conservation Area (SC1)”:

- A new *Steveston Conservation Area (SC) Zone* is proposed (for addition to the Richmond Zoning Bylaw) to address issues such as heritage conservation, redevelopment and financial incentives.
- Three sub-zones are proposed to address differences within Steveston Village as per the approved “Steveston Village Land Use Density and Building Height Map” (e.g., the Core Area, Moncton Street, and Riverfront).
- The proposed zone for this development is the “Steveston Conservation Area (SC1)” Zone. (See below for greater descriptive detail.)
- The maximum density is 1.0 FAR outright in the new zone, with the potential for an increase of up to a maximum of 1.6 FAR subject to: (a) the Affordable Housing Contribution, and (b) the Steveston Heritage Developer Contribution.
- The maximum height is 12 m and 3 storeys with no setbacks to the lot lines.

- A contribution of \$298,232 is proposed to the Steveston Heritage Developer Contribution in return for the additional density. This contribution is to be used in the approved Steveston Village Heritage Conservation Grant Program. (See “Planning Analysis”, page 9 for additional detail.)
Note: This contribution is made for additional residential density and has been reduced by the applicable Affordable Housing Contribution as required by the Steveston Village Heritage Conservation Grant Program Policy No. 5900.
- The datum for establishing the 12m height envelope is 4.0m GSC at the South Building Face and Existing Grade at the North Property Line.
- Note: The south 4.0m datum acknowledges a possible future increase in dike elevation on Bayview Street. The retention of the north “Existing Grade” (as a datum) acknowledges a significant feature of the site identified in the *Steveston Village Conservation Strategy* as a Character Defining Element of the Village.

Proposed Development:

- The proposed development is located at the corner of Bayview Street and 3rd Avenue with views to and from the Gulf of Georgia Historic Site, the Dike Trail, Steveston Harbour and Steveston Village.
- The proposed project is a three (3) storey mixed use development over a parkade (predominantly below grade due to the rise in site elevation to the dike). The parkade is exempted from counting as a storey.
- The project will seek the maximum density incentive (0.4 FAR, 644 m² or 6,935 sf as bonus density) to achieve a density of 1.6 FAR with approximately 20% Commercial (522m² or 5,613 sf) and 80% Residential (2056 m² or 22,129 sf).
- A contribution of \$298,232 is proposed to the Steveston Heritage Developer Contribution.
- The Commercial uses consist of Office, Restaurant and Retail Uses.
- The Residential use consists of 4 – 1 bedroom suites, 14 – 2 bedroom suites, and 4 – 3 bedroom suites.
- Building form, materials, fenestration, and detail comply with the approved *Steveston Area Plan – Development Permit Guidelines*.
- See the Analysis-Planning Section below for greater detail.

Surrounding Development

The site is located directly east of the Gulf of Georgia Cannery complex at the corner of Bayview Street and Third (3rd) Avenue in Steveston Village. The site lies within the *Steveston Village Heritage Conservation Area*. The *OCP-Steveston Area Plan* designates the site as “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)”.

- To the North: Existing commercial buildings (3) zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;
- To the East: Existing commercial building (1) zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;
- To the South: Vacant remediated parcel zoned “Light Industrial (IL)”; and
- To the West: Existing industrial historic site zoned “Light Industrial (IL)” for Gulf of Georgia Cannery National Historic Site.

Related Policies

Steveston Village Conservation Program (SVCP):

Council adopted the SVCP in 2009. The Program is incentive-based and emphasizes that the City will work co-operatively with all property owners to balance interests and achieve Village conservation. Key measures include:

- A revised *OCP-Steveston Area Plan* with heritage and non-heritage conservation policies and a new Steveston Village Heritage Conservation Area to better manage identified heritage resources;
- An implementation program which established new financial incentives, design guidelines and permit requirements for redeveloping and altering buildings and property in the Heritage Conservation Area.

Official Community Plan-Steveston Area Plan (SAP):

- To guide redevelopment on sites without a heritage resource, the *SAP's Development Permit Guidelines* were revised to update the "Sakamoto Guidelines" including:
 - promoting a return to small scale development in the Village Core Area and Moncton Street, and
 - promoting a return to larger scale development on the Riverfront Area, with simple large forms reminiscent of historic building on the riverfront.
- More detailed design specifications to implement the updated guidelines include:
 - buildings to be built to the street line,
 - horizontal or vertical wood siding (wood or metal),
 - heritage colours to be coordinated with adjacent buildings,
 - signage to be integral to the façade,
 - doors to be glass panel and framed with solid wood, wood panel, or aluminium,
 - upper floor windows are to be framed and in a historic rhythm, different from ground floor fenestration and proportional to elevations,
 - fabric canopies or awnings, and
 - selective use of modern materials.
- The proposal for 3531 Bayview Street applies many of these design specifications.

Heritage Alteration Permit:

- A Heritage Alteration Permit is required in the designated Steveston Village Heritage Conservation Area of the *Steveston Area Plan* prior to demolition, land altering activities, and alteration of a building, structure or landscape.
- A Heritage Alteration Permit Application (HA 10-547513) has been received to authorize the demolition of the existing building (non-heritage) and site preparation, including construction hoarding, excavation, grading, utilities work, preloading, and Servicing Agreement works.
- A Heritage Alteration Permit is attached for approval and issuance by Council. No Public Hearing is required.
- Staff recommend that Council not issue the Heritage Alteration Permit unless the Rezoning Bylaw No. 8780 is granted Third (3rd) Reading.

Richmond Zoning Bylaw:

- A new *Steveston Conservation Area (SC1) Zone* is proposed (for addition to the Richmond Zoning Bylaw) to address issues such as heritage conservation, redevelopment and financial incentives.
- Three sub-zones are proposed to address differences within Steveston Village as per the “Steveston Village Land Use Density and Building Height Map” (e.g., the Core Area, Moncton Street, and Riverfront).
- Conservation goals include (a) the retention of small lots; (b) appropriate design guidelines; (c) developer-funded cash contributions to create and maintain conservation funding, and (d) conservation grants for identified heritage resources.
- To achieve these goals, the proposed Steveston Conservation (SC) Zone enables such incentives as:
 - a variable height of 9m (2 storeys) in the Moncton Street Sub-area, 12 m (3 storeys) in the remainder of the Core Area, and 3 storeys in the Riverfront Area (with provisions not to exceed the gable ridge of the Gulf of Georgia).
 - an increased density of 1.2 to retain the small lots and minimize consolidation;
 - an additional density bonus of up to 0.4 FAR for payment to the Steveston Heritage Developer Contributions (@ \$47.00 per buildable square foot) to a maximum density of 1.6 FAR;
 - an approximate 33% relaxation of the parking requirements (e.g., 1 stall per residential unit); and
 - an accommodation of the revised Sakamoto Development Permit Guidelines (e.g., to ensure that buildings are pulled to the street, fenestration proportions retained, and the height of the Gulf of Georgia Gable acknowledged, among other requirements).
- All elevations may be zero-lot line with no yard setbacks required to maximize the vitality and interest of the pedestrian realm.

Floodplain Designation & Protection Bylaw:

Updated Flood Protection: Policies consistent with the City’s approved new flood protection requirements are intended to protect the existing grade of the low topographical character of Steveston Village (an important heritage element) by:

- increasing the dike elevation (as per Provincial Government guidelines),
 - maintaining the existing grade in the Steveston Village as is,
 - requiring non-residential uses be at grade, or at the level of the adjacent existing city sidewalk (or, if not sidewalk, the road), and
 - requiring residential uses at elevations no lower than 2.9m geodetic (GSC).
- Note: For residential spaces, this does not include the street entrance area which should be no more than 25 mm (1 inch) above the public street or sidewalk level at the entrance.
- The proposed development complies with the floodplain elevation provisions of the Bylaw for Steveston Village.

Dike Elevation: The city does not currently have a comprehensive strategy for increases to the dike elevation in this area. However, this is being addressed with the development of a Dike Master Plan (discussed below).

- The ultimate dike elevation is anticipated to be 4.7m GSC based on current provincial guidelines. Currently, the dike elevation and that of Bayview Street is approximately 3.3m GSC.
- The ground floor of the building is designed at 4.0m GSC. To go beyond 4.0m GSC would be problematic at this time for Bayview Street, until the implications of the long-term technical upgrades have been clarified in the City Dike Master Plan (discussed below). If the ultimate dike elevation is increased to 4.7m GSC, the ground floor elevation proposed (4.0m GSC) by this design would allow commercial uses to continue functioning efficiently given the required setbacks from Bayview Street.
- While several options have been explored, the City does not propose to increase the dike and Bayview Street elevation at this time to avoid incremental irregularities.

Dike Maintenance Agreement: A dike maintenance agreement is to be registered on title to the lands prior to rezoning adoption. This agreement shall include, but not be limited to the following:

- Provision of structures to encroach within the minimum 7.5 m setback from the dyke right-of-way (Flood Plain Designation Bylaw 8204). The structures shall be for the purpose of parking, vehicle and pedestrian circulation, or subsurface structure(s) that have been engineered to support a future raised dyke. The owner is to be responsible for liability, maintenance, and replacement.
- Provision of Engineering Report with specifications to the satisfaction of the City;
- Statutory right-of-way (SRW) agreement granting the City access to maintain or remove encroaching structures;
- Approval from the Ministry of Environment (Inspector of Dikes);
- The Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dyke.

City Dike Master Plan:

- City funding has been allocated for the initiation of a City Dike Master Plan that will forecast the long-term technical upgrades to meet rising sea levels and seismic concerns, including the financial requirements to perform those upgrades.
- This project is the next step in the Council adopted *Flood Protection Management Strategy*.

Public Input

- The Site Sign has been posted as required.
- Three letters of enquiry (November 26, 2010, and January 25 and February 14, 2011) were received concerning the project description on the site signage. Clarification as necessary was provided.
- One (1) email was received from a concerned community resident enquiring about historic lot lines, and sub-area massing and density, and providing contextual information with regard to historic colours and previous buildings onsite.

Consultation

- The developer has organized five (5) meetings with members of the Steveston Community including neighbourhood meetings with representatives of the Steveston Non-Profit Societies

Group (by invitation to the particular organization); and Public Information Meeting (by newspaper advertisement and mail drop).

- See the *Public Consultation Summary Table* below for detailed summary of meetings and comments.

