



Planning Committee

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

**Tuesday, June 8, 2021
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Special Planning Committee held on May 19, 2021.*



NEXT COMMITTEE MEETING DATE

June 23, 2021, (tentative date) at 4:00 p.m. in Council Chambers

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY VIVID GREEN ARCHITECTS INC. FOR REZONING AT 6740 AND 6780 FRANCIS ROAD FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO A NEW SITE SPECIFIC "TWO-UNIT DWELLINGS (ZD7) – FRANCIS ROAD (BLUNDELL)" ZONE**

(File Ref. No. 12-8060-20-010271/010277; RZ 17-775025) (REDMS No. 6672418)

PLN-9

See Page PLN-9 for full report

Designated Speakers: Wayne Craig and Nathan Andrews

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10271, to create a new “Two-Unit Dwellings (ZD7) – Francis Road (Blundell)” site specific zone, be introduced and given first reading; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10277, for the rezoning of 6740 and 6780 Francis Road from the “Single Detached (RS1/E)” zone to the “Two-Unit Dwellings (ZD7) – Francis Road (Blundell)” zone, be introduced and given first reading.*



2. **APPLICATION BY DOXA DEVELOPMENT FOR REZONING AT 6700 FRANCIS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE SITE SPECIFIC “TWO-UNIT DWELLINGS (ZD7) – FRANCIS ROAD (BLUNDELL)” ZONE**

(File Ref. No. 12-8062-20-01273; RZ 19-867880) (REDMS No. 6665590)

PLN-46

See Page PLN-46 for full report

Designated Speakers: Wayne Craig and Nathan Andrews

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10273, for the rezoning of 6700 Francis Road from the “Single Detached (RS1/E)” zone to a new site specific “Two-Unit Dwellings (ZD7) – Francis Road (Blundell)” zone, be introduced and given first reading.



3. **YVR PROPOSED LAND USE PLAN AMENDMENT (2021)**

(File Ref. No. 01-0153-01) (REDMS No. 6676685)

PLN-78

See Page PLN-78 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

- (1) *That Council receive the report titled “YVR Proposed Land Use Plan Amendment (2021)” dated May 20, 2021 from the Director, Policy Planning for information; and*
- (2) *That Council support the proposed amendment to the YVR 2037 Master Plan in principle, subject to a request that YVR:*

- (a) *define the process and scope of the planning process that will precede any development in the areas proposed to be amended; and*
- (b) *refine the “Groundside Commercial” land use designation south of the South Runway to clarify YVR’s stated intent to limit retail to be local-serving.*



4. **STEVESTON VILLAGE ADVISORY DESIGN COMMITTEE AND STEVESTON AREA PLAN REVIEW**
(File Ref. No. 08-4200-01) (REDMS No. 6684289)

PLN-87

See Page PLN-87 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

- (1) *That a Steveston Village Advisory Design Committee be established to review the design of new development in Steveston Village, as outlined in the report titled “Steveston Village Advisory Design Committee and Steveston Area Plan Review” dated May 25, 2021 from the Director, Policy Planning;*
- (2) *That the Terms of Reference for the Steveston Village Advisory Design Committee, as outlined in Attachment 2 of this report, be endorsed and that staff be directed to begin the recruitment and appointment process as soon as possible;*
- (3) *That the enhanced development application review process described in the report titled “Steveston Village Advisory Design Committee and Steveston Area Plan Review” dated May 25, 2021, from the Director of Policy Planning, be endorsed;*
- (4) *That the implementation strategy, as further described in the report titled “Steveston Village Advisory Design Committee and Steveston Area Plan Review” dated May 25, 2021, from the Director of Policy Planning, be endorsed, and that all new and in-stream applications are to be referred to the Steveston Village Advisory Design Committee once established; and*
- (5) *That staff be directed to report back to Council in two years regarding the effectiveness of the enhanced development application review process and the Steveston Village Advisory Design Committee.*



Pg. # ITEM

5. **RECOMMENDED LONG-TERM STREETScape VISIONS FOR
BAYVIEW, CHATHAM AND MONCTON STREETS**

(File Ref. No. 10-6360-01) (REDMS No. 5493598)

PLN-111

See Page PLN-111 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That as described in the report titled “Recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets” dated May 7, 2021 from the Director, Transportation:

- (1) The frontage surface elements and suite of street furniture be endorsed;*
- (2) The long-term roadway geometry be endorsed; and*
- (3) Staff be directed to report back with an implementation strategy.*

☐

6. **MANAGER’S REPORT**

ADJOURNMENT

☐



Special Planning Committee

Date: Wednesday, May 19, 2021

Place: Council Chambers
Richmond City Hall

Present: Councillor Linda McPhail, Chair (by teleconference)
Councillor Alexa Loo (by teleconference)
Councillor Carol Day (by teleconference)
Councillor Bill McNulty
Councillor Harold Steves (by teleconference)

Also Present: Councillor Michael Wolfe (by teleconference)

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on May 4, 2021, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

June 8, 2021, (tentative date) at 4:00 p.m. in Council Chambers

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY KADIUM NO. 4 DEVELOPMENT LTD. FOR REZONING AT 10340, 10360, 10380, 10400 AND 10420 NO. 4 ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “MEDIUM DENSITY TOWNHOUSES (RTM2)” ZONE**
(File Ref. No. RZ 18-831725) (REDMS No. 6629251)

Special Planning Committee

Wednesday, May 19, 2021

Staff reviewed the application, highlighting that the proposed development includes four units with secondary suites and two convertible units with accessible parking.

Discussion ensued with regard to (i) the location of the Statutory Right-of-Way to accommodate the sewer line on-site, (ii) the allowance required for the bike path and sidewalk, and (iii) options for rooftop green space or installation of solar panels.

In reply to queries from Committee, Matthew Cheng, representing the applicant, noted that there are rough-in provisions for rooftop solar heating and the applicant can review the feasibility of including options for installing rooftop photovoltaic solar panels. It was further noted that Sustainability staff can update Council on a referral on rooftop solar panels on new developments.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10261, for the rezoning of the site at 10340, 10360, 10380, 10400 and 10420 No. 4 Road from the "Single Detached (RSI/E)" Zone to the "Medium Density Townhouses (RTM2)" Zone, be introduced and given first reading.

CARRIED

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

(File Ref. No. 12-8060-01) (REDMS No. 6667666)

It was moved and seconded

That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1, of the staff report titled "Housekeeping Request – Abandonment of Unadopted Bylaws" dated April 19, 2021 from the Director, City Clerk's Office, be abandoned.

The question on the motion was not called as discussion ensued with regard to the timeline to abandon unadopted bylaws and close inactive development applications. Staff noted that after an extended period of inactivity (typically following one year), staff initiate the process to close the file and the applicants are notified.

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

Special Planning Committee
Wednesday, May 19, 2021

3. **UBCM GRANT APPLICATION - LOCAL GOVERNMENT DEVELOPMENT APPROVALS PROGRAM**

(File Ref. No. 08-4105-01) (REDMS No. 6664560)

It was moved and seconded

- (1) *That the application to the Union of British Columbia Municipalities (UBCM) Local Government Development Approvals Program for \$500,000 be endorsed;*
- (2) *Should the application be successful, that the Chief Administrative Officer and the General Manager, Planning and Development be authorized on behalf of the City to enter into an agreement with UBCM for the above mentioned project; and,*
- (3) *That a capital submission of \$740,000 for the Digitization of Development Approvals system (AMANDA) be approved with \$740,000 funded from Rate Stabilization Account, and that the Consolidated 5-Year Financial Plan (2021-2025) be amended accordingly.*

CARRIED

4. **SUITABLE TREES FOR REPLANTING LIST, TREE PLANTING INFORMATION ON THE CITY'S WEBSITE, AND THE REVIEW OF PROCEDURES TO DETERMINE THE MAXIMUM NUMBER OF TREES IN A RESIDENTIAL LOT**

(File Ref. No. 12-8060-20-010246) (REDMS No. 6668594)

Discussion ensued with regard to (i) options for the City to host annual tree sales, (ii) removal of certain species from the tree list, (iii) limiting the required number of trees from being planted on the farming portion of agricultural land, and (iv) maintaining the hedges on private property adjacent to City boulevards.

In reply to queries from Committee, staff noted that (i) the number of trees for replacement on a single family site is dependent on the required ration and species chosen. (ii) staff can work with applicants on the species, and placement of the trees on-site, (iii) there are bylaws in place that require property owners to trim hedges and other plants that pose safety issues or obstruct City boulevards, and (iv) line of sight safety requirements to prevent planting from obscuring vehicles at corner lots are imposed at time of building construction.

As a result of the discussion, it was suggested that options for annual tree sales and hedge trimming and maintenance can be discussed at an upcoming Parks, Recreation and Cultural Services Committee meeting.

Special Planning Committee
Wednesday, May 19, 2021

It was moved and seconded

That the report, "Suitable Trees for Replanting List, Tree Planting Information on the City's website, and the Review of Procedures to Determine the Maximum Number of Trees in a Residential Lot," dated April 29, 2021 from the Director, Building Approvals, be received for information.

CARRIED

5. **MANAGER'S REPORT**

Special Planning Committee in July 2021

As a result of upcoming agenda items, staff is recommending a special Planning Committee meeting to be tentatively scheduled for July 21, 2021.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:37 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Special Planning Committee of the Council of the City of Richmond held on Wednesday, May 19, 2021.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Associate



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 25, 2021
File: RZ 17-775025

Re: Application by Vivid Green Architects Inc. for Rezoning at 6740 and 6780 Francis Road from the "Single Detached (RS1/E)" Zone to a new Site Specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" Zone

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10271, to create a new "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" site specific zone, be introduced and given first reading.
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10277, for the rezoning of 6740 and 6780 Francis Road from the "Single Detached (RS1/E)" zone to the "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zone, be introduced and given first reading.

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

WC:na
Att. 7

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

Staff Report

Origin

Vivid Green Architecture Inc. has applied to the City of Richmond, on behalf of Ding City Development, Jack Yao (owner), for permission to rezone 6740 and 6780 Francis Road (Attachment 1) from the “Single Detached (RS1/E)” zone to a new site specific “Two-Unit Dwellings (ZD7) – Francis Road (Blundell)” zone in order to permit the property to be subdivided to create four duplex lots (Attachment 2) with shared access from Francis Road. A Development Permit application is required to further address the form and character of the proposed duplexes. A preliminary site plan, streetscape elevation, and renderings are provided for reference in Attachment 3.

A new site specific “Two-Unit Dwellings (ZD7) – Francis Road (Blundell)” zone is being introduced to support the proposed development.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site Existing Housing Profile

The subject properties are currently vacant as two single-detached houses were previously demolished.

Surrounding Development

- To the North: Across Francis Road, low density townhouses zoned “Land Use Contracts 047, 075”.
- To the South: Single-family lots zoned “Single Detached (RS1/B)”.
- To the East: A single-family lot zone “Single Detached (RS1/E)”.
- To the West: A single-family lot zoned “Single Detached (RS1/E)” with a rezoning application in for duplex redevelopment separate from the subject site (RZ 19-867880).

Related Policies & Studies

Official Community Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The development proposal for two duplex lots is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is consistent with the Arterial Road Duplex Development Requirements under the Arterial Road Policy with the exception of reduced lot width.

Single Family Lot Size Policy 5428

The subject site is located within Single Family Lot Size Policy Area 5428 (Attachment 5), adopted was adopted by Council on December 18, 1989 and amended on December 15, 2008. The Single Family Lot Size Policy provides direction on the size of single-family lots that may be created through rezoning and subdivision. The Policy permits those properties along Francis Road without lane or internal road access to be rezoned and subdivided as per the "Single Detached (RS1/C)" zone; where the minimum lot size is 360 m² and minimum lot width is 13.5 m.

Lot size policies are used to govern rezoning and subdivision of single-family lots and the proposal is for duplexes. The proposed rezoning application for duplexes is not subject to this Lot Size Policy 5428 since the subject site is located along an arterial road which designates the site for "Single-Detached/Duplex/Triplex" uses.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Staff originally encouraged the applicant to work with the adjacent site to the west (6700 Francis Road RZ 19-867880) so a rezoning application that meets the required minimum lot widths for the established “Arterial Road Two-Unit Dwellings (RDA)” zone could be achieved. Despite these efforts, two separate rezoning applications are proposed. A new site specific zoning district (ZD7) is proposed to allow duplexes on a slightly narrower lot width of 10.0 m as compared to the 10.35 m lot width required by the RDA zone. Further information on the proposed site specific zoning is provided later in this report.

Built Form and Architectural Character

The applicant proposes one duplex on each of the four lots to be created through rezoning and subdivision, for a total of eight dwelling units. The duplexes will be in a “front-back” configuration; with one dwelling unit at the front of the property and the second dwelling unit at the back. The front and back units will be connected by individual attached carports. In keeping with the built form of the block, the duplexes will be two storeys and will feature a slanted roof.

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the south property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Accessible Housing

The developer has agreed that aging in place features will be provided in all units (e.g., inclusion of blocking to bathrooms for installation of grab-bars, provision of blocking to stair walls to accommodate lift installation at a future date, and provision of lever door handles). Details of the accessible housing features and convertible units will be reviewed at the future Development Permit stage and required prior to Development Permit Panel.

Transportation and Site Access

Vehicle access to the proposed four duplex lots will be limited to two shared driveway crossings from Francis Road. The shared driveway will be centred at the common property line between the proposed lots. The following measures are required as part of the frontage upgrades for the development:

- The first 6 m of each driveway from the back of the sidewalk is to be maintained as 6 m wide to allow for two vehicles in opposing directions to pass, and then tapered at a 5:1 transition to a minimum width of 4 m.
- The driveway is to be constructed to City design standards with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard.

Each unit will have two parking stalls in a private carport and one visitor parking stall will be provided at the end of each common drive aisle for the shared use between each set of two duplex lots.

Prior to rezoning adoption, the applicant is required to provide a \$45,600.00 contribution towards the construction of a special crosswalk at the Francis Road/Milner Road intersection and register a restrictive covenant on title to ensure that, upon subdivision of the property:

- Vehicle access to the four duplex lots is via one of two shared driveway crossings.
- The buildings and driveways on the proposed lots are to be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Williams Road.
- Cross-access easements for the shared driveway access, common drive aisle, and the shared visitor parking stalls is to be registered on titles of each property.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 4 bylaw-sized trees on the subject property (tag# 885, 886, 887 and 888), a cedar hedgerow comprised of 10 trees located on site, 5 trees on neighbouring properties including 9088 Maple Place (tag# 900, 901), 9100 Maple Place (tag# 902, 903), 6800 Francis Road (tag#904), and 1 street tree on City property (tag# 905).

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

- 1 multi-branched Japanese maple tree (tag#885) located on site is in poor condition due to verticillium wilt and should be removed and replaced.
- 1 50cm caliper Cherry (tag# 888) located on site is in fair condition and in conflict with the proposed development such that the tree will need to be removed and replaced. Relocation is not possible due to the size and condition of the tree.
- 2 trees (tag# 886 & 887) located on site are tree form laurels of low landscape value. These plants are in conflict with the new development and therefore will be removed and replaced.
- Cedar hedgerow comprised of 10 trees located on site is in good condition and should be retained and protected as per Arborist report recommendations.
- 4 trees (tag# 901, 902, 903, 904) located on neighbouring properties are to be retained and protected. A fifth tree originally identified for retention (tag# 900) was damaged in a recent windstorm. Approval for the removal of the neighbouring Douglas fir has been provided to the neighbour at 9088 Maple Place and is separate from this application.
- 1 tree (tag# 905) located on City property to be protected as per as per Arborist report recommendations and a Tree Survival Security for \$5,000.00 is required. One City tree at the northeastern edge of the site was removed by City crews when work was completed for frontage improvements and has been noted accordingly by the Parks department.
- Replacement trees should be specified at 2:1 ratio as per the O.C.P.

Tree Replacement

The applicant wishes to remove 4 on-site trees (Trees # 885, 886, 887 and 888). The 2:1 replacement ratio would require a total of 8 replacement trees. The applicant has agreed to plant 2 trees on each lot proposed; for a total of 8 trees meeting the 2:1 replacement ratio. Additionally, retention of cedar hedgerow in the rear yard will maintain well established greenery on site. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	6 cm	3.5 m
2	8 cm	4 m
4	9 cm	5 m

Tree Protection

4 neighbouring trees (tag# 901, 902, 903, and 904), 1 City tree (tag# 905) and a large cedar hedge on the subject site are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- Prior to rezoning adoption, a Tree Survival Security in the amount of \$30,000.00 for tree retention.
- Prior to Development Permit issuance, a Landscape plan and cost estimate prepared by a Landscape Architect.

Affordable Housing Strategy

The proposed site specific Two-Unit Dwellings zone is based on the Arterial Road Duplex (RDA) zone. Affordable housing contributions have been applied in keeping with this zone. The applicant will make a cash-in-lieu contribution of \$8.50 per buildable square foot per the Affordable Housing Strategy for a total of \$109,681.96.

Energy Step Code

The applicant has committed to design the subject development to meet the Energy Step Code 3 requirements. Details on how all units are to be built and maintained to this commitment will be reviewed at the Development Permit and Building Permit stages.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate a 2.1 m wide road across the Francis Road frontage to accommodate the required frontage improvements. The exact road dedication is to be determined based on legal surveys.

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

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

Proposed New "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" Zone

A new site specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zone is proposed to accommodate the proposal. The proposed zone has been prepared to regulate the proposed two duplex developments with a reduced lot width (10.0 m minimum). The new zone is consistent with all the requirements outlined in the "Arterial Road Duplex (RDA)" zone except for the minimum lot width.

When the "Arterial Road Two-Unit Dwellings (RDA)" zone was introduced, a minimum lot width of 10.35 m was identified for interior lots that share a vehicle access with an adjacent lot on an arterial road. This minimum lot width was identified primarily in response to on-site vehicle parking and on-site circulation requirements. Through the review of this application the applicant was able to demonstrate that all on-site vehicle parking and circulation could be achieved on a 10.0 m wide lot, provided that resident vehicle parking is provided in a carport instead of within an enclosed garage. Without garage doors, the 6.7 m wide auto court can be used to the full extent for vehicle circulation and maneuvering. Likewise the minimum sized parking stalls required can be measured from the minimum 1.2 m side yard setback instead of additional setback due to garage wall thickness and space to accommodate a standard vehicle in an enclosed garage.

The proposed "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zone is drafted based on the existing RDA zone with the exception of a slightly narrower lot width. Provisions related to density, minimum lot size, lot coverage and setbacks are unchanged from the RDA zone.

Development Permit

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

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).
- Review of the architectural character, scale and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of the proposed site grading to ensure survival of the protected trees, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of landscape design, including the location and type of fence proposed along the front property line within the required Statutory Right of Way (SRW), the provision of a holding area for garbage/recycling material collection, and the size and species of on-site replacement trees to achieve an acceptable mix of conifer and deciduous trees on-site.

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

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone 6740 and 6780 Francis Road from the "Single Detached (RS1/E)" zone to the new site specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zone, in order to permit the development of four duplex units on two lots with two shared access points from Francis Road. The proposed new site specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zoning has been developed to accommodate duplex development on narrower lot widths while achieving all of the remaining requirements of the zone.

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

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 10271 and Amendment Bylaw 10277 be introduced and given first reading.

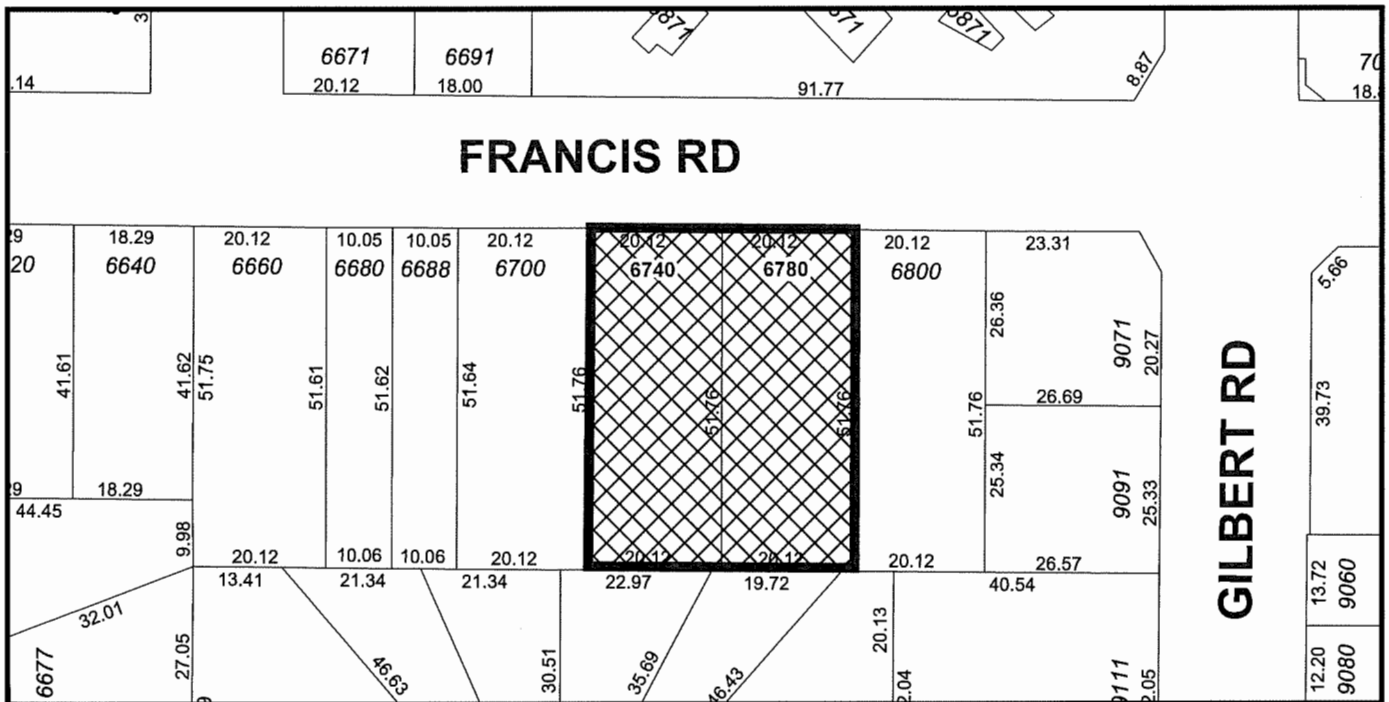
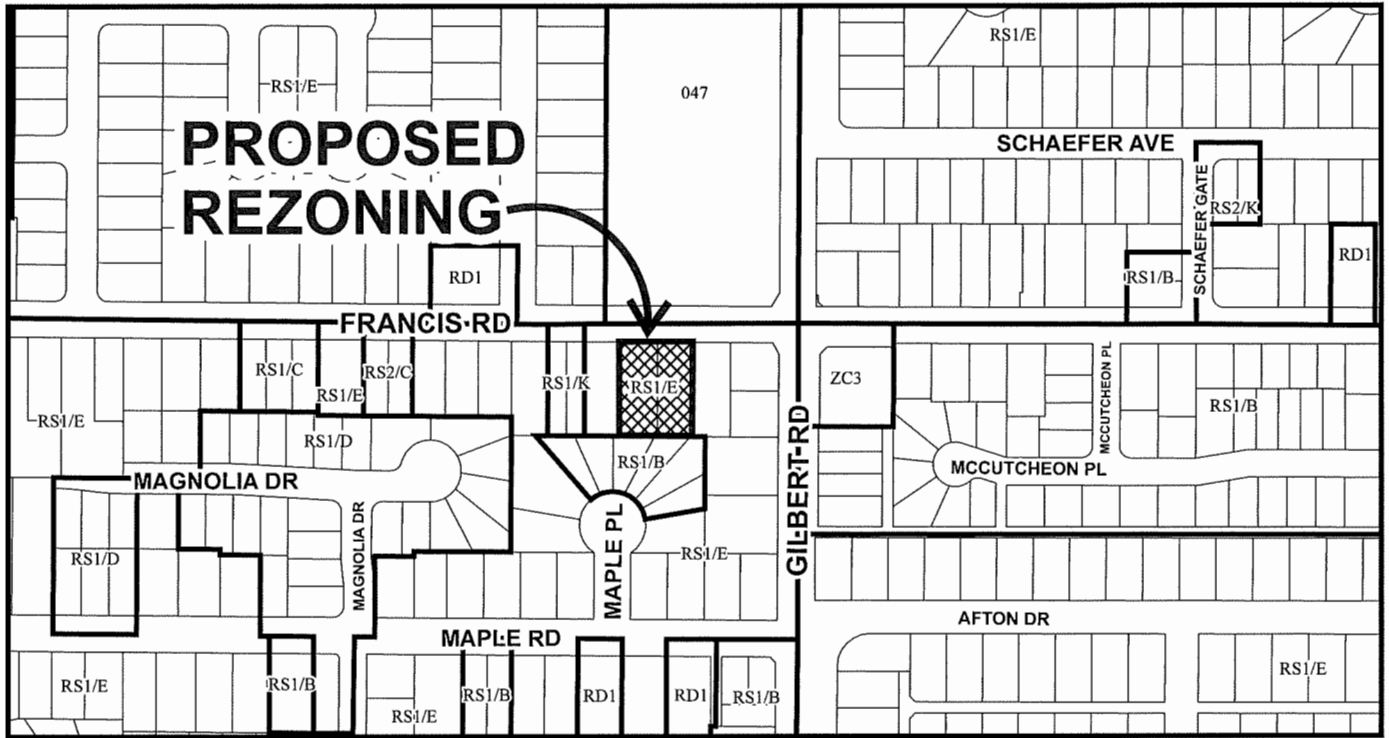


Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Subdivision Layout
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Lot Size Policy 5428
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations



RZ 17-775025

Original Date: 06/27/17

Revision Date: 05/11/21

Note: Dimensions are in METRES



City of Richmond



RZ 17-775025

Original Date: 06/27/17

Revision Date: 05/11/21

Note: Dimensions are in METRES

NEW WESTMINSTER DISTRICT PLAN 14934

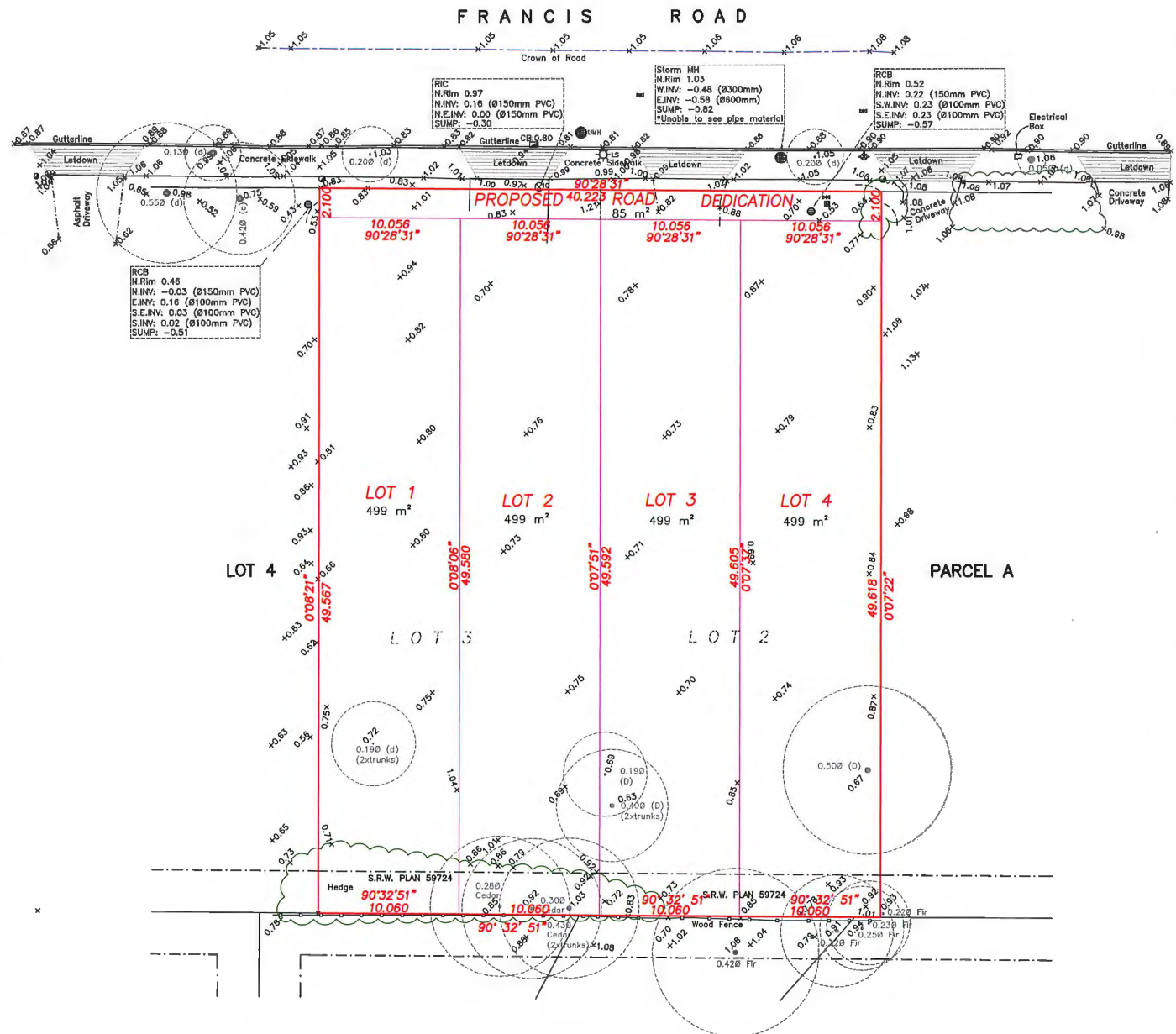
#6740-6780 FRANCIS ROAD,
RICHMOND, B.C.
P.I.D 004-910-796 (LOT 2)
P.I.D D10-027-998 (LOT 3)



