



Planning Committee

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

**Tuesday, July 17, 2012
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-7 *Motion to adopt the minutes of the meeting of the Planning Committee held on Wednesday, July 4, 2012.*



NEXT COMMITTEE MEETING DATE

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

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY HOLLYBRIDGE LIMITED PARTNERSHIP FOR REZONING AT 5440 HOLLYBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL3)**
(File Ref. No. 12-8060-20-8879, **RZ 09-506904**) (REDMS No. 3555761)

PLN-9

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

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8879, which makes minor amendments to the “RCL3” zone specific to 5440 Hollybridge Way and rezones that property from “Industrial Business Park (IB1)” to “Residential/Limited Commercial (RCL3)”, be introduced and given first reading.*

- (2) *That the child care contribution for the rezoning of 5440 Hollybridge Way (RZ 09-506904) be allocated entirely (100%) to the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812, unless Council directs otherwise prior to the date of the owner's payment, in which case the payment shall be deposited as directed by Council.*



2. **MATTHEW CHENG ARCHITECT INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9000 GENERAL CURRIE ROAD “SINGLE DETACHED (RS1/F)” TO “MEDIUM DENSITY TOWNHOUSES (RTM3)” IN ORDER TO DEVELOP AN 8 UNIT, 3 STOREY TOWNHOUSE DEVELOPMENT.**
(File Ref. No. 12-8060-20-8906, **RZ 11-588104**) (REDMS No. 3517077)

PLN-75

See Page PLN-75 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8906 for the rezoning of 9000 General Currie Road from “Single Detached, (RS1/F)” to “Medium Density Townhouses (RTM3)”, be introduced and given first reading.



3. **APPLICATION BY TRASCHET HOLDINGS LTD. FOR REZONING OF 9091, 9111 AND 9131 BECKWITH ROAD FROM “SINGLE DETACHED (RS1/F)” TO “INDUSTRIAL BUSINESS PARK (IB2)”**
(File Ref. No.12-8060-20-8918 **RZ 11-591939**) (REDMS No. 3560931)

PLN-95

See Page PLN-95 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8918, for the rezoning of 9091, 9111 and 9131 Beckwith Road from “Single Detached (RS1/F)” to “Industrial Business Park (IB2)”, be introduced and given first reading.



4. **COTTER ARCHITECTS INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9691 ALBERTA ROAD FROM “SINGLE DETACHED (RS1/F)” TO “LOW DENSITY TOWNHOUSES (RTL4)” IN ORDER TO CREATE 24 TOWNHOUSE UNITS.**

(File Ref. No. 12-8060-20-8925, **RZ 11-590114**) (REDMS No. 3517080)

PLN-113

See Page **PLN-113** for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw 8925, for the rezoning of 9691 Alberta Road from “Single Detached (RS1/F)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



5. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9040 AND 9060/9080 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8926, **RZ 11-587764**) (REDMS No. 3556876)

PLN-135

See Page **PLN-135** for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8926, for the rezoning of 9040 and 9060/9080 No. 2 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



6. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 8200, 8220, 8280 AND 8300 NO. 1 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8929, **RZ 11-596490**) (REDMS No. 3569379)

PLN-155

See Page **PLN-155** for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8929, for the rezoning of 8200, 8220, 8280 and 8300 No. 1 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



7. **APPLICATION BY THE TRUSTEES OF THE LANSDOWNE CONGREGATION OF JEHOVAH’S WITNESSES FOR AGRICULTURAL LAND RESERVE NON-FARM USE AT 11014 WESTMINSTER HIGHWAY**

(File Ref. No. , AG 11-566932) (REDMS No. 3568548)

PLN-193

See Page PLN-193 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That authorization for the Trustees of the Lansdowne Congregation of Jehovah’s Witnesses to apply to the Agricultural Land Commission for a non-farm use for the purposes of redeveloping the existing assembly hall building on an existing Assembly (ASY) zoned site at 11014 Westminster Highway generally in accordance with the development plans (contained in Attachments 2 and 3 to the staff report dated July 3, 2012 from the Director of Development) be granted.



8. **GRANNY FLATS AND COACH HOUSES IN EDMERE (2041 OCP UPDATE)**

(File Ref. No. 08-4045-00/Vol 01) (REDMS No. 3567420)

PLN-213

See Page PLN-213 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (Attachment 1), to create a new Single Detached with Granny Flat or Coach House (RE1) zone and rezone a portion of the EdmERE neighbourhood with lanes from Single Detached (RS1/E) to Single Detached with Granny Flat or Coach House (RE1):*

(a) *be introduced and given first reading; and*

(b) *be referred to the same Public Hearing as the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update for consideration and approval;*

- (2) *That the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update designate Edgemere as an intensive residential development permit area with guidelines (Attachment 2);*
- (3) *That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923 (Attachment 3), to not require Development Permit signage in Edgemere for granny flat and coach house applications:*
 - (a) *be introduced and given first, second and third reading; and*
 - (b) *be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted; and*
- (4) *That Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924 (Attachment 4), to introduce a \$1,000 development permit application fee for granny flats and coach houses in Edgemere:*
 - (a) *be introduced and given first, second, and third reading; and*
 - (b) *be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted.*



9. **MANAGER'S REPORT**

ADJOURNMENT



Planning Committee Agenda – Tuesday, July 17, 2012

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Planning Committee

Date: Wednesday, July 4, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Chak Au
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Linda Barnes

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, June 19, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, July 17, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. BASIC UNIVERSAL HOUSING FEATURES – ZONING BYLAW AMENDMENT

(File Ref. No. 12-8060-20-8736) (REDMS No. 3529834)

In response to a query from the Chair, Gavin Woo, Senior Manager, Building Approvals, confirmed that the City's Basic Universal Housing Features, including those for accessible residential units, are harmonized with the BC Building Code.

Planning Committee

Wednesday, July 4, 2012

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8736 be introduced and given first reading.

CARRIED

2. MANAGER'S REPORT

Brian J. Jackson, Director of Development, reported that: (i) a report addressing amendments to the Zoning Bylaw with respect to integrated changes to convertible residential units will come forward to Committee before the end of 2012; (ii) the July 17, 2012 Planning Committee agenda will feature a number of Rezoning Applications; and (iii) the Rezoning Application submitted by Wal-Mart will not come forward to Committee until the autumn of 2012.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:04 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, July 4, 2012.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee **Date:** June 22, 2012

From: Brian J. Jackson
Director of Development **File:** RZ 09-506904

Re: Application by Hollybridge Limited Partnership for Rezoning at 5440
Hollybridge Way from Industrial Business Park (IB1) to Residential/Limited
Commercial (RCL3)

Staff Recommendation

1. That Bylaw No. 8879, which makes minor amendments to the "RCL3" zone specific to 5440 Hollybridge Way and rezones that property from "Industrial Business Park (IB1)" to "Residential/Limited Commercial (RCL3)", be introduced and given first reading.
2. That the child care contribution for the rezoning of 5440 Hollybridge Way (RZ 09-506904) be allocated entirely (100%) to the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812, unless Council directs otherwise prior to the date of the owner's payment, in which case the payment shall be deposited as directed by Council.

Brian J. Jackson
Director of Development

BJ:spc
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF ACTING GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Child Care	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Environmental Sustainability	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Public Art	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Real Estate	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Hollybridge Limited Partnership has applied to the City of Richmond to rezone 5440 Hollybridge Way in the City Centre's Oval Village from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3) to permit the construction of a high-rise, high-density, mixed-use development. (**Attachments 1 & 2**) More specifically, the subject rezoning provides for the subdivision of the subject site into two lots separated by a new public street (Pearson Way) and the construction of a 44,567.2 m² (479,733 ft²) development including:

- 3,608.4 m² (38,342 ft²) of pedestrian-oriented, street-front commercial; and
- 41,049.2 m² (441,864 ft²) of mid- and high-rise residential, including 586 dwellings of which 557 are market residential units and 29 are affordable (low-end market rental) housing units secured via the City's standard Housing Agreement.

Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (**Attachment 5**)

Surrounding Development

The subject site, which is occupied by a large, multi-tenant warehouse, is situated in the Oval Village – a transitional City Centre area designated for high-density, mixed-use development complementary to the Richmond Oval and the Village's waterfront location. Development in the vicinity of the subject site includes:

- To the North: Across the former CP Rail corridor is property recently rezoned by Oval 8 Holdings Ltd. (ASPAC Developments, RZ 09-450962) for a five-phase, high-density, mixed use development including the construction of the new alignment of River Road (within the former CPR corridor) and the establishment of Pearson Way, which will be extended south by the subject developer to bisect 5440 Hollybridge Way.
- To the East: Across Gilbert Road is a mix of older warehouses, light industrial uses, and a few newer medium/high-density residential buildings. North of the former CPR corridor the CCAP designates lands for future park, while to the south the area is designated for medium-density, mid-rise residential development. Most recently, an application by Onni for rezoning at 7731 and 7771 Alderbridge Way (RZ 11-5985209), which includes the southeast corner of the Gilbert Road/River Road intersection directly east of the subject site, was approved after Public Hearing for the construction of four 6-storey, wood-frame buildings containing 660 dwellings, the eastward extension of new River Road, and various other infrastructure improvements and amenities..
- To the West: Across Hollybridge Way from the subject site is the Hollybridge drainage canal and Riparian Management Area (RMA) that, together with adjacent lands, are slated for development as a linear park by Onni, the developer of the fronting high-rise, high-density, mixed-use development.

To the South: Abutting the south side of the subject site is the City-owned Richmond Winter (curling) Club property, beyond which is Lansdowne Road and a site undergoing rezoning review (Cressey, RZ 12-602449).

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and related policies (e.g., affordable housing, child care, Aircraft Noise Sensitive Development). An overview of these policies, together with the developer's proposed response, is provided in the "Analysis" section of this report.

Consultation & Public Input

The subject rezoning is consistent with the Official Community Plan (OCP) and CCAP. City policies on consultation with the Richmond School District No. 38 and Vancouver International Airport do not apply to the subject application as no OCP amendment is proposed. The statutory Public Hearing will provide local property owners and other interested parties with the opportunity to comment on the application. In addition, the following consultation has been undertaken:

- a) Public Art Committee: The developer met with the Committee on a preliminary basis in May 2012, to review public art opportunities in respect to the subject site. The Committee was supportive of the subject development and identified two priority locations for public art, including a key City Centre "gateway" at the site's northeast corner and a portion of the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest corner.
- b) Child Care Advisory Committee: Staff conferred with the Committee in May 2012, in regard to anticipated child care need in and around the Oval Village. Input provided by the Committee has been taken into account in respect to the subject application.

Staff Comments

Based on staff's review of the subject application, including the developer's preliminary Transportation Impact Analysis (TLA) and other studies, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in **Attachment 7**. In addition, staff note the following:

- a) Pearson Way Implementation: The CCAP requires that the developer dedicate a new street, Pearson Way, across the subject site, subdividing it into two lots. Richmond typically requires that any road dedication required in respect to the rezoning of a property is complete prior to rezoning adoption; however, existing lease agreements on the subject property prevent the demolition of the site's existing warehouse until mid-2013, thus, making it desirable to delay the dedication of Pearson Way until after rezoning adoption. To facilitate this, the Rezoning Considerations in respect to the subject rezoning require that prior to rezoning adoption, the developer must satisfy the following:
 - Register a blanket right-of-way on title and post a Letter of Credit, requiring that the warehouse is demolished prior to Development Permit issuance or December 31, 2013, whichever is first, and permitting the City, if in its sole discretion it deems it to be necessary, to undertake demolition of the existing building at the developer's sole cost;

- Grant a Public Rights of Passage right-of-way securing the Pearson Way alignment, including an option for the City to purchase via dedication;
- Register “no development” covenant(s) on title restricting Development Permit issuance for any portion of the development until the warehouse is demolished and the road is dedicated; and
- Register a “no build” covenant on title restricting Building Permit issuance until the developer enters into a Servicing Agreement (secured via a Letter of Credit) for the design and construction of Pearson Way, to the satisfaction of the City, and providing for the completion of Pearson Way in advance of occupancy of any portion of the subject site.

Analysis

Hollybridge Limited Partnership has made application to rezone a 20,425.4 m² (5.05 ac) warehouse/office property at 5440 Hollybridge Way to permit the construction of three residential towers containing 44,567.2 m² (479,733 ft²) and 586 dwelling units, together with various amenities. The City Centre Area Plan (CCAP) designates the Oval Village for pedestrian-oriented, medium/high-density, residential and mixed-use development, with an emphasis on projects that support City objectives for the establishment of the Richmond Oval and Middle Arm waterfront as a “world class” destination for sport, wellness, recreation, and culture. The subject development is notable for being the fourth rezoning application in the Oval Village and the second on the inland side of new River Road. This, together with the subject development’s large size, City Centre “gateway” location near the Dinsmore Bridge, proximity to the Oval, and frontages on River Road’s designated retail “high street” and the Lansdowne “art walk” make it important to the success of the Oval Village’s emerging urban community. Moreover, staff’s review of the proposed development shows it to be consistent with City policy and supportive of CCAP objectives for the Oval Village, as per the following:

- Village Centre Bonus (VCB) Amenity Contributions: The CCAP designates the subject site and surrounding Oval Village properties as a VCB area for the purpose of encouraging voluntary developer contributions towards child care by permitting a commercial density bonus of up to 1.0 FAR where a developer constructs at least 5% of the bonus floor area as turnkey child care space. ASPAC, via its recent rezoning north of the subject site (RZ 09-460962), has committed to providing a 464.5 m² (5,000 ft²) turnkey child care facility for approximately 50 children; however, that facility may not be constructed for several years and, based on the amount and rate of growth in the area and recent input from Richmond’s Child Care Advisory Committee, staff believe that the City should be taking steps to secure a second child care in or around the Oval Village before more VCB-designated sites (i.e. child care density bonus sites) are redeveloped. On this basis, staff recommend and the developer has agreed to the following:
 - **Child Care**: The developer proposes to make a voluntary contribution of \$874,000 to facilitate the construction of a City Centre City-owned child care facility (i.e. not-for-profit operator), the value of which contribution is based on the following, as determined to the satisfaction of the City:
 - Construction value of \$450/ft², based on a turnkey level of finish and inclusive of costs related to necessary ancillary uses and spaces (e.g., outdoor play space, parking); and
 - A floor area of 180 m² (1,942 ft²), based on 5% of the subject development’s maximum permitted VCB floor area, as set out in legal agreements to be registered on title.

Note that staff recommend against the developer constructing a child care on the subject site because its VCB floor area is too small to generate a child care large enough to be operated in a cost-effective manner. Instead, prior to adoption of the subject rezoning, the developer shall make a voluntary cash contribution (100% of which shall be allocated for capital works) to the Child Care Development Reserve Fund or an alternative fund, as determined at the sole discretion of the City, for use in combination with funds/sites provided by other developer(s) in the Oval Village VCB area, to facilitate the construction of a City-owned child care facility. (Note that, if so determined at the sole discretion of the City, the facility may be used on an interim basis for an alternative community amenity if the operation of a City-owned child care facility is not immediately feasible/warranted.)

- **Density Bonus Limit:** As noted above, the subject development's VCB floor area is small. This is due to the developer selecting to use only +/-0.2 FAR bonus density, rather than the full 1.0 FAR permitted under the CCAP and Zoning Bylaw (based on the developer's understanding that the subject development cannot reasonably sustain a greater amount of commercial use). Covenants and/or legal agreements will be registered on the subject site to restrict the subject development's VCB density to approximately 0.2 FAR, in accordance with the amount of the developer's proposed voluntary contribution and CCAP policy.
- b) **Affordable Housing:** In accordance with the Richmond Affordable Housing Strategy, the CCAP applies a density bonus approach for use in regard to rezoning applications to ensure that apartment and mixed-use developments containing more than 80 units shall provide affordable (low-end market rental) housing units, secured via a Housing Agreement, the combined total habitable area of which units comprises at least 5% of the total residential floor area in the building. Under the Strategy, a developer is typically encouraged to disperse the affordable units throughout a building and, in the case of a phased development, to provide 5% affordable housing in each phase. In respect to the subject development, however, in the light of the developer's significant financial contribution to child care proposed for prior to rezoning, staff are supportive of the developer's proposal to provide 100% of the project's affordable housing in its second phase (i.e. thus, deferring affordable housing in respect to phase one, but accelerating the provision of affordable housing in respect to phase three). Furthermore, based on the proposed form and character of the subject development, staff are supportive of the project's affordable housing being consolidated in a stand-alone building fronting Pearson Way, provided that the developer provides additional floor area (over and above the City's basic 5% habitable space requirement) for common areas and ancillary uses made necessary by the developer's proposal to create a stand-alone building (e.g., hallways, lobbies, laundry rooms, indoor amenity space, mechanical rooms). The developer's combined total area of affordable housing proposed for Lot 2/Phase 2, which shall be constructed at the developer's sole cost, is estimated at 2,412.0 m² (25,963 ft²) as follows.

Affordable Housing "Stand Alone" Building	Floor Area*
Net habitable floor area	2,052.5 m ² / 22,094 ft ²
▪ 5% of maximum permitted residential floor area on Lots 1 & 2	29 units
Common area estimate (e.g., circulation, lobby)	289.5 m ² / 3,116 ft ²
SUB-TOTAL	2,342.0 m² / 25,210 ft²
Indoor amenity space	70.0 m ² / 753 ft ²
▪ OCP minimum requirement for buildings with less than 40 units	
TOTAL	2,412.0 m² / 25,963 ft²

*Assumes standard Zoning Bylaw floor area ratio (FAR) exemptions.

The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental Housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), as follows:

Unit Type	Estimated Number of Units*	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	Nil	37 m ² (400 ft ²)	\$788	\$31,500 or less
1-Bedroom	18	50 m ² (538 ft ²)	\$875	\$35,000 or less
2-Bedroom	9	80 m ² (861 ft ²)	\$1,063	\$42,500 or less
3-Bedroom	2	91 m ² (980 ft ²)	\$1,275	\$51,000 or less
TOTAL	29	Varies	Varies	Varies

* Number of units and mix of unit types to be confirmed via the Development Permit approval process for Lot 2.

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

Covenant(s) will be registered on title restricting Development Permit issuance for Lot 2 until the developer enters into a Housing Agreement to the satisfaction of the City.

- c) Public Art: Preliminary consultation with the City's Public Art Committee confirmed that the subject site occupies a strategic public art location, bookended by an important City Centre "gateway" at its northeast (i.e. Dinsmore Bridge approach) and the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest. Prior to rezoning, the developer will prepare a detailed public art plan for these two locations based on a voluntary developer contribution of approximately \$340,891, based on \$0.75/ft², exclusive of affordable housing, or as per the rates in effect at the time of Development Permit approval.
- d) Sustainable Development: The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as the Oval Village, are well suited to this endeavour. In light of this, staff recommend, and the developer has agreed to the following:
- ***District Energy Utility (DEU)***: The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system (which utility will be constructed by others), commencing with the project's first phase.
 - ***Leadership in Energy and Environmental Design (LEED)***: The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy (i.e. a preliminary LEED Checklist has been submitted) and will demonstrate this at Development Permit stage and via the Servicing Agreement(s) for the developer's design and construction of street improvements.
 - ***Eco-Amenity***: The CCAP encourages the creation of "eco-amenities": community resources that facilitate environmentally responsible living, while contributing to community identity and placemaking. Furthermore, CCAP engineering policies encourage opportunities for pilot projects that integrate infrastructure with natural systems to reduce costs and environmental impacts. In light of this, the developer and staff have

agreed that an eco-amenity in the form of a “rain garden” should be constructed within the subject site, along its Gilbert Road frontage. The garden (i.e. enhanced bio-swale) will be an important landscape feature of the project, and will take the place of some conventional on-site stormwater management systems, without any loss in level of service or increase in the overall cost to the developer. The design of the garden will slow infiltration, help to recharge the water table, and filter run-off from the subject site, thus, improving water quality entering the Fraser River. Moreover, being located along Gilbert Road at a prominent City Centre “gateway”, the garden will enhance public enjoyment of the proposed Gilbert Road greenway and the continuity of its landscape, Richmond’s “garden city” image, and public awareness and enjoyment of natural systems in the urban environment. Detailed design of the rain garden will be undertaken via the Development Permit review and approval process for Lot 1, in coordination with the design of the Gilbert Road greenway.

- **6900 River Road (Heritage/ESA Woodlot & Park):** The City-owned lot at 6900 River Road, adjacent to Gilbert Road, is designated as a park, heritage woodlot, and Environmentally Sensitive Area (ESA). Any development in the vicinity of 6900 River Road, including the subject development, must be considered from the perspective of its potential impacts on the long-term viability of the park’s heritage landscape and environmental resources (e.g., shading, drainage or water table changes), and in some cases a Heritage Alteration Permit may be required. While no significant impacts on 6900 River Road are anticipated as a result of the subject development, prior to rezoning adoption, covenants will be registered on 5440 Hollybridge Way restricting Development Permit issuance until the developer demonstrates to the satisfaction of the City that:
 - Potential impacts are minimized; and
 - In the event of identified impacts, a strategy for mitigation and/or compensation is prepared by an accredited arborist and/or environmental professional and legal agreements and/or security are provided for the strategy’s implementation.
- **Tree Protection:** Richmond’s Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer’s proposal satisfies the City policy, as per the following table.

Bylaw-Size Trees (20 cm DBH min.)	Existing Trees	Trees Retained	Trees Relocated	Trees Proposed for Removal & Replacement		
				# Trees Removed	Replacement Trees	Deciduous Min. Caliper / Coniferous Min. Height
On-Site (Deciduous)	11	0	0	11	22	4 @ 6 cm / 14 @ 9 cm / 4 @ 10 cm
On-Site (Coniferous)	12	0	0	12	24	2 @ 4 m / 8 @ 5 m / 6 @ 5.5 m / 8 @ 6 m
On-Site (Cedar hedge)	+/-57	0	0	+/-57	57	Low-growing hedge
Off-Site (Gilbert Road)	1	1	0	Tree protection required for City tree as per City bylaw		
Total	81	1	0	80	103	-

The existing cedar hedge along the common property line of 5440 Hollybridge Way and the Richmond Winter Club site shall be replaced with a new evergreen hedge incorporating a minimum of 57 trees and extending along the Winter Club’s proposed Pearson Way frontage and out to Gilbert Road. The purpose of the new hedge is to screen views to/from the Winter Club property until that site is redeveloped and screening is no longer desired (i.e. due to new landscaping and/or architectural features)

Landscape design and installation of the hedge shall be managed, to the satisfaction of the Director of Development and Senior Manager, Parks via Development Permit and/or Servicing Agreement processes, as applicable.

- ***Flood Management Strategy:*** The CCAP encourages measures that will enhance the ability of developments to adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m geodetic and minimize exemptions, wherever practical. The developer has agreed to comply and proposes that all habitable spaces will have a minimum elevation of 2.9 m geodetic, except for entry lobbies and commercial along/near Hollybridge Way, which will have a minimum elevation of 0.3 m above the crown of the fronting street (as permitted under City policy).
 - ***Aircraft Noise Sensitive Development (ANSD):*** The subject site is situated within ANSD "Area 2", which permits ANSD uses (e.g., residential, child care), except single-family houses, provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation, and various building design features are incorporated, including air conditioning or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.
(Attachment 3)
- e) **Infrastructure Improvements:** The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend, and the developer has agreed to, the following:
- ***Road Network Improvements:*** As per the CCAP, at the developer's sole cost the subject development shall provide for various road dedications and statutory right-of-ways (e.g., Pearson Way, Hollybridge Way widening), the extension of bike routes and pedestrian walkways (including temporary frontage improvements beyond the frontage of the subject site in respect to Zoning Bylaw Transportation Demand Management parking relaxation incentives), and the installation of amenities (e.g., transit shelter). The design of all required transportation improvements shall be completed to the satisfaction of the City prior to rezoning adoption. The developer's construction of the required improvements, secured via Letters of Credit, shall be managed via the City's Servicing Agreement (SA) process, as follows;
 - Servicing Agreement #1: Prior to rezoning, the developer shall enter into a first SA, secured via a Letter(s) of Credit, for the construction of pedestrian improvements along the site's River Road frontage and road works within Gilbert Road (excluding works behind the curb). Construction shall be complete prior to occupancy of any portion of Lot 1.
 - Servicing Agreement #2: Prior to Building Permit issuance for Lot 1 (east), the developer shall enter into a second SA, secured via a Letter(s) of Credit, for the construction of Pearson Way (excluding the full frontage of Lot 2), pedestrian improvements along the site's Gilbert Road frontage, a temporary walkway along the

Richmond Winter Club's Gilbert Road frontage, the realignment of Hollybridge Way, a new signalized intersection at Hollybridge Way/Pearson Way and the completion of other Lot 1 frontage works. Construction shall be complete prior to occupancy of Lot 1.

- Servicing Agreement #3: Prior to Building Permit issuance for Lot 2 (west), the developer shall enter into a final SA, secured via a Letter(s) of Credit, for the completion of Lot 2's River Road, Hollybridge Way, and Pearson Way frontages. Construction must be complete prior to occupancy of Lot 2.
- ***Engineering Improvements:*** The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades, undergrounding of private utilities, coordination of required works with Metro Van's trunk sewer, and related improvements, as determined to the satisfaction of the City. The design of all required engineering improvements shall be completed to the satisfaction of the City prior to rezoning adoption. The developer shall be required to enter into Servicing Agreements for the construction of the required engineering works, secured via Letters of Credit, as follows:
 - Servicing Agreement #1: Prior to rezoning adoption, all required engineering works, except those located within the proposed Pearson Way right-of-way; and
 - Servicing Agreement #2: Prior to Building Permit issuance for any portion of Lot 1/Phase 1 (west of Pearson Way), all required engineering works within the Pearson Road right-of-way.
 - Servicing Agreement #3: No works are required (except as may arise due to special circumstances identified via the Development Permit approval process for Lot 2).

All engineering works must be complete to the satisfaction of the City prior to occupancy of any portion of Lot 1/Phase 1.

- f) Development Phasing: Covenant(s) will be registered on the subject site to ensure that the phasing of public works and amenities (e.g., construction of roads, park, affordable housing contributions, residential amenity spaces) are appropriately coordinated with the construction of the developer's market housing.
- g) Form of Development: The developer proposes to construct a high-rise, high-density residential development over ground floor retail on a prominent site located near the Richmond Oval, the Dinsmore Bridge "gateway", and the City's proposed Lansdowne Road "art walk". The site is bounded by three important streets, Gilbert Road, new River Road (former CPR corridor), and Hollybridge Way, and will be subdivided by a fourth, Pearson Way. In addition, the site fronts on the Oval Village's proposed pedestrian-oriented retail "high street" (River Road) and has major greenway routes designated for both its Gilbert Road and Hollybridge Way frontages. The developer's proposed form of development, which is a combination of streetwall-type buildings and three towers, generally conforms to the CCAP and its Development Permit (DP) Guidelines and is well-suited to the demands and opportunities of its site. In particular, the development has successfully demonstrated:
 - A strong urban concept providing for a high-density, pedestrian-friendly environment;

- Variation in building height, including two 15-storey towers at the site's "landmark" corners and one 10-storey "mid-block" tower, that together help to provide for upper-level views across the site for on-site residents and neighbours, skyline interest, and sun access to usable rooftop spaces and the River Road "high street";
- A mid-rise building typology that suggests a "series of buildings", which serves to break up the development's large scale, contribute towards visually engaging streetscapes, and create opportunities to develop a distinctive and varied retail character at grade; and
- A strong landscape strategy, especially in the treatment of the development's podium roofs and the site's Gilbert Road frontage, the latter of which incorporates a rain garden that, in combination with public "greenway" features, contributes towards a distinctive, park-like character complementary to Gilbert Road's "gateway" role and the City's adjacent heritage woodlot at 6900 River Road.

Development Permit (DP) approval to the satisfaction of the Director of Development for the first phase of the subject development (Lot 1, east of Pearson Way) will be required prior to rezoning adoption. The required DP for Lot 1 shall include a "master plan" for the development of both Lots 1 and 2, to guide future DP review and approval of Lot 2. Where the DP "master plan" process identifies form of development and/or related issues requiring legal agreements or other measures in respect to Lot 2 (e.g., covenant restricting mid-block tower height, form of affordable housing stand-alone building), any such requirements shall be satisfied by the developer prior to DP issuance for Lot 1.

At DP stage, among other things, design development is encouraged to:

- Refine the individual characters of the project's three towers, together with their interfaces with the fronting streets, the development's mid/low-rise massing, and the skyline;
- Ensure that the project's large tower floorplates do not appear blocky;
- Provide for an attractive residential interface with the street, especially where building setbacks are minimal as at the proposed affordable housing building;
- Explore opportunities to create vibrant retail streetscapes that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings;
- Refine the rain garden concept in respect to its form and character, together with the potential environmental role of this and other project features in respect to CCAP "eco-amenity" and related "green building" objectives;
- Refine the rooftop landscape concept, taking into consideration, among other things, how the lower 2-storey portions of the project's podium frontages can best "fit" with the development's taller forms; and
- Address how best to coordinate the parking/loading areas and access points on both lots so as to minimize impacts on the streetscape and neighbours.

- h) Zoning Bylaw Amendment: The CCAP identifies new roads that are to be secured as voluntary developer contributions via Richmond's development approval processes. In cases where such roads are not eligible for financial compensation via the Development Cost Charge (DCC) program, such as in the case with Pearson Way, the CCAP permits those roads to be dedicated without any reduction the developer's buildable floor area. In order to implement the CCAP policy in respect to Pearson Way, as part of the subject rezoning, minor amendments are proposed to the RCL3 zone specific to 5440 Hollybridge Way.
- i) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$113,630, based on \$0.25 per buildable square foot, to the City's community planning reserve fund.

Financial Impact or Economic Impact

- a) Land Acquisition: The CCAP requires that the developer reconfigure the existing intersection of Lansdowne Road at Hollybridge Way and dedicates a new street, Pearson Way, across the subject site. The alignment of the required road improvements encroaches onto the City-owned Richmond Winter Club lot (5540 Hollybridge Way), thus, making it necessary for the developer to acquire 297.7 m² (0.07 ac) of the City lot for dedication as road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the land, which is to be based on business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- b) Child Care: The subject rezoning proposes that the developer voluntarily contributes funds towards the Child Care Development (100% capital) Reserve Fund or an alternative fund, as determined by the City, to help facilitate the construction, by others, of an off-site child care facility in or around the Oval Village. The City will seek to work with future developers in the Oval Village area to secure a potential location for a child care facility, the construction of which facility could be paid for in part by the subject developer's voluntary contribution. Any proposal for a future child care, together with applicable business terms, funding opportunities, and rezoning/development considerations, shall be determined to the satisfaction of the City and will be brought forward for consideration by Council in a future report.

Conclusion

The subject development is consistent with Richmond's objectives for the subject property and the Oval Village, as set out in the CCAP, the City Centre Transportation Plan, the City Centre Public Art Plan, and related policies. The developer's proposed voluntary contribution towards the Child Care Development (100% capital) Reserve Fund or an alternative fund to help facilitate the

construction of a City-owned child care in or around the Oval Village is timely given the area's rapid growth; and, the developer's proposed stand-alone affordable housing building will contribute towards a more inclusive community by enhancing the area's housing choices. Overall, the subject development is a well-planned, attractive development that will contribute to the livability and amenity of the Oval Village and broader City Centre area. On this basis, staff recommend support for the subject rezoning and related bylaws.

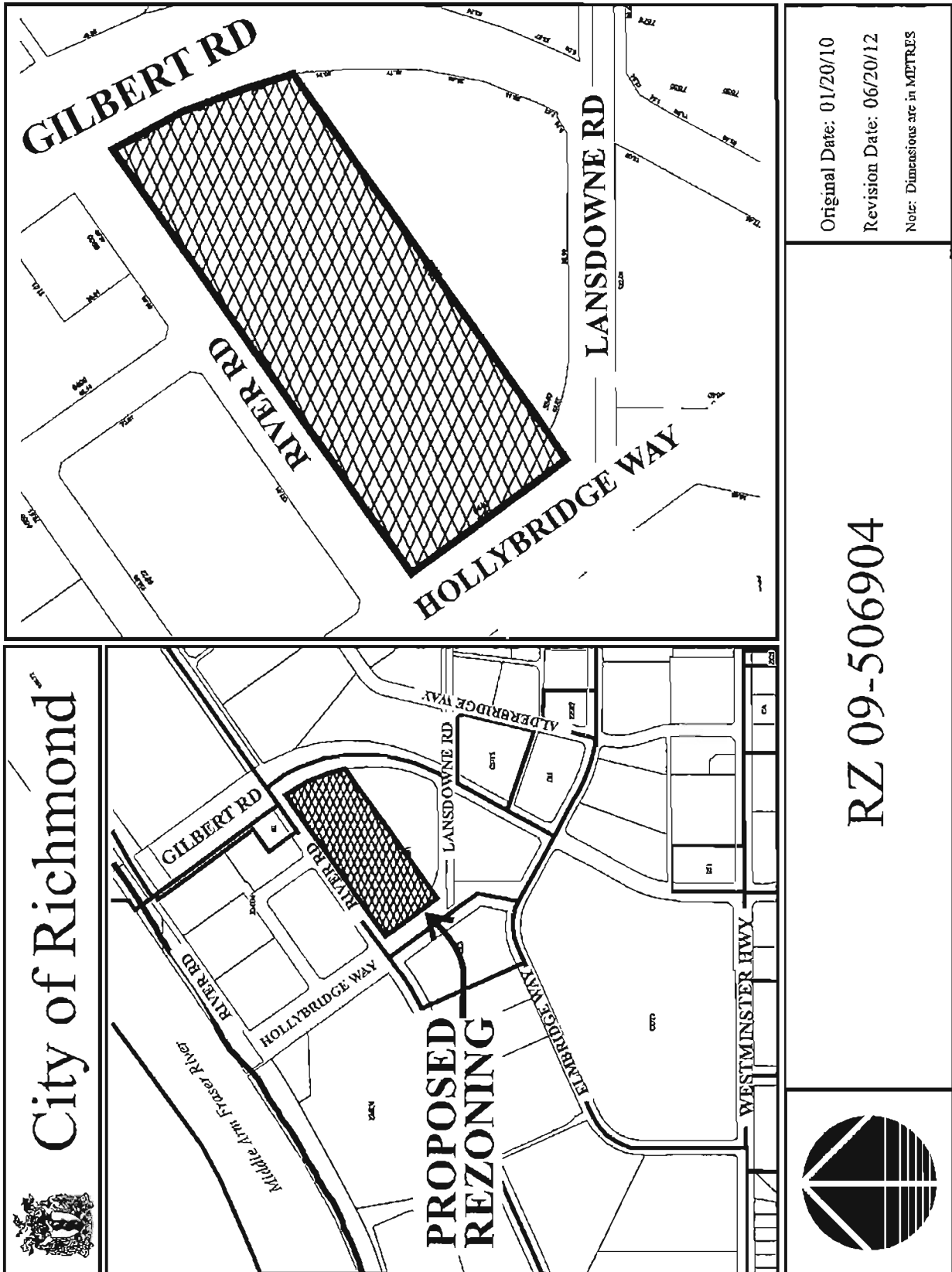


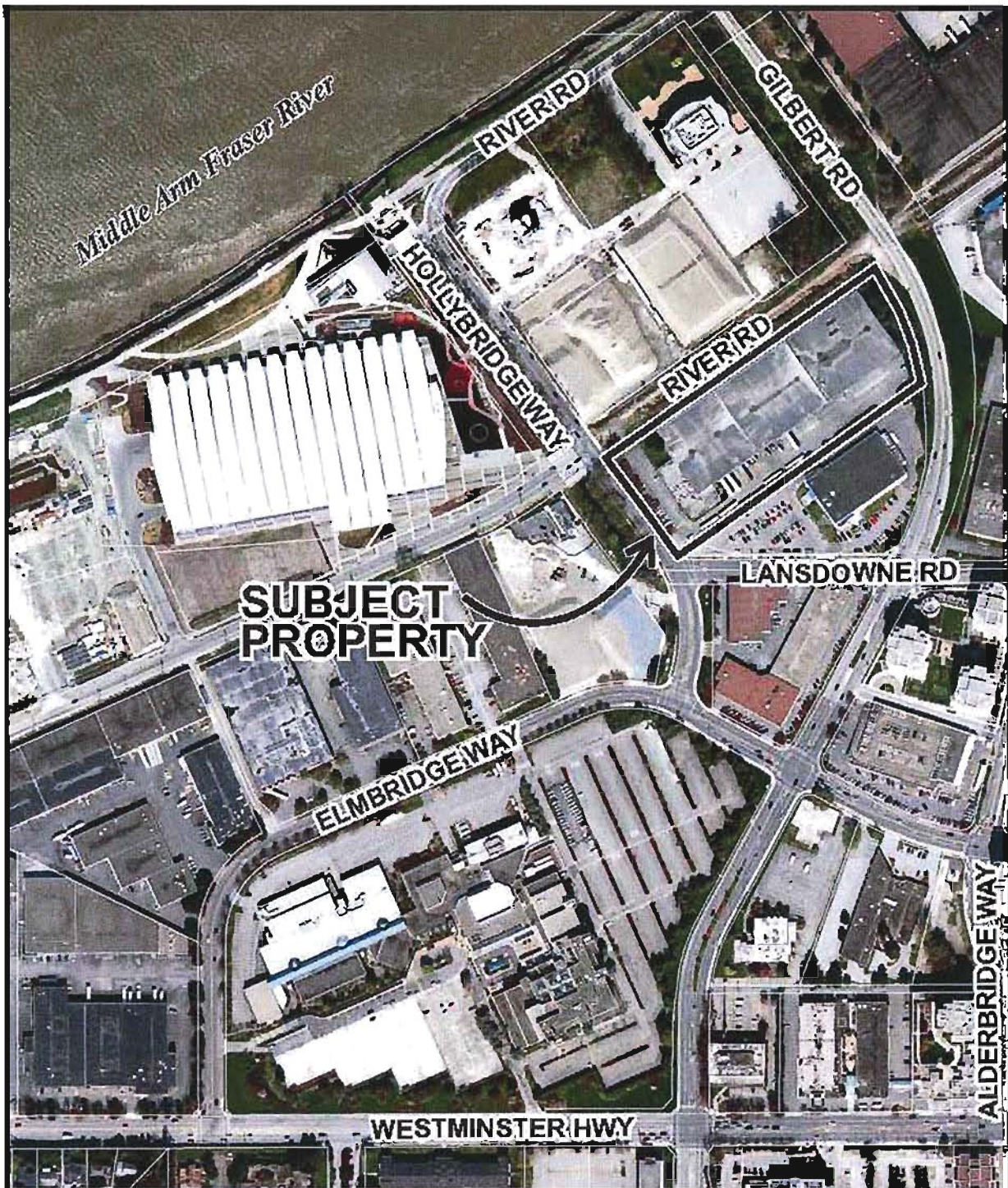
Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

Attachments

1. Location Map
2. Aerial Photograph
3. Aircraft Noise Sensitive Development (ANSI) Map
4. City Centre Area Plan Specific Land Use Map: Oval Village (2031)
5. Development Application Data Sheet
6. Development Concept
7. Rezoning Considerations, including the following schedules:
 - A. Preliminary Disposition Plan for City-Owned Land at 5540 Hollybridge Way (Winter Club)
 - B.1 Preliminary Subdivision Plan (including the Ultimate Pearson Way Dedication)
 - B.2 Detail of Preliminary Subdivision Plan at Hollybridge Way
 - C.1 Preliminary Right-of-Way Plan for Interim Pearson Way
 - C.2 Preliminary Right-of-Way Plan excluding Pearson Way
 - D. Preliminary Functional Road Plan
 - E. Preliminary Phasing Plan



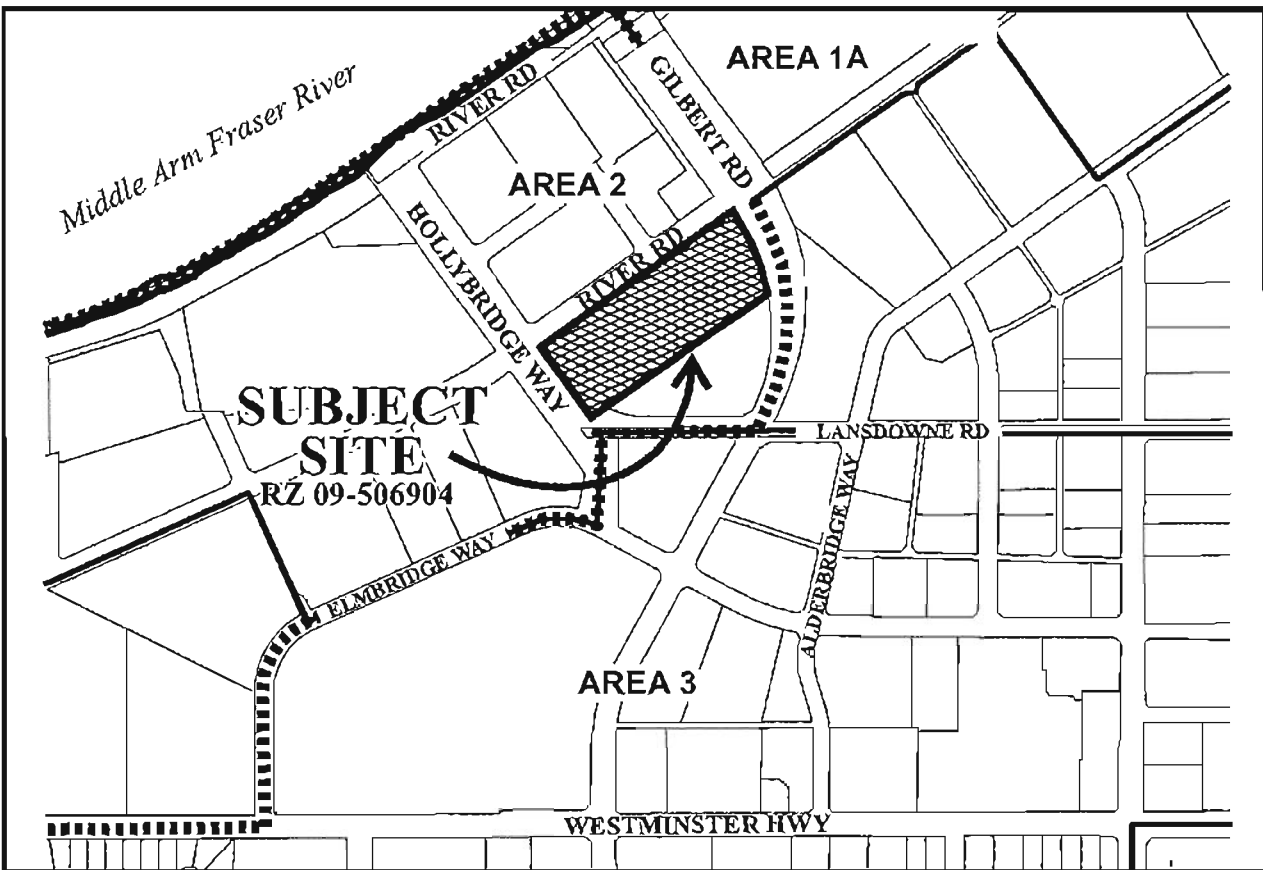


RZ 09-506904

Original Date: 01/21/10

Amended Date: 06/20/12

Note: Dimensions are in METRES



LEGEND

Aircraft Noise Sensitive Development Policy (ANSD) Areas
(see Aircraft Noise Sensitive Development Policy Table)

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited.

Areas Where Aircraft Noise Sensitive Land Uses May be Considered:
Subject to Aircraft Noise Mitigation Requirements:

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

No Aircraft Noise Mitigation Requirements:

AREA 5 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

Objective: To support the 2010 Olympic Speed Skating Oval

- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)



Aircraft Noise Sensitive Development Location Map

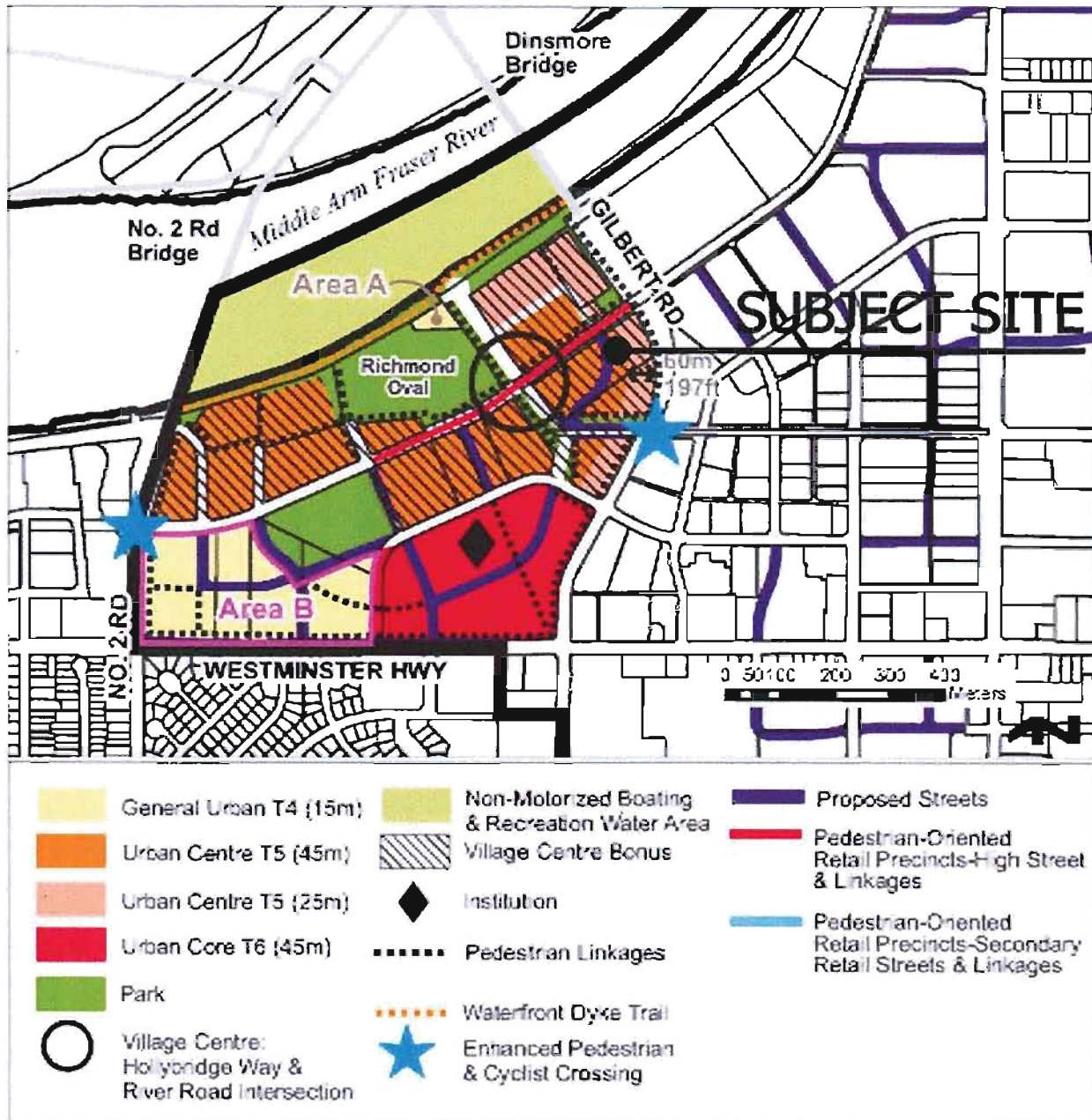
Original Date: 01/21/10

Amended Date: 06/20/12

Note: Dimensions are in METRES

Specific Land Use Map: Oval Village (2031)

Bylaw 5585, 9701
2011/03/24





City of
Richmond

Development Application Data Sheet

Planning and Development Department

RZ 09-506904

Address: 5440 Hollybridge Way, together with a portion of 5540 Hollybridge Way (Richmond Winter Club)

Applicant: Hollybridge Limited Partnership

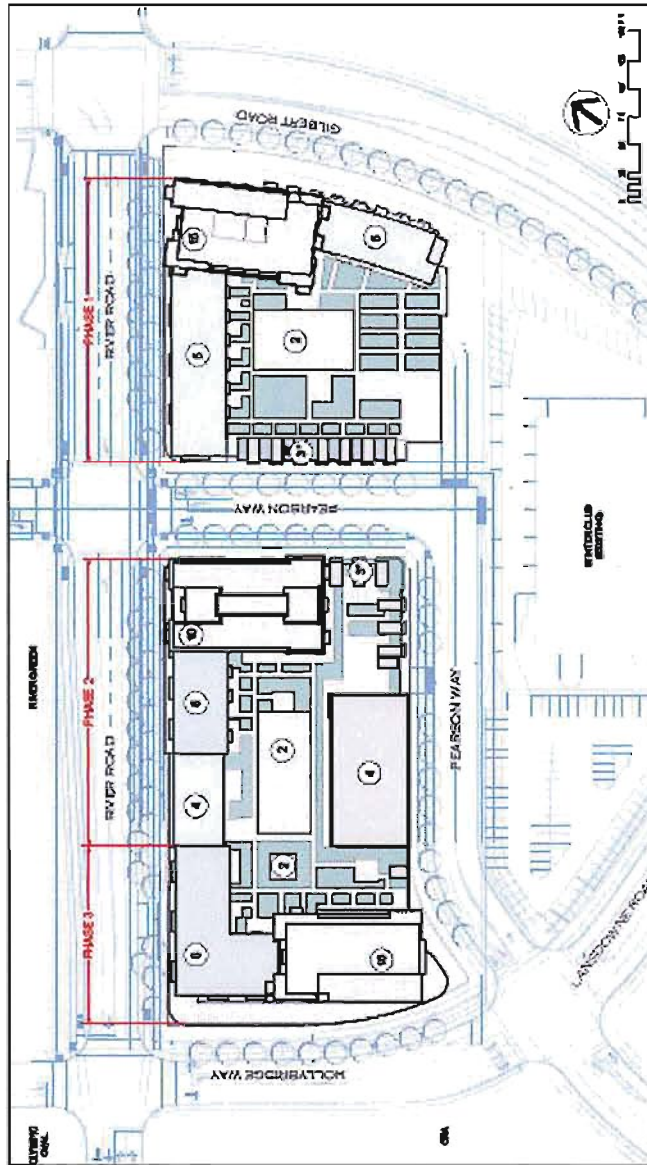
Planning Area(s): City Centre (Oval Village)

	Existing	Proposed
Owner	<ul style="list-style-type: none"> 0815024 B.C. Ltd. City of Richmond (Richmond Winter Club) 	<ul style="list-style-type: none"> Hollybridge Limited Partnership
Site Size (m ²)	<ul style="list-style-type: none"> 5440 Hollybridge Way: 20,425.4 m² Part of Winter Club: 297.7 m² Total: 20,723.1 m² 	<ul style="list-style-type: none"> Dedicated City Roads: 4,061.4 m² Building Site: 16,661.7 m²; however, "net development site" for calculating buildable floor area is 20,524.6 m² (i.e. including a dedicated, CCAP "minor street")
Land Uses	<ul style="list-style-type: none"> Warehouse & office 	<ul style="list-style-type: none"> High-rise residential towers over ground floor commercial uses, together with a "stand-alone" affordable housing building
OCP	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> Urban Centre T5 (45 m & 25 m): 2 FAR Village Centre (commercial) Bonus: 1 FAR Pedestrian-Oriented Retail @ River Road Greenways @ Hollybridge Way & Gilbert Road 	<ul style="list-style-type: none"> No change
OCP Aircraft Noise Sensitive Development Policy (ANSO)	<ul style="list-style-type: none"> "Area 2": ANSD uses are permitted, provided that a covenant, noise mitigation, and air conditioning or equivalent are provided Residential uses are limited to 2/3 of maximum buildable floor area (as per CCAP designation) 	<ul style="list-style-type: none"> No change
Zoning	<ul style="list-style-type: none"> Industrial Business Park (IB1) 	<ul style="list-style-type: none"> Residential/Limited Commercial (RCL3), including a text amendment to permitting floor area to be calculated on a dedicated "minor street" (as per CCAP policy)

Proposed Development	Lot 1 & Stage 1	Lot 2 & Stage 2	Total
RESIDENTIAL	15,437.0 m2	25,612.0 m2	41,049.2 m2* / 586 units <i>*excluding amenity space</i>
a) <i>Market Housing (MH)</i>			
▪ MH units & common areas	15,437.0 m2 223 units	23,270.0 m2 334 units	38,707.2 m2* / 557 units <i>*excluding amenity space</i>
▪ MH indoor amenity space @ 2 m2/unit for 200+ units	(446.0 m2)	(668.0 m2)	
b) <i>Affordable Housing (AH) "Stand Alone" Building</i>			
▪ AH net unit area @ 5% of combined total maximum permitted residential floor area on Lots 1 & 2	-	2,052.5 m2 29 units	2,342.0 m2* / 29 units <i>*excluding amenity space</i>
▪ AH common areas (e.g., circulation, lobby)	-	289.5 m2	
▪ AH indoor amenity space (OCP: 70 m2 for < 40 units)	-	(70.0 m2)	
▪ AH sub-total including Indoor amenity space	-	2,412.0 m2	
COMMERCIAL (100% at grade)	1,101.0 m2	2,417.0 m2	3,518.0 m2
TOTAL (excluding amenity space)	16,538.0 m2	28,029.0 m2	44,567.2 m2* <i>*excluding amenity space</i>

NOTE: All floor areas assume standard Zoning Bylaw Floor Area Ratio (FAR) exemptions (e.g., parking, stair shafts).