Public Consultation Summary Table

Meeting			
Date	Type	Attendees	Comments
April 13, 2010	Working Group/ Non-profit Societies	9	<ul style="list-style-type: none"> ▪ Pre-application presentation gives background on massing, height, site-planning, and SAP issues. ▪ Enquiries noted excessive length, height, and number of storeys to rear elevation (4-5 storeys)
August 18, 2010	Public Information/ General Public	4	<ul style="list-style-type: none"> ▪ Pre-application presentation was well-received ▪ Enquiries focussed on the number of storeys in the north façade (4-5) ▪ Applicant to prepare alternative options for the north facade
April 12, 2011	Presentation Update/ Steveston Rotary Club	12 (approximately)	<ul style="list-style-type: none"> ▪ Presentation (with revised application proposal) was well-received with a favourable response
May 2, 2011	Presentation Update/ Non-profit Societies (G8)	16 (approximately)	<ul style="list-style-type: none"> ▪ Presentation (with revised application proposal) updated attendees on dike elevation, design rationale and height ▪ Enquiries focussed on the number of storeys and the character (e.g., mass, form, materials, details) ▪ Representatives of non-profits are to seek comment from their organizations
June 9, 2011	Public Information/ General Public	18	<ul style="list-style-type: none"> ▪ Presentation of updated power point provided key information on the narrative of historical references as parameters to the design and key technical details such as dike elevation, design rationale and height envelope ▪ Courteous enquiries focussed on the number of storeys, scheduling, parking, and the character (e.g., mass, form, materials, details) ▪ Broad range of community represented and proposal generally well-received.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the subject Rezoning application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is in compliance with the proposed "Steveston Conservation Area (SC1)" Zone. A parking deficiency of three (3) commercial stalls has been compensated for through Transportation Demand Management Measures (TDM's).

Analysis

Planning:

- *Zoning & Variances:* Density and height comply generally with the provisions of the “Steveston Conservation Area (SC1)” Zone (Core Area).
 - The project will seek the maximum density incentive (density bonus of 0.4 FAR) to achieve a density of 1.6 FAR with approximately 20% Commercial (522m² or 5,613 sf) and 80% Residential (2068 m² or 22,265 sf).
 - A contribution of approximately \$298,232 will be made to the Steveston Heritage Developer Contributions (6,935 buildable square feet at \$47-\$4 = \$43 per buildable square foot). The reduction of \$4 per buildable square foot acknowledges the contribution made to the Affordable Housing Reserve for residential density.
 - Finance advises that the funds for bonus density will be received as a Steveston Heritage Developer Contribution then transferred to the Steveston Heritage Provision until disbursed as a Steveston Village Heritage Conservation Grant.
 - The maximum height is 12 m and 3 storeys with no setbacks to the lot lines.
 - The datum for establishing the 12m height envelope is 4.0m GSC at the South Building Face, and Existing Grade at the North Property Line.
 - Note: The south 4.0m datum acknowledges a possible future increase in dike elevation on Bayview Street. The retention of the north “Existing Grade” (as a datum) acknowledges a significant feature of the site identified in the *Steveston Village Conservation Strategy* as a Character Defining Element of the Village.
- *Form & Character:* The form and massing of the three-storey mixed use development complies with *OCP-Steveston Area Plan Guidelines*:
 - A pedestrian-oriented streetscape is provided on both Bayview Street and 3rd Avenue with commercial “storefronts” reflecting the historical narrative of the site and grade/sidewalk level access to 3rd Avenue.
 - The proposed height, location and orientation of the building respect the massing of the existing commercial buildings to the south and east;
 - The applicant has enhanced the rear interface with a landscaping to buffer the adjacent commercial buildings’ parking and service areas to the north.
 - The building form is a simple massing of traditional Steveston prototypes. The building mass is articulated with a combination of differentiated facades, parapets, balconies and projections (with some recesses) to break down the larger Bayview Street and 3rd Avenue facades creating the appearance of smaller industrial and commercial buildings. This is in keeping with the *Steveston Village Core Sub-area Development Permit Guidelines* in the *OCP-SAP*.
 - Proposed building materials (horizontal wood siding, corrugated metal sheathing, wood trim, wood frame windows and restricted use of brick) and colour scheme (regional heritage colours) are consistent with the Official Community Plan (OCP) Guidelines; and
 - Surface parking has been located below grade and behind the building on-site off the lane with little visual impact to the streetscape.

- *Development Permit:* A comprehensive list of architectural features and components requiring further review and design development during the Development Permit Stage follows:
 - Bayview Street elevation with further articulation;
 - Bayview Street Terrace with consideration of detail termination at railings and east/west ends;
 - Façade cornices with consideration of the hierarchy and appropriateness in context;
 - Picket railing details relative to balconies, parapets and roof terraces;
 - Sustainability measures; and
 - Adaptability measures to single-level dwelling units.
- *Consultation:* The Development Permit will be reviewed by the Advisory Design Panel (ADP) and the Richmond Heritage Commission.
- *Sustainability:* Sustainability features (listed below) will be considered for inclusion during the Development Permit and Building Permit stages:
 - Landscaping and permeable paving that may assist in diverting storm water run-off from the storm sewer system and reducing the urban heat island effect;
 - Reduction of fresh water use by specifying low flow fixtures and water efficient appliances, dual-flush toilets, and low-flow faucets;
 - Motion sensors and timers in public areas to reduce electricity consumption; efficient fixed lights, fans and heating equipment, as well as, increased occupant control (heating zones within the unit) to decrease energy consumption;
 - Low-e glazing to reduce heat gain; demolition/construction to divert waste from landfills; products made out of recycled material or with recycled content used where applicable and concrete with fly ash content specified where possible; locally/regionally harvested and manufactured products used where possible throughout the project;
 - Low emitting materials sealants, adhesives, paints, carpets and composite wood used where applicable;
 - Operable windows specified to contribute to the quality of the indoor environment;
 - Low albedo roofing to all flat surfaces; and
 - Further sustainability features will be investigated as part of the Development Permit review.
- *Accessibility/Aging-In-Place:* Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) have been incorporated in all units.
 - During the Development Permit review, single-level units with renovation potential for adaptability shall be identified in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
- *CPTED:* Possible areas of concealment have been eliminated with the incorporation of strategic glazing, and rear yard overview.
 - As part of the building permit submission, a lighting plan for pedestrian entrances, access walkways and parking access aisles will be provided to ensure uniform levels of coverage

and security. All lighting fixtures will be hooded and downcast to prevent ambient light pollution and located to minimise conflict with neighbouring properties.

- *Affordable Housing:* The Affordable Housing Strategy requires a cash-in-lieu contribution of \$4.00 per square foot of the total residential building area for apartment developments involving 80 or less residential units. A cash-in-lieu contribution of approximately \$88,516 will be provided.
- *Public Art:* Public Art will be provided in compliance with the City's *Public Art Policy*, updated July 27, 2010, and the OCP-DP Guidelines.
 - A contribution of approximately \$16,000 is suggested for the integration of public art into the development (based on 2010 rates with minimum \$.60/sq. ft for commercial and residential buildable area).
 - Artwork integrated into the proposed terrace at the entrance to the commercial storefronts should be considered, with themes to reinforce heritage interpretation (specifically the historical uses of the site), as referenced in the Submitted Design Rationale.
 - Alternatively, the applicant may contribute the funds to the Public Art Statutory Reserve Fund for use in future public art projects (potentially in Steveston).
- *Amenity Space:*
 - An indoor amenity space contribution of approximately \$25,000 will be offered in lieu of actual facilities being provided based on OCP requirements for 22 units at \$1,000 per unit to 19 units, and \$2,000 per unit over 19 units.
 - No outdoor amenity space has been provided for this small-scale mixed use development, consistent with the dense urban character of existing development in the Moncton Street and Core Area sub-zones of Steveston Village.
 - All units have private balconies with generous roof decks to the third floor.

Transportation:

- A private access easement has been negotiated between the property owners of 3420 Moncton Street and 3531 Bayview Street to provide non-public access through the subject site from 3rd Avenue to the rear of the commercial property at 3420 Moncton Street.
- A 4m x4m corner cut at Bayview and Third Avenue will be dedicated to enhance pedestrian safety.
- Standard Frontage Improvements to Bayview Street and 3rd Avenue apply including sidewalk, boulevard, and layby.
- To maintain the character of the Lanes in accordance with the Steveston Village Conservation Program, minimal upgrades will be required (e.g., no curb and gutter with paving up to the building). Transportation staff recommend incorporating the lighting into the building to preserve the historic condition of the lane.
- The development is deficient by three (3) commercial parking spaces. TDM's (at the discretion of the Director of Transportation) to compensate for the three stall deficiency include:
 - extension of the sidewalk on the north side of Bayview Street east to 2nd Avenue
 - electric vehicle plug-in
 - pedestrian crosswalk at Bayview Street and 3rd Avenue.

- An angled crosswalk will be required across Bayview Street at the intersection of 3rd Avenue and Bayview Street. The incorporation of stamped asphalt material is to be provided for the frontage and new crosswalk.
- Bicycle parking as shown meets bylaw requirements. The preferred bicycle parking location should be on the ground level instead of the residential area of the building.
- All accessible ramps to have a maximum grade of 5%.

Engineering:***Sanitary Sewer Upgrades:***

Review of the sanitary sewer system indicates that no sanitary sewer upgrades are required to support this development.

- The existing Sanitary Right of Way at the north side of the property (at 3rd Avenue frontage) must be retained to maintain sanitary service to 3400 and 3420 Moncton Street.

Storm Sewer Upgrades: Storm sewer capacity analysis is not required.

- An existing concrete box culvert is located within the 5m wide statutory right-of-way along Bayview Street. A strategy for retention should be prepared and possible impacts carefully assessed as below:
 - Effects of pre-loading on soil bearing for the culvert;
 - Effects of foundation construction and depth, relative to the culvert; and
 - Long term access to the culvert for repairs and maintenance.

Water Upgrades:

- Water analysis is not required to determine upgrades to achieve minimum requirements. Once the building design has been confirmed at the Building Permit stage, fire flow calculations must be submitted to confirm that there is adequate available flow.

Technical Considerations for DP/BP Stage:

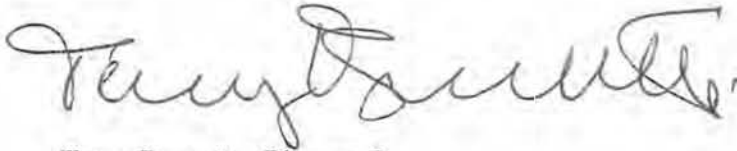
- The site is well-situated and accommodates fire-fighting requirements.
- An internal recycling and garbage room with direct exterior access has been provided.
- Full code analysis and technical permitting issues will be clarified during the DP and BP Stages.