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



LEGEND:

- (d) denotes deciduous
- (S) denotes stump
- denotes power pole
- denotes round catch basin
- MHD denotes storm manhole
- UNH denotes unknown manhole
- ☑ denotes catch basin
- ⊗ denotes inspection chamber
- ⊕ denotes water meter
- ⊖ denotes water valve
- CO denotes cleanout
- LS denotes lamp standard
- ⚡ denotes fire hydrant

NOTE:

Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmarks: HPN #204, Control Monument 02H2452
Located at In grassy area @ SW corner No.3 Road & Steveston
Highway
Elevation = 1.559 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

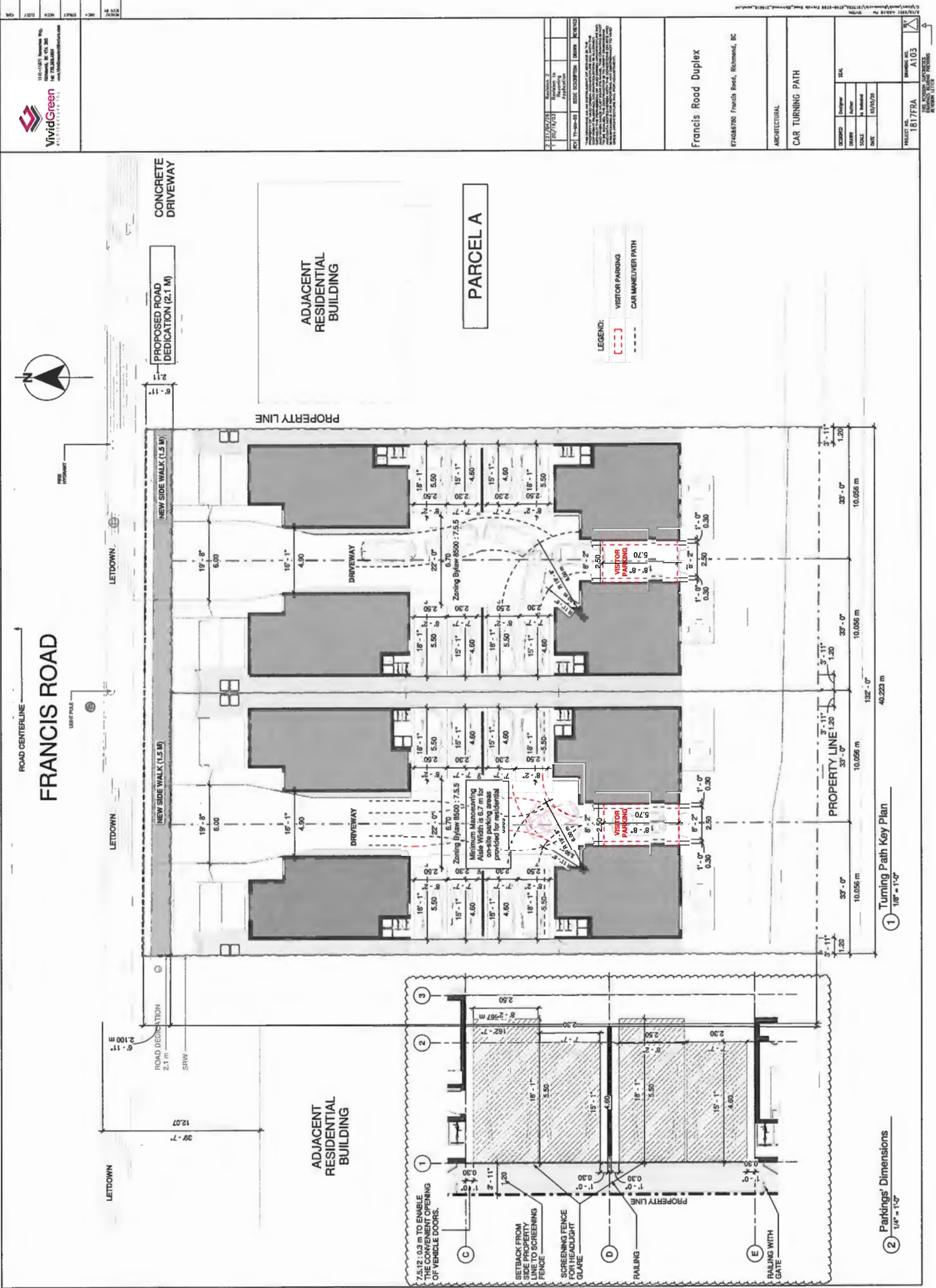
Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.

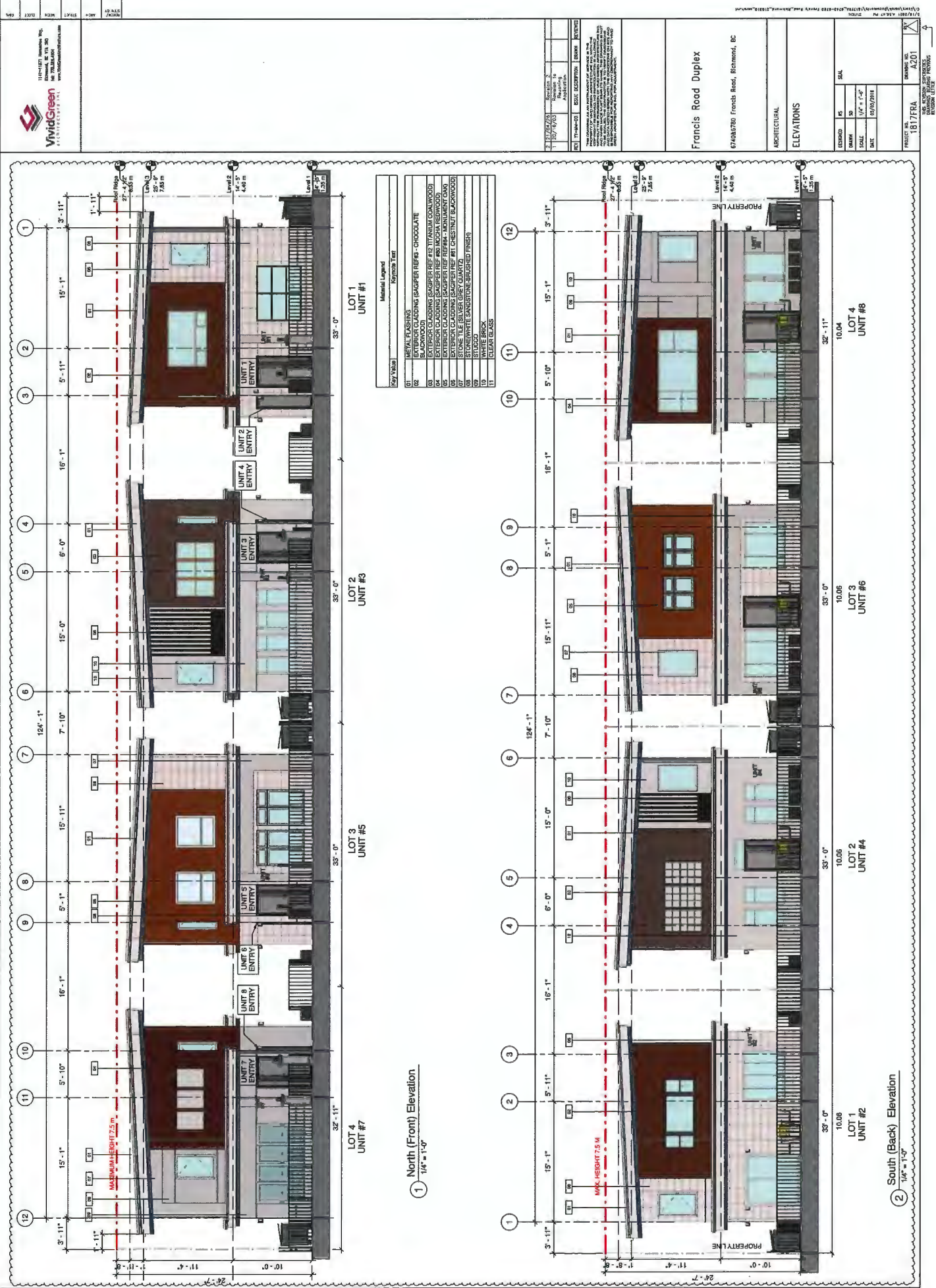
MAY 31st, 2017.

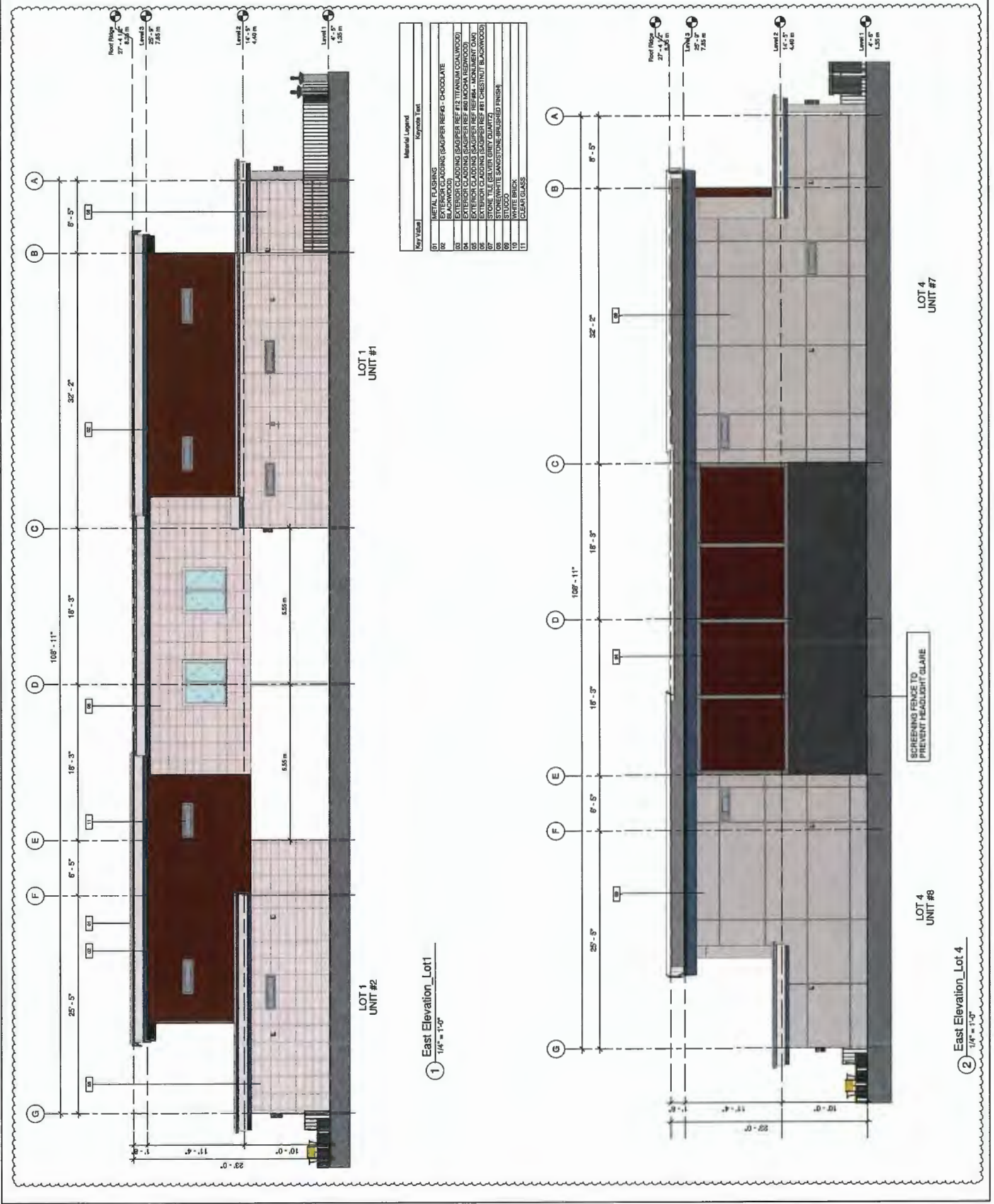
© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5678
FB-260 P128-132; FB-281 P90-92
Drawn By: TH/IO/WK/KA

DWG No. 5678-Topo-08

PLN - 20











EXISTING NORTH ELEVATION



PROPOSED STREETSCAPE FOR NORTH ELEVATION

 VividGreen LANDSCAPE ARCHITECTURE 11111 111TH AVE SE SUITE 100 REDMOND, WA 98053 TEL: (206) 881-1111 WWW.VIVIDGREEN.COM		PROJECT: 1817FRA SHEET: 26 DATE: 04/22/2019 SCALE: 1/8" = 1'-0"		PROJECT NO.: 1817FRA SHEET NO.: 26 DATE: 04/22/2019 SCALE: 1/8" = 1'-0"		PROJECT NO.: 1817FRA SHEET NO.: 26 DATE: 04/22/2019 SCALE: 1/8" = 1'-0"	
ARCHITECTURAL STREETSCAPE		FRANCIS ROAD DUPLEX 674083780 Francis Road, Richmond, BC		REVISIONS NO. DESCRIPTION DATE BY		REVISIONS NO. DESCRIPTION DATE BY	
1 1817FRA-01 04/22/2019 JLM		1 1817FRA-01 04/22/2019 JLM		1 1817FRA-01 04/22/2019 JLM		1 1817FRA-01 04/22/2019 JLM	



2	21/04/16	Revision 2	
1	20/10/03	Revision to Rezeroing Application	

[illegible]

Francis Road Duplex

6740A6780 Francis Road, Richmond, BC

ARCHITECTURAL

3D VIEW

DL200028	Outgoing	SEAL
NAME	Author	
SCALE		
Date	05/12/21	

PROJECT NO.	1817FRA	DRAWING NO.	A502	REV	1
TIES REVISION SUPPLIES DRAWINGS READING PREVIOUS REVISION LETTER					





RZ 17-775025

Attachment 4

Address: 6740 & 6780 Francis Road

Applicant: Vivid Green Architecture Inc.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Ding City Development Inc.	Ding City Development Inc.
Site Size (m²):	1040 m² (6740 Francis Road) + 1040 m² (6780 Francis Road) = 2080 m²	Lot 1: 499 m² Lot 2: 499 m² Lot 3: 499 m² Lot 4: 499 m²
Land Uses:	Single-family dwelling	Two-unit dwellings
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Policy 5428 – Single Detached (RS2/C)	No change
Zoning:	Single Detached (RS1/E)	Two-Unit Dwelling (ZD7) – Francis Road (Blundell)
Number of Units:	1	8
Other Designations:	n/a	No change

On Future Subdivided Lots	Bylaw Requirement (site specific zone)	Proposed	Variance
Floor Area Ratio:	The lesser of 0.6 FAR or 334.5 m² per lot	0.6	none permitted
Buildable Floor Area (m²):*	Lot 1: Max. 299.4 m² (3226 ft²) Lot 2: Max. 299.4 m² (3226 ft²) Lot 3: Max. 299.4 m² (3226 ft²) Lot 4: Max. 299.4 m² (3226 ft²)	Lot 1: Max. 295 m² (3175 ft²) Lot 2: Max. 295 m² (3175 ft²) Lot 3: Max. 297 m² (3196 ft²) Lot 4: Max. 295 m² (3196 ft²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: Max. 41% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	none
Lot Size:	Min. 464.5 m²	499 m² for each lot	none
Lot Dimensions (m):	Min. Width: 10.0 m Min. Depth: 30.0 m	Min. Width: 10.0 m Depth: 49.57 m	none

On Future Subdivided Lots	Bylaw Requirement (site specific zone)	Proposed	Variance
Setbacks (m):	Front: Min. 6.0 m Rear - Ground: Min. 10.35 m Rear – 2 nd Floor: Min. 10.70 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear - Ground: Min. 10.35 m Rear – 2 nd Floor: Min. 10.70 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m or 7.5 m for flat roof (2 storeys)	7.5 m (2 storeys) Max.	none
Off-street Parking Spaces – Regular (R):	2 per unit	2 per unit	none
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 8) = 2	2	
Off-street Parking Spaces – Total:	18	18	none
Tandem Parking Spaces:	Permitted	0	none

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

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: December 18, 1989
 Amended by Council: December 15, 2008

POLICY 5428

File Ref: 4430-00

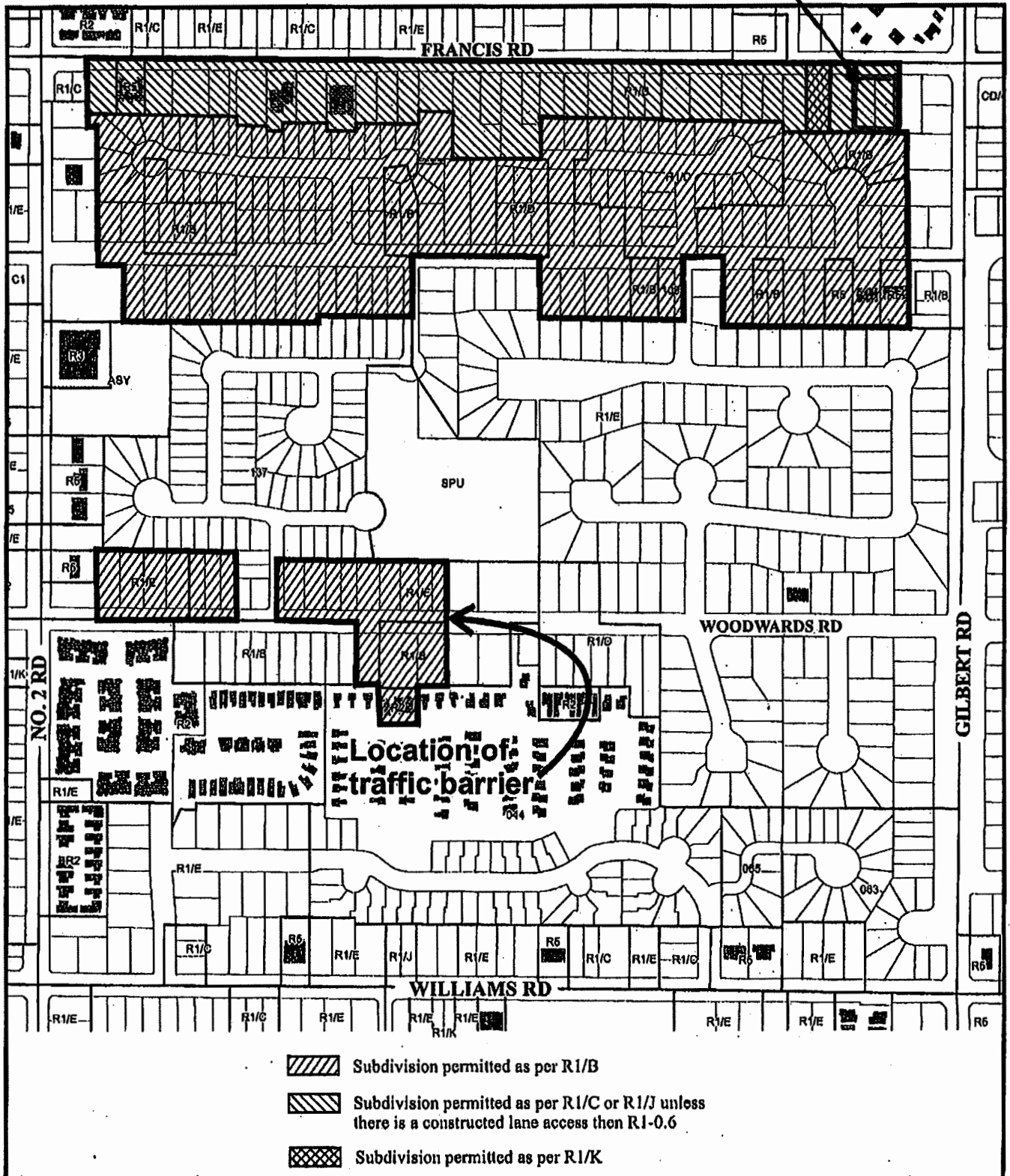
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER SECTION 30-4-6

POLICY 5428:

The following policy establishes lot sizes for properties in Section 30-4-6 as shown on the attached map:

1. Subdivisions in the Quarter Section's interior areas as designated on the map may be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300;
2. Subdivisions along Francis Road as shown on the map will be restricted to Single-Family Housing District R1/C or Single-Family Housing District R1/J unless there is a constructed lane access, then subdivisions may be permitted to Single-Family Housing District R1-0.6, except that 6680 Francis Road may be permitted to subdivide to Single-Family Housing District R1-K without the requirement for a lane access; and
3. This policy is to be used to determine the disposition of future 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.

SUBJECT SITE



Policy 5428 Section 30-4-6

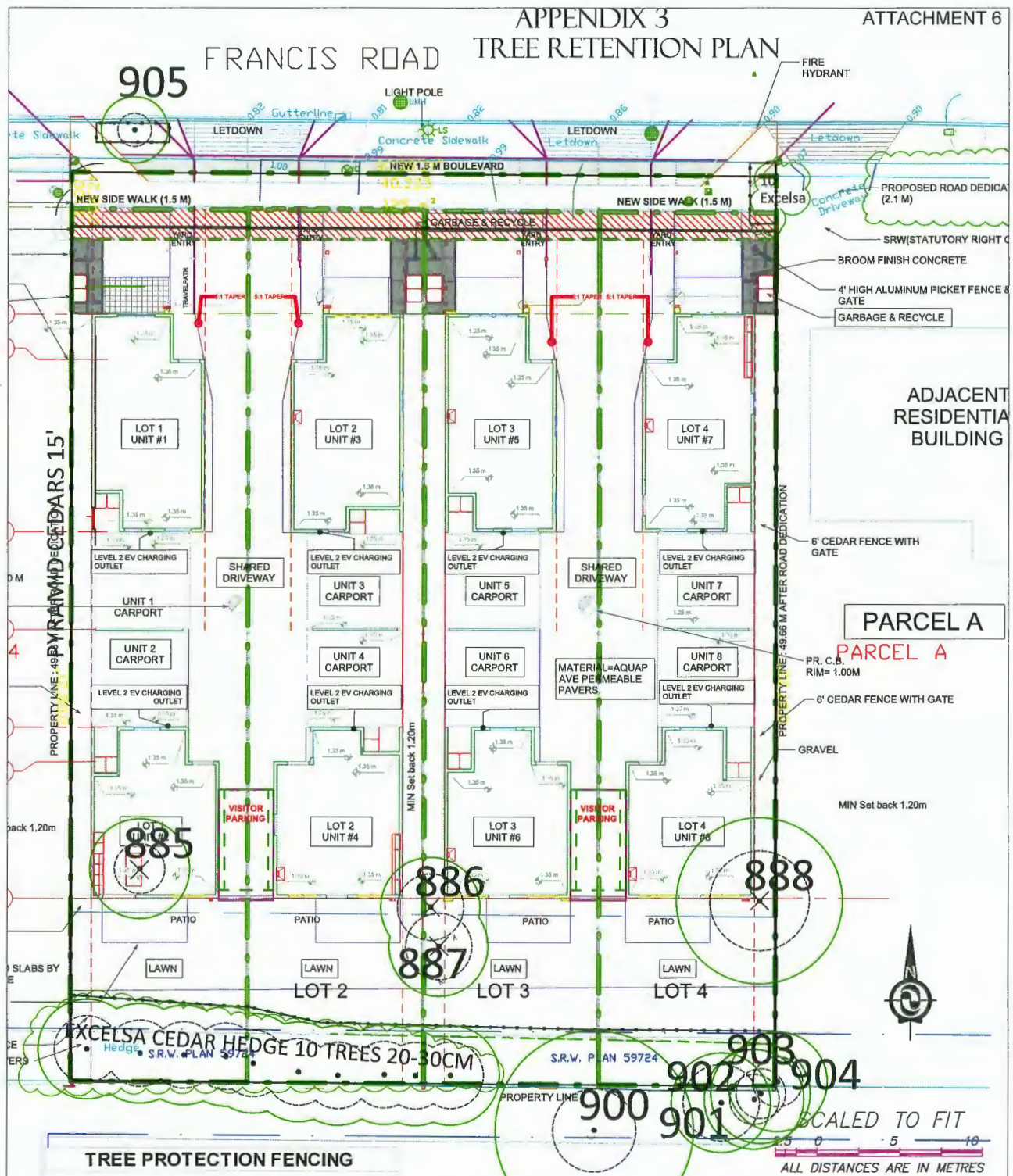
Adopted Date: 12/18/89

Amended Date: 12/15/08

Note: Dimensions are in METRES

APPENDIX 3 TREE RETENTION PLAN

ATTACHMENT 6



TREE PROTECTION FENCING

Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
893	Excelsa Cedars	20 to 30cm	3.0m	9.8ft
900	Douglas Fir	42cm	6.0m	19.7ft
901	Western Redcedar	38cm	3.0m	9.8ft
902	Western Redcedar	25cm	3.0m	9.8ft
903	Western Redcedar	23cm	3.0m	9.8ft
904	Western Redcedar	22cm	3.0m	9.8ft

NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING

2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.