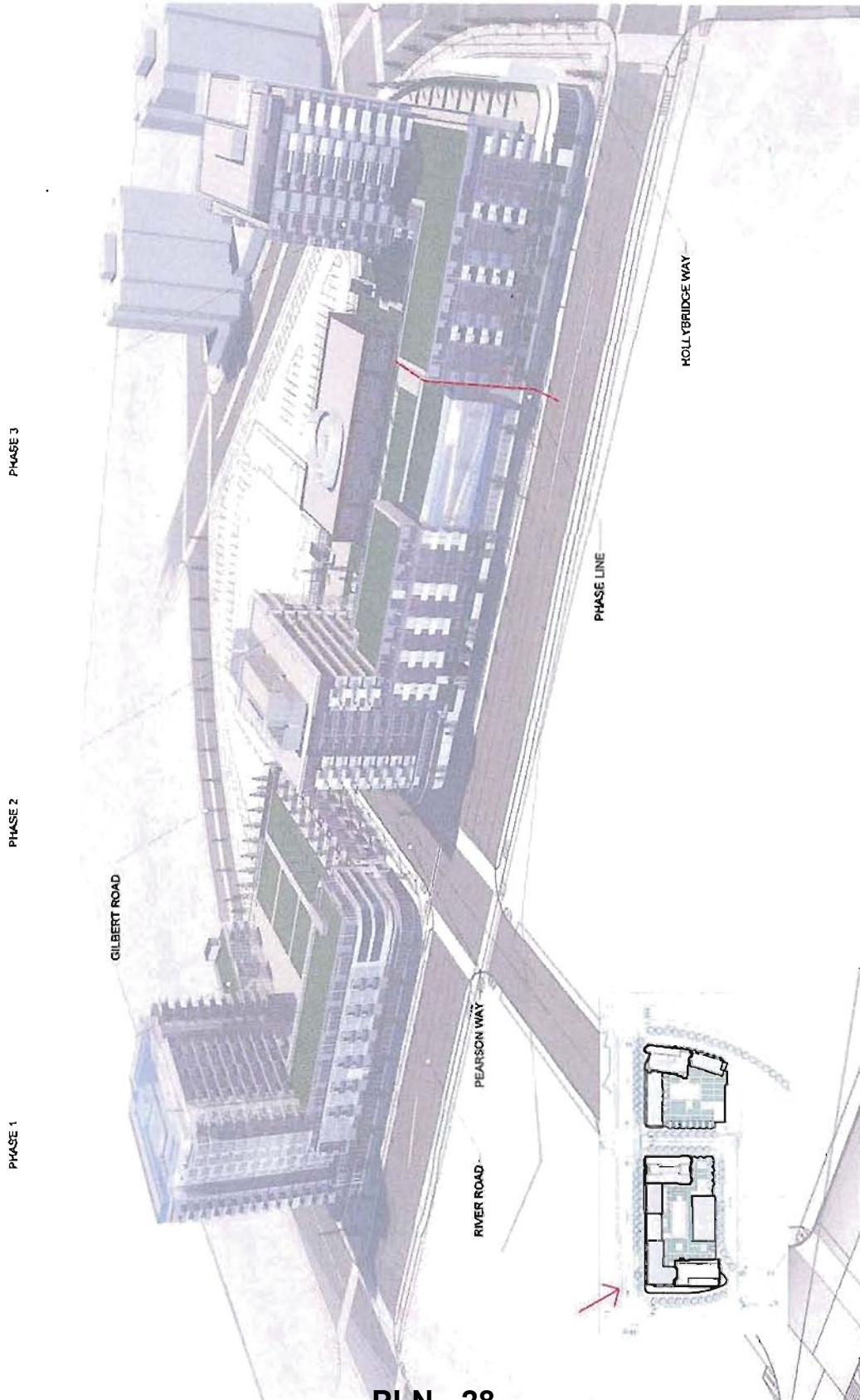
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> Residential: 2.0 FAR max Commercial Bonus: 1.0 FAR max Total: 3.0 FAR max; <u>HOWEVER</u>, net site density may be increased if a CCAP non-DCC road is dedicated 	<ul style="list-style-type: none"> Residential: 2.0 FAR; <u>HOWEVER</u>, 2.463 FAR is permitted on the basis that a CCAP non-DCC road (Pearson Way) is dedicated Commercial Bonus: 0.217 FAR Total: 2.680 FAR 	none
Lot Coverage: Buildings & roof over parking	<ul style="list-style-type: none"> 90% max 	<ul style="list-style-type: none"> Lots 1 & 2: +/-79% total 	none
Lot Size	<ul style="list-style-type: none"> 4,000 m2 min 	<ul style="list-style-type: none"> Lot 1 (east): 6,823.5 m2 Lot 2 (west): 9,834.5 m2 	none
Setback @ Street	<ul style="list-style-type: none"> 6 m minimum, but may be reduced to 3 m based on approved design 	<ul style="list-style-type: none"> 3 m min 	none
Setback @ Interior Property Line	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> 9.6 m min. 	none
Height	<ul style="list-style-type: none"> RCL3 zone: 47 m geodetic CCAP "typical maximum": 25 m within 60 m of Gilbert Road & 47 m geodetic elsewhere 	<ul style="list-style-type: none"> RCL3 zone: 47 m geodetic CCAP: Exceeds 25 m along Gilbert Road to provide for a "gateway" tower 	none
CCAP Tower Height Variation	<ul style="list-style-type: none"> Tower heights should be varied to contribute to a visually interesting skyline & enhance views through/across the area 	<ul style="list-style-type: none"> Two 15-storey towers at key corners & one 10-storey tower located mid-block 	none
CCAP Tower Floorplate Size	<ul style="list-style-type: none"> Above 25 m: 650 m2 max 	<ul style="list-style-type: none"> Lot 1 (east): 835 m2 Lot 2 (west): 835 m2 	Allows for greater tower separation & tower height variation, which enhance views & sunlight penetration with negligible impact on neighbours
CCAP Tower Separation	<ul style="list-style-type: none"> Above 25 m: 35 m min 	<ul style="list-style-type: none"> Between Lot 1 & 2: 73.3 m On Lot 2: 71.0 m 	none
Flood Construction Level	<ul style="list-style-type: none"> 2.9 m geodetic minimum for habitable spaces, but may be reduced to 0.3 m above the crown of the fronting street 	<ul style="list-style-type: none"> Dwellings: 2.9 m geodetic min Lobbies & commercial: 0.3 m minimum above the crown of the fronting street 	none
Off-street Parking Spaces:	<p><u>Lot 1 (east):</u></p> <ul style="list-style-type: none"> Market housing: 268 Commercial: 46 Sub-Total: 314 Total less 10% (TDM): 282 <p><u>Lot 2 (west):</u></p> <ul style="list-style-type: none"> Market housing: 401 Affordable housing: 26 Commercial: 102 Sub-Total: 503 Total less 10% (TDM): 476 	<ul style="list-style-type: none"> 282 spaces min. 	none
<p>Market housing: 1.2/unit</p> <p>Affordable housing: 0.9/unit</p> <p>Commercial: 4.2/100 m2 (including visitor parking)</p> <p>Up to 10% reduction permitted for City-approved Transportation Demand Management (TDM) measures</p>		<ul style="list-style-type: none"> 476 spaces min. 	none
Amenity Space: Outdoor	<p><u>Lot 1 (east):</u></p> <ul style="list-style-type: none"> OCP: 1,338 m2 CCAP: 682 m2 Total: 2,020 m2 <p><u>Lot 2 (west):</u></p> <ul style="list-style-type: none"> OCP: 2,160 m2 CCAP: 984 m2 Total: 3,144 m2 	<ul style="list-style-type: none"> Roof/market units: 2,297 m2 Ground: 538 m2 Total: 2,835 m2 	none
<ul style="list-style-type: none"> OCP: 6 m2/unit usable space (e.g., play space) <i>plus</i> CCAP: 10% of net site area as landscaping 		<ul style="list-style-type: none"> Roof/market units: 2,173 m2 Roof/affordable units: 737 m2 Ground: 304 m2 Total: 3,214 m2 	none
Green Roofs	<ul style="list-style-type: none"> CCAP encourages "green roofs" on all lower level roofs not required for outdoor amenity space 	<p>Proposed roof coverage:</p> <ul style="list-style-type: none"> 52% amenity space 18% inaccessible green roof 30% other (i.e. tower roofs) 	none



12
640 Redbridge Way, Richmond, BC
V6V 1G9
JUNE 2012

SITE PLAN / LOCATION / CONTEXT

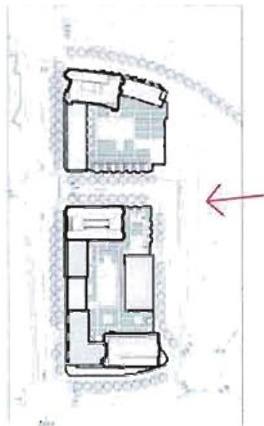
INTRADEP
MY/E



REV 07/2012
5440 Hollybridge Way, Richmond, BC
JUNE 2012

VIEW FROM NORTHWEST

PLN - 28



PHASE 1 -

PHASE 2 -

PHASE 3 -



PLN - 29

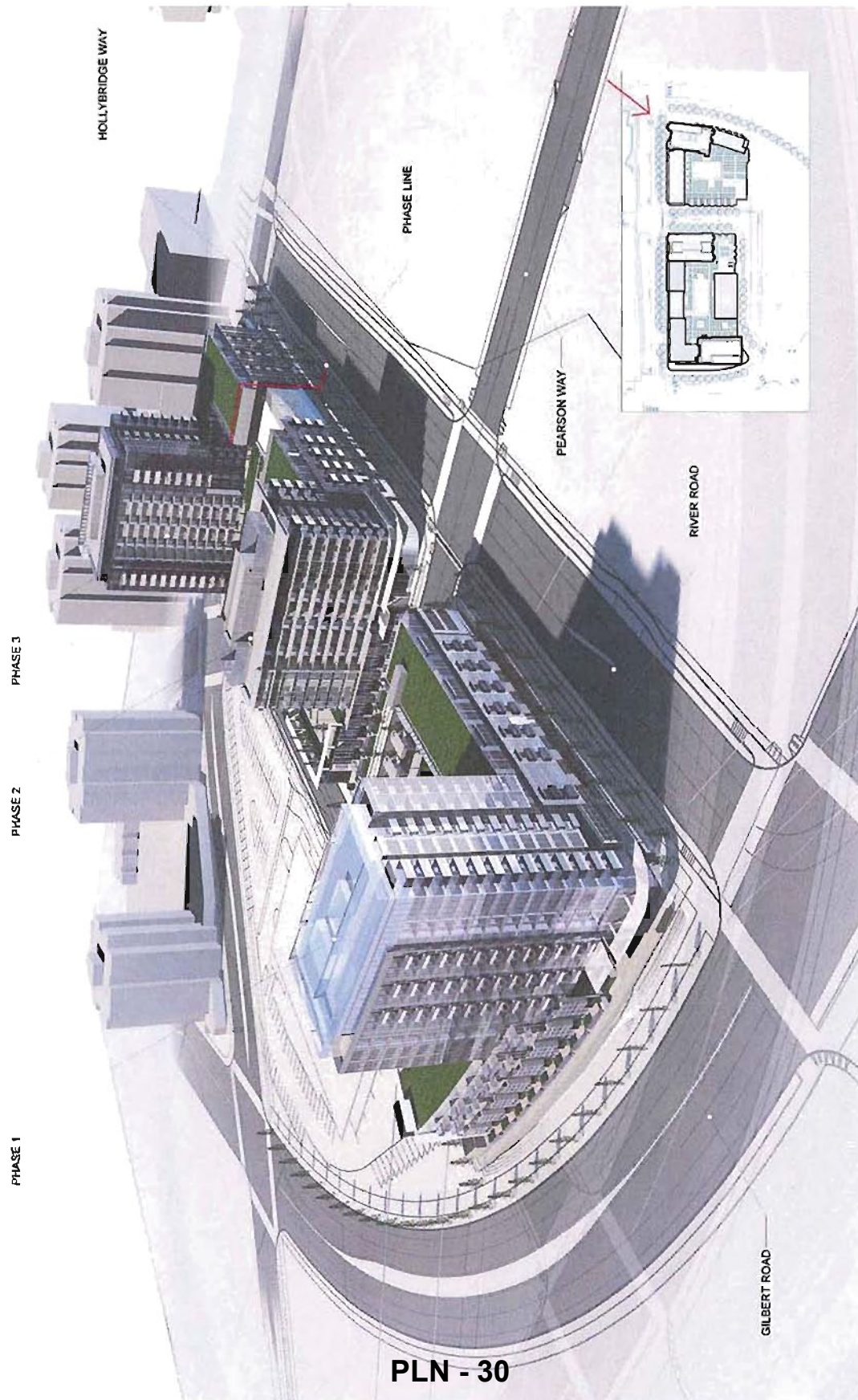
REVISOR: 5440
5440 Hollybridge Way, Richmond, BC
JUNE 2012

VIEW FROM SOUTHEAST



INTRACORP
NATURAL GAS SERVICES





5440 Hollybridge Way, Richmond, BC
JUNE 2012

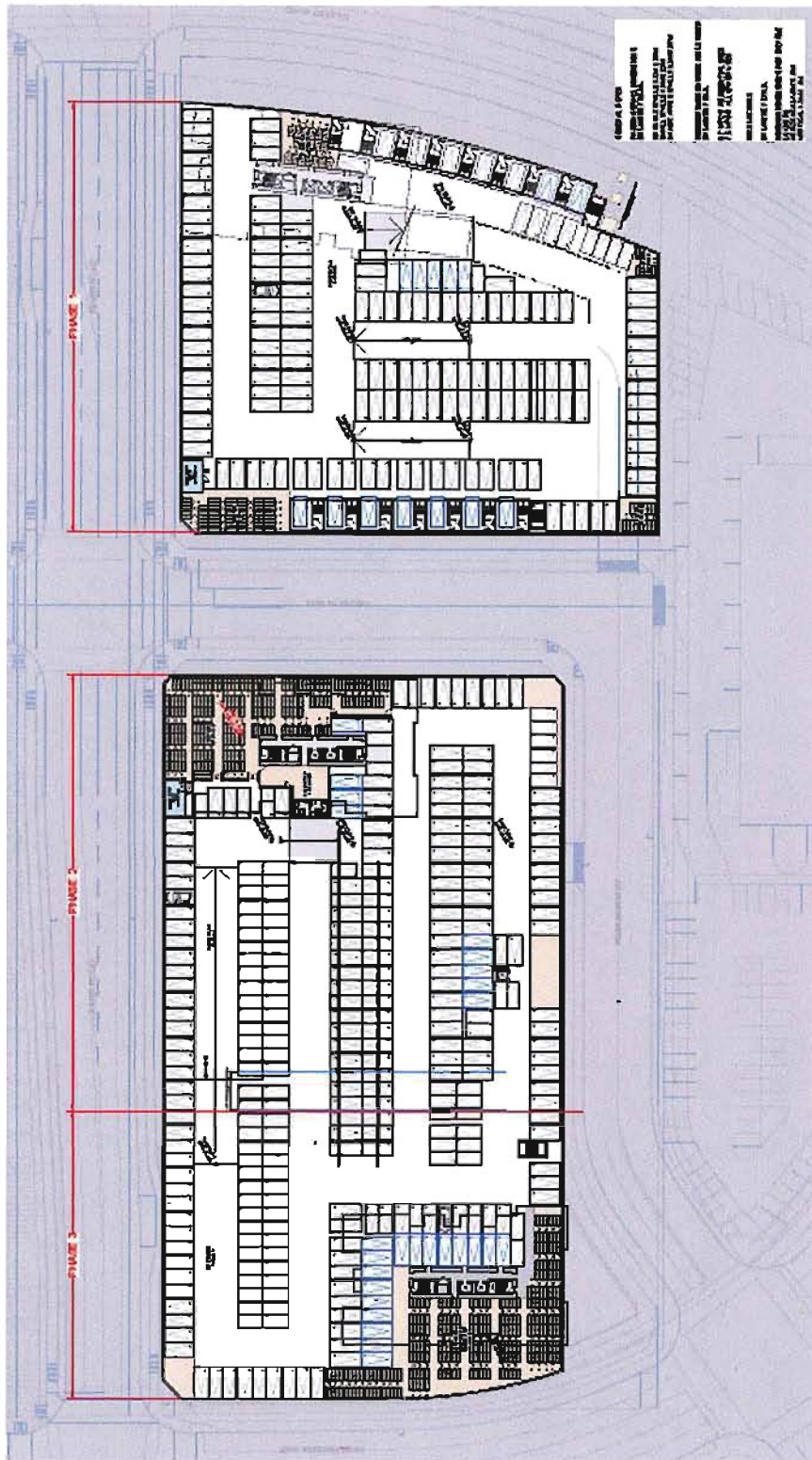
VIEW FROM NORTHEAST



INTRACORP

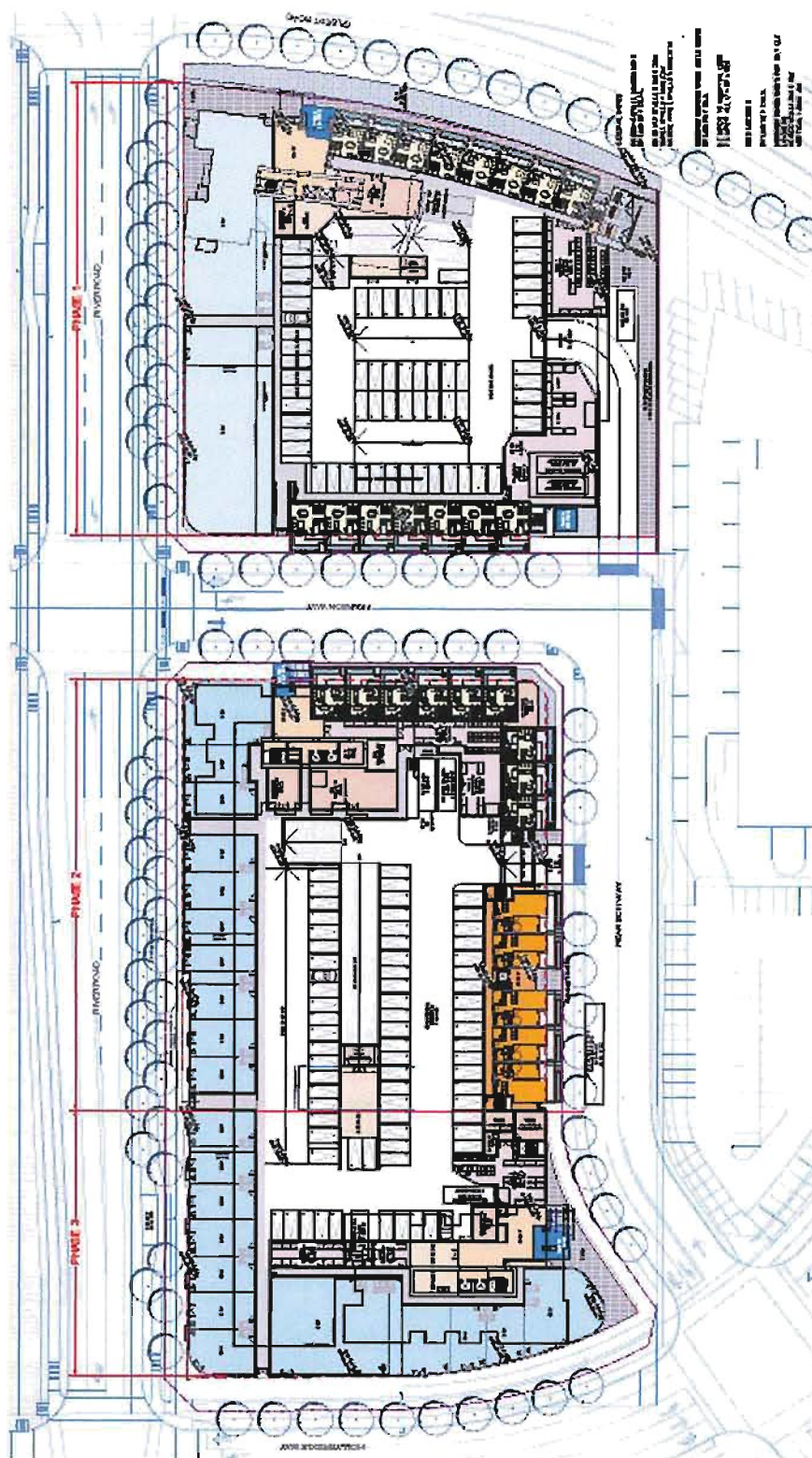


ATTACHMENT 6 Development Concept

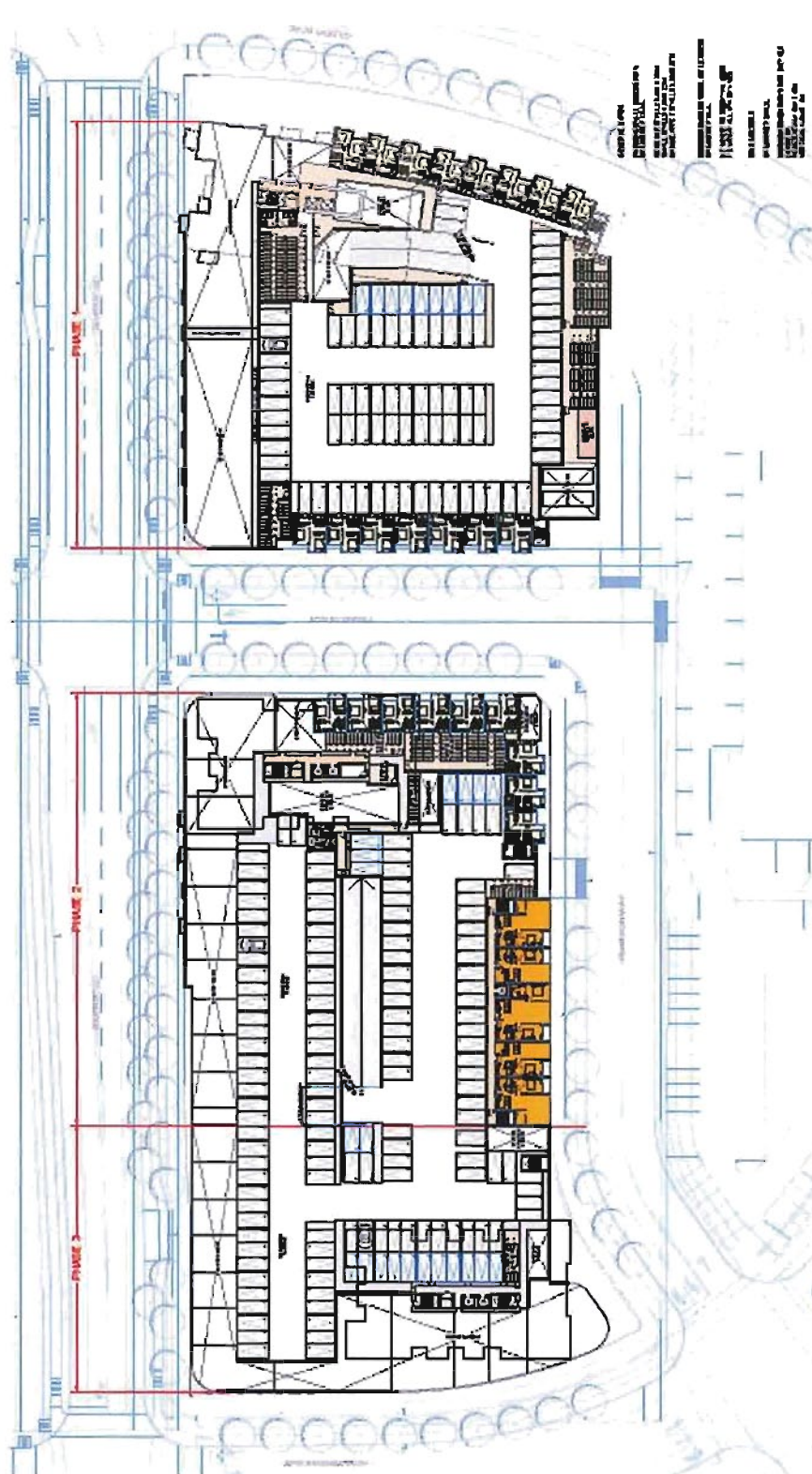


PLN - 31

GROUND FLOOR LEVEL : (P002)



ATTACHMENT 6 Development Concept

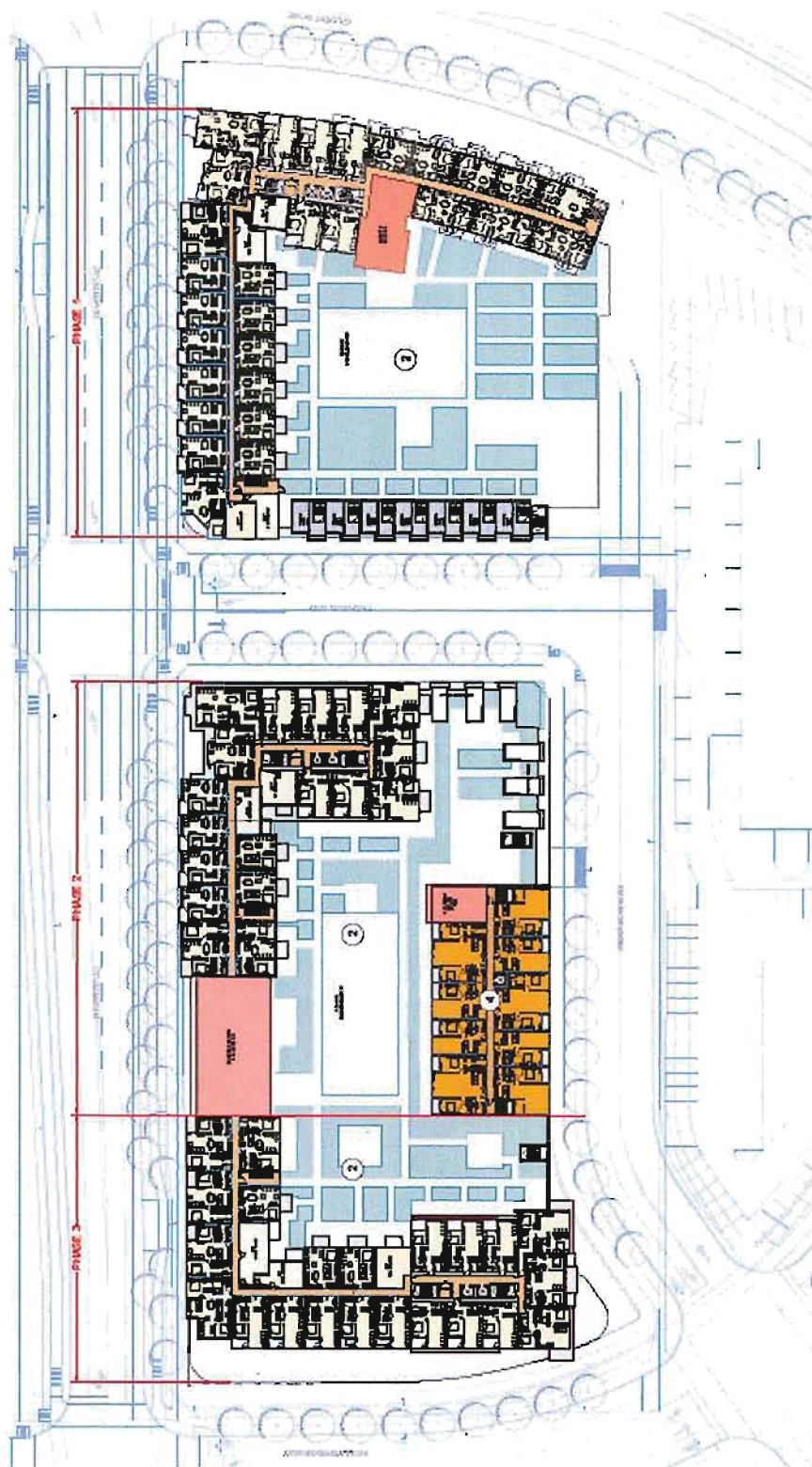


DATE: JUNE 2019
PROJECT: 640 Heritage Way, Richmond, BC
DRAWING: DEVELOPMENT CONCEPT

LEVEL 2 (POD)

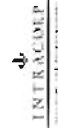


ATTACHMENT 6 Development Concept

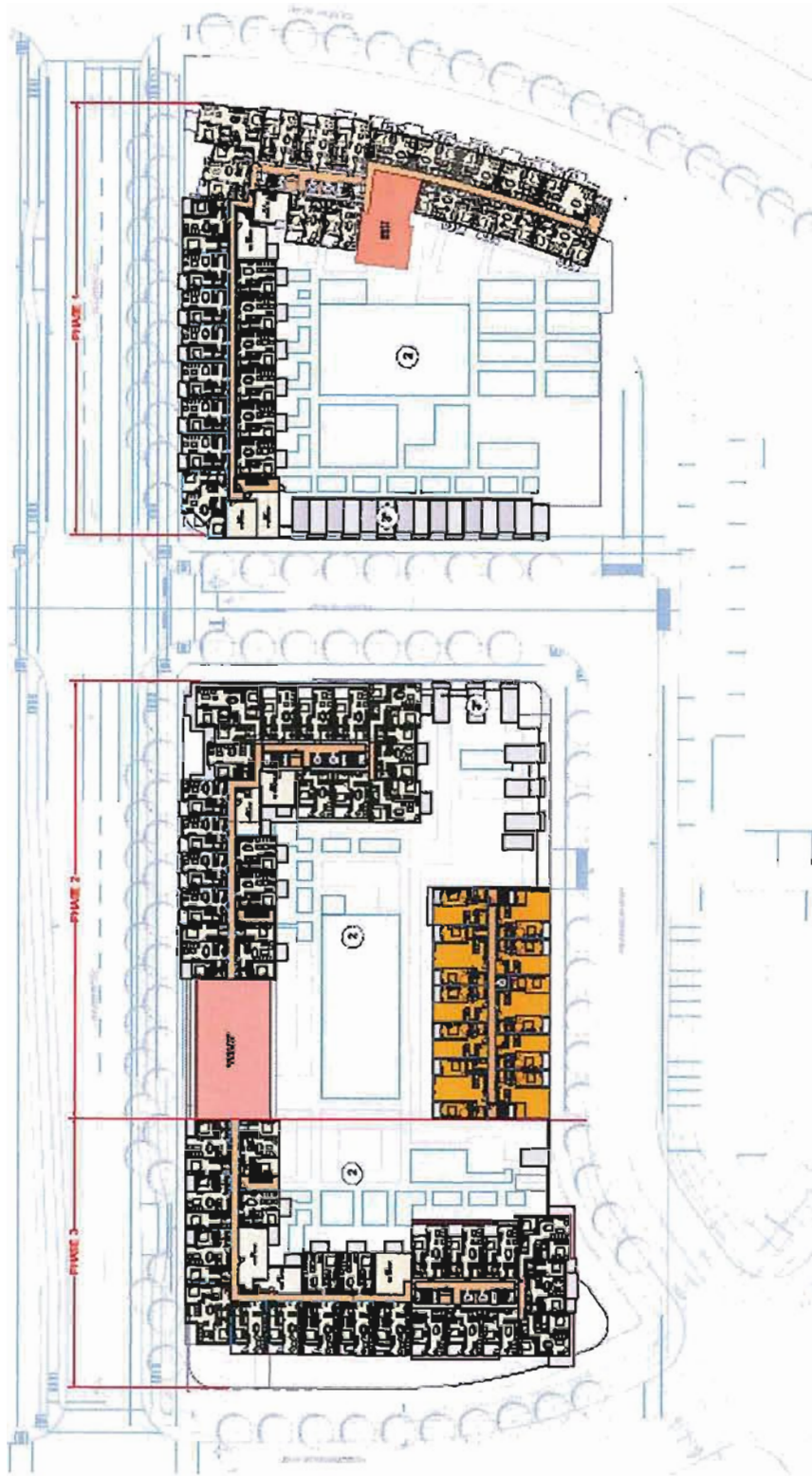


640 HAYWARD WAY, RICHMOND BC
JUNE 2012

LEVEL 3 (PODIUM)



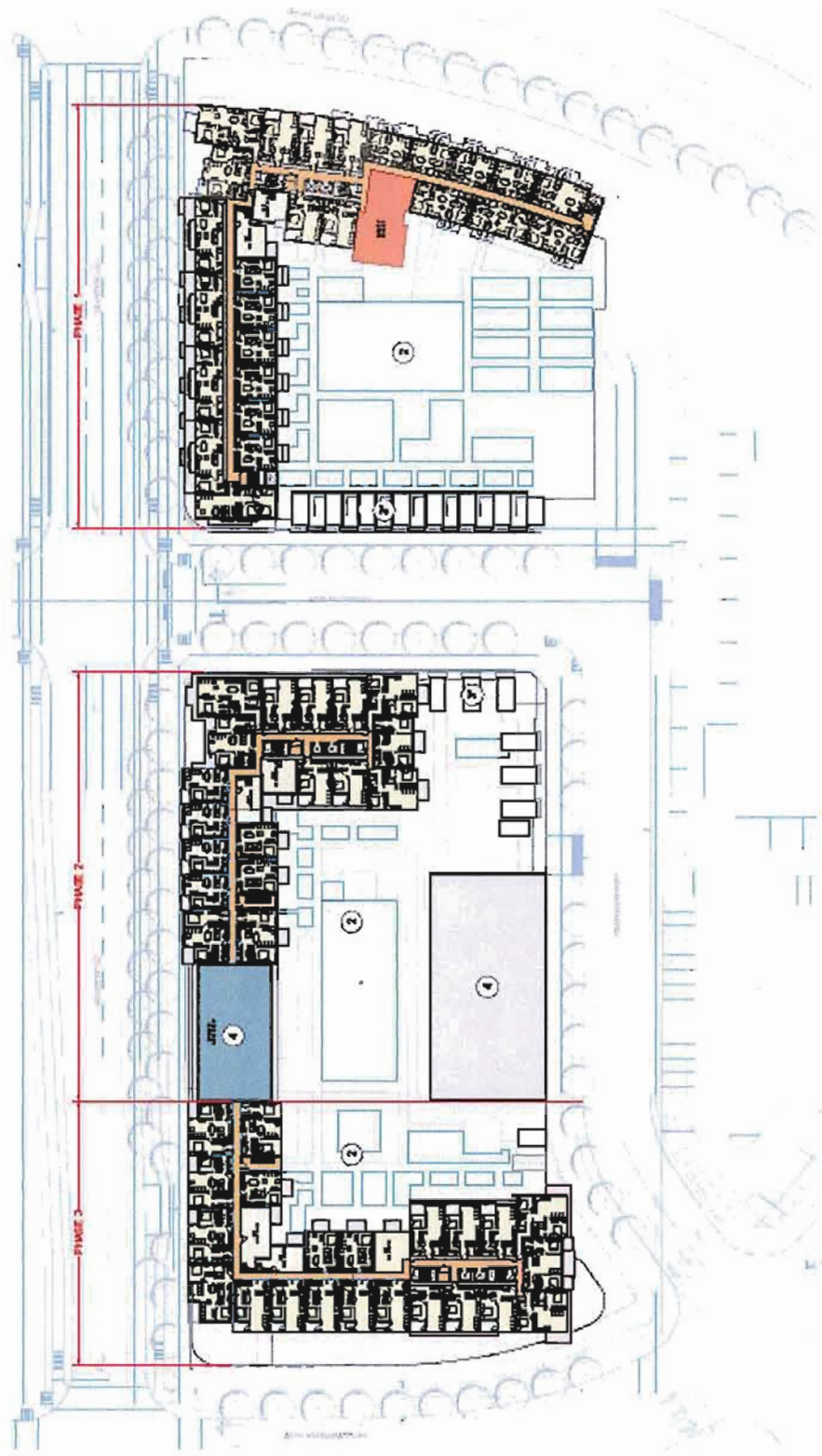
ATTACHMENT 6 Development Concept



17
540 Highway 100, Richmond, BC
JUNE 2002

LEVEL 4





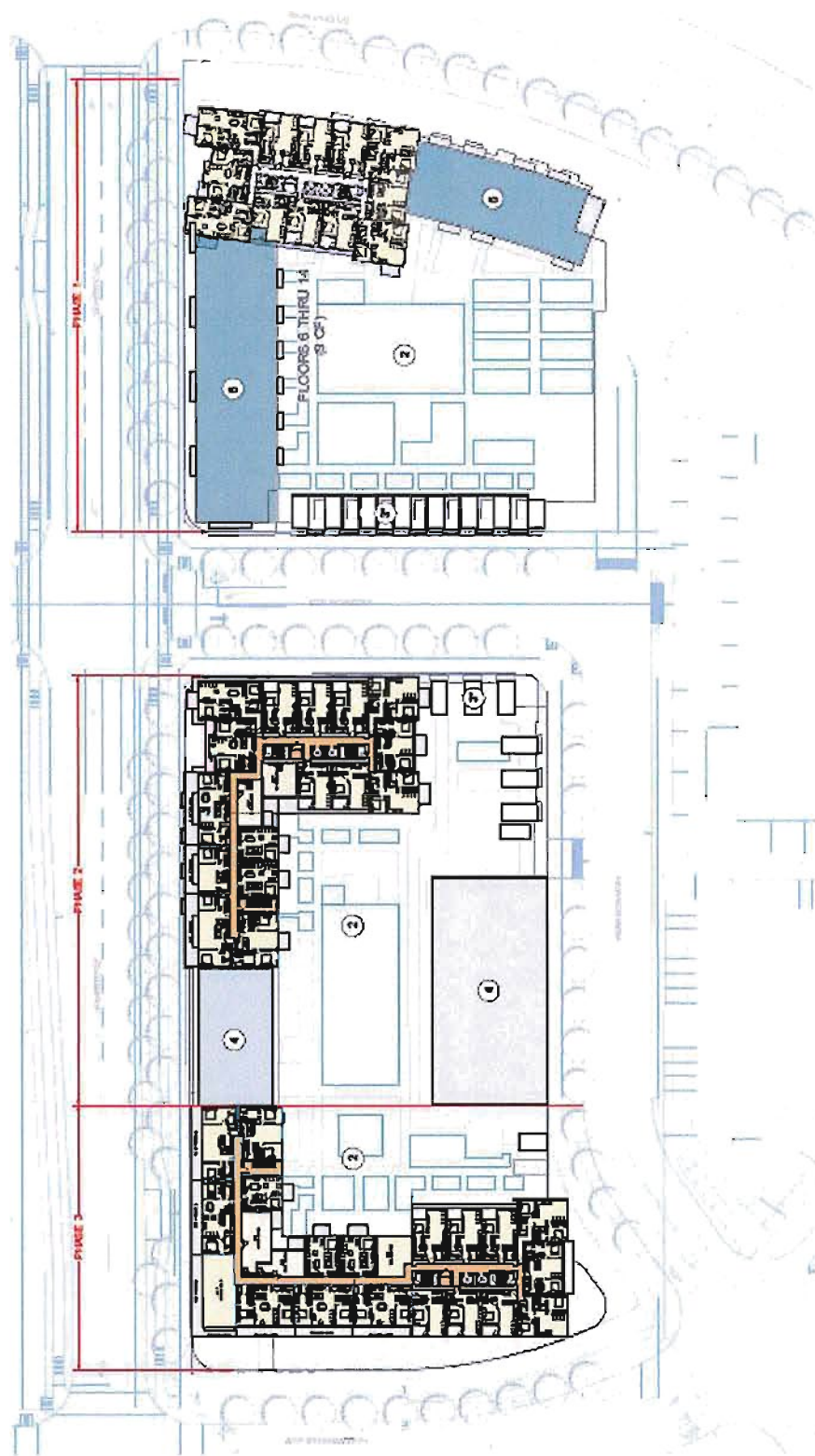
6440 Highway 101, Richmond, BC
JUNE 2002

LEVEL 5



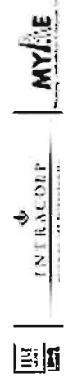
ATTACHMENT 6

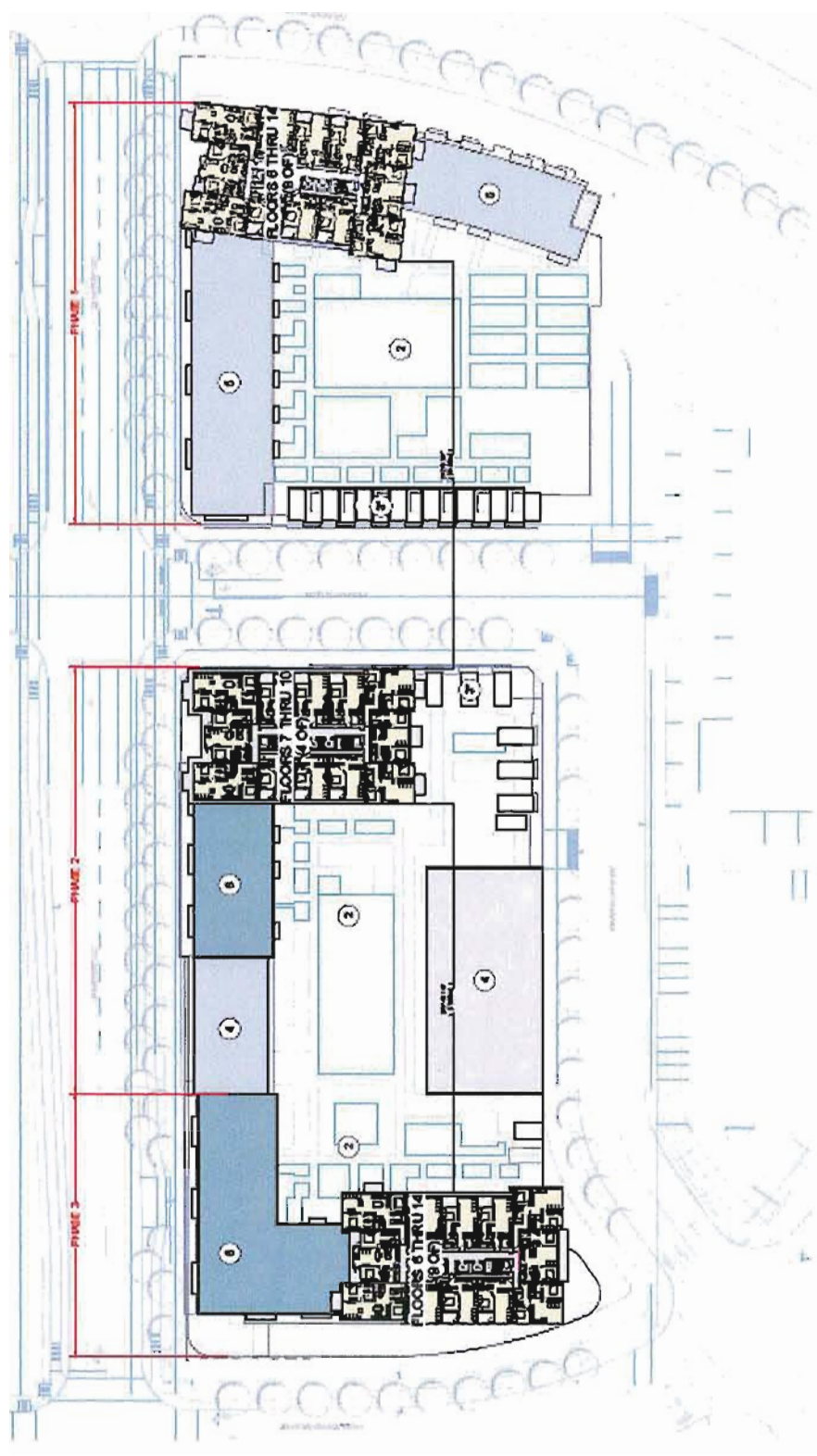
Development Concept



640 HILLTOP WAY, RICHMOND, BC
JUNE 2012

LEVEL 6

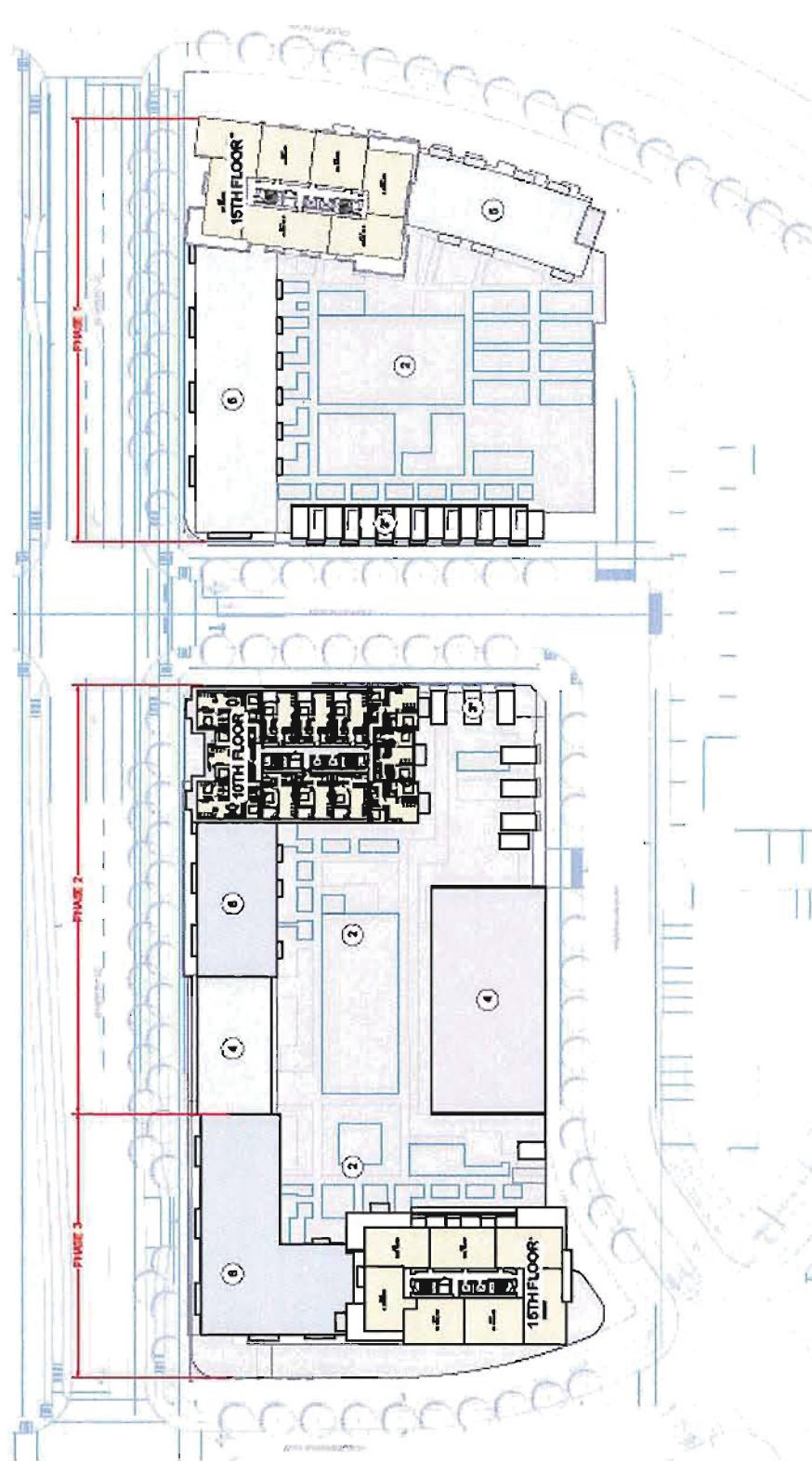






0410 Midway Way, Richmond, BC
JUNE 2012

LEVEL 7



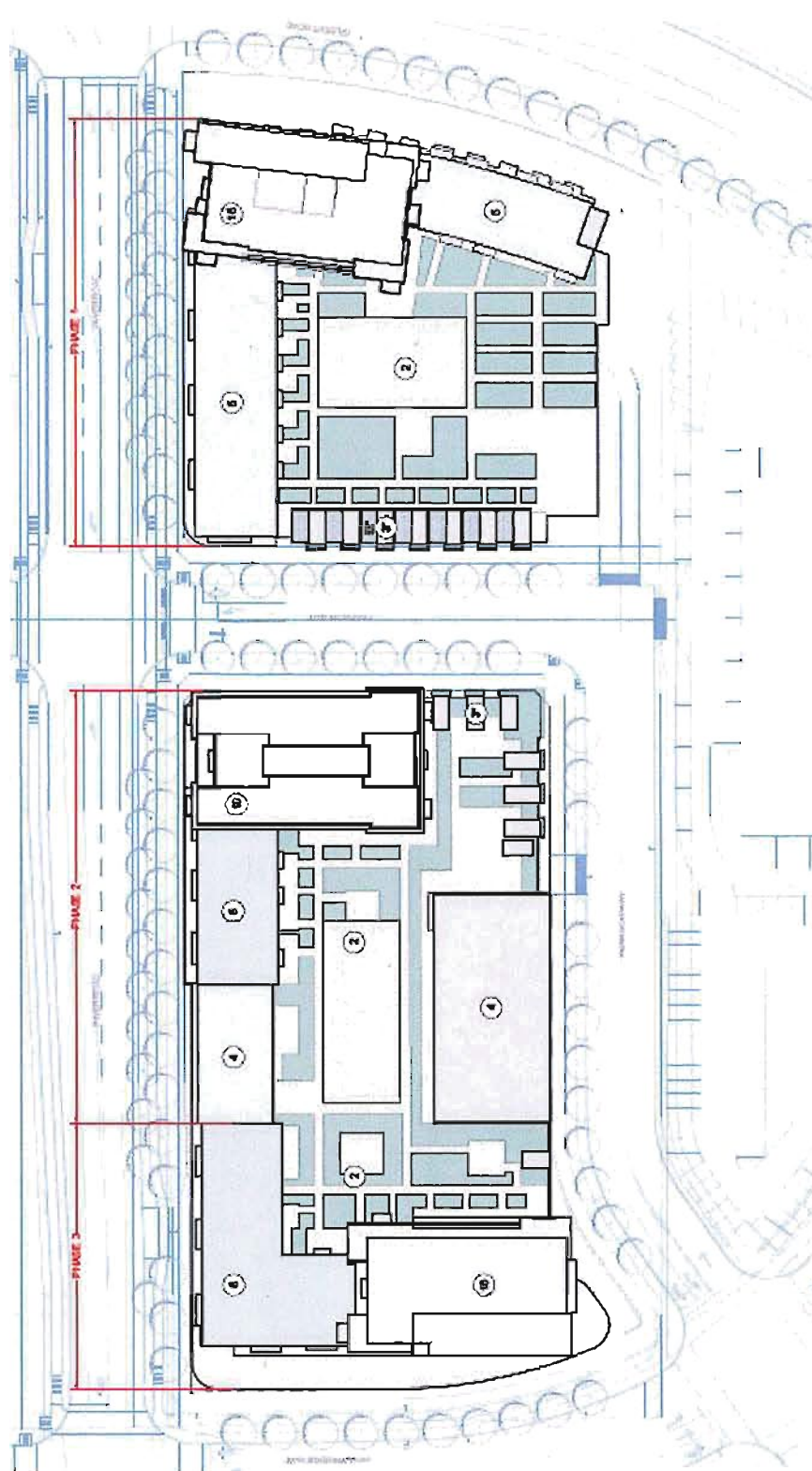


 
2
100' 0" 50' 0" 0' 0" 50' 0" 100' 0"
PLAN 151 (Penthouse Wing, Richmond, BC)
JUNE 2012

 INTRACORP | MY/ME

ATTACHMENT 6

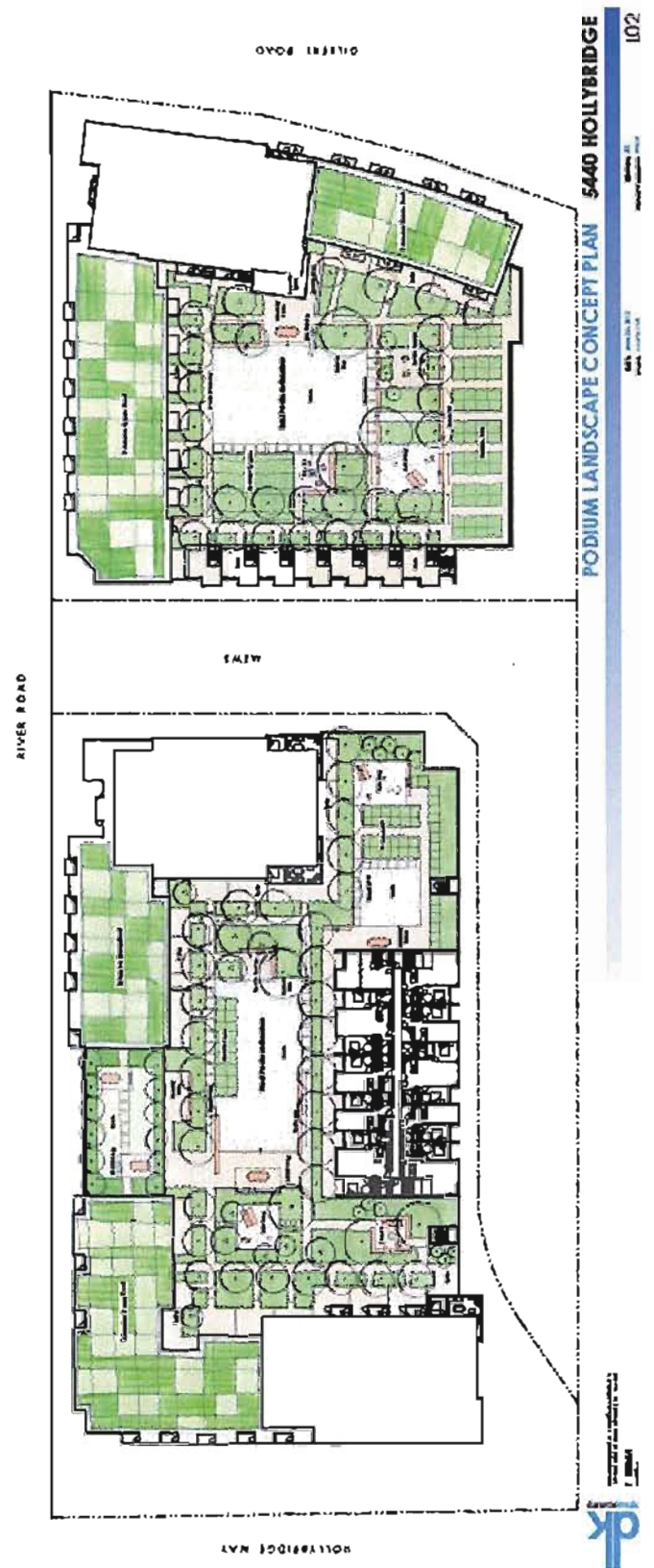
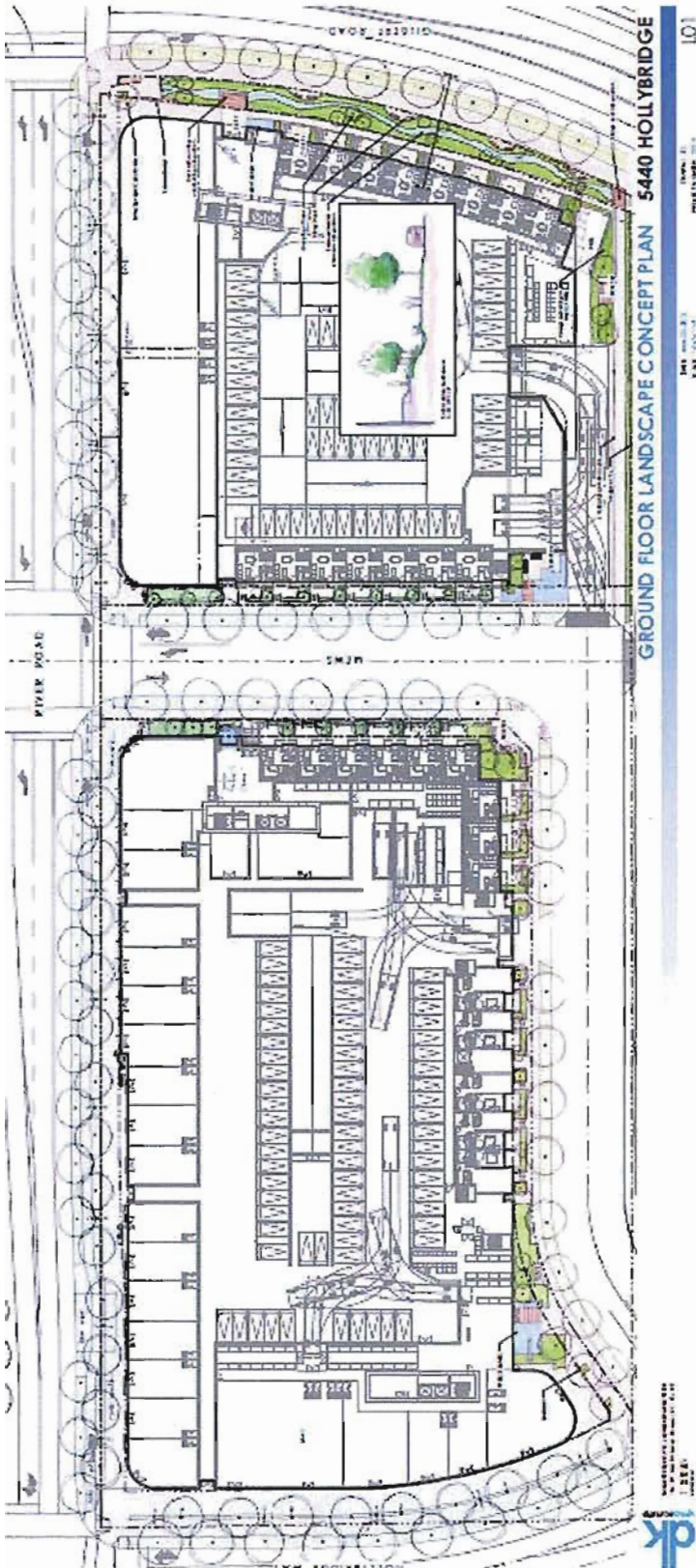
Development Concept



21
 6440 1st Avenue West, Richmond, BC
 JUNE 2012

ROOF PLAN







City of Richmond

Rezoning Considerations

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

5440 Hollybridge Way
RZ 09-506904

Rezoning Considerations in respect to RZ 09-506904 include the following schedules:

- A. Preliminary Disposition Plan for City-Owned Land at 5540 Hollybridge Way (Winter Club)
- B.1 Preliminary Subdivision Plan (including the Ultimate Pearson Way Dedication)
- B.2 Detail of Preliminary Subdivision Plan at Hollybridge Way
- C.1 Preliminary Right-of-Way Plan for Interim Pearson Way
- C.2 Preliminary Right-of-Way Plan excluding Pearson Way
- D. Preliminary Functional Road Plan
- E. Preliminary Phasing Plan

Prior to final adoption of Zoning Amendment Bylaw 8879, the developer is required to complete the following:

1. **Land Acquisition:** Acquisition of City lands, including:
 - 1.1. Council approval of the sale of an approximately 297.7 m² portion of the City-owned lot at 5540 Hollybridge Way (the Land). (**Schedule A**)
 - 1.2. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
2. **Dedications:** Road dedication as per the Preliminary Subdivision Plan (**Schedules B.1 & B.2**), the configurations and sizes of which areas must be confirmed prior to registration to the satisfaction of the City, including:
 - 2.1. 18.5 m² corner cut (approximately 6 m by 6 m) at the southeast corner of Hollybridge Way and River Road (former CP Rail corridor) (**Schedule B.1**);
 - 2.2. 180.0 m² irregularly-shaped widening along the east side of Hollybridge Way, including a corner cut at the intersection of Hollybridge Way and the proposed Pearson Way dedication (**Schedules B.1 & B.2**); and
 - 2.3. 297.7 m² of the City-owned lot at 5540 Hollybridge Way (for which the developer is required to enter into a purchase and sales agreement with the City as described above). (**Schedule A**).

NOTE: As the required dedication is a portion of a City Centre Area Plan (CCAP) "minor street" that is ineligible for DCC credits and, as has been determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for calculating the maximum permitted floor area on the net mixed-use portion of the subject site, as provided for via the Residential/Limited Commercial (RCL3) zone applicable to the subject site.
3. **Pearson Way:** Measures to secure the dedication of Pearson Way across 5440 Hollybridge Way and related improvements, to the satisfaction of the City. The City agrees that the owner's dedication of Pearson Way may occur after adoption of the subject rezoning to facilitate the retention of the owner's existing building until all tenant leases have expired in mid-2013; however, no development of the subject site, exclusive of

clearing, pre-loading, and related site preparation, will be permitted until after the dedication of Pearson Way is complete to the City's satisfaction. Measures required to facilitate the proposed process include:

- 3.1. Registration of a restrictive covenant and blanket Statutory Right-of-Way (SRW) over 5440 Hollybridge Way to ensure that the demolition of the existing building and related on-site improvements are completed, at the sole cost of the owner, prior to Development Permit issuance in respect to any portion of 5440 Hollybridge Way or December 31, 2013, whichever occurs first. If the owner does not demolish the above building according to the provisions of the agreement, the covenant and SRW will allow the City to enter the property and demolish the building.
- 3.2. Provision of a Building Demolition Bond for the existing building and related improvements at 5440 Hollybridge Way, the value of which Building Demolition Bond shall be \$300,000 or as otherwise determined to the satisfaction of the City of Richmond Building Approvals Division.
- 3.3. Registration of a SRW to provide for the establishment of Pearson Way between River Road (former CP Rail corridor) and the common property line of 5440 and 5540 Hollybridge Way, together with an option for the City to dedicate the SRW (at a nominal cost to the City) following the demolition of the existing building on the subject site. The SRW shall, as determined to the satisfaction of the City:
 - 3.3.1. Be 3,565.2 m² in size, as per the Preliminary Right-of-Way Plan (**Schedule C.1**), to be confirmed prior to registration;
 - 3.3.2. Provide for unrestricted, 24-hour-a-day, public access including, but not limited to, pedestrians (universally accessible), bicycles, emergency and service vehicles, and general purpose traffic, together with related uses, features, City and private utilities, and City bylaw enforcement, as typically required in respect to the design, construction, and operation of a public road.
 - 3.3.3. Require the owner to be solely responsible for the maintenance of the SRW area;
 - 3.3.4. Require the owner to be solely responsible for the design and construction of the SRW, as determined via the City's standard permitting* and Servicing Agreement* processes; and
 - 3.3.5. Restrict the City's ability to exercise its right to unrestricted public access until demolition of the existing building on the subject site is complete.
- 3.4. Registration of a restrictive covenant on title securing that "no development" will be permitted and restricting Development Permit* issuance in respect to any portion of 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:
 - 3.4.1. 3,565.2 m² road dedication for the establishment of Pearson Way between River Road (former CP Rail corridor) and the common property line of 5440 and 5540 Hollybridge Way, as per the Preliminary Subdivision Plan (**Schedule B.1**).

NOTE: As the required dedication is a portion of a City Centre Area Plan (CCAP) "minor street" that is ineligible for DCC credits and, as has been determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for calculating the maximum permitted floor area on the net mixed-use portion of the subject site, as provided for via the Residential/Limited Commercial (RCL3) zone applicable to the subject site.
 - 3.4.2. Subdivision* of 5440 Hollybridge Way into two lots (one to each side of the proposed Pearson Way road dedication), as per the Preliminary Subdivision Plan (**Schedule B.1**), the configurations and sizes of which lots must be confirmed prior to registration to the satisfaction of the City, including:
 - Lot 2 (west of Pearson Way): 9,837.3 m²; and
 - Lot 1 (east of Pearson Way): 6,824.3 m²; and

- 3.4.3. Registration of restrictive covenant(s) and/or alternate legal agreement(s) on title limiting driveway crossings along Pearson Way as follows, to be confirmed to the satisfaction of the City via the City's Development Permit* and Servicing Agreement* approval processes:
- Lot 2 (west of Pearson Way): 1 maximum, located along the south side of the lot; and
 - Lot 1 (east of Pearson Way): 1 maximum, located near the south property line of the lot so as to align with the intersection proposed for the right-angle bend mid-way along Pearson Way, as generally illustrated in the Functional Road Plan (**Schedule D**).
- 3.5. Registration of a restrictive covenant on title securing that "no building" will be permitted and restricting Building Permit* issuance in respect to any portion of 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:
- 3.5.1. The developer must enter into a Servicing Agreement (SA)* for the design and construction, at the developer's sole cost, of Pearson Way, including all transportation, engineering, and park-related works. Prior to Building Permit* issuance, all works identified via the SA* (on a lot-by-lot, phase-by-phase basis) must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks. All works identified by the City for the Pearson Way SRW/dedication shall be completed prior to Final Building Permit* Inspection granting occupancy for the subject development's first phase of construction, in whole or in part, EXCEPT for the ultimate sidewalk (i.e. a temporary sidewalk must be installed) behind the boulevard along the frontage of Lot 2 (west of Pearson Way) or as otherwise determined at the sole discretion of the City and specifically provided for via "no build" covenant(s) and/or other legal agreement(s) registered on title. (No Development Cost Charge (DCC) credits will apply.)
4. Public Rights of Passage: Registration of Statutory Right-of-Ways (SRW), as per the Preliminary Right-of-Way Plan (**Schedule C.2**), to facilitate public access and related landscaping and infrastructure, which may include, but is not limited to, street furnishings, street lighting, decorative paving, bike paths, trees and plant material, innovative stormwater management measures, and utilities to the satisfaction of the City. The specific location, configuration, and design of the SRWs shall be confirmed via the subject site's Development Permit* and Servicing Agreement* approval processes, to the satisfaction of the City, taking into account the following:
- 4.1. Walkway SRWs shall, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:
- 4.1.1. Include:
- Lot 2 (west of Pearson Way): 4.09 m wide along the subject site's entire Hollybridge Way frontage for public sidewalk purposes (i.e. 2.09 m measured to the back of the bike path and landscape buffer, plus 2.0 m for sidewalk), together with a corner cut to satisfy (in addition to public sidewalk purposes) traffic signal and related City Transportation requirements at the proposed intersection of Hollybridge Way and Pearson Way.
 - Lots 1 and 2: 2.0 m wide along the entire River Road (former CP Rail corridor) frontage of both lots for public sidewalk purposes (except at the proposed alignment of Pearson Way, which is to be secured via a separate SRW with provisions for future dedication, as determined to the satisfaction of the City).
- 4.1.2. Provide for:
- Unrestricted, 24-hour-a-day, public access for pedestrians (universally accessible), bicycles, and emergency and service vehicles, together with related uses, features, City and private utilities, and City bylaw enforcement.

- Encroachments, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 1.0 m into the right-of-ways and do not compromise City objectives with regard to the intended public use and enjoyment of the public realm, high-quality streetscape design, street tree planting or landscaping, or City access (i.e. for maintenance, bylaw enforcement, etc.) within or around the SRWs, as determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes.
- The owner shall be solely responsible for the design, construction, and maintenance of the SRWs, EXCEPT for the maintenance of hard landscape and street trees (which shall be the responsibility of the City) or as otherwise determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes.

4.1.3. Prohibit driveway crossings along River Road and Hollybridge Way.

4.2. Combined walkway/service lane SRW shall, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:

4.2.1. Include:

- Lot 1 (east of Pearson Way): 6.0 m wide along the entire south edge of Lot 1 from Gilbert Road to Pearson Way for a public walkway, landscaping, and related public purposes, together with provisions for shared vehicle access, loading, manoeuvring, and related activities serving Lot 1 and, if so determined via future rezoning and/or development approval processes by others, 5540 Hollybridge Way (Winter Club).

NOTE: The size, configuration, and use of the SRW shall be confirmed via the Development Permit* review and approval processes for Lot 1 and the City may, at its sole discretion, require the SRW, including its terms and conditions of use, to be modified accordingly.

4.2.2. Provide for:

- Unrestricted, 24-hour-a-day, public access for pedestrians (universally accessible), bicycles, emergency and service vehicles, and general-purpose traffic, together with related uses, features, City and private utilities, and City bylaw enforcement.
- Building encroachments, limited to portions of the building situated below the finished grade of the SRW, landscape structures, and signage, provided that such encroachments do not conflict with the design, construction, or intended public use of the SRW (e.g., tree planting, shared vehicle access with 5540 Hollybridge Way) as determined to the satisfaction of the City via the City's standard Development Permit * and/or Servicing Agreement* processes.
- The owner shall be solely responsible for the design, construction, and maintenance of the SRW, EXCEPT as otherwise determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes.
- Possible widening of the SRW (by others) at 5540 Hollybridge Way (Winter Club), if so determined via the City's rezoning and/or development approval processes.