Financial Impact

None.

Conclusion

Staff recommend support for this application. The proposal is generally in conformance with the policies and guidelines of the *Steveston Area Plan* and complies with the terms of the proposed Steveston Conservation Area (SC1) Core Area Zone.



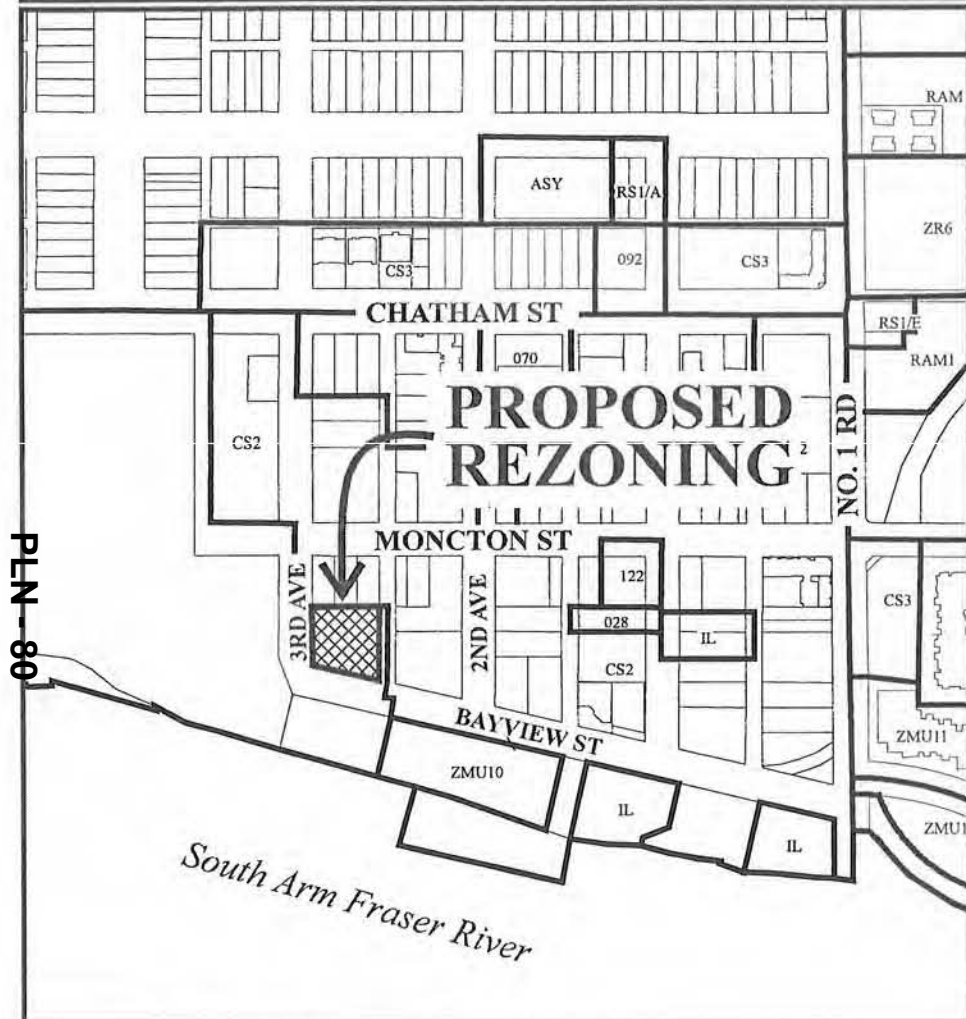
Terry Brunette, Planner 2
Policy Planning Department

TCB:cas

Attachment 1:	Location Map
Attachment 2:	Building Proposal
Attachment 3:	Powerpoint Narrative of Historical Research & Design Development
Attachment 4:	Development Data Application Sheet
Attachment 5:	Steveston Policy Requirements Table
Attachment 6:	Convertible Unit Features
Attachment 7:	Rezoning Considerations



City of Richmond



RZ 10-547511

Original Date: 10/07/10

Revision Date:

Note: Dimensions are in METRES



RZ 10-547511

PLN - 81

Original Date: 10/07/10

Amended Date:

Note: Dimensions are in METRES

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GROUND FLOOR PLAN

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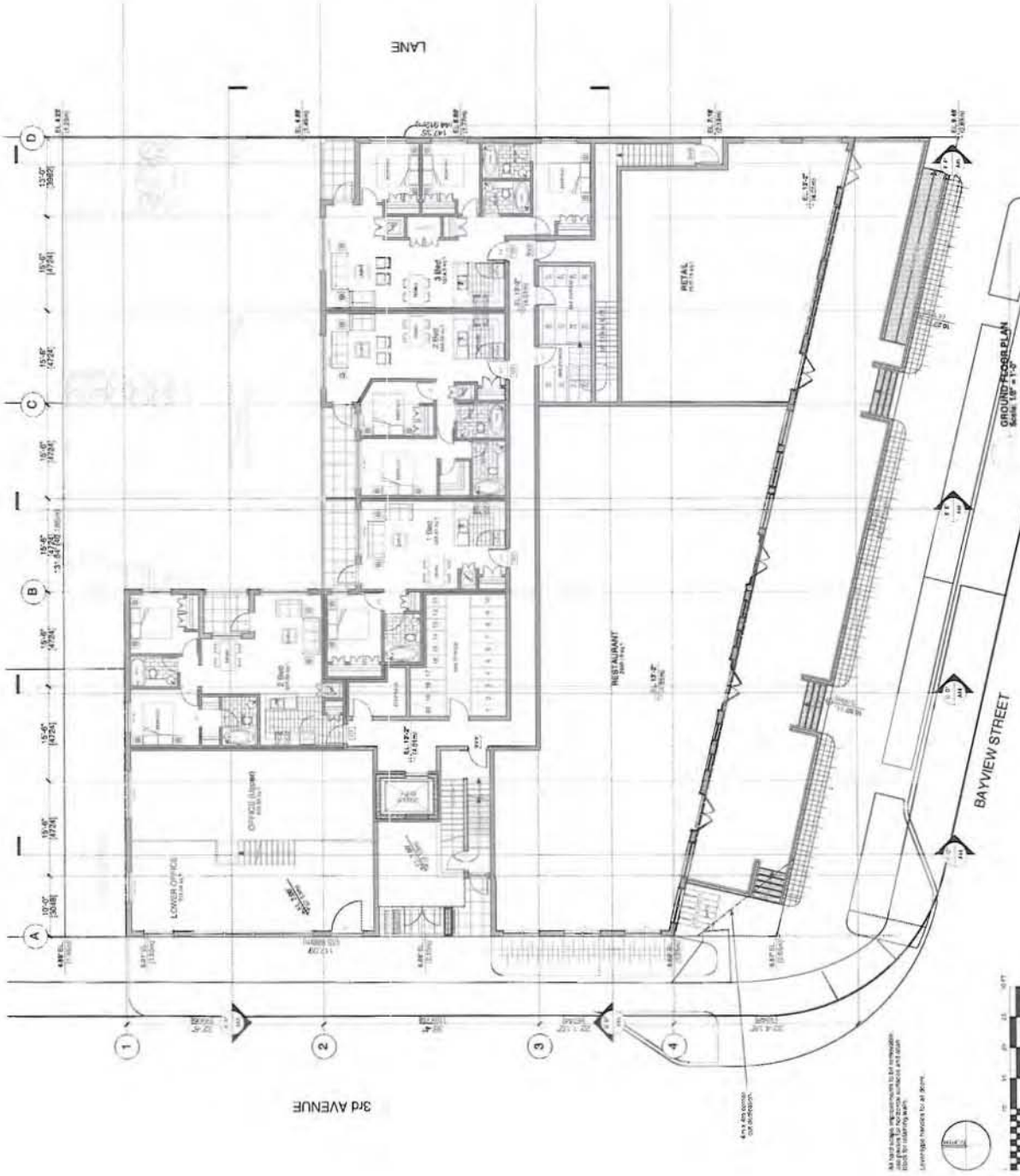
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3. 10/1/2014

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DRAWING NO. A3.4
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Richmond, B.C.

DRAWING:

ROOF PLAN

REVISION / ISSUE DATE:

Issue 001
10/09/2011
Issue 002
10/09/2011
Issue 003
10/09/2011

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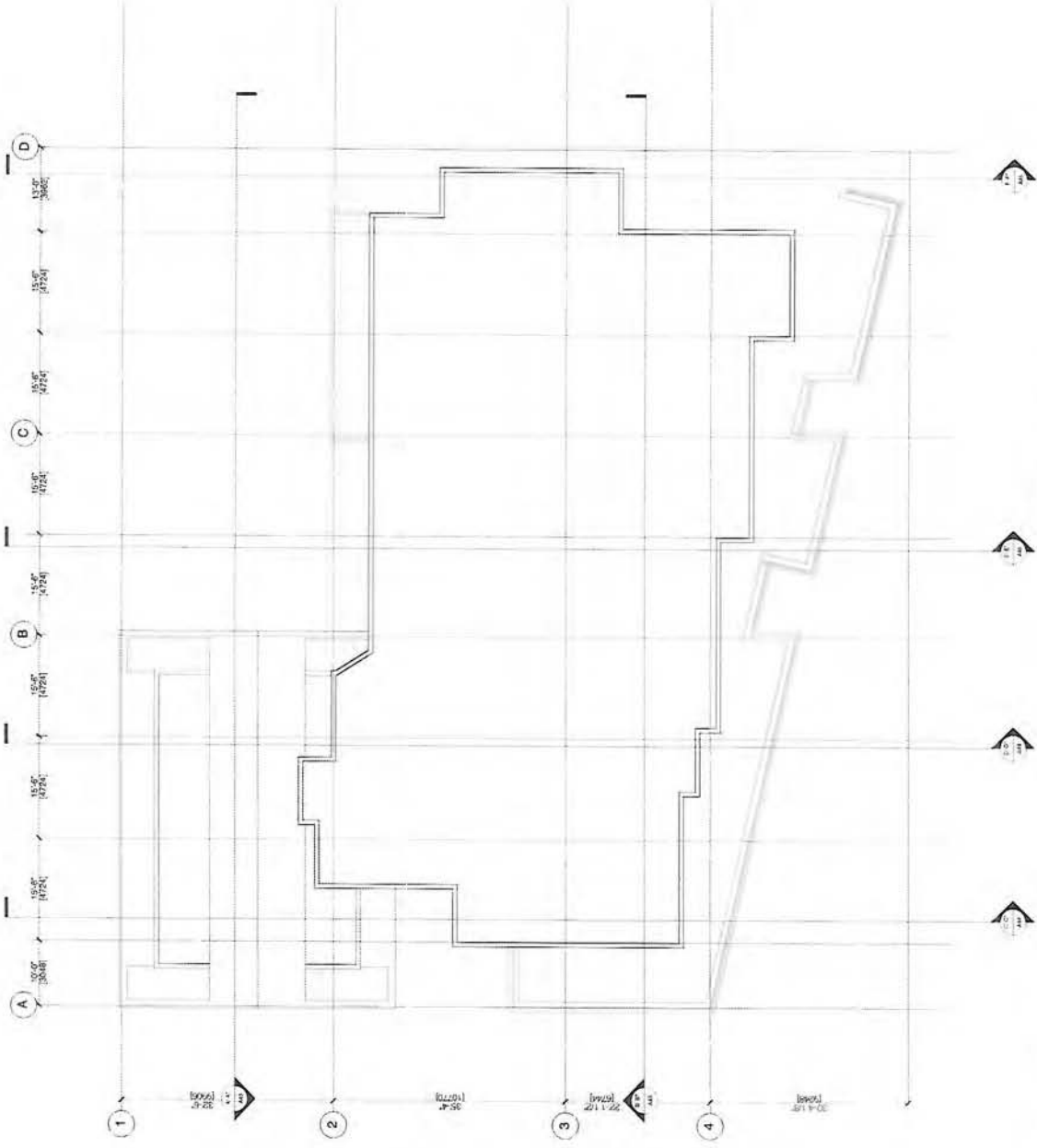
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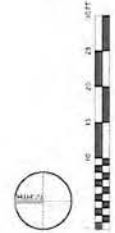
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Author's note: I thank the referees for their helpful comments.