3. ALL MEASUREMENTS ARE METRIC

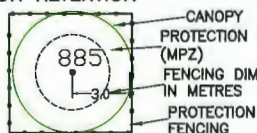
TREE INVENTORY

#	Type	Action	DBH	MPZ
885	J. Maple	Remove	15/15cm	1.5m
886	Laurel	Remove	20/10/10	1.8m
887	Laurel	Remove	22/22cm	2.0m
888	Cherry	Remove	50cm	3.0m
893	Excelsas	Retain	20 to 30cm	2.0m
900	D. Fir	Retain	42cm	2.5m
901	Redcedar	Retain	38cm	2.3m
902	Redcedar	Retain	25cm	1.5m
903	Redcedar	Retain	23cm	1.4m
904	Redcedar	Retain	22cm	1.3m
905	Beech	Retain	10cm	1.0m

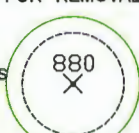
DBH- trunk diameter, MPZ- protection zone

LEGEND

TREE PROPOSED FOR RETENTION



TREE PROPOSED FOR REMOVAL



Froggers Creek Tree Consultants Ltd
7763 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-6002 Fax: 604-437-0970
6740, 6780 Francis Road, Richmond
TREE RETENTION DRAWING
THE DRAWING PLOTS ALL TREES, PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPIES, PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT
JUL 8, 2018



Address: 6740 and 6780 Francis Road

File No.: RZ 17-775025

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10277, the developer is required to complete the following:

1. 2.1 m wide road dedication along the entire Francis Road frontage to accommodate the required frontage improvements; exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of an on-site 1.5 m wide Statutory Right-of-Way behind the new north property line after road dedication of 6740 & 6780 Francis Road to accommodate the new water meters and inspection chambers.
3. Registration of a legal agreement on Title to ensure that, upon subdivision of the two properties:
 - a) Vehicle access to the four duplex lots is via two shared driveway crossings centered on the proposed shared property lines.
 - b) The buildings and driveway on the proposed lots be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Francis Road.
4. Registration of a legal agreement on Title to ensure that, upon subdivision of the property, a cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall will be registered on titles of the new lots.
5. Registration of a flood indemnity covenant on title.
6. Submission of a Contract entered into between the applicants and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone of the tree to be retained on site. 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.
7. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$104,898.50) to the City's Affordable Housing Reserve Fund.
8. Submission of a Tree Survival Security to the City in the amount of \$30,000.00 for the trees to be retained.
9. City acceptance of the developer's offer to voluntarily contribute a \$45,600.00 partial contribution towards the construction of a special crosswalk at the Francis Road/Milner Road intersection. The special crosswalk will feature: traffic poles, overhead illuminated signs, amber flashers, strobe lights, Audible Pedestrian Signal, special crosswalk cabinet, Hydro service panel, and conduit/junction boxes. (Account No. 3132-10-550-55001-0000).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of convertible plan details that meet accessible housing requirements for convertible units.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and

- include the 8 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm		4 m
4	9 cm		5 m

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

1. At subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), TransLink DCC's, School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Subdivision stage.
2. Enter into a Servicing Agreement for the design and construction of engineering infrastructure improvements. A Servicing Agreement is required to ensure that the conditions behind Transportation Department's road dedications and frontage improvements requirements are met. Works include, but may not be limited to:
 - Water Works:
 - Using the OCP Model, there is 541 L/s of water available at 20 psi residual at the hydrant located at the north east corner of 6780 Francis Road. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
 - At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - At the Developer's cost, the City will:
 - Install 8 new water service connections (2 for each duplex) off of the 300mm AC watermain on Francis Road, complete with water meters.
 - Provide a 1.5 m right-of-way along the north property line of 6740 & 6780 Francis Road to accommodate the new water meters.
 - Storm Sewer Works:
 - At the Developer's cost, the Developer is required to:
 - Inspect and confirm the condition of the storm connection lead and inspection chamber (STIC61047) located at the adjoining property line of 6740 and 6780 Francis Road using video inspection. Use the existing service connection if video inspection shows that the existing leads are in good condition.
 - Inspect and confirm the condition of the storm connection lead and inspection chamber (STIC50515) located at the north east corner of 6780 Francis Road using video inspection. Use the existing service connection if video inspection shows that the existing leads are in good condition.
 - Inspect and confirm the condition of the storm connection lead and inspection chamber (STIC61048) located at the north east corner of 6780 Francis Road using video inspection. Use the existing service connection if video inspection shows that the existing leads are in good condition.
 - At the Developer's cost, the City will:
 - Cut and cap the existing south west storm service connection located at the adjoining property line of 6740 and 6780 Francis Road (STIC61047).
 - Cut and cap the south east storm service connection located at the north east corner of 6780 Francis Road (STIC50515).
 - If the existing storm service leads (STIC61047, STIC61048 & STIC50515) are found to be inadequate, install new service connections. Details shall be finalized via the servicing agreement process.
 - A 1.5 m wide SRW is required along the north property line of the proposed sites to accommodate existing storm inspection chambers.
 - Sanitary Sewer Works:
 - At the Developer's cost, the Developer is required to:

Initial: _____

- Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
- Confirm the condition of the existing sanitary service, sanitary connection lead and inspection chamber at the south east corner of 6780 Francis Road (SIC17008) using video inspection. Use the existing service connections if video inspection shows that the existing leads are in good condition.
- Confirm the condition of the existing sanitary service, sanitary connection lead and inspection chamber at the south west corner of 6740 Francis Road (SIC3966) using video inspection. Use the existing service connections if video inspection shows that the existing leads are in good condition.
- Additional sanitary service connection may be required at the common property line of 6740 and 6780 Francis Rd.
- The details of the sanitary servicing shall be finalized via the servicing agreement process.
- At the Developer's cost, the City will:
 - Install new service connections as per the approved servicing agreement design.

➤ Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
 - To underground overhead service lines
- i) Review street lighting levels along all road and lane frontages, and upgrade as required.
- ii) Complete other frontage improvements as per the following Transportation requirements:
 - Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the new property line.
 - Construct a new grass/tree boulevard over the remaining width between the new sidewalk and the existing south curb of Francis Road. The cross-section of the frontage improvements, measuring from north to south, are to include:
 - Existing south curb of Francis road.
 - 2.0 m wide grass boulevard with no tree planting (this area is slated for future road widening).
 - 1.5 m wide landscaped boulevard with street trees.
 - 1.5 m wide concrete sidewalk.
 - New north property line of the subject site.
 - 1.5 m wide utility SRW.
 - Note that a 2.0 m wide road dedication is required for future road widening and an additional 0.1 m wide dedication is required to meet minimum frontage improvement standards.

Other frontage improvement considerations:

- Tree planting is to be restricted to the 1.5 m wide strip of the boulevard immediately next to the new sidewalk. The 2.0 m wide boulevard behind the fronting Francis Road south curb is to be kept free of any tree planting.
- The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site's Francis Road frontage. The transition sections are to be placed beyond the subject site's east and west frontages and are not to be constructed with angular turns.
- All existing driveways along the Francis Road development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described under in this Frontage Improvements section.
- New vehicle driveway accesses to the site must be constructed to City design standards.
- Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.

Initial: _____

- All above ground hydro/telephone kiosks and other third party equipment must not be placed within any frontage works area including sidewalk and boulevard.
- Electric Vehicle Charging Equipment
Per 8500 Amendment Bylaw No. 9756, the Developer is required to provide, for all residential parking spaces (excluding visitor parking), Level 2 EV charging outlets (208V to 240V AC and current of 16A to 80A). The EV charging equipment calculations are to be shown as part of the site development statistics. The site plan and building layout are also to show the location of all EV charging equipment.

➤ General Items:

- The Developer is required to:
 - Provide, prior to start of site preparation works, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - Provide a video inspection report of the existing storm sewers along the Francis Road frontage and the existing sanitary lines along the south property line prior to start of site preparation works. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. 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.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
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

Initial: _____

fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10271
(Two-Unit Dwellings (ZD7) – Francis Road (Blundell))**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing] by inserting the following into the table contained in Section 5.15.1(c) regarding Affordable Housing density bonusing provisions after the line for ZMU40:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZD7	\$8.50"

2. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 16 (Site Specific Residential (Two Unit Dwelling) Zones, in numerical order:

16.8 Two-Unit Dwellings (ZD7) – Francis Road (Blundell)

16.8.1 Purpose

The **zone** provides for two **dwelling units** on a single **lot** fronting an **arterial road**, plus other compatible **uses**.

16.8.2 Permitted Uses

- **housing, two-unit**

16.8.3 Secondary Uses

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

16.8.4 Permitted Density

1. The maximum **density** is one **two-unit housing** unit per **lot**.
2. The maximum **floor area** is the lesser of:
 - a) the **floor area** calculated using the **floor area ratio** of 0.4; and
 - b) 334.5 m².
3. Notwithstanding Section 8.16.4.2(a), the reference to "0.4" is increased to a higher **density** of "0.6" if the **owner**, at the time **Council** adopts a zoning

amendment bylaw to include the **owner's lot** in the ZD7 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.

4. Each **two-unit housing dwelling unit** must have a minimum **floor area** of 125.4 m² and must not exceed a maximum **floor area** of 183.9 m².
5. Notwithstanding Sections 4.2.2 and 4.3, the following items are not included in the calculation of maximum **floor area**:
 - a) up to 37.5 m² of the attached **accessory buildings** per **two-unit housing dwelling unit** used for on-site parking purposes, which cannot be used for **habitable space**;
 - b) up to 10% of the **floor area** total calculated for the **lot** in question which must be used exclusively for covered areas of the **principal building**, provided that the covered areas are:
 - i) always open on two or more sides;
 - ii) never enclosed; and
 - iii) not located more than 0.6 m above the lowest horizontal floor;
 - c) one **accessory building** which is less than 10.0 m²; and
 - d) up to a maximum of 2.35 m² per **two-unit housing dwelling unit** for **floor area** occupied by those components of a **green building system** constructed or installed within the **principal building**.
6. Any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 5.0 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density**, except that a maximum of 10 m² of **floor area**, per **two-unit housing dwelling unit**, with a **ceiling height** which exceeds 5.0 m, provided such **floor area** is exclusively for interior entry and staircase purposes, are considered to comprise one floor.

16.8.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. The following percentages of the **lot area** is restricted to **landscaping** with live plant material:
 - a) 20% for **lots** less than 12.0 m wide;
 - b) 25% for **lots** of 12.0 m or more but less than 15.0 m in width; and
 - c) 30% for **lots** of 15.0 m or more in width.
 - d) any **side yard** area is excluded from the calculation of percentages of the **lot area** which is restricted to **landscaping** with live plant material.

16.8.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m.
2. The minimum **interior side yard** is:

- a) 2.0 m for **lots** of 20.0 m or more in width;
 - b) 1.8 m for **lots** of 18.0 m or more but less than 20.0 m in width; and
 - c) 1.2 m for **lots** less than 18.0 m wide.
3. The minimum **exterior side yard** is 3.0 m, except where the **exterior side yard** is on an **arterial road** it is 6.0 m.
 4. The minimum **rear yard** is the greater of 6.0 m or 20% of the total **lot depth**, for a maximum width of 60% of the rear wall of the **first storey**; and 25% of the total **lot depth**, for the remaining 40% of the rear wall of the **first storey** and any second **storey**, or **half (½) storey** above, up to maximum required **setback** of 10.7 m.
 5. Notwithstanding Section 8.16.6.4 above:
 - a) the minimum **rear yard** may be reduced to 6.0 m, as specified in a Development Permit approved by the City; and
 - b) for a **corner lot** where the **exterior side yard** is 6.0 m, the minimum **rear yard** is reduced to 1.2 m.
 6. The minimum **setbacks** for **accessory buildings**, **carports** and **garages** are:
 - a) 12.0 m for the **front yard**;
 - b) 3.0 m for the **exterior side yard**, except on an **arterial road** it is 6.0 m;
 - c) 1.2 m for the **interior side yard**; and
 - d) 6.0 m for the **rear yard**, except that for a **corner lot** where the **exterior side yard** is 6.0 m, the **rear yard setback** is reduced to 1.2 m.
 7. Detached **accessory buildings** up to 10.0 m² may be located within the **interior side yard** and **rear yard** but no closer than 6.0 m of an **arterial road** and 3.0 m of a local **road**.
 8. Notwithstanding Section 4.8 [Projections into Yards in Two-Unit Housing Zones], for this **zone** only, the following projections shall be permitted, subject to the *Building Code*:
 - a) **balconies** and **bay windows** which form part of the **principal building**, may project into **front yard**, **rear yard** and **exterior side yard** no more than 0.6 m;
 - b) fireplaces and chimneys, whether enclosed or unenclosed, which form part of the **principal building**, may project for a distance of:
 - i) 1.0 m into the **front yard**;
 - ii) 0.6 m into the **side yard**, limited to one exterior wall of the **principal building**, for the purposes of a chimney or fireplace assembly only, and shall not exceed 1.8 m in horizontal length. No masonry footing is permitted for the chimney or fireplace assembly; and
 - iii) 0.6 m into the **rear yard**;
 - c) **porches** which form part of the **principal building**, that are less than 5.0 m in **height** and open on those sides which face a public **road** may project for a distance of:

- i) 1.5 m into the **front yard**;
 - ii) 0.6 m into the **exterior side yard**; and
 - iii) 1.5 m into the **exterior side yard**, where the **exterior side yard** is 6.0 m.
 - d) **building** elements in the **principal building** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project into the **side yard** and **rear yard** no more than 0.6 m;
 - e) other portions of the **principal building** which are less than 2.0 m in **height** may be located within the **rear yard** but no closer than:
 - i) 3.0 m of a public **road**.
 - ii) 6.0 m of an **arterial road**; and
 - iii) 1.2 m of the **rear lot line** or a **side lot line**; and
 - f) where a **lot** has a **lot width** of 18.0 m or more, portions of the **principal building** which do not exceed 5.0 m in **height** (chimneys excepted) may project into the required **side yard** but in no event closer than 1.2 m to a **side lot line** (See **residential vertical lot width envelope** illustration in the definitions).
9. The minimum **building separation space** is 1.2 m, except that cantilevered roofs, **balconies**, unenclosed fireplaces and chimneys may project into the minimum **building separation space** for a distance of 0.6 m.

16.8.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 2 storeys or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential vertical lot depth envelope**. For a **principal building** with a flat roof, the maximum **height** is 7.5 m.
2. The ridge line of a front roof dormer may project horizontally up to 0.915 m beyond the **residential vertical lot depth envelope** but no further than the **setback** required for the **front yard**.
3. The ridge line of a side roof dormer may project horizontally up to 0.915 m beyond the **residential vertical lot width envelope** but no further than the **setback** required for the **interior side yard** or the **exterior side yard**.

16.8.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 464.5 m².
2. The minimum **lot width** is 10.0 m;
3. The minimum **lot depth** is 30.0 m.

16.8.9 Landscaping & Screening

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

16.8.10 On-Site Parking

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
 - a) at least 50% of the required residential **use parking spaces** shall be standard spaces;
 - b) at least 50% of the residential **use parking spaces** provided in a side-by-side arrangement within an enclosed **garage** shall be standard spaces;
 - c) where residents of a single **two-unit housing dwelling unit** intend to use two **parking spaces**, the two **parking spaces** may be provided in a **tandem arrangement** with one standard **parking space** located behind another one standard **parking space** and both standard **parking spaces** may be set perpendicular to the **adjacent** manoeuvring aisle;
 - d) the visitor parking requirement shall be 0.2 **parking spaces** per **dwelling unit** where **vehicle access** to the **lot** is from an **arterial road** and the same **vehicle access** is servicing more than two **dwelling units**;
 - e) for the purpose of this **zone** only, a standard space must have a minimum length of 5.5 m and a minimum width of 2.5 m and a small space must have a minimum length of 4.6 m and a minimum width of 2.3 m; and
 - f) for the purpose of this **zone** only, visitor **parking spaces** may be used collectively by two adjacent **lots** sharing a **vehicle access** from an **arterial road**, as specified in a Development Permit approved by the City.
2. Visitor **parking spaces** shall be:
 - a) marked with a clearly visible sign a minimum size of 300 mm by 450 mm with the words “VISITORS ONLY” in capital letters identifying the **parking spaces**; and
 - b) marked on the parking surface with the words “VISITORS ONLY” in capital letters a minimum 30 cm high and 1.65 m in length.

16.8.11 Other Regulations

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

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10271**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10277 (RZ 17-775025)
6740 and 6780 Francis Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it a "TWO-UNIT DWELLINGS (ZD7) – FRANCIS ROAD (BLUNDELL)" site specific zone.

P.I.D. 010-027-998

Lot 3 Section 30 Block 4 North Range 6 West New Westminster District Plan 14934

P.I.D. 004-910-796

Lot 2 Section 30 Block 4 North Range 6 West New Westminster District Plan 14934

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10277**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 25, 2021
File: RZ 19-867880

Re: Application by Doxa Development for Rezoning at 6700 Francis Road from the "Single Detached (RS1/E)" Zone to the Site Specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10273, for the rezoning of 6700 Francis Road from the "Single Detached (RS1/E)" zone to a new site specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zone, be introduced and given first reading.

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

WC:na
Att. 7

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

Staff Report

Origin

Doxa Development has applied to the City of Richmond, on behalf of 1138934 B.C. Ltd – Yongbin Ma and Ai Qiong He, for permission to rezone 6700 Francis Road (Attachment 1) from the “Single Detached (RS1/E)” zone to a new site specific “Two-Unit Dwellings (ZD7) – Francis Road (Blundell)” zone in order to permit the property to be subdivided to create two duplex lots (Attachment 2) with a shared access from Francis Road. A Development Permit application is required to further address the form and character of the proposed duplexes. A preliminary site plan, streetscape elevation, and renderings are provided for reference in Attachment 3.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site Existing Housing Profile

The site currently contains one single-family dwelling which will be demolished. The applicant has indicated that the dwelling is currently vacant and does not contain a secondary suite.

Surrounding Development

- To the North: Across Francis Road, a single-family lot zoned “Single Detached (RS1/E)” and low density townhouses zoned “Land Use Contract 047, 075”.
- To the South: Two single-family lots zoned “Single Detached (RS1/B)”.
- To the East: A single-family lot zoned “Single Detached (RS1/E)” with an active rezoning application for duplex redevelopment separate from the subject site (RZ 17-775025).
- To the West: A single-family lot zone “Single Detached (RS1/K)”.

Related Policies & Studies

Official Community Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The development proposal for two duplex lots is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City’s 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for “Arterial Road Duplex/Triplex” on the Arterial Road Housing Development Map and the proposal is consistent with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

Single Family Lot Size Policy 5428

The subject site is located within Single Family Lot Size Policy Area 5428 (Attachment 5), and was adopted by Council on December 18, 1989 and amended on December 15, 2008. The Single Family Lot Size Policy provides direction on the size of single-family lots that may be created through rezoning and subdivision. The Policy permits those properties along Francis Road without lane or internal road access to be rezoned and subdivided as per “Single Detached (RS1/C)” zone; where the minimum lot size is 360 m² and minimum lot width is 13.5 m.

Lot size policies are used to govern rezoning and subdivision of single-family lots and the proposal is for duplexes. The proposed rezoning application for duplexes is not subject to this Lot Size Policy 5428 as subject site is located along an arterial road which designates the site for “Single-Detached/Duplex/Triplex” uses.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Staff originally encouraged the applicant to work with the adjacent site to the east (6740 and 6780 Francis Road RZ 17-775025) so a rezoning application that meets the required minimum lot widths for the established “Arterial Road Two-Unit Dwellings (RDA)” zone could be achieved. Despite these efforts, two separate rezoning applications are proposed.

A new site specific zoning “Two-Unit Dwellings (ZD7) - Francis Road (Blundell)” is proposed to be used for both the rezoning of the subject site and 6740/6780 Francis Road. The proposed specific zoning district (ZD7) allows duplexes on a slightly narrower lot width of 10.0 m as compared to the 10.35 m lot width required by the RDA zone.

When the “Arterial Road Two-Unit Dwellings (RDA)” zone was introduced, a minimum lot width of 10.35 m was identified for interior lots that share a vehicle access with an adjacent lot on an arterial road. This minimum lot width was identified primarily in response to on-site vehicle parking and on-site circulation requirements. Through the review of this application the

applicant was able to demonstrate that all on-site vehicle parking and circulation could be achieved on a 10.0 m wide lot, provided that resident vehicle parking is provided in a carport instead of within an enclosed garage. Without garage doors, the 6.7 m wide auto court can be used to the full extent for vehicle circulation and maneuvering. Likewise the minimum sized parking stalls required can be measured from the minimum 1.2 side yard setback instead of additional setback due to garage wall thickness and space to accommodate a standard vehicle in an enclosed garage.

The proposed “Two-Unit Dwellings (ZD7) – Francis Road (Blundell)” zone is drafted based on the existing RDA zone with the exception of a slightly narrower lot width. Provisions related to density, minimum lot size, lot coverage and setbacks are unchanged from the RDA zone.

Built Form and Architectural Character

The applicant proposes one duplex on each of the two lots to be created through rezoning and subdivision, for a total of four dwelling units. The duplexes will be in a “front-back” configuration; with one dwelling unit at the front of the property and the second dwelling unit at the back. The front and back units will be connected by individual attached carports. In keeping with the architectural character of the neighbourhood, the duplexes will be two storeys and each will feature a peaked roof.

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the south property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Accessible Housing

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

Transportation and Site Access

Vehicle access to the proposed two duplex lots will be limited to one shared driveway crossing from Francis Road, secured by legal agreement. The shared driveway will be centred at the common property line between the proposed lots. To ensure adequate access for both proposed units, the following mitigation measures are required as part of the frontage upgrades for the development:

- The first 6 m of each driveway from the back of the sidewalk is to be 6 m wide to allow for two vehicles in opposing directions to pass, and then taper at a 5:1 transition to a minimum width of 4 m.

- The driveway is to be constructed to City design standards with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard.

Each unit will have two parking stalls in a private carport and one visitor parking stall will be provided at the end of the common drive aisle for the shared use between the two duplex lots.

Prior to rezoning, the applicant is required to provide a \$22,800.00 contribution towards the construction of a special crosswalk at the Francis Road and Milner Road intersection and register a restrictive covenant on title to ensure that, upon subdivision of the property:

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

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses seven (tag# 78, 79, 80, 81, 82, 83 and 84) bylaw-sized trees on the subject property, one tree (tag# OS1) on neighbouring property to the west (6688 Francis Road), and three street trees (tag# 75, 76 and 77) on City property.

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

- 3 trees (tag# 82 (Douglas Fir 53cm caliper), 83 (Laurel combined 37cm caliper), and 84 (Douglas Fir 50cm caliper) located along the back property line are in very good condition and should be retained and protected a minimum 5m out from the base of the tree. Staff have worked with the applicant to ensure the rear units are setback in order to provide the minimum 5m required tree protection zone.
- 2 trees (tag# 78 (Western Red Cedar 48cm caliper) and 79 (Beech 50cm caliper)) are located along the front property line and have been significantly topped due to the BC Hydro line clearance requirements. These trees are not good candidates for retention and should be removed and replaced.
- 2 trees (Tag# 80 (Hazel nut combined 37cm caliper) and 81 (Pear combined 13cm caliper)) located on the development site are in very poor condition (heavily topped and dying). These trees are not good candidates for retention and should be removed and replaced.
- 3 trees (Tag# 75 (Beech 9cm caliper), tag# 76 (Beech 17cm caliper), and tag# 77 (Beech 25cm caliper) located on City property were assessed by Parks Arboriculture staff for retention as they are all in good health and condition.

- 2 trees of the 3 trees City trees (tag# 75 and 77) are in good condition and can be retained in their current location. A \$10,000.00 Tree Survival Security will be required for the retention of 2 City trees).
- 1 City tree (tag# 76) is in good condition but in conflict with the driveway location. The tree will be relocated to a location chosen by Parks staff. All cost associated with hiring a certified tree moving company and relocation of the tree are the responsibility of the developer.
- 1 tree (tag# OS1 (Spruce 51cm caliper) located on neighbouring property to the west at 6688 Francis Road will not be impacted by construction and will be retained and protected with tree protection fencing.
- Tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove four (tag# 78, 79, 80 and 81) on-site trees. The 2:1 replacement ratio would require a total of 8 replacement trees (4 per lot). The applicant has agreed to plant 2 trees on each lot proposed; for a total of 4 new replacement trees. With existing rear yard trees being retained and root systems already established, the 4 other required replacement trees will be provided as cash-in-lieu. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
1	6 cm	2.5 m
1	8 cm	3 m
2	9 cm	3.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$3,000.00 (\$750/tree) to the City's Tree Compensation Fund in lieu of the remaining 4 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

3 on-site trees (tag# 82, 83 and 84), 2 City trees (tag# 75 and 77), and 1 neighbouring tree (tag#OS1) on neighbouring property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- Prior to final adoption of the rezoning bylaw, submission of a Tree Survival Security in the amount of \$50,000.00 for the protection of on-site, City, and neighbouring trees.

Affordable Housing Strategy

The proposed site specific Two-Unit Dwellings zone is based on the Arterial Road Duplex (RDA) zone. Affordable housing contributions have been applied in keeping with this zone. The applicant will make a cash-in-lieu contribution of \$8.50 per buildable square foot per the Affordable Housing Strategy for a total of \$54,826.28.

Energy Step Code

The applicant has committed to design the subject development to meet the Energy Step Code 3 requirements. Details on how all units are to be built and maintained to this commitment will be reviewed at the Development Permit and Building Permit stages.

Site Servicing and Frontage Improvements

Prior to final adoption of the Rezoning Bylaw, the developer is required to provide a 2.1 m wide road dedication across the Francis Road frontage to accommodate the required frontage improvements.

Prior to approval of subdivision, the developer is required to enter into a Servicing Agreement for the design and construction of frontage improvements and service connections. Works include, but are not limited to, construction of a new 1.5 m wide concrete sidewalk at the property line and provide a minimum 1.5 m wide treed and landscaped boulevard. The developer is also required to provide a 1.5 m wide SRW along the north property line for the storm service connections and water service connections (Attachment 8).

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

Development Permit

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

- Compliance with Development Permit Guidelines for Arterial Road duplex projects in the 2041 Official Community Plan (OCP).

- Review of the architectural character, scale and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of the proposed site grading to ensure the survival of the protected trees at the rear, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of landscape design, including the location and type of fence proposed along the front property line within the required Statutory Right of Way (SRW), the provision of a holding area for garbage/recycling material collection, and the size and species of on-site replacement trees to achieve an acceptable mix of conifer and deciduous trees on-site.

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

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone 6700 Francis Road from the "Single Detached (RS1/E)" zone to the new site specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zone, in order to permit the development of four duplex units on two lots with shared access from Francis Road. The proposed new site specific "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)" zoning has been developed to permit duplex development on a narrower lot width while achieving all of the remaining requirements of the zone.

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

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 10273 be introduced and given first reading.



Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

Attachments:

Attachment 1: Location Map

Attachment 2: Subdivision Layout

Attachment 3: Conceptual Development Plans

Attachment 4: Development Application Data Sheet

Attachment 5: Lot Size Policy 5428

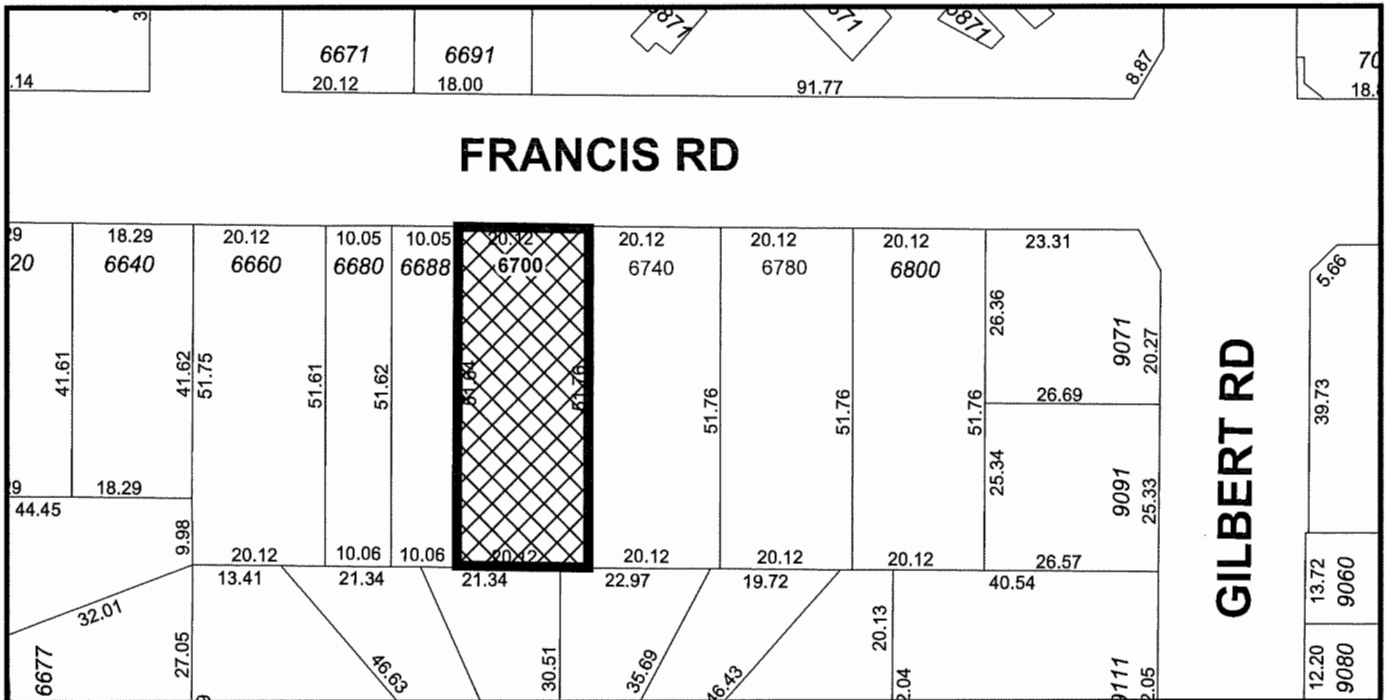
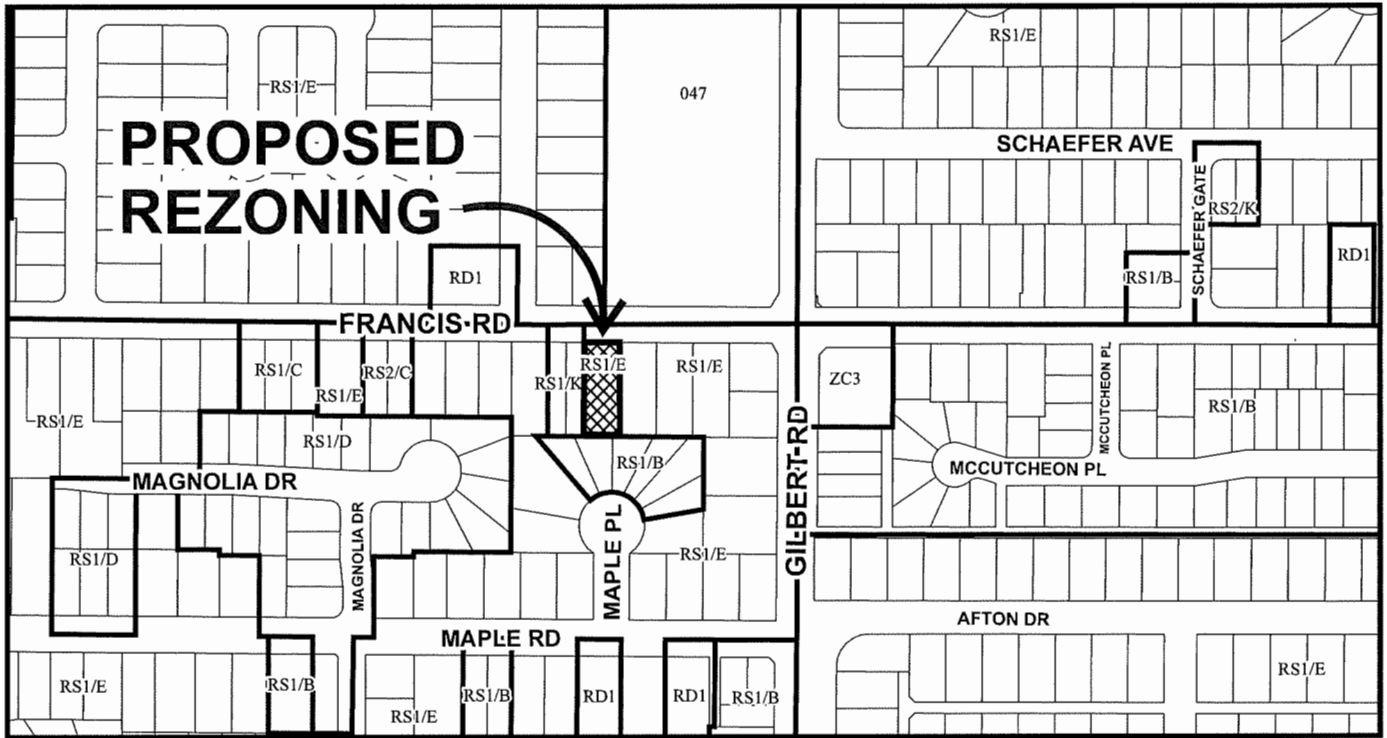
Attachment 6: Tree Management Plan

Attachment 7: Rezoning Considerations



City of Richmond

ATTACHMENT 1



RZ 19-867880

Original Date: 06/27/17

Revision Date: 05/11/21

Note: Dimensions are in METRES



City of Richmond

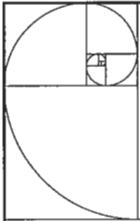


RZ 19-867880

Original Date: 08/06/19

Revision Date: 05/11/21

Note: Dimensions are in METRES



IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS
REGISTERED PROFESSIONAL ENGINEERS
REGISTERED PROFESSIONAL LANDSCAPE ARCHITECTS
REGISTERED PROFESSIONAL PLANNERS

ARCHITECTURE
PROFESSION
REGISTERED
P. J. JONES

Copyright Reserved

This Copyright in the drawings and the content is reserved, and approval of plans for construction is granted on the condition that the drawings and the content shall not be reproduced or used in any form without the written consent of Imperial Architecture.

Dispositions

The Content and any of the drawings and the content shall not be used in any form without the written consent of Imperial Architecture.

NO.	DATE	DESCRIPTION	BY	CHKD.
1	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
2	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
3	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
4	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
5	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
6	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
7	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
8	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
9	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	
10	2021-05-10	ISSUED FOR REZONING RESUBMISSION	PJ	

ISSUED FOR REZONING
RESUBMISSION
2021-05-10

4-UNIT DENSITY DEVELOPMENT FOR

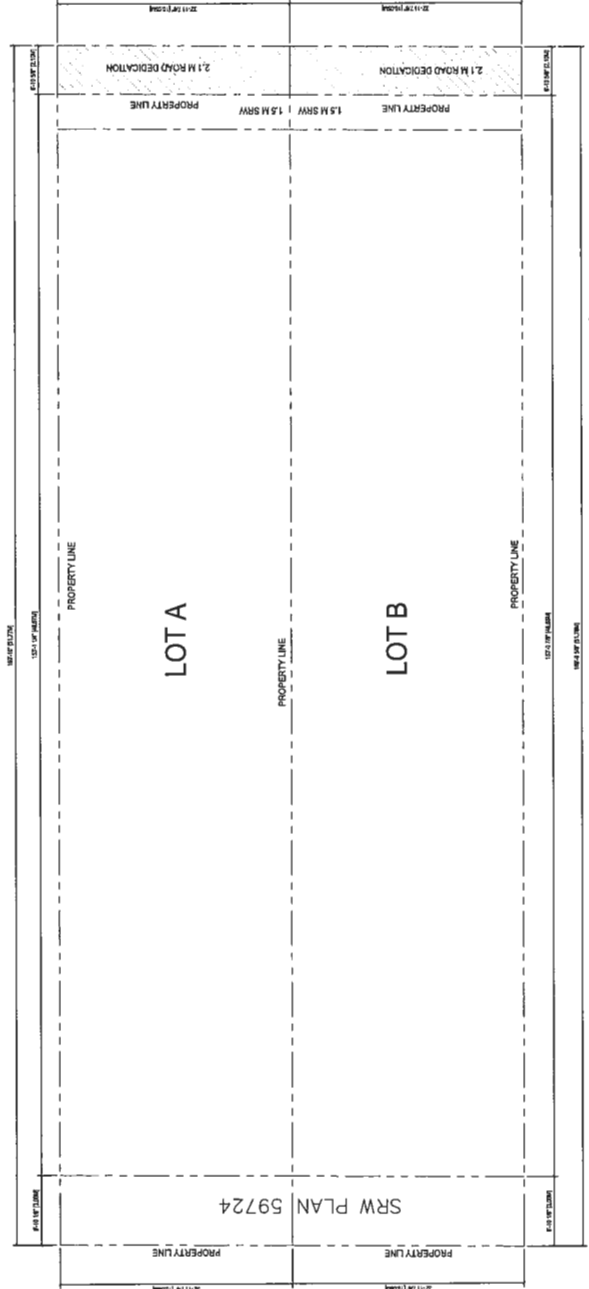


6700 PARKS ROAD, RICHMOND, B.C.
RZ 11-8-0180

SUBDIVISION PLAN

Project No. #8246
Drawing No. 1/8"=1'-0"

A 1.5

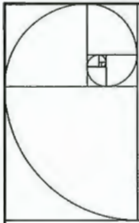


1 SUBDIVISION PLAN
SCALE 1/8"=1'-0"

Project Data - LOT B		Lot B Description		Lot B Data	
Civic Address		Lot B Description		Lot B Data	
Lot B - 6700 Parks Road, Richmond, BC		Lot B - 6700 Parks Road, Richmond, BC		Lot B - 6700 Parks Road, Richmond, BC	
Planning Area		Planning Area		Planning Area	
Green Site Area		Green Site Area		Green Site Area	
2.1 M Road Dedication		2.1 M Road Dedication		2.1 M Road Dedication	
Net Site Area		Net Site Area		Net Site Area	
Area, 100' Allowed (100' Zone)		Area, 100' Allowed (100' Zone)		Area, 100' Allowed (100' Zone)	
Floor Area Allowed		Floor Area Allowed		Floor Area Allowed	
Total Net Floor Area Provided		Total Net Floor Area Provided		Total Net Floor Area Provided	
Total 100' Provided		Total 100' Provided		Total 100' Provided	

Project Data - LOT A		Lot A Description		Lot A Data	
Civic Address		Lot A Description		Lot A Data	
Lot A - 6700 Parks Road, Richmond, BC		Lot A - 6700 Parks Road, Richmond, BC		Lot A - 6700 Parks Road, Richmond, BC	
Planning Area		Planning Area		Planning Area	
Green Site Area		Green Site Area		Green Site Area	
2.1 M Road Dedication		2.1 M Road Dedication		2.1 M Road Dedication	
Net Site Area		Net Site Area		Net Site Area	
Area, 100' Allowed (100' Zone)		Area, 100' Allowed (100' Zone)		Area, 100' Allowed (100' Zone)	
Floor Area Allowed		Floor Area Allowed		Floor Area Allowed	
Total Net Floor Area Provided		Total Net Floor Area Provided		Total Net Floor Area Provided	
Total 100' Provided		Total 100' Provided		Total 100' Provided	





IMPERIAL
ARCHITECTURE
OFFICE OF AN ARCHITECTURAL FIRM
10000 UNIVERSITY AVENUE, SUITE 100
DALLAS, TEXAS 75243
TEL: 214-343-8888
WWW.IMPERIALARCHITECTURE.COM

ARCHITECTURE
INTERIOR
LANDSCAPE
PLANNING

Copyright © Reserved

No. Copyright in this drawing and its contents is reserved, and no part of it may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior written permission from Imperial Architecture.

Dispositions

The Customer and/or any of its employees or subcontractors may not use, alter, or reproduce this drawing or its contents for any purpose other than that for which it was prepared without the prior written consent of Imperial Architecture.

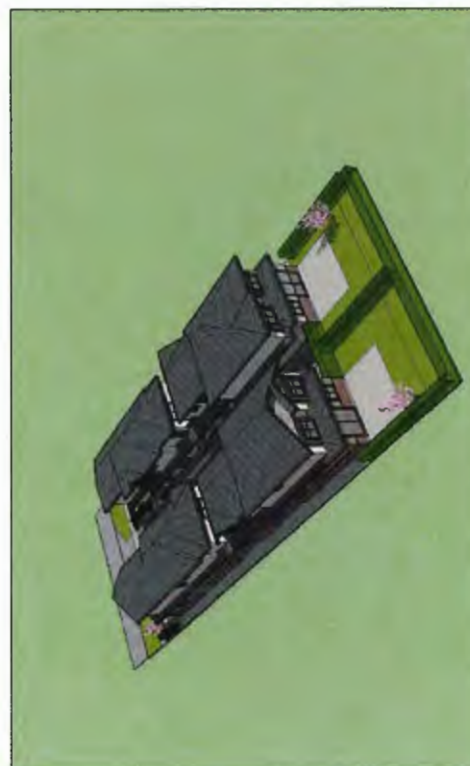
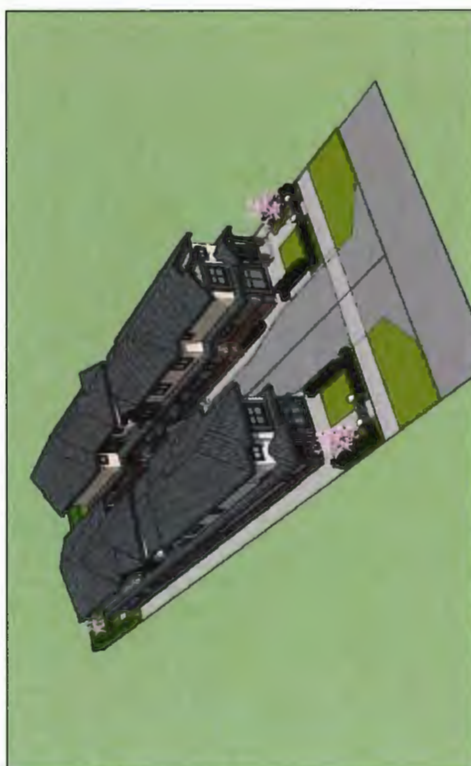
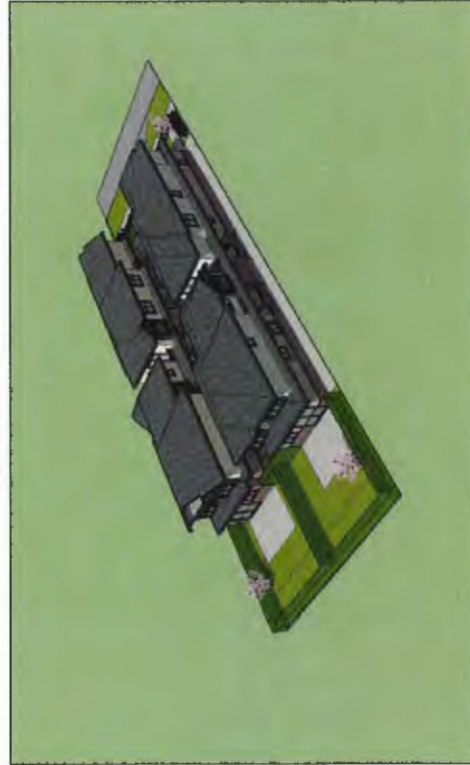
NO. OF SHEETS	1
NO. OF PAGES	1
NO. OF FIGURES	1
NO. OF VIEWS	1
NO. OF SECTIONS	1
NO. OF ELEVATIONS	1
NO. OF DETAILS	1
NO. OF NOTES	1
NO. OF REFERENCES	1
NO. OF APPENDICES	1
NO. OF EXHIBITS	1
NO. OF OTHERS	1

ISSUED FOR REZONING
RESUBMISSION
2021-05-10



Client
4-UNIT DUPLEX DEVELOPMENT FOR
DOXA
8700 FRANKLIN ROAD, RICHMOND, BC
R2 15-AR1500

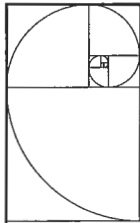
COLOR RENDERINGS

Project No. #8246
Scale N.T.S.
Drawing No. A0.2



[illegible][illegible]

SITE PLAN		1/8"=1'-0"	
A-1	SCALE		
	LEVEL 2 BY CHANGE METHOD IS DEFINED AS: VOLTAGE OF 208V TO 240V AC, AND CURRENT OF 15K TO 60A		WALL MOUNTED EXTERIOR LIGHTING FIXTURE
GENERAL NOTES:			
1.		AGING IN PLACE FEATURES SUCH AS "STAIRWELL HANDRAILS, SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILET, BATHTUB AND SHOWER" AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES" WILL BE PROVIDED IN ALL UNITS.	
2.		UNIT B1 IS THE CONVERTIBLE UNIT.	



IMPERIAL ARCHITECTURE
 BOARD OF ARCHITECTS OF THE DISTRICT OF COLUMBIA
 1100 K STREET, N.W., SUITE 200
 WASHINGTON, D.C. 20004
 TEL: 202-462-1000
 FAX: 202-462-1001
 WWW.IMPERIALARCHITECTURE.COM

ARCHITECT
 INTERIOR DESIGNER
 PLANNING

Copyright Reserved
 This Copyright is the property of Imperial Architecture and is not to be reproduced in any form without the written permission of Imperial Architecture. The design and construction of this project is the property of Imperial Architecture and is not to be reproduced in any form without the written permission of Imperial Architecture. The design and construction of this project is the property of Imperial Architecture and is not to be reproduced in any form without the written permission of Imperial Architecture.

PROJECT INFORMATION

PROJECT NAME	4-UNIT DUPLEX DEVELOPMENT FOR
PROJECT ADDRESS	6100 FRANCES ROAD, RICHMOND, BC
PROJECT TYPE	RESIDENTIAL
PROJECT PHASE	PRELIMINARY
PROJECT STATUS	IN PROGRESS
PROJECT DATE	2021-05-10
PROJECT SCALE	1/8"=1'-0"
PROJECT SHEET	PLN-62

REVISIONS

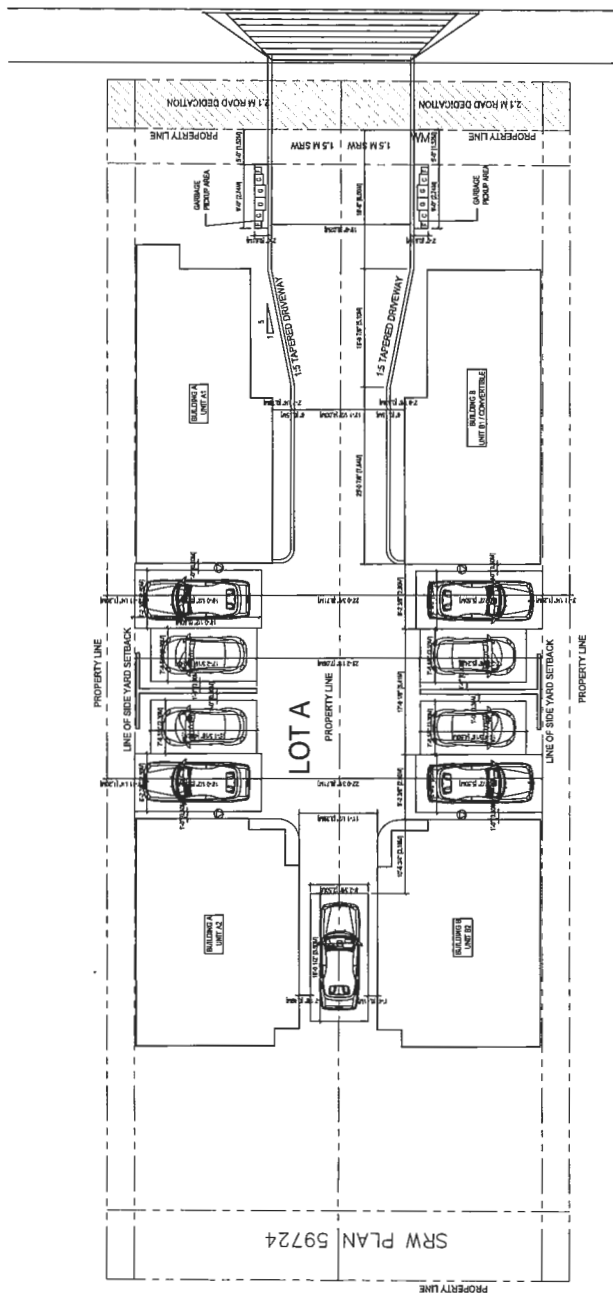
NO.	DESCRIPTION	DATE
1	ISSUED FOR REZONING RESUBMISSION	2021-05-10

ISSUED FOR REZONING RESUBMISSION
 2021-05-10

DOXA
 6100 FRANCES ROAD, RICHMOND, BC
 V6X 1A6

PARKING PLAN

Project No: #8246
 Scale: 1/8"=1'-0"
 Drawing No: A1.2



1 PARKING PLAN
 SCALE: 1/8"=1'-0"
 ROAD DEDICATION

Parking Calculation - LOT A

Residential Parking Required	4	2 per Unit X	2 Units
Residential Parking Provided	4	2 per Unit X	2 Units
Small Car (Residential Parking Allowed)	2	50%	1 Unit
Small Car (Residential Parking Provided)	2	50%	1 Unit
Visitor Parking Provided	2	Combined with Lot B	2 Units
EV Charging Provided (1 per Unit)	2	Level 2 EV Charge Method is Defined as Voltage of 200V to 240V AC and Current of 16A to 60A	2 Units

Parking Calculation - LOT B

Residential Parking Required	4	2 per Unit X	2 Units
Residential Parking Provided	4	2 per Unit X	2 Units
Small Car (Residential Parking Allowed)	2	50%	1 Unit
Small Car (Residential Parking Provided)	2	50%	1 Unit
Visitor Parking Provided	2	Combined with Lot A	2 Units
EV Charging Provided (1 per Unit)	2	Level 2 EV Charge Method is Defined as Voltage of 200V to 240V AC and Current of 16A to 60A	2 Units

LEGEND

5'-10 3/4" (1.50M)
 2'-0" (0.61M)
 BIKE PARKING CLASS 1
 HORIZONTAL BICYCLE SPACE (1.8M X 0.8M)

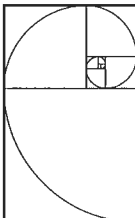
STANDARD STALL (2.3M X 5.5M)

SMALL STALL (2.3M X 4.6M)

LEVEL 2 EV CHARGE METHOD IS DEFINED AS VOLTAGE OF 200V TO 240V AC AND CURRENT OF 16A TO 60A

VISITOR PARKING SIGN ELEVATION

VISITOR PARKING SIGN ELEVATION



IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS
1000 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202
TEL: 303.733.8888
WWW.IMPERIALARCHITECTURE.COM

ARCHITECTURAL
FLOOR
PLANS

Copyright Reserved

This drawing is the property of Imperial Architecture and is to be used only for the project and site shown. It is not to be reproduced, copied, or used for any other project without the written consent of Imperial Architecture.

This drawing is the property of Imperial Architecture and is to be used only for the project and site shown. It is not to be reproduced, copied, or used for any other project without the written consent of Imperial Architecture.

NO.	DATE	DESCRIPTION	BY	CHKD.
1	05/10/2021	ISSUED FOR REZONING RESUBMISSION	AD	
2	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
3	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
4	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
5	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
6	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
7	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
8	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
9	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	
10	05/10/2021	REVISED FOR REZONING RESUBMISSION	AD	

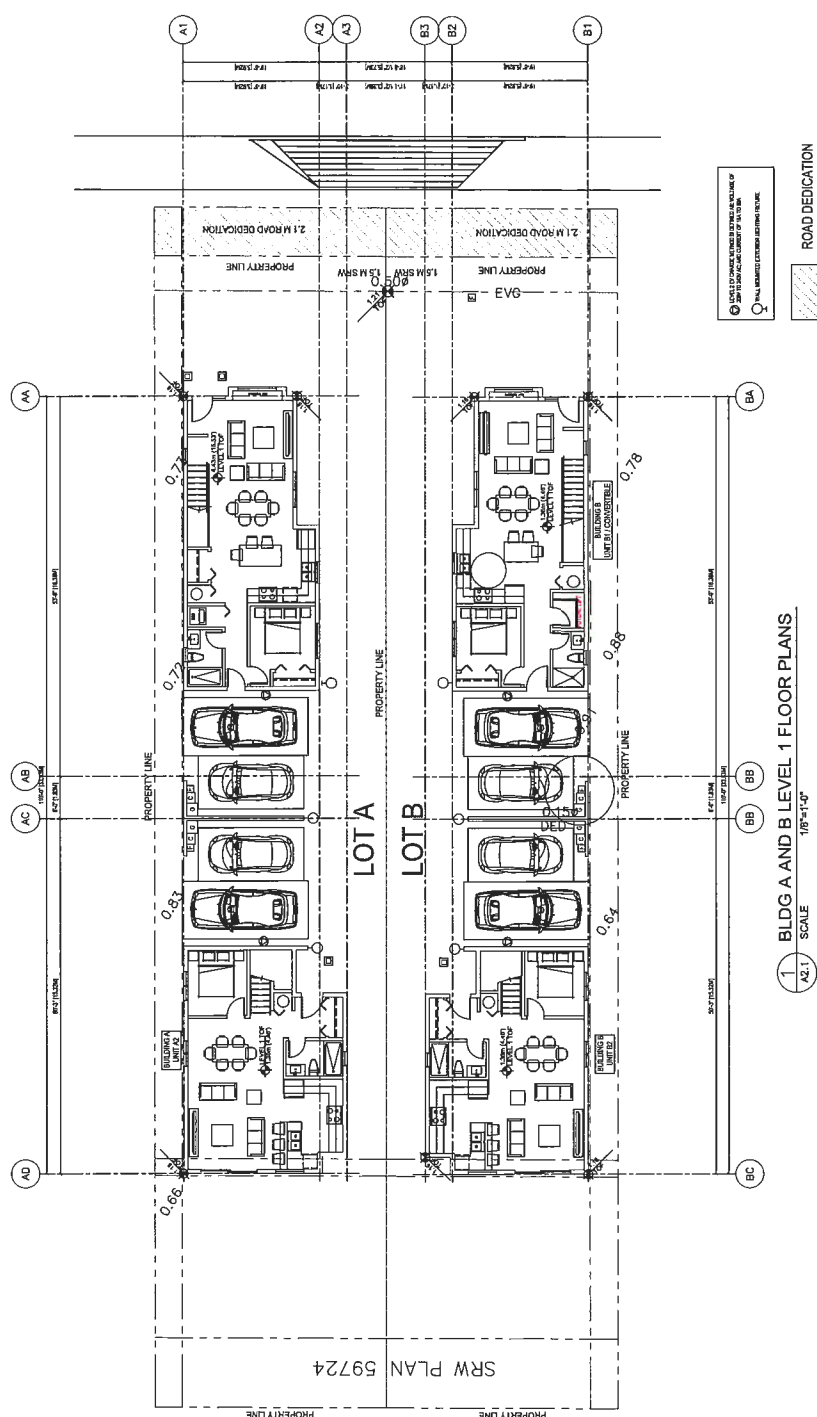
ISSUED FOR REZONING
RESUBMISSION
2021-05-10

DOXA
4 UNIT DUPLEX DEVELOPMENT FOR
8700 FRANCES ROAD, RICHMOND, BC
R2 18-0180

BUILDING A & B
LEVEL 1 FLOOR PLANS

Project No. #8246
Scale 1/8"=1'-0"

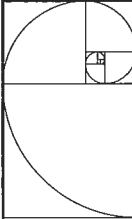
Sheet A2.1



1 BLDG A AND B LEVEL 1 FLOOR PLANS
A2.1 SCALE 1/8"=1'-0"

Floor Area Calculation - LOT A					
Unit #	Building A	Unit A1	Unit A2	Total	
Feature (SQ / DIM)					
Garage Area	4 Units	4 Units	4 Units	4 Units	
Convertible Unit					
Level 1 Gross Area	1093.44 SF	1040.16 SF	1040.16 SF	2133.60 SF	
Level 2 Gross Area	987.28 SF	987.28 SF	987.28 SF	2502.32 SF	
Total Gross Area	2080.72 SF	2027.44 SF	2027.44 SF	4054.88 SF	
Garage Area Exemption	321.03 SF	321.03 SF	321.03 SF	642.06 SF	
Garage Area Exemption	58.03 SF	58.03 SF	58.03 SF	116.06 SF	
Top Floor Area Exemption	21.07 SF	21.07 SF	21.07 SF	42.14 SF	
Green Building System Area Exemption	75.30 SF	75.30 SF	75.30 SF	150.60 SF	
Total Exempted Area	475.43 SF	475.43 SF	475.43 SF	950.86 SF	
Net Floor Area	1605.31 SF	1552.01 SF	1552.01 SF	3104.02 SF	
Min. Floor Area Allowed at 183.5 m	1979.48 SF	1979.48 SF	1979.48 SF	3958.96 SF	
Complied with Min Floor Area per Unit Allowed	Yes	Yes	Yes	Yes	

Floor Area Calculation - LOT B					
Unit #	Building B	Unit B1	Unit B2	Total	
Feature (SQ / DIM)					
Garage Area	4 Units	4 Units	4 Units	4 Units	
Convertible Unit					
Level 1 Gross Area	1077.56 SF	1040.16 SF	1040.16 SF	2133.60 SF	
Level 2 Gross Area	987.28 SF	987.28 SF	987.28 SF	2502.32 SF	
Total Gross Area	2064.84 SF	2027.44 SF	2027.44 SF	4054.88 SF	
Garage Area Exemption	321.03 SF	321.03 SF	321.03 SF	642.06 SF	
Garage Area Exemption	58.03 SF	58.03 SF	58.03 SF	116.06 SF	
Top Floor Area Exemption	21.07 SF	21.07 SF	21.07 SF	42.14 SF	
Green Building System Area Exemption	75.30 SF	75.30 SF	75.30 SF	150.60 SF	
Total Exempted Area	475.43 SF	475.43 SF	475.43 SF	950.86 SF	
Net Floor Area	1589.41 SF	1552.01 SF	1552.01 SF	3104.02 SF	
Min. Floor Area Allowed at 183.5 m	1979.48 SF	1979.48 SF	1979.48 SF	3958.96 SF	
Complied with Min Floor Area per Unit Allowed	Yes	Yes	Yes	Yes	



IMPERIAL ARCHITECTURE
 REGISTERED ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 (303) 733-1111
 www.imperialarch.com

ARCHITECTURE
 PROJECT
 PLANS

Copyright Reserved
 The contents of this drawing are the property of Imperial Architecture and are not to be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture.