4.2.3. Prohibit:

- Driveway crossings along Gilbert Road.
- Utilities, equipment, and other features (e.g., hydro cabinets) that obstruct some portion of the SRW at or above grade or otherwise conflict with the design, construction, or intended public use of the SRW (e.g., tree planting, future shared vehicle access to 5540 Hollybridge Way) as determined to the satisfaction of the City via the City's standard Development Permit * and/or Servicing Agreement* processes.

5. Driveway Crossing: Registration of a restrictive covenant and/or alternative legal agreement on title, to the satisfaction of the City, prohibiting driveway crossings along the subject site's Gilbert Road frontage.
6. Flood Construction Level: Registration of flood indemnity covenant(s) on title.
7. Aircraft Noise Sensitive Use: Registration of aircraft noise sensitive use covenant(s) on title.
8. Industrial/Commercial Noise Sensitive Use: Registration of industrial/commercial noise sensitive use covenant(s) and/or alternative legal agreement(s) on title identifying that the proposed development must be designed and constructed in a manner that mitigates noise impacts within the proposed dwelling units arising from nearby industrial and commercial uses and related activities. Dwelling units must be designed and constructed to achieve:

8.1. CMHC guidelines for interior noise levels as indicated in the chart below:

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

- 8.2. The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
9. View Blockage: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, identifying that distant views from the subject site's private dwellings and common residential spaces (i.e. to the North Shore mountains, Mt. Baker, Fraser River, Georgia Straight, and elsewhere) may be obstructed in whole or in part by the future development of surrounding properties, and the subject development should be designed and constructed in a manner that anticipates this and seeks to mitigate possible impacts.
10. Village Centre Bonus (VCB) Amenity Contribution:

- 10.1. Maximum Density Bonus: Registration of restrictive covenants and/or alternative legal agreements on title, to the satisfaction of the City, limiting the maximum permitted combined total non-residential floor area on Lots 1 and 2 in respect to the City Centre Area Plan (CCAP) VCB designation and related density bonus provisions of the Residential/Limited Commercial (RCL3) zone to the following: 3,608.5 m².

Based on the voluntary developer contributions agreed to by the developer via the subject rezoning in respect to the CCAP VCB designation and RCL3 zone, the above area reflects the maximum permitted combined total non-residential VCB floor area on Lots 1 and 2. Non-residential VCB floor area in excess of the above areas is not anticipated, and shall only be permitted if, via the City's standard Development Permit* and related processes: (a) the owner voluntarily contributes additional amenities over and above those agreed to in respect to the subject rezoning (in accordance with CCAP VCB policy and the RCL3 zone); (b) demonstrates to the satisfaction of the City that the additional density can be accommodated on the subject site without compromising CCAP form of development, livability, or related objectives; and, (c) the subject restrictive covenants and/or alternative legal agreements registered on title (as applicable) are amended.

- 10.2. Child Care: The City's acceptance of the developer's voluntary contribution of \$874,000 to facilitate the construction of a City Centre City-owned child care facility (i.e. not-for-profit operator).

10.2.1. The value of the developer's \$874,000 voluntary contribution is based on the following, as determined to the satisfaction of the City:

- Construction value of \$450/ft², based on a turnkey level of finish and inclusive of costs related to necessary ancillary uses and spaces (e.g., outdoor play space, parking, access, furnishing and fittings); and

- 5% of the subject development's maximum permitted combined total non-residential floor area on Lots 1 and 2 as set out in the required restrictive covenants and/or alternative legal agreements registered on title (i.e. 5% of 3,608.5 m²).

10.2.2. Prior to adoption of the subject rezoning, the developer shall make a voluntary cash contribution (100% of which shall be allocated for capital works) to the Child Care Development Reserve Fund or an alternative fund, as determined at the sole discretion of the City, for use in combination with funds from other source(s) to facilitate the construction of a City Centre City-owned child care facility. The developer's contribution shall be allocated entirely for capital works. Furthermore, if so determined at the sole discretion of the City, the facility may be used on an interim basis for an alternative community amenity if the operation of a City-owned child care facility is not immediately feasible.

11. No Development: In addition to "no development" covenant(s) and/or alternative legal agreement(s) required in respect to Pearson Way, registration of restrictive covenants and/or alternative legal agreements on title securing that "no development" will be permitted and restricting Development Permit* issuance until the developer satisfies the following to the satisfaction of the City:

11.1. Phasing: Development must proceed on the following basis (**Schedule E**):

11.1.1. Lot 1 (east of Pearson Way) shall be Phase 1;

11.1.2. Lot 2 (west of Pearson Way) shall contain a maximum of two phases, which phases shall:

- Be Phase 2 and Phase 3;
- Proceed such that Phase 2 is situated on the east portion of Lot 2 and Phase 3 is on the west; and
- In Phase 2, provide for all affordable housing secured via a Housing Agreement and all indoor residential amenity space required in respect to the entirety of Lot 2 (as determined via an approved Development Permit*), which uses must receive Final Building Permit Inspection* granting occupancy prior to any other Phase 2 uses receiving Final Building Permit Inspection* granting occupancy; and

11.1.3. Sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance to Development Permit* approval ahead of an earlier phase.

11.2. District Energy (DEU): Prior to Development Permit* issuance for Lots 1 and 2, on a Development Permit*-by-Development Permit* basis the owner must enter into legal agreement(s) in respect to the owner's commitment to DEU. More specifically, the owner shall commit to connecting the subject development to a proposed City Centre DEU, including the operation and use of the DEU and all associated obligations and agreements as determined to the satisfaction of the Director of Engineering including, but not limited to:

11.2.1. The design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and

11.2.2. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreement(s), to the satisfaction of the City, that establishes DEU for the subject site.

11.3. 6900 River Road (Heritage/ESA Woodlot & Park): Prior to Development Permit* issuance for Lots 1 and 2, on a Development Permit*-by-Development Permit* basis the owner must demonstrate that:

11.3.1. Impacts on the City-owned lot at 6900 River Road, which is a designated heritage site, Environmentally Sensitive Area (ESA), and park, are minimized; and

11.3.2. In the event of anticipated impacts, mitigation and/or compensation are provided, as determined to the satisfaction of the City.

The development of 5440 Hollybridge Way may result in shading, changes in ground water conditions, and/or other conditions that could impact protected trees, habitat, and related heritage and environmental features located at 6900 River Road. Any and all land altering activities on and around 6900 River Road that could pose a risk to the health or viability of heritage and/or environmental resources must, wherever possible, be avoided (i.e. proposed form of development should be altered) and in the event that impacts are unavoidable, authorization must be received in advance of Development Permit issuance by a Council-approved Heritage Alteration Permit* and/or ESA Development Permit*, which may include requirements for tree survival and/or other security, legal agreement(s), and/or other considerations, as determined to the satisfaction of the City. This may include, but is not limited to, the submission of a contract entered into between the owner and a Certified Arborist for the supervision of work in the vicinity of 6900 River Road, site monitoring inspections, and provisions for the Arborist to submit post-activity assessment report(s) to the City for review.

- 11.4. Affordable Housing: Prior to Development Permit* issuance for Lot 2 (west of Pearson Way), the owner must make provisions, at the owner's sole cost, for the construction of affordable (low-end market rental) housing on Lot 2, secured via the City's standard Housing Agreement registered on title. The form of the Housing Agreement is to be agreed to by the owner and the City prior to final adoption of the subject rezoning; after which, changes to the Housing Agreement shall only be permitted for the purpose of accurately reflecting the specifics (e.g., form, character) of the Development Permit* for Lot 2 and other non-material amendments resulting thereof and made necessary by Lot 2's Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Manager, Community Social Development. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

- 11.4.1. The affordable (low-end market rental) housing is intended to occupy a 4-storey building fronting Pearson Way on the south side of Lot 2, which is integrated with Lot 2's parking structure, roof deck, and related features, but is designed to function as an independent building that does not share common circulation (e.g., lobbies, hallways, elevators, stairs) or indoor/outdoor amenity spaces with Lot 2's market-residential or commercial uses. The affordable housing building, including its common areas and housing units, shall be equipped with an audio/visual alarm system and meet Basic Universal Housing standards (as defined under the Zoning Bylaw).
- 11.4.2. The required minimum floor area of the affordable housing facility (exclusive of ancillary uses, such as parking, outdoor spaces, and areas not intended for the exclusive use of the affordable housing residents) shall comprise 2,412.0 m² or the combined total area of the following as determined via an approved Development Permit*, whichever is greater:
- 5% of the subject development's total residential building area on Lots 1 and 2, as specified in Development Permits* for Lots 1 and 2 approved by the City, all of which area is to be allocated for the net floor area of the affordable housing dwelling units;
 - Circulation (e.g., lobbies, hallways, elevators, stairs) intended for the exclusive use of the affordable housing residents;
 - Indoor amenity space within and around the affordable housing building, designed and secured for the exclusive use of the affordable housing residents, the size of which spaces shall comply with standard City OCP and CCAP policy as applicable to a "stand alone" building (i.e. without access to amenities shared with another building); and
 - All walls, mechanical, electrical, and similar spaces required to facilitate the owner's provision of the proposed "stand alone" affordable housing building.

- 11.4.3. The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental Housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), as follows:

Unit Type	Estimated Number of Units*	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	Nil	37 m ² (400 ft ²)	\$788	\$31,500 or less
1-Bedroom	18	50 m ² (538 ft ²)	\$875	\$35,000 or less
2-Bedroom	9	80 m ² (861 ft ²)	\$1,063	\$42,500 or less
3-Bedroom	2	91 m ² (980 ft ²)	\$1,275	\$51,000 or less
TOTAL	29	Varies	Varies	Varies

* Estimated number of units and mix of unit types to be confirmed via the Development Permit* approval process for Lot 2.

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

- 11.4.4. Parking and loading intended for the exclusive use of the affordable housing residents must be provided as per Richmond's Zoning Bylaw and related policies, located within a parking structure shared with Lot 2's market-residential/or and commercial uses, and secured via legal agreements to the satisfaction of the Director of Development, Director of Transportation, and Manager, Community Social Development.

- 11.4.5. The affordable housing building and all ancillary uses and spaces (e.g., parking, outdoor amenity space and landscaping) shall be completed to a turnkey level of finish at the sole cost of the owner, to the satisfaction of the Director of Development and Manager, Community Social Development.

- 11.4.6. Final Building Permit* Inspection granting occupancy for any building or portion of a building on Lot 2 shall not be permitted until the affordable housing building and all required ancillary uses and spaces are complete and have received Final Building Permit* Inspection granting occupancy.

12. **Public Art:** The City's acceptance of the developer's voluntary contribution towards public art, the terms of which voluntary developer contribution shall include the following:

- 12.1. The developer's preparation of a detailed public art plan, based on the Richmond Public Art Program, City Centre Public Art Plan, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage (including review by the Public Art Advisory Committee and/or presentation for endorsement by Council, as required by the Director, Arts, Culture, and Heritage). The Plan shall include, but may not be limited to:

- 12.1.1. Two public art sites, including one at the northeast corner of Lot 1 (i.e. Gilbert/River Road intersection) and a second at the southwest corner of Lot 2 (i.e. Hollybridge/Pearson Way intersection);

- 12.1.2. Themes for the two public art sites, taking into account Lot 1's location at a key City Centre "gateway" and Lot 2 as part of the "Lansdowne Art Walk"; and

- 12.1.3. Strategies for coordinating the proposed artworks (e.g., selection, development, implementation, funding) with nearby public art projects proposed for Gilbert Road (e.g., Onni/RZ 11-585209 and ASPAC/RZ 09-460962) and Lansdowne Road. Such strategies should, where appropriate, take into consideration opportunities for the City to augment the developer's voluntary contribution with public art funds from other sources and/or to direct some portion of the developer's voluntary contribution off-site (e.g., nearby park) and/or to multi-use infrastructure/features (e.g., benches, manhole covers, lighting, etc. for use along the length of the Lansdowne Art Walk).

- 12.2. The value of the developer's voluntary Public Art contribution shall be at least \$340,891 or as per the rates in the following table and the maximum buildable floor area permitted on the subject site's two proposed lots (excluding affordable housing) as per an approved Development Permit*, whichever is greater.

Lot	Phase	Estimated Floor Area Excl. Affordable Housing ¹	Applicable Developer Contribution Rate	Minimum Public Art Voluntary Developer Contribution
1	1	16,538.0 m ² (178,019 ft ²)	\$0.75/ft ²	\$133,514 ¹
2	2/3	25,687.0 m ² (276,502 ft ²)	\$0.75/ft ² or the current City rate at Building Permit (BP)*approval, whichever is greater	\$207,377 ¹
TOTAL		42,225.0 m² (454,521 ft²)	Varies	\$340,891¹

¹ Actual floor area & contribution to be confirmed at the time of Building Permit* approval.

NOTE: In the event that the City-approved Public Art Plan recommends a budget for Lot 1 that is less than the developer's voluntary contribution for Phase 1, the balance of the developer's contribution shall be secured by the City in the form of a Letter of Credit(s) for use at Phase 2 or as otherwise secured as directed under the Plan, to the satisfaction of the City.

- 12.3. Budget allocations for the artworks must take into account that, as per City policy, 85% of total funds shall be directed to the creation and installation of the artwork(s) and 15% shall be directed to administration. Note that if the Plan, to the satisfaction of the City, directs that the developer shall undertake the administration of one or both artworks, the 15% administration budget in respect to the affected artwork(s) shall be split such that 10% is allocated to the developer and 5% is allocated to the City.
- 12.4. "No building" will be permitted on the subject site, restricting Building Permit* approval on a phased, lot-by-lot basis, until the developer, based on the City-approved detailed Public Art Plan, enters into legal agreement(s) and provides Letter(s) of Credit, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage, for the Plan's phased, lot-by-lot implementation (the value of which incremental contributions shall be as generally indicated in the table above) or as otherwise specifically provided for in the City-approved Plan.
13. **Community Planning:** The City's acceptance of the developer's voluntary contribution of \$113,630 or as otherwise determined based on \$0.25 per buildable square foot (excluding affordable housing), whichever is greater, to the City's community planning reserve fund, as set out in the City Centre Area Plan.
14. **Commercial Parking:** Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title on both Lot 1 and 2 restricting parking provided on-site in respect to commercial uses (as per the Zoning Bylaw) such that:
- 14.1. No commercial parking spaces may be provided in a tandem arrangement;
 - 14.2. No more than 50% of commercial parking spaces provided on each lot as per an approved Development Permit* may be designated (i.e. sold, leased, reserved, signed, or otherwise assigned) by the owner or operator for the exclusive use of employees, specific businesses, and/or others; and
 - 14.3. Commercial parking spaces not designated by the owner and/or operator for the exclusive use of employees, specific businesses, and/or others must include a proportional number of handicapped and small car parking spaces, as per the Zoning Bylaw (e.g. maximum 50% small car spaces).
15. **Cross Access:** Registration of a Statutory Right-of-Way (SRW) on Lot 2 (west of Pearson Way) to facilitate shared vehicle and pedestrian use of Lot 2's single permitted driveway and associated circulation by residents, commercial uses, visitors and the general public, and garbage/recycling and service uses in the event that Lot 2 is phased. (Note: A maximum of two phases shall be permitted.)

16. Residential Tandem Parking: Registration of a legal agreement(s) on title in respect to parking spaces arranged in tandem requiring that both spaces forming a tandem pair of spaces must be assigned to the same dwelling.
17. Transit Shelter: City acceptance of the developer's voluntary contribution of \$25,000 towards the acquisition and installation of a City Centre transit shelter, the location of which shelter will be determined to the satisfaction of the City in consultation with TransLink and may or may not be situated along the frontage of the subject site.
18. Temporary Frontage Improvements (Gilbert Road): City acceptance of the developer's voluntary contribution of funds for the installation of temporary frontage improvements, in the form of a 2.5 m wide grass boulevard and 3.0 m wide asphalt sidewalk, across the full Gilbert Road frontage of 5540 Hollybridge Way (Richmond Winter Club). The value of the developer's voluntary contribution shall be determined, prior to rezoning adoption, via the City's standard Servicing Agreement* design approval processes for road and frontage improvements in respect to the subject development. As determined to the satisfaction of the City, the developer may be required to enter into a Servicing Agreement* for the detailed design and construction of the temporary frontage improvements. The improvements will be considered by the City at its determination of applicable parking relaxations in respect to Zoning Bylaw provisions regarding Transportation Demand Management (TDM) measures for the development of both Lots 1 and 2. (No Development Cost Charge credits shall apply to these temporary frontage improvements.)
19. Construction Parking and Traffic Management Plan: Submission of a Preliminary Construction Parking and Traffic Management Plan to the Transportation Division. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.
20. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but is not limited to:
 - 20.1. 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, Director of Development, and Director of Transportation, 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.
21. Servicing Agreement (SA)*: Enter into a SA* for the design and construction, at the developer's sole cost, of upgrades across the subject site's street frontages, together with various other transportation, engineering, and park-related works.
 - Prior to rezoning adoption, all works identified via the following Engineering SA* Requirements and Transportation SA* Requirements must be designed to the satisfaction of the City, including the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks. Implementation of the approved engineering and transportation designs shall require the developer to enter into a series of three SAs*, including the:
 - Servicing Agreement #1**: Prior to rezoning adoption, the developer must enter into the first SA*, secured via a Letter(s) of Credit. All works contained in SA#1* shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of Lot 1.
 - Servicing Agreement #2**: Prior to Building Permit* issuance for Lot 1 (east of Pearson Way), the developer must enter into the second SA*, secured via a second Letter(s) of Credit. All works

contained in SA#2* shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of Lot 1.

Servicing Agreement #3*: Prior to Building Permit* issuance for Lot 2 (west of Pearson Way), the developer must enter into the third SA*, secured via a third Letter(s) of Credit. All works contained in SA#3* shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of Lot 2.

- No phasing of Engineering SA* Requirements or Transportation SA* Requirements will be permitted, EXCEPT as specifically provided for via this Rezoning Consideration document or as otherwise determined at the sole discretion of the City and specifically provided for via "no development" or "no build" covenant(s) and/or other legal agreement(s) registered on title.
- Development Cost Charge (DCC) credits may apply.

SA* works will include, but may not be limited to, the following:

- 21.1. Engineering SA* Requirements: Prior to rezoning adoption, the developer must complete all design work required in respect to the Engineering SA* Requirements described below, to the satisfaction of the Director of Engineering.

PART A: REQUIRED WORKS

21.1.1. Storm Sewer Works

- a) From new River Road frontage to outfall of Hollybridge Canal (at corner of Hollybridge Way and old River Road).
 - i. Upgrade the existing ditch at the south side of CP Rail ROW to 1200mm diameter storm main from Gilbert Road to approximately 220 meters southeast along new River Road.
 - ii. Upgrade the existing ditch at the south side of new River Road to 1500mm diameter storm main (starting from 80 meters west of the junction of north-south Internal Road and new River Road) to 80 meters southwest at the junction of Hollybridge Way and new River Road.
 - iii. Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of Hollybridge Way and new River Road to 205 meters northwest along Hollybridge Way at the junction of old River Road and Hollybridge Way.
 - iv. Upgrade the existing 750mm diameter to a 1500mm diameter storm main from the existing manhole located ~~the junction~~ of old River Road and Hollybridge Way to approximately 10 meters west to the existing outfall.
- b) Internal Roads (North-South and East-West)
 - i. Provide the greater of a) 600 mm and b) OCP size by the Developer, as per City requirements. The proposed storm sewer (north-south and east-west) must be interconnected to the proposed storm sewers at new River Road and Hollybridge Way frontages.
- c) Hollybridge Way
 - i. Upgrade the existing 150mm diameter storm sewer to the greater of a) 600 mm and b) OCP size by the Developer from junction of Lansdowne Road and Hollybridge Way to junction of new River Road and Hollybridge Way, as per City requirements.

- d) Gilbert Road
 - i. Upgrade the existing ditch to 600 mm diameter storm sewer from the proposed site's entire Gilbert Road frontage up to the existing box culvert at Lansdowne Road. The proposed storm sewer at Gilbert Road must be interconnected to the proposed storm sewers at new River Road.

21.1.2. Sanitary Sewer Works

- a) Provide a 300 mm diameter PVC sanitary main from junction of north-south and east west Internal Roads to 91 meters northwest at the junction of new River Road and north-south Internal Road.
- b) Provide a 450mm diameter PVC sanitary main from junction of new River Road and north-south Internal Road to 155 meters northeast at junction of Gilbert Road and new River Road.
- c) Upgrade the existing 200 mm diameter to 450 mm diameter from junction of Gilbert Road and new River Road to 90 meters northeast at junction of new River Road and future Cedarbridge Way.
- d) Upgrade the existing 200 mm diameter to 375 mm diameter from manhole located at southeast corner of 7080 River Road to manhole located 80 meters southwest at junction of new River Road and future Cedarbridge Way.
- e) Provide a 525mm diameter sanitary main in the future Cedarbridge Way from manhole located at junction of new River Road and future Cedarbridge Way to a new manhole located 220 meters south to junction of Alderbridge Way and future Cedarbridge Way.
- f) Provide a 600 mm diameter sanitary main (size to be confirmed at the servicing agreement stage in coordination with the future Minoru Pump Station) approximately 90 meters in length directed southeast from the junction of Alderbridge Way and future Cedarbridge Way and tie-in to the future Minoru Pump Station.
- g) If the final location of the future Minoru Pump Station is still not identified at the servicing agreement stage or offsite construction stage and provision of 600 mm diameter sanitary main per item 2f above is not yet feasible, the following alternate sanitary main alignment may be followed.
 - i. Upgrade the existing 150 mm diameter to 525mm diameter from the new manhole at the corner of future Cedarbridge Way and Alderbridge Way to manhole located 80 meters northeast at junction of Alderbridge Way and existing lane (i.e., lane at east property line of 7771 Alderbridge Way).
 - ii. Upgrade the existing 200 mm diameter to 525mm diameter from manhole at junction of Alderbridge Way and existing lane (i.e., lane next to east Property line of 7771 Alderbridge) to manhole located 94 meters southeast along existing lane between 7740 Alderbridge Way and 5003 Minoru Boulevard.
 - iii. Upgrade the existing 300 mm diameter to 600 mm diameter from manhole at the south end of lane between 7740 Alderbridge Way and 5003 Minoru Boulevard to 69 meters southwest and tie-in to the existing Minoru Pump station.
- h) Through the Servicing Agreement, the sanitary sewer alignments will need to be coordinated to suit the future Minoru Sanitary Pump Station upgrade.
- i) If the proposed development at 7731 and 7771 Alderbridge Way (i.e., RZ11-585209) does not proceed and the location of the future Minoru Pump Station is not yet known, upgrade to the existing sanitary main in the lane located next to the east property line of 7771

Alderbridge Way may be made in the existing sanitary main alignment. In addition, the upgrades to the rest of the existing sanitary mains from the junction of Alderbridge Way and the lane (i.e., lane east of 7771 Alderbridge Way) up to the Minoru Pump Station may be as per item 2.g.ii and 2.g.iii above.

21.1.3. Water Works

- a) Capacity Analysis not required. However, once you have confirmed the building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer to confirm that there is adequate available flow.
- b) Provide watermains at the following frontages:
 - i. New River Road – 300 mm diameter watermain
 - ii. North-south Internal street – 300 mm diameter (size to be confirmed in SA stage)
 - iii. East-west internal street - 300 mm diameter (size to be confirmed in SA stage)
 - iv. Gilbert Road – as required for hydrants/fire protection.
- c) If the proposed development at 7731 and 7771 Alderbridge Way (i.e., RZ11-585209) does not proceed, new watermains may be required on Gilbert Road between new River Road and Lansdowne Road or as needed to meet required fire pressure/flow.
- d) The existing 300 mm diameter AC watermain at Hollybridge Way frontage may require relocation and replacement due to its close proximity to the proposed building/construction. A minimum 300 mm diameter watermain is required.
- e) Existing City utility (i.e., 300 mm diameter AC water main on Hollybridge Way) that is located within rights-of-way on this site or is located adjacent to this site, that may be impacted by the on-site development works (i.e. buildings, foundations, structures, services, construction etc.). An impact assessment complete with recommendations to ensure the following conditions must be submitted for staff review and approval:

21.1.4. Private Utilities

- a) As per City policy, the developer is responsible for the undergrounding of the existing private utility pole line located within the new River Road right-of-way. As such, the developer is required, at the developer's sole cost, to install conduit within new River Road to accommodate undergrounding of private utilities, to the satisfaction of the City. Developer to coordinate with appropriate utilities.
- b) The developer may be required to provide additional SRWs to accommodate undergrounding of overhead lines.

21.1.5. Metro Van Trunk Sewer

- a) Developer to coordinate SA* works with Metro Vancouver's Gilbert Trunk Sewer upgrade. Utility alignments may require alternatives to suit Metro Vancouver's proposed trunk sewer upgrade.

PART B: PHASING OF REQUIRED WORKS

21.1.6. SA* Phasing: Engineering SA* Requirements – Minimum Scope of Work by Phase: Based on an approved design in respect to all the Engineering SA* Requirements described above, which shall be completed prior to rezoning adoption to the satisfaction of the Director of Engineering:

- a) ***Servicing Agreement* #1:*** Prior to rezoning adoption, the developer must enter into SA#1, secured via a Letter(s) of Credit, for the construction of all works, EXCEPT those situated within the proposed Pearson Way right-of-way. All works required in respect to

SA#1 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

- b) ***Servicing Agreement* #2:*** As per “no build” covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit* issuance in respect to any portion of Lot 1, prior to Building Permit* issuance for any portion of Lot 1, the developer must enter into SA#2, secured via a Letter(s) of Credit, for all outstanding Engineering SA* Requirements (i.e. within the Pearson Way right-of-way). All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.
- c) ***Servicing Agreement* #3:*** No Engineering SA* Requirements are identified for construction via SA#3.

21.2. **Transportation SA* Requirements:** Prior to rezoning adoption, the developer must complete all design work required in respect to the Transportation SA* Requirements described below, to the satisfaction of the Director of Transportation, Director of Development, Director of Engineering, and Senior Manager, Parks. More specifically, all transportation improvements identified in the Transportation Impact Assessment (TIA) are to be addressed via the Servicing Agreement* process for this development. Complete and detailed road and traffic management design is subject to final functional road design and detailed design approval by the Director of Transportation. DCC credits are available for road and frontage works carried out within existing city right-of-way and dedicated road right-of-way as defined in the City DCC Program. The road and frontage works shall be completed to the satisfaction of the Director of Transportation and the Director of Development. Transportation SA* Requirements shall include, but are not limited to the following:

PART A: REQUIRED WORKS

21.2.1. River Road

- a) Completion of the development’s River Road frontage works (behind the south curb) between Gilbert Road and Hollybridge Way. The frontage improvements shall include a 1.71 m wide landscaped boulevard (with a single row of street trees at 6.0 m on centre), 1.8 m wide off-road bike lane (consisting of a 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m wide sidewalk (2.0 m on PROP and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.
- b) Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the required frontage works.

21.2.2. Gilbert Road

- a) Widening of Gilbert Road (curb to curb inclusive) for a distance that is equivalent to the length of the development’s Gilbert Road frontage (approximately 90 m). This road widening project is to start from a distance of approximately 80 m south of the New River Road/Gilbert Road intersection towards the south. The widening of Gilbert Road to Lansdowne Road (for a further distance of approximately 54 m) is to be incorporated as part of this project (with funding provided through the DCC Program). The finished road cross-section shall consist of curb and gutter (both sides of the road), two northbound and two southbound traffic lanes, northbound and southbound left turn lanes (at the River

Road and Lansdowne Road intersections respectively), northbound and southbound bike lanes and a raised median (minimum 1.2 m wide with banner poles and other landscape features). The lane widths are 3.25 m (all traffic lanes) and 1.8 m (bike lanes).

- b) Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. The boulevard shall be 2.5 m wide (with innovative storm water management, landscape, street trees and furnishings). The sidewalk shall be 3.0 m wide (with decorative paving). Additional greenway requirements are to be determined by City Parks and Planning.
- c) TDM-related works (in respect to eligible parking reductions) behind the curb at 5540 Hollybridge Way (Winter Club) including a temporary 2.5 m wide grass boulevard and a temporary 3.0 m wide asphalt sidewalk. (Note: the budget and funding for these TDM measures shall be based on the developer's voluntary contribution, the value of which contribution shall be determined via the design process for the required works, to the satisfaction of the Director of Transportation.)

21.2.3. Pearson Way

- a) The scope of work includes the construction of a new roadway, consisting of a north/south section and a east/west section, which connects the development to River Road and Hollybridge Way. A road dedication of 19.0 m is required for the construction of this roadway. A further 0.5 m public right of passage shall be provided on each side of the right-of-way to meet the 2.0 m City Centre sidewalk design standards.
- b) The finished road cross-section of this roadway shall consist of two 3.2 m wide traffic lanes and two 2.8 m wide parking/loading lanes. At both the River Road and Hollybridge Way connections to this new roadway, the lane configuration shall consist of a 5.6 m wide receiving lane, a 3.2 m wide left turn lane and a 3.2 m wide right-turn/through lane. At the junction of the east/west and north/south sections of this roadway, a 4-way stop controlled intersection shall be provided. The south and west approaches of the intersection are intended to provide driveway access to Winter Club and Lot 1 respectively.
- c) The behind the curb frontage works shall include, on both sides of the road, a 2.0 m boulevard (with street trees) and a 2.0 m sidewalk (with decorative paving). A temporary 2.0 m wide asphalt walkway shall be installed initially on both sides of the road and replaced by a permanent 2.0 m wide sidewalk (with decorative paving).

21.2.4. Hollybridge Way

- a) Widening of Hollybridge Way (between River Road and Lansdowne Road) to provide: at River Road, a 5.1 m wide southbound receiving lane, a 3.2 m wide northbound left turn lane and a 3.25 m wide right turn/through lane; and at Lansdowne Road, two 3.25 m wide southbound lanes, a 3.45 m wide southbound left turn lane, a 3.20 m wide and a 3.25 m wide southbound lanes.
- b) Realignment of Hollybridge Way at Lansdowne Road to provide a direct connection between these two roadways via a new four-legged signalized intersection (replacing the current T-intersection). The Lansdowne Road approach to this new intersection shall consist of two northbound lanes, two southbound lanes and a northbound left turn lane (all lanes are 3.35 m wide). The south approach to this intersection shall consist of a 3.25 m wide and a 3.2 m wide southbound lane, a 3.20 m northbound left turn lane and a 3.35 m wide northbound through/right turn lane.
- c) Construction of a new signalized intersection at Pearson Way/Hollybridge Way including transitions to adjacent development frontages.

- d) The frontage improvements shall include a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), 3.0 m wide bike path (2.7 m wide asphalt path with 0.15 m wide concrete bands at both edges), 0.5 m wide buffer strip and a 4.0 m wide sidewalk (with decorative paving).

21.2.5. Traffic Signals

- a) The new Hollybridge Way/Pearson Way intersection is to be signalized. The traffic signal requirements may include but are not limited to the following: signal poles, controller, junction boxes, bases and hardware; City Centre decorative poles and street light fixtures; vehicle detection devices; conduits (electrical and communications); communications cables; electrical wiring and service conductors; signal indication displays; City standard accessible pedestrian signals; and illuminated street name signs.
- b) Modifications to the existing traffic signals at these intersections are required: River Road/Gilbert Road, River Road/Pearson Way, and River Road/Hollybridge Way. The traffic signal modifications may include but are not limited to the following: repair, modification and/or installation of vehicle detection; relocation and/or replacement of traffic signal poles, bases, junction boxes, signal heads and conduit; relocation of traffic signal controller cabinet and base; modification and/or installation of City standard accessible pedestrian signals and illuminated street name signs; and repair, modification and/or installation of communications cable (both fibre optics and copper).
- c) Property dedication or PROP (exact dimensions to be confirmed through the Servicing Agreement process) for the placement of traffic controller cabinet and other traffic signal equipment is required.

PART B: PHASING OF REQUIRED WORKS

21.2.6. SA* Phasing: Transportation SA* Requirements – Minimum Scope of Work by Phase: Based on an approved design in respect to all the Transportation SA* Requirements described above, which shall be completed prior to rezoning adoption to the satisfaction of the Director of Transportation:

21.2.7. Servicing Agreement* #1: Prior to rezoning adoption, the developer must enter into SA#1, secured via a Letter(s) of Credit, for the construction of all works described as follows, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA* processes. All works required in respect to SA#1 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

- a) River Road
 - i. Frontage works behind the south curb between Gilbert Road and Hollybridge Way (to be constructed by ASPAC/RZ 09-460962) including a 1.71 m wide boulevard (with permeable paving, street trees, street lights and furnishings) and a temporary 2.0 m wide asphalt walkway.
- b) Gilbert Road
 - i. Widening of Gilbert Road (curb to curb inclusive) for a distance that is equivalent to the length of the development's Gilbert Road frontage (approximately 90 m). This road widening project is to start from a distance of approximately 80 m south of the New River Road/Gilbert Road intersection towards the south. The widening of Gilbert Road to Lansdowne Road (for a further distance of approximately 54 m) is to be incorporated as part of this project (with funding provided through the DCC Program). (Note: Refer to Scope of Work Description for details).

- ii. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. (Note: Refer to Scope of Work Description for details).
- c) Pearson Way - None required.
- d) Hollybridge Way - None required.
- e) Traffic Signals
 - i. Modifications to the existing traffic signals at these intersections are required: River Road/Gilbert Road, River Road/Pearson Way, and River Road/Hollybridge Way. (Note: Refer to Scope of Work Description for details).

21.2.8. Servicing Agreement* #2: As per “no build” covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit* issuance in respect to any portion of Lot 1, prior to Building Permit* issuance for any portion of Lot 1, the developer must enter into SA#2, secured via a Letter(s) of Credit, for the following Transportation SA* Requirements, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA* processes. All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

- a) River Road
 - i. Completion of all frontage works (behind the south curb) along the frontage of Lot 1 including a 1.71 m wide landscaped boulevard, 1.8 m wide off-road bike lane (consisting of 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m sidewalk (2.0 m on public right of passage and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.
 - ii. Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the required frontage works.
- b) Gilbert Road
 - i. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. The boulevard shall be 2.5 m wide (with innovative storm water management, landscape, street trees and furnishings). The sidewalk shall be 3.0 m wide (with decorative paving). Additional greenway requirements are to be determined by City Parks and Planning.
 - ii. TDM-related works (in respect to eligible parking reductions for Lot 1 and 2) behind the west curb along the Winter Club’s (5540 Hollybridge Way) Gilbert Road frontage including a temporary 2.5 m wide grass boulevard and 3.0 m wide asphalt sidewalk.
- c) Pearson Way

- i. Completion of all required road works (curb to curb inclusive) including the construction of both the north/south and west/east sections of the road, and the driveway access to the Winter Club. (Note: Refer to Scope of Work Description for details).
 - ii. The behind the curb frontage works shall include a 2.0 m landscaped boulevard and a temporary 2.0 m wide asphalt walkway in place of the ultimate 2.0 m wide sidewalk (with decorative paving).
 - d) Hollybridge Way
 - i. Completion of all required road works (curb to curb inclusive) including: the widening of Hollybridge Way (between River Road and Lansdowne Road); the realignment of Hollybridge Way at Lansdowne Road to provide a direct connection between these two roadways; and the construction of a new four-legged signalized intersection (versus the current T-intersection) at Pearson Way/Hollybridge Way including transitions to adjacent development frontages. (Note: Refer to Scope of Work Description for details).
 - ii. Completion of all required frontage works behind the curb along the frontage of Lot 2 including a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), and a temporary 3.0 m wide asphalt walkway.
 - iii. Completion of all works behind the curb at the west side of Hollybridge Way (between River Road and Lansdowne Road) and 5540 Hollybridge Way (Winter Club).
 - e) Traffic Signals
 - i. Provide full traffic signalization as part of the construction of the new Hollybridge Way/Pearson Way intersection. (Note: Refer to Scope of Work Description for details).
- 21.2.9. ***Servicing Agreement# #3:*** As per “no build” covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit* issuance in respect to any portion of Lot 2, prior to Building Permit* issuance for any portion of Lot 2, the developer must enter into SA#3, secured via a Letter(s) of Credit, for the following Transportation SA* Requirements, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA* processes. All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.
- a) River Road
 - i. Completion of all frontage works (behind the south curb) along the frontage of Lot 2 including a 1.71 m wide landscaped boulevard, 1.8 m wide off-road bike lane (consisting of 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m sidewalk (2.0 m on public right of passage and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.

- ii. Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the frontage improvements.
 - b) Gilbert Road - None required.
 - c) Pearson Way
 - i. Removal of the temporary 2.0 m wide asphalt walkway.
 - ii. Completion of frontage works at Lot 2 including a 2.0 m wide landscaped boulevard and a 2.0 m wide sidewalk (with decorative paving).
 - d) Hollybridge Way
 - i. Removal of the temporary asphalt walkway.
 - ii. Completion of frontage works at Lot 2 including a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), 3.0 m wide bike path (2.7 m wide asphalt path with 0.15 m wide concrete bands at both edges), 0.5 m wide buffer strip and a 4.0 m wide sidewalk (with decorative paving).
 - e) Traffic Signals - None required.
22. Development Permit: The submission and processing of a Development Permit* for the subject development's first phase (i.e., Lot 1, east of Pearson Way) completed to a level deemed acceptable by the Director of Development. The required Development Permit* for Lot 1 shall include a "master plan" for the development of both Lots 1 and 2, to guide future Development Permit* review and approval of Lot 2. Where the Development Permit* "master plan" process identifies form of development and/or related issues requiring legal agreements or other measures in respect to Lot 2 (e.g., covenant restricting mid-block tower height, form of affordable housing stand-alone building), any such requirements shall be satisfied by the developer prior to Development Permit* issuance for Lot 1.

Prior to a Development Permit* for any portion of 5440 Hollybridge Way being forwarded to the Development Permit Panel for consideration, on a Development Permit*-by-Development Permit* basis the developer is required to:

1. Aircraft Noise Sensitive Use: In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. Industrial/Commercial Noise Sensitive Use: In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal

Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the dwelling units must be as follows:

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

3. **View Blockage:** In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, demonstrate that the proposed development is designed and constructed in a manner that anticipates and seeks to mitigate possible view blockage impacts arising as a result of adjacent existing and future development.
4. **6900 River Road (Heritage/ESA Woodlot & Park):** In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that, in respect to the City-owned lot at 6900 River Road, which is a designated heritage site, Environmentally Sensitive Area (ESA), and park:
 - 4.1. Development impacts on the lot’s resources and/or park amenity are minimized; and
 - 4.2. In the event of anticipated development impacts, mitigation and/or compensation are provided, as determined to the satisfaction of the City.
5. **Landscape & Tree Protection:** Submit 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 or as otherwise determined to the satisfaction of the Director of Development and Senior Manager, Parks. (NOTE: In the event that the developer does not undertake construction of the subject site and makes a formal request in writing to the City for the cancellation of the Development Permit issued in respect to that construction, which would require Council approval if the permit was not expired, the applicable landscape bond would be released.)

The Landscape Plan should, among other things, identify protected trees (together with tree protection fencing requirements) and replacement tree planting on and around the subject site (based on the City-approved tree replacement plan), including at a minimum:

Bylaw-Size Trees (20 cm DBH min.)	Existing Trees	Trees Retained	Trees Relocated	Trees Proposed for Removal & Replacement		
				# Trees Removed	Replacement Trees	Deciduous Min. Caliper / Coniferous Min. Height
▪ On-Site (Deciduous)	11	0	0	11	22	4 @ 6 cm / 14 @ 9 cm / 4 @ 10 cm
▪ On-Site (Coniferous)	12	0	0	12	24	2 @ 4 m / 8 @ 5 m / 6 @ 5.5 m / 8 @ 6 m
▪ On-Site (Cedar hedge)	+/-57	0	0	+/-57	57	Low-growing hedge
▪ Off-Site (Gilbert Road)	1	1	0	Tree protection required for City tree as per City bylaw		
Total	81	1	0	80	103	-

- 5.1. **Replacement of On-Site Bylaw Trees:** If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/replacement tree to the City’s Tree Compensation Fund for off-site planting is required.
- 5.2. **Cedar Hedge Replacement:** The existing cedar hedge shall be replaced with a new evergreen hedge incorporating a minimum of 57 trees and extending from Gilbert Road to Hollybridge Way along/near the south property line of 5440 Hollybridge Way. The purpose of the new hedge is to screen views to/from the adjacent Winter Club property (5540 Hollybridge Way) until that site is redeveloped and screening is no longer desired (i.e. due to new landscaping and/or architectural features). Landscape design and installation of the hedge shall be managed, to the satisfaction of the Director of Development and Senior Manager, Parks, via:

- 5.2.1. At Lot 1 (east of Pearson Way): Lot 1 Development Permit* landscape design and bond; and
- 5.2.2. At the south side of Pearson Way (west of Lot 1): Lot 1 Servicing Agreement* and Letter of Credit for the design and construction of Pearson Way, required in respect to the Lot 1 Development Permit*. Hedge height along Pearson Way shall not exceed 1.2 m.
- 5.3. Non-Bylaw Trees: In addition to the bylaw-size trees identified in the table, the developer's arborist has identified a number of multi-trunk maple trees on the subject site, some of which may be suitable for transplanting. Staff have confirmed that no compensation is required for the developer's removal of these trees, but the developer is encouraged to explore on-site relocation opportunities via the Lot 1 Development Permit* process.
- 5.4. Arborist: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the City tree to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 5.5. Protective Fencing: Installation of appropriate tree protection fencing around the 1 City tree that is to be retained prior to any construction activities, including building demolition, occurring on-site.
6. On-Site Stormwater Management: Submit a report and recommendations prepared by an appropriate registered professional that demonstrates, to the satisfaction of the Director of Development, Manager, Environmental Sustainability, and Director of Engineering, that measures are incorporated into the design and construction of the subject development (in coordination with and/or independent of frontage/street works) that effectively replace/retain the stormwater management value of the existing swales along the subject site's River Road and Gilbert Road frontages that will be lost as a result of the proposed development (e.g., rain garden along Gilbert Road). Note that the City's Environmental Sustainability Division has determined, in consultation with the Department of Fisheries and Oceans (DFO), that while the existing swales have recognized stormwater management value, it is not the City's intent to designate them as Riparian Management Areas (RMA).
7. Accessible Housing: Incorporate accessibility measures in Development Permit* plans including, but not necessarily limited to, those determined via the Rezoning review process as follows:
- 7.1. 100% of affordable housing units secured via a Housing Agreement must meet Basic Universal Housing standards (as defined under the Zoning Bylaw).
8. Parking Strategy: Submission of a parking strategy demonstrating the subject development's compliance, on a lot-by-lot basis, with the Zoning Bylaw in respect to Transportation Demand Management (TDM) measures and related parking relaxations (i.e. up to a 10% reduction in the minimum number of required spaces), as determined to the satisfaction of the City. In addition to Temporary Frontage Improvements along the Gilbert Road frontage of 5540 Hollybridge Way (as required prior to rezoning adoption), TDM measures shall include, but may not be limited to, the following:
- 8.1.1. For non-residential uses, one end-of-trip facility for each gender for each lot. The minimum requirements for each facility are: shower, change room, wash basin (with grooming station, counter, mirror and electrical outlet), handicapped accessible toilet and lockers. The end-of-trip facilities are to be accessible to all commercial tenants of each lot.
- 8.1.2. Electric Vehicle Plug-In Service:
- For residential: 120V and/or 240V service (as determined by the developer) shall be provided for 20% of parking stalls;
 - For commercial: 240V service shall be provided for 10% of parking stalls; and

- For bikes: 120V service shall be provided for 5% of bike racks or one per bike storage compound, whichever is greater.

8.1.3. Temporary Frontage Improvements along the 5540 Hollybridge Way Gilbert Rd frontage as identified in rezoning consideration 18 identified above.

9. Construction Parking and Traffic Management Plan: Re-submission of a Construction Parking and Traffic Management Plan to the Transportation Division, together with updated/revised information, as determined via the Development Permit* review and approval processes. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.
10. Additional Requirements: Discharge and register additional right-of-ways and legal agreements (e.g., cross-access easements or statutory right-of-ways to facilitate shared use of parking garage circulation), as determined to the satisfaction of the Director of Development and Director of Engineering.

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

1. Construction Parking and Traffic Management Plan: Submissions of a Final Construction Parking and Traffic Management Plan to the Transportation Division. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.
2. Accessible Housing: Incorporation of accessibility measures in Building Permit* plans as determined via the Rezoning and/or Development Permit* processes (e.g., Basic Universal Housing, convertible housing).
3. Aircraft Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit* approval processes have been incorporated satisfactorily in the Building Permit* drawings and specifications.
4. Industrial/Commercial Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit* approval processes have been incorporated satisfactorily in the Building Permit* drawings and specifications.
5. Latecomer Charges: If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Construction Hoarding: Receipt of a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit*. For additional information, contact the Building Approvals Division at 604-276-4285.
7. Servicing Agreement (SA)*: Entrance into SAs* on a lot-by-lot basis, secured via Letter(s) of Credit, in respect to the Engineering SA* Requirements and Transportation SA* Requirements and their respect phasing, as set out in the "prior to rezoning section" of this document.

NOTE:

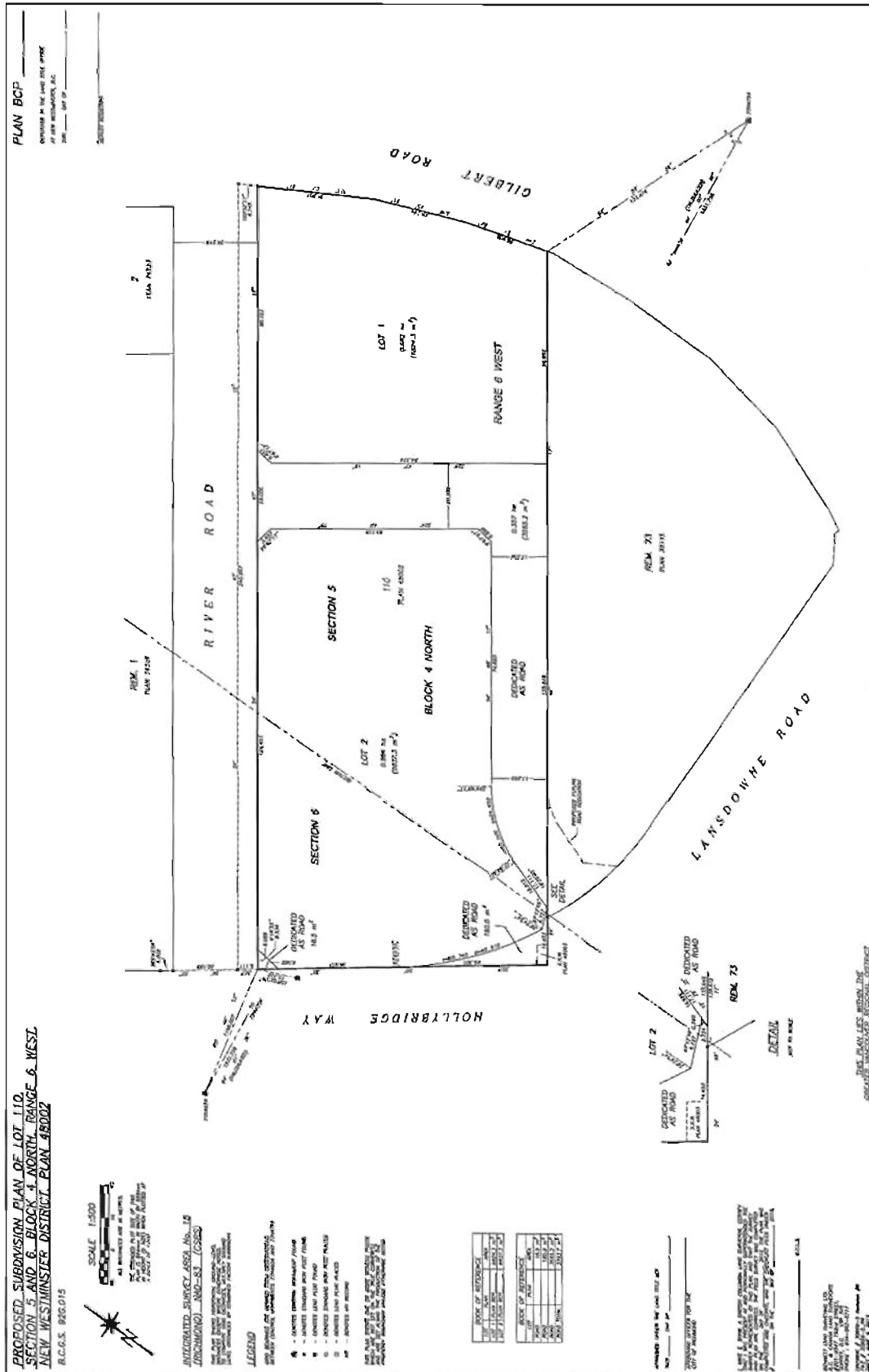
- a) Items marked with an asterisk (*) require a separate application.
- b) Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.
- c) All 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.
- d) The preceding agreements shall provide security to the City, including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

Signed copy on file

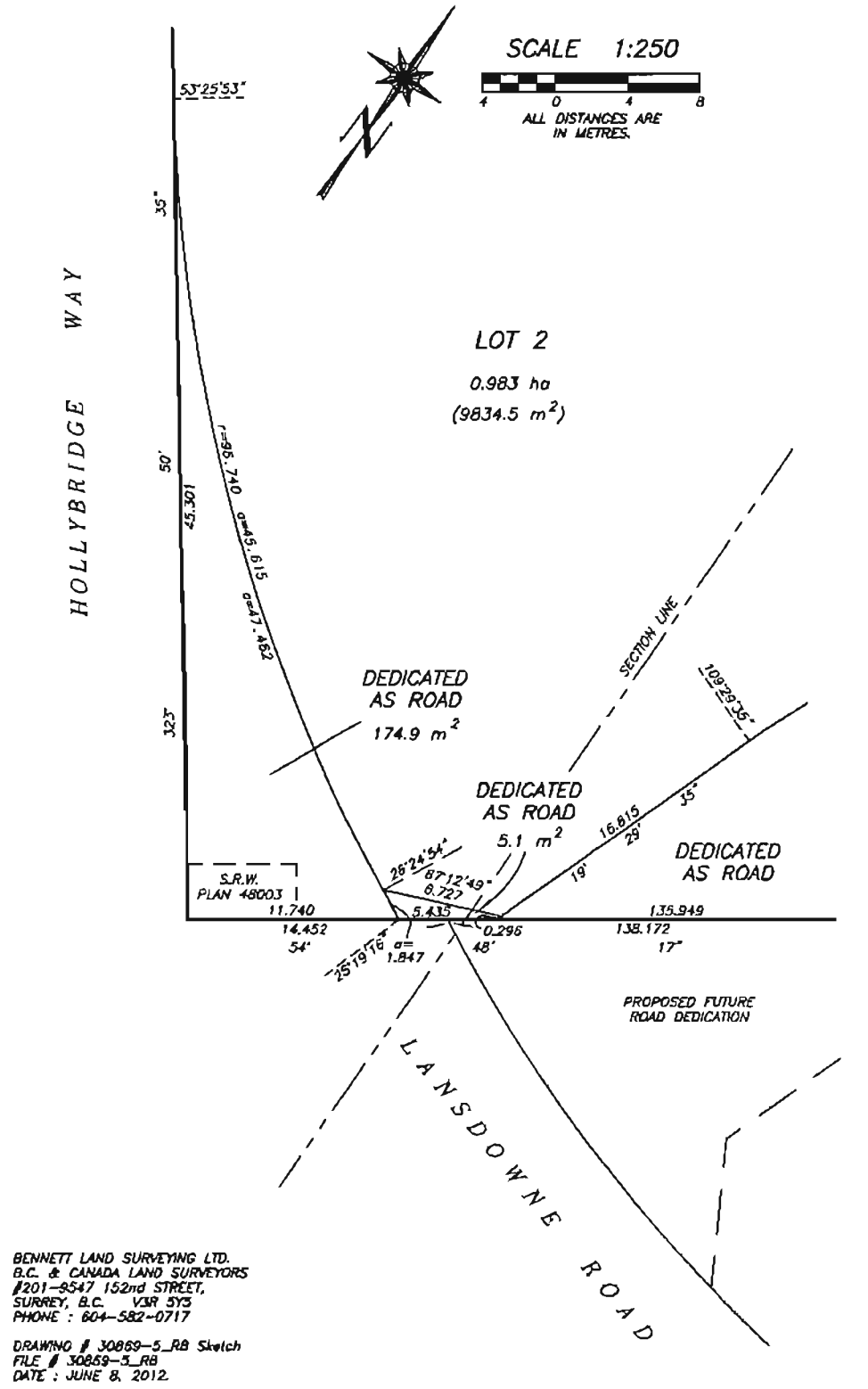
Signed _____

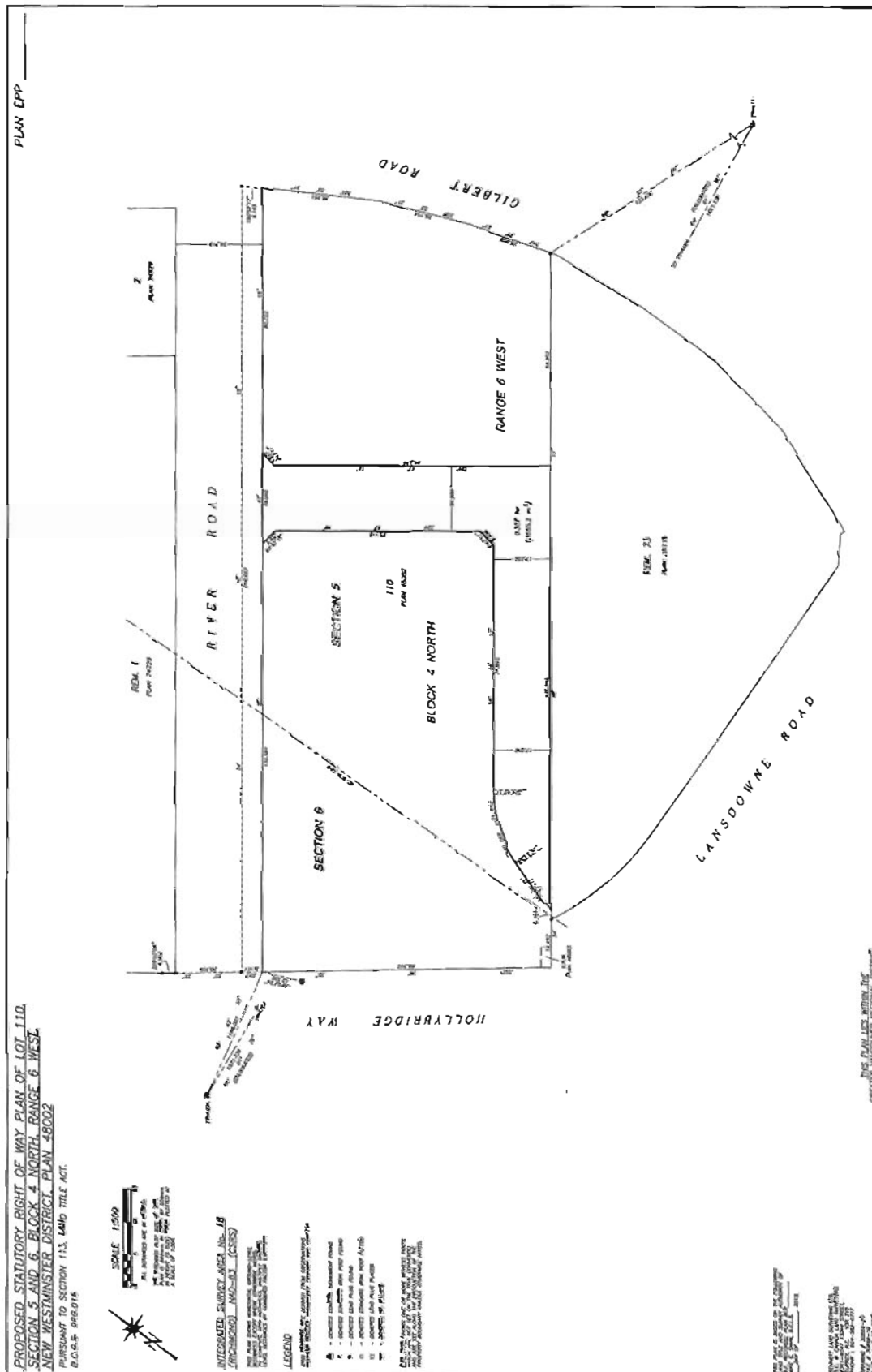
Date _____





DETAIL OF PROPOSED ROAD DEDICATION
AREA BREAK DOWN





PLAN EPP20397

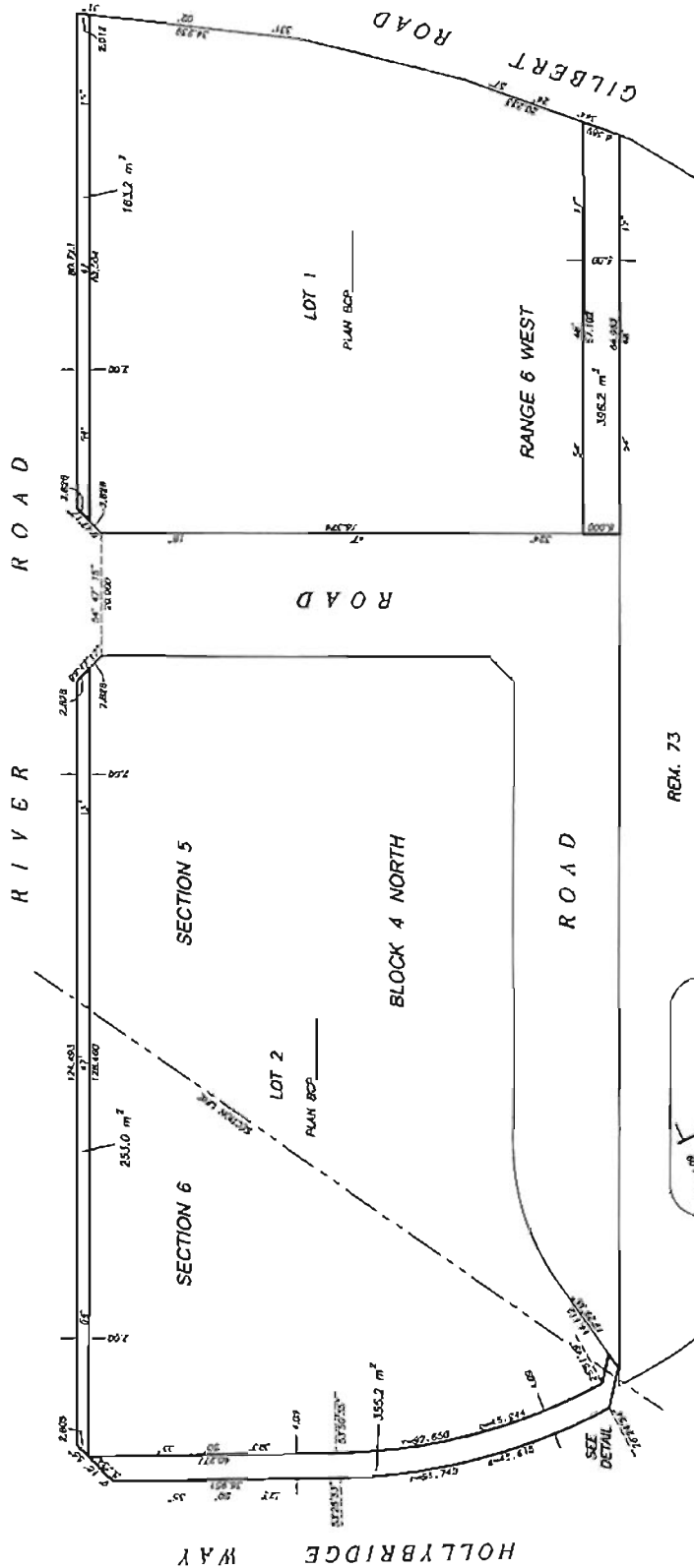
**PROPOSED EXPLANATORY PLAN OF STATUTORY
RIGHT OF WAY OF PART OF LOTS 1 AND 2,
SECTION 5 AND 6, BLOCK 4 NORTH, RANGE 6 WEST,
NEW WESTMINSTER DISTRICT, PLAN BCP
PURSUANT TO SECTION 99(1)(e), LAND TITLE ACT.
B.C.G.S. 926.015**

BOOK OF REFERENCE		
LOT	PLAN	AREA
1	BCP	163.2 m ²
2	BCP	255.0 m ²
TOTAL LOT 1		418.2 m ²
1	BCP	255.0 m ²
2	BCP	255.0 m ²
TOTAL LOT 2		510.0 m ²

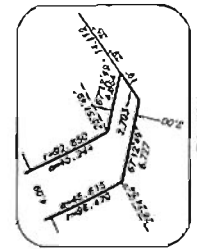
INTEGRATED SURVEY AREA No. 18
(RICHMOND) NAD-83 (CSRS)