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BAYVIEW
3531 Bayview St.
Richmond, B.C.

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EAST & WEST
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REVIEW

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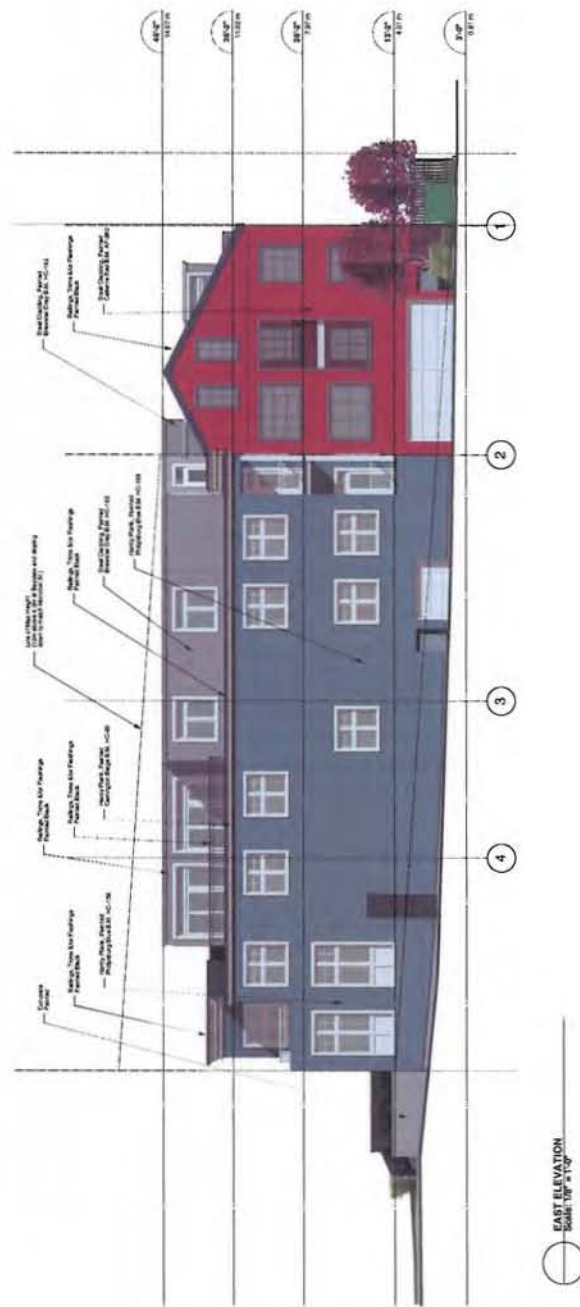
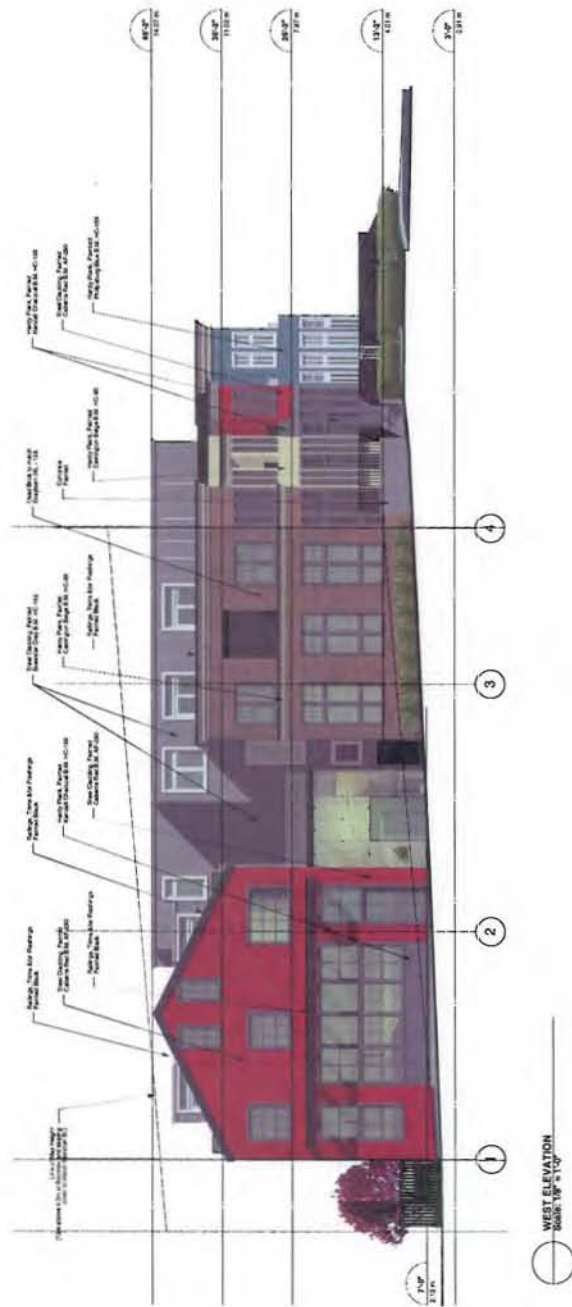
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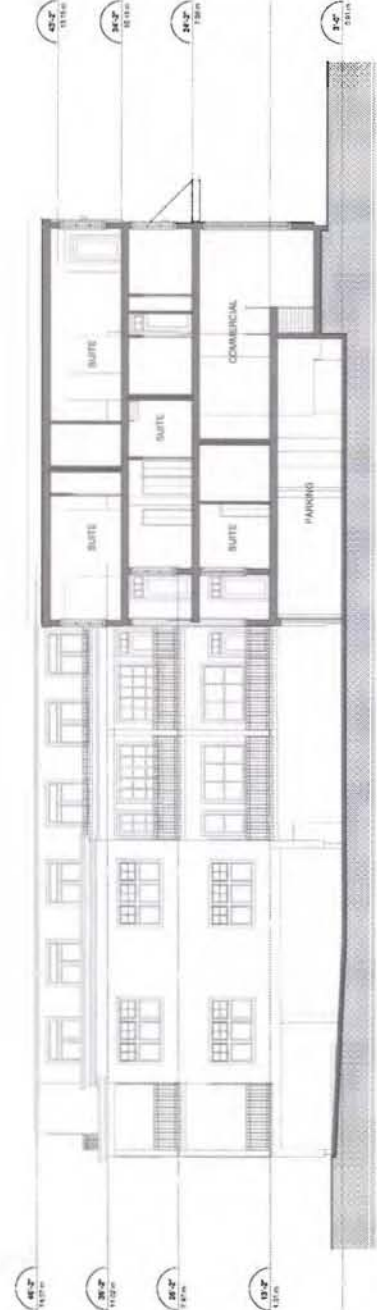
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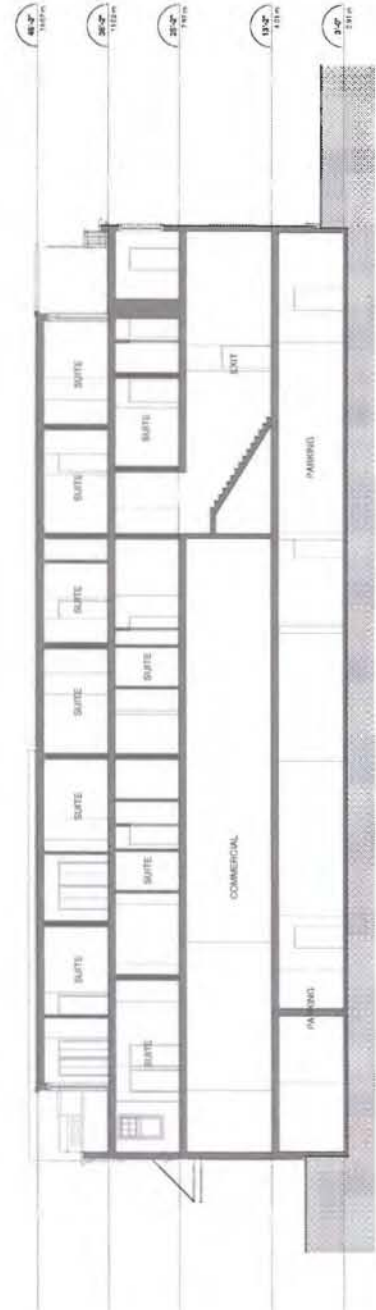
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SECTION A-A
Scale: 1/8" = 1'-0"



SECTION B-B
Scale: 1/8" = 1'-0"

PROJECT

BAYVIEW
3531 Bayview St.
Richmond, B.C.