Disclosures
 The owner and city of denver, or their authorized representative, shall be responsible for the accuracy of the information provided to Imperial Architecture.

Copyright Reserved
 The contents of this drawing are the property of Imperial Architecture and are not to be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture.

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR REZONING RESUBMISSION	2021-05-10	JA	JA
2	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
3	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
4	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
5	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
6	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
7	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
8	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
9	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
10	REVISED PER CITY COMMENTS	2021-05-10	JA	JA

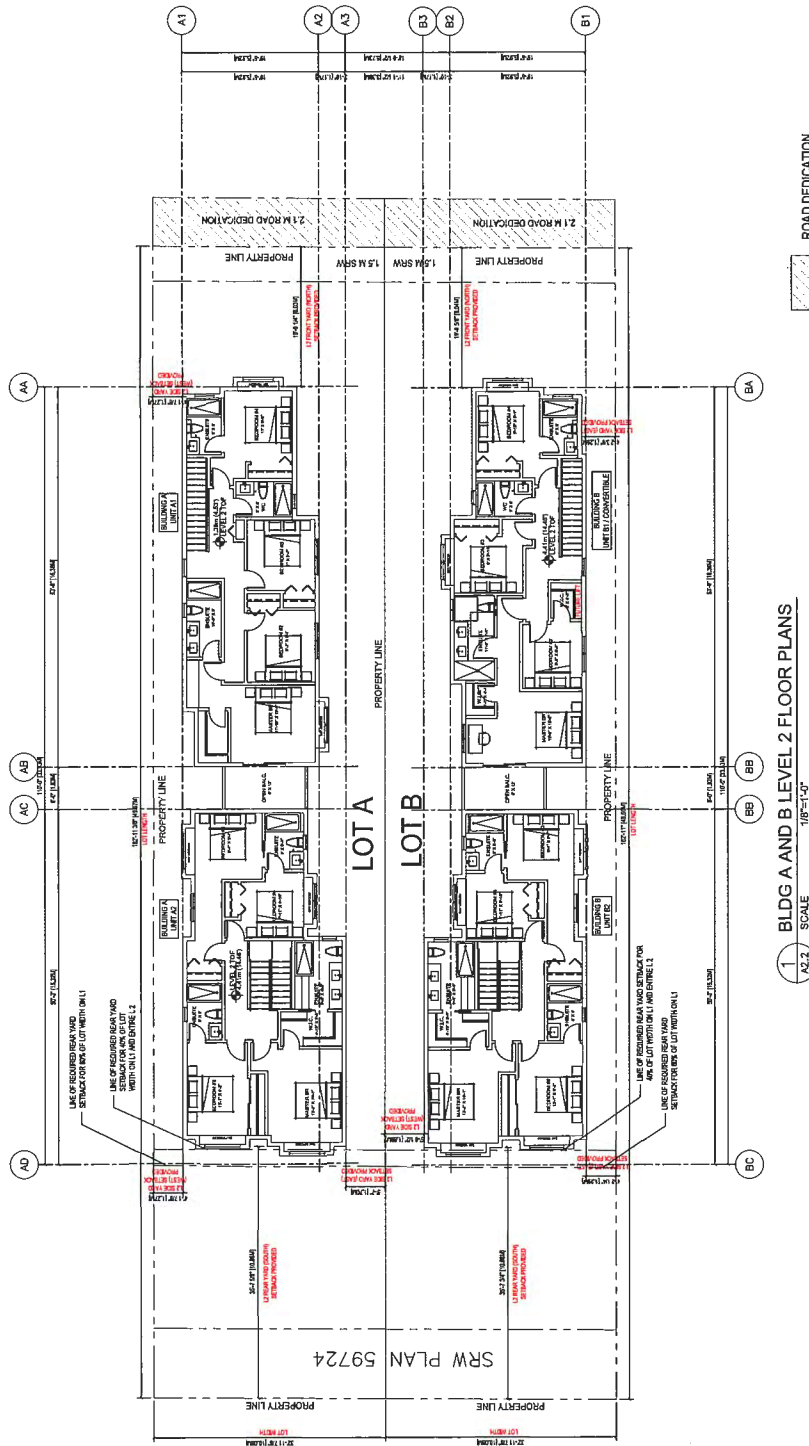
NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR REZONING RESUBMISSION	2021-05-10	JA	JA
2	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
3	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
4	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
5	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
6	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
7	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
8	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
9	REVISED PER CITY COMMENTS	2021-05-10	JA	JA
10	REVISED PER CITY COMMENTS	2021-05-10	JA	JA

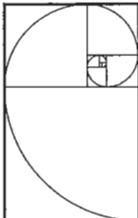
ISSUED FOR REZONING
 RESUBMISSION
 2021-05-10

DOXA
 6706 FRANCIS ROAD, RICHMOND, BC
 V6X 1A6
 (604) 271-8888

BUILDING A & B
 LEVEL 2 FLOOR PLANS

Project No.
 #8246
 Scale
 1/8"=1'-0"
 Drawing No.
 A2.2





IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS
REGISTERED PLANNERS
REGISTERED ENGINEERS

ARCHITECTURE
INTERIOR DESIGN
PLANNING

Copyright Reserved
This Copyright is the design and drawing of the building and its contents. It is not to be reproduced or used in any form without the written permission of Imperial Architecture.

DISCLAIMER
The drawings are not to be used for any purpose other than that for which they were prepared.

NOTES
1. The drawings are not to be used for any purpose other than that for which they were prepared.

2. The drawings are not to be used for any purpose other than that for which they were prepared.

3. The drawings are not to be used for any purpose other than that for which they were prepared.

4. The drawings are not to be used for any purpose other than that for which they were prepared.

5. The drawings are not to be used for any purpose other than that for which they were prepared.

6. The drawings are not to be used for any purpose other than that for which they were prepared.

7. The drawings are not to be used for any purpose other than that for which they were prepared.

8. The drawings are not to be used for any purpose other than that for which they were prepared.

9. The drawings are not to be used for any purpose other than that for which they were prepared.

10. The drawings are not to be used for any purpose other than that for which they were prepared.

11. The drawings are not to be used for any purpose other than that for which they were prepared.

12. The drawings are not to be used for any purpose other than that for which they were prepared.

13. The drawings are not to be used for any purpose other than that for which they were prepared.

14. The drawings are not to be used for any purpose other than that for which they were prepared.

15. The drawings are not to be used for any purpose other than that for which they were prepared.

16. The drawings are not to be used for any purpose other than that for which they were prepared.

17. The drawings are not to be used for any purpose other than that for which they were prepared.

18. The drawings are not to be used for any purpose other than that for which they were prepared.

19. The drawings are not to be used for any purpose other than that for which they were prepared.

20. The drawings are not to be used for any purpose other than that for which they were prepared.

21. The drawings are not to be used for any purpose other than that for which they were prepared.

22. The drawings are not to be used for any purpose other than that for which they were prepared.

23. The drawings are not to be used for any purpose other than that for which they were prepared.

24. The drawings are not to be used for any purpose other than that for which they were prepared.

25. The drawings are not to be used for any purpose other than that for which they were prepared.

26. The drawings are not to be used for any purpose other than that for which they were prepared.

27. The drawings are not to be used for any purpose other than that for which they were prepared.

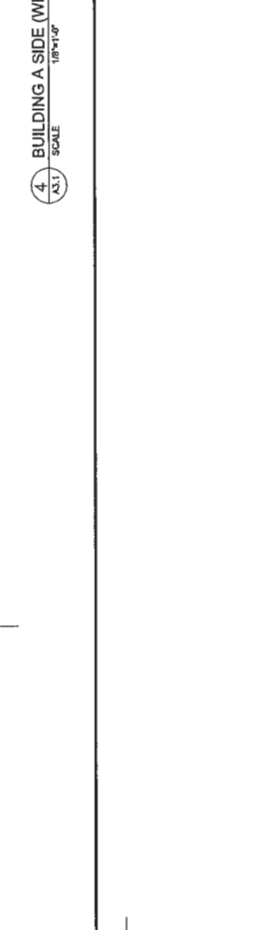
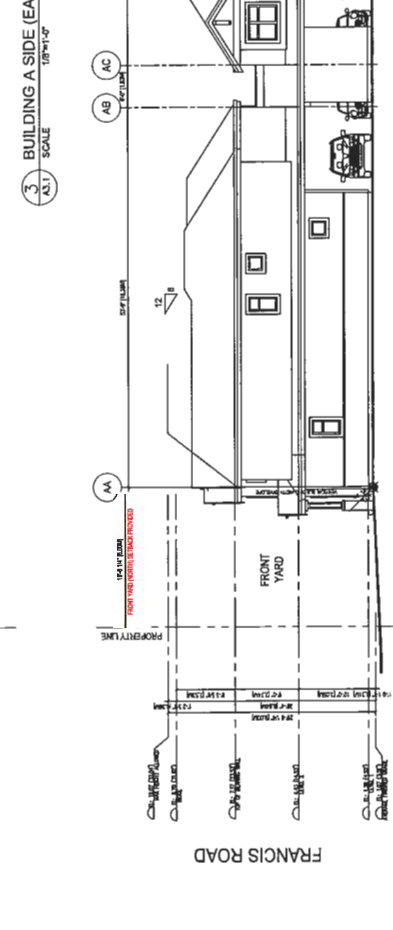
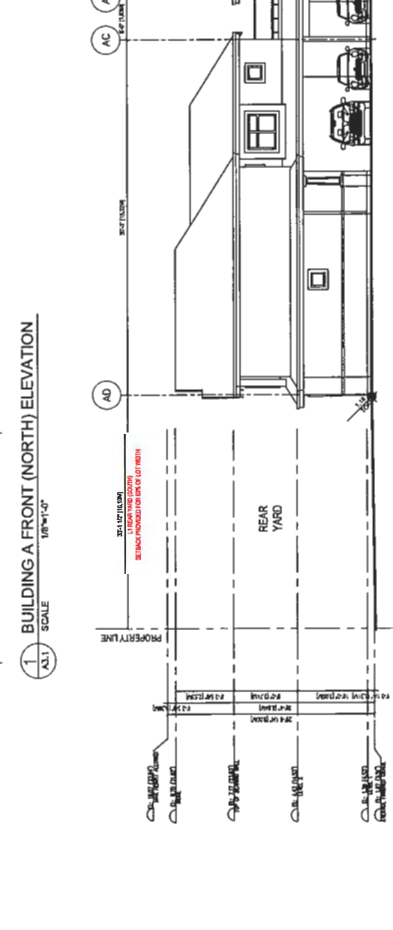
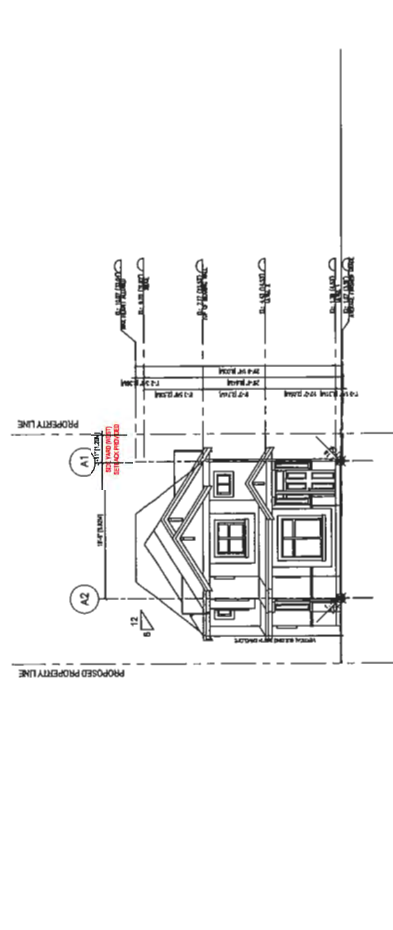
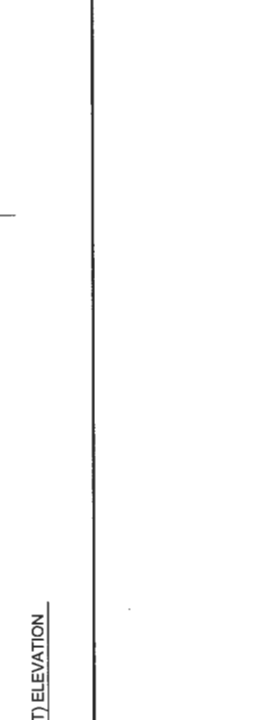
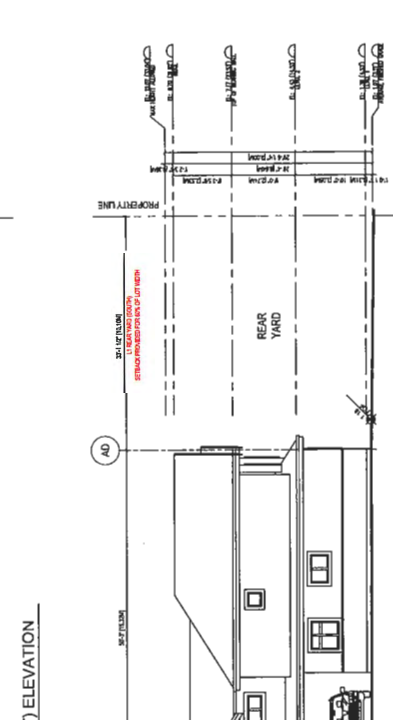
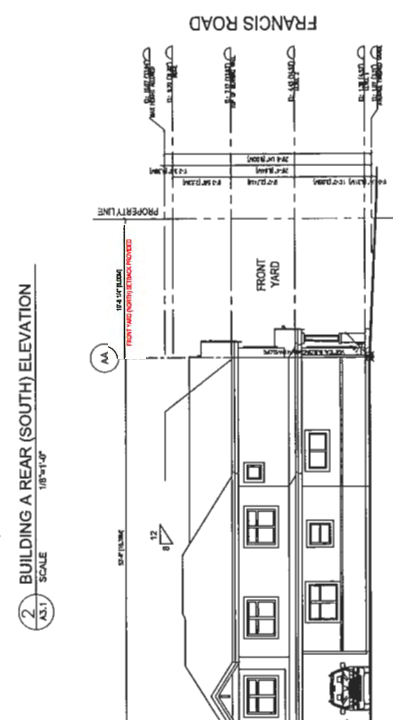
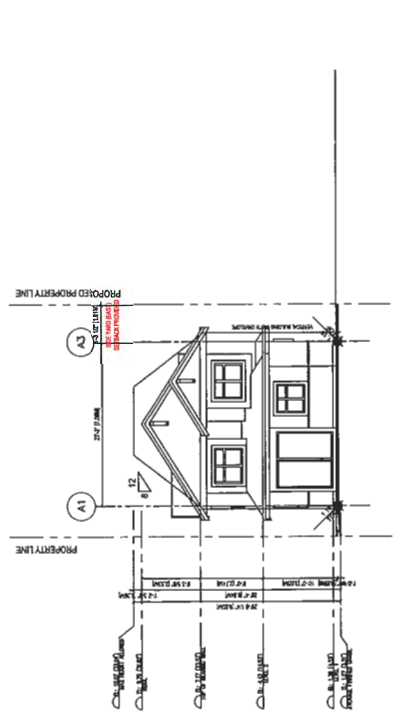
28. The drawings are not to be used for any purpose other than that for which they were prepared.

29. The drawings are not to be used for any purpose other than that for which they were prepared.

30. The drawings are not to be used for any purpose other than that for which they were prepared.

31. The drawings are not to be used for any purpose other than that for which they were prepared.

32. The drawings are not to be used for any purpose other than that for which they were prepared.



IMPERIAL ARCHITECTURE
 REGISTERED ARCHITECTS OF BRITISH COLUMBIA
 1000 WEST 10TH AVENUE, SUITE 200
 VANCOUVER, BC V6H 1T6
 TEL: 604-681-1111
 FAX: 604-681-1112
 WWW.IMPERIALARCHITECTURE.COM

ARCHITECTURE
 INTERIOR
 EXTERIOR
 PLANNING

Copyright Reserved
 This sample is for illustrative purposes only and is not to be used for any other purpose without the written consent of Imperial Architecture.
 The content and quality of drawings and specifications are subject to change without notice.
 The client is responsible for obtaining all necessary permits and approvals from the appropriate authorities.

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

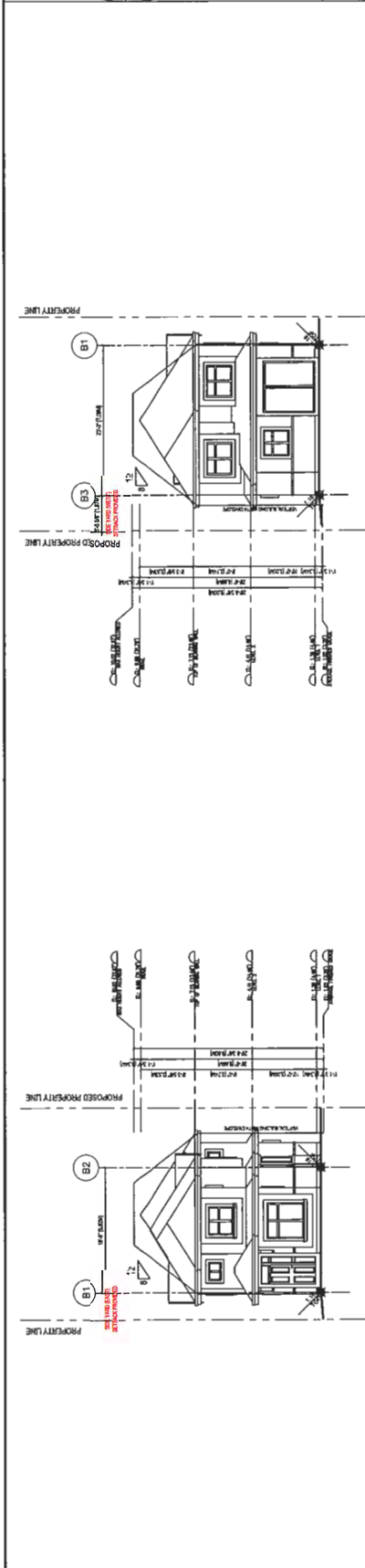
1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

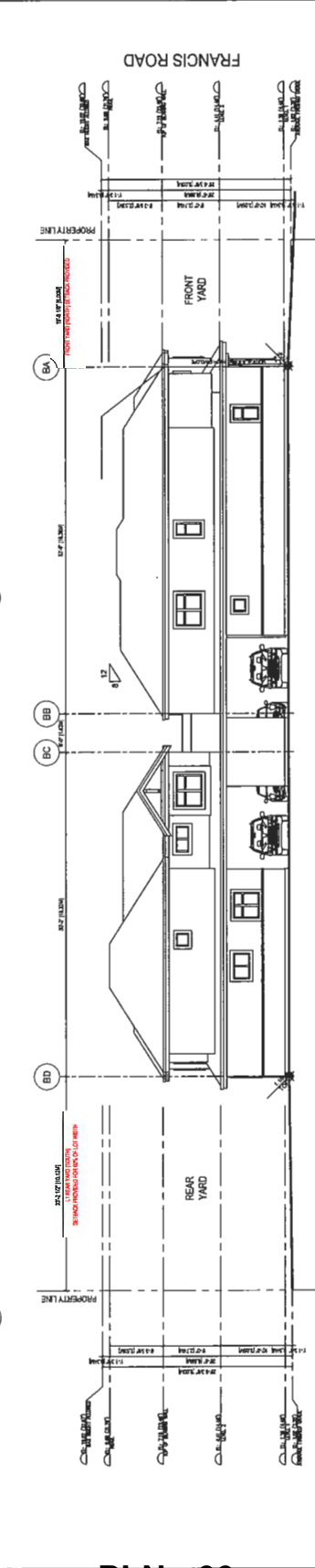
1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

1	ISSUED FOR PERMIT	2021-05-10	IM	IM
2	ISSUED FOR PERMIT	2021-05-10	IM	IM
3	ISSUED FOR PERMIT	2021-05-10	IM	IM
4	ISSUED FOR PERMIT	2021-05-10	IM	IM
5	ISSUED FOR PERMIT	2021-05-10	IM	IM
6	ISSUED FOR PERMIT	2021-05-10	IM	IM
7	ISSUED FOR PERMIT	2021-05-10	IM	IM
8	ISSUED FOR PERMIT	2021-05-10	IM	IM
9	ISSUED FOR PERMIT	2021-05-10	IM	IM
10	ISSUED FOR PERMIT	2021-05-10	IM	IM

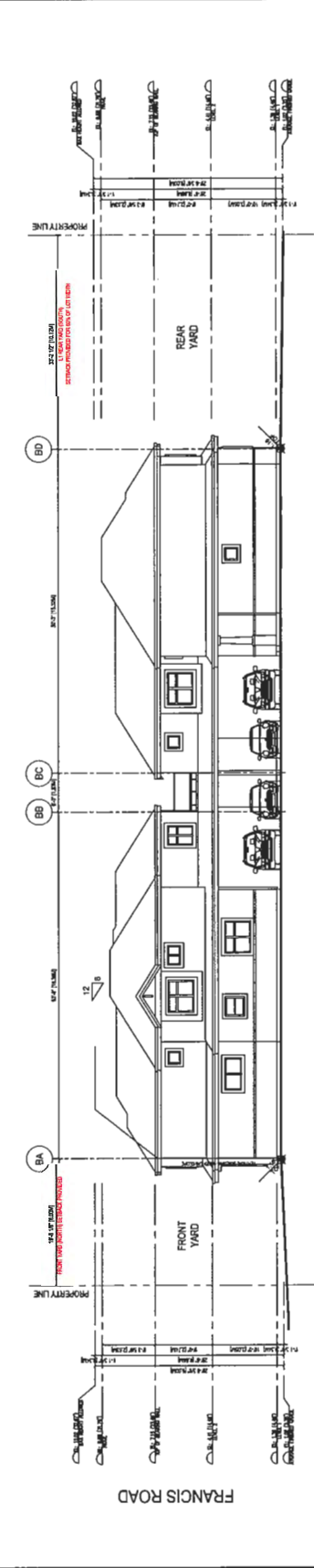


1. BUILDING B FRONT (NORTH) ELEVATION
 SCALE: 1/8" = 1'-0"

2. BUILDING B REAR (SOUTH) ELEVATION
 SCALE: 1/8" = 1'-0"



3. BUILDING B SIDE (EAST) ELEVATION
 SCALE: 1/8" = 1'-0"



4. BUILDING B SIDE (WEST) ELEVATION
 SCALE: 1/8" = 1'-0"



RZ 19-867880

Attachment 4

Address: 6700 Francis Road

Applicant: Doxa Development

Planning Area(s): Blundell

	Existing	Proposed
Owner:	1138934 BC Ltd.	1138934 BC Ltd.
Site Size (m²):	1039 m ²	Lot A: 501.81 m ² Lot B: 497.28 m ²
Land Uses:	Single-family dwelling	Two-unit dwellings
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Policy 5428 – Single Detached (RS2/C)	No change
Zoning:	Single Detached (RS1/E)	Two-Unit Dwelling (ZD7) – Francis Road (Blundell)
Number of Units:	1	4
Other Designations:	Arterial Road Land Use Policy: Arterial Road Duplex/Triplex	No change

On Future Subdivided Lots	Bylaw Requirement (site specific zone)	Proposed	Variance
Floor Area Ratio:	The lesser of 0.6 FAR or 334.5 m ² per lot	0.6	none permitted
Buildable Floor Area (m ²):*	Lot A: Max. 299.64 m ² (3225.30ft ²) Lot B: Max. 299.60 m ² (3224.86 ft ²)	Lot A: Max. 299.50 m ² (3223.79 ft ²) Lot B: Max. 298.70 m ² (3215.78ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: Max. 39.5% Non-porous Surfaces: Max. 66.8% Landscaping: Min. 34%	none
Lot Size:	Min. 464.5 m ²	Lot A: 501.81 m ² Lot B: 497.28 m ²	none
Lot Dimensions (m):	Width: min. 10.0 m Depth: min. 30.0 m	Width: min. 10.05 m Depth: min. 49.66 m	none

On Future Subdivided Lots	Bylaw Requirement (site specific zone)	Proposed	Variance
Setbacks (m):	Front: Min. 6.0 m Rear - Ground: Min. 10.12 m Rear - 2 nd floor: Min. 10.70 m Side: Min. 1.2 m	Front: Min. 6 m Rear Lot A - Ground: Min. 10.10 m Rear Lot A - 2 nd floor: Min. 10.86 m Rear Lot B - Ground: Min. 10.12 m Rear Lot B - 2 nd floor: Min. 10.82 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys) Max.	none
Off-street Parking Spaces – Regular (R):	2 per unit	2 per unit	none
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4) = 1	1	
Off-street Parking Spaces – Total:	9	9	none
Tandem Parking Spaces:	Permitted	0	none

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

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: December 18, 1989
 Amended by Council: December 15, 2008

POLICY 5428

File Ref: 4430-00

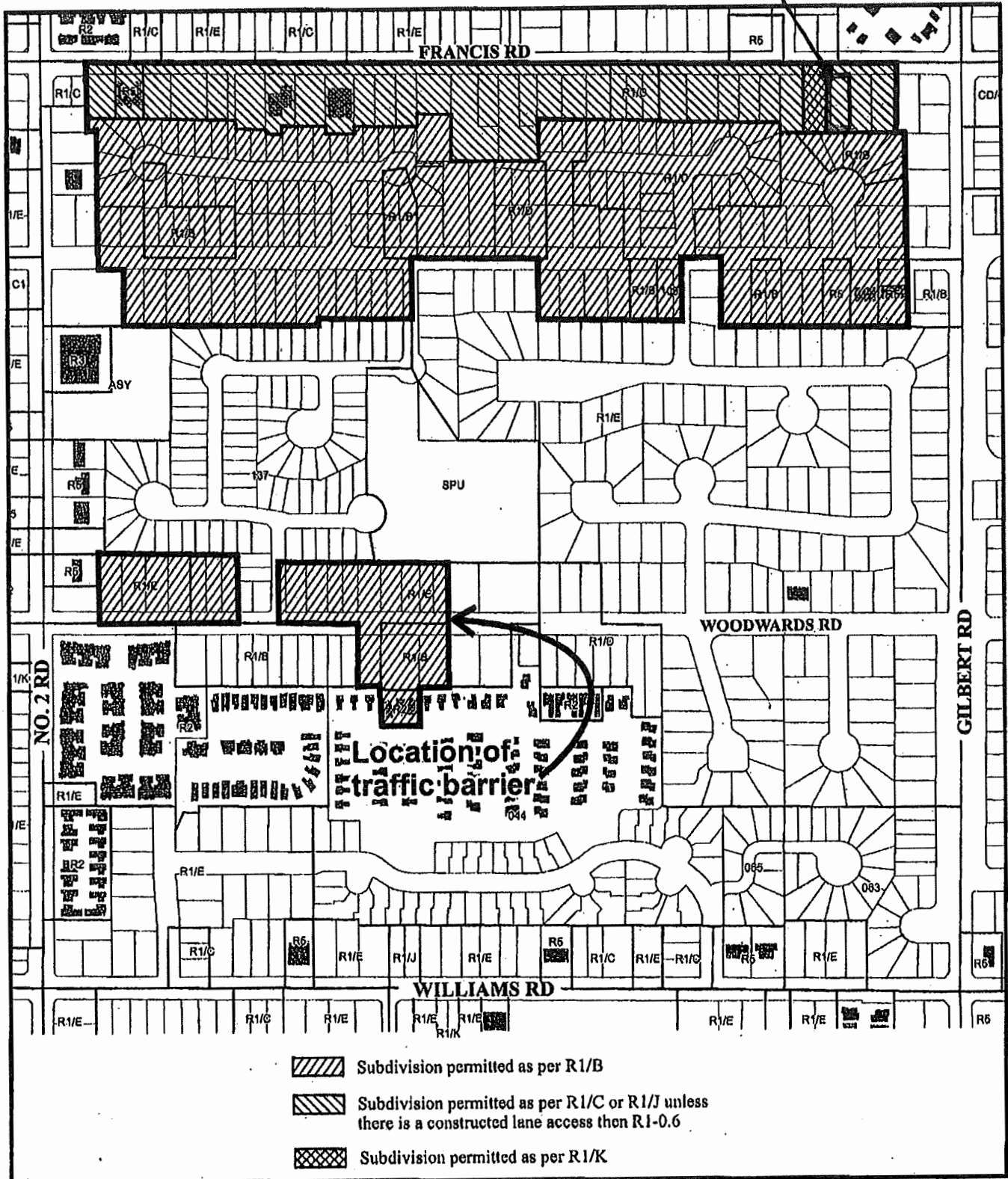
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER SECTION 30-4-6

POLICY 5428:

The following policy establishes lot sizes for properties in Section 30-4-6 as shown on the attached map:

1. Subdivisions in the Quarter Section's interior areas as designated on the map may be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300;
2. Subdivisions along Francis Road as shown on the map will be restricted to Single-Family Housing District R1/C or Single-Family Housing District R1/J unless there is a constructed lane access, then subdivisions may be permitted to Single-Family Housing District R1-0.6, except that 6680 Francis Road may be permitted to subdivide to Single-Family Housing District R1-K without the requirement for a lane access; and
3. This policy is to be used to determine the disposition of future 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.