LEGEND

200 METERS ARE SHOWN
FROM PLAN NO. 7



REA. 73
PLAN 36115



THIS PLAN IS BASED ON THE FOLLOWING
LAND TITLE AND SURVEY INFORMATION OF
THE DISTRICT OF NEW WESTMINSTER
B.C. LAND TITLE ACT
DATE: 1. JUNE 15, 2012

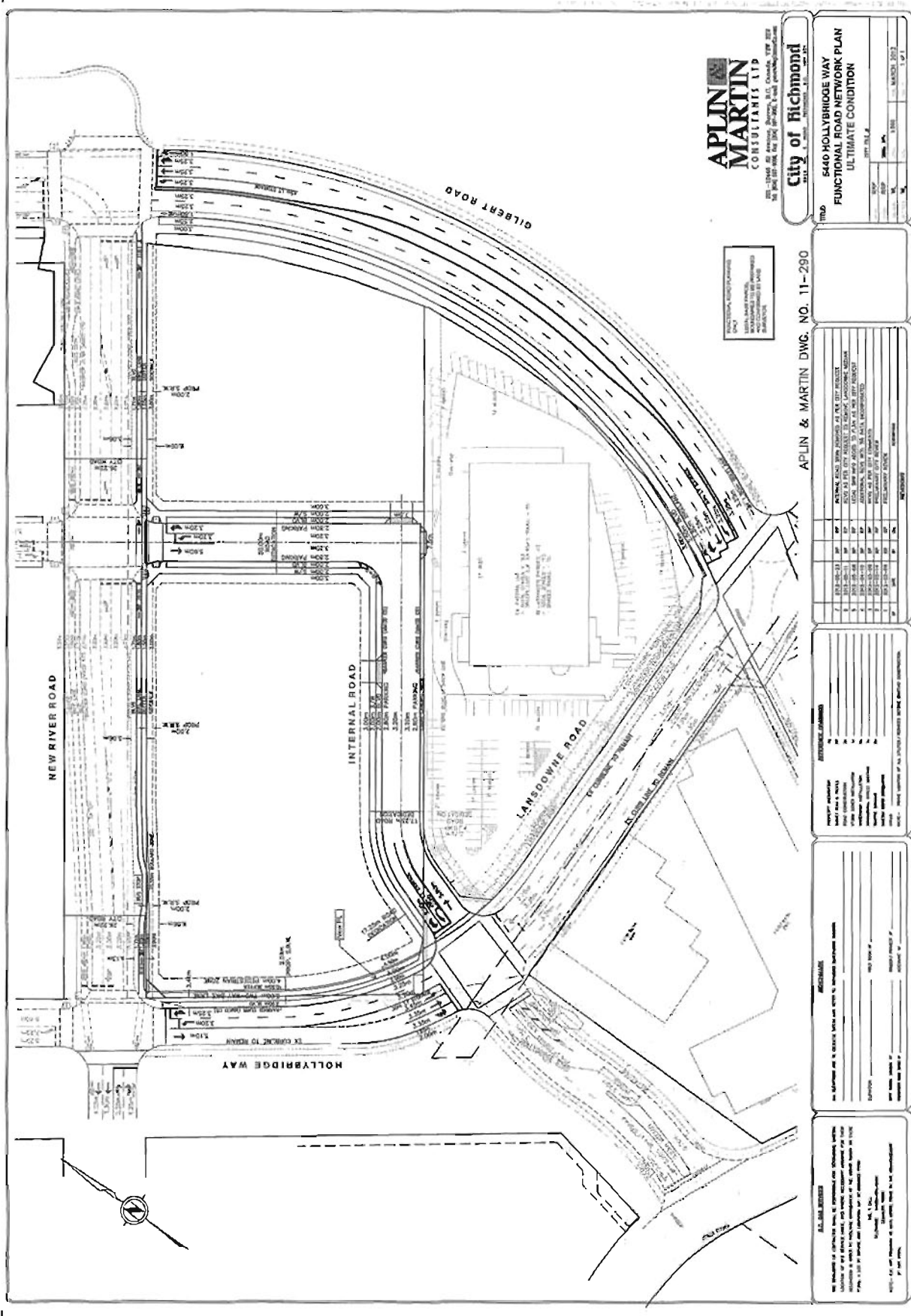
SEYMOUR LAND SURVEYING LTD.
S.L. & CANADA LAND SURVEYORS
100-1000 150th Street
SURREY, B.C. V3R 1G5
PHONE: 604-582-0717
FAX: 604-582-0717

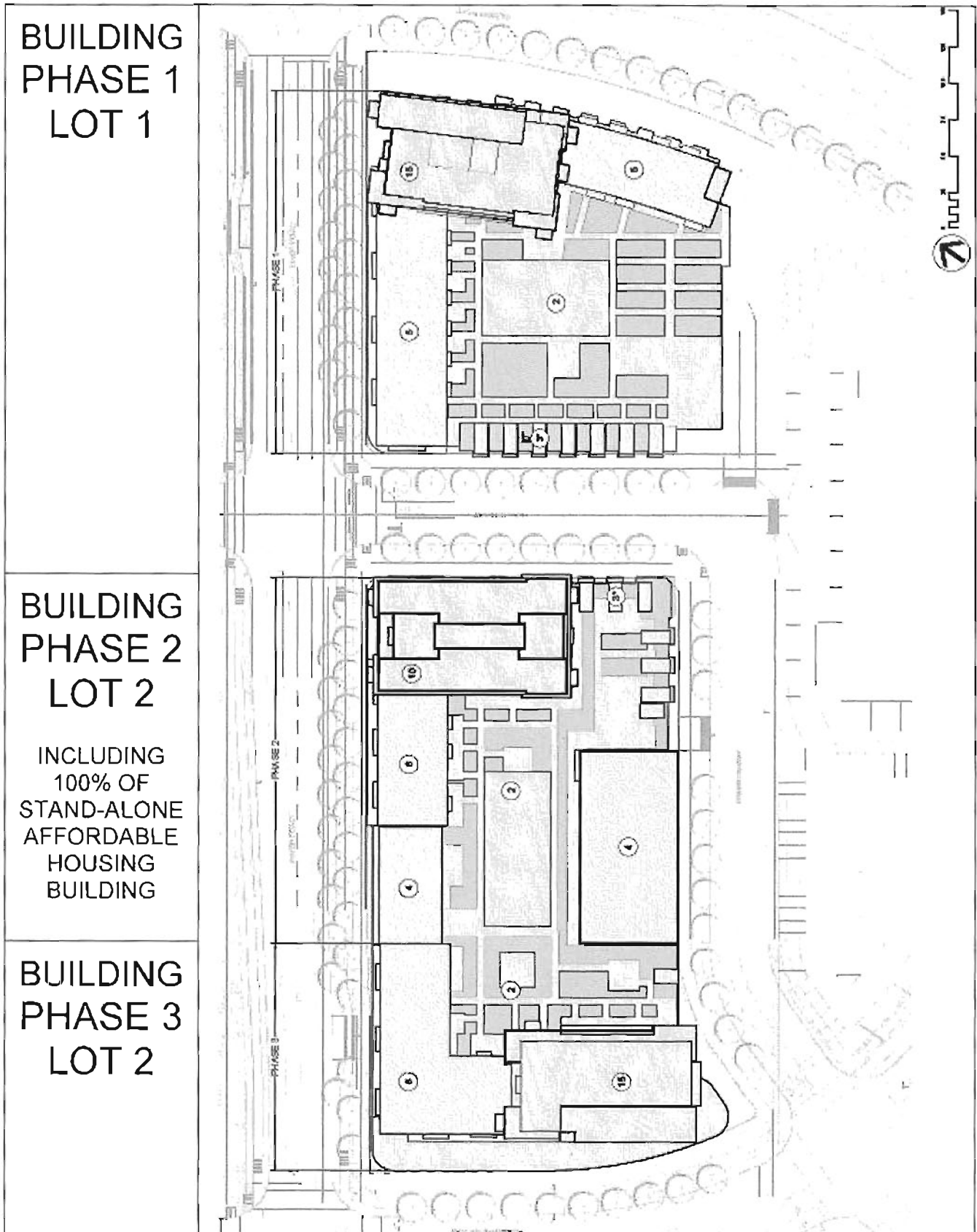
PROJECT: 2009-09-01
PLAN: 2009-09-01
DATE: 1. JUNE 15, 2012

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

Schedule D

Preliminary Functional Road Plan







**Richmond Zoning Bylaw 8500
Amendment Bylaw 8879 (09-506904)
5440 HOLLYBRIDGE WAY**

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

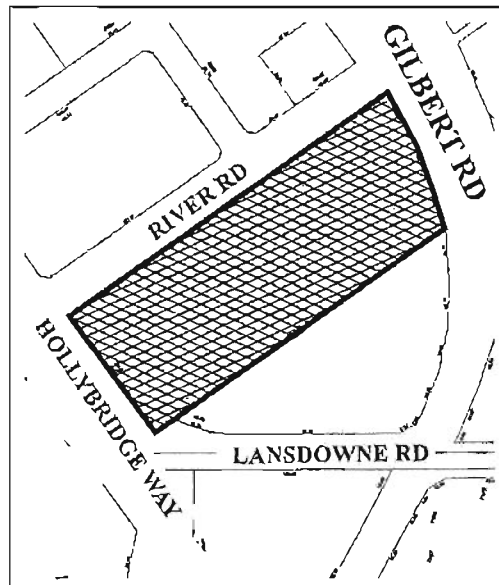
1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - 1.1. Deleting the following statement from Section 9.4.4.5:

“so as to increase the maximum **floor area ratio** to 2.0 or 2.5 respectively,”
 - 1.2. Inserting Section 9.4.4.6 as follows:

“6. Notwithstanding Section 9.4.4.3, for the RCL3 **zone** the maximum **floor area ratio** for the net **site area** of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.463, provided that the **owner**:

 - a) complies with the conditions set out in either paragraph 9.4.4.3(a) or (b); and
 - b) dedicates not less than 3,862.9 m² of the **site** as **road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it **RESIDENTIAL/LIMITED COMMERCIAL (RCL3)**.

P.I.D. 001-794-884

Lot 110 Sections 5 and 6 Block 4 North Range 6 West Westminster District Plan 48002

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8879**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON



SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED by 
_____	APPROVED by Director of Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee **Date:** June 29, 2012
From: Brian J. Jackson, MCIP **File:** RZ 11-588104
Director of Development
Re: **MATTHEW CHENG ARCHITECT INC.** has applied to the City of Richmond for permission to rezone 9000 General Currie Road "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)" in order to develop an 8 unit, 3 Storey Townhouse development.

Staff Recommendation

That Bylaw No. 8906 for the rezoning of 9000 General Currie Road from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.

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

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

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to rezone 9000 General Currie Road (**Attachment 1**) from “Single Detached, (RS1/F)” to a “Medium Density Townhouses (RTM3)” to permit the construction of 8 residential townhouse units (**Attachment 2**).

Findings Of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: Across General Currie Road, at 7393 Turnill Street, a 45 unit, 3 storey Townhouse complex zoned “Town Housing (ZT50) – South McLennan (City Centre)”.

To the East: At 9060 General Currie Road, a 9 unit, 3 storey Townhouse complex, zoned “Town Housing (ZT45) – Gilbert Road, Acheson – Bennett Sub-Area, St. Albans, South McLennan (City Centre)”.

To the South: At 7533 Turnill Street, a 15 unit, 3 storey Townhouse complex zoned “Town Housing (ZT55) – South McLennan (City Centre)”.

To the West: Across Garden City Road, a 3 unit, 3 storey townhouse complex at 7511 Garden City Road zoned “Town Housing (ZT45) – Gilbert Road, Acheson – Bennett Sub-Area, St. Albans, South McLennan (City Centre)”; and
Across Garden City Road, a Single Family Dwelling at 7351 Garden City Road, zoned (Single Detached (RS1/E))”.

Related Policies and Studies

Official Community Plan

OCP designation: City Centre Area, McLennan South Sub-Area Plan, Schedule 2.10D.

McLennan South Sub-Area Plan

- Residential, Townhouse up to 3 Storeys over 1 parking level, Triplex, Duplex, Single Family 0.75 base FAR (**Attachment 4**).

This eight (8) unit townhouse proposal will provide a density of 0.75 FAR, meeting the base density of the area plan. To satisfy the density requirements of the RTM3 zone, the applicant is providing a voluntary contribution to the Affordable Housing Strategy Reserve fund. In addition, the applicant is providing frontage improvements to both General Currie Road and Garden City Road.

Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development, but no communication has been received to date. Should this application receive first reading, a public hearing will be scheduled.

Staff CommentsTransportation and Site Access

- Vehicular access to and from the site is from General Currie Road. A covenant is to be registered on title to ensure vehicle access is provided off General Currie Road only and not Garden City Road.
- The registration of a 5.0 meter wide Public Access Right-of-Way is required running along the entire length of the site beside Garden City Road. The purpose of this ROW is to facilitate the frontage improvements of the site to include a public sidewalk, grass and treed boulevard and a curb and gutter. The ROW will also serve to widen the existing sanitary ROW which runs parallel with Garden City Road.
- Off-street parking for the proposal is provided in each unit by a combination of one and two-car garages at grade with all two car garages providing side-by-side parking configurations. Visitor parking is supplied by two (2) visitor stalls, including one stall for handicapped parking. The number of stalls meet the requirements of Zoning Bylaw 8500.
- With the exception of the four (4) units that have direct pedestrian access to Garden City Road and the one (1) unit accessing General Currie Road, pedestrian access to the site is shared with the vehicular access point and then follows the internal drive-aisle to the individual units. To add an additional safety feature to pedestrians using the site, staff have asked the applicant to consider using methods to give a better sense of territory for pedestrians who use the site.
- A four (4) meter by four (4) meter triangular corner cut is to be dedicated at the corner of General Currie Road and Garden City Road.

Proposed Site Assembly

The subject property is a stand alone site as it is surrounded by either roads or existing townhouse developments that were built in the past eight (8) years. No additional land is available for this proposal.

Previous rezoning and development permit applications

This site has seen a previous application for both rezoning (RZ 01-192664) and Development Permit (DP 02-218738) for the purpose of developing seven (7), three (3) storey townhouse units, but there was little activity on the applicant's side to proceed with these applications after the rezoning application received third reading, resulted in their cancellation in February 2011. The site has remained vacant during this time.

New ownership of the site and the desire to proceed with a townhouse development resulted in the current application.

Trees

The subject site contains no on-site or off-site trees that would affect the proposed development application. A review of the property's history could not find any information of tree removal

prior to or after the approval of the City's Tree Protection Bylaw (Bylaw 8057) in May of 2006 which requires a permit to remove trees of a certain size.

While the City's replacement policy of 2:1 would not apply in this situation, it is anticipated that the forthcoming Development Permit for this townhouse proposal will contain new tree plantings in its landscaping plan to compliment the project.

Amenity Space

An outdoor amenity space is proposed to be located at the southeast corner of the site where it is anticipated to get the most sunlight of other available locations on the property. Little detail is provided at this time as to the proposed use of this space, but a more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor space is being proposed, but a voluntary cash-in-lieu contribution of \$8,000.00 will be paid prior to final adoption of this application.

Analysis

Proposed Zoning to Medium Density Townhouses (RTM3)

The proposed rezoning from RS1/F to RTM3 represents an increase to density for residential use. The submitted information is in conformance with the South McLennan Sub-Area Plan in its transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of apartment and townhouse buildings. No amendment is required to the OCP as the proposal meets the South McLennan Sub-Area Plan parameters as well as the designation of the Land Use Map ('Residential, Townhouse up to 3 Storeys over 1 parking level, Triplex, Duplex, Single Family 0.75 base FAR) (**Attachment 4**).

The applicant is proposing a townhouse development with an FAR below the allowable density of 0.75, to a density of 0.70. The Medium Density Townhouse zone (RTM3) can achieve the 0.70 FAR the developer proposes with a voluntary contribution to the Affordable Housing Reserve Fund in accordance with the Zoning Bylaw (Bylaw 8500), otherwise the maximum allowable density is 0.40 FAR. The applicant is aware of this and is willing to make that contribution to achieve the higher density.

Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy as well as to achieve the density bonusing provision outlined in the RTM3 zone. The contribution is to be provided prior to the adoption of the rezoning application.

With respect to townhouse developments, the Zoning Bylaw and the Affordable Housing Strategy specifies that a voluntary cash contribution of two dollars (\$2.00) per buildable square foot will be welcomed to the affordable housing reserve fund. The total payable contribution in this 8 unit proposal would come to \$19,530.03.

Public Art

In accordance with the City's Public Art policy, no provision of public art or a voluntary cash contribution in lieu of providing public art is necessary for this eight (8) unit townhouse proposal, if the application is for less than 10 townhouse units.

Design

The three-storey proposal meets the intent and requirements of the neighbourhood plan. More detail regarding the form and character of the proposal will follow during the Development Permit application process.

Parking

The submitted proposal meets the number of off-street parking stalls in accordance with the Parking and Loading requirements of Zoning Bylaw 8500. A total of 14 stalls are being proposed with 12 proposed for residents, using a combination of single car garages and side-by-side double car garages attached to the units. Bicycle parking is also being proposed to provide space for short and long term bicycle parking

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. Upgrades are required to the storm system along General Currie Road and an additional hydrant is required to meet the 75 meter spacing for multi-family areas. No upgrades to the sanitary are necessary.

Servicing Agreement

A Servicing agreement will be required to ensure frontage works along the front of Garden City Road and General Currie Road are done to City standards. Such works include:

- Garden City Road: working within the 5.0 meter wide PROP, a 3.0 meter sidewalk, landscaped boulevard, and the extension of the curb and gutter from the property to the south at 7533 Turnill Street;
- General Currie Road: a 1.75 meter wide sidewalk, landscaped boulevard and the extension of the curb and gutter from the property to the east at 9060 General Currie Road; and
- Upgrades to the storm system along General Currie Road, fronting this site.

Details of the sidewalk improvement is to correspond with works done at 7533 Turnill Street (SA 04-266458) and 7393 Turnill Street (SA 07-391164).

The agreement will also identify how the site will be serviced to accommodate the eight (8) townhouse units.

Development Permit

A separate Development Permit application is required with a specific landscaping plan to include the following:

1. Design of the outdoor amenity area.
2. Overall appropriateness of the landscaping plan, including how the proposed grades will ensure the survival of the three on-site trees that are to be retained.
3. Form and character of the townhouse units and how they address adjacent properties.
4. Design of the Garden City greenway, contained within the 5.0m wide ROW fronting Garden City Road

Financial Impact

None.

Conclusion

The proposed eight (8) unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the Medium Density Townhouses (RHM3) zone for the South McLennan neighbourhood plan. Staff contend that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommends that rezoning application RZ 11-588104 proceed to first reading.



David Johnson
Planner
(604-276-4193)

DJ:cas

List of Attachments

Attachment 1	Location Map, Zoning Site Map, Site Context and Aerial View of the Site
Attachment 2	Site Plan and Preliminary Architectural Drawings
Attachment 3	Development Application Data Sheet
Attachment 4	McLennan South Sub-Area Land Use Map
Attachment 5	Conditional Rezoning Requirements



City of Richmond

**PROPOSED
REZONING**

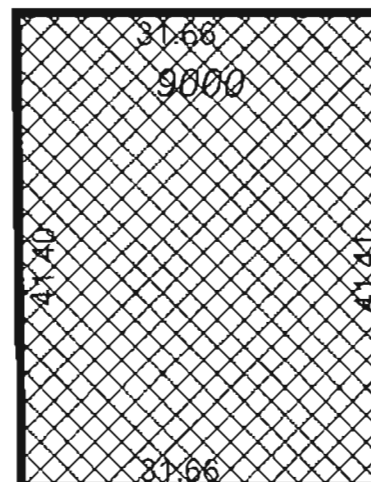
GENERAL CURRIE RD

GARDEN CITY RD

BLUNDELL RD

GARDEN CITY RD

GENERAL CURRIE RD



7393

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40.24

9060

9060

40.23

92.01

7533

3.36

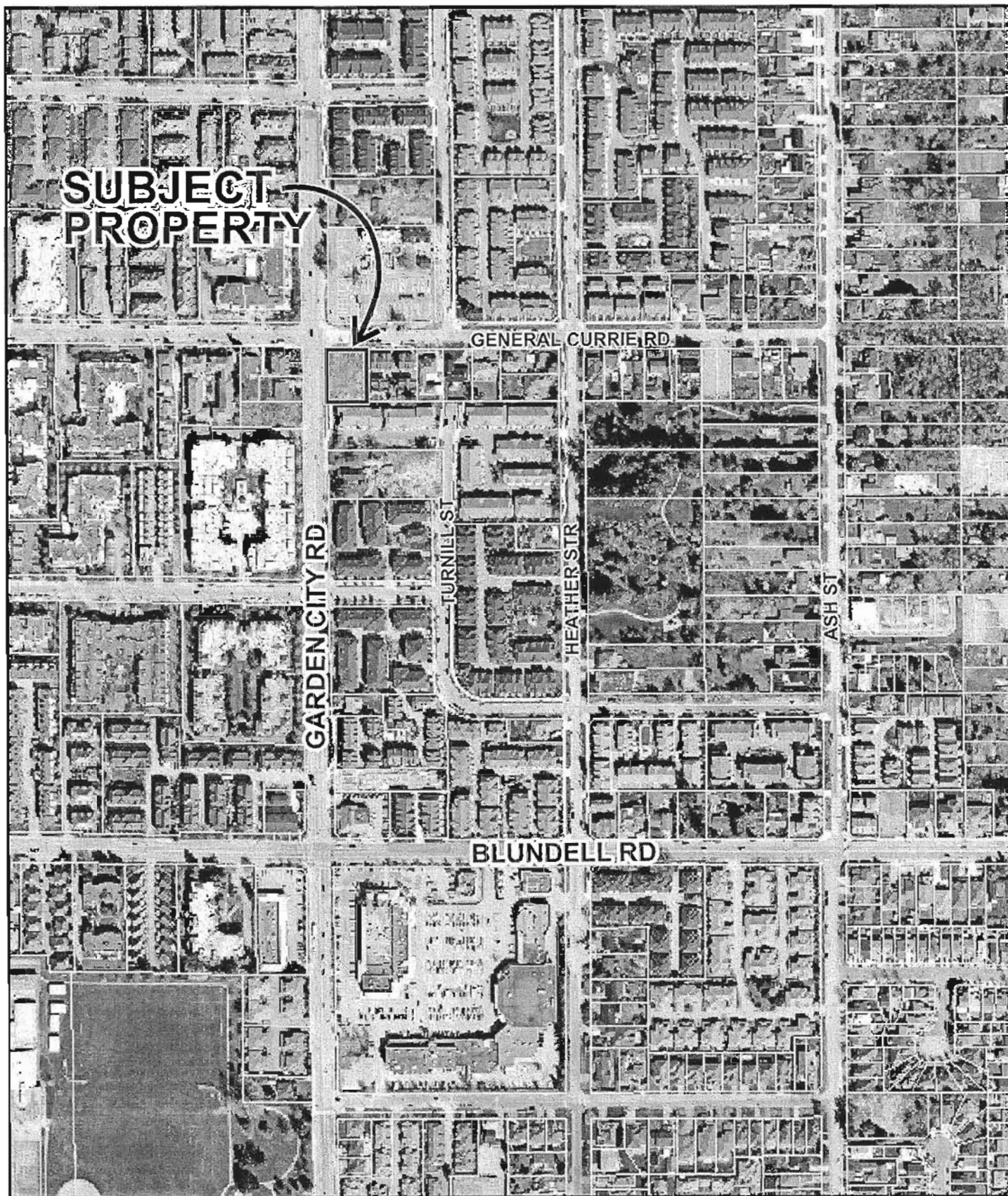


RZ 11-588104

Original Date: 09/14/11

Revision Date:

Note: Dimensions are in METRES



RZ 11-588104

PLN - 82

Original Date: 09/15/11

Amended Date:

Note: Dimensions are in METRES

[illegible]

1

SITE PLAN

PLN - 83



MATTHEW QIENG
ARCHITECT INC.

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VICTORIA, BC V8W 2E1
TEL: 250-383-1111
WWW.MATTHEWQIENGARCHITECT.COM

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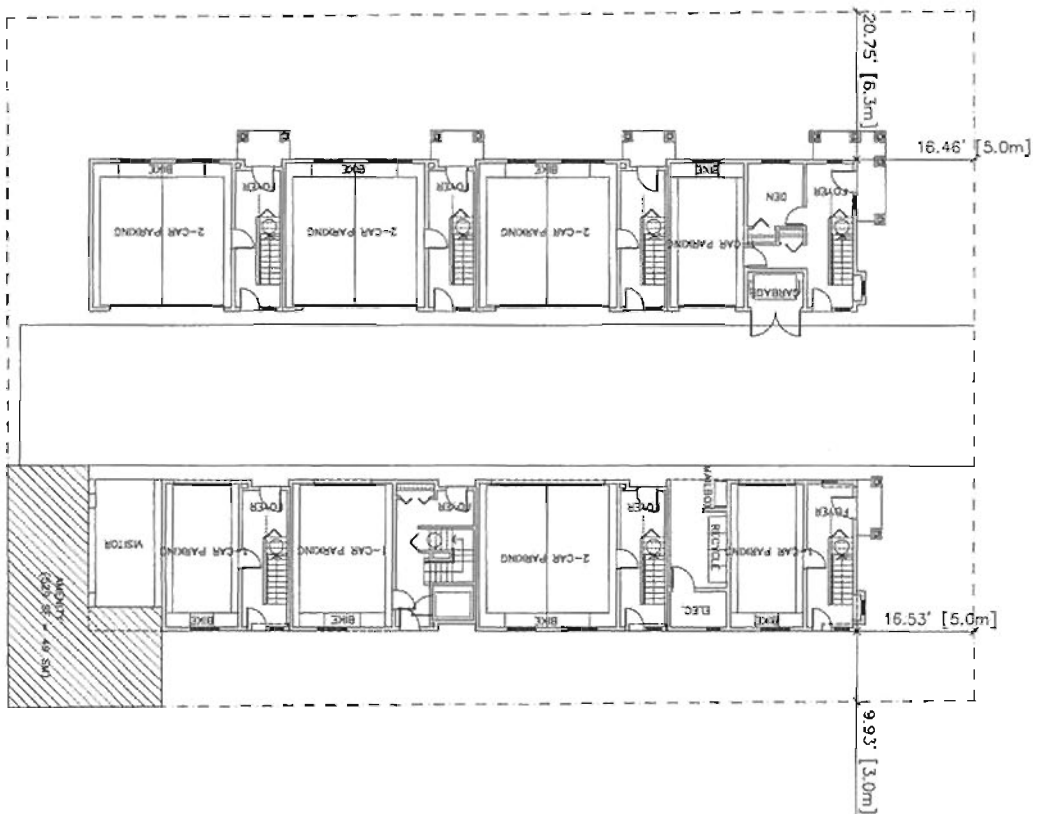
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BY: M. QIENG

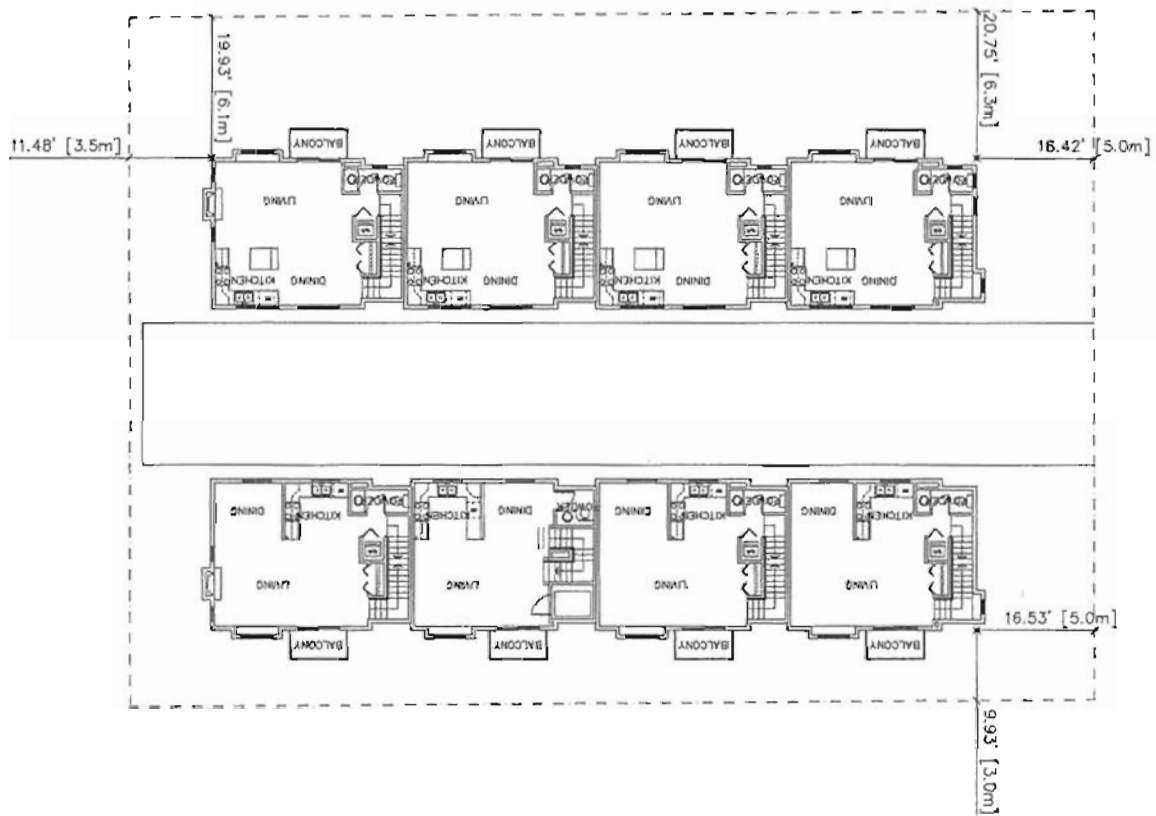
PROJECT NAME

8-UNIT TOWNHOUSE
9000 GEN CURRIE RD.
RICHMOND, B.C.

GROUND FLOOR PLAN

Scale:	1/8" = 1'-0"
North Arrow:	
Project Number:	A02
Revision:	
Drawn By:	M. QIENG
Check By:	M. QIENG
Date:	10/10/2019





MATTHEW CHENG
ARCHITECT INC.

1000 SHEPPARD AVE. E. SUITE 100
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WWW.MATTHEWCHENGARCHITECT.COM

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Project Name: 8-UNIT TOWNHOUSE

Project No: 2010001

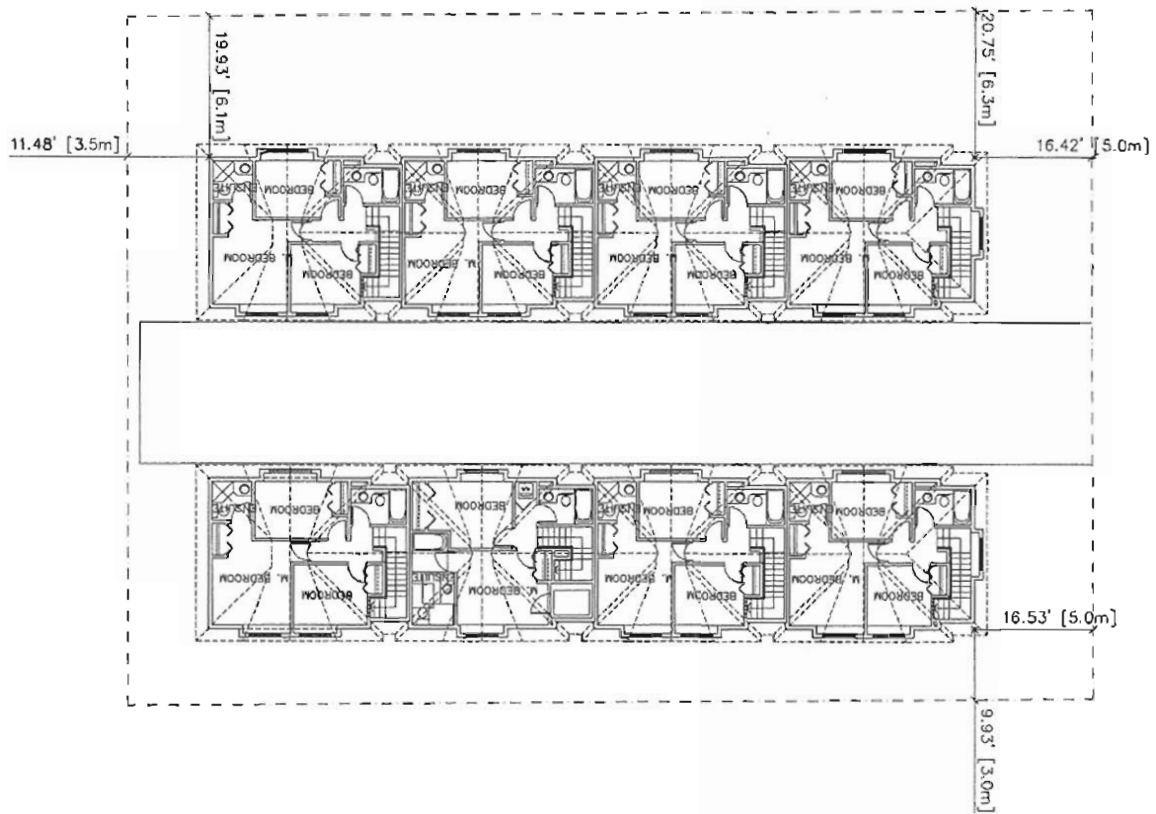
Client Name:

Project Title:

8-UNIT TOWNHOUSE
9000 GLEN CLIFF RD.
RICHMOND, B.C.

Sheet Title:
MAIN FLOOR PLAN

Scale:	1/8" = 1'-0"
Drawn By:	Matthew Cheng
Checked By:	Matthew Cheng
Project Manager:	Matthew Cheng
Architect:	Matthew Cheng
Project No:	2010001
Sheet No:	A03



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By: [Signature] Date: 02/20/2012

Comments:

8-UNIT TOWNHOUSE
3000 GEN CURRIE RD.
RICHMOND, B.C.

Upper Floor Plan

Drawn by:	Checked by:	Scale:	Project Number:
01/10/2012	01/10/2012	1/8" = 1'-0"	1000
01/10/2012	01/10/2012		
01/10/2012	01/10/2012		

A04

WEST BUILDING



EAST ELEVATION



NORTH ELEVATION (GENERAL CURRIE)

SOUTH ELEVATION



WEST ELEVATION (GARDEN CITY)

EAST BUILDING



EAST ELEVATION

SOUTH ELEVATION



NORTH ELEVATION (GENERAL CURRIE)



WEST ELEVATION



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City of Richmond

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

Development Application Data Sheet

RZ 11-588104

Address: 9000 General Currie Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): City Centre – McLennan South Sub-Area (Schedule 2.10D)

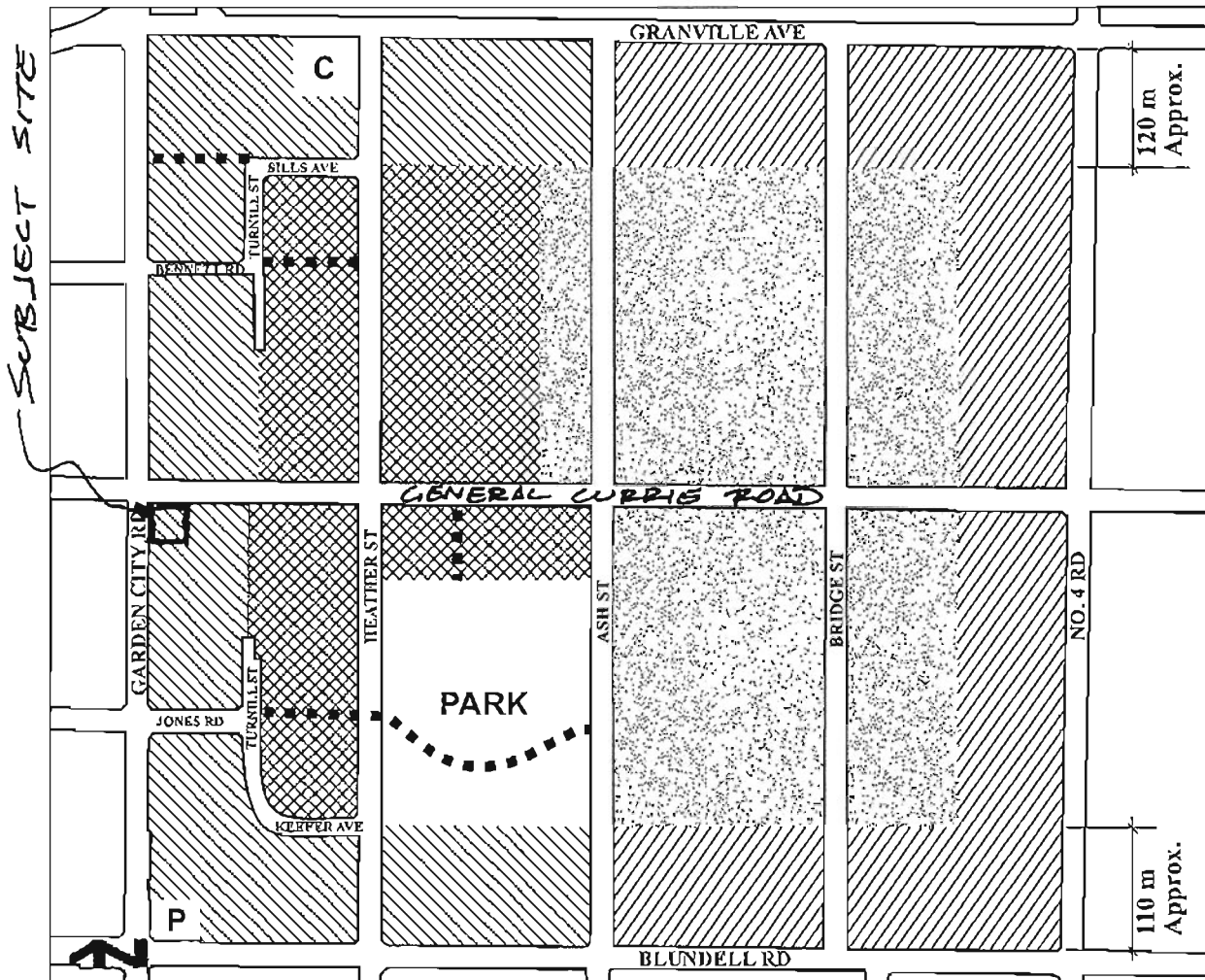
	Existing	Proposed
Civic Address:	9000 General Currie Road	To Be Determined
Owner or Applicant:	Matthew Chen Architect Inc.	No Change
Site Size (m²):	1,228.2m ²	No Change
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single Family. 0.75 base FAR	No Change
Zoning:	Residential Single Detached (RS1/F)	Medium Density Townhouses (RTM3) Permits Townhouses at 0.75 F.A.R. with a contribution to the Affordable Housing reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	8 Townhouse Units on a consolidated lot.

	RTM3 Zone Requirements	Proposed	Variance
Density (FAR):	Site Area = 1,220.23m ² (0.70) = 854.2m ² Max.	851.8m ² (0.698 FAR)	none permitted
Lot Coverage – Building:	40% Max.	34.3%	none
Lot Width (General Currie Road):	40.0m	31.7m	8.30m
Lot Depth (Garden City Road):	50.0m	41.4m	8.60m
Lot Area:	N/A	1,220.23m ²	N/A
Setback: General Currie Road:	6.0m Min.	5.0m	1.0m
Setback: Garden City Road:	6.0m Min.	8.1m	none

	RTM3 Zone Requirements	Proposed	Variance
Setback (east)	3.0m Min.	3.03m	none
Setback (south)	3.0m Min.	3.50m	none
Height:	12.0m Min.	11.14m	none
Minimum off-street Parking Requirements:	12 Resident <i>plus</i> 2 Visitor 14 spaces minimum	12 Resident <i>plus</i> 2 Visitor 14 spaces	none
Tandem Parking Spaces:	No tandem parking for townhouses	None	None
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment totalling \$8,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 8 units = 48.0m ²	49.0m ²	none

City of Richmond

Land Use Map

Bylaw 7892
2005/04/18

Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

Trail/Walkway

C Church

P Neighbourhood Pub

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

**Conditional Zoning Requirements
9000 General Currie Road
RZ 11-588104**

Prior to adoption of Zoning Amendment Bylaw 8906, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. The granting and registration of a 5.0 meter wide statutory Public Right Of Passage (PROP) and servicing (SROW) right-of-way, running within the property and parallel with the Garden City Road property line for the purpose of designing, constructing and maintaining works associated with the Servicing Agreement (Garden City Road works only) as outlined in part 8 of these considerations.
2. Registration of a flood indemnity covenant on title.
3. A 4 meter by 4 meter triangular corner cut land dedication for road at the corner of Garden City Road and General Currie Road.
4. Registration of a legal agreement on title ensuring that the only means of vehicle access is to General Currie Road and that there be no access to Garden City Road.
5. Contribution of \$1,000.00 per dwelling unit (e.g. \$8,000.00) in-lieu of on-site indoor amenity space to go towards development of public indoor amenity spaces.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$19,530.03) to the City's affordable housing fund.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement* for the design and construction of frontage works along both Garden City Road and General Currie Road to City standards. Works include, but may not be limited to:
 - a) Upgrade the existing 525mm diameter storm sewer along General Currie Rd from existing manhole STMH5023 (approx. 13m east of east property line) to existing manhole STMH1094 (Garden City Rd) with a length of approx. 48 m, to 750mm diameter or the Developer may hire a consultant to complete a storm analysis to the major conveyance.
 - b) Utility connections to service the site for the proposed townhouse use.
 - c) Garden City Road (starting within the eastern edge of the 5.0 meter wide PROP as indicated in part 1 of these considerations, going west)
 - Design and construction of a 3.0 meter wide decorative sidewalk, running within the 5.0 meter PROP, along the eastern edge. Details are to match with Servicing Agreement plans SA 04-266458.
 - Landscaped boulevard to the curb and gutter which is an extension of the existing curb and gutter of 7533 Turnill Street.
 - d) General Currie Road (from the north property line, going north)
 - Design and construction of a 1.75 meter wide sidewalk at the property line.
 - Landscaped boulevard wide enough to ensure a road width along General Currie Road meets 11.2 meters and standard curb and gutter.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control

Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8906 (RZ 11-588104)
9000 GENERAL CURRIE ROAD

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**MEDIUM DENSITY TOWNHOUSE (RTM3)**".

P.I.D. 010-131-876

Lot "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 15782

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8906**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development

Date: July 3, 2012
File: RZ 11-591939

Re: Application by Traschet Holdings Ltd. for Rezoning of 9091, 9111 and 9131 Beckwith Road from "Single Detached (RS1/F)" to "Industrial Business Park (IB2)"

Staff Recommendation

That Bylaw No. 8918, for the rezoning of 9091, 9111 and 9131 Beckwith Road from "Single Detached (RS1/F)" to "Industrial Business Park (IB2)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

MM:blg
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Traschet Holdings Ltd. has applied to the City of Richmond for permission to rezone 9091, 9111 and 9131 Beckwith Road (**Attachment 1**) from “Single Detached (RS1/F)” to “Industrial Business Park (IB2)” to permit construction of two (2) light industrial buildings on a 1.1 acre (0.45 ha.) site (**Attachment 2**).

Findings of Fact

The proposed development includes two (2) equal-sized buildings each with 14,113 ft² (1,311m²) main floors and 6,367 ft² (592 m²) mezzanines, together totalling 40,960 ft² (3,805 m²). Access is provided to the central parking lot located between the two buildings from the north side of Beckwith Road. A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

Surrounding Development

To the North: The Nature’s Path cereal company building on a lot zoned “Light Industrial (IL)” and the former CPR rail right-of-way;

To the East: An older single-family home on a large lot zoned “Single Detached (RS1/F)”;

To the South: Beckwith Road and the large Costco Wholesale building and surface parking lot on a site zoned “Auto-Oriented Commercial (CA)”;

To the West: An Enterprise Rental Car outlet zoned “Auto-Oriented Commercial (CA)”.

Related Policies & Studies

Official Community Plan (OCP)

The subject site is designated “Business and Industry” in the Official Community Plan (OCP).

City Centre Area Plan (CCAP)

The Bridgeport Village Specific Land Use Map in the City Centre Area Plan (CCAP) designates the subject site and adjacent properties as “General Urban T4 (25m): Area B”, which permits light industry and accessory uses only. The site is also located within “Sub-Area A.2: Industrial Reserve – Limited Commercial” which is intended for urban business parks, including light industrial and accessory uses contained within buildings.

LEED Silver Requirement under the CCAP

Section 2.5.1 of the CCAP requires that all developments over 2000 m² (21,528 ft²) in the City Centre be LEED (Leadership in Energy and Environmental Design) Silver or equivalent (including meeting the LEED Heat Island Effect: Roof Credit and LEED Storm Water Management Credit).

The applicant has committed to meet the Canadian Green Building Council LEED Silver 2009 criteria and will have his architect submit a follow-up letter confirming that building has been constructed to meet such LEED criteria as part of the Development Permit.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw 8204. The site is located within an Area A where the minimum habitable elevation is 2.9 m (9.5 ft.) geodetic. The bylaw also includes provisions to permit habitable space, provided it is located a minimum of 0.3 m (1.0 ft.) above the highest level of the crown of Beckwith Road. A Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

OCP Aircraft Noise Sensitive Development (ANSO) Policy

The subject site is located within Aircraft Noise Sensitive Development Area 1A that prohibits all aircraft noise sensitive land use types. Thus, the developer is required to register an aircraft noise non-sensitive development covenant prior to final adoption of the rezoning bylaw.

Public Art

The City's Public Art Policy recommends that the developer make a contribution of \$8,400 towards the City's Public Art Fund based on the 2011 rate of \$0.20/ ft² applicable to industrial buildings at the time of application. The developer has agreed to make this contribution.

Ministry of Transportation and Infrastructure (MOTI)

As the proposed development is with 800 m (one-half mile) of a controlled access highway, Zoning Bylaw 8918 requires Ministry of Transportation and Infrastructure approval under Section 52 of the Transportation Act. Preliminary approval has been granted by MOTI.

Staff Comments

Site Servicing

As a condition of rezoning, the developer is required to enter into a standard Servicing Agreement for the design and construction of the sanitary upgrade, all service connections, possible water service upgrades as identified in the capacity analyses (please see **Attachment 4** for details).

With regards to sanitary servicing, an independent review of sanitary capacity requirements concludes that there is a requirement to upgrade the existing 200 mm diameter sanitary main to 375 mm diameter from a manhole located at the proposed site's east property line to a manhole located approximately 85.5 m (281 ft.) west along Beckwith Road.

Road Frontage Works and Lane

As part of the Servicing Agreement, the developer is also required to:

- Undertake Beckwith Road frontage improvements which will provide a 3.25 m (10.66 ft) curb lane, 1.8 m (5.9 ft.) bike lane, curb and 1.5 m (5.0 ft.) boulevard with grass, decorative street lights and street trees and a 2.0 m (6.6 ft.) sidewalk with driveway let-down, all to City standards. The will be a requirement to provide 2.0 m (6.6 ft) of road dedication from the entire site's frontage under a subdivision that combines the three (3) lots into one (1) parcel.
- Construct a 6.0 m (20 ft.) wide section of part of a paved lane within a (Statutory SRW) to be registered on title. This two-third (2/3) width lane section would be connected to the road network in the future when adjacent properties to the east and west construct similar sections of lane.

On-Site Tree Retention and Replacement

A Certified Arborist report, submitted by the applicant, indicates the location of 25 on-site bylaw-sized trees. The report confirms that there are the following bylaw-sized trees:

- 20 trees located on the subject property;
- Five (5) trees forming a hedge.

Given the condition of the trees along with building and parking lot coverage, no trees are being retained. Thus, the developer agreed to contribute \$15,000 to the City's Tree Compensation Fund for the on-site trees being removed. The developer will also be planting eight (8) replacement trees be planted for four (4) of the trees removed which there will be a \$4,000 security.

Off-Site Tree Retention and Replacement

The Certified Arborist report indicates the location of two (2) off-site bylaw-sized trees within the Beckwith Road Allowance. Thus, the developer agreed to contribute \$15,000 to the City's Tree Compensation Fund for the off-site trees being removed. There will also be planting of the standard off-site boulevard street trees.

Analysis

OCP and CCAP Compliance

The proposed industrial business park development is consistent with the objectives of the Official Community Plan (OCP) "Business and Industry" generalized designation land-use designation.

The project is also consistent with Bridgeport Village Specific Land Use designation in the City Centre Area Plan (CCAP) designates the subject site and above-noted properties as "General Urban T4 (25m): Area B" which permits light industry and accessory uses only with buildings not exceeding an FAR of 1.2 and maximum height of 25.0 m (82 ft). The proposed development is also consistent with the "Sub-Area A.2: Industrial Reserve – Limited Commercial" designation which permits light industrial business park uses with office and retail as accessory uses only.

Industrial Business Park (IB2) Zone

The proposed Industrial Business Park (IB2) zoning proposed under Zoning Amendment Bylaw 8918 provides for a maximum density of 1.2 FAR within the City Centre which is consistent with the above-noted CCAP policies.

Requested Variances

Based on the review of current site plan for the project, the following variances will be requested during the Development Permit application and are supported by staff subject to the necessary design elements being addressed:

- Reduction of the minimum parking lot drive aisle from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.) subject to confirmation that loading bay turning movements are adequate for 9m (30 ft.) SU9 trucks which has been supported by City Transportation staff based on the nature and scale of this development.
- Reduction of the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.). Based on the preliminary development plans provided by the developer and given that 6.0m (20 ft.) will be taken for the rear lane, staff support this proposed variance.
- Reduction of the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.) subject to review of the subject development's east wall design. Given that the developer has received letters of support from the adjacent property owners, staff does not object to this proposed variance.

Design Review and Future Development Permit Considerations

A Development Permit is required to ensure that the proposed development is sensitively integrated with adjacent developments and reflects the guidelines outlined in the CCAP for Brighthouse Village. A Development Permit application is required to be processed to a satisfactory level to satisfy considerations associated with the proposed rezoning of the site.

The following issues are to be further examined in association with the Development Permit:

- Form and character of the buildings are to appropriately address Beckwith Road, the adjacent properties and rear lane including attractive front facades with large windows, doors, cornices and possible awnings with the side elevations including elements such as cornices and attractive patterns.
- A minimum of eight (8) replacement trees are being planted as part of the on-site landscaping.

- The landscape plan will need to include the proposed grades and landscaping/low decorative walls that will screen garbage/recycling areas from view and reasonably screen parking areas from street view.
- Confirmation will be required that the development (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to be meet such LEED criteria as discussed above.

Financial Impact

None.

Conclusion

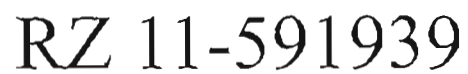
The proposed light industrial development is consistent with the objectives of the City Centre Area Plan – Bridgeport Village Specific Land Use Map and Sub-Area A.2 policies in terms of proposed land use under the Industrial Business Park (IB2) zoning and density. Overall, the project provides an appropriate fit with the newer smaller light industrial and service commercial developments within this area. Further review of the project design will be required and be completed as part of the future Development Permit process. On this basis, staff recommends that the proposed rezoning be approved.



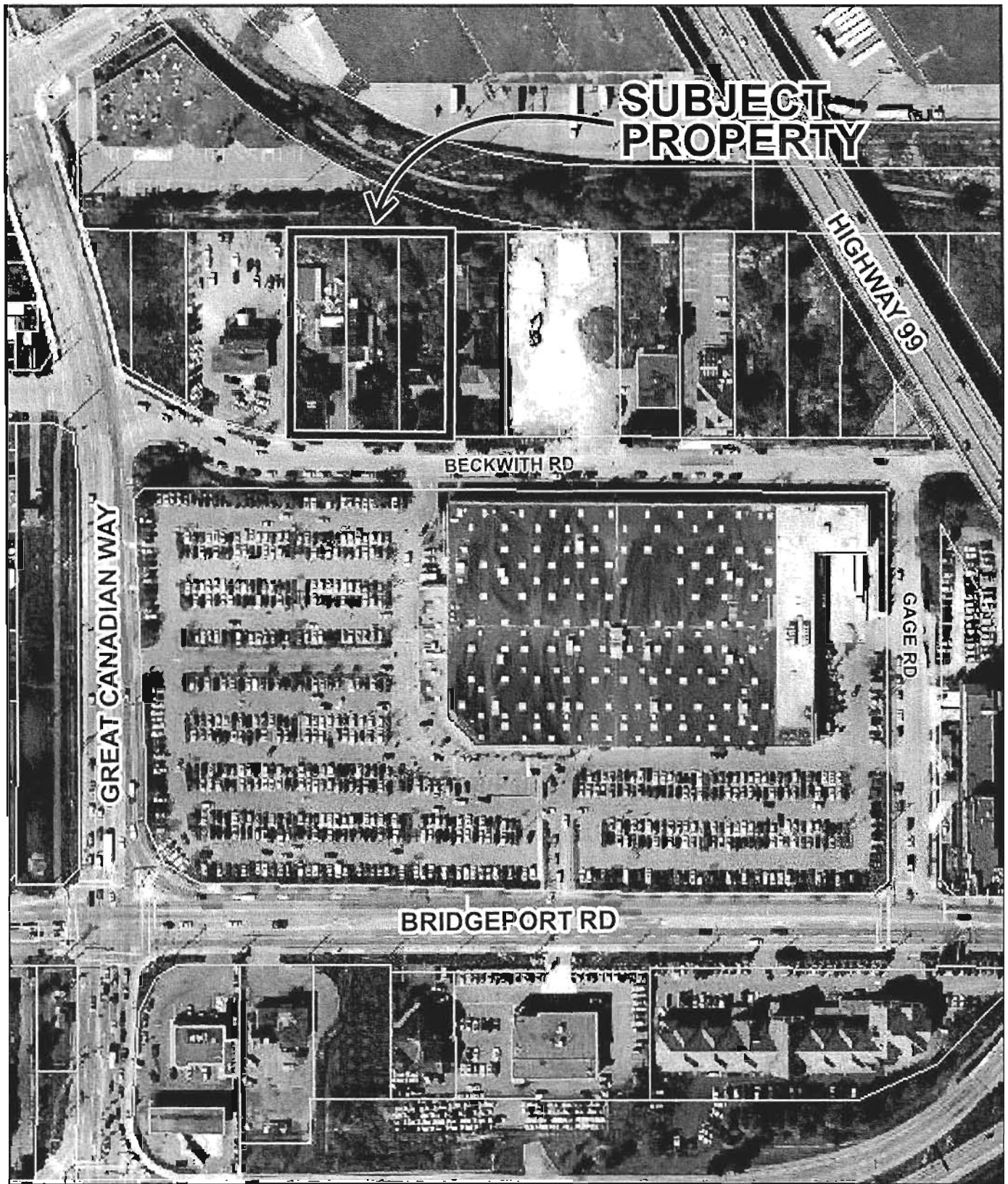
Mark McMullen
Senior Coordinator-Major Projects
(604-276-4173)

MM:blg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Rezoning Considerations Concurrence



Note: Dimensions are in METRES

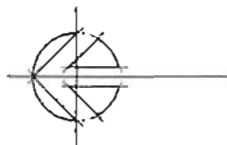
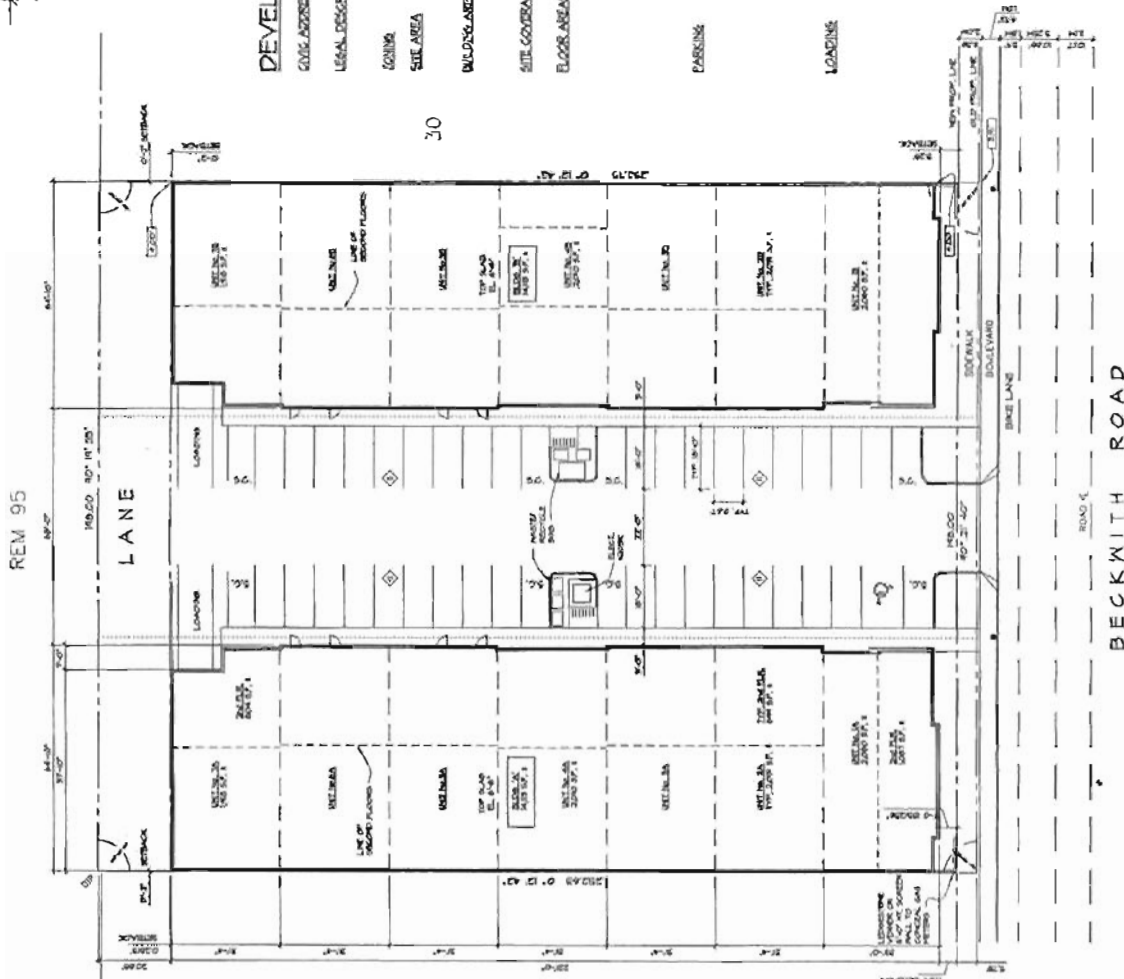


RZ 11-591939

Original Date: 11/03/11

Amended Date:

Note: Dimensions are in METRES

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BECKWITH ROAD

**MICHAEL D. BARLEY
ARCHITECT**
MEMBER OF THE ARCHITECTURAL
INSTITUTE OF BRITISH COLUMBIA
VANCOUVER, B.C. CANADA

PH. 837
PROPOSED MULTI-TENANT OFFICE/
RECREATIVE COMPLEX FOR
MANULIFE CENTRE

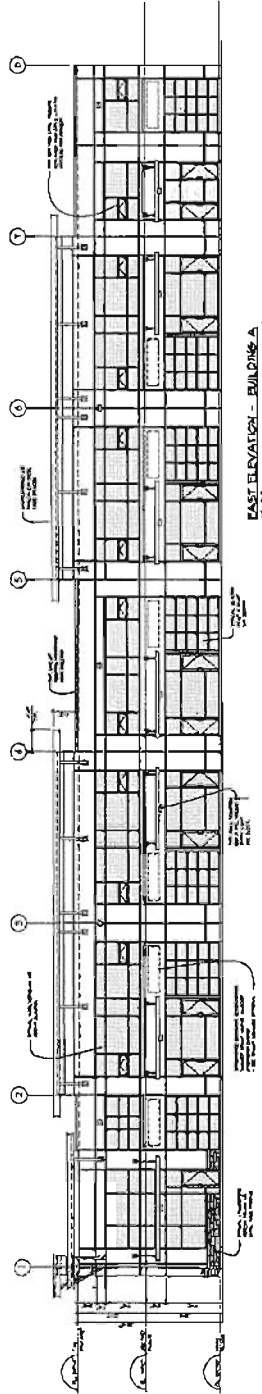
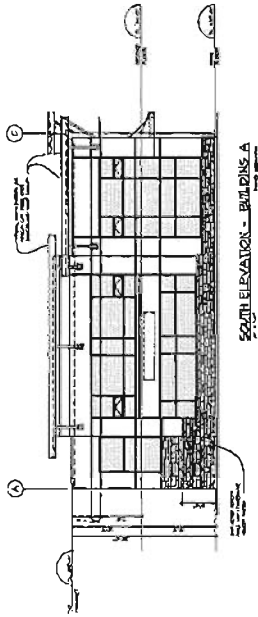
PAGE 17
PROCESSED MULTITENANT OFFICE

INDEPENDENT EXPERTS

2010-2011	2011-2012
2012-2013	2013-2014

BUILDING & INTERIOR DESIGN CONSULTANTS • sanford design group
 1000 15TH AVENUE, SUITE 1000 • NEW YORK, NY 10036 • 212.693.1000 • www.sanforddesigngroup.com

REVISIONS	DATE	BY	APP'D
1	12-08-06	MB	MB
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3			
4			
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LEGEND
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TRAVEL SIGNAGE GUIDELINES

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GENERAL NOTES - ELEVATIONS

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GLAZING NOTES

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OVERHEAD DOOR NOTES

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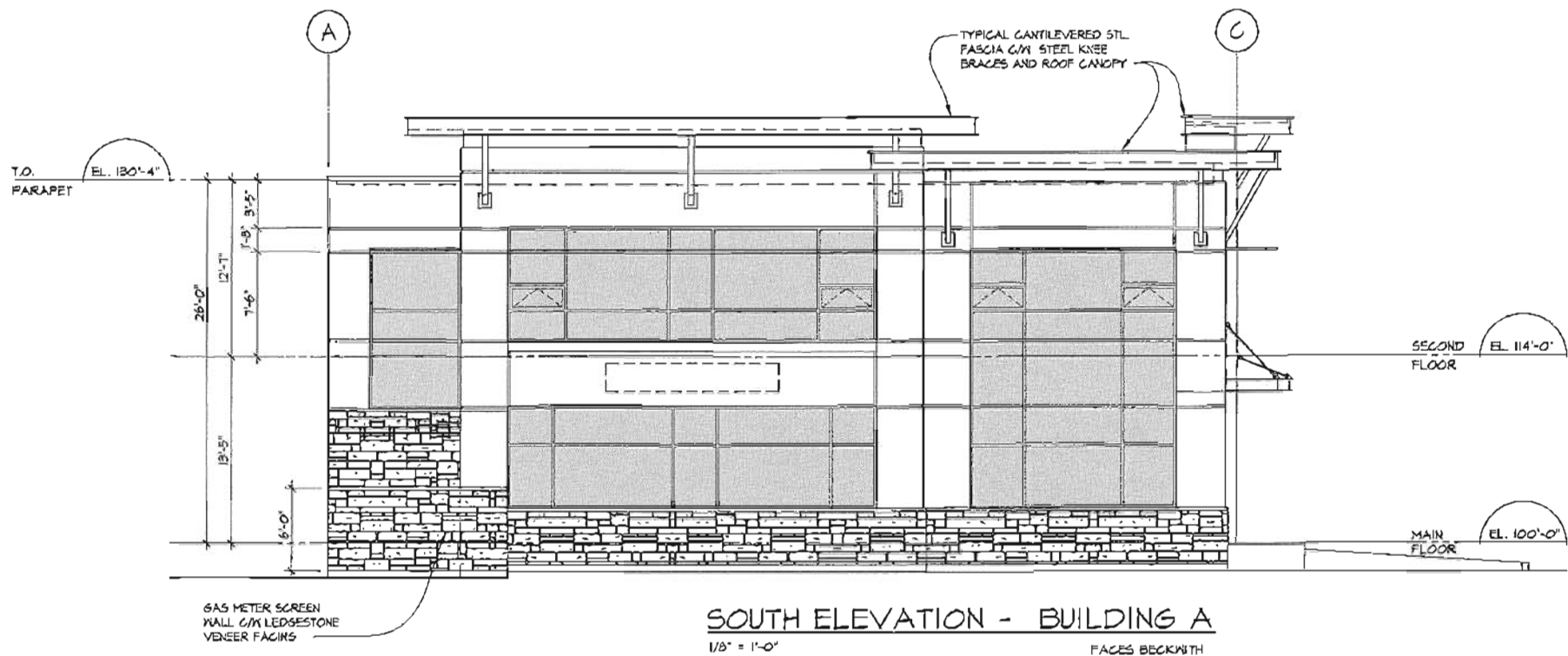
MICHAEL B. BAILEY ARCHITECT
ARCHITECTS
1000 WEST 10TH AVENUE
VANCOUVER, B.C. CANADA V6H 1A1

PROJECT: PAVILION COMPLETION
DRAWING: ELEVATIONS BUILDING A

DATE: 12-08-06

BUILDING & INTERIOR DESIGN CONSULTANTS • sanford design group

1000 WEST 10TH AVENUE, VANCOUVER, B.C. CANADA V6H 1A1

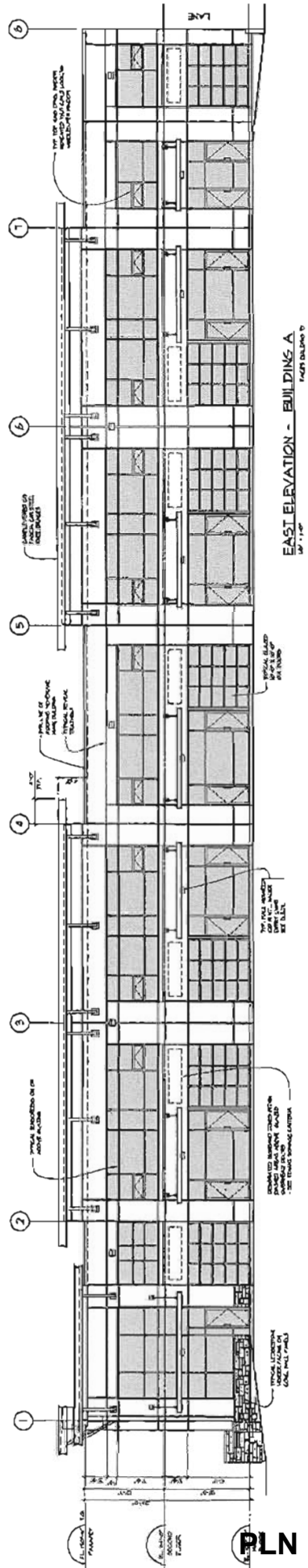


SCALE: NTS

sanford design group
BUILDING & INTERIOR DESIGN CONSULTANTS
105 - 105
105 - 105 JACOBS ROAD • RICHMOND, BC V6X 3E9 • TEL: 604.271.1050 • FAX: 604.271.1051

PROJECT: TRANSOLINI CHETNER - BECKWITH

PRINT DATE: JUNE 22/12




City of Richmond

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

Development Application Data Sheet

RZ 11-591939
Attachment 3

Address: 9091, 9111 and 9131 Beckwith Road

Applicant: Traschet Holdings Ltd.