DRAWING

SECTIONS A & B

REVISIONS:
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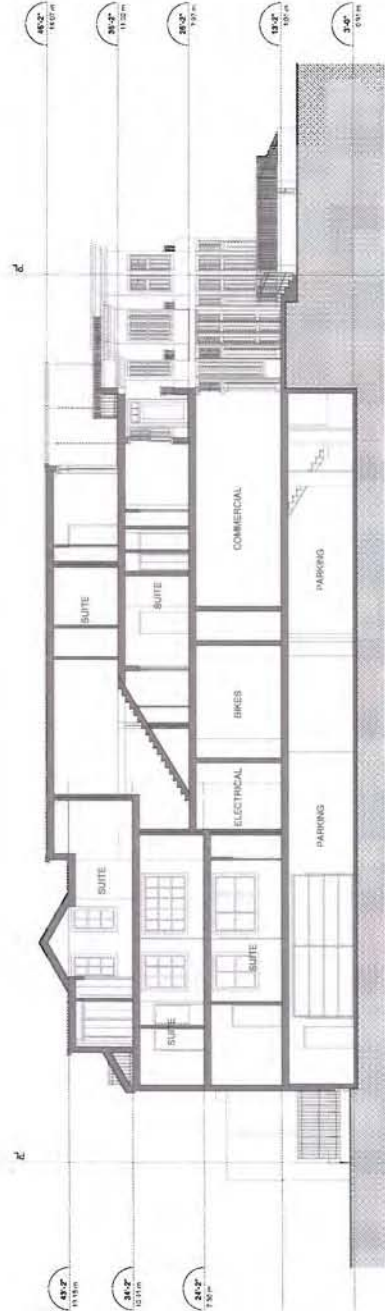
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SECTION C-C
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SECTION D-D
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PROJECT NO.: 0933

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continued

SECTIONS E & F

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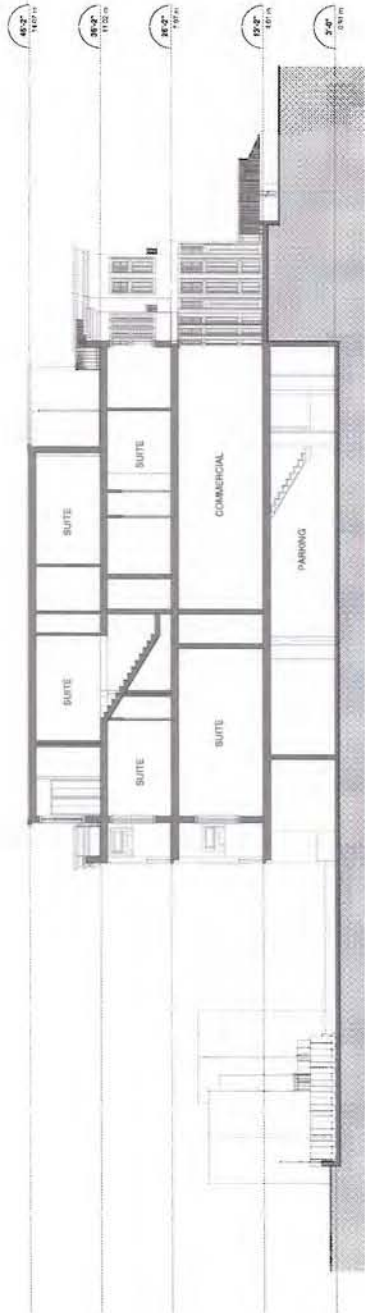
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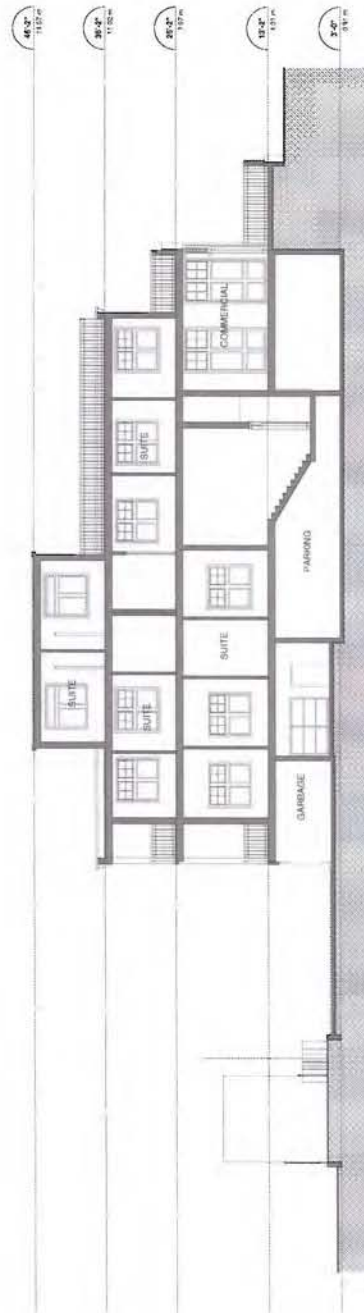
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SECTION F-F
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Bayview at 3rd Avenue



Site Plan

Bayview at 3rd Avenue

Steveston



View from Third and Bayview of Proposed Commercial/Residential Mixed Use Building

Bayview at 3rd Avenue

The project must respond to the following:

- Steveston Conservation Area Plan.
- The need to raise Bayview to elevation 4.7m in the future as part of the improved Dyke. This is about 5' higher than its current elevation in front of the site.
- A decision to raise the dyke in two stages the first stage being 4.0m.
- A ruling to calculate height using a sloping plane 12m above a datum of 4.0m on Bayview and existing grades on the north property line.

Bayview at 3rd Avenue

The following decisions/rulings were made in preliminary discussions:

- The building will be three storeys high with the top floor generally set back from the perimeter to reduce its impact on the street.
- The parkade below the building is not a storey.
- The proposed property line in the OCP must be respected.
- The commercial space on Bayview is to be set at elevation 4.0m with a raised podium on the storm channel right-of-way making the transition to street grade.
- The project should draw inspiration from Historic lot lines and development patterns.

Bayview at 3rd Avenue

PLN - 97



Historic Survey Showing Four Lots Fronting Bayview and One Fronting Third Avenue

VICTORIA B.C.