SUBJECT SITE

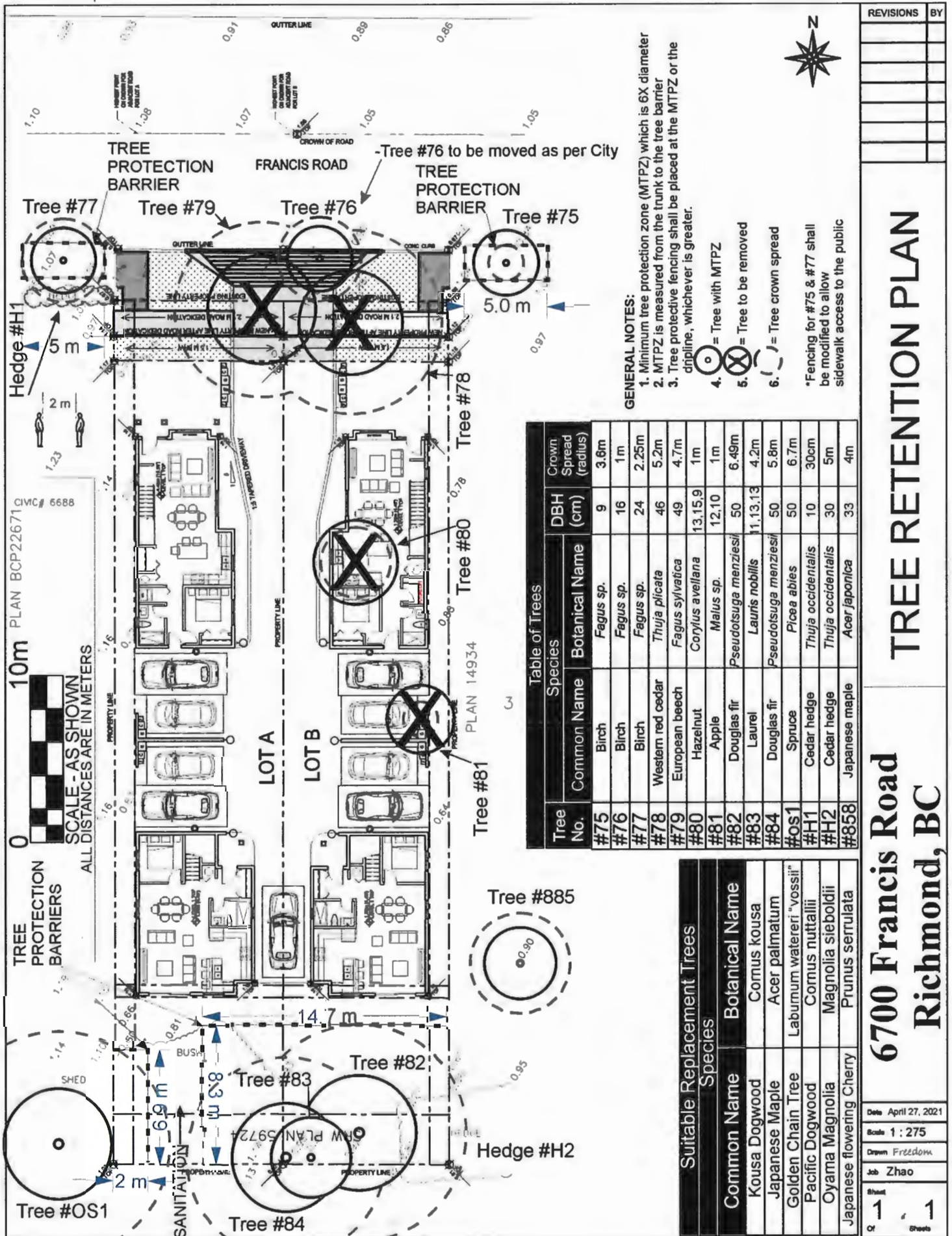


Policy 5428 Section 30-4-6

Adopted Date: 12/18/89

Amended Date: 12/15/08

Note: Dimensions are in METRES





Address: 6700 Francis Road

File No.: RZ 19-867880

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10273, the developer is required to complete the following:

1. 2.1 m wide road dedication along the entire Francis Road frontage to accommodate the required frontage improvements; exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of an on-site 1.5 m wide Statutory Right-of-Way behind the new north property line after road dedication of 6700 Francis Road to accommodate the new water meters and inspection chambers.
3. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
 - a) Vehicle access to the two duplex lots is via a single shared driveway crossing centered on the proposed shared property line.
 - b) The buildings and driveway on the proposed lots be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Francis Road.
4. Registration of a legal agreement on Title to ensure that, upon subdivision of the property, a cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall will be registered on titles of the new lots.
5. Registration of a flood indemnity covenant on title.
6. Submission of a Contract entered into between the applicants and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone of the tree to be retained on site. 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.
7. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$54,826.28) to the City's Affordable Housing Reserve Fund.
8. City acceptance of the developer's offer to voluntarily contribute \$3,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
9. 1 City tree (tag# 76) is in good condition but in conflict with the proposed driveway location. The tree will be relocated to a location chosen by Parks staff. All cost associated with hiring a certified tree moving company and relocation of the tree are the responsibility of the developer. Coordination with Parks staff will be required.
10. Submission of a Tree Survival Security to the City in the amount of \$50,000.00 for the six trees to be retained.
11. City acceptance of the developer's offer to voluntarily contribute \$22,800.00 towards the construction of a special crosswalk at the Francis Road/Milner Road intersection. The special crosswalk will feature: traffic poles, overhead illuminated signs, amber flashers, strobe lights, Audible Pedestrian Signal, a special crosswalk cabinet, Hydro service panel, and conduit/junction boxes. (Account No. 3132-10-550-55001-0000).
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

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

- comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
- include a mix of coniferous and deciduous trees;
- include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- include the 4 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
1	6 cm		2.5 m
1	8 cm		3 m
2	9 cm		3.5 m

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

1. At subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), TransLink DCC's, School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Subdivision stage.
2. Enter into a Servicing Agreement for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 779.0 L/s of water available at a 20 psi residual at the hydrant located at the North East corner of 6780 Francis Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- c) At Developer's cost, the City will:
 - i) Cut, cap and remove the existing water service connection and water meter at the North property line of 6700 Francis Road.
 - ii) Install 4 new water service connections (2 for each duplex) off of the 300 mm AC watermain on Francis Road, complete with water meters.
 - iii) Provide a 1.5 m right-of-way along the new north property line of 6700 Francis Road to accommodate the new water meters.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
 - i) Inspect and confirm the condition of the existing south west storm service, the storm connection lead and inspection chamber at the adjoining property line of 6700 & 6740 Francis Road (STIC61048) by video inspection. Use the existing connection if video inspection shows that the existing lead is in good condition.
 - ii) Inspect and confirm the condition of the existing south east storm service, the storm connection lead and inspection chamber at the adjoining property line of 6700 & 6688 Francis Road (STIC50516) by video inspection. Use the existing connection if video inspection shows that the existing lead is in good condition.
- e) At Developer's cost, the City will:
 - i) If the existing storm service leads (STIC61048 & STIC50516) are found to be inadequate, install new service connections.
 - ii) A 1.5m wide SRW is required along the new north property line of the proposed site to accommodate the existing storm inspection chambers.

- iii) Site drainage must be directed towards the service connection IC's fronting Francis Road to prevent storm water from ponding on the boulevard, roads, and driveways.

Sanitary Sewer Works:

- f) At Developer's cost, the Developer is required to:
 - i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- g) At Developer's cost, the City will:
 - i) Cut, cap and remove the existing sanitary service connection and inspection chamber at the South East corner of 6700 Francis Road (SIC3966) in the situation where 6740/6780 Francis Road has been developed first. Otherwise, cut and cap the existing North West sanitary service connection only and retain the North East connection to serve 6740 Francis Road.
 - ii) Install 1 new sanitary service connection, complete with an inspection chamber, off of the existing sanitary main along the South property line of 6700 Francis Road. A single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of the proposed duplexes.

Frontage Improvements:

- h) At Developer's cost, the Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - ii) Review street lighting levels along all road and lane frontages, and upgrade as required.
 - iii) Complete other frontage improvements as per Transportation requirements as follows:
 - Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the new property line.
 - Construct a new grass/tree boulevard over the remaining width between the new sidewalk and the existing south curb of Francis Road.
 - The cross-section of the frontage improvements, measuring from north to south, are to include:
 - Existing south curb of Francis Road.
 - 2.0 m wide grass boulevard with no tree planting (this area is slated for future road widening).
 - 1.5 m wide landscaped boulevard with street trees.
 - 1.5 m wide concrete sidewalk.
 - New north property line of the subject site.
 - 1.5 m wide utility SRW. (Note that a 2.0 m wide road dedication is required for future road widening and an additional 0.1 m wide dedication is required to meet minimum frontage improvement standards).

Other frontage improvement considerations:

- Tree planting is to be restricted to the 1.5 m wide strip of the boulevard immediately next to the new sidewalk. The 2.0 m wide boulevard behind the fronting Francis Road south curb is to be kept free of any tree planting.
- The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site's Francis Road frontage. The transition sections are to be placed beyond the subject site's east and west frontages and are not to be constructed with angular turns.
- All existing driveways along the Francis Road development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described in this frontage improvements section.
- The new vehicle driveway access to the site must be constructed to City design standards.
- Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.

General Items:

- i) At Developer's cost, the Developer is required to:
 - i) Provide, prior to start of site preparation works, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewers along the Francis Road frontage and the existing sanitary lines along the south property line prior to start of site preparation works. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - v) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
 - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. 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.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
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 Department at 604-276-4285.

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10273 (RZ 19-867880)
6700 Francis Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it a “TWO-UNIT DWELLINGS (ZD7) – FRANCIS ROAD (BLUNDELL)” site specific zone.

P.I.D. 001-337-955

Lot 4 Section 30 Block 4 North Range 6 West New Westminster District Plan 14934

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10273**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by

APPROVED by Director or Solicitor


MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: John Hopkins
Director, Policy Planning
Date: May 20, 2021
File: 01-0153-01/2021-Vol
01
Re: YVR Proposed Land Use Plan Amendment (2021)

Staff Recommendations

1. That Council receive the report titled "YVR Proposed Land Use Plan Amendment (2021)" dated May 20, 2021 from the Director, Policy Planning for information;
2. That Council support the proposed amendment to the YVR 2037 Master Plan in principle, subject to a request that YVR:
 - a. define the process and scope of the planning process that will precede any development in the areas proposed to be amended; and
 - b. refine the "Groundside Commercial" land use designation south of the South Runway to clarify YVR's stated intent to limit retail to be local-serving.

John Hopkins
Director, Policy Planning

Att. 2

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

Staff Report

Origin

Vancouver International Airport (YVR) staff have recently informed City of Richmond staff of proposed amendments to the YVR 2037 Master Plan, which was adopted in 2017, and requested comments from the City before they submit the proposal to Transport Canada, the approving agency. YVR staff have indicated that they expect to present the proposed amendments to their Board of Directors in June 2021, before submitting it to Transport Canada for consideration. A letter outlining YVR's land use amendment (Attachment 1) and associated map (Attachment 2) are attached.

The purpose of this report is to inform Council of the amendment proposal and staff's response, and provide members of Council an opportunity to comment on the proposed amendments before YVR staff submit their request to Transport Canada.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.1 Ensure an effective OCP and ensure development aligns with it.

This report supports Council's Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

7.2 Encourage a strong, diversified economic base while preserving agricultural land and maximizing the use of industrial land.

Findings of Fact

Planning Context at the Airport

YVR's planning framework is determined through their ground lease with Transport Canada, and includes their YVR 2037 Master Plan which includes a broad strategic framework and a Land Use Plan. The YVR 2037 Master Plan which was last updated in 2017, is updated every 10 years and requires extensive consultation. Amendments to the Land Use Plan component of the Master Plan require less consultation as set out in YVR's ground lease with the Federal Government where they must consult with agencies, municipalities and First Nations. Transport Canada is the approving body. Transport Canada's primary considerations are protection of land for aviation purposes, and the highest and best use of the land asset.

In the past, YVR has not had a defined process for detailed land use planning. YVR staff have indicated that they intend to define and follow a specific “Area Planning” process in future, but the scope and process (including technical elements and consultation with the City and others) has not yet been defined.

YVR’s Proposed Land Use Plan Amendments

The amendments proposed by YVR:

1. shift land uses to allow more flexibility along the North runway and create space for more logistics-related uses;
2. adjust the designation of the Central Utilities Building next to the terminal; and
3. expand commercial uses near the South runway.

Adjacent to the South runway, YVR are proposing to expand “Airside Commercial” land uses (aircraft service uses accessed primarily from the runway) as well as “Groundside Commercial” land uses (uses that could include light industrial, commercial and retail accessed primarily from roadways).

Part of the expansion adjacent to the South runway includes one of the area options for a possible future third runway parallel to the existing South runway as outlined in the 2037 YVR Master Plan. YVR has not begun the process of selecting a third runway which would involve an environmental assessment review and comprehensive consultation process with stakeholders (e.g., the City) and the public. The expansion of “Airside Commercial” land uses parallel to the existing South runway suggests that YVR’s review for a third runway will not begin for some time.

Analysis

Strategic Alignment

In terms of intent and direction, the proposal is aligned with City Strategic Direction 7.2 to maximize the use of industrial/employment lands and is consistent with the City’s Official Community Plan.

Potential Impacts

The amendment proposal is presented as a change to the land use map that is part of the YVR 2037 Master Plan, without accompanying text changes. Broadly, it is similar to an Official Community Plan amendment in that subsequent work is needed to more clearly define development and supporting changes to infrastructure.

Based on the amendment proposal, staff are concerned that the “Groundside Commercial” land use designation proposed along the south end of Sea Island is very broad, and could include general retail. This would be a concern if substantial retail were built here as it could compete with Richmond retailers and draw traffic. YVR has indicated verbally that their intent is to have

some local-serving retail (e.g., restaurants for local workers), but the proposed amendment language is too flexible to assure this outcome.

As a high-level land use amendment, the proposal does not include details of utility and transportation network changes that would accommodate increased development. Recognizing that future work will define these changes, and that YVR and the City collaborate on infrastructure planning, staff have identified the following concerns:

1. **Utilities:** YVR has not completed high-level analyses of impacts on utilities (e.g., to a similar level as for an OCP amendment of this scale). While YVR does not anticipate major impacts, they are not able to provide substantiating data at this time. Enhancements to the City's infrastructure may be needed to address increased development. YVR will be conducting assessments on the impacts of their proposed land use amendments to City utilities as the scope becomes further defined. YVR should be fully responsible for the costs of any required utility upgrades.
2. **Transportation:** Staff anticipate the amendments will advance and add to the road and alternate mode network upgrades as envisioned in the YVR 2037 Master Plan. YVR anticipates but has not formally communicated transportation network changes associated with the amendment. They anticipate the need for improvements such as an airport-only lane along northbound Russ Baker Way and re-alignment of Ferguson Road, but these are not formally discussed in the amendment proposal. The nearby transportation network includes important links for Richmond commuters, and increased demands will require further assessment by YVR to identify and mitigate impacts resulting from the amendments in consultation with the City.
3. **Consultation:** Impacts on neighbouring communities and residents using adjacent transportation routes are expected, and diligent consultation with Richmond residents and businesses is essential.

Recommended Response

Given the amendment's alignment with the City's strategic direction and YVR's expressed intent to conduct an "Area Planning" process that would address staff's concerns, staff recommend that the proposal be supported in principle, subject to:

- A written assurance that YVR consult with the City to define the "Area Planning" scope and process in such a way as to address identified concerns around utilities, transportation and consultation in an integrated fashion; and
- Refinement of the "Groundside Commercial" designation in the proposed amendment to clarify that retail space be a small proportion of the total developable area and that any retail be limited to uses primarily serving local businesses and employees.

Financial Impact

None.

Conclusion

YVR staff have informed the City of Richmond of proposed amendments to the YVR 2037 Master Plan and requested comments from the City before they submit the proposal to Transport Canada.

It is recommended that Council support the proposed amendments to the YVR 2037 Master Plan in principle, subject to a request that YVR:

- a. define the process and scope of the planning process that will precede any development in the areas proposed to be amended; and
- b. refine the “Groundside Commercial” land use designation south of the South Runway to clarify YVR’s stated intent to limit retail to be local-serving.



Peter Whitelaw, MCIP, RPP
Planner 3, Policy Planning

PW:cas

- Att. 1: YVR Land Use Amendment Letter, dated April 22, 2021
2: YVR Land Use Amendment Map, dated April 21, 2021



P.O. BOX 44638
YVR DOMESTIC TERMINAL RPO
RICHMOND BC
CANADA V7B 1W2

TELEPHONE **604.276.6500**
FACSIMILE 604.276.6505
WWW.YVR.CA

April 22, 2021

Peter Whitelaw, MCIP, RPP – Policy Planner 3
Policy Planning Department
City of Richmond,
6911 No. 3 Road,
Richmond, BC. V6Y 2C1

via email: pwhitelaw@richmond.ca

Dear Peter

Re: Proposed Amendment to the YVR 2037 Land Use Plan

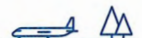
In response to the impacts of the COVID-19 pandemic on aviation and on our region, Vancouver Airport Authority (VAA) has prepared a 2021 Strategic Plan (see: <https://www.yvr.ca/en/about-yvr/2021-strategic-plan>). The 2021 Strategic Plan sets out at a high level how VAA proposes to serve the community and the economy that supports it as we enter into a period of post-pandemic recovery. A core aspect of strategy implementation relates to the future utilization of airport infrastructure and land assets. As such, VAA intends to amend the YVR 2037 Land Use Plan. A copy of the current Land Use Plan showing proposed amendments is appended to this letter.

As required under the terms of our ground lease with the federal government, VAA is seeking the City of Richmond's comments on the proposed amendments, prior to submitting an application to Transport Canada for approval.

Context

The COVID-19 pandemic has had an unprecedented impact on aviation: passenger volumes in 2020 where the lowest ever experienced in VAA history. Reduced passenger throughput has resulted in decreased airport revenues. As a result, capital budgets have been curtailed and the CORE program has been terminated. While cargo traffic remains robust, the forecast for recovery of passenger traffic remains uncertain.

The YVR 2037 Master Plan forecast that the timeline within which a third parallel runway would be required was beyond the 20-year lifetime of the YVR 2037 Master Plan. This need has been further deferred as a result of the pandemic. VAA proposes to support the development of the lands within the footprint of a proposed future runway at Airport South, allowing these parcels to be used productively until such time as a third parallel runway may be required in future.



In addition, cessation of the Core Program has prompted the need to reconsider the future use of the partially completed Central Utilities Building (CUB) structure.

Strategic Plan Drivers

The YVR 2021 Strategic Plan underpins the proposed amendments to the Land Use Plan, driven by three focus areas of our Strategy:

- **Strengthen the Core:** improving utilization and efficiency of existing infrastructure and enhancing operations. This enables us to get the most out of our existing assets, and to support our core business.
- **Financial Sustainability:** diversifying our revenue base and improving financial resilience. This compels us to utilize our land assets productively to generate revenue.
- **Gateway to the New Economy:** aligning to the future growth and needs of our community and economy. This requires us to consider opportunities for supporting regional economic growth and employment creation.

Proposed Changes

A total of around 65 ha of undeveloped land and a further 39 ha of currently leased land is located within the area protected for a future potential South Parallel Runway at Airport South. By deferring the construction of a third parallel runway and supporting use of aircraft accessible land at Airport South for Airside uses, greenfield parcels can be brought into productive use, certainty can be provided to existing leaseholders and operators, and the urgent need for additional air cargo and aircraft maintenance sites can be accommodated. Retaining and releasing land at Airport South for Airside development, until such time as a third parallel runway is required, allows optimal use of existing airside infrastructure (taxiways, aprons, airside road, aircraft run-up facility), while also forestalling the need for a costly new parallel taxiway to support aircraft accessible Airside uses at Airport North.

Changes are reflected in the proposed Land Use Plan Amendment whereby land within the footprint of the future South Parallel Runway is to be re-designated for Airside uses, while land at Airport North will be re-designated for a mix of Groundside Commercial and Airside (accessible by airside vehicles only) uses. Land parcels at Airport South which do not benefit from airside access via existing taxiway infrastructure will be re-designated for Groundside Commercial uses.

The CUB building will be re-designated for Groundside Commercial use, optimizing development flexibility in the repurposing of this structure.



Benefits of the Proposed Land Use Changes

- Permitting Airside development at Airport South will enable realization of cargo growth potential, supplementing the shortfall in supply at Cargo Village (which is fully occupied) and supporting just-in-time delivery of high value air cargo shipments, critical to Metro Vancouver businesses
- Providing more flexibility in the use of land at Airport North will enable large lots (which are in short supply in Metro Vancouver) at Airport North to be developed for trade-enabling warehouse and logistics uses, consistent with the objectives of Metro Vancouver's Industrial Lands Strategy and Regional Growth Strategy update
- Land development for employment uses will increase the supply of jobs in the region while also supporting the generation of non-aeronautical revenues for the Airport Authority

Impacts to the Airport Zoning Regulations Process

The proposed Land Use Amendment does not alter the need for VAA to protect for a future South Parallel Runway over the long term or the requirement to ensure that aircraft using that runway can operate safely. Transport Canada is currently processing an application from VAA to create new Airport Zoning Regulations (AZRs), which will serve to protect the airspace in areas of the City from intrusions that would impact use of the future runway. The height maxima associated with the new AZR would remain in effect irrespective of the outcome of the Land Use Plan Amendment.

Should you have any comments on the proposed changes, please provide these to the under-signed before 24 May 2021. If we do not hear from you by this date, the Airport Authority will assume that the City of Richmond has no comments on the proposed amendment to the Land Use Plan. Should you have any questions, please feel free to get in touch with me at peta_wolmarans@yvr.ca or 778.995.5182.

Yours truly,



Peta Wolmarans
Director, Planning

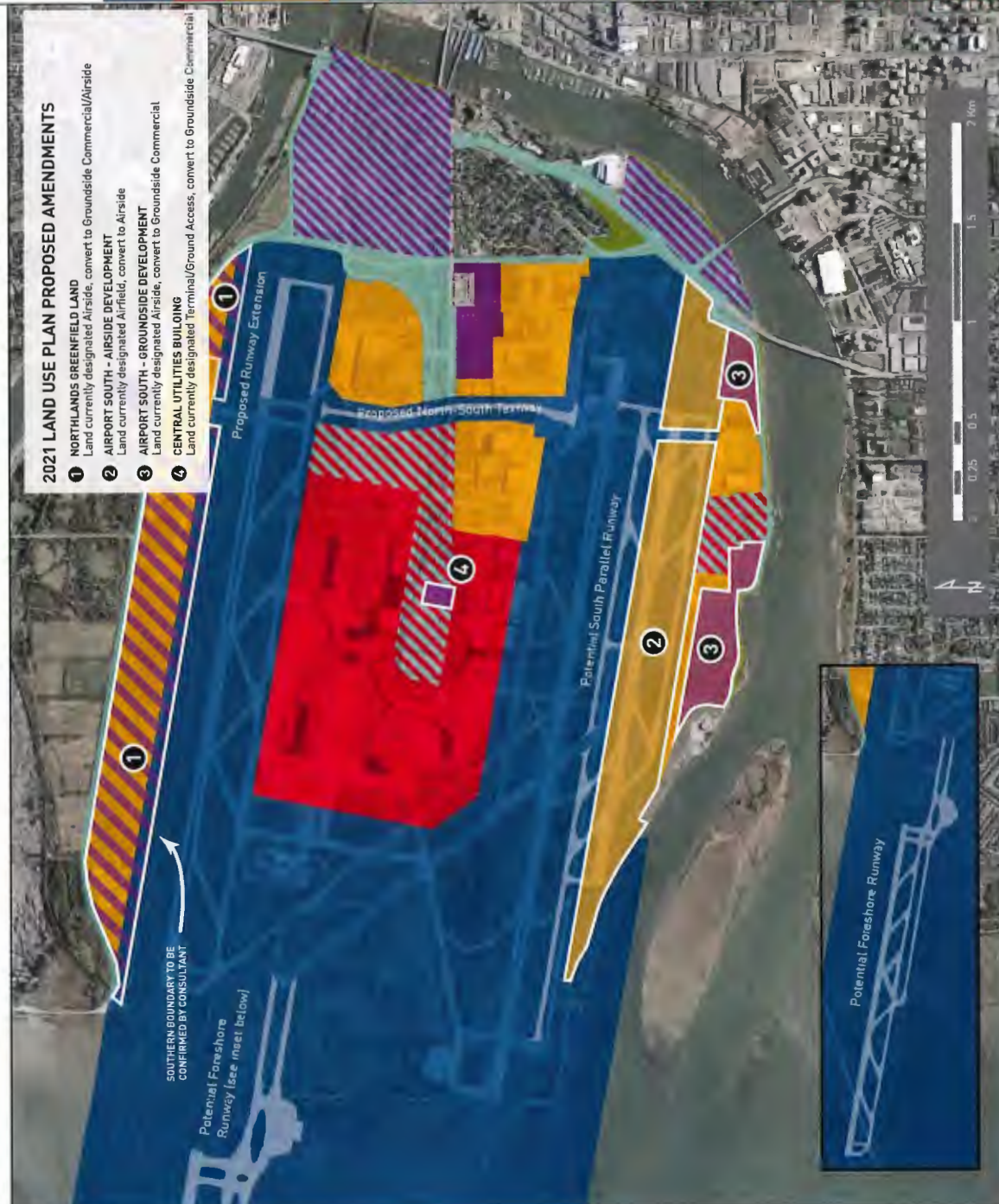
ATTACHMENT: PROPOSED AMENDMENTS TO THE YVR LAND USE PLAN



Vancouver International Airport Land Use Plan – Approved May 8, 2018

YVR recognizes that Sea Island holds historical and cultural significance to Musqueam and that recorded and unrecorded heritage resources are present.