Planning Area(s): City Centre Area Plan (Schedule 2.10) – Sub-Area B.1

	Existing	Proposed
Owner:	Traschet Holdings Ltd.	No Change
Site Size (m ²):	4,648 m ²	No Change
Land Uses:	Single-Family Residential	Industrial Business Park
OCP Designation:	Industry & Business	No Change
Area Plan Designation:	General Urban T4 (25m) - Area B	No Change
702 Policy Designation:	N/A	N/A
Zoning:	Single Detached (RS1/F)	Industrial Business Park (IB2)
Number of Units:	3 Single-Family Residences	14 Business Industrial Units
Other Designations:	N/A	N/A

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	0.83	none permitted
Lot Coverage – Building:	Max. 90%	56.4%	none
Lot Coverage – Building, Structures, & Non-Porous Surfaces	N/A	N/A	none
Lot Coverage – Landscaping:	N/A	N/A	none
Setback – Front Yard (m):	Min. 3.0 m	1.5 m min.	1.5m
Setback – East Side Yard (m):	Min. 3.0 m	0.0 m	3.0 m
Setback – West Side Yard (m):	Min. 0.0 m	0.0 m	none
Setback – Rear Yard (m):	Min. 0.0 m	6.0 m to P/L & 0.0m to SRW	none
Height (m):	25.0 m	8.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	N/A	60.2m wide x 67.4m deep	none
Lot Size (area):	4000 m ²	4,529m ²	none
Off-street Parking Spaces – Residential (R) / Visitor (V):	N/A	N/A	none
Off-street Parking Spaces – Total:	38 for General Industrial	44	none
Tandem Parking Spaces:	N/A	N/A	none
Amenity Space – Indoor:	N/A	N/A	none
Amenity Space – Outdoor:	N/A	N/A	none

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

**Conditional Zoning Requirements
9091, 9111 and 9131 Beckwith Road
RZ 11-591939**

Prior to adoption of the proposed Zoning Amendment Bylaw 8918, Traschet Holdings Ltd. (the developer) is required to complete the following requirements to the satisfaction of the Director of Development.

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings) with a 2.0m road dedication for the widening of Beckwith Road all under a subdivision plan to be registered at the Land Title Office.
2. City acceptance of the developer's offer to contribute \$2,600 to the City's Tree Compensation Fund (for 2 trees removed on Off-Site City property) and \$15,000 (for 15 trees removed on On-Site).
3. Registration of the City's Flood Indemnity covenant on title.
4. Registration of the City's Aircraft Noise Indemnity (Non-Sensitive Use) covenant on title.
5. City acceptance of the developer's offer to voluntarily contribute \$0.20 per buildable square foot (e.g. \$8,400 based on 4,200sm floor area to be confirmed in revised floor plans) to the City's public art fund.
6. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but is not limited to:
 - a) Providing for a lane along the northern-most 6.0m of the consolidated development parcel.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development. Included with the standard submission, the drawings should provide information specific to:
 - a) Overall appropriateness of the landscaping plan, including how the proposed grades will include on-site replacement trees to greatest extent possible, and include landscaping/low decorative walls that will screen garbage/recycling areas from view and reasonably screen parking areas from street view.
 - b) Manoeuvrability of larger vehicles (SU-9) within the site and lane to be confirmed.
 - c) Form and Character of the buildings to appropriately address Beckwith Road, the adjacent properties and rear lane including attractive front facades with large windows, doors, cornices and possible awnings and side elevations including elements such as cornices and attractive patterns.
 - d) A minimum of 8 replacement trees as part of the On-Site landscaping to be secured by Letter of Credit drawn on Canadian financial institution in the amount of \$4,000 to be released at such time that the replacement trees have been established to the satisfaction of the City
 - e) A notation being clearly included on the Development Permit Plans stating that there will be submission of letter with from the architect of record as a requirement of issuance of building permit confirming that the development (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria (including meeting the LEED Heat Island Effect: Roof Credit and LEED Storm Water Management Credit) and submission of follow-up letter confirming that building has been constructed to be meet such LEED criteria. The architect of record or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an occupancy permit for each building.
8. Enter into a Servicing Agreement* for the subject project and provide security for the design and construction of off-site improvements, including all off-site servicing along the entire Beckwith Road

**Conditional Zoning Requirements
9091, 9111 and 9131 Beckwith Road
RZ 11-591939**

- 2 -

frontage along subject site and construction of 6.0m wide paved lane along the northerly 6.0m of the site. Works include, but may not be limited to:

- a) Beckwith Road widening to include 3.10 m centre lane, 3.25 m curb lane, 1.8 m bike lane, 0.15m curb, 1.5 m boulevard with grass, decorative street lights and street trees and 2.0 m sidewalk with driveway let-down, with proper tie-ins to existing Beckwith Road east and west of site (the extent of paving is dependent on the existing pavement condition and is confirmed at time of detailed Servicing Plan submission) all to City standards.
- b) 6.0 metre wide paved lane with roll-over curb raised to coordinate with the elevation of the proposed buildings, all to City standards.
- c) All other utilities, including required kiosks, servicing the site are to ensure they do not interfere with a street trees and visibility along with Beckwith Road.
- d) Completing the following Engineering servicing requirements:

- i. For storm drainage works, a site analysis will be required on the servicing agreement drawings (for site connection only). For water works, no upgrades are required. However, once the developer has confirmed the building design at the Building Permit stage, the developer must submit fire flow calculations signed and sealed by a professional engineer to confirm that there is adequate available flow. If the watermain looping mentioned in item #2b of the City's letter of April 18, 2012 on Water Capacity Analysis to the developer is not constructed by another development at the Building Permit stage for this development, upgrades may be required as part of this development. Possible upgrades may include upsizing of the existing 150 mm diameter watermain to 300 mm diameter (or as determined in the Servicing Agreement) along Gage Road from Bridgeport Road to Beckwith Road to meet required fire flows. Design of the upsizing to be included in the Servicing Agreement design.
- ii. For sanitary works, upgrade the existing 200 mm diameter to 375 mm diameter from manhole SMH 5871 located at the proposed site's east property line to manhole SMH 5872 located approximately 85.5 meters west along Beckwith Road. Also, a site analysis will be required on the servicing agreement drawings (for site connection only).
- iii. For private utilities, pre-ducting for hydro/telecommunication is required. Additional right-of-way(s) (SRWs) may be required to accommodate future undergrounding of overhead lines. The developer is to coordinate with appropriate utilities.

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

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

**Conditional Zoning Requirements
9091, 9111 and 9131 Beckwith Road
RZ 11-591939**

- 3 -

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. 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 until at least such time that the subject Zoning Bylaw amendment receives 3rd Reading.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

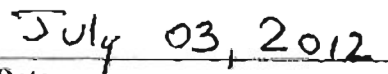
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

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.

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



Signed
Traschet Holdings Ltd.



Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8918 (RZ 11-591939)
9091, 9111 AND 9131 BECKWITH 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 **INDUSTRIAL BUSINESS PARK (IB2)**.

P.I.D. 009-852-913

Lot 27 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

P.I.D. 009-852-921

Lot 28 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

P.I.D. 009-852-930

Lot 29 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8918**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND

INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond

Report to Committee

To: Planning Committee **Date:** June 25, 2012
From: Brian J. Jackson, MCIP **File:** RZ 11-590114
Director of Development
Re: Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 9691 Alberta Road from "Single Detached (RS1/F)" to "Low Density Townhouses (RTL4)" in order to create 24 Townhouse units.

Staff Recommendation

That Bylaw 8925, for the rezoning of 9691 Alberta Road from "Single Detached (RS1/F)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

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

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

Staff Report

Origin

Cotter Architects Inc. has applied to rezone 9691 Alberta Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Low Density Townhouses (RTL4)" in order to permit a 24 unit townhouse complex (**Attachment 2**).

This application proposes a 17 unit, three storey townhouse project, which includes an additional seven (7) one-bedroom units contained within seven (7) of the 17 townhouses on the ground level. These smaller units of approximately 476 square feet are to be sold on the market that is intended to provide more affordable residential accommodation to this area. The price of these units is projected to exceed the affordability provisions contained within the City's Affordable Housing Strategy. As a result, these units will not count as making a contribution to the City's Affordable Housing Reserve Fund or Affordable Housing stock. The applicant is however willing to make a separate contribution to the Affordable Housing Reserve Fund which does allow for density bonusing.

Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: At 6300 Birch Street, a 98 unit, two (2) storey townhouse complex zoned "Town Housing (ZT32) – North McLennan (City Centre)".

To the East: A Single Family lot at 9731 Alberta Road zoned "Single Detached (RS1/F)"; and At 6300 Birch Street, a 98 unit, two (2) storey townhouse complex zoned "Town Housing (ZT32) – North McLennan (City Centre)".

To the South: Across Alberta Road, Single Family homes on lots zoned "Single Detached (RS1/F)".

To the West: A Single Family lot at 9671 Alberta Road zoned "Single Detached (RS1/F)".

Related Policies & Studies

Official Community Plan

Official Community Plan (OCP) designation: McLennan North Sub-Area Plan, Schedule 2.10C.

McLennan North Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential Area 4, 0.55 base F.A.R. One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved).

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption of the rezoning Bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

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

Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, the applicant will be providing a voluntary contribution to the Affordable Housing Reserve Fund. Details are provided later in this report.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date. Should this application receive first reading, a public hearing will be held.

Staff CommentsTransportation and Site Access

- Vehicular access to and from the site is from Alberta Road.
- The internal drive-aisle guides vehicles within the site and to the individual units. To avoid having an elongated drive-aisle with a tunnel view, the applicant is proposing to provide a slight curvilinear drive-aisle and incorporate landscaping along the sides to provide a visual buffer down the drive-aisle.
- Off-street parking for the proposal is provided in each unit by two-car garages at grade, with 10 of the 17 units in a tandem configuration, with the remaining seven (7) in a side-by-side configuration. Outdoor parking for the seven (7) attached units is provided adjacent to the main drive aisle, centrally located within the site. Visitor parking is supplied by five (5) visitor stalls scattered around the site. The number of stalls meet the requirements of Zoning Bylaw 8500, but a variance will be required at the Development Permit stage to permit a tandem parking configuration for a townhouse development. A restrictive covenant to prevent the conversion of these tandem parking garages to habitable space will be secured at the Development Permit stage.
- To help secure development opportunities to the adjacent sites, a cross-access easement be registered in favour of 9671 Alberta Road and 9731 Alberta Road will allow a future drive aisle to connect with this proposal in order for these properties to achieve their redevelopment potential. A concept plan has been provided to show these connections to the adjacent properties and unit footprints shown to reflect redevelopment potential.

- The applicant has proposed wide corners along the internal drive-aisle to help ensure manoeuvrability of larger vehicles. The applicant is to provide a revised site plan indicating turning radii of an SU9 vehicle to ensure these larger vehicles can move within the site at the Development Permit stage.

Trees

An Arborist Report and site survey (**Attachment 5**) were submitted to assess the existing trees on the site for possible retention. The submitted report identified of the ten (10) trees on the site, two (2) trees are good candidates for retention or relocation. The remaining eight (8) are in either poor condition or are located within the development footprint area and are labelled for removal.

One of the two trees identified for retention is currently located in the southwest corner of the site where the proposed driveway is located. This tree is identified to be relocated within the subject site and be incorporated with the final landscaping plan.

Of the trees that are to be removed, a 2:1 planting ratio of new trees will need to be achieved as per policy. A review of the new tree plantings will be conducted at the Development Permit stage where a detailed review will be conducted as to the number, type and arrangement of new trees that are to be planted.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total on site Trees	10	-	-	-
Trees to be Retained	1	-	-	To be protected during construction.
Trees to be retained and relocated on site	1	-	-	To be protected during construction.
Overall poor condition or located within development footprint.	8	2:1	16	To be removed, due to conflicts with proposed building locations, poor health, or structure of the trees.

Analysis

Proposed Zoning to High Density Townhouses (RTL4)

The proposed rezoning from RS1/F to RTL4 represents an increase in density by allowing more primary residential units on the site. The submitted information is in conformance with the North McLennan Sub-Area Plan in its transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings. The proposal meets the McLennan North Sub-Area Plan policies as well as the designation of the Land Use Map (Residential Area 4, 0.55 base F.A.R. One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved) (**Attachment 4**).

The proposal is asking for an increase in density from the base of 0.55 FAR as outlined in the Neighbourhood Plan to the proposed 0.60 FAR. This is supported as the applicant is providing the following:

- Relocating an existing and healthy tree from the front yard where the proposed driveway access point would be; and
- A voluntary contribution to the Affordable Housing reserve fund in accordance to the City's Affordable Housing Strategy.
- A voluntary contribution to the City's Public Art Fund, or the provision of Public Art to the City.

An increase in base density to the project is common when these elements are taken into consideration. Similar developments in the area have benefited from making similar contributions.

Site Assembly

Staff had requested that the single lot to the west (9671 Alberta Road) and to the east (9731 Alberta Road) be purchased and incorporated into the design, and the City has received documentation that the current owners of these properties are not interested in receiving offers. The OCP does have minimum lot assembly requirements, and this application does meet that requirement. Exceptions are allowed if the applicant has made efforts to purchase the property, provides a conceptual site design to show that the site can be developed to a similar density and can provide a community benefit. The applicant has also shown a conceptual design of both these properties to show that they can be redeveloped to the same density as what is being proposed on this property. Access to these adjacent parcels in this conceptual plan will be the same one proposed for the subject site.

Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant has opted to provide a voluntary contribution of \$2 per buildable square foot of allowable density for the proposed zone as it applies to the subject site. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$55,696.78.

Amenity Space

The outdoor amenity space is located in a central area of the site, at the bend in the internal drive-aisle. The plan currently shows the outdoor amenity which will require modification to ensure the required size (144m² min.) for the 24 unit proposal. The space is currently intended for a community garden and benches for sitting. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor space is being proposed, but a voluntary cash-in-lieu contribution of \$29,000.00 will be made prior to final adoption of this application.

Design

The three-storey proposal meets the intent and requirements of the neighbourhood plan. The proposed design consists of conventional 3 storey design with a combination of horizontal siding and brick finish. The Development Permit application will provide more information and detail regarding the form and character of the proposal.

Public Art

The applicant is considering providing a piece of public art and will be in touch with the City to begin the process should they decide to head in that direction. Should the applicant decide not to go ahead, the applicant has agreed to provide a voluntary contribution in the amount of \$0.75 of the allowable density for the proposed zone. The amount of the contribution would be \$20,886.30.

Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that:

- Upgrades to the existing storm system along Alberta Road is not required;
- A water analysis is not required. Fire flow calculations are to be submitted at the Building Permit stage; and
- Sanitary analysis and upgrades are not required.

Detailed information will be outlined as part of a separate Servicing Agreement with the City.

Servicing Agreement

Prior to the issuance of the Building Permit, the owner is to enter into a Standard Servicing Agreement. Works include, but are not limited to:

- Frontage improvements to Alberta Road to include infrastructure improvements as required; and
- Road development to match with existing, curb/gutter, boulevard and sidewalk in accordance with City standards.

Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

1. The outdoor amenity area needs to be at least 144m².
2. Information to the treatment of the edges of the site that will remain exposed to the adjacent sites due to the grade increase to meet the requirements of the Flood Protection Bylaw.
3. Justification for any variance to Zoning Bylaw 8500 requested in the design.
4. Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
5. A landscaping plan from a registered professional Landscape Architect to provide an appropriate plan that will need to take into account:
 - The design of the central amenity area, including a child's play area.
 - Edge treatment of the eastern and western sides of the site due to any increase in grading to the subject site.
6. A context plan to show the Form and Character of the townhouse units and how they address adjacent properties.
7. To identify and design for units that can be easily converted to universal access.

The submitted plans currently show two variances to the RTL4 zone within the Zoning Bylaw 8500. The type and extent of the variance are indicated in the Development Application Data Sheet (**Attachment 3**):

1. A variance to the lot width is supported as these three lots are surrounded by road and a recently developed townhouse site. To meet the lot width requirement would require additional lots which are not available.
2. A variance to the front yard setback is supported should the design of the building be improved because of the variance request.

Further details will be provided and reviewed at the Development Permit stage.

Financial Impact

None expected.

Conclusion

The proposed 24 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the Medium Density Townhouses (RTL4) zone for the McLennan North neighbourhood plan. Staff feel that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff therefore recommend that rezoning application RZ 11-590114 proceed to first reading.



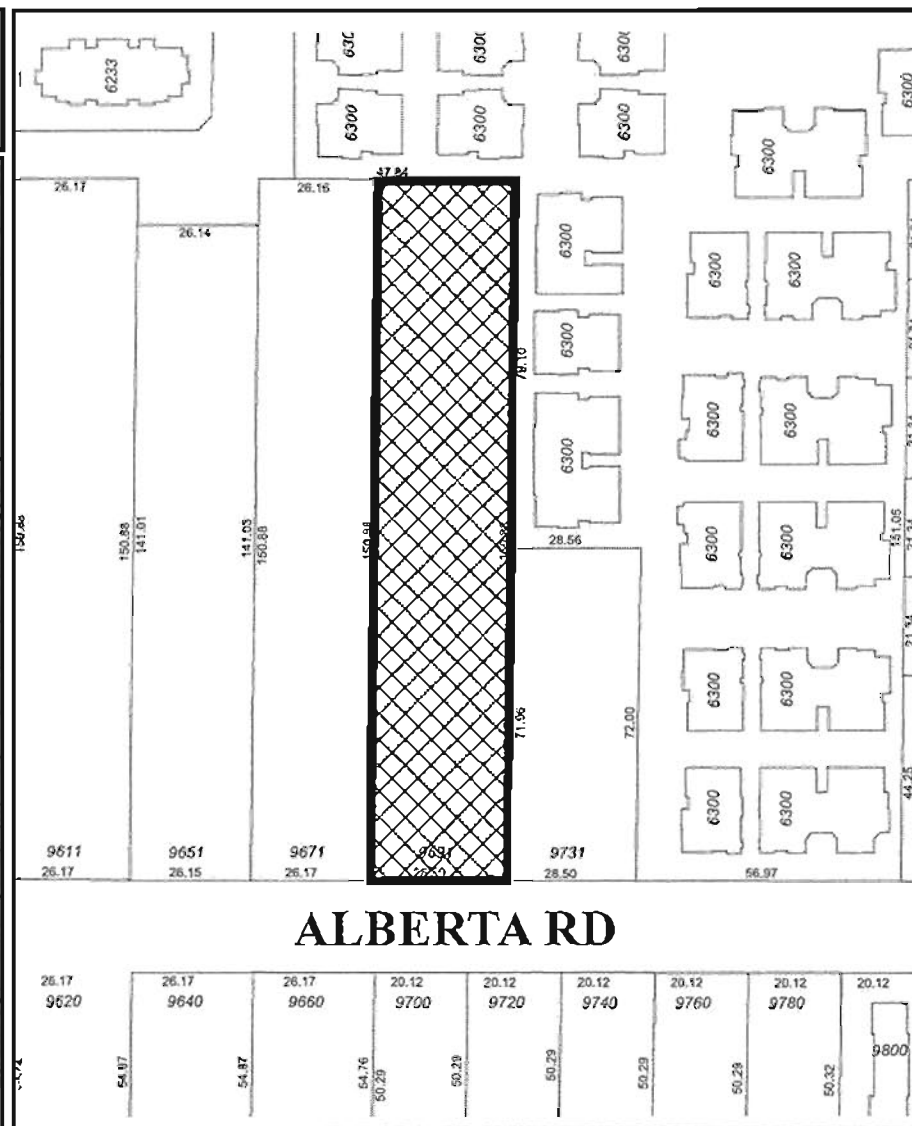
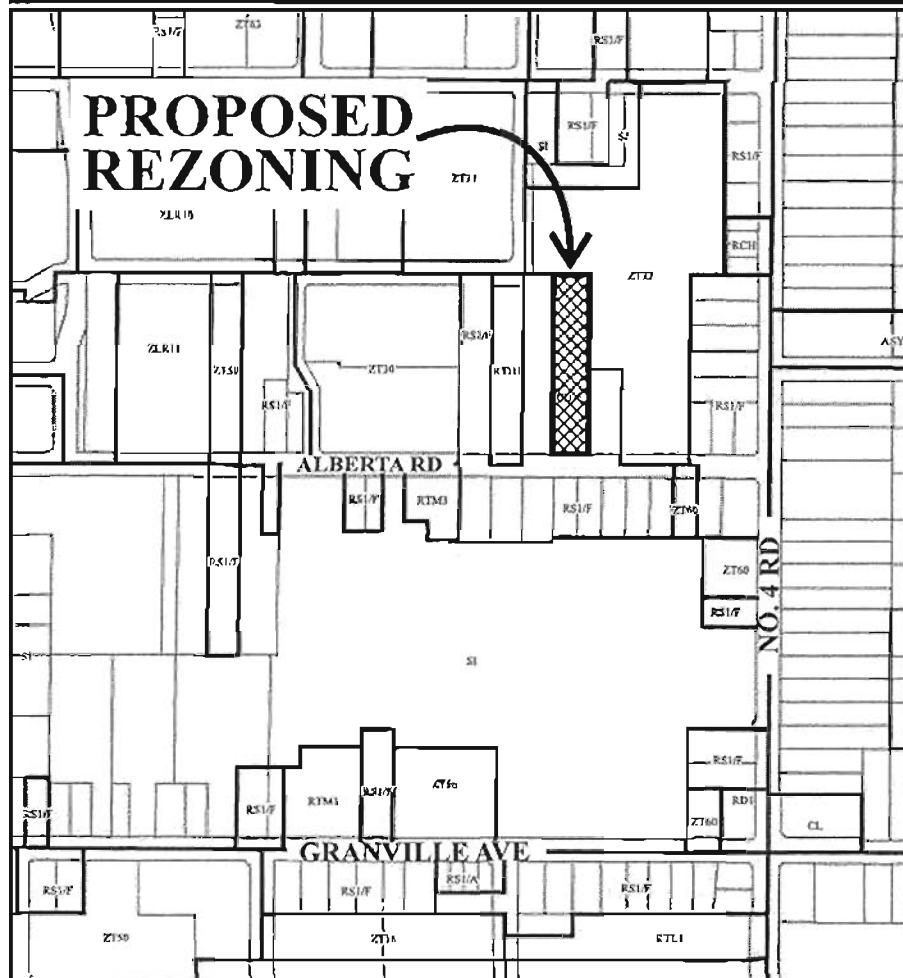
David Johnson
Planner 2
(604-276-4193)

DJ:cas

- Attachment 1: Location Map
- Attachment 2: Submitted drawings of the proposed development
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan North Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



City of Richmond

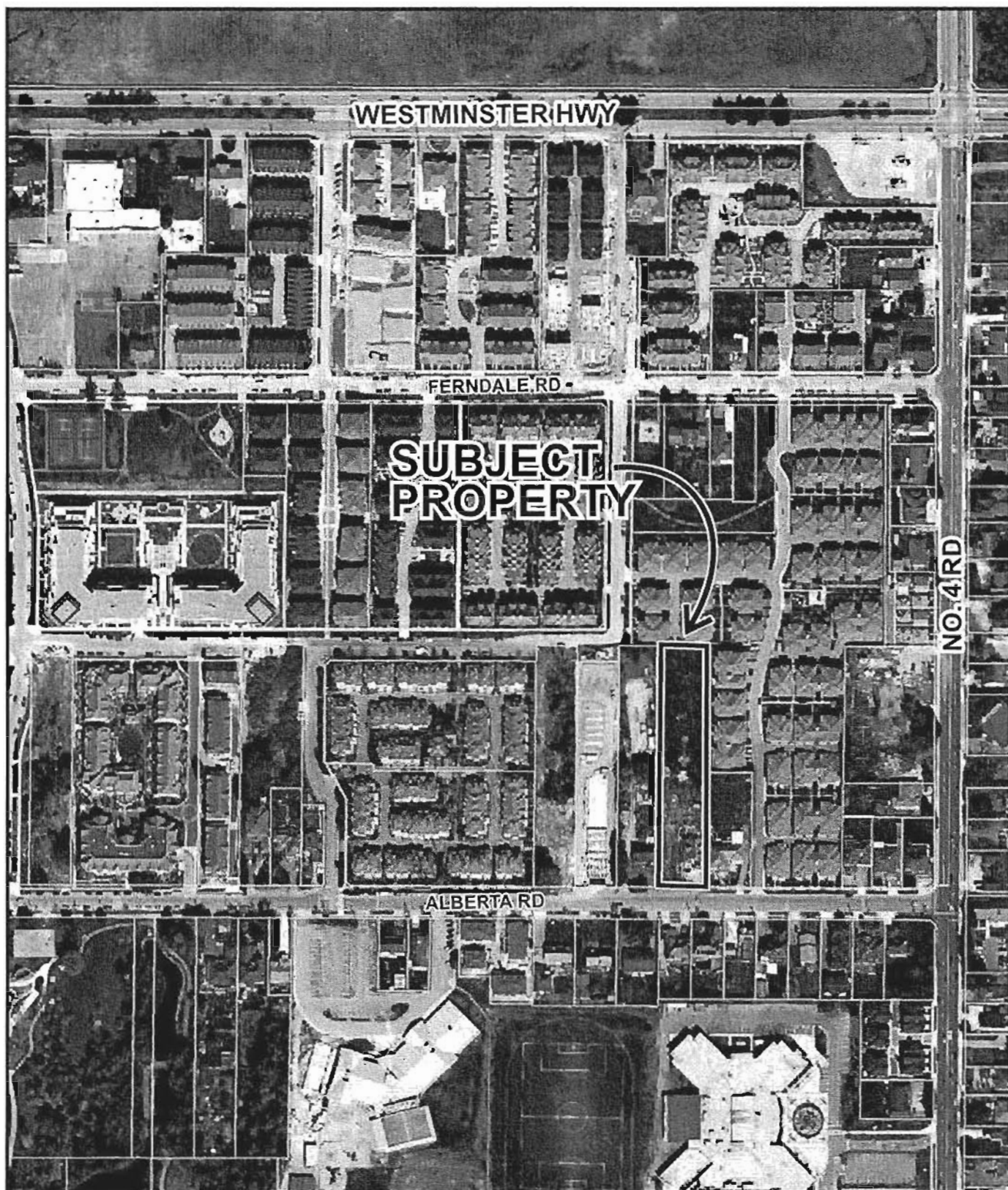


RZ 11-590114

Original Date: 10/07/11

Revision Date:

Note: Dimensions are in METRES



RZ 11-590114

Original Date: 06/25/12

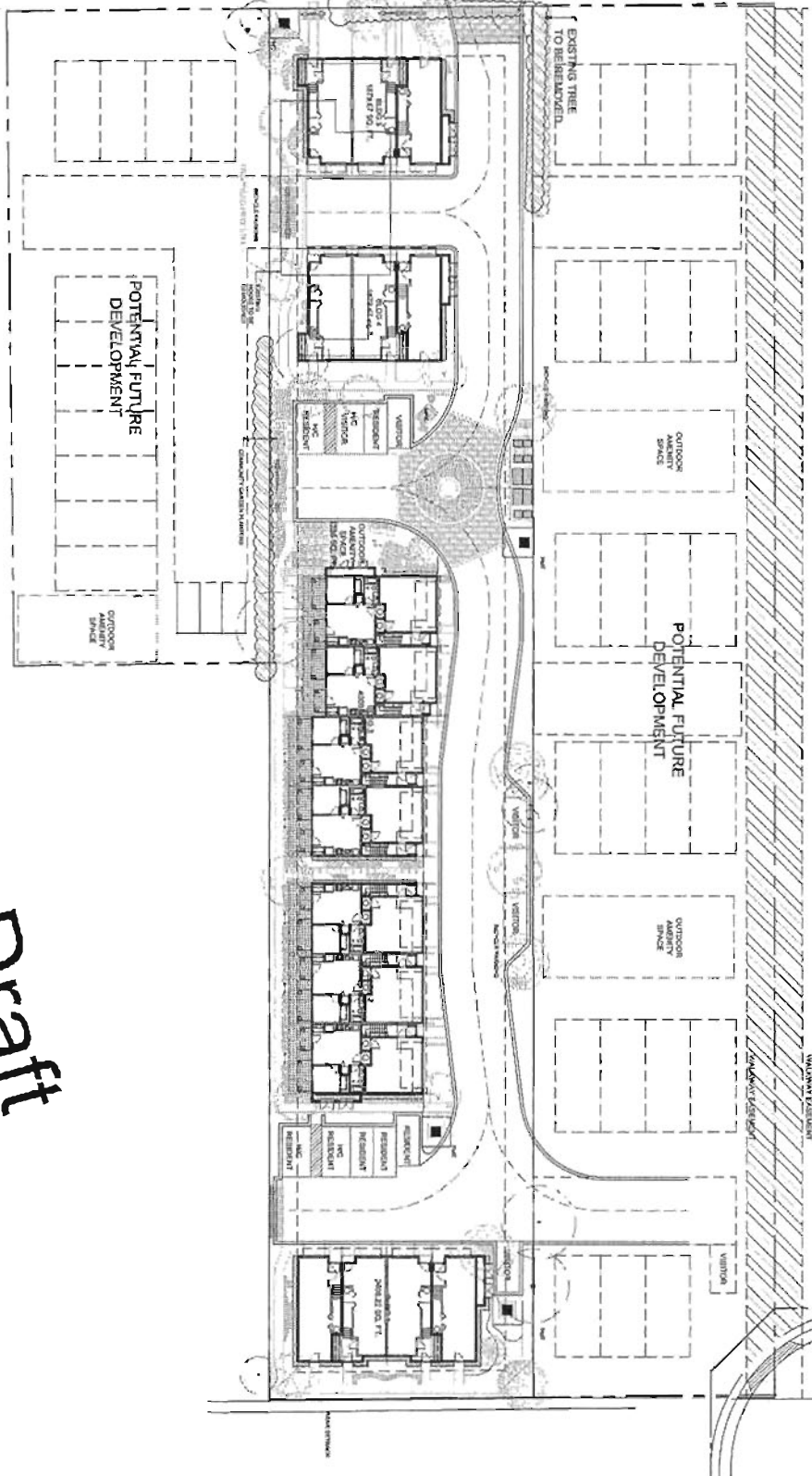
Amended Date:

Note: Dimensions are in METRES

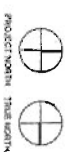
PLN - 121

ALBERTA ROAD

1 SITE PLAN



Draft



PROJECT NORTH TRUE NORTH

NOTES

PLN - 122

NOT FOR CONSTRUCTION

cotter

ARCHITECTS

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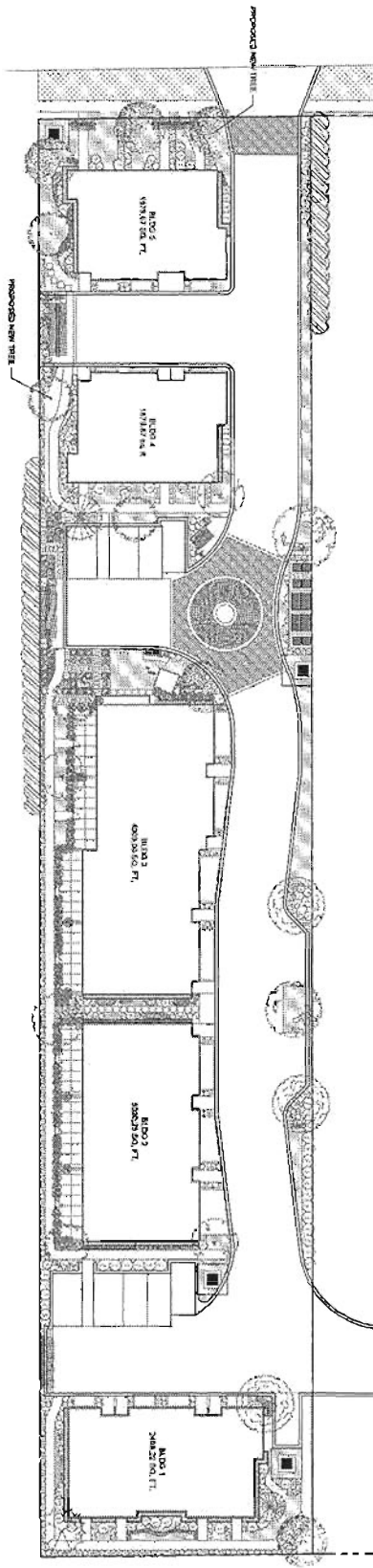
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CONTEXT PLAN

A-102

SITE COVERAGE:	
BUILDING 1:	2408.22 SQ. FT.
BUILDING 2:	3020.35 SQ. FT.
BUILDING 3:	4009.00 SQ. FT.
BUILDING 4:	1646.83 SQ. FT.
BUILDING 5:	1646.83 SQ. FT.
TOTAL:	13311.13 SQ. FT.
SITE AREA	46413.98 SQ. FT.
SITE COVERAGE:	28.29 %

1 BUILDING FOOTPRINTS
11/27/13



NOT FOR
CONSTRUCTION
PLN - 123

cotter

ARCHITECTS

8511 CHASE BLVD. SUITE 100, BOSTON, MA 02114

TEL: 617.552.1234 FAX: 617.552.1235

WWW.COTTERARCHITECTS.COM

PROPOSED Residential

Site Plan

11/27/13

11/27/13

11/27/13

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11/27/13

This architectural drawing shows the second floor of the 'Maison de la rue de Valenciennes'. The plan is symmetrical along a central vertical axis. At the top, there is a large hall or entrance area with a staircase. Below this, the floor is divided into several rooms, including bedrooms, a bathroom, and a kitchen. The central part of the floor features a large staircase and a central hall. The bottom part of the floor shows more rooms, including a bedroom and a bathroom. The drawing includes various architectural details such as doors, windows, and furniture. Dimensions are indicated along the top and right sides of the plan.

NOT FOR CONSTRUCTION
PLN - 124

Architectural floor plan of a five-story building, labeled "FLOOR PLAN" at the top. The plan shows a symmetrical layout with a central corridor and multiple rooms. Dimensions are provided for various sections: 10'-0" and 10'-0" for the top section, 10'-0" and 10'-0" for the middle section, and 10'-0" and 10'-0" for the bottom section. The plan also includes a scale bar indicating 1" = 10'-0".

Architectural floor plan of the first floor of a building. The plan is symmetrical along a central vertical axis. The central corridor is labeled "CORRIDOR" and "STAIRS". The rooms on either side are labeled "OFFICE", "RECEIVING", "STORAGE", and "BATH". The plan includes dimensions for various sections: 10'0" (width of the central corridor), 10'0" (width of the side rooms), 10'0" (width of the central corridor), 10'0" (width of the side rooms), 10'0" (width of the central corridor), 10'0" (width of the side rooms), 10'0" (width of the central corridor), 10'0" (width of the side rooms), 10'0" (width of the central corridor), 10'0" (width of the side rooms). The plan also includes labels for "OFFICE", "RECEIVING", "STORAGE", and "BATH".

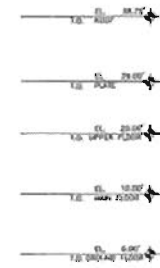
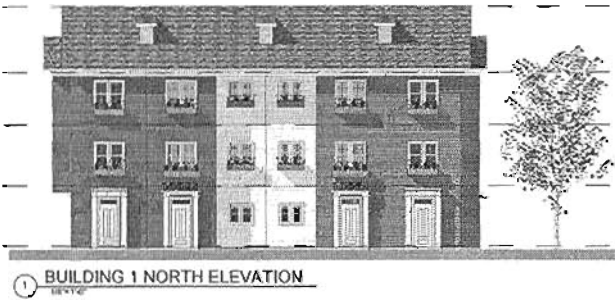
NOT FOR CONSTRUCTION

PLN - 125

[illegible]

TIEN BHEH GROUP OF COMPANIES

FLOOR PLANS
BUILDINGS 3, 4, 5



NOT FOR
CONSTRUCTION

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1	10/1/2018	J. SHER	J. SHER
2	10/1/2018	J. SHER	J. SHER
3	10/1/2018	J. SHER	J. SHER
4	10/1/2018	J. SHER	J. SHER
5	10/1/2018	J. SHER	J. SHER
6	10/1/2018	J. SHER	J. SHER
7	10/1/2018	J. SHER	J. SHER
8	10/1/2018	J. SHER	J. SHER
9	10/1/2018	J. SHER	J. SHER
10	10/1/2018	J. SHER	J. SHER

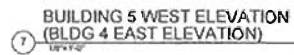
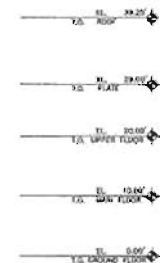
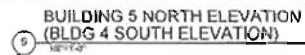
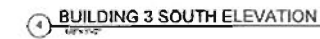
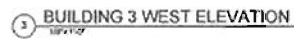
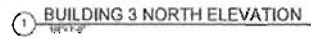
cotter
ARCHITECTS

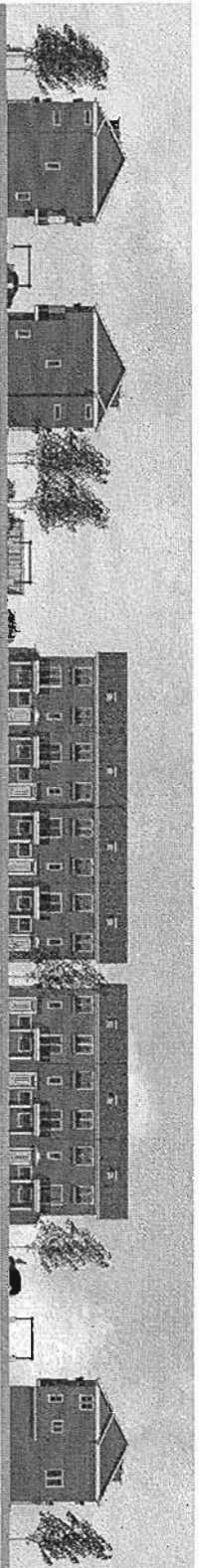
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Proposed Residential
Development
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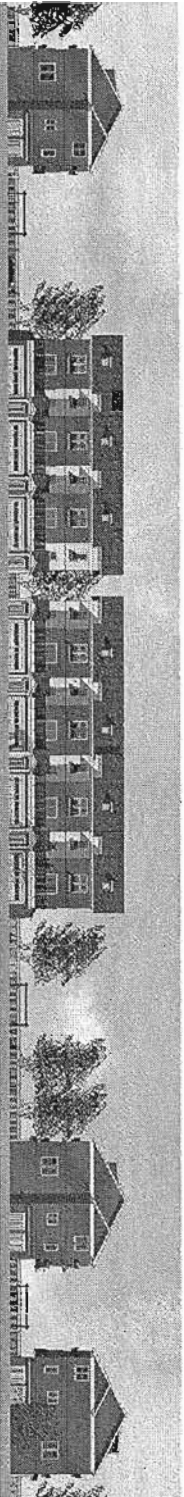
TIER 1 SHER GROUP OF
COMPANIES

ELEVATIONS

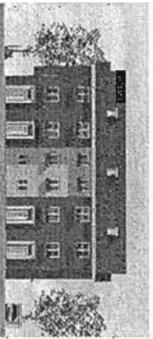




1 EAST SITE ELEVATION



2 WEST SITE ELEVATION



3 NORTH SITE ELEVATION



1 SOUTH SITE ELEVATION



City of Richmond

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

Development Application Data Sheet

RZ 11-590114

Address: 9691 Alberta Road

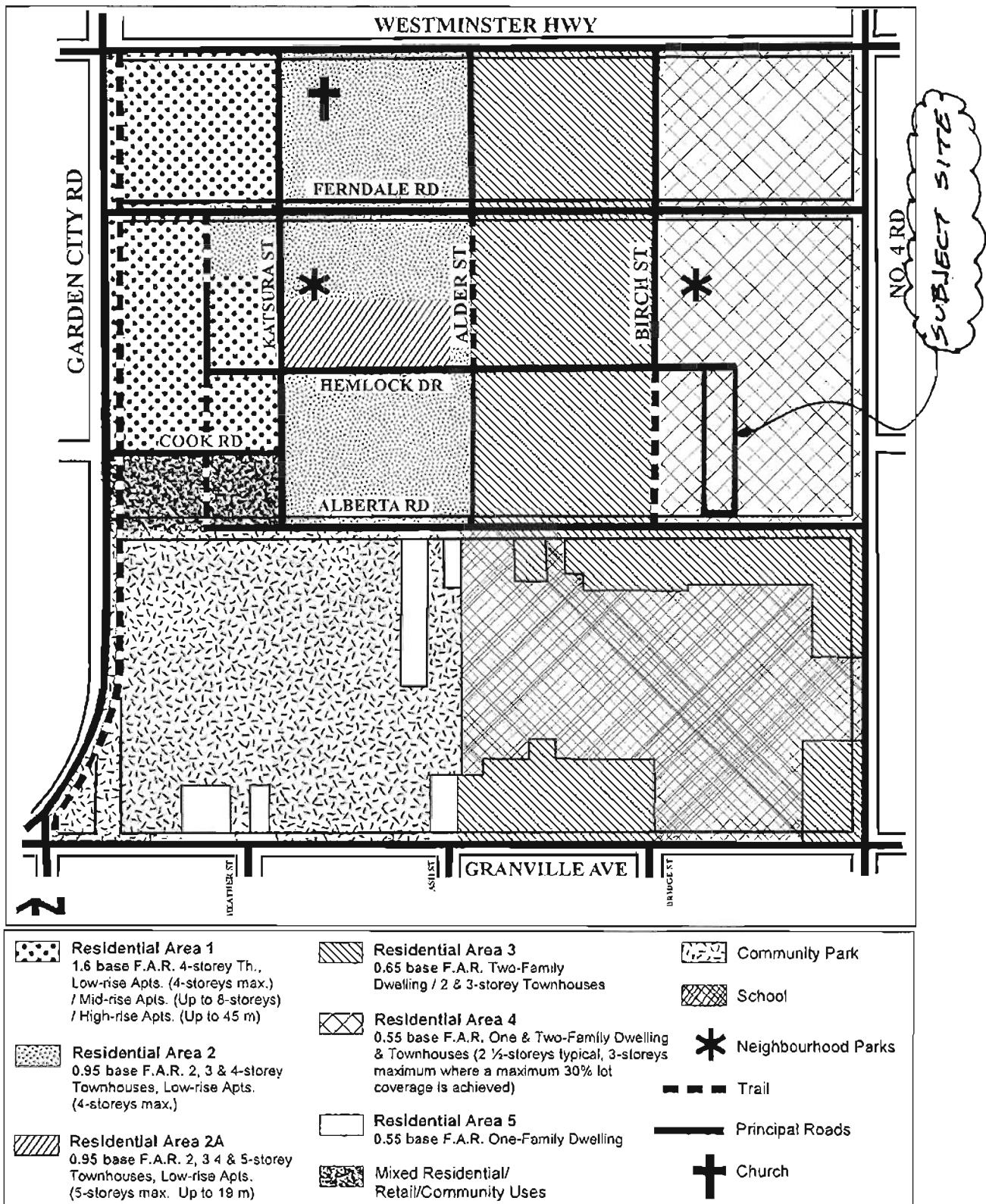
Applicant: Cotter Architect Inc.

Planning Area(s): City Centre Area, McLennan North Sub-Area Plan (Schedule 2.10C)

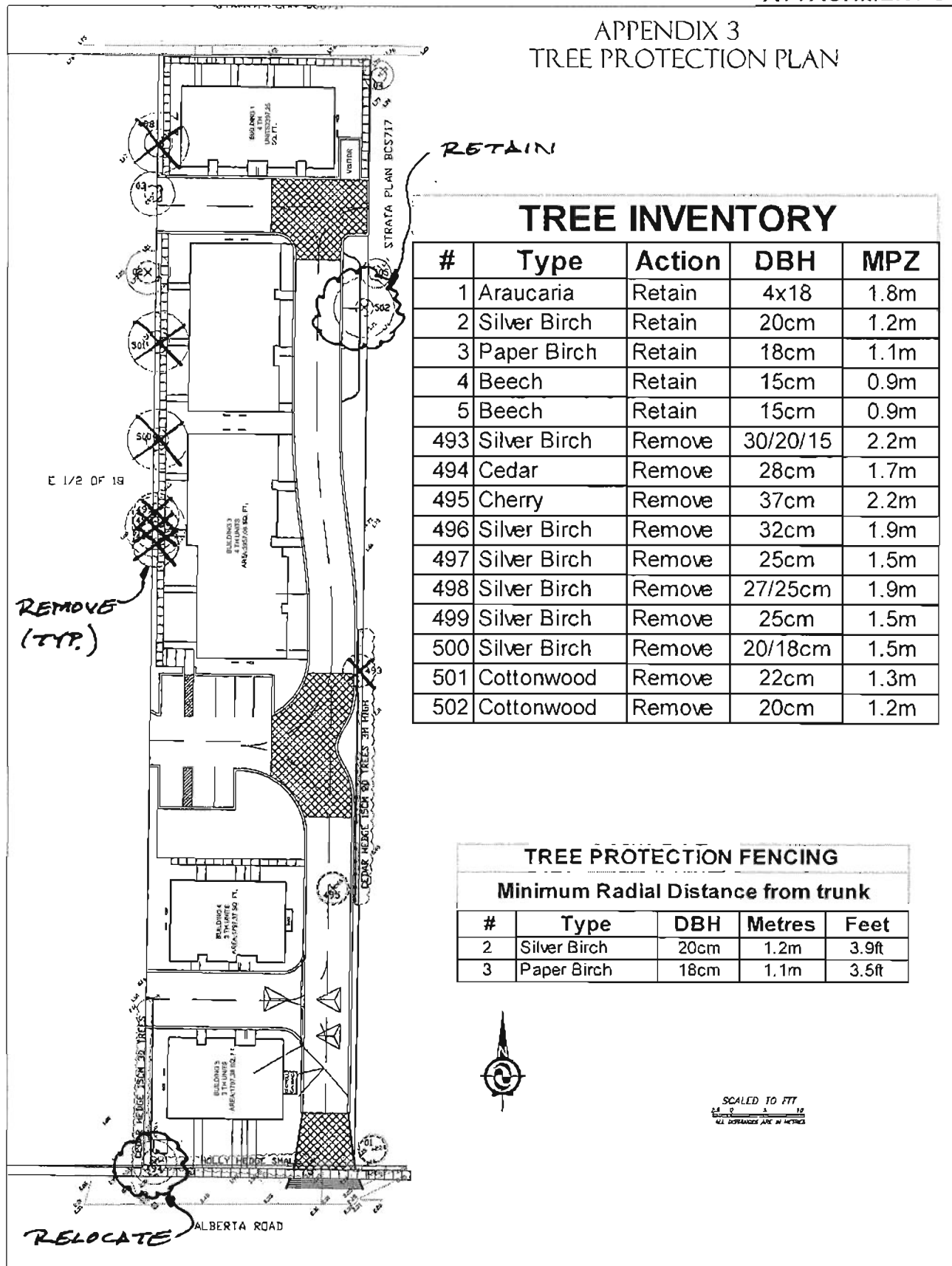
	Existing	Proposed	
Owner:	Tien Sher Alberta Road Properties Inc.	Tien Sher Alberta Road Properties Inc.	
Site Size (m ²):	4,312.0m ²	4,312.0m ²	
Land Uses:	Single-family residential	Townhouses	
OCP Designation:	Residential	No change	
Area Plan Designation:	Residential Area 4, 0.55 base F.A.R. One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved)	No change	
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Low Density Townhouses (RTL4)	
Number of Units:	1 single-family dwelling	24 unit townhouses	
On Future Subdivided Lots	Bylaw Requirement (RTL4)	Proposed	Variance
Density (FAR):	Max. 0.60 with a contribution to the Affordable Housing Reserve Fund. = 2,587.2m ²	0.55 FAR as no proposed lots exceed 464.5m ²	none permitted
Lot Coverage – Building:	Max. 40%	28.3%	none
Setbacks (front) Alberta Road:	Min. 6.0m	5.4m	0.6m
Setback (east):	Min. 3.0m	3.0m	none
Setback (west)	Min. 3.0m	5.1m	none
Setback (rear):	Min. 3.0m	4.0m	none
Maximum Height:	Max. 12.0m	11.8m	none
Lot Size (width):	Min. 40.0m	28.6m	11.4m
Lot Size (depth)	Min. 35.0m	150.9m	none

City of Richmond

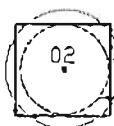
Land Use Map

Bylaw 8630
2010/07/19

APPENDIX 3 TREE PROTECTION PLAN



TREE PROPOSED
FOR RETENTION



CANOPY
PROTECTION
FENCING
MINIMUM PROTECTION
ZONE (MPZ)

LEGEND

TREE PROPOSED
FOR REMOVAL



NOTES:
1. SITE LAYOUT INFORMATION AND TREE
SURVEY DATA PER JC TAN AND
ASSOCIATES BC LAND SURVEYORS

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

3. PROPOSED TREE REMOVAL AND
RETENTION REFLECTS PRELIMINARY
DRIVEWAY AND SERVICE CORRIDOR
ALIGNMENT CONSIDERATIONS.

4. ALL MEASUREMENTS ARE METRIC

Fraggers Creek
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 1H4
Telephone: 604-721-8002 Fax: 604-437-0870

3691 ALBERTA ROAD RICHMOND

TREE PROTECTION PLAN
THE DRAWING PLOTS ALL TREES, PROPOSED FOR
RETENTION, REMOVAL THEIR CANOPIES, MPZs AND
PROTECTION FENCING IN RELATION TO PROPOSED
LAYOUT

DECEMBER 20, 2011

Conditional Rezoning Requirements

9691 Alberta Road
RZ 11-590114

Prior to final adoption of Zoning Amendment Bylaw 8925, the developer is required to complete the following:

1. Registration of an aircraft noise sensitive use covenant on title.
2. Registration of a flood indemnity covenant on title.
3. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 9671 Alberta Road and 9731 Alberta Road. Legal plans are to locate access points in accordance with the conceptual development plan provided within the submitted drawings attached to the Staff Report as **Attachment 2**.
4. Contribution of \$29,000.00 in-lieu of providing on-site indoor amenity space at 9691 Alberta Road.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per allowable buildable square foot (e.g. \$55,697.00) to the City's affordable housing fund.
6. City acceptance of the developer's offer to voluntarily contribute \$0.75 per allowable buildable square foot (e.g. \$20,886.30) to the City's public art fund.
7. 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. Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. Enter into a Servicing Agreement* for the design and construction of 9691 Alberta Road. Works include, but may not be limited to, frontage improvements along Alberta Road and required service connections to the site.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. 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.
4. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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.

[Original signature on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8925
9691 ALBERTA ROAD
(RZ 11-590114)**

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 and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LOW DENSITY TOWNHOUSES (RTL4)**

P.I.D. 003-432-726

WEST HALF LOT "A" SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 3499

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8925**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: June 28, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-587764

Re: Application by Yamamoto Architecture Inc. for Rezoning at 9040 and 9060/9080
No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Bylaw No. 8926, for the rezoning of 9040 and 9060/9080 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

BJJ:el
Att.

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

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone 9040 and 9060/9080 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of nine (9) townhouse units. A preliminary site plan and building elevations are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

- To the North: Two (2) newer single-family homes on a lot zoned Single Detached (RS1/C) fronting Francis Road;
- To the East: Existing single-family dwellings on lots zoned Single Detached (RS1/E) fronting Francis Road and Martyniuk Place.
- To the South: Older non-conforming duplex fronting No. 2 Road and then two (2) single-family homes fronting Maple Road, all on lots zoned Single Detached (RS1/E); and
- To the West: Across No. 2 Road, a 15-unit townhouse complex on a lot zoned Low Density Townhouses (RTL1), and existing single-family dwellings on lots zoned Single Detached (RS1/E).

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along major arterial roads. The subject site meets the location criteria set out in the Policy and is identified for multiple-family residential development on the map included in the Policy.

Floodplain Management Implementation Strategy

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

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$22,638.53.

Public Art

The City's Public Art Policy does not apply to residential development consisting of less than 10 units. The proposed nine (9) unit development will not participate in the City's Public Art Program.

Public Input

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

Staff Comments

Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 19 bylaw-sized trees on site and 14 trees located on neighbouring properties were identified and assessed.

On-site Trees

A site inspection conducted by the City's Tree Preservation Coordinator revealed that two (2) of the "bylaw-sized trees" on site (tag# 29 & 32) are Rhododendron shrubs and thus are not candidates for retention.

The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the arborist's recommendations to remove 15 bylaw-sized trees onsite:

- eight (8) trees (tag# 2-9) have all been previously topped at 6-8' high and are located approximately 2 m below the crown of the road;
- five (5) fruit trees (tag# 10- 14) are all in very poor condition (topped, bacterial canker, Cherry Tortrix borer, fungal conk indicative of root rot, and visibly dying);
- one (1) Maple tree (tag# 19) has been previously topped and the canopy is under-developed due to suppression from growing under adjacent Douglas Fir tree; and
- one (1) multi-branched Cedar tree (tag #30) is covered in basal, trunk and stem Galls as a result of Phomopsis sp. fungus. The Galls are a sign the tree is already under stress and further construction impacts will result in further decline. The tree is currently located within the new driveway right-of way and will be further impacted by required grade changes. This tree should be removed and replaced with a larger calliper coniferous species (i.e. Cedar, Spruce or Douglas Fir) along the street frontage.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 30 replacement trees are required for the removal of 15 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant all replacement trees on-site. If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

The developers have agreed to retain and protect two (2) Douglas Fir tree (tag# 20 & 21) on site and to provide a minimum 2.5 m of un-encroached tree protection area for each tree. In order to ensure that the two (2) protected trees will not be damaged during construction, the applicant is required to submit a \$10,000.00 Tree Survival Security for the two (2) Douglas Fir trees prior to Development Permit issuance.

Off-site Trees

The developers are proposing to remove two (2) trees on the adjacent property to the south (9100 No. 2 Road), along the common property line. A consent letter from the property owners of 9100 No. 2 Road is on file. The City's Tree Preservation Coordinator has no concern on the proposed removal. A separate Tree Cutting Permit and associated replacement planting/compensation will be required at Tree Cutting Permit stage. Twelve (12) trees located on the adjacent properties to the north and east are to be retained and protected (see Tree Preservation Plan in **Attachment 4**).

Tree Protection

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

Site Servicing

An independent review of servicing requirements (storm) has concluded no upgrades are required to support the proposed development.

Prior to final adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel and contribute \$5,000 towards the future upgrade of traffic signals at No. 2 Road/Francis Road with Audible Pedestrian Signals (APS).

Frontage Improvements

Prior to final adoption, the developer is required to dedicate a 2.0 m wide strip of property along the entire west property line and enter into a Servicing Agreement for the design and construction of frontage improvements from Francis Road to the south property line of the consolidated site. The improvements to include, but not limited to: 1.5 m concrete sidewalk at the east property line of No. 2 Road with grass and treed boulevard between the new sidewalk and the existing curb.