Bayview at 3rd Avenue



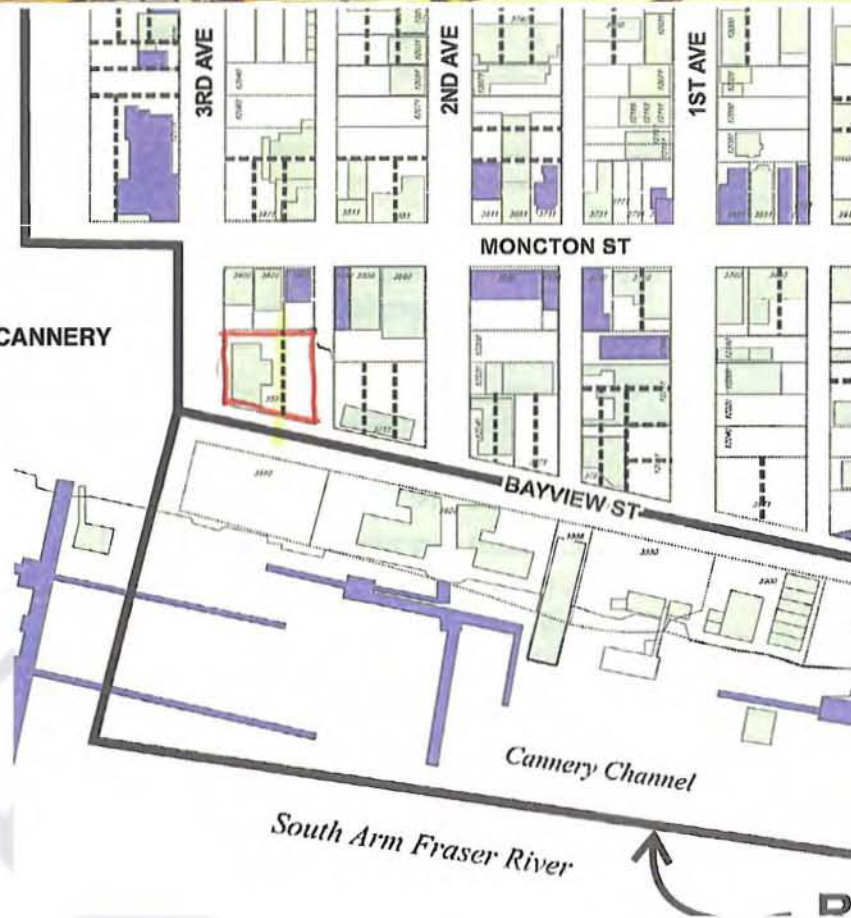
July 1880 Survey Showing Two Lots

1889 plan

Bayview at 3rd Avenue

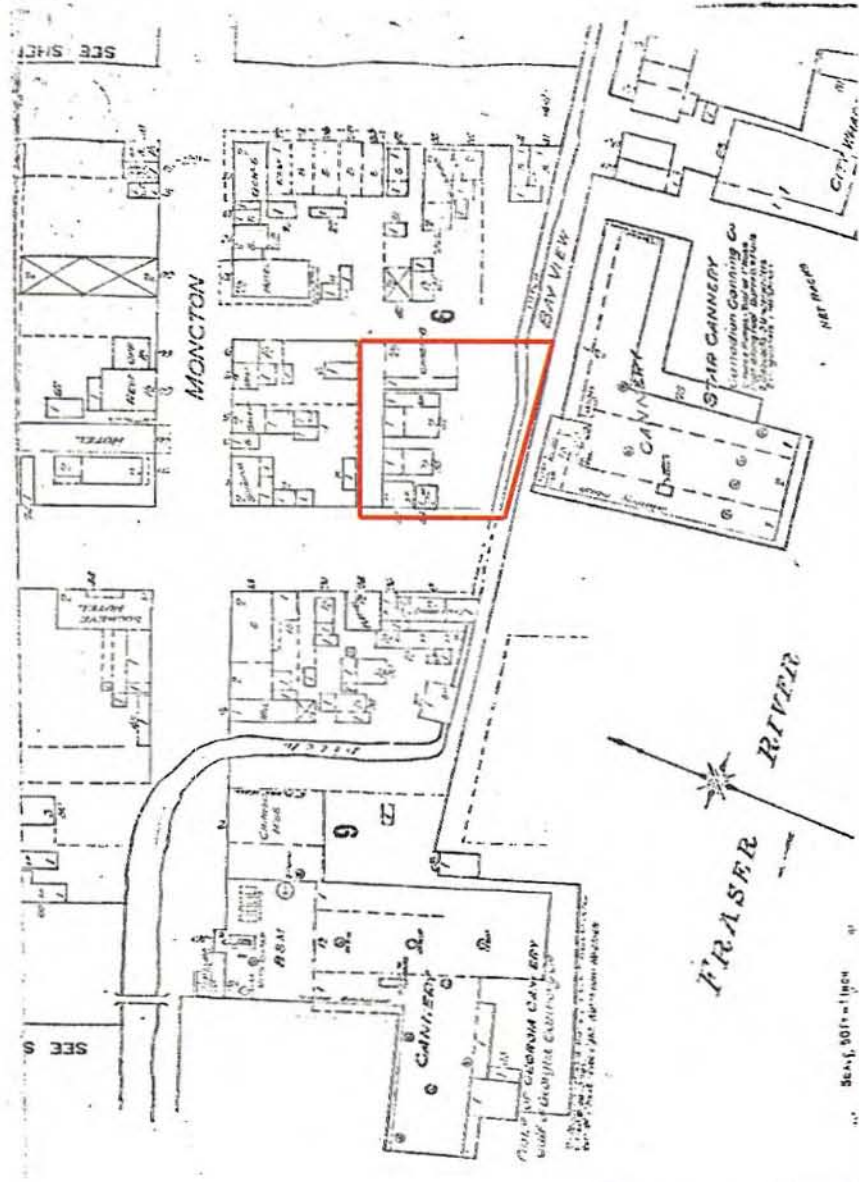
66 - PLN - 99

GULF OF GEORGIA CANNERY



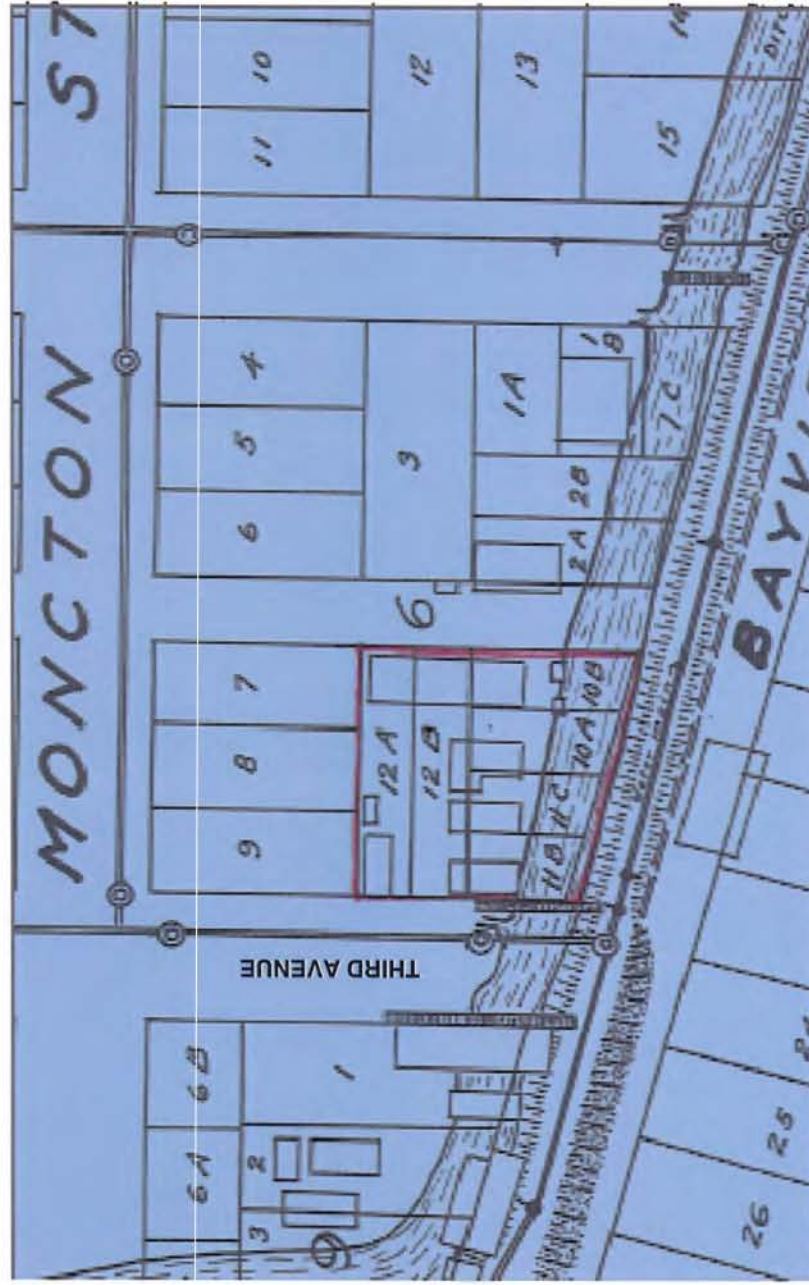
Map from the Steveston Area Plan showing the lots lines to be acknowledged by any future development on the property

Bayview at 3rd Avenue



Historic Map Showing Four Buildings Facing Bayview

Bayview at 3rd Avenue



[Fire Services Map showing Four Lots and Four Buildings Facing Bayview and Two Lots and One Building Facing Third Avenue](#)

Bayview at 3rd Avenue

Hypothetical Historic Site Development

- The Pioneers.

PLN - 102



In the early days of Steveston, fishing was a flourishing industry. An industrial building was built on the northern lot across from the Cannery. Industrial buildings are simple in form, with openings dictated more by functionality than aesthetics.



A commercial building was built on the eastern lot to service the needs of the fishermen. It featured living accommodation above a saloon.



Bayview at 3rd Avenue

Hypothetical Historic Site Development

- The Development of Bayview.

PLN - 103



A second commercial building along Bayview was built using materials salvaged from abandoned industrial buildings.



Further commercial development was constructed to keep up with the demand for shops catering to fishermen and the surrounding community.



Bayview at 3rd Avenue

Hypothetical Historic Site Development

- The Consolidation and the Future.

PLN - 104



An improving economy supported an upscale brick building to be built on the prominent corner site. This building helped to consolidate 3rd Avenue and extend Bayview to the doors of the historic Gulf of Georgia Cannery.



Increasing demand for residential units in the Village, creates an opportunity to renew the buildings by merging the upper levels with an expanded industrial shed. The historic character of the street is maintained. A modern crystal box with an artful canopy is added as a residential entry to support modern living looking forward to Steveston's future without forgetting its working town heritage.



City of Richmond

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

Development Application Data Sheet

RZ10-547511

Attachment 4

Address: 3531 Bayview Street

Applicant: Cornerstone Architecture (Scott Kennedy)

Planning Areas: OCP-Steveston Plan – Steveston Village Sub-Area "Core Area"

	Existing	Proposed
Owner:	Minhas Ventures Group International	Minhas Ventures Group International
Site Size (m²):	1619 m ² (17,426 f ²)	1611 m ² (17,342 f ²)
Land Uses:	Neighbourhood Service Centre	Neighbourhood Service Centre
OCP Designation:	Neighbourhood Service Centre	Neighbourhood Service Centre
Area Plan Designation:	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)
702 Policy Designation:	NA	NA
Zoning:	Light Industrial (IL)	Steveston Conservation Area (SC1) Core Area
Number of Units Commercial)	1 (Industrial)	3 Commercial including Office, Restaurant, Retail
Number of Units Commercial)	1 (Industrial)	22 Residential
Other Designations:	NA	NA

Current Consolidated Parcel	Bylaw Requirement (SC1) Core Area	Proposed (SC1) Core Area	Variance
Density (units/acre):	NA	NA	none
Floor Area Ratio:	1.6 FAR	1.6 FAR	none
Lot Coverage – Building:	100%	100%	none
Lot Size (min. dimensions):	NA	NA	none
Setback – Front Yard (m):	5.0 SRW (Utilities)	5.0 SRW (Utilities)	none
Setback – Side & Rear Yards (m):	No Required Minimum	No front, side, rear yards	none

Current Consolidated Parcel	Bylaw Requirement (SC1) Core Area	Proposed (SC1) Core Area	Variance
Height (m):	12m (3 Storeys)	12m (3 Storeys)	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	43 stalls	40 stalls	variance: 3 commercial stalls
Off-street Parking Spaces – Total:	43 stalls	40 stalls	variance: 3 commercial stalls
Tandem Parking Spaces:	N/A	N/A	none
Amenity Space – Indoor:	Cash In Lieu	Cash In Lieu	none
Amenity Space – Outdoor:	N/A	N/A	N/A

STEVESTON POLICY REQUIREMENTS

Issue	Staff Recommendations (Bold) & Assessment
Dike Elevation	<ul style="list-style-type: none"> COR may increase Dike to 4.7m GSC in future Ground floor to be set at 4.0m GSC
Grade	<ul style="list-style-type: none"> Maintain existing grade at North Property Line for purposes of setting height envelope Set Finished Floor Level of Commercial on Bayview at 4.0m GSC for purposes of setting height envelope Proposal has complied and height established accordingly
Height	<ul style="list-style-type: none"> Maintain height and number of storeys as per requirements of Steveston Village Conservation Area Zone and OCP 3 storeys and 12m max to North Property Line and South Building Face Parking not to be included as a storey Parking is located below grade Envelope – Bayview/South BF: 12m max from 4.0m Finished Floor Level of Commercial fronting on Bayview Street at South Building Face Envelope - North PL: 12m max from existing grade at North Property Line
Site Planning	<ul style="list-style-type: none"> Footprint to be subdivided in accordance with archival and historical research of the site. Site planning should read as if there were different building blocks, with distinct massing, roof detail, etc. Design should reflect a compelling image – not an aggregate of parts Refer to 1936 Waterworks Atlas – consider scenario boatworks/machine shop rebuilding Alternatively consider Kawaki Site Planning and Analysis of Precedent Proposal has integrated a "historical narrative" to successfully modulate building mass and footprint
Streetwall (2 or 3 storey)	<ul style="list-style-type: none"> Design development to Streetwall to reflect Narrative of Use Streetwall to incorporate a sense of connection with depth of uses behind Streetwall to be reviewed in relation to limited range of bold massing blocks, distinctive materials, and window design and handling Further design development of Bayview Elevation to occur at DP Stage 3rd Avenue Elevation is well-resolved for site, form and heritage challenges
Materials	<ul style="list-style-type: none"> Reflect historic Steveston typology in the handling of streetwalls and cladding materials/detailing. Analyse Gulf of Georgia Cannery site planning, massing and architectural details/materials. Brick and masonry detailing have been handled appropriately –simple wood-frame details maintained Materials varied with metal and wood siding –trims, details, etc. resolved Picket railings, cornices, parapets, windows, etc. require further design development at DP stage to achieve better fit with Steveston patterns and typologies
Roof Profile	<ul style="list-style-type: none"> Roof profile/roofscape lacks appropriate reference to the unique position of the site and Steveston building precedents in the Bayview area. Design development to occur at DP stage to achieve better response to Steveston patterns and typologies
Massing	<ul style="list-style-type: none"> Parking not to be included as a storey Parking located below grade.
FAR Density Incentive	<ul style="list-style-type: none"> Contribution of \$298,232 is proposed to achieve 0.4 FAR increase to achieve 1.6 FAR maximum Contribution for residential density and reduced by applicable Affordable Housing Contribution
Contributions	<ul style="list-style-type: none"> Affordable Housing Steveston Village Heritage Conservation Grant Public Art Amenity Space