	Airfield - Land for existing and future airfield to support the safe movement of aircraft. Includes runways, runway and safety areas, taxiways, airside roads, navigational aids and other facilities.
	Terminal - Land for existing and future passenger terminal facilities, aprons, and ancillary commercial and operational uses.
	Airside - Land for existing and future uses that require direct access to the airfield. Priority to be given to those uses requiring access for aircraft (cargo buildings, aircraft maintenance, etc.) and then to those uses requiring vehicle access to the airfield.
	Ground Access and Parking - Land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals.
	Groundside Commercial - Land for uses not requiring direct access to the airfield. Uses can be: 1. Aviation Related: Uses that are directly related to ongoing airport operations. 2. Aviation Dependent: Uses that benefit from close access to aviation services. 3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.
	Recreational Area - Designates lands for recreational uses.
	Groundside Commercial / Ground Access and Parking - Land for both Groundside and Ground Access and Parking uses. a) Land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals. b) Land for uses not requiring direct access to the airfield. Uses can be: 1. Aviation Related: Uses that are directly related to ongoing airport operations. 2. Aviation Dependent: Uses that benefit from close access to aviation services. 3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.
	Terminal / Ground Access and Parking - Land for existing and future passenger terminal support facilities, ancillary commercial and operational uses and land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals.





City of Richmond

Report to Committee

To: Planning Committee **Date:** May 25, 2021
From: John Hopkins **File:** 08-4200-01/2021-Vol 01
Director, Policy Planning
Re: **Steveston Village Advisory Design Committee and Steveston Area Plan Review**

Staff Recommendations:

1. That a Steveston Village Advisory Design Committee be established to review the design of new development in Steveston Village, as outlined in the report titled "Steveston Village Advisory Design Committee and Steveston Area Plan Review" dated May 25, 2021 from the Director, Policy Planning;
2. That the Terms of Reference for the Steveston Village Advisory Design Committee, as outlined in Attachment 2 of this report, be endorsed and that staff be directed to begin the recruitment and appointment process as soon as possible;
3. That the enhanced development application review process described in the report titled "Steveston Village Advisory Design Committee and Steveston Area Plan Review" dated May 25, 2021, from the Director of Policy Planning, be endorsed;
4. That the implementation strategy, as further described in the report titled "Steveston Village Advisory Design Committee and Steveston Area Plan Review" dated May 25, 2021, from the Director of Policy Planning, be endorsed, and that all new and in-stream applications are to be referred to the Steveston Village Advisory Design Committee once established;
5. That staff be directed to report back to Council in two years regarding the effectiveness of the enhanced development application review process and the Steveston Village Advisory Design Committee.

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

REPORT CONCURRENCE		
ROUTED TO: City Clerk Building Approvals Development Applications Transportation	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

Feedback from members of the Planning Committee regarding recent development proposals in Steveston has emphasized the desire to strengthen the role played by new development in the conservation of heritage character in the Steveston Village.

At the March 2, 2021 meeting of the Planning Committee, the following resolutions were passed:

- *That the Application by Inter Luck Trading Corp. for Rezoning at 3560 Moncton Street from Steveston Commercial (CS2) to Commercial Mixed Use (ZMU43) - Steveston Village be tabled until the Steveston Design Committee is established; and*
- *That the Planning Committee review the Steveston Area Plan and offer suggestions for possible change.*

Staff are committed to the conservation of heritage character in Steveston Village through the development application review process. Staff have carefully considered these Committee resolutions with an aim to understand the goals and scope of Committee members' concerns. It is understood that Committee members have expressed concern about:

- The cumulative impact of new development on the overall heritage character of Steveston Village;
- The importance of variety as an element of Steveston Village's heritage character (variety in building designs, in rooflines etc.);
- The importance of reproducing architectural elements from the turn of the 20th century in new development proposals rather than considering a contemporary interpretation of those elements; and
- The effectiveness of the City's current development application review process in conserving heritage character in Steveston Village.

This report responds to the Committee resolutions through a review of the existing policy and design framework established to guide redevelopment in Steveston Village, analyses of the options to address the concerns raised by Committee members, and the provision of recommendations intended to strengthen the development application review process in Steveston Village.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.1 Ensure an effective OCP and ensure development aligns with it.

6.4 Recognize Richmond's history and heritage through preservation, protection and interpretation.

Findings of Fact

Background

Planning and development regulation in the Steveston planning area has evolved over many years, with substantial public consultation throughout. It has been refined to capture the desired goals and direction for the future of the area, and to translate those into effective policies, regulations, and design guidelines applicable to new development and to the conservation of protected heritage resources.

Significant pieces in the evolution of the Steveston Area Plan as it relates to land use policies and design guidelines for the Steveston Village Character Area are summarized below, with a more detailed description in Attachment 1.

Steveston Area Plan (1985)

- Contained broad goals, objectives, and policies for the whole planning area similar to those that are still in place today.

Sakamoto Guidelines

- “Design Criteria for the Steveston Revitalization Area” (1987)
 - Expanded on the existing Development Permit (DP) guidelines for new development.
- “Steveston Revitalization Area Façade Guidelines” (1989)
 - Used to guide alterations to existing buildings by property owners eligible for façade improvement grants under a provincial revitalization and grant program available at the time.

Steveston Village Conservation Strategy and Implementation Program (2009)

- Established a formal heritage Statement of Significance (SOS) for Steveston Village;
- Amended the Steveston Area Plan to:
 - designate Steveston Village as a Heritage Conservation Area, under the Provincial *Local Government Act*;
 - identify 17 heritage resources to be protected in the Steveston Village and introduce specific design guidelines for their conservation;
 - update heritage conservation policies and DP Guidelines;
 - incorporate the Sakamoto Guidelines into the updated DP Guidelines for new development on non-protected sites;
- Established the mechanism to fund the Steveston Village Heritage Conservation Grant Program and to provide incentives for heritage conservation; and
- Introduced Zoning Bylaw amendments for the mixed use properties in the Area (CS2; CS3 zones) to better align them with the updated DP Guidelines and Sakamoto Guidelines.

Steveston Area Plan Amendments (2017)

- In response to recent development, amendments were made to heritage conservation policies and DP Guidelines for the Steveston Village Character Area following stakeholder and public consultation.
- The Sakamoto Guidelines were included as an appendix to the Steveston Area Plan, with reference that they are to be used in coordination with the DP Guidelines for the Steveston Village.

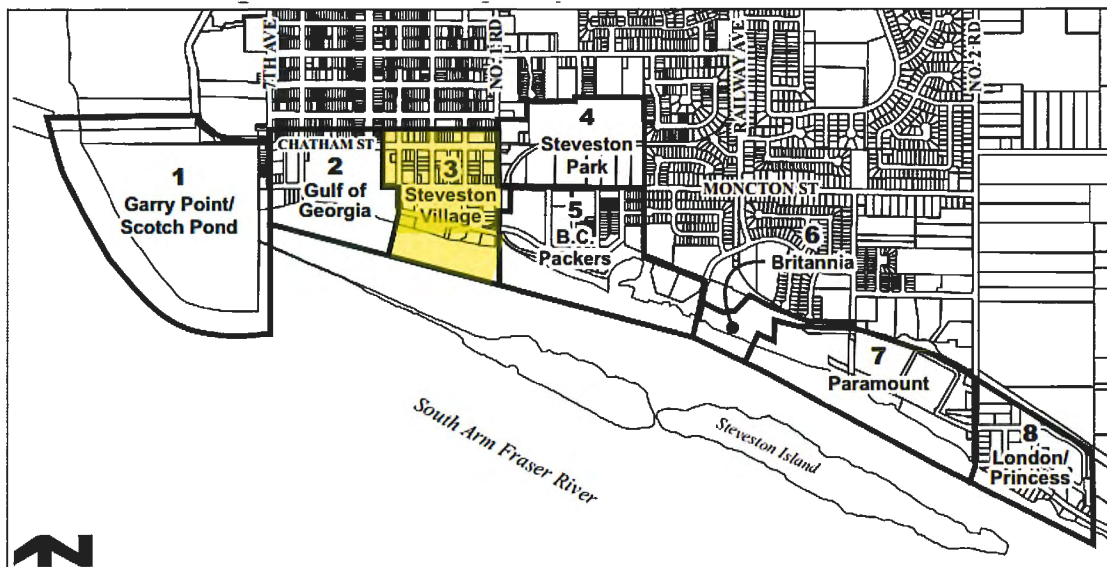
These significant pieces in the evolution of the Steveston Area Plan set the stage for the policy and design framework for the Steveston Village Character Area that exists today.

Current Policy and Design Framework

The overall goal of the Steveston Area Plan is “to create a vibrant Steveston community by managing residential, commercial, industrial and community uses, in a way that will:

- Enhance the home port and fishing village character;
- Be sensitive to the area’s history; and
- Balance the unique needs and character of the waterfront, upland residential community and the Steveston Village.”

This overall goal is to be achieved through the Council-approved objectives, policies, and design guidelines set out in the Area Plan for the whole area, which consists of the upland low-density residential neighbourhood, as well as eight unique character areas of the Waterfront Neighbourhood illustrated below, among which is Steveston Village.



The Relationship between Heritage Conservation, Land Use Policies, and Design Guidelines for the Steveston Village Character Area

The existing heritage conservation and land use policies contained in the Steveston Area Plan stem from Council adoption of the Steveston Village Heritage Conservation Strategy (2009). The current land use designation for Steveston Village is “Heritage Mixed Use”, which provides for commercial/industrial land uses at grade with residential/office generally above the ground floor. The designation of the Steveston Village as a Heritage Conservation Area under the provincial *Local Government Act* provides for long-term protection of the heritage character of the Area in its entirety, as all properties located within the Area are subject to the conservation requirements, applicable heritage policies, and design guidelines set out in the Steveston Area Plan.

The effectiveness of the objectives, policies, and design guidelines set out in the Area Plan in conserving the heritage character of Steveston Village relies significantly on the opportunities provided by mixed-use development proposals in the area. The Rezoning (RZ) application process enables a funding mechanism to assist with conserving the 17 protected heritage resources (Figure 1, below) by way of contributions to the Steveston Village Heritage Conservation Grant Program in exchange for bonus density in certain areas of the Village consistent with the Land Use Density and Building Height Map (Figure 2, below).



LEGEND

 Non Heritage Building	 Identified Heritage Resource	 Historic Lot Lines
① 3811 Moncton St.: "Japanese Doctors'/Hospital Office" relocated from 4091 Chatham St.	⑦ 3580 Moncton Street "Hepworth Block"	⑬ 3831 Moncton Street "Ray's Drygoods/Budget Appliance"
② 3711/3731 Chatham Street "Steveston Methodist Church"	⑧ 3611 Moncton Street "Marine Garage"	⑭ 3871 Moncton Street "Bare Basics"
③ 12011 3 rd Avenue "Steveston Courthouse"	⑨ 3688 Moncton Street "Wakita Grocery"	⑮ 3891 Moncton Street "Tusaka Barbershop"
④ 12111 3 rd Avenue "Sockeye/Steveston Hotel"	⑩ 3700 Moncton Street "Redden Net/ Atagi Building"	⑯ 12191 1 st Avenue "Japanese Buddhist Temple"
⑤ 3468 Moncton Street "Dave's Fish & Chips"	⑪ 3711 Moncton Street "Cannery Café"	⑰ 12311 No 1 Road "Prickly Pear Garden Center"
⑥ 3488 Moncton Street "Watsila Building/ Riverside Art Gallery"	⑫ 3811 Moncton Street "Steveston Museum/Northern Bank"	

November 27, 2018

Figure 1. Steveston Village Character Area (Core & Riverfront) / Heritage Conservation Area (HCA) with Identified Protected Heritage Resources

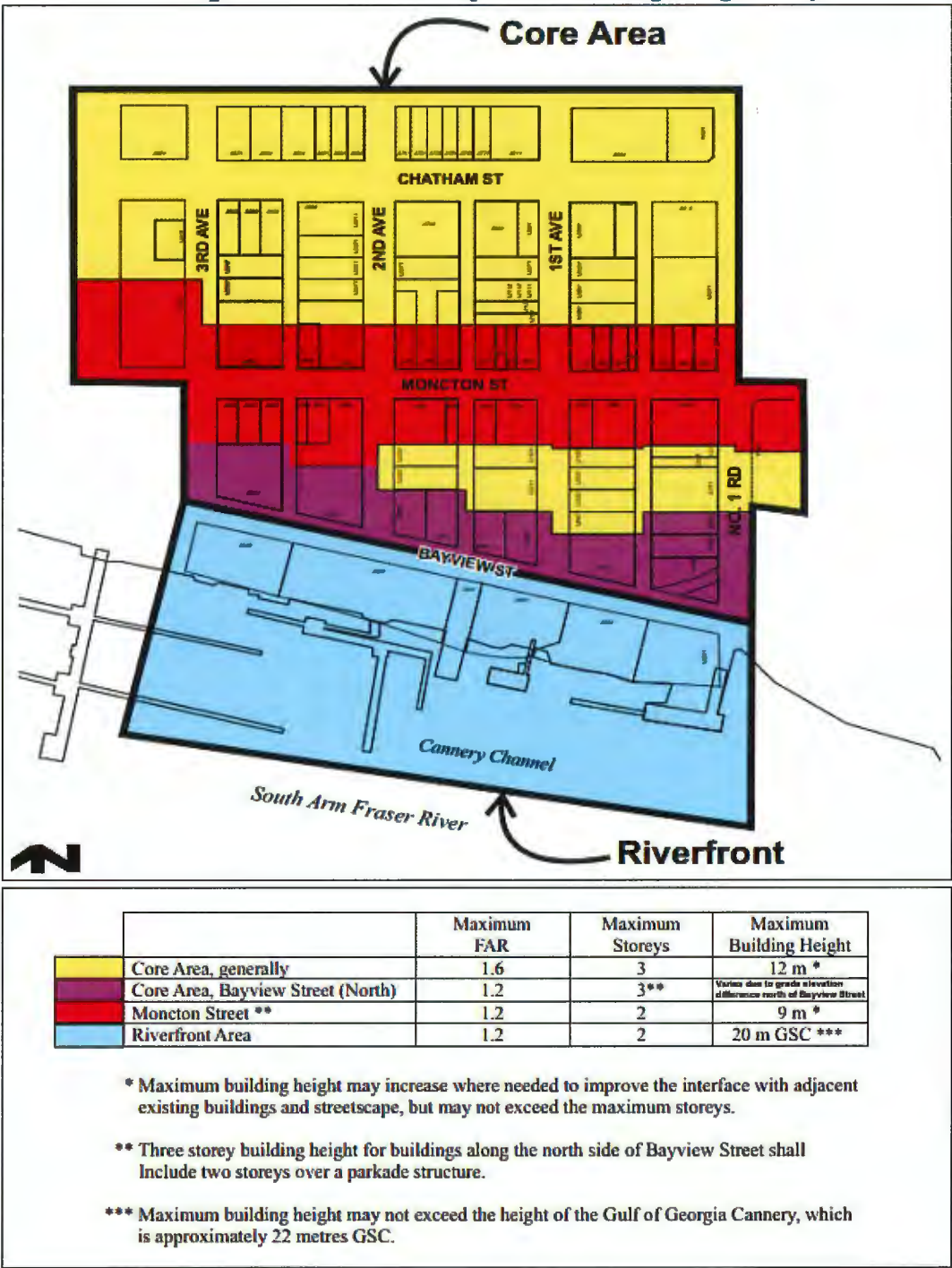


Figure 2. Steveston Village Land Use Density and Building Height Map

To ensure that new development respects the heritage character of Steveston Village and that alterations to sites containing protected heritage resources retain character-defining elements of heritage significance (as identified in the SOS), the City is able to specify design guidelines that are necessary to achieve the objectives of the Heritage Conservation Area designation.

Specifically, the Steveston Area Plan identifies that:

- alterations involving protected heritage resources must be consistent with the Steveston Village Conservation Strategy and *Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada*; while
- alterations or new development involving non-protected properties must be consistent with detailed DP Guidelines that are specific to the Steveston Village.

Steveston Village Character Area DP Guidelines (Core & Riverfront)

The purpose of the DP Guidelines for the Steveston Village is to establish an urban design character by which new development can be coordinated with identified protected heritage resources to achieve desired ends, and at a scale and intensity of use that is in sympathy with the historic building pattern.

The DP Guidelines for the Steveston Village area recognize that development has traditionally been characterized by the modest scale and varied forms of the commercial buildings in its historic village centre, and by the massive fishing industry buildings that once dominated its riverfront. The DP guidelines encourage that the form of new development should be firmly rooted in this vocabulary.

The DP Guidelines contain 17 pages of detailed direction for new development to achieve desirable settlement patterns, shifts in scale, building massing and height, architectural elements such as exterior walls and finishes, weather protection, signage, landscaping, and the siting of parking and services.

Sakamoto Guidelines

As described earlier in this report, the two documents known collectively as the “Sakamoto Guidelines” were incorporated into the DP guidelines in 2009, and then subsequently appended to the Steveston Area Plan along with a specific reference that they are to be used in coordination with the DP Guidelines for the Steveston Village. The Sakamoto Guidelines for new development in Steveston Village consist of seven elements, summarized below:

1. The distinctive character of the original buildings should be preserved and restored in keeping with the styles of the era (with different guidelines for buildings on Moncton Street and vicinity versus those on the waterfront);
2. The continuity of the commercial frontage should be maintained by having a minimum street setback, consistent with older commercial streets (with storefront glazing to provide visual interest and canopies for weather protection);
3. New buildings should not exceed three storeys in height;
4. Exterior finish of buildings facing commercial streets should utilize traditional materials, or materials which are compatible with existing natural finishes;
5. Parking should be located at the rear of buildings, or in communal lots;
6. Signs for identification of businesses and activities should be in keeping with the historic nature of the town; and
7. Development and redevelopment should include new pedestrian amenities, landscaping, site improvements and screening, where appropriate.

Comparative Analysis: DP Guidelines vs. Sakamoto Guidelines

City staff conducted a side-by-side comparison of the “Sakamoto Guidelines” with the current DP Guidelines for the Steveston Village and have determined that the guidelines are well-aligned with each other. Their similarities include, but are not limited to:

- allowing mixed commercial/residential developments to be located in the Steveston Village;
- preserving and restoring the character of pre-1930’s buildings, which had simple forms of human scale, with false fronts and gable rears, flat roofs concealed by parapets, and fabric awnings or supported canopies for weather protection;
- retaining the continuity of the commercial frontage by having a minimum street setback, with limited openings and recesses, and designed to reflect small, individual storefronts representative of historic lot lines;
- utilizing traditional and high-quality exterior materials and craftsmanship, such as horizontal wood siding, shingles, and board and batten (or compatible materials), wooden porches and handrails, as well as traditionally dimensioned doors and windows;
- allowing up to three stories in height (in certain areas);
- locating parking to the rear of buildings or in communal lots;
- ensuring business signage is in keeping with the historic nature of the Village, (e.g., marquee, fascia, canopy, projecting, roof signs; and limited and specialized freestanding signs); and
- designing waterfront development to permit public access to and views of the water.

Although City staff review development applications in the Steveston Village with the aim of ensuring they are consistent with both the DP Guidelines and Sakamoto Guidelines, adherence to the guidelines alone will not address Planning Committee members’ concerns. As urban design and adherence to the guidelines is subjective, it is possible for a new development proposal to adhere in many ways to the DP Guidelines and Sakamoto Guidelines, and yet not meet Committee members’ expectations of contributing to the heritage character of Steveston Village. Steps can be taken through the development application review process to clarify the role that architects and the design of new development can play in meeting the overall objectives of the policy and design framework, and meeting Committee member’s expectations.

Current Development Application Review Process

In the context of new development proposals in Steveston Village that do not conform with the current zoning for the property, the application review process typically involves the following:

- inter-departmental staff review of the RZ proposal for consistency with the relevant City regulations, policies, and design guidelines for the Steveston Village Character Area (which are aligned with the Sakamoto Guidelines), and liaison with the applicant to arrive at an acceptable proposal. This review process contains oversight by senior planning and urban design staff;
- review of the proposal by the Richmond Heritage Commission;
- if endorsed, consideration of the proposal by Planning Committee, Council, and at a Public Hearing;

- if the application is endorsed at Public Hearing, the associated DP¹ application review process must occur to a level satisfactory to the Director of Development before the RZ application can receive final adoption;
- the DP application undergoes a more in-depth design review with continued oversight by senior urban design staff, and is required to address any areas identified for improvement during the RZ application review process;
- it is then reviewed by the Richmond Heritage Commission and the Advisory Design Panel;
- if endorsed, consideration of the proposal by the Development Permit Panel;
- if endorsed, the applicant is required to complete all requirements identified for fulfillment so that the RZ and DP applications can be considered for final approval by City Council.

The application review process is slightly different for proposals that do not involve a change in zoning or for proposals involving alterations to the 17 protected heritage resources and non-protected sites in Steveston Village.

Analysis

As outlined in this report, the Steveston Area Plan and DP Guidelines for the Steveston Village area have been thoroughly reviewed in 2009 and 2017 through extensive stakeholder and public consultation. The design intent of the Sakamoto Guidelines are incorporated into the existing DP Guidelines, and copies of the two documents that make up the Sakamoto Guidelines are attached to the Steveston Area Plan. Staff do not recommend further amendments to the DP Guidelines for Steveston Village, as the Steveston Area Plan contains design direction for new developments to conserve the heritage character of Steveston Village. Rather than continuing to amend the DP Guidelines in the Steveston Area Plan, staff recommend enhancing the development application review process to address Planning Committee members' concerns. Staff describe options for enhancing the development application review process below.

Steveston Village Advisory Design Committee (*recommended*)

To respond to Planning Committee's request for a Steveston Design Committee, staff recommend the establishment of a new Committee to review and comment on relevant development applications and design-related initiatives in Steveston Village as part of an enhanced review process. The draft Terms of Reference for the proposed Steveston Village Advisory Design Committee are included in Attachment 2. The Steveston Village Advisory Design Committee would ensure greater design oversight for relevant Steveston-specific development applications early on and prior to the more detailed design review that typically occurs later as part of the DP application review process.

¹ A Heritage Alteration Permit application is also considered concurrently with the DP application.
6684289

Staff propose that the Steveston Village Advisory Design Committee consist of three voting members, appointed for a two-year term, as follows:

- One member in good standing with the Architectural Institute of British Columbia (AIBC), and that has demonstrated experience in heritage conservation planning or in designing buildings in a heritage area (to the satisfaction of the Director of Policy Planning and/or Director of Development);
- One member with demonstrated experience in heritage conservation planning or in designing buildings in a heritage area (to the satisfaction of the Director of Policy Planning and/or Director of Development), and that is in good standing with the BC Association of Heritage Professionals (BCAHP)/Canadian Association of Heritage Professionals (CAHP) or the Architectural Institute of British Columbia (AIBC);
- One community member at large.

A non-voting representative would include a City Staff Liaison from the Policy Planning Department.

Appointments to the Steveston Village Advisory Design Committee would follow the standard advertising and appointment process, to be administered by the City Clerk's Office.

Relevant proposals and design-related initiatives in the Steveston Village to be referred to the Committee would include, but are not limited to:

- Amendments to the Steveston Area Plan, Richmond Zoning Bylaw, or other plans or guidelines that may have an impact on the heritage character of Steveston Village;
- RZ or Zoning Text Amendment applications to enable proposals for new development or major alterations/additions; and
- DP and Heritage Alteration Permit (HAP) applications for new development or major alterations/additions on properties that are already designated and zoned to accommodate the proposed land use².

Should Planning Committee/Council endorse this recommendation, an outline of the revised design review process for relevant new applications in Steveston Village is included in Attachment 3.

Advantages of having a separate advisory committee to comment early on in the design stage are that there is a clearly-defined objective and lens through which to review applications in the Steveston Village, and an understanding by all parties of when referral to the Steveston Village Advisory Design Committee review is required. However, the disadvantages of having a separate advisory committee are that a single application is referred to multiple advisory committees which may produce conflicting feedback, as well as the need for minor additional resources to operate a separate advisory committee (e.g., member appointments, meeting scheduling, preparation of materials, and Staff Liaison attendance at meetings).

² For greater clarity, DP and HAP applications involving minor alterations to existing properties in Steveston Village are not recommended to be referred to the Steveston Village Advisory Design Committee. This includes, but is not limited to, such minor alterations as business signs on non-protected properties; proposed removal of exterior building materials and replacement with like-for-like materials on non-protected properties; minor repairs that will have no impact on the exterior architectural form, character, or finish of the building.

On the basis that this option would address Planning Committee's desire to have a Steveston-specific lens through which to review the design of new development proposals in the Steveston Village early on in the process, and that this option would provide the greatest quality control, staff recommend endorsing the Terms of Reference for the Steveston Village Advisory Design Committee as included in Attachment 2. Should Planning Committee/Council endorse the Terms of Reference, staff would begin the advertising and recruitment process for the Steveston Village Advisory Design Committee and anticipate reporting back with recommendations for the selection of Committee members in the fall of 2021.

Alternatives to the Steveston Village Advisory Design Committee (*not recommended*)

An alternative to the establishment of the Steveston Village Advisory Design Committee is the appointment of an additional voting member with professional expertise in heritage conservation planning and design to the City's Advisory Design Panel (ADP) on an as-needed basis to comment on relevant development applications in the Steveston Village.

Advantages of pursuing this option include not having to refer a single application to multiple advisory committees, as well as no additional resources being needed to operate a separate advisory committee. To a lesser degree, another advantage to pursuing this option would be that the heritage representative could also attend ADP meetings on an as-needed basis to offer more general guidance on those development applications that have heritage implications but that are located outside of Steveston Village (e.g., designated heritage properties city-wide).

The disadvantage of pursuing this option is the need to proactively mobilize the heritage representative to attend only those ADP meetings as needed, which may be viewed as being less straightforward than having a separate advisory committee review all relevant applications in a specific geographic area. On this basis, and based on Planning Committee's desire for a Steveston-specific advisory committee, staff do not recommend this option.

Proposed Enhancements to the Development Application Review Process

Staff have identified a few areas where the application submission requirements and review process can be enhanced for new development proposals and major alterations/additions³ in the Steveston Village:

- A mandatory pre-application meeting with senior City planning and design staff;
- The requirement for the project architect to have demonstrated experience in heritage conservation planning or in designing buildings in a heritage area (to the satisfaction of the Director of Policy Planning and/or Director of Development);
- The submission of an expanded design rationale by the project architect that describes the contribution that the proposal makes to: conserving heritage character in Steveston Village; ensuring variety in building design, rooflines etc.; and expressing the site's significance; and
- The application would be assigned to a City Senior Planner/Urban Designer.

³ For greater clarity, DP and HAP applications involving minor alterations to existing properties in Steveston Village are not subject to the proposed enhancements to the development application submission requirements and review process. This includes, but is not limited to, such minor alterations as business signs on non-protected properties; proposed removal of exterior building materials and replacement with like-for-like materials on non-protected properties; minor repairs that will have no impact on the exterior architectural form, character, or finish of the building.