Vehicle Access

One (1) driveway off No. 2 Road at the southern edge of the development site is proposed. The long-term objective is for the driveway access established on No. 2 Road to be utilized by adjacent properties if they ultimately apply to redevelop. A Public Right of Passage (PROP) will be secured as a condition of rezoning to facilitate this vision.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$9,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

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

Analysis

The proposal is also generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy. The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes. All rear units immediately adjacent to the neighbouring single-family dwellings to the east have been reduced in height to two (2) storeys. The front buildings along No. 2 Road have been stepped down from three (3) storeys to 2½ storeys at the entry driveway and to two (2) storeys at the north end of the site. The building height and massing will be controlled through the Development Permit process.

Requested Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTL4) zone. Based on the review of current site plan for the project, the following variances are being requested:

- Reduced minimum front yard setback from 6.0 m to 5.0 m;
- Allow tandem parking spaces in six (6) of the units; and
- Allow one (1) small car parking stall in each of the side-by-side garages.

Transportation Division staff have reviewed the variance requested related to parking arrangement and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

All of the variances mentioned above will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9040 and 9060/9080 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

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

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

Financial Impact or Economic Impact

None.

Conclusion

The proposed nine (9) unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding developments along major arterial roads and meets the zoning requirements set out in the Low Density Townhouses (RTL4) zone. Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

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

On this basis, staff recommends support for the rezoning application.



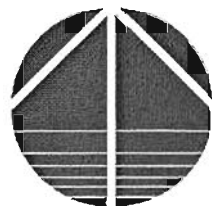
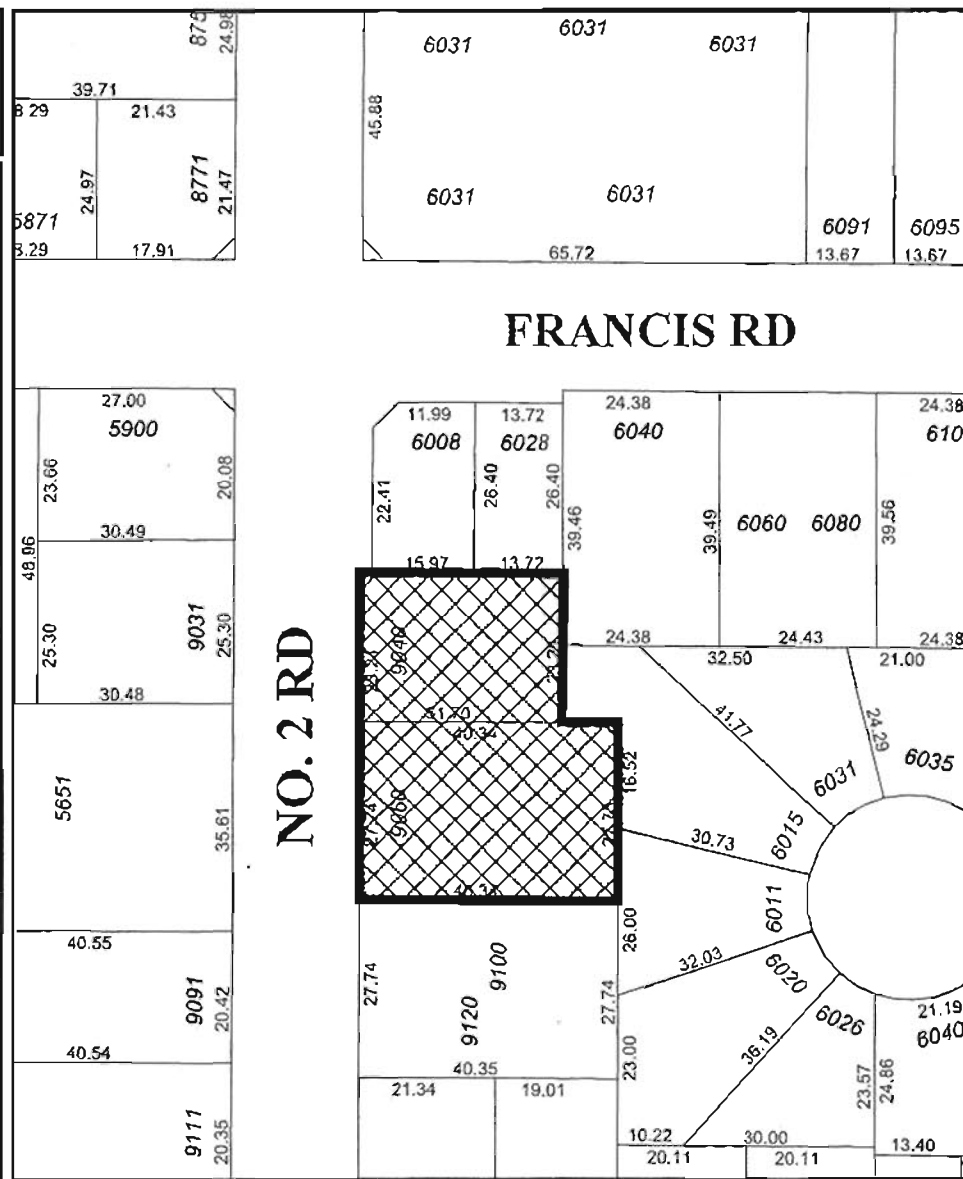
Edwin Lee
Planner 1
(604-276-4121)

EL:rg

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



City of Richmond



RZ 11-587764

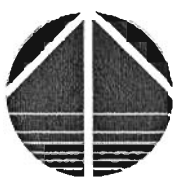
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Revision Date:

Note: Dimensions are in METRES

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ATTACHMENT 1



RZ 11-587764

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Amended Date:

Note: Dimensions are in METRES





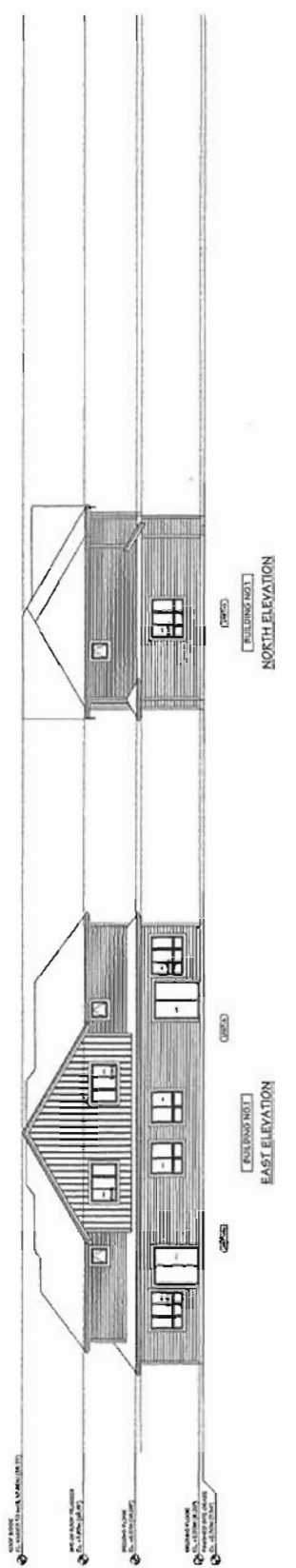
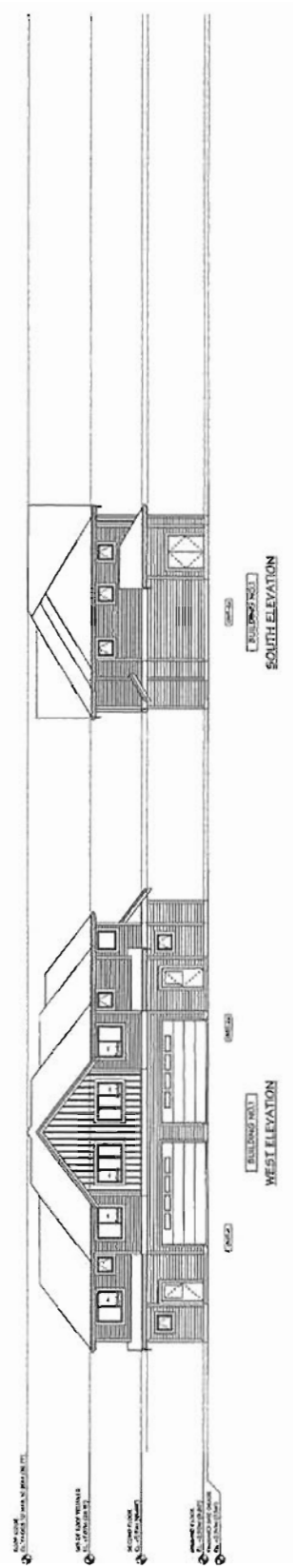
DATE	10/10/2018
BY	YAMAMOTO
PROJECT	8 UNIT TOWNHOUSE DEVELOPMENT

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DATE	10/10/2018
BY	YAMAMOTO
PROJECT	8 UNIT TOWNHOUSE DEVELOPMENT



DATE	DESCRIPTION
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Yamamoto Architecture Inc.
10/10/2010
10/10/2010

Yamamoto Architecture Inc.

Yamamoto Architecture Inc.

Yamamoto Architecture Inc.

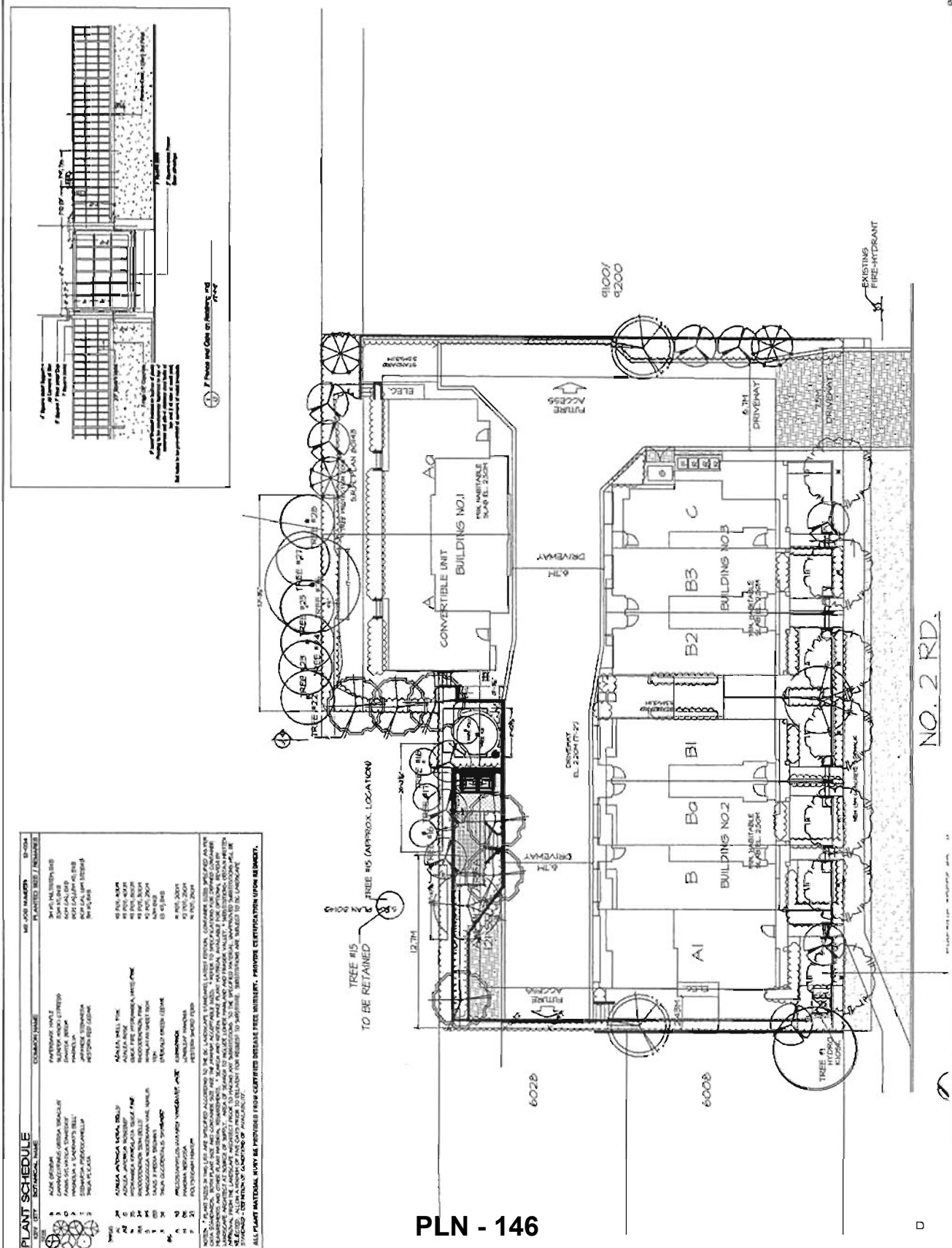
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9040, 9080, 9090 N.W. 2 RD.,
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RESIDENTIAL

TREE PLAN

DATE	02/06/28
SCALE	INCHES
DRAWN BY	JL
CHECKED BY	Δ
DESIGNED BY	HTG
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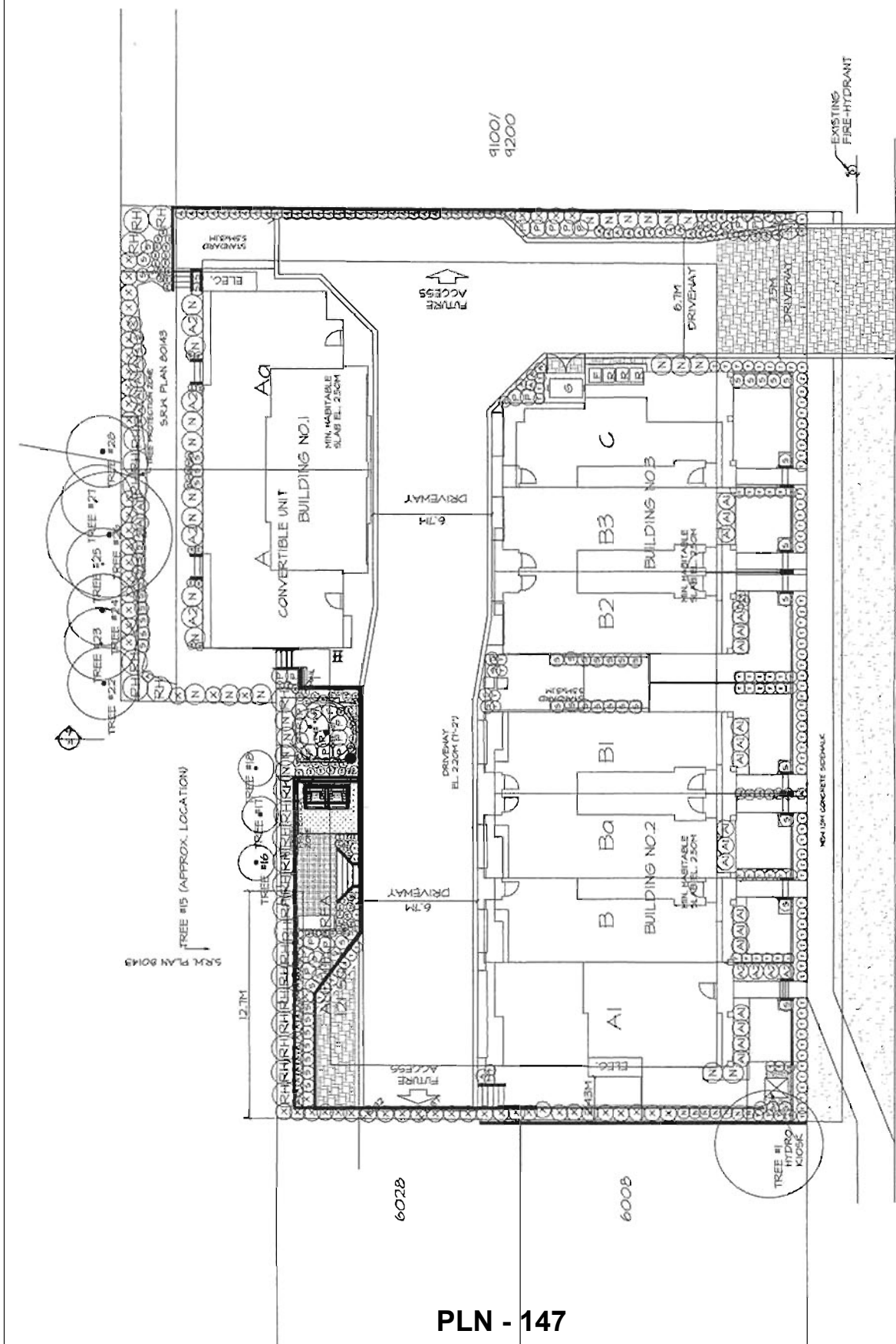
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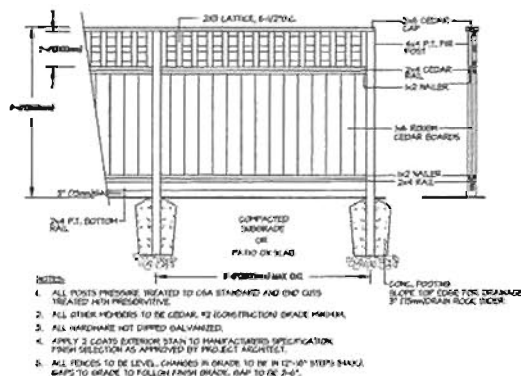
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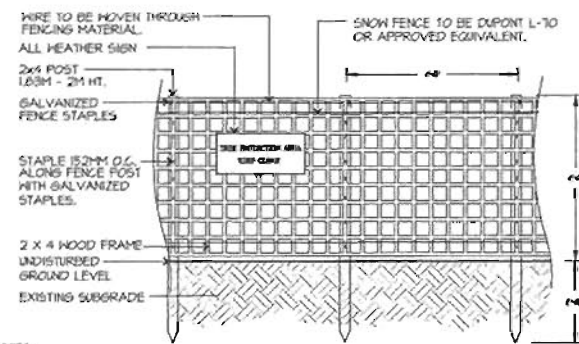
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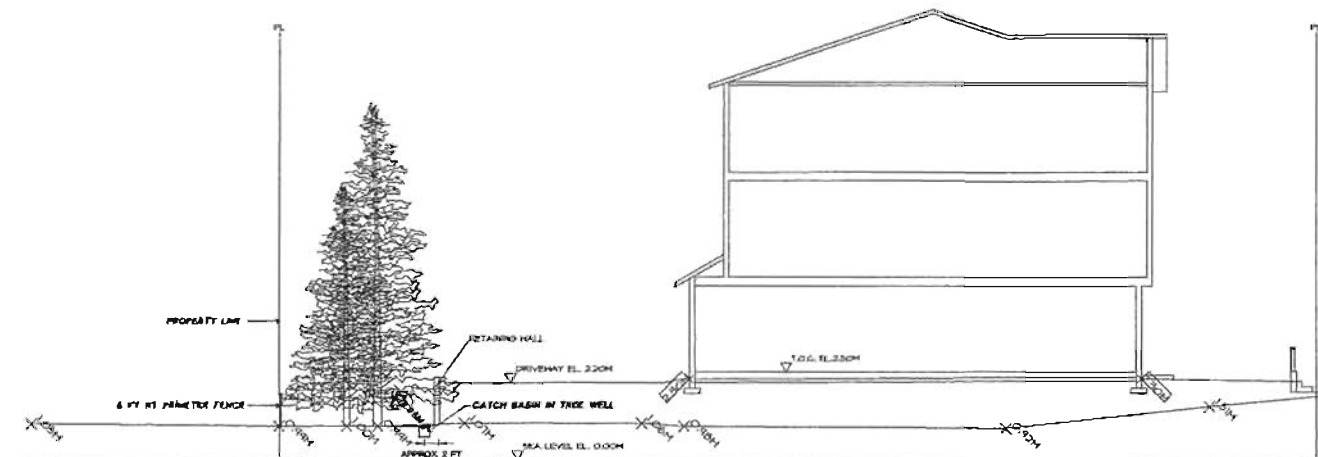


2 6 FT. (1.8m) HEIGHT SOLID FENCE WITH LATTICE
L-1 1/2" = 1'-0"



3 TREE RETENTION ZONE PROTECTIVE FENCING
L-1 1/2" = 1'-0"

NOTE: EXTENT OF TREE RETENTION FENCE TO BE AS SHOWN ON SITE PLAN AND LANDSCAPE PLAN OR AS RECOMMENDED BY ARBORIST



SECTION 'A': NORTH SOUTH CROSS SECTION SHOWING RETAINED TREES
N.T.S.

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M2

LANDSCAPE ARCHITECTURE

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NO.	DATE	REVISION DESCRIPTION	BY
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RICHMOND, BC

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SCALE: AS SHOWN	
DRAWN BY: JE	
CHECKED BY: JE	
DATE: 02/04/2018	PROJECT NUMBER: 18-004



City of Richmond

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

Development Application Data Sheet

RZ 11-587764

Attachment 3

Address: 9040 and 9060/9080 No. 2 Road

Applicant: Yamamoto Architecture Inc.

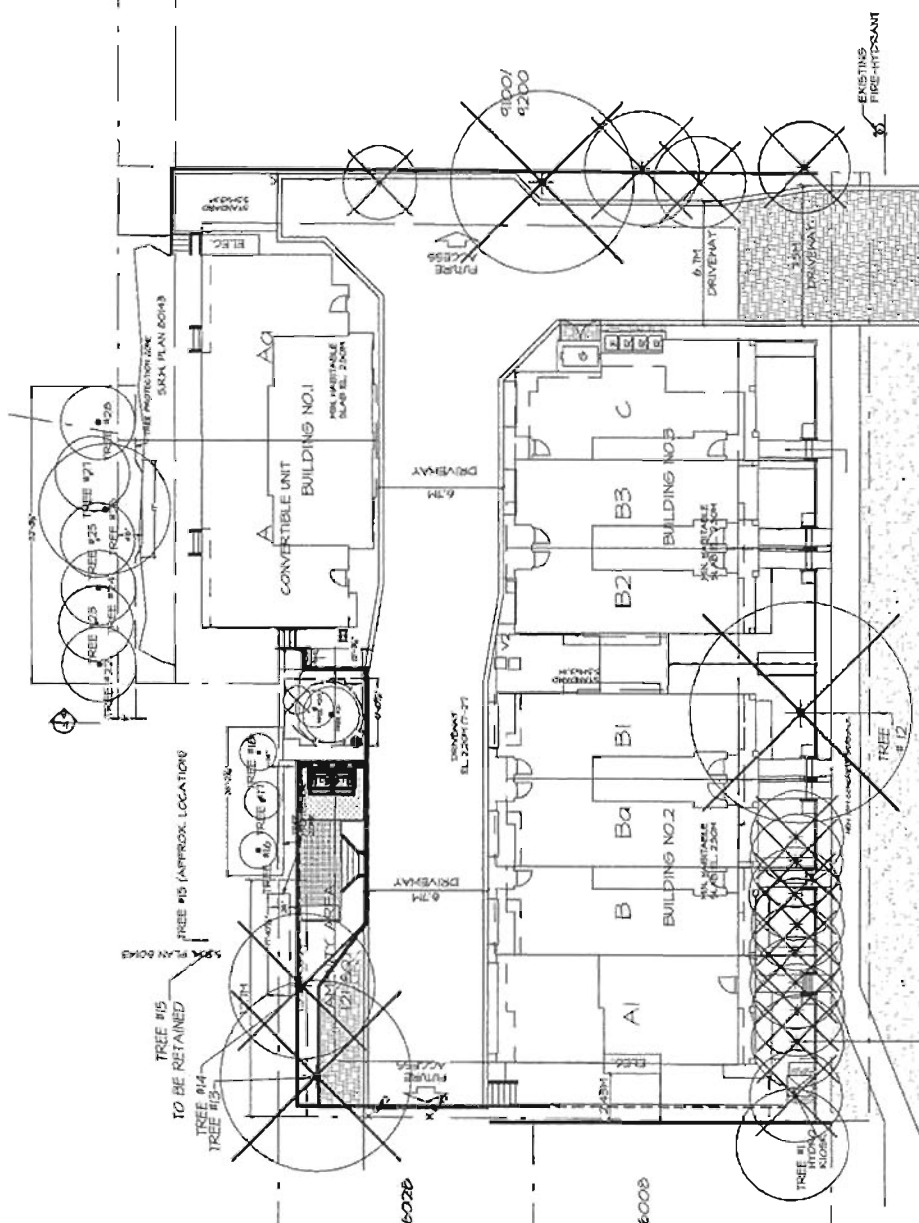
Planning Area(s): Blundell

	Existing	Proposed
Owner:	Azim Bhimani	To be determined
Site Size (m²):	1,855.0 m ² (19,964.5 ft ²)	1,752.6 m ² (18,864.9 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low-Density Townhouses (RTL4)
Number of Units:	One (1) single-family dwelling and (1) non-conforming duplex – 3 units in total	9 units
Other Designations:	N/A	No Change

On Future Development	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 max.	none permitted
Lot Coverage – Building:	Max. 40%	40% max.	none
Lot Coverage – Non-porous Surfaces	Max. 65%	65% max.	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard (m):	Min. 6 m	5.0 m	variance requested
Setback – Side Yard (North) (m):	Min. 3 m	3.0 m min.	none
Setback – Side Yard (South) (m):	Min. 3 m	3.0 m min.	none
Setback – Rear Yard (m):	Min. 3 m	4.5 m min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) max.	none

On Future Development	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	Min. 50 m wide x 35 m deep	Approx. 50.94 m wide x average 36.02 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	18 (Residential) and 2 (Visitor)	none
Off-street Parking Spaces – Total:	20	20	none
Tandem Parking Spaces:	not permitted	12	variance requested
Small Car Parking Spaces:	not permitted	3	variance requested
Handicap Parking Spaces:	0	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	12 (Class 1) and 2 (Class 2) min.	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$9,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 9 units = 54 m ²	54 m ² min.	none

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

**PLN - 151**

№	ИСПОЛНИТЕЛЬ	Имя	От
1/1	ИЗ №12345	Иванов	И
2/2	ИЗ №12345	Иванов	И
3/3	ИЗ №12345	Иванов	И
4/4	ИЗ №12345	Иванов	И
5/5	ИЗ №12345	Иванов	И
6/6	ИЗ №12345	Иванов	И
7/7	ИЗ №12345	Иванов	И
8/8	ИЗ №12345	Иванов	И
9/9	ИЗ №12345	Иванов	И
10/10	ИЗ №12345	Иванов	И

11521
MULTI-FAMILY
RESIDENTIAL
SOMER, 10800 NO. 2 ROAD,
RICHMOND, BC

RECOMMENDATION
TREE PRESERVATION
PLAN

DATE	07/06/20
CALC.	P107-EP
TREASURY	X
DEPT.	X
POST	POLY

L7
 CF=2
 D-COM



City of
Richmond

Rezoning Considerations

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

Address: 9040 and 9060/9080 No. 2 Road

File No.: RZ 11-587764

Prior to final adoption of Zoning Amendment Bylaw 8926, the developer is required to complete the following:

1. 2.0m road dedication along the entire No. 2 Road frontage.
2. The granting and registration of a 6.7m wide statutory Public Right Of Passage (PROP) along the entire internal drive aisle to provide access to/from the future development sites to the north and south. Owner responsible for maintenance and liability.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
6. Enter into a Servicing Agreement* for the design and construction of frontage improvements from Francis Road to the south property line of consolidated site. The improvements to include, but not limited to: 1.5 m concrete sidewalk at the east property line of No. 2 Road with grass and treed boulevard between the new sidewalk and the existing curb.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$22,638.53) to the City's affordable housing fund.
8. City acceptance of the developer's offer to voluntarily contribute \$5,000.00 towards the future upgrade of traffic signals at No.2 Road/Francis Road with Audible Pedestrian Signals (APS).
9. Contribution of \$1,000 per dwelling unit (e.g. \$9,000.00) in-lieu of on-site indoor amenity space.
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Tree Survival Security to the City in the amount of \$10,000.00 for the two (2) Douglas Fir trees to be retained. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9040 and 9060/9080 No. 2 Road). The remaining 50% of the security will be release two (2) year after final inspection of the completed landscaping in order to ensure that the trees have survived.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

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 Tree Cutting Permit application and provide associated compensations, if required, for the removal of remove two (2) trees on the adjacent property to the south (9100 No. 2 Road), along the common property line.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

4. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8926 (RZ 11-587764)
9040 AND 9060/9080 NO. 2 ROAD**

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

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

P.I.D. 004-061-365

Lot 1 Except the North 93.21 Feet Section 30 Block 4 North Range 6 West New Westminster District Plan 15982

P.I.D. 004-113-071

Lot 682 Except: Part Subdivided by Plan 78412, Section 30 Block 4 North Range 6 West New Westminster District Plan 53532

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8926**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee **Date:** July 3, 2012
From: Brian J. Jackson, MCIP **File:** RZ 11-596490
Director of Development
Re: Application by Matthew Cheng Architect Inc. for Rezoning at 8200, 8220, 8280
and 8300 No. 1 Road from Single Detached (RS1/E) to Low Density Townhouses
(RTL4)

Staff Recommendation

That Bylaw No. 8929, for the rezoning of 8200, 8220, 8280 and 8300 No. 1 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

BJ:ke
Att.

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

Staff Report

Origin

Matthew Cheng Architect has applied to the City of Richmond to rezone 8200, 8220, 8280 and 8300 No. 1 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit development of a 28 unit townhouse proposal on the consolidated property. A location map is contained in **Attachment 1**.

Project Description

The 28 unit low density townhouse project is proposed on 4 existing single-family zoned properties that will be consolidated into one development parcel with a total area of 5,329 sq. m (1.32 acres). Vehicle access will be provided by a driveway from No. 1 Road at the north end of the site. Internal vehicle drive-aisles will consist of a main north-south running driveway running the length of the consolidated parcel. A smaller east-west running drive aisle will be established to provide access to townhouse units situated farther to the east due to the greater depth of one of the properties (8220 No. 1 Road).

Three story townhouse units are arranged in fourplex building typologies only located on the west portion of the site, which has direct frontage No. 1 Road. Townhouse unit massing across the remainder of the subject site is limited at 2 storeys in duplex configuration.

A centrally located outdoor amenity space is situated at the intersection of the north-south and east-west running internal drive-aisles. Front and rear yard setbacks along No. 1 Road and the east property line are maintained at 6 m (20 ft.). Side yard setbacks along the north and south property line are maintained at 3 m (10 ft.). Please refer to **Attachment 2** for the proposed development plans of the townhouse project.

Findings of Fact

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

Surrounding Development

To the North: A single-family dwelling zoned Single Detached (RS1/E)

To the East: Single-family dwellings zoned under Land Use Contract 102 in a residential cul-de-sac adjacent to the proposed development site.

To the South: Two single-family dwellings fronting Coldfall Road zoned Single Detached (RS1/E)

To the West: Across No. 1 Road, a variety of existing and compact lot single-family dwellings zoned Single Detached (RS1/E) and Compact Single Detached (RC1) with access to an existing rear lane.

Related Policies & Studies

Official Community Plan – Land Use Map Designations

The subject properties are designated for Neighbourhood Residential and Low Density Residential in the General and Specific Official Community Plan land use maps. The proposed low-density townhouse project complies with the existing OCP land use map designation.

Arterial Road Redevelopment Policy

This portion of No. 1 Road (East side of No. 1 Road south of Blundell Road and North of Coldfall Road) is designated for multi-family residential redevelopment in the OCP. The Arterial Road Redevelopment Policy in the OCP contains a number of criteria that apply to townhouse applications along identified arterial roads. A review of the proposed townhouse project and redevelopment criteria contained in the OCP is outlined in a latter section of the report. The proposed townhouse rezoning for the subject properties complies with the Arterial Road Redevelopment Policy contained in the OCP.

Floodplain Management Implementation Strategy

In accordance with the City's Floodplain Designation and Protection Bylaw (Bylaw 8204), a Flood Indemnity Restrictive Covenant is required to be registered on title of the subject property that also specifies the minimum flood construction level. This legal agreement is required to be completed and registered on title of the subject site as a rezoning consideration.

Affordable Housing Strategy

Richmond's Affordable Housing Strategy identifies that for smaller townhouse rezoning applications, a cash-in-lieu contribution to the City's Affordable Housing Reserve can be made at a rate of \$2.00 per buildable square foot in exchange for a density bonus that can be applied to the townhouse redevelopment (i.e., 0.4 FAR base density plus a bonus of 0.2 FAR in conjunction with contribution to the Affordable Housing Reserve fund). As a result, the developer is making a payable contribution in the amount of \$67,350 to the City's Affordable Housing Reserve fund as a rezoning consideration attached to the proposed development.

Public Art

The developer has agreed to make a voluntary contribution to the City's Public Art fund at a rate of \$0.75 per buildable square foot. As a result, a contribution of \$25,250 payable to the City's Public Art fund and is being secured as a rezoning consideration for the development.

Indoor and Outdoor Amenity Space Provisions

Based on the relatively small size of the of the overall townhouse development, the developer is proposing to make a cash-in-lieu of on-site indoor amenity space payment in the amount of \$28,000 (based on \$1,000 per unit) based on the OCP guidelines on indoor amenity space contributions for townhouse developments.

An outdoor amenity area is located in a central location on the townhouse development site at the intersection of the internal drive-aisles and is sized to meet OCP requirements (6 sq.m per unit; 168 sq. m total outdoor amenity space area).

Consultation and Public Correspondence

Both the developer and City staff have had discussions with residents in the Coldfall Court subdivision, which is situated to the immediate east and backs onto the rear of the proposed development site. Public correspondence was submitted to City staff from these residents outlining their concerns and questions about the proposed redevelopment. Public correspondence is contained in **Attachment 4** for reference. The following is a summary of concerns raised in the letters followed by applicable project/developer responses, revisions and/or provisions taken into account (responses are in *bold italics*).

- Preference for a single-family redevelopment serviced by either a cul-de-sac street off No. 1 Road or rear lane – *A cul-de-sac oriented development with vehicle access provided from No. 1 Road is not possible given the limited depth of properties fronting No. 1 Road. This form of redevelopment is generally not in compliance with OCP policies for redevelopment along arterial roads and not consistent with transportation objectives along major roads. In 2006, a comprehensive review of the City's Arterial Road Redevelopment Policies was completed. As a result, this portion of No. 1 Road was identified for multi-family development in the conceptual map contained in the OCP and also complies with all multi-family redevelopment criteria contained in the Arterial Road Redevelopment Policy.*
- Opposition to development of multi-family townhouses on this portion of No. 1 Road based on predominant single-family development in the surrounding area and concerns about the impact on existing property values – *The OCP supports redevelopment of townhouses along this portion of No. 1 Road (major arterial road) so long as specific guidelines are complied with in the proposal. Given the existing base of single-family land uses within the City, integration of multi-family projects within existing single-family residential areas can be successfully achieved with proper consideration given to address adjacency issues, architectural form and character, implementing appropriate setbacks and building massing to ensure an high level of urban design for the project, therefore not resulting in any potential decrease in surrounding property's values.*
- Concerns about the setbacks for townhouse units that would be adjacent existing single-family dwellings to the east. Requested setbacks from neighbours ranging from 6 m (20 ft.) to 12 m (40 ft.) – *The developer, in response to requested setbacks from neighbours, is proposing a 6 m (20 ft.) setback along the entire rear yard (east property line) that is adjacent to the existing single-family dwellings that back onto the subject site. This setback is greater than the 3 m (10 ft.) rear yard minimum required in the Low Density Townhouses (RTL4) zone and exceeds the 4.5 m (15 ft.) setback guideline in the OCP for two storey townhouse units adjacent to a single-family dwelling. The proposed 6 m (20 ft.) rear yard setback for the townhouse project is also the same rear yard setback required for a single-family residential dwelling in Richmond. The 6 m (20 ft.) setback is maintained along the entire east adjacency of the subject site, including the one lot (8220 No. 1 Road) that has a greater depth. A rear yard setback greater than 6 m (20 ft.) would be difficult to achieve, as the development needs to take into account required 6 m (20 ft.) front yard setbacks along No. 1 Road and minimum drive-aisle widths to service the development.*

- Concerns over loss of privacy, landscaping and shadowing impacts from proposed townhouse development for surrounding single-family dwellings to the east – *As noted previously, the developer is proposing a larger 6 m (20 ft.) rear yard setback for all townhouse dwelling units that have a direct adjacency to the single-family dwellings to the east. This increased setback enables the ability to plant appropriate landscaping in the rear yards of the townhouse development to help address privacy concerns. Massing for the townhouse units along the east side of the development site is maintained at 2 storeys, which is consistent with a single-family dwelling and helps to mitigate privacy, overlook and shadowing issues. Townhouse units are also oriented to ensure that rear yards for units in the development site abut existing single-family areas. A shadow analysis (Attachment 5) was also undertaken by the architect, which shows minimal incursion of shadows into the neighbour's back yards as a result of the 6 m (20 ft.) rear yard setback and 2 storey massing for the rear townhouse units.*
- Impacts of development for drainage on subject site and surrounding area as a result of the approach to grading on the subject site – *The existing grade of the subject properties is lower than the elevation of No. 1 Road. In response to concerns about site grading, the developer is proposing to raise the grade of the site to match the existing grade at No. 1 Road and gradually decrease the grade along the eastern portions of the site to match existing grades where possible. This approach is proposed to minimize grade changes between the townhouse development site and surrounding single-family residential properties. Retaining walls are proposed along portions of the north and south property lines of the development site as a result of the proposed grade differences, but the proposed grading approach minimizes the need for retaining walls along the east edge of the site. In response to concerns about drainage, the subject development site is required to install all necessary drainage infrastructure (including perimeter drainage to capture all storm water that falls on the development site so that it can be channelled into the City's storm sewer system along No. 1 Road. Through the future building permit application, a site servicing permit is required to ensure proper drainage infrastructure is being provided for the development. Requirements for single-family dwellings (existing and new houses) exists to ensure adequate on-site drainage infrastructure is in place to channel storm water from single-family properties into the City storm sewer system as well. Therefore, all individual property owners are responsible for ensuring storm water that lands on their property can be drained into the City system.*
- Concerns over the traffic generated by the proposed townhouse development and potential impacts on vehicle and pedestrian safety in the area (i.e., No. 1 Road and Pacemore Avenue intersection and pedestrian crosswalk) – *Transportation staff have reviewed the development proposal and confirmed that the traffic generated by the 28 townhouse units can be accommodated along No. 1 Road. The development proposal also complies with transportation objectives by consolidating and removing individual driveway crossings along major arterial roads and situating new accesses for developments in locations that minimize potential conflicts. The proposed driveway access along No. 1 Road (at the north end of the development site) is supported by Transportation staff as this location is situated far enough from the intersection at Pacemore Avenue and the existing pedestrian cross-walk to provide adequate separation distance.*

Staff CommentsEngineering

A servicing capacity analysis to examine City storm, water and sanitary sewer systems was reviewed and approved by Engineering staff. No upgrades to City systems were identified in the analysis. Through the forthcoming Servicing Agreement (to be completed as a rezoning consideration) for frontage works, a site analysis will be required for City storm and sanitary sewer systems for the site connection only.

An impact assessment is required to be undertaken by the developer's consulting engineer to ensure any on-site development works (i.e., retaining walls, foundations, on-site servicing, construction activities, ongoing maintenance) does not cause damage to existing City sanitary sewer services contained in existing statutory right-of-way running along the east and south boundary of the development site. This impact assessment and accompanying recommendations is required to be approved by engineering staff through the Servicing Agreement process for frontage works related to the development.

Off-Site Frontage Works and Contributions

The developer is required to upgrade the subject site's No. 1 Road frontage to implement the following works:

- A 1.5 m (5 ft.) grass and treed boulevard and 1.5 m (5 ft.) concrete sidewalk.
- To accommodate frontage works, a 0.41 m dedication is required along the subject site's entire No. 1 Road frontage.
- New bus pad along the No. 1 Road frontage. A 1.5 m (5 ft.) by 9 m (30 ft.) public-right-of-passage (PROP) statutory-right-of-way (SRW) is required to be registered on the subject site's No. 1 Road frontage to accommodate the new bus stop pad and accompanying shelter.
- The developer is also making a contribution of \$22,000 for works related to the new bus shelter.

Frontage works are required to be designed and constructed through the City's Servicing Agreement process. The Servicing Agreement and contribution for the new bus stop shelter is required to be completed and approved as a rezoning consideration attached to the subject development application.

Transportation

The proposed townhouse development enables the elimination of individual driveway crossings onto a major arterial road through the consolidation of the properties into one development site with a single driveway access at the north end of the site. This access location and configuration is supported by Transportation Division staff as it provides sufficient separation distances from the existing pedestrian crosswalk to the south at Pacemore Avenue and takes into account the existing bus stop along No. 1 Road in front of the site, where a new bus pad and shelter will be incorporated into the development.

The driveway access to No. 1 Road and main north-south running internal drive-aisle also has the potential to serve as a vehicle access for potential future consolidated townhouse projects to the north or south of the site. As a result, a public-right-of-passage is being secured as a rezoning consideration over the driveway access to No. 1 Road and internal north-south running drive-aisle to serve as the vehicle access and driveway for properties that may redevelop to the north or south of the site.

A total of 62 off-street parking stalls are provided on the townhouse site (56 parking stalls for the 28 townhouse units plus 6 visitor parking stalls). The total number of parking stalls complies with zoning requirements for townhouse development. 28 parking stalls are proposed to be parked in tandem arrangement. These tandem stalls are located in the 3 storey townhouse units that front onto No. 1 Road. Therefore, a total of 14 units have a tandem parking arrangement. A variance will be required through the forthcoming Development Permit application to allow the 28 tandem parking spaces. Registration of a legal agreement on title to prohibit the conversion of tandem parking areas into habitable space is a rezoning consideration attached to this development.

Tree Retention, Removal and Replacement

The site plan, tree survey and accompanying arborist report was reviewed by the City's Tree Preservation staff who concur with the tree assessment and recommendations of the report. The tree survey and arborist report reviewed a total of 31 on-site trees and 7 off-site trees located on neighbouring properties. The report recommends retention of 1 on-site tree and 7 off-site trees on neighbouring lots (refer to **Attachment 6** for the tree retention/protection and removal plan).

29 trees are recommended for removal due to conflicts with proposed buildings, drive-aisles and works associated with the townhouse development. The consulting arborist report and site inspection conducted by Tree Preservation staff have noted that these 29 trees have been previously topped, resulting in significant decay and structural defects that would not be suitable for retention. Other on-site trees that are situated outside of proposed townhouse building footprints have also been identified as not being suitable for retention as a result of previous topping and general decline of trees.

1 tree (Tag# 0101) is a larger Deodar Cedar in good condition located in the front yard of the existing house at 8280 No. 1 Road. However, due to conflicts with the proposed building envelope and requirement to raise the elevation of the site adjacent to No. 1 Road to meet flood construction requirements, this tree is also recommended for removal and should be replaced with two larger calliper conifers trees to be located on No. 1 Road frontage. This specific recommended replacement planting will be required to be incorporated in the landscape plan submitted by the developer as part of the Development Permit application. Retention of this tree would generally involve removal of a minimum of four townhouse units along No. 1 Road around the tree and keeping the existing grade around the base of the tree for a 6 m (20 ft.) radius, which is not feasible for the proposed development. On this basis, tree replacement is recommended.

Tree protection fencing on the subject site will be required to be installed around the trees to be retained on-site and off-site on neighbouring properties. Confirmation of installation of tree protection fencing to City and consulting arborist specifications is to be completed prior to any construction or site preparation activities on the development site.

Based on the proposed on-site tree removal, a minimum of 60 replacement trees (deciduous and conifers) are required to be planted on the subject site based on a 2:1 tree replacement ratio. Confirmation on the number of replacement trees that can be accommodated on the townhouse site will be through the Development Permit application process. If all replacement trees cannot be accommodated on the townhouse site, a cash-in-lieu contribution of \$500 per tree is required for the remaining balance of replacement trees to the City's Tree Compensation Fund for off-site planting.

Analysis

Arterial Road Redevelopment Policy

The townhouse development proposal complies with the City's Arterial Road Redevelopment Policy and corresponding criteria contained within the OCP on the following basis:

- The east side of No. 1 Road (south of Blundell Road and North of Coldfall Road) is specifically identified for multi-family development in the Arterial Road Redevelopment Policy concept map in the OCP.
- The subject site is located along a major arterial road serviced by public transit and is located approximately 525 m away from the intersection of Francis Road and No. 1 Road (Seafair Shopping Centre).
- The consolidated lots under rezoning have a combined frontage in excess of 100 m, which exceeds the minimum 50 m of frontage required for townhouses along major arterial roads.
- A majority of lots along this portion of No. 1 Road between Blundell Road and Coldfall Road have development potential based on existing lot width, general age of housing stock and multi-family OCP designation.
- There are examples of more intensive forms of development on No. 1 Road around the development site such as the Gilmore Gardens congregate housing and church development to the north at the corner of No. 1 Road and Blundell Road. Further south, there are examples of older multi-family forms of development ranging from dwelling units arranged in duplex building forms to medium density apartments (i.e., Apple Greene Park development).
- The development proposal adheres to multi-family OCP requirements along arterial roads as 3 storey massing is limited to only units that front directly onto No. 1 Road. At the north and south ends of the development, three storey massing is stepped down to 2 ½ storey massing adjacent to the side yard to the south and driveway access to the north. All proposed townhouse units at the east end of the site, which have direct adjacencies to existing single-family dwellings, are limited to 2 storey massing with a 6 m rear yard setback.

A conceptual development plan for adjacent properties has been submitted and is on file to show how surrounding lots have the ability to utilize the driveway access from No. 1 Road implemented as part of this townhouse proposal.

Future Development Permit Application and Design Review

The proposed townhouse project is required to submit a Development Permit application for review and processing by staff to examine the proposal in conjunction with applicable Development Permit guidelines for multi-family development contained in the OCP. Processing of the Development Permit application to a satisfactory level is required to be completed as a rezoning consideration.

The following are a list specific urban design and landscaping issues to be addressed in the forthcoming Development Permit application:

- Finalize architectural detailing and form and character of the townhouse buildings to ensure a proper fit with surrounding mix of residential land uses.
- Develop and refine landscape plans for the rear units to maximize opportunities for buffering between the townhouse and adjacent single-family dwellings while also taking into account existing City services in the area.
- Design refinement of the 3 storey and 2 storey townhouse buildings to reduce overall massing.
- Design development of the outdoor amenity space to maximize usability and accessibility to townhouse residents and examine the location of walkways providing pedestrian access out to No. 1 Road.
- Landscape plan development to ensure sufficient replacement tree planting on the townhouse site and designed to maximize use of yard space directly adjacent to townhouse units.

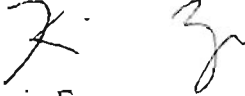
Based on the preliminary site plan for the development submitted through the rezoning, variances requested through the forthcoming Development Permit application will be required for 28 tandem parking stalls located in 14 of the townhouse units. Additional variances identified through the processing of the Development Permit application will be reviewed by staff.

Financial Impact or Economic Impact

None.

Conclusion

The application to rezone 8200, 8220, 8280 and 8300 No. 1 Road to Low Density Townhouses (RTL4) in order to permit development of a 28 unit townhouse development complies with OCP criteria for the residential redevelopment along arterial roads. Specific issues related to vehicle access, setbacks and adjacency to neighbouring single-family lots have been addressed. The consolidated list of rezoning considerations is contained in **Attachment 7**, which must be completed prior to final adoption of the rezoning bylaw. In addition to the rezoning application, the next development application will be the Development Permit application that will be submitted by the proponent in the near future.


Kevin Eng
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Public Correspondence

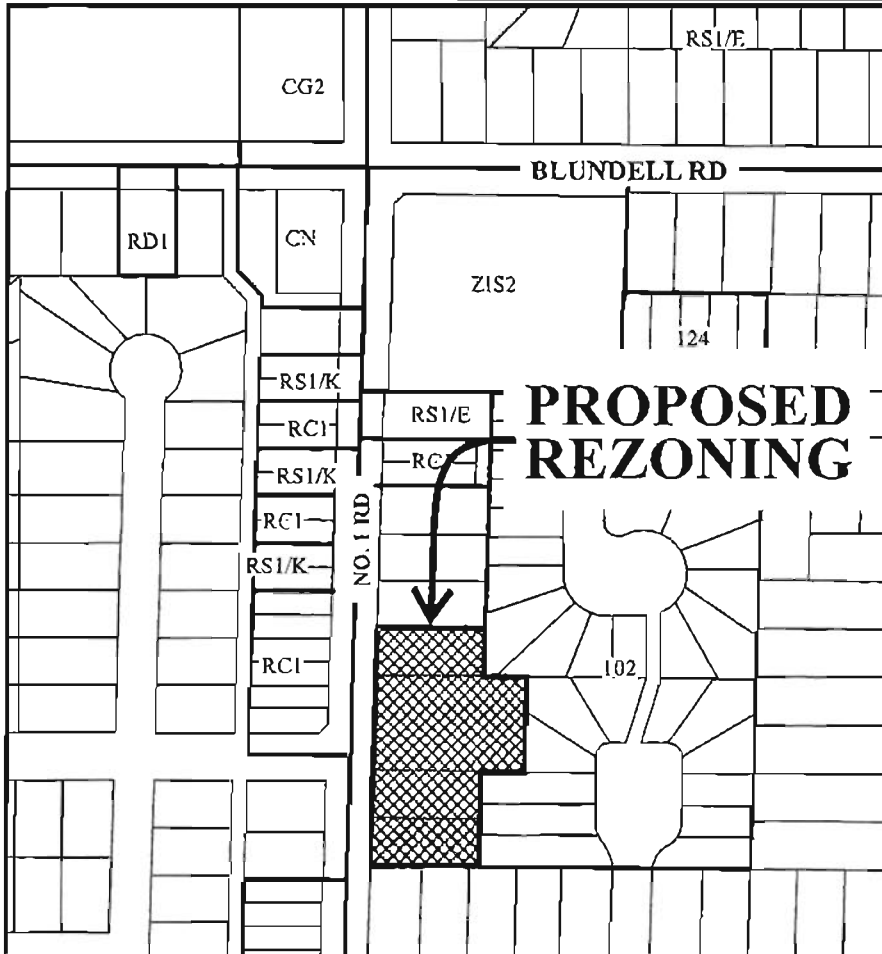
Attachment 5: Shadow Diagram

Attachment 6: Tree Retention/Protection and Removal Plan

Attachment 7: Rezoning Considerations **PLN-163**

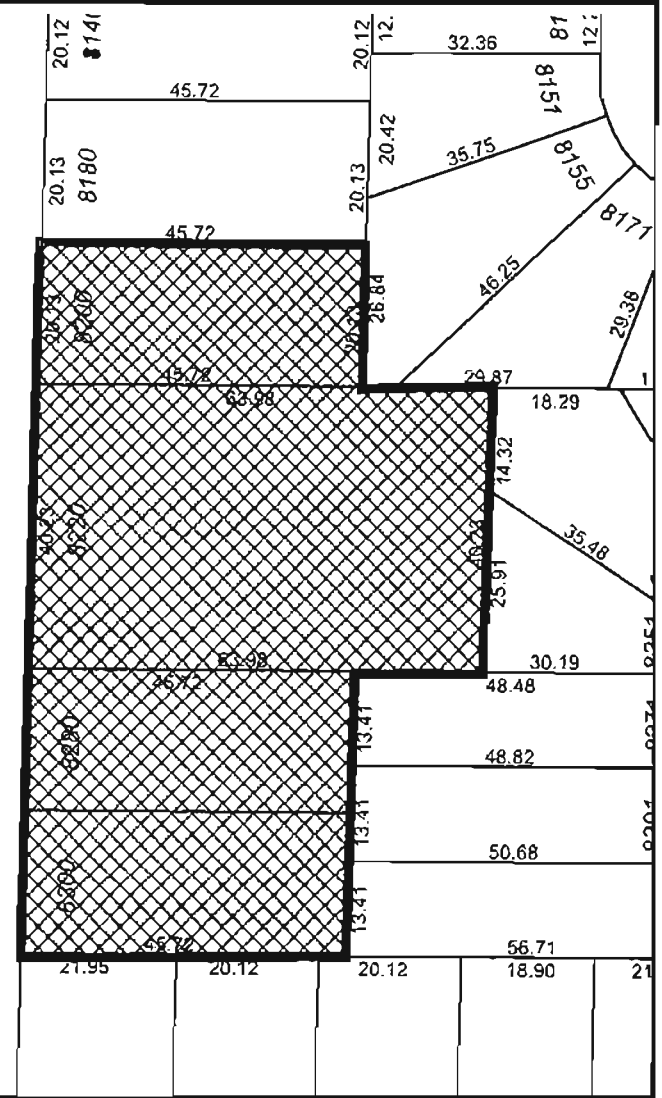


City of Richmond



33.50	8155	10.07
33.51	8171	10.07
33.51	8177	10.07
33.51	8191	10.07
33.51	8199	10.07
33.51	8211	9.14
971.51		7.00
53.980		21.79
53.8271		20.12
51.8291		10.06
56.8291		10.06

NO. 1 RD



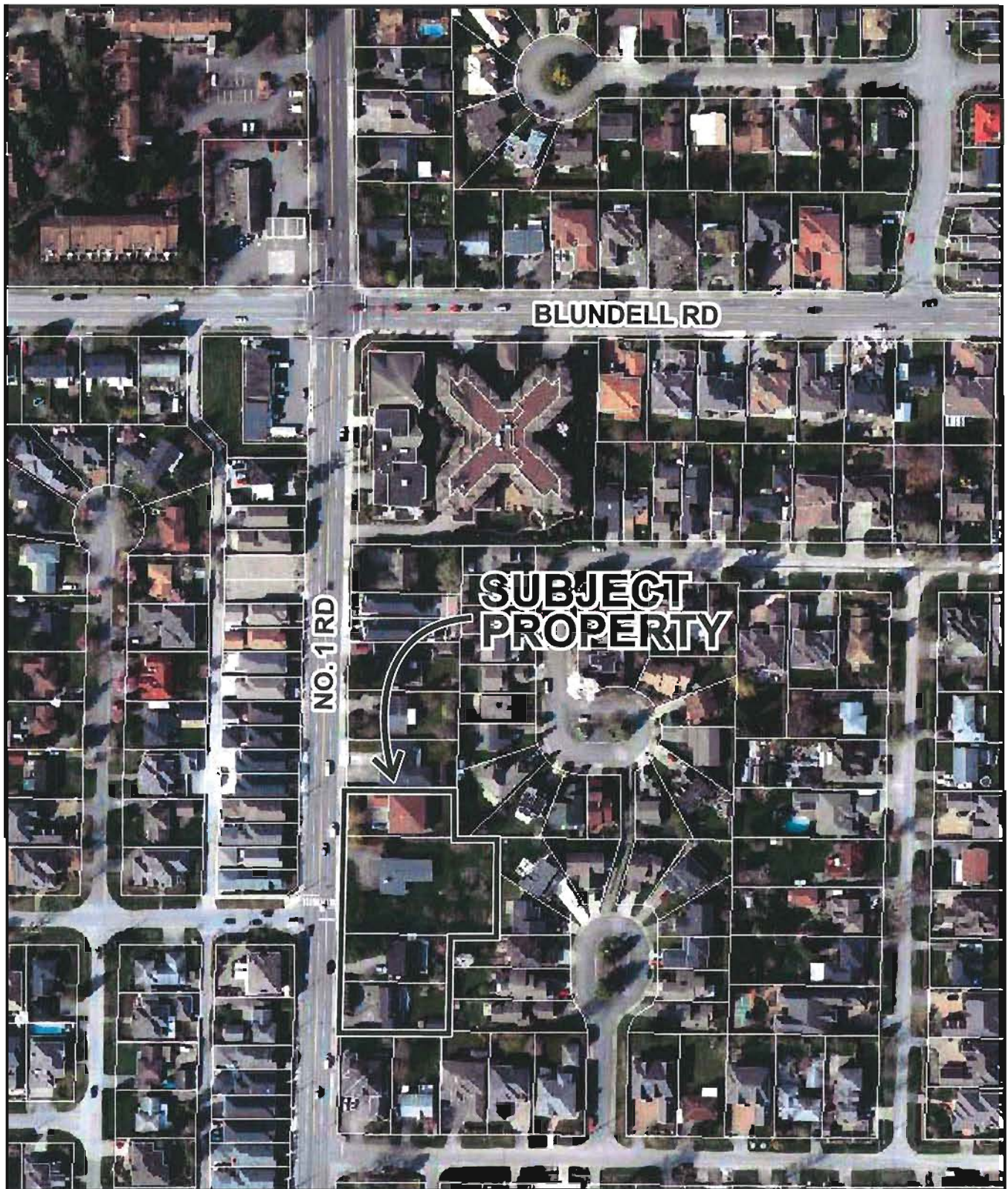
RZ 11-596490

Original Date: 01/12/12

Revision Date: 07/04/12

Note: Dimensions are in METRES

ATTACHMENT 1



RZ 11-596490

Original Date: 01/12/12

Amended Date: 04/07/12

Note: Dimensions are in METRES



MATTHEW CHENG
ARCHITECT INC.

2000 WEST 10TH AVENUE
SUITE 200
VANCOUVER, BC V6H 3A1
TEL: 604-271-1111
WWW.MATTHEWCHENG.COM

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Project No: 1000000000
Date: 10/10/2020
By: [Signature]

Comments:

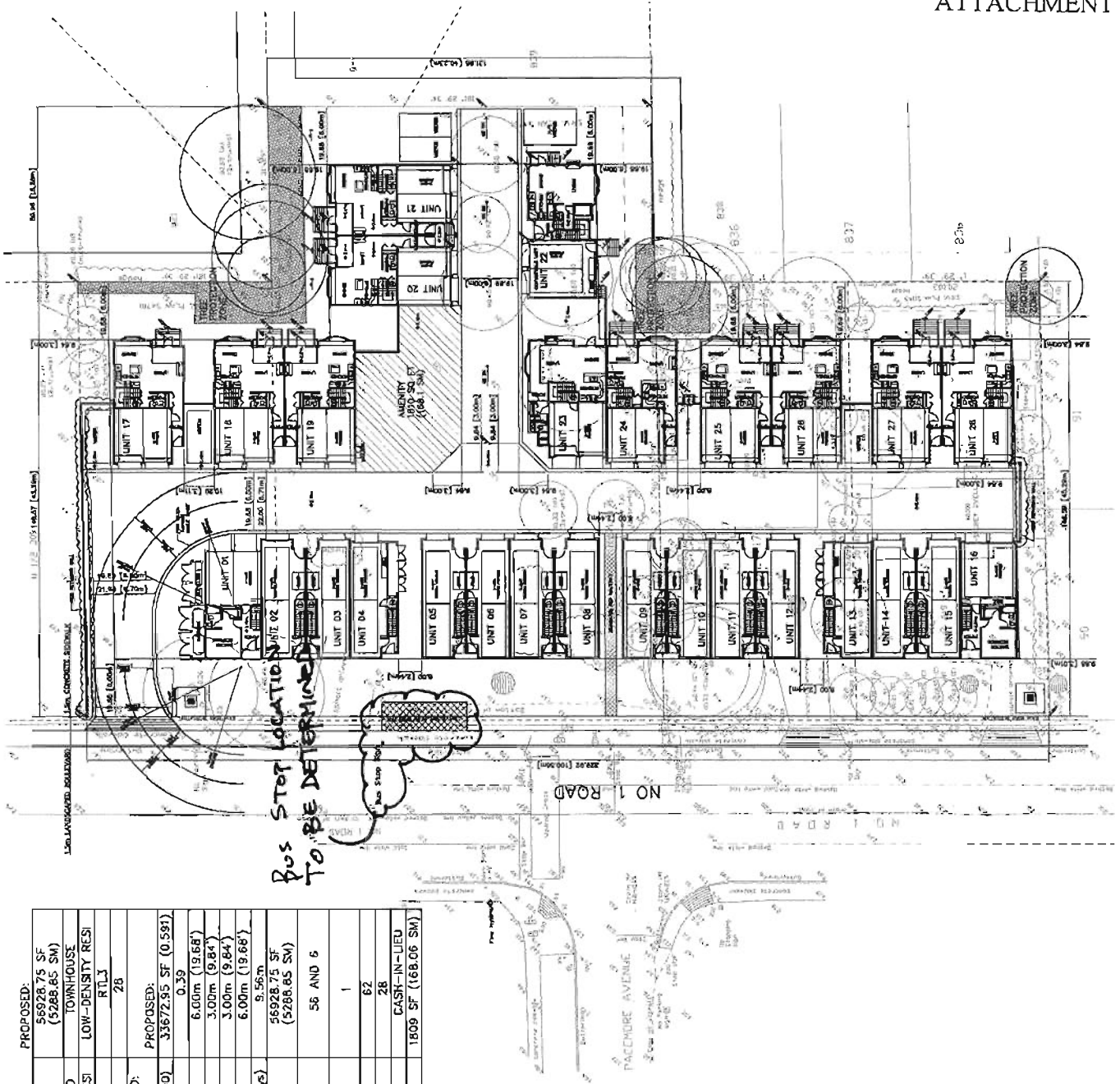
Project Title:
28-UNIT TOWNHOUSE
DEVELOPMENT
8200/8320/
8280/8300
NO. 1 ROAD
RICHMOND, BC

Sheet Title:
SITE PLAN &
GROUND FLOOR PLAN

Owner:	Project:	Scale:	Project Number:
Architect:	City:	Year:	Page No.:
Project Name:	Project Address:	Project Date:	Project No.:
Project No.:	Project Title:	Project Date:	Project No.:

Project No. A01

ATTACHMENT 2



EXISTING:	PROPOSED:
SITE AREA: 57372.58 SF (5330.09 SM)	56928.75 SF (5288.65 SM)
LAND USES: SINGLE DETACHED LOW-DENSITY RES	TOWNHOUSE LOW-DENSITY RES
OCF DESIGNATION: RS1/E	RT1.3
ZONING: RS1/E	RT1.3
NUMBER OF UNITS: 4	28
REQUIRED/ALLOWED: (BASED ON RT1.3)	PROPOSED:
FLOOR AREA RATIO: 34157.25 SF (0.600)	33672.95 SF (0.581)
LOT COVERAGE: 0.40	0.39
SETBACK-FRONT YARD: MIN. 6m	6.00m (19.68')
SETBACK-SIDE YARD: (NORTH) MIN. 3m	3.00m (9.84')
SETBACK-SIDE YARD: (SOUTH) MIN. 3m	3.00m (9.84')
SETBACK-REAR YARD: MIN. 3m	6.00m (19.68')
HEIGHT: (m) 12.0m (3 Storeys)	9.56m
LOT SIZE: 57172.58 SF (5330.09 SM)	56928.75 SF (5288.65 SM)
OFF-STREET PARKING RESIDENTIAL/COMMERCIAL: 56 AND 6	56 AND 6
ACCESSIBLE: 1	1
OFF-STREET PARKING TOTAL: 62	62
TANDER PARKING SPACES: 28	28
INDOOR AMENITY SPACE: MIN. 60 SM	CASH-IN-LIEU
OUTDOOR AMENITY SPACE: MIN. 168 SM	1809 SF (168.06 SM)

PLN - 166



MATTHEW CHENG
ARCHITECT INC.