Rezoning Considerations

3531 Bayview Street RZ 10-547511

Prior to final adoption of Zoning Amendment Bylaw 8780, the developer is required to complete the following:

1. Issuance of a Heritage Alteration Permit HA 10-547513.
2. Registration of a flood indemnity covenant on title.
3. City acceptance of the developer's offer to voluntarily contribute \$0.60 (2010 rate) per buildable square foot (e.g. approximately \$16,000) to the City's public art fund.
4. City acceptance of the developer's offer to voluntarily contribute \$47.00 per buildable square foot (less the Affordable Housing Fund contribution) of 0.4 FAR density incentive (e.g. approximately \$298,232) to the City's Steveston Heritage Developer Contributions.
5. Contribution of approximately \$25,000 in-lieu of on-site indoor amenity space.
6. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. approximately \$88,516) to the City's Affordable Fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
7. Registration of a Dike Maintenance Agreement on Title to the lands, including:
 - a) Provision of structures to encroach within the minimum 7.5 m setback from the dyke right-of-way (Flood Plain Designation Bylaw 8204). The structures shall be for the purpose of parking, vehicle and pedestrian circulation, or subsurface structure(s) that have been engineered to support a future raised dyke. Owner solely responsible for liability and maintenance. Owner responsible at Owner's cost to maintain structure(s) or reinstate dyke toe approved by the Province.
 - b) Provision of Engineering Report with specifications to the satisfaction of the City, as an attachment to the agreement, and if required, addressed to the City.
 - c) Statutory right-of-way (SRW) agreement granting the City permission and access to maintain or remove encroaching structures.
 - d) Approval from the Ministry of Environment (Inspector of Dikes)
 - e) The Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dyke.
8. Dedication of a 4m x 4m corner cut at Bayview and Third Avenue.
9. Enter into a Servicing Agreement* for the design and construction of the following. All works are to be at the developer's sole cost with no credits. Works include, but may not be limited to:
 - a) *Frontage Improvements:*
 - *Bayview Street:* Works include installation of a 2m sidewalk along the property line edge from Third Avenue east to Second Avenue, removing the partial existing sidewalk. The balance of the area out to the curb is to be a grassed boulevard with no trees. The remainder of the frontage area to the existing curb is to be landscaped boulevard, curb and gutter. A 2.5m wide layby for vehicular parking is to be created along Bayview St. with appropriate clearances from the lane and 3rd Ave. As well, if the applicant would like to consider angled parking on Bayview Street, Transportation can review that option as well.
 - *Third Avenue:* new concrete sidewalk at Property Line (2.0m) remainder to existing curb location to be landscaped boulevard with new curb and gutter with a 2.5m parking bay constructed. The curb extension at the corner of Bayview Street/3rd Avenue is supported, however a turning template for a truck making the right turn from Bayview Street to 3rd Avenue is to be submitted indicating the wheel path does not cross over the centre lane into opposing traffic.
 - *Lane Works:* To maintain the character of the Lanes in accordance with the Steveston Village Conservation Program, minimal upgrades will be required. The lane will require paving up to the new Property Line with new asphalt. No curb and gutter or sidewalk will be required. Laneway lighting is required. Staff recommend incorporating the lighting into the building to preserve the historic condition of the lane.
 - A crosswalk will be required across Bayview Street at an angle at the intersection of 3rd Avenue/Bayview Street. This will require frontage works across the street at the Steveston Harbour Authority parking area.

The exact location of the sidewalk and design and construction of frontage improvements to be part of the servicing agreement to the satisfaction of the Director of Transportation. Stamped asphalt material should be used for the frontage and new crosswalk.

- All accessible ramps to have a maximum grade of 5%.
- b) *Sanitary Sewer Upgrades:* Review of the sanitary sewer system indicates that no sanitary sewer upgrades are required to support this development;
 - The existing Sanitary Right of Way at the north side of the property (at 3rd Avenue frontage) must be retained to maintain sanitary service to 3400 and 3420 Moncton Street.
 - Sanitary sewers are located within rights of way on this site that may be impacted by the on-site development works (i.e., foundations, structures, construction etc.).
- c) *Storm Sewer Upgrades:* Storm sewer capacity analysis not required. The site's drainage must be directed to 3rd Ave or Bayview; the preference being to utilize the existing storm connection location on 3rd, if feasible. City records show a site drainage connection to the lane; the site will not be permitted to drain to the lane & this connection must be abandoned.
 - There is an existing 1.08m X 0.8m concrete box located within a Right of Way along Bayview Street. Foundations for the proposed building along this frontage must be lower than the invert of the concrete box under discussion.
 - Storm sewers are located within the rights of way on this site that may be impacted by the on-site development works (i.e., foundations, structures, construction etc.). Engineering Department requires an impact assessment, signed and sealed by a Professional Engineer or Geoscientist, complete with recommendations to ensure the following conditions are met.
 - That the City be able to construct, maintain, operate, repair or remove City utilities/infrastructure without impact to the on-site works, and;
 - That the on-site works, or their construction/maintenance of, not cause damage to the City utilities/infrastructure.
- d) *Water Upgrades:*
 - Using the OCP 2021 Maximum Day Model, there is 390 L/s available at 20 psi residual at 3531 Bayview Street. Based on the proposed rezoning, the redeveloped site requires a minimum fire flow of 200 L/s. Water analysis is not required to determine upgrades to achieve minimum requirements. Once the building design has been confirmed at the Building Permit stage, fire flow calculations must be submitted, signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.

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

1. As part of the Building Permit Submission, sustainability features (listed below) are to be detailed and included in the drawings during the Building Permit stage:
 - Landscaping and permeable paving that may assist in diverting storm water run-off from the storm sewer system and reducing the urban heat island effect;
 - Reduction of fresh water use by specifying low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and shower heads;
 - Motion sensors and timers in public areas to reduce electricity consumption; efficient fixed lights, fans and heating equipment, with increased occupant control (heating zones within functional areas) to decrease energy consumption;
 - Low-e glazing to reduce heat gain; demolition/construction waste management to be implemented to divert waste from landfills; products made out of recycled material or with recycled content to be used where applicable and concrete with fly ash content to be specified where possible; locally/regionally harvested and manufactured products to be preferred throughout the project;
 - Low emitting materials sealants, adhesives, paints, carpets and composite wood to be used where applicable;
 - Low albedo roofing to all flat surfaces;
 - Operable windows specified to contribute to the quality of the indoor environment; and
 - Further sustainability features will be investigated as part of the Development Permit review.
2. As part of the Development Permit review and Building Permit submission, aging-in-place and adaptability features (listed below) are to be detailed and included in the drawings during the Building Permit stage:

- Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) to be incorporated in all units; and
 - Single-level units with renovation potential identified which could be fully adaptable (e.g., corridor/door widths, fully accessible bathroom/bedroom, finishes) in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond Zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
3. As part of the Building Permit submission, a lighting plan for pedestrian entrances, access walkways (including pedestrian SRW) and parking access aisles will be required to ensure uniform levels of coverage and security. All lighting fixtures are to be hooded and downcast to prevent ambient light pollution and located to minimise conflict with neighbouring single family dwellings.
 4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

Signed

Date



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

Heritage Alteration Permit Development Applications Division

File No.: HA 10-547513

To the Holder: Cornerstone Architecture (Scott Kennedy)
Property Address: 3531 Bayview Street
Legal Description: PID: 001-618-555
LOT SECTION 10 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER
DISTRICT REFERENCE PLAN 249

(s.972, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.967)
 - ☐ Property Subject to Temporary Protection (s.965)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.972)
 - ☒ Property in Heritage Conservation Area (s.971)
 - ☐ Property Subject to s.219 Heritage Covenant
2. In accordance with Rezoning Application RZ 10-547511, this Heritage Alteration Permit is issued to authorize the following work as per the attached Drawings and Scope of Work below:
 - a) demolition of all structures on site;
 - b) installation of construction hoarding;
 - c) installation of shoring along north, east and west property lines to support neighbouring grades during site excavation;
 - d) site excavation as required to accommodate a parking slab at elevation 0.91m GSX;
 - e) installation of protective measures for the box culvert in the Bayview Street right-of-way if required;
 - f) installation/removal of existing site services;
 - g) installation of permanent retaining wall and fencing as required along the north property line;
 - h) installation of unit paves and unit retaining systems along Bayview Street to transition from commercial units to existing grades at south property line;
 - i) installation of upgrades and paving to the utilities right-of-way in the north-west corner of the parcel;
 - j) preloading as required; and
 - k) all works required by the Servicing Agreement provisions of the attached Rezoning Considerations.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.