The requirement for a project architect with demonstrated experience in heritage conservation will be clearly communicated in the mandatory pre-application meeting. Although there is no accreditation for an architect having heritage conservation experience, this requirement can be met by providing a list of the number of projects the architect has completed in other heritage areas as part of the development application submission requirements⁴. Ultimately, however, the interpretation of whether an architect has demonstrated experience in heritage conservation will have to be made by City staff (to the satisfaction of the Director of Policy Planning and/or Director of Development), and it will have to be clearly communicated that in the absence of this experience, they may have a more challenging experience producing a proposal that is acceptable to City Council. Staff will prepare an updated bulletin to be made available on the City's website to provide guidance on the enhanced application submission requirements and review process for new development proposals in the Steveston Village.

Implementation Strategy

Should Planning Committee/Council endorse the recommendations to establish the Steveston Village Advisory Design Committee and to enhance the development application submission requirements and review process, staff propose the following implementation strategy:

- All new applications involving new development and major alterations/additions⁵ in Steveston Village are to be referred to the Steveston Village Advisory Design Committee for review and comment and are to follow the enhanced submission requirements and review process (i.e., mandatory pre-application meeting, architect with demonstrated experience in heritage conservation, submission of expanded design rationale, City Senior Planner/Urban Designer assigned to project);
- City staff will work with the applicant and existing architect of the in-stream RZ application by Inter Luck Trading Corp at 3560 Moncton Street (RZ 18-817742) to revise their proposal and to refer it to the Steveston Village Advisory Design Committee after it is established. This will involve revisions to provide for variety in the building design, to the roofline, as well as conveying the site's current contribution to the heritage character of Steveston Village (i.e., prominence at this main intersection, the current building's covered porch on its main façade fronting Moncton Street and its secondary façade along 2nd Avenue). Although this application is already assigned to a Planner, the revised design review process will be overseen by a Senior Planner/Urban Designer. Should the property come under new ownership or the applicant engage with a new architect, the proposed enhancements to the development application submission requirements and review process would be applicable.
- There are four other relevant in-stream development applications currently under staff review that have not yet moved forward for consideration to a Planning Committee meeting. These in-stream development applications warrant feedback from the Steveston Village Advisory Design Committee and an expanded design rationale describing the proposal's contribution to conserving heritage character in Steveston Village. City staff will inform the applicants of these in-stream development applications that their proposal is required to be reviewed by the Design Committee after it is established and that an expanded design rationale is required to be submitted. However, given that these in-stream applications already have existing

⁴ It is also possible for City staff to consider architects who hold membership in the BC Association of Heritage Professionals (BCAHP)/Canadian Association of Heritage Professionals (CAHP), who typically have specialized knowledge, formal training, or work experience in heritage conservation.

⁵ This does not include minor alterations to existing properties in Steveston Village. This includes, but is not limited to, such minor alterations as business signs on non-protected properties; proposed removal of exterior building materials and replacement with like-for-like materials on non-protected properties; minor repairs that will have no impact on the exterior architectural form, character, or finish of the building.

architects on board who have already prepared many design drawings, it is not necessary to require new architects for these applications. Although these in-stream applications are already assigned to a Planner, the application review process moving forward will be overseen by a Senior Planner/Urban Designer. Should the property come under new ownership or the applicant engage with a new architect, the proposed enhancements to the development application submission requirements and review process would be applicable.

The status of the relevant in-stream development applications is provided in Attachment 4.

City staff will assess the enhanced development application review process as well as the effectiveness of the Steveston Village Advisory Design Committee, and report back to Council in two years.

Financial Impact

Financial impacts to the City associated with the establishment of the Steveston Village Advisory Design Committee are minor and include the standard resources required to operate an advisory committee, which can be accommodated under the existing departmental operating budgets (e.g., member appointments administered by the City Clerk's Office, meeting scheduling and preparation of materials on an as-needed basis, Staff Liaison attendance at meetings, the cost of meeting snacks and refreshments, and annual volunteer appreciation).

Conclusion

Feedback from members of the Planning Committee regarding recent development proposals in the Steveston Village has emphasized the desire to strengthen the role played by the design of new development in the conservation of heritage character in the Steveston Village.

Staff are committed to the conservation of heritage character in Steveston Village through the development application review process. Staff have reviewed the existing policy and design framework established to guide redevelopment in Steveston Village and analyzed options to address the concerns raised by Committee members. Staff do not recommend amendments to the Steveston Area Plan, as the current DP Guidelines for the Steveston Village Character Area contain design direction for new developments and are well-aligned with the relevant Sakamoto Guidelines and the overall goal of conserving heritage character in Steveston Village. Staff has determined that enhancing the development application review process would better address Planning Committee members' concerns.

On this basis, staff recommends support for the following:

- That the Steveston Village Advisory Design Committee be established to help guide development in Steveston Village;
- That the Terms of Reference for the Steveston Village Advisory Design Committee, as detailed in Attachment 2, be endorsed and that staff be directed to begin the recruitments and appointment process as soon as possible;

- That the enhanced development application review process and implementation strategy as described in this report be endorsed; and
- That staff be directed to report back to Council in two years regarding the effectiveness of the enhanced development application review process and the Steveston Village Advisory Design Committee.



Cynthia Lussier
Planner 2
(604-276-4108)

CL:cas

Attachment 1: Detailed Description of Significant Pieces in Steveston Area Plan's Evolution

Attachment 2: Proposed Terms of Reference for the Steveston Village Advisory Design
Committee

Attachment 3: Outline of Proposed Enhanced Development Application Review Process

Attachment 4: Status of Relevant In-Stream Development Applications in Steveston Village

Detailed Description of Significant Pieces in Steveston Area Plan's Evolution

Title & Date	Comments
Steveston Area Plan (1985)	<ul style="list-style-type: none"> • Contained broad goals, objectives, and policies for the whole planning area similar to those that are still in place today; • Consolidated with the city-wide Official Community Plan in late 1986, and elaborated slightly on the approved policies, more clearly identified Development Permit (DP) Areas, and established DP Guidelines for Steveston Village, protection of the natural environment, and other types of development; • DP Guidelines for Steveston Village contained in the Area Plan at that time formed the basis for the preparation of the more specific design guidelines that would eventually become part of the "Sakamoto Guidelines".
<p>"Sakamoto Guidelines"</p> <ul style="list-style-type: none"> • <i>Design Criteria for the Steveston Revitalization Area</i> (1987) Planning Department 	<ul style="list-style-type: none"> • Expanded on the existing DP guidelines for <u>new development</u> already contained in the Area Plan by providing more detailed information to assist DP applicants to understand and respond to the special conditions of Steveston Village in their development proposals.
<ul style="list-style-type: none"> • <i>Steveston Revitalization Area Façade Guidelines</i> (1989) Bud Sakamoto Patricia Baldwin 	<ul style="list-style-type: none"> • Established to guide alterations to <u>existing buildings</u> by property owners eligible for façade improvement grants under a provincial revitalization and grant program available at the time.
Steveston Village Conservation Strategy and Implementation Program (2009)	<ul style="list-style-type: none"> • Established a formal Statement of Significance (SOS) that identified the heritage character-defining elements of Steveston Village; • Amended the Steveston Area Plan to: <ul style="list-style-type: none"> - designate Steveston Village as a Heritage Conservation Area; - identify 17 heritage resources (plus 5 other resources including docks and landscape features) to be protected in the Area; - update existing policies, land use designations, and DP Guidelines for Steveston Village that established incentives for heritage conservation through development applications (density bonusing, reduced parking requirements etc.);

Detailed Description of Significant Pieces in Steveston Area Plan's Evolution

Title & Date	Comments
<p>Steveston Village Conservation Strategy and Implementation Program (2009) Cont'd...</p>	<ul style="list-style-type: none"> - establish the mechanism to fund the Steveston Village Heritage Conservation Grant Program, to which monetary contributions collected for bonus density through Rezoning Applications would be allocated to assist in conserving the identified protected heritage resources, and in doing so conserving the historic village character of Steveston; • Introduced Zoning Bylaw amendments for the mixed use properties in the Area (CS2; CS3 zones) to better align them with the updated DP Guidelines and Sakamoto Guidelines (e.g., buildings pulled to the street, continuous streetwall, criteria for public passages through buildings from streets to lanes, limited recessed balcony openings above ground floor).
<p>Steveston Area Plan Amendments (2017)</p>	<ul style="list-style-type: none"> • Intended to address the concerns raised by City Council about new development completed in the Village since the adoption of the Steveston Village Conservation Strategy, and in response to additional public and stakeholder consultation; • Amendments included the following changes to the heritage conservation policies and DP Guidelines for the Steveston Village Character Area (Core & Riverfront): <ul style="list-style-type: none"> - Reducing the allowable building height on Moncton Street to 2 storeys (9.0 m); - Adding parking reduction opportunities to help achieve heritage conservation objectives; - Providing for public access to the waterfront through new and upgraded pedestrian connections, and working toward uninterrupted connectivity along the waterfront; - Establishing geodetic reference points for new developments depending on their location north or south of Bayview Street; - Providing for a suitable transition in built form moving north from Bayview to Moncton Street; - Enabling solar panels to be considered on rooftops if screened being false parapets/sloped roofs; - Clarifying acceptable rooftop access treatments and roof edge setbacks, and barrier railing materials;

Detailed Description of Significant Pieces in Steveston Area Plan's Evolution

Title & Date	Comments
Recent Steveston Area Plan Amendments (2017) Cont'd...	<ul style="list-style-type: none"> - Clarifying acceptable exterior cladding materials, referencing historical treatments (ship lap, flat lap horizontal wood, board-and-batten etc.), and identifying materials that are not permitted; Maintaining the existing large lot configuration in the Riverfront Area to accommodate a mix of large 'cannery-like' buildings and smaller buildings, and clarifying acceptable roof forms; - Incorporating the Sakamoto Guidelines into the Area Plan as an appendix, to be used in coordination with the DP Guidelines for Steveston Village.

STEVESTON VILLAGE ADVISORY DESIGN COMMITTEE

TERMS OF REFERENCE

1. PURPOSE

The Terms of Reference shall apply to the governance and operation of the City's Steveston Village Advisory Design Committee.

2. MANDATE

- The purpose of the Committee is to advise Council on the design of proposals for new development or major alterations/additions¹ in the Steveston Village Character Area (Core & Riverfront), as well as on other design-related initiatives, as referred by Council or City staff, including (but not limited to):
 - Amendments to the Steveston Area Plan, Richmond Zoning Bylaw, and other plans or guidelines that may have an impact on the heritage character of Steveston Village;
 - Rezoning and Zoning Text Amendment Applications;
 - Development Permit and Heritage Alteration Permit applications for new development or major alterations/additions on properties that are already designated and zoned to accommodate the proposed land use;
- In the review of items referred by Council or City staff, the Committee may, but is not limited to, comment on the following:
 - the contribution of the proposal to the conservation of heritage character in the Steveston Village Character Area (Core & Riverfront);
 - the effectiveness of the proposal to respond to the DP Guidelines and the relevant Sakamoto Guidelines ("*Design Criteria*") for the Steveston Village Character Area (Core & Riverfront); and
 - the identification of issues relating to the protection or reproduction of heritage elements specific to the application, including the use of appropriate colour and materials aimed at enhancing the heritage character of the site.
- The Committee may also make recommendations to Council and City staff on:
 - examining legislation of other levels of government to identify improvements to support heritage conservation planning policies and design guidelines in Richmond; and
 - other issues that may have an impact on the conservation of heritage character in the Steveston Village.

¹For greater clarity, DP and HAP applications involving minor alterations to existing properties in Steveston Village are not recommended to be referred to the Steveston Village Advisory Design Committee. This includes, but is not limited to, such minor alterations as business signs on non-protected properties; proposed removal of exterior building materials and replacement with like-for-like materials on non-protected properties; minor repairs that will have no impact on the exterior architectural form, character, or finish of the building.

3. MEMBERSHIP

- The Committee shall consist of three voting members appointed by Council, including:
 - One architect in good standing with the Architectural Institute of British Columbia (AIBC), and that has demonstrated experience in heritage conservation planning or in designing buildings in a heritage area (to the satisfaction of the Director of Policy Planning and/or Director of Development);
 - One member with demonstrated experience in heritage conservation planning or in designing buildings in a heritage area (to the satisfaction of the Director of Policy Planning and/or Director of Development), and that is in good standing with the BC Association of Heritage Professionals (BCAHP)/Canadian Association of Heritage Professionals (CAHP) or the Architectural Institute of British Columbia (AIBC);
 - One community member at-large.
- For the first year of the Committee's establishment, two members shall be appointed for up to a one and one half year term, and one member for up to a two and one half year term, and thereafter all members shall be appointed for a two year term.
- The chairperson shall be elected from the Committee membership at the first meeting of the new calendar year, or as soon as possible thereafter, and shall preside at all the meetings where possible and in their absence, an acting chairperson shall be appointed for that meeting by those members present. The chairperson shall be entitled to vote at all meetings.
- A non-voting representative shall include a Policy Planning Department staff, who will act as the staff liaison to the Committee, prepare and distribute agendas, meeting minutes, and related materials.

4. CODE OF CONDUCT

- Conflict of Interest:
 - A conflict of interest exists if a Committee member is a director, member or employee of an organization seeking to benefit from the City or if the Committee member has a direct or indirect pecuniary (financial) interest in the outcome of Committee deliberations.
 - Committee members who have a conflict of interest with a topic being discussed shall declare the conflict, describe the nature of the conflict, leave the room prior to any discussions and shall refrain from voting.
 - Committee members are not permitted to directly or indirectly benefit from their participation on the Committee during their tenure and for a period of 12 months following their term(s).
- Professionalism:
 - Committee members are expected to act in accordance with the City's Respectful Workplace Policy (Policy 6800), including being respectful towards other members.

- Committee members must devote the necessary time and effort to prepare for meetings, arrive at meetings on time and provide feedback consistent with the Committee's mandate. Any Committee member who is absent for three meetings of the Committee without reason satisfactory to the Committee may be removed from the Committee.
- Reporting and Social Media:
 - Committee members may not represent themselves as having any authority beyond that delegated in the Terms of Reference as approved by Council.
 - Items will be presented to the Committee if referred by Council or City staff and the standard process of communication is through City staff to Council. Committee members may communicate directly to Council or the media, if the Committee members identify themselves as an individual, and not as representatives of the Committee.
 - Any use of social media must, as with all other forms of communication, meet principles of integrity, professionalism and privacy.
- Should a Committee member violate the Code of Conduct or act outside the Terms of Reference, the Committee member may be removed from the Committee.

5. MEETINGS

- The Committee shall meet as needed.
- The meetings shall be open meetings held at City Hall.
- At all meetings two members shall constitute a quorum. Recommendations of a quorum shall be considered those of the full Committee.
- Minutes of each Committee meeting shall be kept by City staff.

6. REPORTING

- The Committee shall present:
 - An annual year-end progress report to Council which outlines activities of the previous year; and
 - A proposed work program for the coming year.

**Outline of Enhanced Development Application Review Process¹
with Review by the Steveston Village Advisory Design Committee**

Rezoning/Zoning Text Amendment/OCP Amendment Application

- Mandatory pre-application meeting;
- Application is received² and assigned to a Senior Planner/Urban Designer;
- Notification Sign is installed;
- Staff reviews the application, and works with multiple departments and the applicant to arrive at an acceptable proposal;
- ⇒ • Steveston Village Advisory Design Committee reviews the application; ←
- Richmond Heritage Commission reviews the application;
- Application is considered at Planning Committee/Council meetings, and then at a Public Hearing (public input);
- Associated Development Permit/Heritage Alteration Permit application review process (see below);
- Applicant fulfills requirements;
- Final Adoption of Rezoning/OCP Amendment Bylaw.

Development Permit Application

- Mandatory pre-application meeting;
- Application is received² and assigned to a Senior Planner/Urban Designer;
- Notification Sign is installed;
- Staff reviews the application, and works with multiple departments and the applicant to arrive at an acceptable proposal;
- ⇒ • Steveston Village Advisory Design Committee reviews the application; ←
- Richmond Heritage Commission reviews the application;
- Advisory Design Panel reviews the application;
- Application is considered at a Development Permit Panel meeting (public input);
- Applicant fulfills requirements;
- Application is considered for issuance at a Council meeting.

¹ Involving proposals for new development or major alterations/additions to existing buildings on properties located in the Steveston Village Character Area (Core & Riverfront). This does not include such minor alterations as business signs on non-protected properties; proposed removal of exterior building materials and replacement with like-for-like materials on non-protected properties; minor repairs that will have no impact on the exterior architectural form, character, or finish of the building.

² Including submission of: a) an expanded design rationale that describes the contribution that the proposal makes to: conserving heritage character in Steveston Village; ensuring variety in building design, rooflines etc.; and expressing the site's significance; and b) documentation confirming that the architect has demonstrated experience in heritage conservation planning or in designing buildings in a heritage area (to the satisfaction of the Director of Policy Planning and/or Director of Development).

Heritage Alteration Permit Application³

- Mandatory pre-application meeting;
- Application is received² and assigned to a Senior Planner/Urban Designer;
- Notification Sign is installed;
- Staff reviews the application, and works with multiple departments and the applicant to arrive at an acceptable proposal;
- ⇒ • Steveston Village Advisory Design Committee reviews the application; ←
- Richmond Heritage Commission reviews the application;
- 2 potential approval paths
 - Application is considered at Planning Committee/Council meetings⁴ (public input);
 - Application is considered at a Development Permit Panel meeting⁵ (public input);
- Applicant fulfills requirements, if applicable;
- Application is considered for issuance at a Council meeting.

³ This is the process for a Heritage Alteration Permit application that requires Council approval, as opposed to an application that can be delegated to the Director of Development.

⁴ If the application does not involve a concurrent Development Permit application.

⁵ If the application involves a concurrent Development Permit application.

Status of Relevant In-Stream Development Applications in Steveston Village

Address & Application Type	Architect/Applicant	Comments & Status
3560 Moncton Street RZ 18-817742 HA18-817743	Zaher Verjee Architect on behalf of Inter Luck Trading Corp	<ul style="list-style-type: none"> • Proposal to enable a new 2-storey mixed use development containing ground-level commercial uses and concealed parking, with five apartment units above; • Referred back to staff October 22, 2019; • Tabled March 2, 2021 until the Steveston Advisory Design Committee is established; • Advise existing architect to revise the proposal to provide for variety in the building design, the roofline etc., as well as to convey the site's current contribution to the heritage character of Steveston Village (i.e., prominence at this main intersection, the current building's covered porch on its main façade fronting Moncton Street and its secondary façade along 2nd Avenue). • To be reviewed by the Steveston Advisory Design Committee; • Already assigned to a Planner (revised design to be overseen by a Senior Planner/Urban Designer).
12011/12051 3 rd Avenue RZ 17-794156	Integra Architecture Inc on behalf of 12011 3 rd Avenue Holdings Ltd (Dana Westermarck)	<ul style="list-style-type: none"> • Proposal to relocate the protected heritage building (Steveston Courthouse) elsewhere on-site and to enable a new 3-storey mixed use development containing ground-level commercial uses and parking, with 12 apartment units above; • Currently under review by Staff; • Advise existing architect to submit an expanded design rationale describing the proposal's contribution to conserving heritage character in Steveston Village; • To be reviewed by the Steveston Village Advisory Design Committee after it is established. • Already assigned to a Planner (to be overseen by a Senior Planner/Urban Designer).
3880 Bayview Street RZ 17-770978 HA 17-770980 DP 18-829231	Interface Architecture Inc on behalf of Asia Pacific Yacht Centre Corporation	<ul style="list-style-type: none"> • Proposal to enable a mixed-use development with ground-floor commercial, private club, and marina uses, with 18 apartment units above; • Currently under review by Staff;

Address & Application Type	Architect/Applicant	Comments & Status
		<ul style="list-style-type: none"> • Advise existing architect to submit an expanded design rationale describing the proposal's contribution to conserving heritage character in Steveston Village; • To be reviewed by the Steveston Village Advisory Design Committee after it is established. • Already assigned to a Planner (to be overseen by a Senior Planner/Urban Designer).
12071 2 nd Avenue RZ 20-919115	Eric Law Architect Inc on behalf of 1096255 BC Ltd (Khalid Hasan)	<ul style="list-style-type: none"> • Proposal to enable a 3-storey mixed use development containing ground level commercial uses and concealed parking, with 6 apartment units above; • Currently under review by Staff; • Advise existing architect to submit an expanded design rationale describing the proposal's contribution to conserving heritage character in Steveston Village; • To be reviewed by the Steveston Village Advisory Design Committee after it is established. • Already assigned to a Planner (to be overseen by a Senior Planner/Urban Designer).
3900 Bayview Street ZT 20-903989	The Andrews Architects Inc on behalf of Riversong Inn Ltd (Brian Veljacic)	<ul style="list-style-type: none"> • Proposal to enable a residential unit as a secondary use above the existing ground floor commercial use, with access from a private ground-floor entry; • Currently under review by Staff; • Advise existing architect to submit an expanded design rationale describing the proposal's contribution to conserving heritage character in Steveston Village; • To be reviewed by the Steveston Village Advisory Design Committee after it is established. • Already assigned to a Planner (to be overseen by a Senior Planner/Urban Designer).



City of Richmond

Report to Committee

To: Planning Committee
From: Lloyd Bie, P. Eng.
Director, Transportation
Date: May 7, 2021
File: 10-6360-01/2017-Vol
01
Re: Recommended Long-Term Streetscape Visions for Bayview, Chatham and
Moncton Streets

Staff Recommendation

That as described in the report titled "Recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets" dated May 7, 2021 from the Director, Transportation:

- (a) The frontage surface elements and suite of street furniture be endorsed;
- (b) The long-term roadway geometry be endorsed; and
- (c) Staff be directed to report back with an implementation strategy.

Lloyd Bie, P. Eng.
Director, Transportation
(604-276-4131)
Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the November 21, 2017 Planning Committee meeting, the following referral was carried:

- (3) *That the recommended long-term Bayview, Moncton and Chatham Street Streetscape visions be referred back to staff for further investigation and future reporting on issues related to details of the streetscape elements, the Steveston interurban tram and an upgraded Steveston bus exchange.*

This report responds to the referral with respect to the details of the streetscape elements. The referral regarding the interurban tram was addressed in a staff report presented in July 2020. Staff have been working with TransLink to identify options for a Steveston bus exchange. While the bus exchange is identified in Phase Three of the Mayors' Council on Regional Transportation current 10-Year (2017-2026) Investment Plan, it is currently unfunded. Staff will address the Steveston bus exchange referral in a separate report scheduled to be presented in July 2021.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.1 Ensure an effective OCP and ensure development aligns with it.

6.3 Build on transportation and active mobility networks.

Analysis

Recommended Streetscape Visions

Previous iterations of the streetscape visions identified upscale surface treatments, including wood plank textured concrete. Council indicated that these treatments did not reflect Steveston's heritage. This revised streetscape vision includes simple surface treatments that reflect the working harbour heritage of Steveston, align with the Steveston Village Conservation Strategy, and are consistent with the recent frontage upgrades. The revised vision still includes the roadway geometries supported by the previous public consultation, which were reinforced by observations and feedback received during summer 2020 when temporary road changes in Steveston Village were implemented.

Surface Materials and Elements

- Moncton Street: Recent developments that have frontage on Moncton Street have retained the existing simplified streetscape elements including concrete sidewalk and unit paver treatment in the boulevard (Figure 1). These streetscape elements are recommended to align with the Steveston Village Conservation Strategy and give prominence to heritage resources.
- Chatham Street: Similarly, the street frontage improvements for recent developments along Chatham Street (e.g., former Rod's Lumber site) have a simple concrete surface and an understated street furniture design. The muted backdrop serves to showcase heritage structures and features (Figure 2). Staff have not received any negative correspondence from either the public or businesses regarding these frontage upgrades.



Figure 1: Newer Streetscape on Moncton St



Figure 2: Newer Streetscape on Chatham St

- Bayview Street: Concrete sidewalks and boulevards are recommended for Bayview Street, similar to what is recommended for Chatham Street.

These surface materials and elements are recommended to form the suite of treatments for street furniture including benches, bike racks and receptacles to be deployed as part of the streetscape visions.

Long-Term Roadway Geometry

The report presented to Planning Committee in November 2017 recommended long-term roadway geometry options for Bayview, Chatham and Moncton Streets. As direction was not received at that meeting, this report includes the following recommended options with consideration of observations and feedback received during the temporary road changes implemented in Steveston Village during summer 2020.

- Moncton Street: Staff recommend no changes to the existing roadway geometry for Moncton Street. Feedback received from the public and businesses in summer 2020 when temporary road changes were implemented indicated a strong desire to maintain the existing pedestrian realm and road geometry on Moncton Street. Retaining the status quo roadway geometry for

Moncton Street will maintain the street in the same condition that has been in place for over forty years and recognizes public and business resistance to road changes on Moncton Street.

- **Bayview Street:** The observed conditions in summer 2020 reinforce the need for dedicated cycling facilities on Bayview Street. The temporary walkway implemented on the south side during May-October 2020 was used by both pedestrians and cyclists, and staff received complaints of conflicts regarding the shared use facility. The recommended roadway geometry provides separation of cyclists from pedestrians to avoid conflicts between these modes with wider sidewalks for pedestrians on the south side of the street. Delineation with painted lines is suitable for the on-street cycling lanes as the speed limit on Bayview Street is 30 km/h.

Provision of a wider pedestrian realm and cycling facility requires the permanent removal of 17 parking spaces on Bayview Street. The temporary walkway implemented in May 2020 did not generate any complaints regarding the loss of the 14 parking spaces removed to accommodate the walkway on the south side. Conversely, the subsequent temporary road changes implemented on Moncton Street in August 2020 did prompt serious concerns regarding the loss of parking on that street.

- **Chatham Street:** Similar to Bayview Street, the recommended option includes expanded pedestrian space and the introduction of cycling facilities. The wider road right-of-way available enables the provision of directional off-street bike paths and the retention of on-street parking.

Typical cross-section and plan view are illustrated for Bayview and Chatham Streets (Attachment 1). Table 1 summarizes the recommended streetscape visions based on:

- Past consultation results and the observed conditions associated with the temporary road changes implemented in summer 2020.
- The recently established surface materials associated with new developments.
- The addition of cycling facilities to support the increase in active transportation modes observed in the Village since summer 2020, and progress towards travel mode share targets for walking and cycling as identified in the Official Community Plan and the Community Energy and Emission Plan 2020-2050 Directions.
- Flexibility for operation under temporary or special event traffic management plans.

Table 1: Recommended Long-Term Streetscape Visions

Street	Recommended Long-Term Streetscape Vision	Est. Cost
Moncton Street	Retain surface treatment and road geometry	N/A
Bayview Street	Enhanced pedestrian realm plus bike lanes: <ul style="list-style-type: none"> • move north and south curbs to create wider pedestrian realms • remove on-street parking and relocate accessible parking space • provide directional on-street cycling facility 	\$3.20 million
Chatham Street	Enhanced pedestrian realm plus bike paths: <ul style="list-style-type: none"> • shift north and south curbs into the roadway • wider pedestrian realm on north side • retain on-street parking on both sides • provide off-street directional cycling paths 	\$6.73 million

Implementation Strategy

Should the recommended long-term roadway geometry be endorsed, staff will report back with a potential funding strategy including consideration of grant opportunities, development funded improvements and City-funded capital, and the timing of implementation of the improvements.

Steveston Interurban Tram

At the July 13, 2020 Council meeting, Council considered a report presented by Community Services on the outcome of a feasibility study that examined operation of the tram along three routing options including potential impacts on the long-term streetscape designs. Council resolved on consent to retain the current tram program.

Financial Impact

None.

Conclusion

The recommended streetscape visions for Bayview Street, Chatham Street and Moncton Street reflect public feedback, are supportive of the heritage character of Steveston and improve the public realm with wider sidewalks and opportunities for active transportation to reduce reliance on private auto trips to the Village.



Joan Caravan
Transportation Planner
(604-276-4035)



Sonali Hingorani, P.Eng.
Transportation Engineer
(604-276-4049)

JC:jc

Att. 1: Typical Cross Section and Plan View of Recommended Streetscape Design for Bayview Street and Chatham Street

Typical Cross Section and Plan View of Recommended Streetscape Design for Bayview Street and Chatham Street