PROFESSIONAL ARCHITECT
REGISTERED IN THE PROVINCE OF BRITISH COLUMBIA
FIRM NO. 123456789

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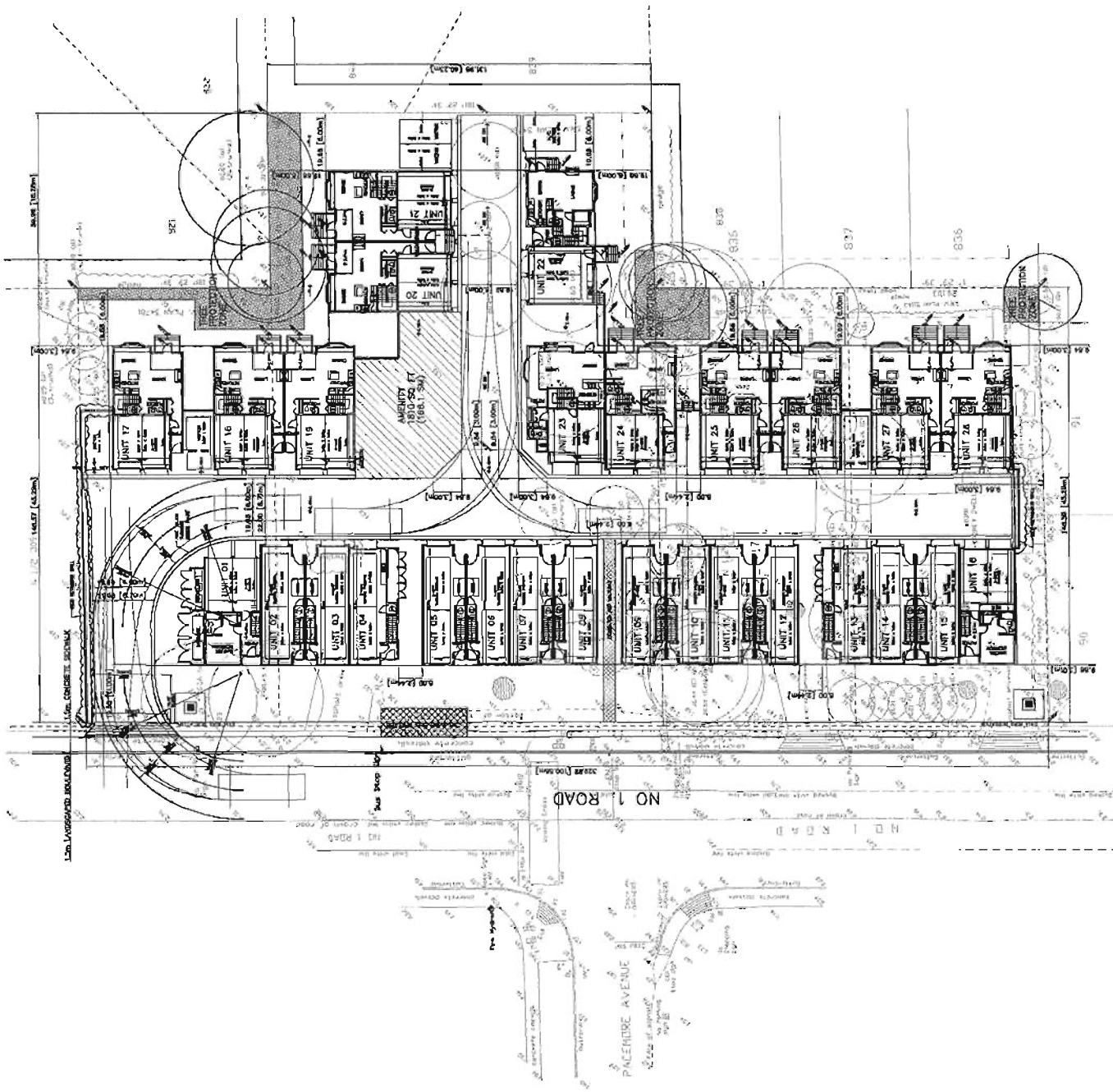
DATE: 12/15/2023
BY: MCH/23/12/15
PROJECT: 28-UNIT TOWNHOUSE DEVELOPMENT

PROJECT TITLE:
28-UNIT TOWNHOUSE
DEVELOPMENT
8200/8220/
8280/8300
NO. 1 ROAD
RICHMOND, BC

PROJECT TYPE:
PARKING PLAN &
GROUND FLOOR PLAN

Drawn By: MCH/23/12/15
Checked By: MCH/23/12/15
Scale: 1/8" = 1'-0"
Project Number: 28-UNIT TOWNHOUSE DEVELOPMENT

Revision: 1.00
Date: 12/15/2023
Project: 28-UNIT TOWNHOUSE DEVELOPMENT
Sheet: A01a





MATTHEW CHENG
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100-10101
100-10101
100-10101

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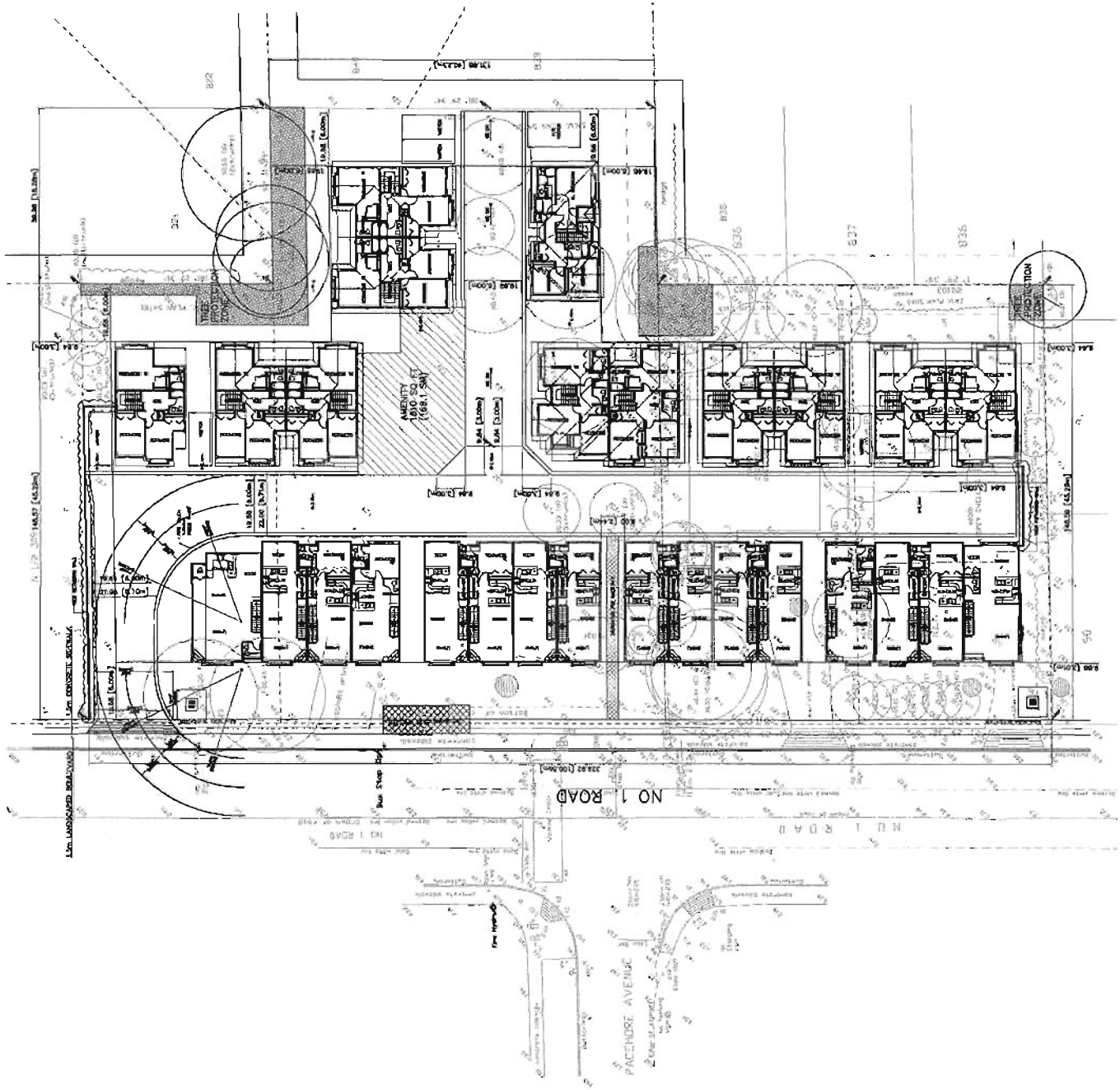
100-10101

28-UNIT TOWNHOUSE
DEVELOPMENT
8200/8220/
8280/8300
NO. 1 ROAD
RICHMOND, BC

SITE PLAN &
MAIN FLOOR PLAN

Project	8200/8220/8280/8300
Client	8200/8220/8280/8300
Project Number	8200/8220/8280/8300
Scale	1/8" = 1'-0"
Revision	1
Drawn By	8200/8220/8280/8300
Checked By	8200/8220/8280/8300
Project Number	8200/8220/8280/8300

A02





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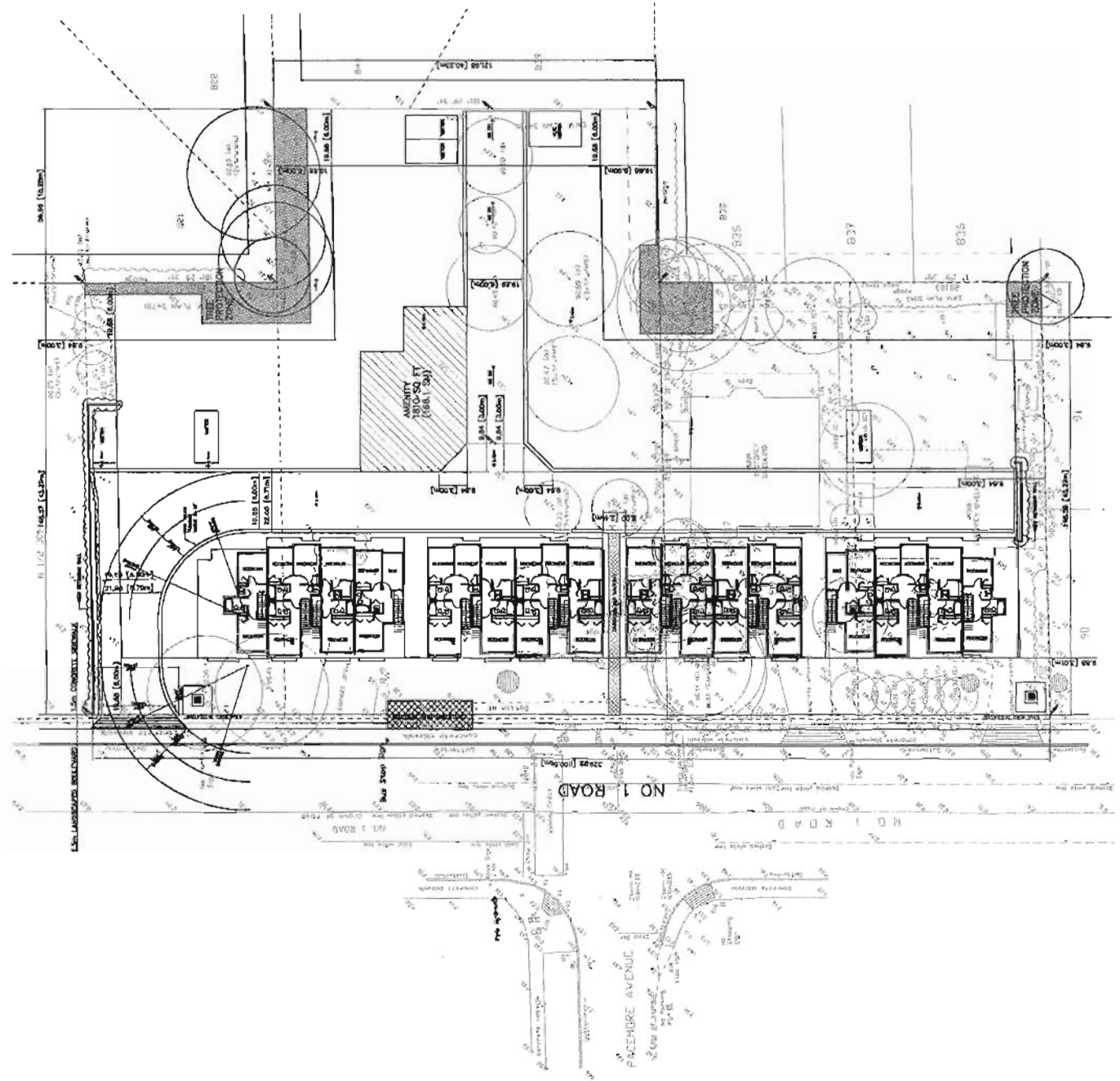
DATE: 12/15/2014
BY: MCH
PROJECT: 28 UNIT TOWNHOUSE DEVELOPMENT

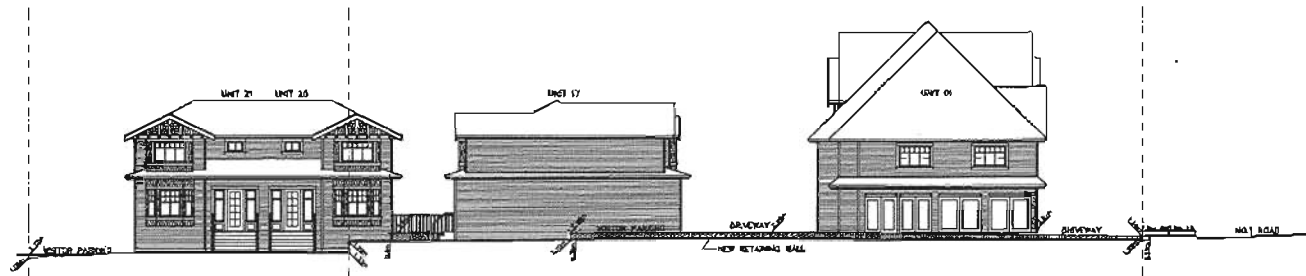
Client/Owner

28 UNIT TOWNHOUSE
DEVELOPMENT
8200/8220/
8280/8300
NO. 1 ROAD
RICHMOND, BC

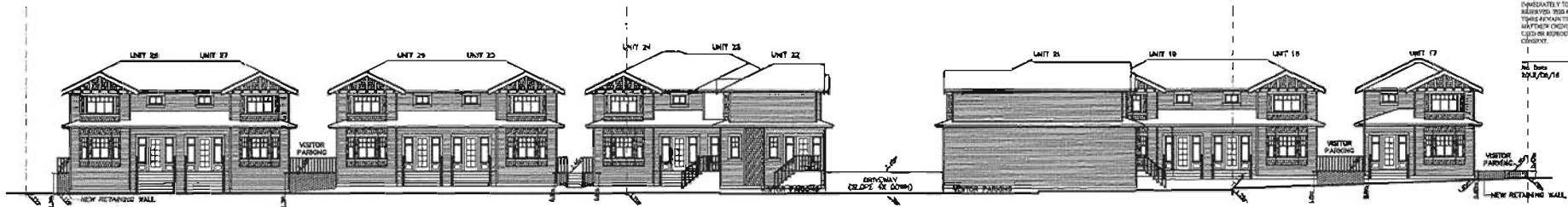
SITE PLAN &
UPPER FLOOR PLAN

Drawn	MCH
Checked	MCH
Scale	1/8" = 1'-0"
Project	28 UNIT TOWNHOUSE DEVELOPMENT
Sheet No.	A03

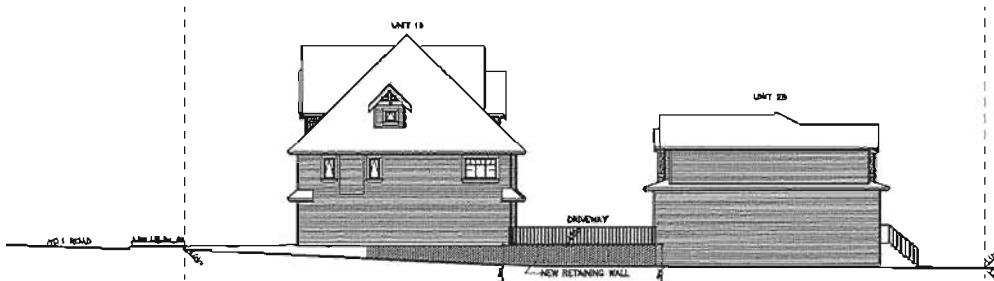




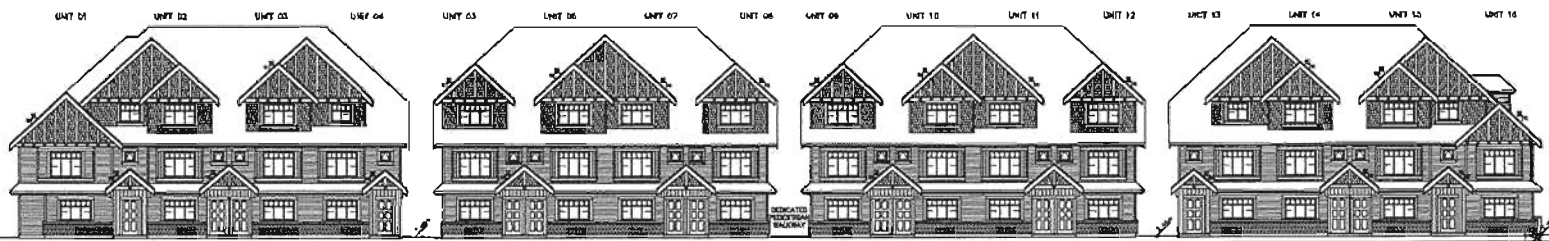
SECTION ALONG THE NORTH PROPERTY LINE



SECTION ALONG THE EAST PROPERTY LINE



SECTION ALONG THE SOUTH PROPERTY LINE



SECTION ALONG THE WEST PROPERTY LINE (ELEVATION FRONTING NO.1 ROAD)



**MATTHEW CHENG
ARCHITECT INC.**

Unit 28, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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Drawn: 20/03/16
Revised: 02/05/2016

Consultants

Project Title:
**28 UNIT TOWNHOUSE
DEVELOPMENT
8200/8220/
8280/8300
NO. 1 ROAD
RICHMOND, BC**

Sheet Title:
CROSS SECTIONS

Drawn:
H.C.C.
Checked:
M.C.
Scale:
1/8" = 1'-0"
Project Number:

Revision Date:
JAN. 16, 2012
Print Date:
JAN. 16, 2012

Sheet No.
A05



RZ 11-596490

Attachment 3

Address: 8200, 8220, 8280 and 8300 No. 1 Road

Applicant: Applicant Name

	Existing	Proposed	
Owner:	8200 No. 1 Road – Kraftsmen Homes 8220 No. 1 Road – Kraftsmen Homes 8280 No. 1 Road – P. Tessmer/A. Avery 8300 No. 1 Road – X. Liu	To be determined	
Site Size (m ²):	5,329 m ² (combined lots)	5,288 m ² (after road dedication)	
Land Uses:	Single-family residential	28 unit low-density townhouse development	
OCP Designation:	General – Neighbourhood Residential Specific – Low Density Residential	No change - Complies	
Zoning:	Single-Detached (RS1/E)	Low Density Townhouses	
Number of Units:	4 single-family dwellings	28 townhouse units	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 FAR	0.59 FAR	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Size (min. dimensions):	Min. 50 m frontage Min. 35 m depth	100 m frontage 45 m to 64 m depth	none
Setback – Front Yard (m):	Min. 6 m	6 m	none
Setback – North Side Yard (m):	Min. 3 m	3 m	none
Setback – South Side Yard (m):	Min. 3 m	3 m	none
Setback – Rear Yard (m):	Min. 3 m	6 m	none
Height (m):	12 m	10 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	56 (R) and 6 (V) per unit	none
Off-street Parking Spaces – Total:	62	62	none
Tandem Parking Spaces:	Not permitted	28 tandem stalls	Variance requested
Amenity Space – Indoor:	Min. 70 m ² or cash-in-lieu (\$1,000 per unit)	\$28,000	none
Amenity Space – Outdoor:	6 m ² per unit	168 m ²	none

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

PUBLIC CORRESPONDENCE

Dear Kevin Eng, as property owners at 8311 Coldfall Court we are quite concerned about the type of redevelopment that will occur along #1 Rd from 8300 heading north toward the Flemming Property. Our backyard faces directly into the backyard of the 8300 # 1Rd property. This has been our family home for 33 yrs and we very much love the neighborhood consisting of single dwelling homes no higher than the current two stories. Although we realize that change is inevitable, we would like to express some of our concerns so that change can be influenced in a positive way.

Currently to access the 8300 # 1 Rd property, you must drive down a short steep driveway. If this property were to be redeveloped as part of a larger complex we fear drainage could be a big issue as the land would likely be leveled off by elevating it, leaving our backyard at a lower gradient, thus susceptible to water accumulation.

We value our privacy and the sunlight we get, which allows our gardens to flourish providing fresh fruits, vegetables and flowers during the spring, summer and fall months. Building a high multifamily complex behind our property would certainly ruin our privacy and greatly impact the amount of sunlight we rely upon for our garden. Also, with the heavy traffic along #1Rd, increasing the housing density concerns us as it is not a safe environment for youngsters to play in and it just adds to the traffic in an already congested area.

Along with increased population density comes increased noise pollution. Citizens need to be able to rest and relax in their backyard in a peaceful environment - this is very important for one's emotional health. We also value the green space and would really be disappointed to see the hedge that borders our property torn down along with the other trees that exist on the future developmental properties.

When we initially bought our property here, we did so knowing we would be living in a single dwelling family neighborhood. Although many of our new immigrants find living in compact multidwelling units to be spacious, that is not how we are accustomed to living in our neighborhood. A multifamily complex development impacts all of us long-term in the neighborhood, and it saddens us to feel that all we have worked for, is being destroyed by the big business of property development. It is such a shame to see perfectly good homes torn down so that double or triple the number of family dwellings can be built on the same sized lots. Ideally, if redevelopment is to take place we would much prefer to see only single dwelling homes to a maximum of two stories on those sites.

Our family hopes these concerns are clear and not misunderstood. We feel everyone can live together if the project is tastefully planned with consideration given to the input of residents currently living in the neighborhood. Thank you for taking the time to read this email.

Yours,

The Steed Family

Sent from my iPad=

Serge and Margaret Milaire
8280 Coldfall Court,
Richmond, B.C. V7C4X3
604-275-1076

Mr. Kevin Eng,
Policy Planning Division,
Richmond City Hall,
6911 No. 3 Road,
Richmond, B.C.
V6Y 2C1

Re: Rezoning and redevelopment proposal on No. One Road including 8200, 8220 and adjacent properties recently added.

The proposed development of 18 townhouses will forever change the current pleasant character of our single family neighbourhood. While we understand the property developer wanting a significant financial return on his investment, his interest in our area is only short term. By adding more people and vehicles into this small area, we and especially our neighbours on the boundary of this property will be the ones having to deal with the long term effects.

The street located directly across from this property, Pacemore Avenue, is the access point to No. 1 Road for many of the residents living west of No. 1 Road. Without a proper traffic signal controlling the flow of traffic and pedestrians, the addition of many vehicles moving into and out of this new development will significantly increase the potential for accidents and injury. A recent pedestrian death on Feb. 16th 2012 near this location illustrates the hazards of this busy crossroads.

Ideally, we would expect single family homes to be built on smaller lots, similar to what is on the west side of No. 1 Road. We hope that you will consider the long term interest of Richmond residents' first and the developers' interest as secondary.

Please turn down this redevelopment as proposed and keep our neighborhoods' livability in mind for present and future families.

Sincerely,

Serge and Margaret Milaire

Eng, Kevin

From: out west [jtrichmond@telus.net]
Sent: Monday, 12 March 2012 3:32 PM
To: Eng, Kevin
Subject: Re: Emailing: 8291 Coldfall Court Kaczor

Hi Kevin,

Thank you for letting us know that you received the letter from our neighbour that I emailed you.

I see a coloured peg out on the lawn of 8220 #1 RD, the Fleming property and saw a surveyor there within the last 2 weeks. I hope this peg is not a proposed set back, because it seems much too close to our back yard. Also, I had the opportunity to see the backyard of 8291 Coldfall Court, Lorraine and Richard's property. I can see that all of the neighbours on our side of the cul-de-sac have deep back yards and maintain some privacy in spite of houses behind them that front # 1 Road. It really makes a difference to have a deep back yard, unlike our property at 8251 Coldfall Court.

If any proposal were to be approved, a significant set back from our back yard is essential to ensure that our property value, and the privacy and enjoyment of our property is not sacrificed in order to allow large profits to a developer.

There are other suitable alternatives for the proposed zoning of the property that could also maintain the principle in the Community Plan, that is, for higher density on arterial roadways. For example, four single family homes in a cul-de-sac configuration would respect the single family zoning that has been in place for the entire time of our residency and would be an appropriate response to many of the concerns we have identified for our property (i.e. shallow back yard) at 8251 Coldfall Court

I hope the City of Richmond can recognize that a single family zoned approach is best. If a modest multi-family approach is approved a significant setback must be mandatory for any property that sides or backs onto our property.

Are there any meetings, council meetings or proposals etc. set or going forward that we should be aware of? Before any proposal goes forward it is essential that the City of Richmond addresses the full set of concerns we have identified.

Thank you.
Regards,
Jim and Teri Barkwell
604-275-4810

From: Eng, Kevin
Sent: Monday, March 12, 2012 10:26 AM

PLN - 174

2012-03-13-

To: Out West ; Wendy Steed ; margaret milaire ; Rosie Rosie ; Jo-Ann Steed
Subject: RE: Emailing: 8291 Coldfall Court Kaczor

Good Morning,

Attached letter received - Thanks.

Kevin Eng
Policy Planning
City of Richmond
P: 604-247-4626 F: 604-276-4052
keng@richmond.ca

From: Out West [mailto:jtrichmond@telus.net]
Sent: Friday, 9 March 2012 6:07 PM
To: jtrichmond@telus.net; Eng, Kevin; 'Wendy Steed'; margaret milaire; Rosie Rosie; Jo-Ann Steed
Subject: Emailing: 8291 Coldfall Court Kaczor

Hi Kevin,

Lorraine and Richard Kaczor asked me to email you their letter of their concerns.

Regards,

Teri Barkwell
8251 Coldfall Court
Richmond, BC V7C 4X3

March 9, 2012

Kevin Eng
City of Richmond Planner Number One
Policy Planning Division
Richmond City Hall
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Kevin

In further to our telephone conversation of February 27th, we wish to register our concerns regarding the rezoning and redevelopment proposal on No. 1 Road, incorporating the properties at 8200 and 8220.

We have resided at 8291 Coldface Court for the past thirty years and while our property does not back directly onto 8200 and 8220 No. 1 Road, it does back onto the two No. 1 Road properties immediately to the south of 8220 No. 1 Road and would be affected if the proposed development is enlarged to encompass these two lots to the south.

A townhouse development backing onto our property raises the following concerns:

1. Drainage. Any development that raises the elevation of lands could create water damage to our home and property.
2. Set-backs. We understand that the townhouses on No. 1 Road are to be three storey and those backing onto the properties on Coldfall Court two storey, with a three metre distance from the backs of the townhouses to our yards. We do not consider this a sufficient set-back as it will affect our privacy. It would be more desirable to have the building kept to the front of the property.
3. Shading and lighting. Shading will affect the amount of sunshine we receive and that will impact on vegetable gardens and other plants. Lighting will not only affect our privacy, it will impact on our ability to enjoy our backyard and possibly intrude into our homes as well.

4. Landscaping and fencing of the proposed development. Will residents of Coldfall Court have any input into the choices for landscaping and fencing?
5. Traffic and parking. Obviously traffic in our neighbourhood will increase but the question is what plans there are for parking in the townhouse development particularly visitor parking. Insufficient visitor parking will likely result in an overflow onto our cul-de-sac.
6. Reduction in the value of our property. We have been advised by a realtor with fifteen years experience that a townhouse complex backing onto our property may discourage prospective buyers. While it is impossible for us to stop this development, our hope is that we can influence its design so that it affects the value of our property as little as possible.

We would like to add, as resi-

dents of Richmond since 1965 that not only are we concerned about this particular development, we have even greater concerns about the development in Richmond in general. We are concerned about the loss of prime agricultural land (we engaged in the protest against the development of Terra Nova) about the issue of livability, about the transformation of Richmond from a peaceful, semi-agricultural, affordable community to a high density metropolis with huge condo developments emulating those of downtown Vancouver. While we were able to buy our first house in Richmond when we were in our late twenties with a two year old child, our son and his family had to move to Maple Ridge to find affordable housing. We have lost our favourite walk along the river in Steveston to development and are dismayed by the increasing commercialism of Steveston Village, once a quiet haven that seemed a fitting tribute to its history. Progress seems inevitable but it does not always provide and enhance

the human values in a society. We do realize that our growing population must be accommodated but hope a balance can be struck between housing our residents and providing them with the type of environment that contributes to their quality of life.

We thank you for your time and attention.

Yours truly
Richard W Kaczor
Lorraine Kaczor

RICHARD AND LORRAINE KACZOR

8291 COLD FALL COURT

RICHMOND BC V7C 4X3

604-277-0457

February 15, 2012

Dear Kevin Eng:

Re: Concerns regarding rezoning and redevelopment proposal on #1 Road
at 8200 and 8220 and additional properties on No. 1 Road

Thank you very much for taking the time to meet with us and educate us on how the process works and sharing the proposed plan with us.

We have a few concerns that we would like to address so that the plan can proceed in a harmonious fashion.

We have a semi-private backyard and the current plan envisions multiple second story windows overlooking our backyard – the loss of privacy to us will be increased additionally if the land is elevated. To address these concerns, we would like to see the side adjacency set-back increased from 4.5m to 6m. We would also like the elevation change reduced to the minimum amount possible. We are also asking for the least number of windows possible to be overlooking our yard as since the back of the proposed townhouses will be directly overlooking our backyard.

Please keep us informed of any meetings, changes or new information regarding these properties or any additional properties added to the proposal.

Kind regards,

Dawn & Millan Patel
8271 Coldfall Court, Richmond
dawnpatel@gmail.com
604-271-9470

February 15, 2012

Dear Kevin Eng:

Re: Major concerns regarding rezoning and redevelopment proposal on #1 Road at 8200(the Fleming property) and 8220, from the owners of 8251 Coldfall Court:

This is to advise you that we, the homeowners of 8251 Coldfall Court, are completely opposed to the rezoning and proposed redevelopment of the property behind 8251 Coldfall Court, at 8200 (the Fleming property) and 8220 #1 Road.

For over 20 years we have lived in a quiet cul-de-sac in an area zoned for single-family residential use. This includes the two properties behind our home. Our home is not near any commercial or multi-family zoned properties. The lot behind us is approximately equidistant from the intersections of Blundell and Francis, and is therefore in an area where it could be expected that no large commercial or multi-family zoning would take place. The zoning rules passed in recent years for major roadways have resulted in some densification in our area along #1 Road by virtue of narrower lots for newly built single family residences. This is an acceptable and appropriate approach to increasing density while maintaining the suburban character appropriate to an area zoned for single-family residences.

The purchaser of the Fleming property paid an amount consistent with redevelopment of that property into two or three single-family residences. This would be an acceptable outcome, consistent with the spirit of the zoning for higher density in appropriate areas along a major west Richmond roadway. Allowing a fundamental rezoning of the property to allow a large number of intrusive multi-storey, multi-family buildings would destroy the character of the single family zoned area, including our cul-de-sac, and is completely inappropriate and highly objectionable. If approved by the City of Richmond, it would also be an unfair means of enriching the developer through unjustifiable zoning changes, to the financial detriment of all nearby residents, including us. It is our intention to use all means possible to prevent this completely unacceptable outcome.

As longstanding tax paying residents of Richmond we ask that you keep us updated on any proposed changes, meetings, proposals, planning committees and Council meetings etc. by email at jtrichmond@telus.net or directly by mail regarding the development property know as the "Fleming property" on 8200 and 8220 #1 Road.

There are multiple specific objections that can be identified, in addition to the general objections noted above.

The Fleming property that backs on to our back yard is an anomaly and not consistent with depth sizes on other major arterial roads in Richmond. That is, most lots on arterial roads are not as deep as the Fleming property at 8200 #1 Road. The lot depth raises fundamental issues that are problematic not only for a proposed redevelopment and rezoning of this lot but it also creates unique issues/problems for 8251 Coldfall Court.

There are several privacy concerns. Our house on 8251 Coldfall Court is set far back and has a shallow back yard due to the lot being "pie shaped" with a narrow frontage. This was as approved by the City of Richmond, consistent with single family zoning in the entire surrounding area of our property. Therefore, the back of the house does not have a deep back yard and most of our back yard would be in close proximity to any structures/dwellings of a proposed townhouse development. This would significantly diminish our enjoyment and privacy of our property, and could dramatically undermine the property value. Consequently, allowing such high density would enrich the developer at the expense of existing homeowners. A minimum requirement would be to ensure that any dwellings are at least 40 feet from our property. The depth of the Fleming property easily allows this outcome.

A critical concern relates to drainage. With the high water table in Richmond, and with the configuration allowed when our property was built, any development process that results in an elevation of lands above the existing levels could create severe water damage to our home and on our property. We understand that there have been several court cases over the years with similar scenarios. We do not intend to allow development approaches that create financial and health issues. You are reminded that we have resided in this home for over 20 years and that the current land and building configurations were approved by the City of Richmond. Any development approaches that undermine the value of our property or enjoyment will be vigorously contested in whatever manner is possible.

In addition to the setback requirement noted above there are numerous other details that would have to be agreed upon prior to even considering a large redevelopment proposal. The drainage issue is most significant. Some form of perimeter drainage around the whole land site and including individual drainage for each unit so that there will be no drainage issues for properties in the area would be required at a minimum, as would a written guarantee from the City of Richmond accepting liability for any subsequent water drainage issues. Important but lesser considerations include the right type of landscaping on the Fleming property, set back far enough so that lighting levels are not appreciably diminished and to maintain suitable privacy in keeping with expectations in an area zoned for single-family dwellings.

A potential development with 18 town homes potentially translates into 36 vehicles on the site if each homeowner has a minimum of 2 vehicles; however there is a potential for many more vehicles if each homeowner has children or other family members of driving age. This creates pollution and congestion issues for the remaining homeowners who should be able to expect a different outcome in an area zoned for single-family residences. The height of buildings in a single family zoned area is important for retaining the character and quality of the neighbourhood. Consequently it is expected that any buildings on the Fleming site would be single or two story. If two story, the required setback as noted above is even more critical. The property currently has only one single story building that is set back from our property line by well over 100 feet.

The increased density in the middle of the block between Francis and Blundell could create other concerns in regard to traffic accidents & injuries to school age children and others crossing at Pacemore. We are aware of serious pedestrian injuries at that general location already. This form of densification is not appropriate to our area and is not supported. Congestion and safety concerns along #1 Road are already reaching critical levels. This proposal would exacerbate those issues.

In summary, we strongly oppose this proposed redevelopment. It is highly inappropriate in an area of single-family residences. It is very likely to cause financial hardship and to detract from the personal enjoyment all residents of single-family zoned areas in Richmond are entitled to expect. There are also significant potential health and safety issues. The City of Richmond would be liable for any such losses. We expect to use all available means to prevent this highly inappropriate proposal from proceeding.

If you wish to further discuss our concerns or to offer solutions to the issues raised we look forward to hearing from you.

Sincerely,

Jim and Teri Barkwell

8251 Coldfall Court
Richmond, BC V7C 4X3
604-275-4810

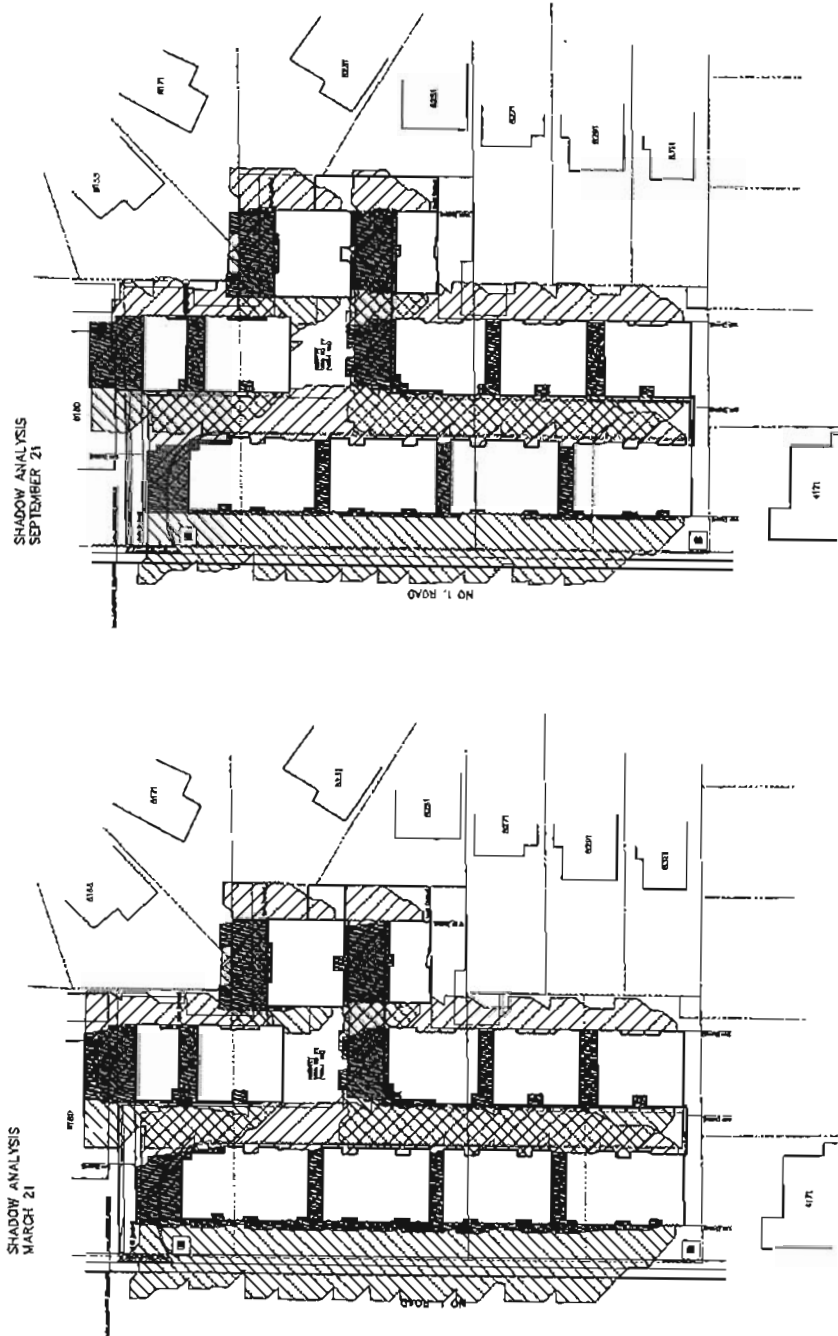


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E-MAIL: info@buckman.com • www.buckman.com

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9/26/74
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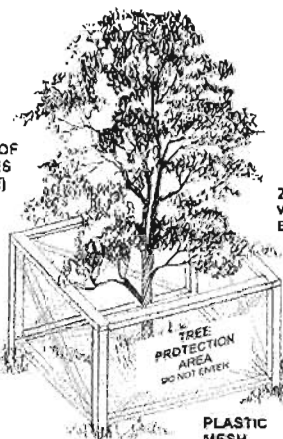
SHADOW ANALYSIS

Depot's IDC	Quotation No.	Units $\frac{1}{100} = \text{ft}^2$	Pre paid Amount.	Depy A/c. A07
			Ramchand Depts J.E. CO. 2012	
			Prpd Balce J.E. CO. 2012	



MINIMUM
OUTSIDE OF
BRANCHES
(DRIPLINE)

1.2m Min.



TREE PROTECTION ZONE FENCING

Tree Protection Zone
No Entry



No Dumping
No Fill



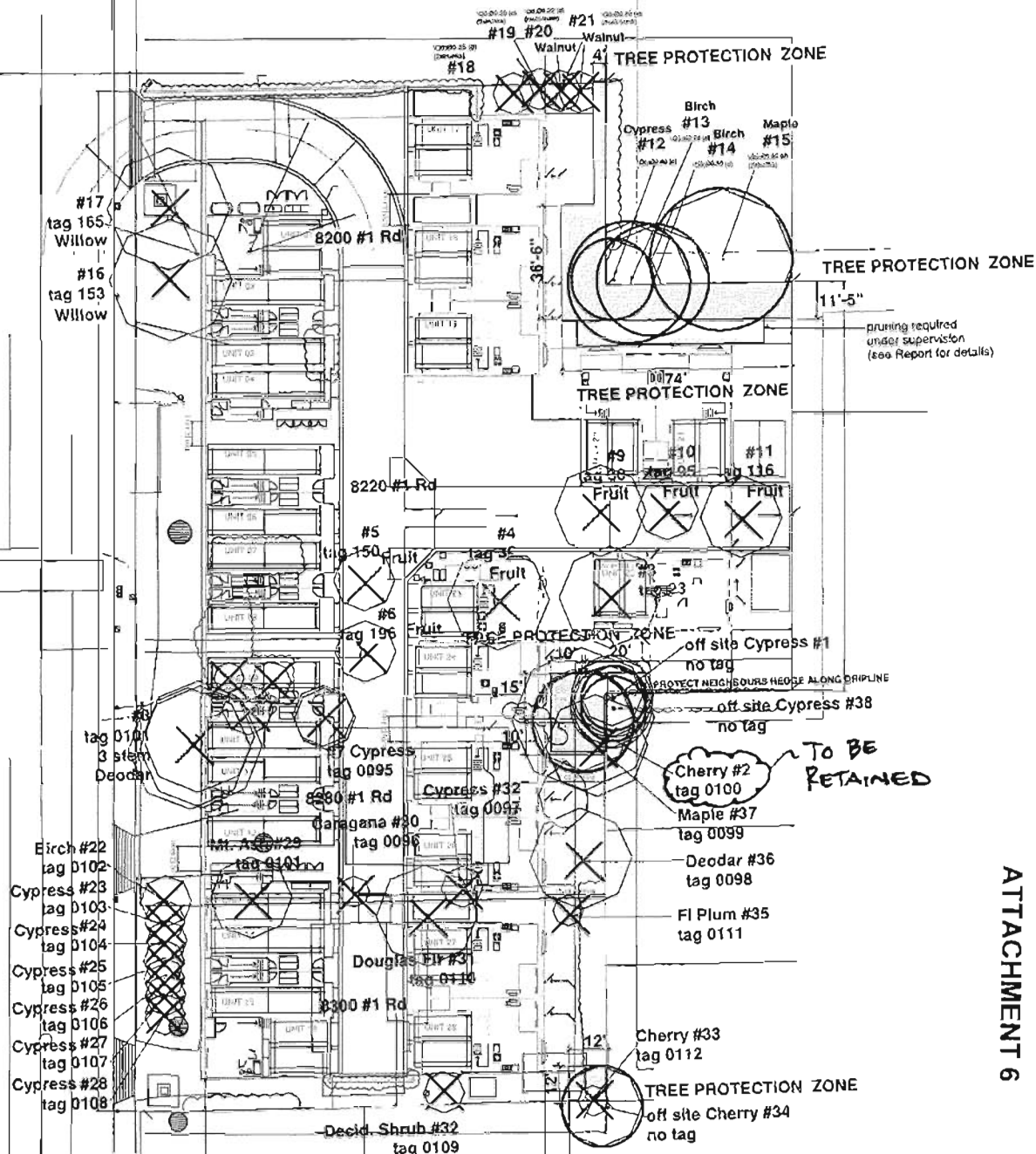
No Digging or
Excavating



No Lumber or
Supply Storage

Fencing must be installed prior to demolition and
remain in place until construction is complete.

TREE PROTECTION ZONE SIGNAGE



Catherine MacDonald Inc.
1395 Polaris Road
North Vancouver, BC
V7R 1C3

404.104.0307
catherine@catmacdonald.ca

GENERAL NOTES

COPYRIGHT RESERVED: This plan is the
property of Catherine MacDonald Inc. and
may not be used or reproduced without
written consent.

Verify elevations and dimensions prior to
construction. Report discrepancies to
Architect, Landscape Architect or Architectural
Engineer.

Refer to ARCHITECT for all
USE OF MATERIALS, DO NOT SCALE PLAN.

DEMOLITION PROTECTION BARRIERS AS SHOWN
AND FOLLOW TECHNICAL GUIDELINES AS PER
CITY OF RICHMOND. TREE PROTECTION
BARRIERS TO BE AT LEAST 1.2M HIGH AND
CONSTRUCTED OF SPIN SPUN FENCING
SECURED FASTENED TO METAL OR WOOD
STAKES SPACED NO FURTHER THAN 1M AND
OR PLYWOOD NAILED TO WOODEN
STAKES, OR OTHER FORM OF BARRIER
SATISFACTORY TO CITY/STAFF.

NO ENTRY OF ANY KIND SHALL OCCUR
WITHIN THE TREE PROTECTION AREA. THIS
INCLUDES FERTILIZER, MATERIALS OR EQUIPMENT
STORAGE OF ANY KIND, VEHICLE TRAFFIC OR
PARKING.

ALL LANDSCAPE WORK TO CONFORM
TO THE BC LANDSCAPE STANDARD (7TH
EDITION) AS A MINIMUM. ALL WORK TO
CONFORM TO THE STANDARDS OF THE
INTERNATIONAL SOCIETY OF ARBORICULTURE.

CONSENT PROJECT ARCHITECT OR CITY STAFF IF
IN DOUBT ABOUT ANY TREE ISSUE.

X Denotes tree to
be removed.

Circle tree
protection required.

DO NOT REMOVE ANY TREE WITHOUT PERMIT.

DATE: 3 JULY 2013

28 PROPOSED
TOWNHOMES
8200, 8220, 8280 & 8300
NO. 1 ROAD
RICHMOND, BC



DATE: CM

REVISION: 1 OF 1

DRAWING TYPE:

TREE PROTECTION PLAN

PLN - 186

ATTACHMENT 6



MATTHEW CHENG
ARCHITECT INC.

100-1000
VICTORIA, BC V8V 2E2
TEL: 250-383-1111
WWW.MATTHEWCHENGARCHITECT.COM

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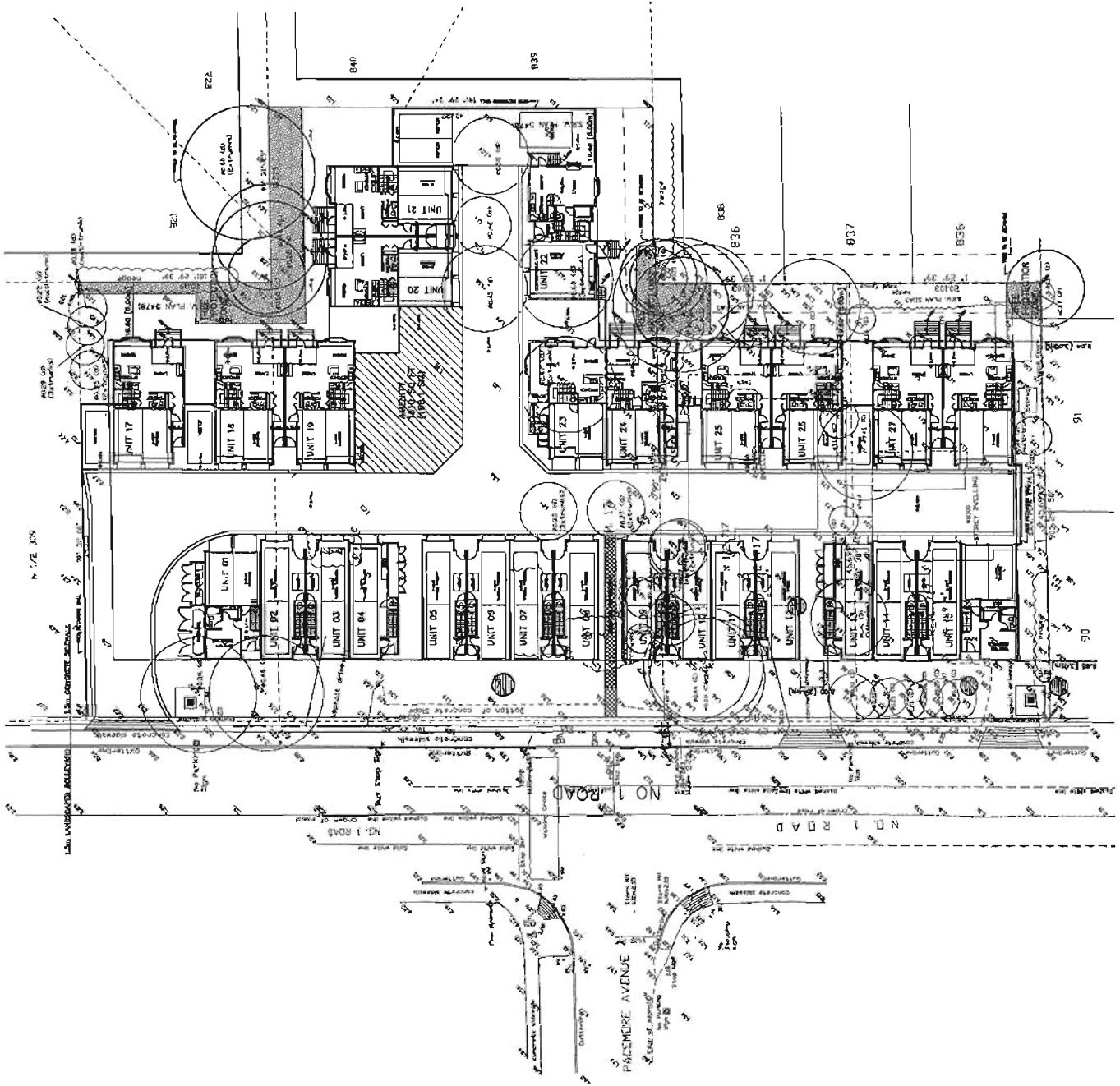
DATE: 10/15/2020
BY: MCH/AL
CHECKED: MCH/AL
DATE: 10/15/2020

CONTRACT NO.

Project Title:
28-UNIT TOWNHOUSE
DEVELOPMENT
8200/8220/
8280/8300
NO. 1 ROAD
RICHMOND, BC

Sheet Title:
TREE SURVEY PLAN &
GROUND FLOOR PLAN

Drawn By:	MCH/AL
Checked By:	MCH/AL
Date:	10/15/2020
Project Number:	A08





Address: 8200, 8220, 8280 and 8300 No. 1 Road

File No.: RZ 11-596490

Prior to final adoption of Zoning Amendment Bylaw 8929 , the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. 0.41 m (to be confirmed by a BCLS) road dedication along the entire No. 1 Road frontage of the subject site to facilitate a 1.5 m grass & treed boulevard and 1.5 m concrete sidewalk along the consolidated subject site's No. 1 Road frontage.
3. Registration of a flood indemnity covenant on title.
4. Discharge of the legal agreement (Covenant AA217274) registered on title for 8200 No. 1 Road.
5. Registration of a Public-Rights-of-Passage Statutory-Right-of-Way and/or other legal agreement, over the internal driveway access to No. 1 Road and internal drive-aisle to allow for future access for properties to the north and south upon redevelopment.
6. Registration of a Public-Rights-of-Passage Statutory-Right-of-Way (PROP SRW) and/or other legal agreement, over a 1.5 m wide by 9 m length area adjacent to No. 1 Road on the subject development site for the purposes of accommodating a new concrete bus pad and shelter. The exact location of the PROP SRW is to be determined through the Servicing Agreement* design process for frontage works.
7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
8. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$22,250) to the City's public art fund.
9. Contribution of \$1,000 per dwelling unit (e.g. \$28,000) in-lieu of on-site indoor amenity space.
10. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$67,350) to the City's affordable housing fund.
11. City acceptance of the developer's offer to voluntarily contribute \$22,000 for bus stop shelter improvements.
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement* for the design and construction of frontage works along No. 1 Road, site analysis for storm and sanitary site connections and impact assessment for all on-site townhouse related development works on existing sanitary sewer services within existing SRW's on the subject site. Works include, but may not be limited to:
 - a) A 1.5 m (5 ft.) grass and treed boulevard and 1.5 m (5 ft) concrete sidewalk along the subject sites No. 1 Road frontage.
 - b) New bus pad along the No. 1 Road frontage and within the registered PROP SRW on the development site.

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

1. Submission of a Landscape Plan and accompanying bond/security that includes the following:
 - a) A minimum of 60 replacement trees (mix of deciduous and conifers) incorporated into the Landscape Plan. Two of the replacement trees are required to be large calliper conifer trees located along the No. 1 Road frontage of the development site. If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500 per tree to the City's Tree Compensation Fund for off-site planting is required.

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

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

Prior to any construction, demolition or site preparation activities on the development site, installation of appropriate tree protection fencing to City and consulting arborists specifications around all trees to be retained and provision of tree protection fencing on the subject site for off-site trees on neighboring properties is required to be completed.

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.

Signed Copy on File

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8929 (RZ 11-596490)
8200, 8220, 8280 AND 8300 NO. 1 ROAD**

The Council of the City of Richmond enacts as follows:

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

P.I.D. 008-971-978

South Half Lot 309 Section 23 Block 4 North Range 7 West New Westminster District Plan 52748

P.I.D. 009-939-008

Lot 17 Except: Part Subdivided by Plan 53609; Section 23 Block 4 North Range 7 West New Westminster District Plan 14449

P.I.D. 003-927-679

North Half Lot 717 Section 23 Block 4 North Range 7 West New Westminster District Plan 51164

P.I.D. 004-185-587

Lot 717 Except: The Northerly Portion, Section 23 Block 4 North Range 7 West New Westminster District Plan 51164

2. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8929**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: July 3, 2012
File: AG 11-566932
Re: Application by the Trustees of the Lansdowne Congregation of Jehovah's Witnesses for Agricultural Land Reserve Non-Farm Use at 11014 Westminster Highway

Staff Recommendation

That authorization for the Trustees of the Lansdowne Congregation of Jehovah's Witnesses to apply to the Agricultural Land Commission for a non-farm use for the purposes of redeveloping the existing assembly hall building on an existing Assembly (ASY) zoned site at 11014 Westminster Highway generally in accordance with the development plans (contained in Attachments 2 and 3 to the staff report dated July 3, 2012 from the Director of Development) be granted.

Brian J. Jackson, MCIP
Director of Development

BJ:ke
Att.

REPORT CONCURRENCE

CONCURRENCE OF ACTING GENERAL MANAGER

Staff Report

Origin

The Trustees of the Lansdowne Congregation of Jehovah's Witnesses has applied to the City of Richmond for a non-farm use for the purposes of redeveloping the congregation hall building at 11014 Westminster Highway to enable the demolition and construction of a new assembly facility for the congregation. A location map of the subject site is contained in **Attachment 1**.

The subject site is 6,719 sq. m (1.7 acres) in total area and is located in the Agricultural Land Reserve (ALR). Although the site is less than 2 acres in area, the provisions of the Agricultural Land Commission Act and Regulations apply to the property. The proponent has undertaken the necessary legal title research to confirm that the property does not meet the provisions of the Agricultural Land Commission (ALC) Act exemption applying to properties that are less than two acres in area and listed on separate certificate of title when the ALR was created. Therefore, a "non-farm use" application to demolish and redevelop the congregation's assembly hall is required.

The non-farm use application involves consideration by Richmond City Council first. If the application is granted by a Council resolution, the non-farm use application is forwarded to the ALC for a decision on the proposal. Should Richmond City Council not grant approval of the non-farm use proposal, the application does not proceed any further. Once applications are forwarded to the ALC, they have the sole decision making authority on the proposal.

If Richmond City Council and the ALC approve the non-farm use application, no additional Council approvals are required as the subject site has existing Assembly (ASY) zoning and the current proposal complies with the zone.

Background – Historical Use of the Subject Site

The existing congregation hall building (constructed in the 1970's) is located on the north (front) portion of the subject site closest to Westminster Highway. The building is approximately 418 sq. m (4,500 sq. ft.) in area with off-street parking on southern portions of the site.

Although the property is located in the ALR, it has existing Assembly (ASY) zoning over the entire property. When the ALR was first created in 1972, the City's previous Agricultural zoning permitted church and school facilities as an outright use in the zoning. This resulted in a number of church and school buildings locating in the ALR in Richmond, which is the situation applicable to the congregation's assembly hall on the subject site.

Project Description

The proposal for the subject site is to demolish the existing assembly building on the north portion of the property to enable redevelopment of a new, larger assembly hall on the southern portion of the property to accommodate the growth of the congregation. Due to the shape of the site (narrower at the north end and wider at the southern end), redevelopment of a new, larger assembly building on the narrower northern portion of the site is limited. Therefore, the proposed site plan places the building at the southern, wider portion of the site and utilizes

remaining areas for off-street parking and drive-aisles. This proposed site plan also enables maximum opportunities for tree retention, enhancement planting and no encroachment of development into the Riparian Management Area (RMA) that exists along west adjacency of the site.

The total building area proposed is 825 sq. m (8,882 sq. ft.). The assembly hall facility contains an auditorium (562 sq. m or 6,048 sq. ft.), residential caretaker suite (on the second floor mezzanine of the assembly building) (89 sq. m or 960 sq. ft.) and supporting uses (i.e., washrooms, storage areas) (174 sq. m or 1,874 sq. ft.). The auditorium will be used for religious services, bible-education, funeral ceremonies and wedding ceremonies (no use for receptions or banquets permitted).

Remaining areas of the site consist of landscaped buffer areas around the perimeter of the site, off-street parking (87 total stalls provided) and space for the on-site sanitary sewer septic disposal system (refer to **Attachment 2** for a copy of the site plan and **Attachment 3** for a copy of the preliminary landscape plan). The current proposal complies with Assembly (ASY) zoning provisions for the subject site.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in **Attachment 4**.

Surrounding Development

To the North: A property contained in the ALR on the north side of Westminster Highway zoned School and Institutional (SI), which contains the Richmond Nature Park.

To the East: Properties zoned Agricultural (AG1) that contains a single-family dwelling and blueberry field on the rear portion of the site.

To the South: Properties zoned Agricultural (AG1) adjacent to an unimproved road allowance that contain existing blueberry fields and existing treed/natural areas

To the West: Properties zoned Agricultural (AG1) that contains an open canal and existing rail line running adjacent to Shell Road trail with existing Environmentally Sensitive Area (ESA) and RMA (5 m) designations.