4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. <Resolution No.> ISSUED BY THE COUNCIL THE DAY OF
<Date>

DELIVERED THIS <Day> DAY OF <Month>, <Year>

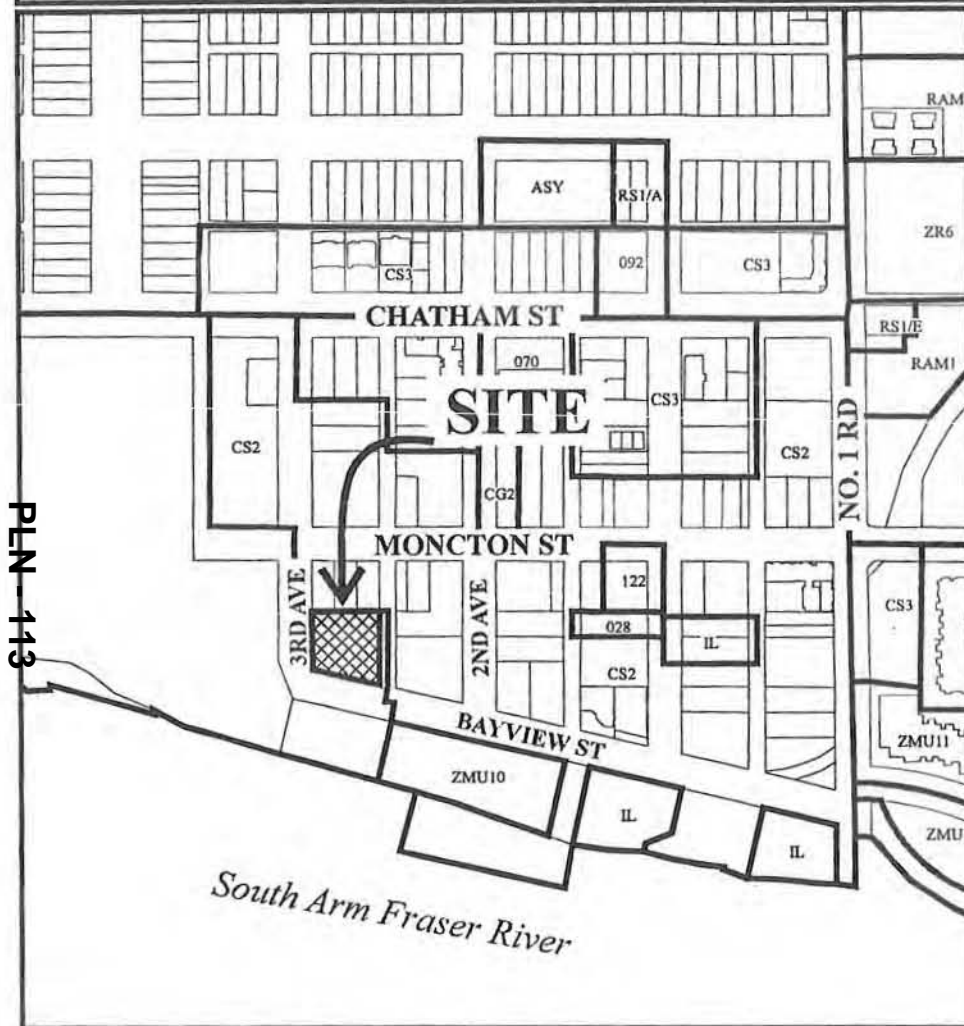
MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



City of Richmond



PLAN 113



HA 10-547513

Original Date: 10/07/10

Revision Date:

Note: Dimensions are in METRES

Rezoning Considerations

3531 Bayview Street RZ 10-547511

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 - Motion sensors and timers in public areas to reduce electricity consumption; efficient fixed lights, fans and heating equipment, with increased occupant control (heating zones within functional areas) to decrease energy consumption;
 - Low-e glazing to reduce heat gain; demolition/construction waste management to be implemented to divert waste from landfills; products made out of recycled material or with recycled content to be used where applicable and concrete with fly ash content to be specified where possible; locally/regionally harvested and manufactured products to be preferred throughout the project;
 - Low emitting materials sealants, adhesives, paints, carpets and composite wood to be used where applicable;
 - Low albedo roofing to all flat surfaces;
 - Operable windows specified to contribute to the quality of the indoor environment; and
 - Further sustainability features will be investigated as part of the Development Permit review.
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The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

Signed

Date



**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8780 (RZ 10-547511)
3531 BAYVIEW STREET**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 9.5 thereof the following:

“9.5 STEVESTON CONSERVATION AREA (SC1, SC2, SC3)

9.5.1 Purpose

The intent of this medium **density zone** is to provide incentives to support conservation of the heritage character of Steveston Village, while providing for the shopping, **personal service, business**, entertainment, mixed commercial/residential and industrial needs of the Steveston Village area. The **zone** is divided into sub-zones which are **Steveston Conservation Area (SC1)** that is to be used for development within the Steveston Village Core Area, **Steveston Conservation Area (SC2)** that is to be used for development fronting Moncton Street, and **Steveston Conservation Area (SC3)** that is to be used for development along the riverfront south of Bayview Street.

9.5.2 Permitted Uses

- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- entertainment, spectator
- government service
- greenhouse & plant nursery
- health service, minor
- hotel
- industrial, general
- liquor primary establishment
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- recycling depot

9.5.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business
- housing apartment

- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

9.5.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 9.5.4.1, the reference to “1.0” is increased to a higher **density** of “1.2” on sites zoned SC1, SC2 and SC3 if:
 - a) for rezoning applications involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the SC1, SC2 or SC3 **zone**; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units** and prior to first occupancy of the **building**, the **owner**:
 - i. provides in the **building** not less than **four affordable housing units** and the combined **habitable space** of the total number of **affordable housings units** would comprise at least 5% of the total residential **building** area; and
 - ii. enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
3. Notwithstanding Section 9.5.4.1 and 9.5.4.2, the reference “1.2” is increased to a higher **density** of “1.6” on sites zoned SC1 and SC3 if:
 - a) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the SC1 or SC3 zone, pays into the Steveston Heritage Developer Contributions, the sum specified in Section 5.16 of this bylaw; and
 - b) for rezoning applications:
 - i. involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section

5.15 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the SC1 or SC3 **zone**; or

- ii. for rezoning applications involving more than 80 **apartment housing dwelling units** and prior to first occupancy of the **building**, the **owner**:
 - provides in the **building** not less than **four affordable housing units** and the combined **habitable space** of the total number of **affordable housings units** would comprise at least 5% of the total residential **building area**; and
 - enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

- 4. For the purposes of the **zones**, **floor area ratio** shall not include those parts of the **building** used for public pedestrian passage **right-of-way**.
- 5. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

9.5.5 Permitted Lot Coverage

- 1. The maximum **lot coverage** is 100% for **buildings**.

9.5.6 Yards & Setbacks

- 1. There is no minimum **front yard**, **side yard** or **rear yard**.
- 2. **Building** front facades facing a public **road** shall not be set back from the public **road lot line**, except for the following elements:
 - a) there shall be a 1.5 m maximum **setback** of ground floor **building face** (to underside of floor or roof **structure** above), accompanied with support posts at the **front lot line**, and at historic **lot line** locations (see the "Steveston Village Historic Lot Line Map" in the Steveston Area Plan);
 - b) the entrance to a ground level public **right-of-way** shall have a maximum width of 2.4 m, but shall not be more than 25% of facade width;
 - c) a recessed balcony opening shall have a maximum width of 2.4 m, and the total aggregate width shall be a maximum 25% of **lot width**; and
 - d) the aggregate area of all recesses and openings in items a), b), and c) shall not exceed a maximum of 33% of **building facade** as measured from the ground level to parapet cap by the facade width.

9.5.7 Permitted Heights

1. The maximum **height** for **buildings** in each **Steveston Conservation Sub-zone** is as outlined in the following table:

Sub-Zone Location	Maximum Height	
	Metres	Storeys
Steveston Conservation Area (SC1)	12 m	Not to exceed 3 storeys
* Steveston Conservation Area (SC2)	9 m	Not to exceed 2 storeys
** Steveston Conservation Area (SC3)	<ul style="list-style-type: none"> ▪ 20 m GSC for any pitched roof building with a roof slope between 10-to-12 and 12-to-12 ▪ 17 m GSC for any portion of any building with an ancillary roof form with a different roof slope 	Not to exceed 3 storeys
<p><i>* Note: For (SC2), the building height may be increased to 12 m, not to exceed 3 storeys, if limited to no more than one third of the maximum achievable streetwall (e.g., one of three buildings or one of three lots) in order to achieve a varied streetscape along Moncton Street</i></p> <p><i>** Note: For (SC3), no new buildings are to be taller than the Gulf of Georgia Cannery, which has a building height of approximately 22 m GSC, or 19 m measured from the dock level. For this reason, building height is specified in GSC (Geodetic Survey of Canada) to avoid building height being measured in relation to Bayview Street, which may increase in height over time.</i></p>		

2. The maximum **height** for **accessory structures** in 9.0 m.

9.5.8 Subdivision Provisions/Lot Size

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

9.5.9 Landscaping & Screening

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

9.5.10 On-Site Parking

1. On-site **vehicle** and bicycle parking shall be provided according to the standards set out in Section 7.0, except that:
 - a) the minimum on-site parking requirements contained in this bylaw are reduced by 33%, except for the residential visitor **parking space** requirements.
 - b) On-site **parking spaces** may be arranged in a configuration perpendicular to a rear **lane** provided that there is no adjoining **fence** or **structure** of greater than 0.3 m in **height** within 3.0 m of the rear **lane** that would impede the view of on-coming traffic on the near side of the **lane** and provided that such **parking spaces** are specified by a Development Permit approved by the **City**.
 - c) On-site **parking spaces** shall be no closer than 0.6 m to a **lot line** which **abuts** a rear **lane**, and no closer than 0.3 m to any other **lot line** unless the **parking spaces** are screened by a combination of trees, shrubs, ornamental plants, **building** or **structure** as specified by a Development Permit approved by the **City**.

9.5.11 Other Regulations

1. For **apartment housing**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line abutting** a **road** shall be used for residential purposes.
2. For **apartment housing**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 2.0 m in width.
3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

2. Richmond Zoning Bylaw 8500 is amended by repealing “Section 5.16.3” and inserting the following:

“5.16.3 Where an **owner** pays into the Steveston Heritage Developer Contributions, according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
* Steveston Conservation ▪ SC1 ▪ SC3	\$47.00 per Buildable Square Foot of Permitted floor area ratio (FAR) over 1.2 FAR.
<i>* Note: if the density over 1.2 is for residential use and has been used to calculate a contribution to the Affordable Housing Reserve, the contribution to the Steveston Heritage Developer Contributions per Buildable Square Foot will be reduced by the amount of the Affordable Housing Reserve contribution per buildable square foot of density over 1.2 FAR up to 1.6 FAR (0.4 FAR maximum) as per "Section 5.15 Affordable Housing".</i>	

5.16.4 For the purposes of Section 5.16.1, 5.16.2 and 5.16.3, buildable square foot is the maximum **floor area ratio** and excludes the items not included in the calculation of **density** (e.g., **enclosed parking**; unenclosed **balconies**; common stairwells and common elevator shafts; etc.).”

3. Richmond Zoning Bylaw 8500 is amended by inserting “SC1, SC2, SC3” into the “Zone” column and “\$4.00” into the “Sum Per Buildable Square Foot of Permitted Principal Building” column of “Section 5.15.1”.
4. 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 **STEVESTON CONSERVATION AREA (SC1)**:

P.I.D. 001-618-555

Lot Section 10 Block 3 North Range 7 West New Westminster District Plan 249

5. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8780"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 