Related Policies & Studies

Official Community Plan

The subject site is designated for Agriculture in the Official Community Plan and East Richmond McLennan Sub Area Plan land use maps. The subject site has existing Assembly (ASY) zoning and has been utilized as an assembly facility since the 1970's. If the non-farm use application is approved by Richmond City Council and the ALC, no rezoning application will be required as the property has appropriate zoning in place that can accommodate the proponent's redevelopment proposal. As a result, no OCP amendment is required as the land use designation permits proposals that have been approved in accordance with the ALR regulations.

Official Community Plan – Aircraft Noise Sensitive Development Policy

According to the OCP Aircraft Noise Sensitive Development Map, the subject site is contained in Area 4 (**Attachment 5**). Based on this designation, all aircraft noise sensitive uses can be considered.

ConsultationAgricultural Advisory Committee (AAC)

The AAC reviewed and supported the project on April 12, 2012 with the following motion:

That the AAC support the non-farm use application at 11014 Westminster Highway to enable the existing assembly hall to be redeveloped.

An excerpt of the April 12, 2012 AAC meeting minutes is contained in **Attachment 6**.

Surrounding Neighbours

The proponents contacted the property owners immediately to the west of the subject site containing a house and blueberry field to inform them of the proposed redevelopment plans and obtain feedback. No objections were noted by the neighbours and property owners.

Staff Comments and Examination of IssuesEngineering and Site Servicing

The subject site has sufficient water system service for the proposed redevelopment of the congregation hall. No upgrades are required to the existing City water system. City storm system upgrades will be required along the subject site's Westminster Highway frontage to meet current OCP requirements. Storm system upgrades will be completed through the City's Servicing Agreement process, which is required to be reviewed and completed prior to Building Permit issuance for the new assembly hall building.

The subject site is not serviced by a City sanitary sewer system. The existing congregation facility is serviced by an on-site sanitary sewer system. The new redevelopment is also required to be serviced by a new on-site sanitary sewer system contained on the subject property as no City sanitary sewer services are available in this area. The new on-site sanitary sewer disposal system is required to be designed by the appropriate consultant to ensure the system is capable of servicing the proposed development. The on-site sanitary sewer system design is required to be reviewed and approved by Vancouver Coastal Health through the Building Permit approval process. The congregation has engaged a professional consultant who has developed an on-site sanitary sewer disposal system specific to the proposed building area, uses, site plan and conditions present on the property.

Environmentally Sensitive Area

The property immediately west of the subject site has an Environmentally Sensitive Area (ESA) designation in conjunction with a naturally landscaped and treed area. The ESA does not encroach onto the subject site; however, there are existing treed areas that extend along the western edge of the site that are outside of the ESA area. The proposed site plan takes into account the existing natural treed area adjacent to the ESA on the neighbouring property along

the entire west side of the property and does not propose any building development that would require tree removals for this portion of the property. Parking areas have also been designed to ensure adequate setbacks to existing treed areas adjacent to the ESA on the subject site to facilitate tree protection and retention. No ESA Development Permit application is required as the ESA on the neighbouring property is not impacted and the proposal makes provisions for tree and vegetation retention along the west edge of the site.

Riparian Management Area (5 m)

An existing open canal is located on the neighbouring property to the west of the site that also has the ESA designation. This open canal has a Riparian Management Area (RMA) designation associated with the watercourse and requires the establishment of a 5 m setback area measured from the top of bank of the watercourse. This 5 m RMA has been confirmed by a legal survey and noted on the site plan. All proposed development takes into account the 5 m RMA associated with the watercourse on the neighbouring property that extends onto the development site's western edge. All existing trees and vegetation within the RMA will be retained and protected.

The preliminary landscape plan proposed for the development site contains provisions for protection fencing around the RMA to ensure no disturbance of existing natural vegetation and trees occurs. Provisions for additional plantings of native species trees and shrubs are also proposed to enhance the existing RMA, thus providing a substantial buffer area along the west edge of the site. A final landscape plan confirming plantings within the RMA is required to be submitted and approved by City staff prior to issuance of the building permit. Fencing and appropriate measures to prevent encroachment or disturbance of the RMA is required to be identified in the final landscape plan to be reviewed and approved by Environmental Sustainability staff.

Tree Retention, Removal and Protection

A tree survey, accompanying arborist report and preliminary landscape plan was reviewed by the City's Tree Preservation Staff who concur with the assessment and recommendations of the report. The arborist report and tree survey reviewed a total of 48 on-site and 11 off-site trees. A total of 23 trees are proposed to be retained on the subject site. A majority of tree retention is proposed along the subject site's western boundary, which corresponds with the existing ESA and RMA designated areas. Other tree retention is proposed along the eastern perimeter of the subject site in conjunction with a proposed landscape buffer implemented within building and parking setback areas (Please refer to **Attachment 7** for a plan summarizing proposed tree retention and removal).

25 trees are recommended for removal due to either a conflict with the parking lot and building development areas or poor/declining health of the tree. The OCP guideline relating to tree replacement is at a 2:1 ratio. On this basis, a total of 50 replacement trees are recommended to be planted on the subject site. A preliminary landscape plan submitted for the development has confirmed a minimum of 50 replacement trees can be accommodated on the subject site. A majority of replacement trees are proposed to be planted around the perimeter of the subject site to supplement plantings in the RMA (i.e., with native plant species only) and landscape buffer

areas. Requirements for landscape buffering around the perimeter and opportunity to enhance plantings within the RMA enable the 50 replacement trees to be planted on-site.

Environmental Sustainability staff have reviewed and support the retention of existing trees in RMA designated areas and replacement tree planting of native species trees and shrubs to enhance the RMA area along the west adjacency of the subject site.

All off-site trees on neighbouring properties (11 trees total) are proposed to be retained. A final landscape plan (with tree/RMA protection fencing measures identified) and corresponding bond to cover planting and landscape works is also required to be submitted, reviewed and approved by City staff prior to issuance of the building permit to secure all replacement tree planting on the subject site. Prior to issuance of a building permit for the proposed development and any preparation work on the subject site, inspection and approval of tree/RMA protection fencing (to the City and consulting arborists specifications) based on the approved landscape plan is required.

Transportation

Transportation division staff have reviewed the proposed vehicle access configuration for the subject site as well as on-site traffic related components (i.e., off-street parking, maneuvering aisles, on-site bicycle parking). The proposed redevelopment of an assembly hall on the site meets all City Transportation requirements. The proposed vehicle entrance and exit is centred on the subject site's Westminster Highway frontage. This portion of Westminster Highway contains an existing landscaped median, which separates east and west bound traffic. As a result, vehicles will only be able to do a right-in and right-out vehicle movement to enter and exit the subject property.

Adjacency Conditions – Buffering and Shadow Impacts

As the subject site is located in the ALR and is situated in an area with active blueberry farming (primarily blueberry operations with some small nursery operations), the proponent developed a specific agricultural landscape buffer around the perimeter of the subject site. A summary of the proposed landscape buffer is summarized as follows (refer to **Attachment 8** for a copy of the preliminary landscape plan):

- Along the west edge of the site, a buffer area ranging in width from 5 m (16 ft.) to 7 m (23 ft.) consisting mainly of existing trees and vegetation associated with the RMA running along the west property line. Where possible, additional RMA enhancement plantings are proposed within the buffer area.
- Along the southern edge, a buffer area ranging in width from 2.5 m (8 ft.) to 3.8 m (12 ft.) to be planted with evergreen hedging.
- Along the eastern edge of the site, a buffer area ranging in width from 3 m (adjacent to off-street parking areas) and 5 m (16 ft.) to 7 m (23 ft.) (adjacent to the new assembly building). The proposed buffer will consist of a wooden fence (1.8 m or 6 ft. in height), with evergreen hedging and a mix of deciduous and evergreen trees.
- Grading around the perimeter of the subject site will involve gradually sloped transitions from higher elevations associated with the building and parking/drive-aisle areas to meet the existing grade on neighbouring properties.

A final landscape buffer plan (including submission of a detailed plant/tree listing and bond to complete the works) will be required to be reviewed and approved by staff prior to issuance of the building permit for the new assembly building. A legal agreement is also required to be registered on title of the subject site that identifies that the on-site agricultural landscape buffer (as identified in a submitted explanatory plan) to be implemented on the subject site:

- Cannot be removed, modified or altered without prior approval of the City; and
- Is to help mitigate against typical farm activities involving noise, dust and odour.
- Confirmation of registration of this legal agreement on title of the subject site is required prior to issuance of the building permit.

The proponent also undertook a shadow analysis of the proposed new assembly building on the subject site to determine shadowing impacts on neighbouring agricultural operations located to the immediate east of the subject site. The shadow analysis confirmed that the proposed new assembly building (based on setbacks, height and roof design) would have minimal impacts on adjoining agricultural areas, with the exception of some late afternoon/early evening shadowing occurring to the east.

Non-Permitted Uses

The congregation has confirmed that the existing assembly hall facility is only used for religious services and teachings, wedding and funeral ceremonies only. This similar programming and use will be implemented for the future redeveloped assembly hall facility, which complies with the existing uses permitted in the subject site's Assembly (ASY) zoning. The congregation has confirmed that the proposed new assembly hall facility will not be used as a reception venue or banquet hall facility, which is not permitted in the existing zoning.

Flood Plain Covenant

Registration of a Flood Plain Covenant on title of the subject site identifying a minimum flood construction level of 2.9 m is required prior to issuance of the Building Permit for the site.

Aircraft Noise Sensitive Development Policy

Based on the OCP Aircraft Noise Sensitive Development Map (**Attachment 5**), the subject site is contained in Area 4 (All aircraft noise sensitive land uses can be considered). The assembly use is not considered an aircraft noise sensitive land use. The accessory residential caretaker unit is an aircraft noise sensitive land use. As a result, an aircraft noise sensitive use covenant will be required to be registered on title of the subject site prior to issuance of the Building Permit.

In addition to the registration of an aircraft noise sensitive use covenant on title, the proponent is required to submit a report from the appropriate professional prior to issuance of the Building Permit to confirm that the aircraft noise sensitive land use component of the project (i.e., residential caretaker suite) is designed and constructed to meet the following requirements contained in the OCP Aircraft Noise Sensitive Development Policy:

- Bedrooms – 35 decibels.
- Living, dining, and recreation rooms – 40 decibels.
- Kitchen, bath, hallways and utility rooms – 45 decibels.
- The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustical ducting) is the ASHRAE – 55-2004

“Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur.

Analysis

The existing congregation has owned and operated out of the existing assembly hall facility on the subject site since the 1970's. As the property is located in the ALR, a non-farm use application is required to obtain approval from Richmond City Council and the ALC to redevelop the site to enable a new congregation hall to be built. No additional properties are necessary to facilitate the redevelopment as the entire site is large enough to accommodate the proposal.

If approved by Richmond City Council and the ALC and as outlined in this report, there are a number of items to be completed by the owner/developer prior to issuance of a Building Permit for the new assembly hall. The owner/proponent has provided their sign-off and acknowledgement that the requirements identified in the “Non-farm Use Development Considerations” (**Attachment 8**) will be completed prior to the submission of a building permit to construct the new assembly hall facility. The subject site is zoned Assembly (ASY) and the proposal complies with all provisions of the zone; therefore, no rezoning application will be required.

The proposed development enables the existing congregation to build a larger assembly hall facility to replace the existing building and also enables the group to remain at their present location. The following issues were addressed through the non-farm use application:

- Site servicing (water, storm and on-site sanitary sewage system disposal).
- Transportation and off-street parking.
- Protection and enhancement of the RMA and ESA that run along the western edge of the subject site.
- Tree retention, removal and appropriate replacement plantings.
- Submission of a preliminary landscape plan for the proposal to confirm tree replacement and establishment of an agricultural landscaped buffer around the perimeter of the site.

Conclusion

The non-farm use application at 11014 Westminster Highway proposes to redevelop the congregations existing assembly hall facility to accommodate a larger building, supporting off-street park and landscape buffering around the perimeter. The proposed new building complies with all provisions of Assembly (ASY) zoning and has addressed all land use issues related to the development. Staff recommend that the non-farm use application be authorized to proceed to the ALC.



Kevin Eng
Planner I



KE:cas

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Preliminary Landscape Plan
Attachment 4: Development Application Data Sheet
Attachment 5: Aircraft Noise Sensitive Development Location Map
Attachment 6: Excerpt of April 12, 2012 AAC Meeting Minutes
Attachment 7: Tree Retention, Removal, Replacement and Protection Plan
Attachment 8: Non-Farm Use Application Development Considerations



SITE

WESTMINSTER HWY

SHELL RD RAW

SHELL RD R/W

WESTMINSTER HWY

AG 11-566932

Original Date: 03/02/11

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1



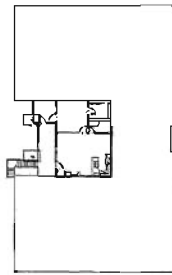
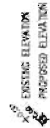
AG 11-566932

Original Date: 04/20/11

Revision Date:

Note: Dimensions are in METRES

PLN - 204

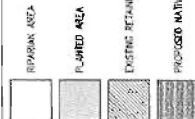


DESCRIPTION OF ROOM SPACES	SQ. FT.
NORTH AUDITORIUM & ANCILLARY ROOMS	3024 sqft
SOUTH AUDITORIUM & ANCILLARY SPACES	3024 sqft
SERVICE ROOMS WASHROOMS, ETC.	1674 sqft
RAW ROCK TOTAL	7922 sqft
SUITE	960 sqft
DECK FOR SUITE	154 sqft
UPPER FLOOR TOTAL	960 sqft

DESCRIPTION OF BLDG USES:
 AUDITORIUMS TO BE USED FOR RELIGIOUS SERVICES,
 BIBLE EDUCATION, FUNERALS AND WEDDING CEREMONIES ONLY.
 THE BLDG WILL NOT BE USED FOR WEDDING RECEPTIONS,
 A DANCE OR AS A CLASSROOM.

ASV - ASSEMBLY	RELIGIOUS ASSEMBLY - CHARTERS SUITE	0.69 PROVIDED
TRUCKS	0.30 PROVIDED	
TRUCKS	3.5 PROVIDED	
TRUCKS	1.16 PROVIDED	
TRUCKS	18.1 PROVIDED	
TRUCKS	7.5 PROVIDED	
TRUCKS	7.5 PROVIDED	
TRUCKS	27.5 PROVIDED	
TRUCKS	6.4 PROVIDED	
TRUCKS	7.5 PROVIDED	
TRUCKS	2.6 PROVIDED	
TRUCKS	3.9 PROVIDED	
TRUCKS	5.0 PROVIDED	
TRUCKS	3.7 PROVIDED	
TRUCKS	5.5 PROVIDED	
TRUCKS	35 CANS PROVIDED	
TRUCKS	5 CANS PROVIDED	
TRUCKS	92 CANS PROVIDED	
TRUCKS	5 PROVIDED	
TRUCKS	12.0 PROVIDED	
TRUCKS	7.5 PROVIDED	
TRUCKS	2.6 PROVIDED	
TRUCKS	3.5 PROVIDED	
TRUCKS	5.0 PROVIDED	
TRUCKS	3.7 PROVIDED	
TRUCKS	3.5 PROVIDED	
TRUCKS	57 CANS PROVIDED	
TRUCKS	2.5 PROVIDED	
TRUCKS	107.15 = 3 CANS	
TRUCKS	101.00 m2 GUA	
TRUCKS	489.42 100 x	
TRUCKS	SUITE = 2 CANS	
TRUCKS	< 500 m2 GUA	
TRUCKS	REQUIRED ON-SITE	
TRUCKS	MANUFACTURING PROVIDED	
TRUCKS	760.00 m2 GUA	
TRUCKS	469.4 = 2 (100 x	
TRUCKS	76 = 4 BICYCLES	
TRUCKS	ON-SITE BICYCLE SPACES	
TRUCKS	CLASS 2 ONLY	

PLN - 205



-1.0



AG 11-566932

Attachment 4

Address: 11014 Westminster Highway

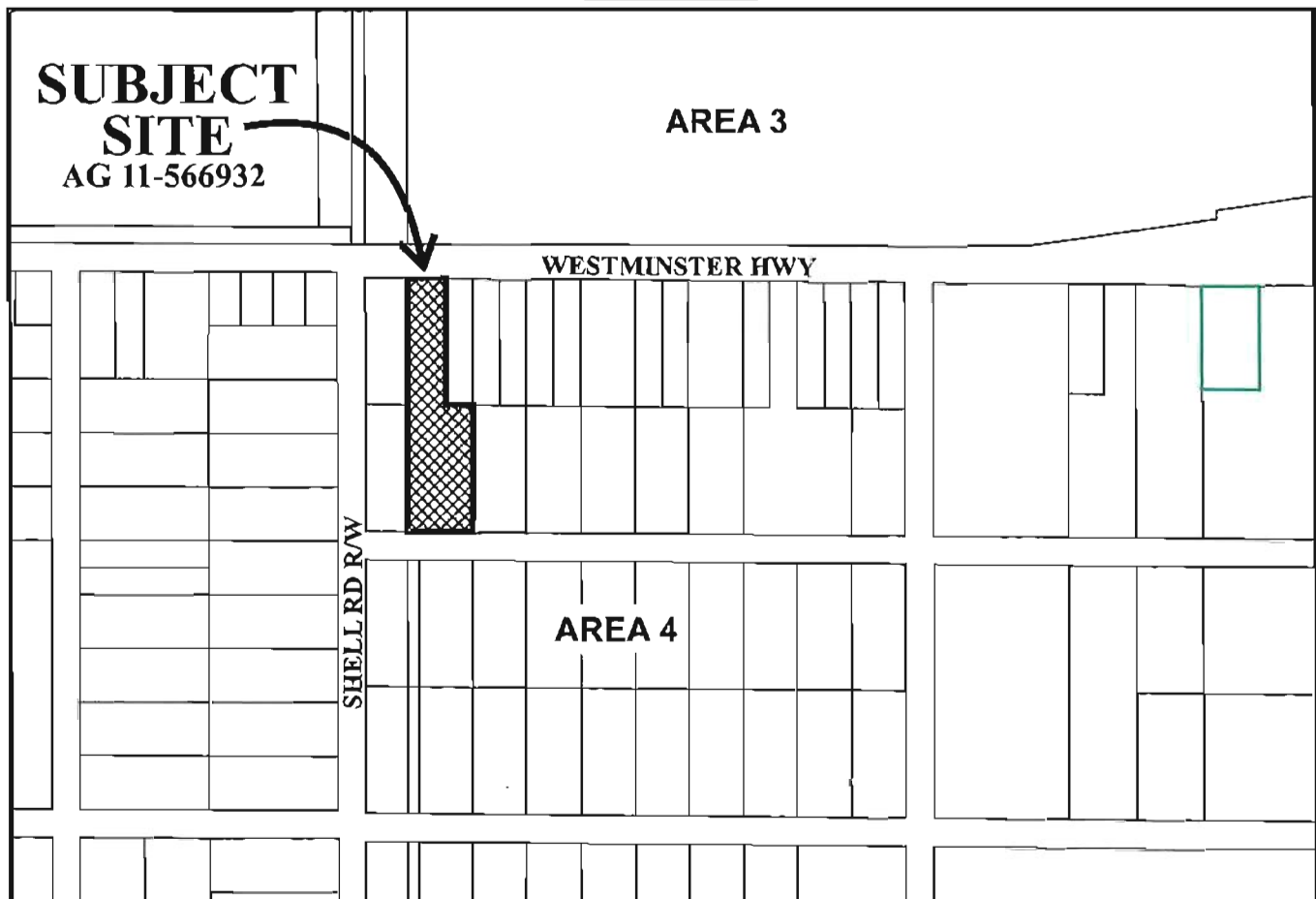
Applicant: Lansdowne Congregation of Jehovah's Witnesses (The Trustees)

Planning Area(s): East Richmond – McLennan Sub Area

	Existing	Proposed
Owner:	Lansdowne Congregation of Jehovah's Witnesses (The Trustees)	No change
Site Size (m ²):	6,719 m ²	No change
Land Uses:	Existing assembly hall on north portion of site with supporting off-street parking	New assembly hall on south portion of site with supporting off-street parking and landscape buffering
OCP Designation (General):	Agriculture	No change
McLennan Sub Area Plan Designation:	Agriculture	No change
Zoning:	Assembly (ASY)	No change
Other Designations:	5 m Riparian Management Area along west property line	No change – Riparian Management Area will be maintained and enhanced with tree plantings

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5 FAR	0.12 FAR	none permitted
Lot Coverage – Building:	Max. 35%	11%	none
Setback – Front Yard (m):	Min. 6 m	122 m	none
Setback – Side Yard (m):	Min. 7.5 m	7.5 m	none
Setback – Rear Yard (m):	Min. 7.5 m	33 m	none
Height (m):	12 m	6.4 m	none
Off-street Parking Spaces – Assembly Hall Total:	74 stalls	85 stalls	none
Off-street Parking Spaces – Residential Caretaker Total:	2 stalls	2 stalls	none

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

SCHEDULE B**LEGEND**

Aircraft Noise Sensitive Development Policy (ANSD) Areas
(see Aircraft Noise Sensitive Development Policy Table)

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited.

Areas Where Aircraft Noise Sensitive Land Uses May be Considered: Subject to Aircraft Noise Mitigation Requirements:

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

No Aircraft Noise Mitigation Requirements:

AREA 5 - All Aircraft Noise Sensitive Land Use Types May Be Considered.



Aircraft Noise Sensitive Development Location Map

Original Date: 03/02/11

Amended Date:

Note: Dimensions are in METRES

The following additional comments were made by AAC members:

- The issue of adopting the proposed GE free resolution, based on limited information and understanding of the issue and implications, is premature.
- People should be 1) Opposed to the possibility of cross contamination between non-GE and GE crops; and 2) Supportive of improved education through labelling.
- A member highlighted that education about GE products and their role in the food system should and needs to be supported. It was also noted that GE products in the agricultural sector is not a new phenomenon. As a result, emphasis should also be placed on the role GE products have to play in advancing the agricultural sector forward and improving viability.
- A suggestion was made that improved/enhanced labelling of GE products and education initiatives were part of the same initiative. It was also noted that improved labelling and other education initiatives should be developed with caution to ensure that they are not too far reaching, premature or overly restrictive.

A motion was forwarded to support labelling of food with GE ingredients. This motion was not seconded with members noting concerns on a blanket approach of labelling and identifying food with GE ingredients. Conversely, other members questioned what drawbacks, if any, there would be for labelling GE products or food with GE inputs.

A member suggested that a more macro-view be taken on this issue and that any advice given by the AAC should identify that the Federal Government strictly regulates and controls labelling, so any initiative to support labelling of GE products needs to start with senior levels of government.

As a result of the discussion, the following motions were moved and seconded by the AAC:

That the AAC is in favour of education initiatives in relation to GE product awareness.


Carried Unanimously

That the AAC supports initiatives by the appropriate Federal agencies in efforts to move towards labelling of GE food and related products.

Carried (B. Jones Opposed)

5. Development Proposal – 11014 Westminster Highway (Non-Farm Use Application)

City staff summarized the non-farm use development proposal (based on the summary table in agenda packages) to redevelop an existing assembly zoned site in the ALR to enable the assembly hall to be redeveloped. The existing site and assembly hall was developed when the agricultural zone in the 1970's included churches and schools as a permitted use. As the subject site is located in the ALR and subject to the ALC Act, a non-farm use application is being processed. The development involves the demolition of the existing assembly hall



located at the north end of the site and redeveloping a larger congregation hall on the southern portion of the site, which allows for more space for the building and improved buffering to surrounding farm and residential uses. The non-farm use application is the only application required to be reviewed by Richmond City Council as no rezoning and/or Development Permit application is required on this site.

Buffering consists of generally maintaining the existing landscaped buffer edge along the west edge of the site (associated with an existing Riparian Management Area) and implementing new buffering (landscaped hedging and fencing) varying from 3 m to 6 m in width along the eastern adjacency.

AAC members made the following comments on the development proposal:

- Question were asked about the storm drainage for the new development, height of new building and impacts of shadowing, inclusion of provisions to limit daycare/banquet hall uses and turnaround for vehicles. In response, the applicant and staff noted that all storm drainage captured would need to be drained to the City storm system and impacts on shadowing would be minimal. The applicants noted that they were amenable to placing a restriction (via covenant or other legal agreement) to restrict the use of the facility as a daycare or banquet hall facility).
- In response to questions about operation of the congregation during construction, the applicant noted that no plans have been made to address congregation operations during construction.
- Members noted that any fill to be brought onto the site to raise portions of the building and parking areas must also consider agricultural drainage/irrigation in the surrounding areas to ensure this infrastructure properly functions after redevelopment on this site.
- Questions about the number of parking stalls and traffic generated from this development. City staff noted that the off-street parking stalls being provided was sufficient and that Transportation staff had reviewed the development and determined no concerns with traffic volumes and flows to and from the site.

As a result, the following motion was moved and seconded by the AAC:

That the AAC support the non-farm use application at 11014 Westminster Highway to enable the existing assembly hall to be redeveloped.

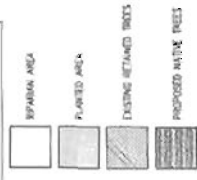
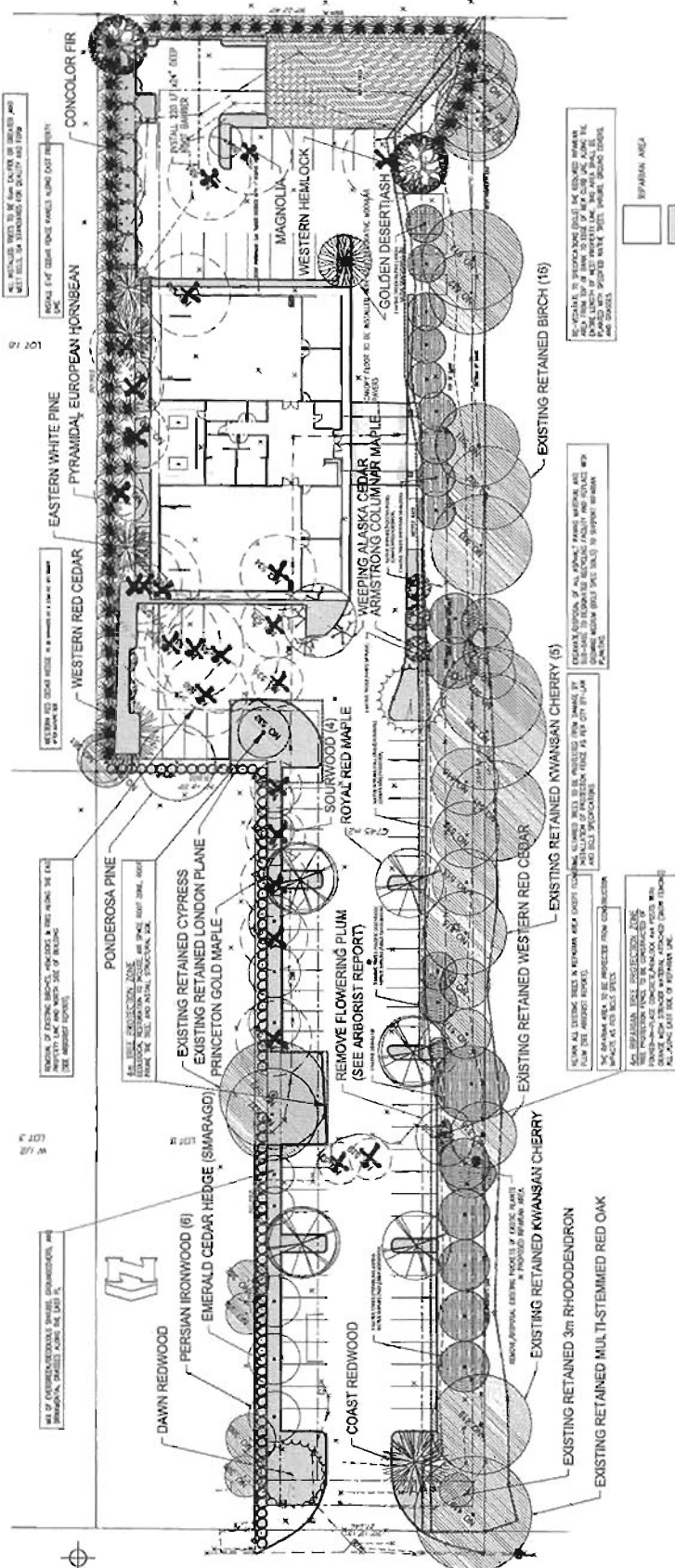
Carried Unanimously

6. Meeting Minutes from March 8, 2012 and Business Arising From Minutes

The March 8, 2012 meeting minutes were adopted.

Kathleen Zimmerman noted that their agency was now called the Ministry of Agriculture. No further business arising from the minutes.

REVISION	DATE
1.0	2017-01-10
2.0	2017-01-10
3.0	2017-01-10
4.0	2017-01-10
5.0	2017-01-10
6.0	2017-01-10
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97.0	2017-01-10
98.0	2017-01-10
99.0	2017-01-10
100.0	2017-01-10



X - ON SITE TREES IDENTIFIED FOR REMOVAL
- 25 TOTAL

ATTACHMENT 7

Western Landscapers Ltd.
2299 Gale Ave.
Coquitlam, B.C. V3K 3K2
Ph: (604) 937-7273
Fax: (604) 937-7292

DST ARCHITECTURE
63-1118 17th Ave
Port Coquitlam, BC
V3C 6K7
1-800-445-7773
dstarchitecture@gmail.com

LANDSCAPE
KINGDOM HALL OF
JEHOVAH'S WITNESSES
1111 WESTMINSTER HWY.
NORTH VANCOUVER, B.C.

LANDSCAPE CONCEPT PLAN

DATE	11/11/17
DESIGNED BY	11/11/17
CHECKED BY	11/11/17
SCALE	1:100
PROJECT NO.	11/11/17
11/11/17	11/11/17

L1.0

WESTMINSTER HWY.
PLN - 210



Address: 11014 Westminster highway

File No.: AG 11-566932

Date: July 3, 2012

Prior to issuance of the Building Permit for the new assembly hall facility, the developer/proponent is required to complete the following:

1. Confirmation of ALC approval of the non-farm use application.
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 Bond to cover installation of plantings. The Landscape Plan should:
 - include native plantings only within the RMA area;
 - include an agricultural landscape buffer around the perimeter of the subject site.
 - include a mix of coniferous and deciduous trees;
 - include the dimensions and specifications of tree/RMA protection fencing; and
 - include a minimum of 50 required replacement trees.
3. Installation of tree/RMA protection fencing based on the landscape plan and in accordance with the consulting arborist and City specifications around all trees to be retained prior to any construction activities, including building demolition, occurring on-site.
4. Registration of an aircraft noise sensitive use covenant on title.
5. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within the proposed residential caretaker unit. The residential caretaker unit must be designed and constructed to achieve:

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

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

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

6. Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed residential caretaker unit can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the residential caretaker dwelling unit must be as follows:

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

7. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
8. Registration of a legal agreement on title to ensure that landscaping planted along the perimeter of the subject site (as identified in a submitted explanatory plan) is for the purposes of an agricultural buffer and is to be maintained and cannot be modified without approval from the City. The legal agreement will also indicate that the agricultural landscape buffer is to mitigate against noise, odor and dust associated with surrounding farm activities.

9. Enter into a Servicing Agreement* for the design and construction of storm sewer works along the subject site's Westminster Highway frontage to meet current OCP requirements. Works will include, but are not limited to the following:
 - a) Upgrade the existing 300 mm diameter storm sewer to a 600 mm diameter storm sewer at the site's Westminster Highway frontage from the existing manhole STMH 1537 (located 5 meters west of the proposed site's west property line) to the proposed site's east property line for an approximate length of 35 meters.
 - b) The existing manhole STMH 1537 (1050 mm diameter) may also require upgrading to 1200 mm diameter pending the design submission.
10. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

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

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

If the non-farm use application is approved by Richmond City Council and the Agricultural Land Commission, the owner/proponents acknowledges and agrees to complete and fulfill all considerations and items identified in the document titled "Non-Farm Use Development Considerations" dated July 3, 2012 from the City of Richmond prior to submission of a Building Permit application for the purposes of building a new assembly hall facility at 11014 Westminster Highway

Signed Copy on File

Signed _____

Date _____

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.

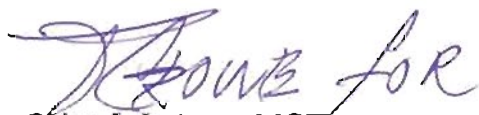
PLN - 212






To:	Planning Committee	Date:	June 28, 2012
From:	Brian J. Jackson, MCIP Acting General Manager Planning and Development	File:	08-4045-00/Vol 01
Re:	Granny Flats and Coach Houses in Edgemere (2041 OCP Update)		

Staff Recommendation

- 1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (**Attachment 1**), to create a new Single Detached with Granny Flat or Coach House (RE1) zone and rezone a portion of the Edgemere neighbourhood with lanes from Single Detached (RS1/E) to Single Detached with Granny Flat or Coach House (RE1):
 - a) be introduced and given 1st reading; and
 - b) be referred to the same Public Hearing as the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update for consideration and approval;
- 2) That the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update designate Edgemere as an intensive residential development permit area with guidelines (**Attachment 2**);
- 3) That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923 (**Attachment 3**), to not require Development Permit signage in Edgemere for granny flat and coach house applications:
 - a) be introduced and given 1st, 2nd and 3rd reading; and
 - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted; and
- 4) That Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924 (**Attachment 4**), to introduce a \$1,000 development permit application fee for granny flats and coach houses in Edgemere:
 - a) be introduced and given 1st, 2nd and 3rd reading; and
 - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted.



Brian J. Jackson, MCIP
Acting General Manager, Planning and Development
(604-276-4138)
Att. 9

REPORT CONCURRENCE				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law		<input checked="" type="checkbox"/>		
Engineering		<input checked="" type="checkbox"/>		
Transportation		<input checked="" type="checkbox"/>		
Development Applications		<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE		INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

On February 27, 2012, Council endorsed a Draft Single Detached Housing Zone with Granny Flat or Coach House and proposed Form and Character Guidelines for public consultation in the Burkeville and Edgemere areas.

The purpose of this report is to outline the results of this public consultation and to have Council authorize City staff to proceed with the following as part of the 2041 OCP Update:

- 1) Create a new Single Detached with Granny Flat or Coach House (RE1) zone and to rezone a portion of the Edgemere neighbourhood to this new RE1 zone (**Attachment 1**);
- 2) Designate a portion of Edgemere as an intensive residential development permit area with guidelines in the 2041 OCP Update (**Attachment 2**);
- 3) Amend the Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw to not require signage for granny flat and coach house development permit applications (**Attachment 3**); and
- 4) Amend the Development Application Fees Bylaw to allow application fees for granny flat and coach house development permits to be a lower cost of \$1,000 rather than \$2,055 as an incentive (**Attachment 4**).

Findings of Fact

The following is a summary of the March 2012 survey results from Burkeville and Edgemere (see **Attachment 5** for a copy of verbatim comments).

March 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	51	18%	48	12%
3	Support the Proposed Development Permit Guidelines (Yes)	29	57%	37	77%
4	Don't support the Proposed Development Permit Guidelines (No)	12	23%	8	17%
5	Don't know if support the Proposed Development Permit Guidelines (Unsure)	9	18%	3	6%
6	Support the City amending the Zoning Bylaw as per Draft New Zone (Yes)	31	61%	34	71%
7	Don't support the City amending the Zoning Bylaw (No)	15	29%	11	23%
8	Don't know if support the City amending the Zoning Bylaw (Unsure)	4	8%	3	6%
9	No answers (letter of concerns)	1	2%	0	0%

When combined with the June 2011 survey results (excluding any duplication), the following totals are reached.

Combined 2011 and 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	87	31%	57	15%
3	Support for Granny Flats and Coach Houses	68	78%	45	79%
4	Don't support or Unsure if support Granny Flats and Coach Houses	19	22%	12	21%

Surveys were sent to every household (**Attachment 6**), advertisements were placed in both local newspapers (**Attachment 7**), and information was available on-line at letstalkrichmond.ca (**Attachment 8**). Based on the Survey findings, there is sufficient residents' support for granny flats and coach houses in Burkeville and Edgemere.

However, the Sea Island Community Association Board has taken the following position:

“Sea Island Community Association asks that the City of Richmond postpone its proposal for ‘Pre-Zoning and Guidelines’ to encourage coach houses and granny flats in Burkeville, for a period of at least 2 years.

Our Board has discussed the proposal at length, and while most of our directors view the Guidelines as beneficial, there is unanimous opposition to the linked prospect of Pre-Zoning. If a 2 year pause is acceptable to Council, we ask that the proposed Guidelines be applied or used as a guide with respect to any individual applications for coach house/granny flat re-zoning in Burkeville, during the two year period.

When the 2 year period has elapsed, the Association would be pleased to reconsider the proposal, and would ask that there be opportunity for further community input.

There are growing concerns in Burkeville regarding the impact of rental units that have already been added to homes here, as discussed when you met with our Board in May 2012. Vehicle traffic and parking in particular, are issues that have an immediate and important impact on quality of life in this community, and we have fought hard to keep our streets safe for children and pedestrians, our boulevards green, and our neighbours friendly. Because our transit options are very limited, each and every new adult resident in Burkeville means at least one additional vehicle in the neighbourhood, and sometimes more.

For these and other reasons, a sudden proliferation of suites/flats could be very damaging to this community, and with Pre-Zoning in place it would be more difficult to control those impacts.

Please let us know of any interim or final decision made with respect of this matter. We also respectfully ask that front-line City staff be made aware that Pre-Zoning is not a fait accompli for Burkeville. We are told that prospective home buyers who make enquiries to City Hall are being assured this is a “done deal”, which is not helping inspire community confidence in the consultation process, as you can imagine.

Thank you again ... for coming out to answer our questions, and for affording us the opportunity to provide additional input on this important issue.”

As detailed in **Attachment 9**, the infrastructure is adequate to proceed with granny flats and coach houses in Edgemere.

Analysis

In order to control the form and character (e.g., design; appearance; neighbourhood fit) of granny flats and coach houses in Edgemere, it is necessary to designate this neighbourhood as an intensive residential development permit area. In doing so, appropriate guidelines would be put into the proposed new OCP.

Since a Development Permit would be required for granny flats and coach houses not located on an arterial road, it is proposed that the City rezone the portion of Edgemere with lanes as part of the 2041 OCP Update. The intent in doing so is to make the construction of these new forms of housing an attractive alternative to simply constructing a new house through the Building Permit process.

At the same time, it is proposed to amend other City bylaws to not require a Development Permit sign for granny flats and coach houses in Edgemere and to only charge \$1,000 (not \$2,055) for this Development Permit application. Again, the primary reason for these changes is to make this new form of housing an attractive option and to provide an incentive to simply building a new house. The plan is to expedite these applications whenever possible.

At the February 21, 2012 Planning Committee when this matter was previously discussed, two concerns were raised by Committee. The response of staff is noted below each concern.

1) Design harmonization between the primary residential structure and the coach house/granny flat

Specifically, concern was expressed that:

- a) *A coach house or granny flat could be located on a lot without a primary residence.*
The proposed new zone has been amended to make the coach house and granny flat a secondary use (i.e., a primary residence must be located on the lot).

2) Maximum footprint of a coach house/granny flat

Concern was expressed that:

- a) *40% of the floor area of a coach house is required to be on the ground floor.*
Staff believe this is a critical design requirement to prevent the full 60 m² or 645 ft² of the coach house being located on the second floor (which increases the bulkiness and intrusiveness of the coach house). If need be, this zoning provision could be varied through the Development Permit process in isolated cases (e.g., where a coach house is being located above an existing garage behind a 2 storey house).
- b) *A 1½ storey coach house consumes too much lot coverage at the expense of green space.*
It is estimated that on a typical Edgemere lot (which is 660 m² or 7,100 ft² in area), the proposed new coach house would cover approximately 4% of the lot area. This 25 m² or 270 ft² of green space is just larger than a handicapped parking space, which could be offset by ensuring a porous driveway.

Financial Impact

None.

Conclusion

Should Council wish to proceed with permitting granny flats and coach houses in Edgemere, the following steps are suggested as part of the 2041 OCP Update:

- 1) Edgemere would be designated as an intensive residential development permit area with guidelines in the 2041 OCP Update (which is proposed to be presented to Planning Committee in September, 2012 and, if introduced and given first reading by Council, would be scheduled for the Public Hearing in October, 2012);
- 2) The portion of Edgemere with lanes (not including the arterial road lots along Williams Road and the portion of No. 4 Road north of Dennis Place) would be rezoned to a new Single Detached with Granny Flat or Coach House (RE1) zone by the City (this rezoning would be scheduled for the same Public Hearing as the 2041 OCP);
- 3) The Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw would be amended to not require Development Permit signage for granny flat and coach house applications that Council may approve in Edgemere (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw); and
- 4) The Development Application Fees Bylaw would be amended to introduce a new \$1,000 development permit application fee for granny flats and coach houses in Edgemere, down from the current minimum \$2,055 application fee for most other development permits to provide an incentive (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw).



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Holger Burke, MCIP
Development Coordinator
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HB/TC:cas

List of Attachments

1. Richmond Zoning Bylaw 8500, Amendment Bylaw 8922
2. 2041 OCP Update Intensive Residential Development Permit Area and Guidelines for Granny Flats and Coach Houses in Edgemere
3. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923
4. Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924
5. Verbatim Comments from 2012 Surveys
6. 2012 Survey
7. Newspaper Advertisements
8. Public Open House Display Boards Available On-Line
9. Implementation Conditions



City of Richmond

Bylaw 8922

Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (Single Detached with Granny Flat or Coach House Zone for Edgemere)

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

a) repealing the definition of “**coach house**” in Section 3.4 and replacing it with the following new definition:

“**Coach house** means a self-contained **dwelling** that:

- a) is accessory and either attached or detached to the **single detached housing unit**, except in Edgemere where it must be detached from the **principal dwelling unit**;
- b) has at least 75% of its **floor area** located above the **garage**, except in Edgemere where a maximum of 60% of its **floor area** must be located above a detached **garage**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

b) adding the following to Section 3.4, in alphabetical order:

“**Granny flat** means a self-contained **dwelling** that:

- a) is accessory to and detached from the **single detached housing unit**;
- b) is located totally on the ground floor in the **rear yard** of a **single detached housing lot**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

- c) adding the following parking requirement at the end of Table 7.7.2.1 in Section 7.7:

Table 7.7.2.1 Residential Use Parking Requirements

Residential Use	Minimum number of Parking Spaces Required per Dwelling unit	
	Basic Requirement	Visitor Parking Requirement
Granny Flat	1.0	Not applicable

- d) inserting the following after Section 8.13:

“8.14 Single Detached with Granny Flat or Coach House – Edgemere (RE1)

8.14.1 Purpose

The **zone** applies to the Edgemere (RE1) neighbourhood and provides for **single detached housing** and, where there is a **lane**, either a **granny flat** or a **coach house**.

8.14.2 Permitted Uses

- **housing, single detached**

8.14.3 Secondary Uses

- **bed and breakfast**
- **boarding and lodging**
- **coach house** where a lot abuts a lane
- **community care facility, minor**
- **granny flat** where a lot abuts a lane
- **home business**
- **secondary suite** in the RE1 zone (Edgemere) only

8.14.4 Permitted Density

1. The maximum **density** is limited to one **principal dwelling unit** and one detached **granny flat** or **coach house** per lot.
2. The maximum **floor area ratio (FAR)** for a lot containing:
 - a) **single detached housing** only is 0.55 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m²; and
 - b) **single detached housing** and a **granny flat** or **coach house** is 0.6 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m²;
3. The **granny flat** must have a minimum **gross floor area** of 33.0 m² and a maximum **gross floor area** of 70.0 m².
4. The **coach house** must have a minimum **gross floor area** of 33.0 m² and a maximum **gross floor area** of 60.0 m², of which at least 40% of the **gross floor area** shall be located on the **first storey**.

5. For the purposes of this **zone** only, the following items are not included in the calculations of the maximum **floor area ratio**:
 - a) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of the **single detached housing, granny flat** or **coach house**, which are open on one or more sides, with the maximum for the **granny flat** or **coach house** being 6.0 m²; and
 - b) 50.0 m² which may be used only for **enclosed parking**.
6. An unenclosed and uncovered **balcony** of a **coach house** shall have a maximum area of 8.0 m², and shall be located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**.
7. Stairs to the upper level of a **coach house** shall be enclosed within the allowable **building** area.

8.14.5 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. 30% of the **lot area** is restricted to **landscaping** with live plant material.

8.14.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m.
2. The minimum **interior side yard** is:
 - a) 2.0 m for a **coach house**;
 - b) 1.2 m for a **granny flat**;
 - c) 2.0 m for **single detached housing** on lots 20.0 m or more in width;
 - d) 1.8 m for **single detached housing** on lots of 18.0 m or more but less than 20.0 m in width; and
 - e) 1.2 m for **single detached housing** on lots less than 18.0 m wide.
3. A **granny flat** or **coach house** located on a **lot** with an east-west orientation shall be located 2.0 m from the northern interior **side lot line** to reduce shadowing on the **adjacent lot** to the south.
4. The minimum **exterior side yard** is 3.0 m.
5. The minimum **rear yard** is:
 - a) 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m;
 - b) 1.2 m for no more than 65% of the rear façade of a **granny flat, coach house** and **garage**;

- c) 3.0 m for at least 35% of the rear façade of a **granny flat, coach house and garage**; and
 - d) 1.5 m for the **building** entry to a **granny flat** or **coach house** from the **rear lot line**.
- 6. A **granny flat** or **coach house** shall be located within 1.2 m and 8.0 m of the **rear lot line**.
 - 7. Portions of the **single detached housing** which are less than 2.0 m in **height** may be located in the **rear yard** but no closer than 1.2 m to any other **lot line**.
 - 8. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
 - a) a **granny flat** is 3.0 m; and
 - b) a **coach house** is 4.5 m.
 - 9. **Granny flats, coach houses and accessory buildings** are not permitted in the **front yard**.
 - 10. Waste and recycling bins for a **granny flat** or **coach house** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
 - 11. **Building** elements in a **granny flat** or **coach house** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.

8.14.7 Permitted Heights

- 1. The maximum **height** for **single detached housing** is 2½ storeys or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential lot depth vertical envelope**.
- 2. The maximum **height** for the **accessory building** containing a **granny flat** is 1 storey or 5.0 m above **grade**, whichever is less.
- 3. The maximum **height** for the **accessory building** containing a **coach house** is 1½ storeys or 6.0 m above **grade**, whichever is less. For the purposes of this **zone**, the **habitable space** in the ½ storey shall not exceed 60% of the storey situated immediately below.
- 4. The maximum **height** of the **eave** of the first storey of a **coach house** with a sloping roof shall be 3.7 m above **grade**.
- 5. The maximum **height** to the top of the roof facing the **building separation space** between the **single detached housing** and the **coach house** shall be 4.0 m above **grade**.
- 6. The maximum **height** for **accessory buildings** not containing a **granny flat** or **coach house** is 5.0 m.
- 7. The maximum **height** for **accessory structures** not containing a **granny flat** or **coach house** is 9.0 m.

8.14.8 Subdivision Provisions/Minimum Lot Size

1. The minimum lot dimensions and areas are as follows, except that the minimum lot width for corner lots is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
7.5 m	18.0 m	24.0 m	550.0 m ²

2. A **granny flat** or **coach house** may not be subdivided from the lot on which it is located.

8.14.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. A private outdoor space with a minimum area of 30.0 m² and a minimum width and depth of 3.0 m shall be provided on the lot where there is a **granny flat** or **coach house**. The private outdoor space:
 - a) shall be for the benefit of the **granny flat** or **coach house** only;
 - b) shall not be located in the **front yard**;
 - c) may include an open or covered deck, unenclosed **balcony**, **patio** pavers, **porch** or **fenced yard** space which is clearly defined and screened through the use of **landscaping**, planting or architectural features such as trellises, low **fencing** or planters, but not space used for parking purposes;
 - d) shall not be occupied or obstructed by any **buildings**, **structures**, projections and on-site parking, except for **cantilevered roofs** and **balconies** which may project into the private outdoor space for a distance of not more than 0.6 m; and
 - e) shall be accessed from the **rear yard**, **lane**, **granny flat** or **coach house**.
3. The **rear yard** between a **granny flat** or **coach house** and the **lane**, including the **building** entry to the **granny flat** or **coach house**, must incorporate the planting of appropriate trees and other attractive soft **landscaping**, but not low ground cover so as to enhance the visual appearance of the **lane**, and high quality permeable materials where there is a driveway to **parking spaces**.
4. High quality **screening** shall be located between the **lane** and any **parking spaces** parallel to the **lane** and along the **lot line** adjacent to the surface **parking spaces**. Where the space is constrained, a narrow area sufficient for the growth of the **screening** shall be provided at the base of the **screening**, **fence** or at the foot of the **granny flat** or **coach house**.

5. The **yard** between the **granny flat** or **coach house** and the **road** on a **corner lot** shall be designed and treated as the **front yard** of the **granny flat** or **coach house**, not be used as private outdoor space and have quality surface treatment, soft **landscaping** and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include **building** walls and/or the provision of **fences** and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for **screening** and **landscaping**.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the **road** to the **granny flat** or **coach house** shall be provided for emergency personnel, delivery agents and visitors.

8.14.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that:
 - a) all **parking spaces** for a lot that contains a new **single detached housing** unit and a **granny flat** or **coach house** must be **accessed** from the rear **lane** only;
 - b) a **coach house** may not be located above more than a maximum of 2 **parking spaces** in the **garage** for the **single detached housing**; and
 - c) the required **parking space** and driveway for a **granny flat** or a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

8.14.11 Other Regulations

1. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **granny flat** or **coach house**.
 2. A **child care program** shall not be located in a **granny flat** or **coach house**.
 3. A **secondary suite** is not permitted in a **single detached housing** unit in Burkeville (RB1) if the **lot** contains either a **granny flat** or **coach house**.
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
- e) repealing the zoning designation of the following area and designating it **SINGLE DETACHED WITH GRANNY FLAT OR COACH HOUSE – EDMERE (RE1)** on the Zoning Map of the City of Richmond:
- That area shown as shaded on “Schedule A attached to and forming part of Bylaw 8922”.
2. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922**”.

FIRST READING

SECOND READING

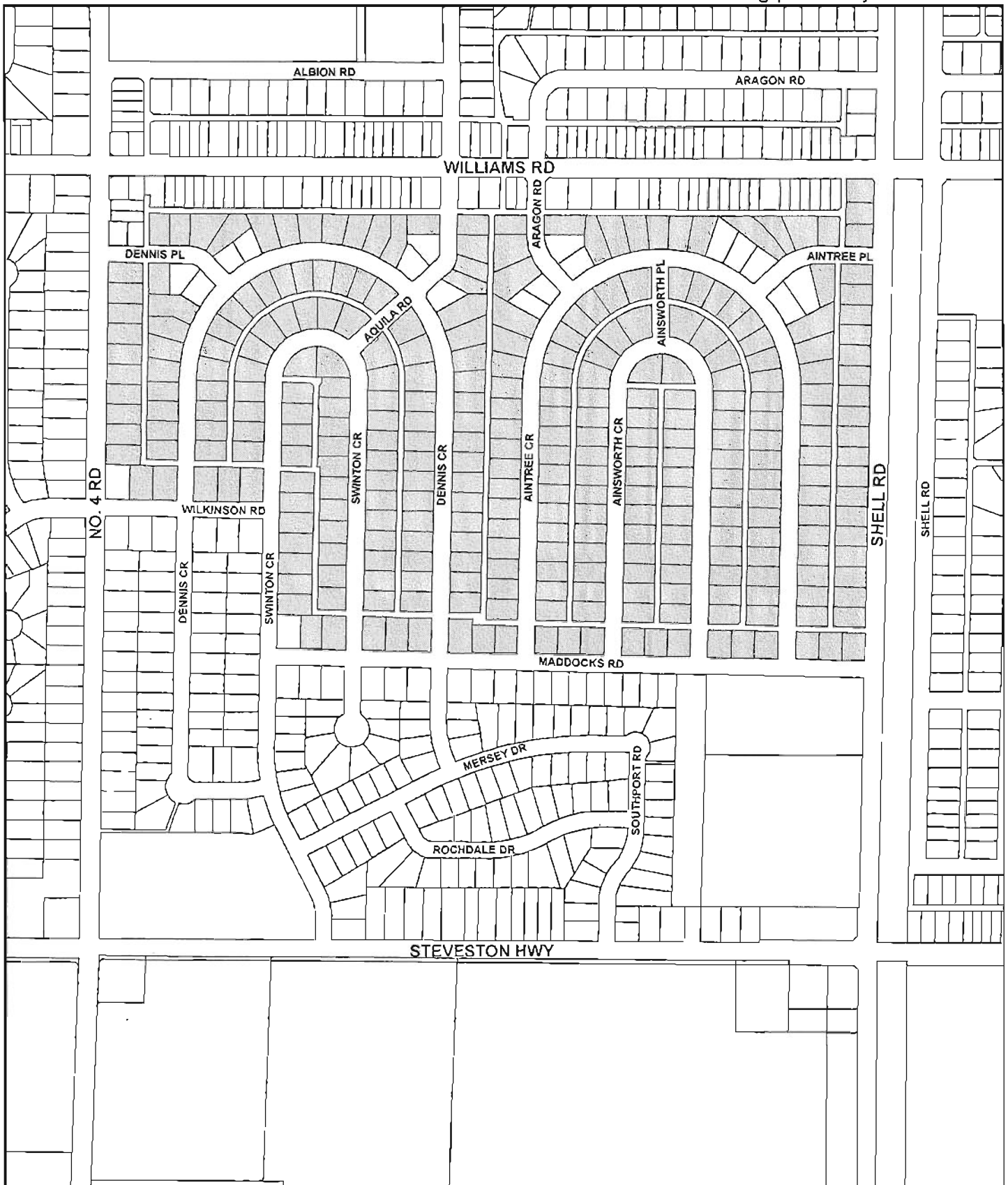
THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>WB</i>
APPROVED for legality by Solicitor <i>m</i>

MAYOR

CORPORATE OFFICER



Single Detached with Granny Flats
and Coach Houses - Edgemere
(RE1) Zone

PLN - 227

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES

Intensive Residential Guidelines – Granny Flat and Coach Houses in Edgemere

Designation	<p>Pursuant to the Local Government Act, the City of Richmond designates the following as Development Permit Areas:</p> <ul style="list-style-type: none"> Intensive residential area in Edgemere (see map)
Neighbourhood Fit	<p>Granny flats and coach houses should demonstrate that they:</p> <ul style="list-style-type: none"> respect the height and setback of neighbouring properties; and recognize the unique character of the neighbourhood. <p>The intent is to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhood.</p>
Variety in Location	<p>a) No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.</p>
Variety in Design	<p>a) Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block (Modular construction is allowed).</p>
Scale and Massing	<p>a) The tallest element of granny flats and coach houses should be located adjacent to the lane.</p> <p>b) The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.</p>
Roofs	<p>a) A flat roof is not permitted on granny flats and coach houses, unless:</p> <ul style="list-style-type: none"> it is built and approved as a green roof that is an urban garden; or it has a contemporary architectural expression that is uniquely designed. <p>b) Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.</p>
Privacy of Neighbours	<p>a) Granny flats and coach houses should be:</p> <ul style="list-style-type: none"> oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent properties; and screened from neighbouring yards by suitable landscaping.
Corner Lots	<p>a) Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.</p> <p>b) Primary windows to living rooms and bedrooms may face the street and/or lane.</p>

Visibility

- a) Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:
 - facing towards and accessible from the lane; and
 - illuminated at night.
- b) A secondary entrance and access may be from the street.

Appearance of the Lane

- a) Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

Lighting along the Lane

- a) Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

Building Materials and Colours

- a) The exterior materials and colours of granny flats and coach houses should:
 - complement, but not replicate, the character of the principal residence;
 - complement the overall character of the existing neighbourhood; and
 - have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

Building Facades

- a) The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:
 - articulated to create depth and architectural interest, and
 - visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

Building Faces, Projections and Dormers

- a) Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

Windows

- a) Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.
- b) The primary living room and bedroom windows on any upper floor should face the lane.
- c) Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.
- d) Side yard windows should also be modest in size and be recessed in that section of the building façade.
- e) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.
- f) Skylights, clerestory windows or glass block should be installed where possible.

Garage Doors

- a) Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

Impact on Private Outdoor Space

- a) Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.
-

Trees and Vegetation Retention

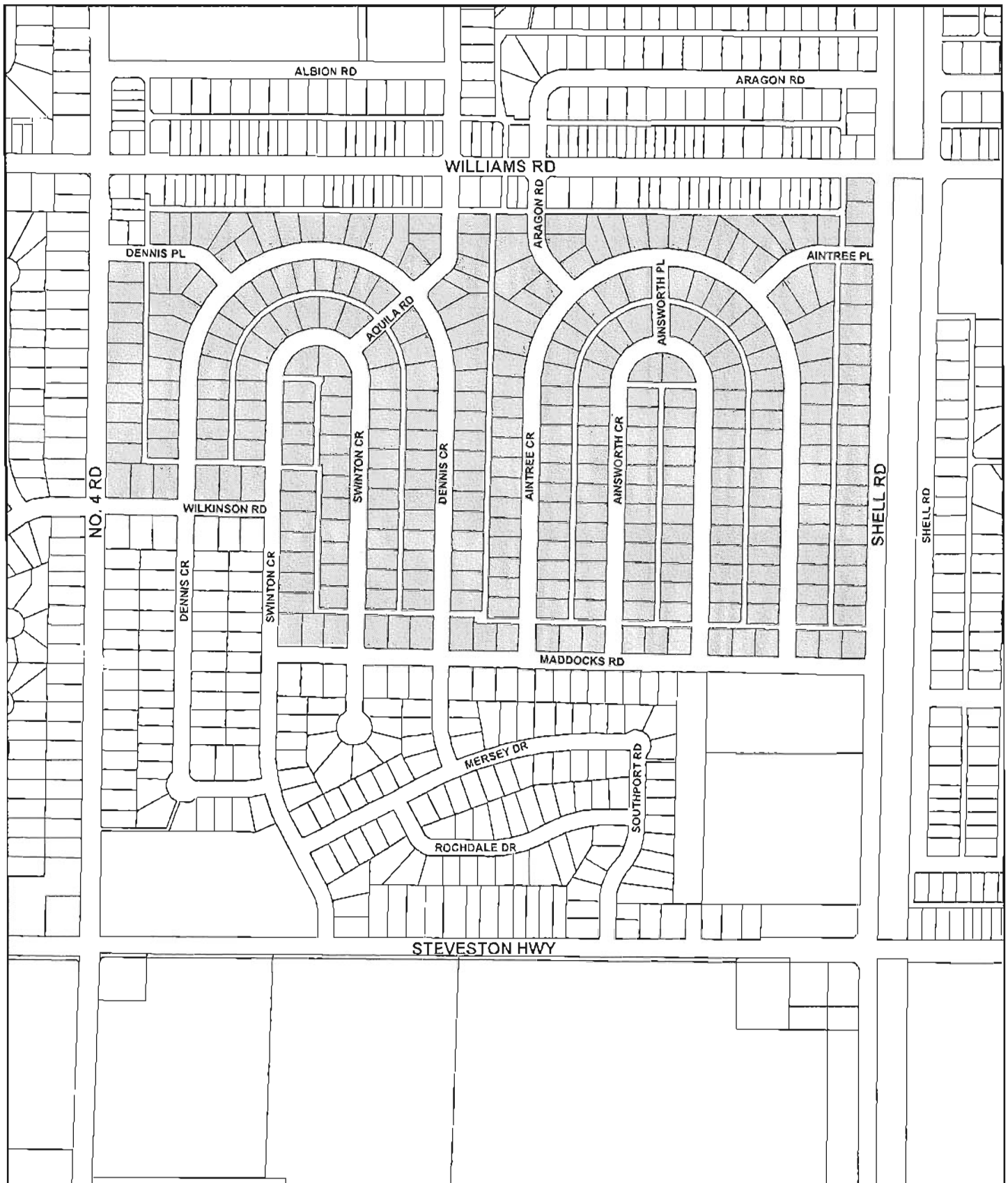
- a) Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:
- retained, unless proven to be diseased or in conflict with utilities and services; and
 - protected before land clearing, demolition or construction commences.
-

Underground Services

- a) Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.
-

Sustainability Initiatives

- a) Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:
- natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
 - solar power technology as an energy source;
 - energy star appliances and low water plumbing fixtures;
 - green technology building products; and
 - naturescaping and permeable materials on outdoor surfaces.
-



Intensive Residential Development Permit Area
For Granny Flats and Coach Houses in
Edgemere
("2041 OCP Update Amendment Bylaw")
PLN - 231

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES



City of
Richmond

Bylaw 8923

Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923

The Council of the City of Richmond enacts as follows:

1. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, as amended, is further amended by:
 - a) repealing 1.2.2(b) and replacing it with the following:

“(b) does not apply to **temporary use** permit applications and **development permit** applications for a **granny flat** or a **coach house**.”
 - b) adding the following definitions to Section 12.1, in alphabetical order:

<p>“Coach House</p>	means a detached or attached, self contained dwelling that is accessory to a principal dwelling unit and is located either entirely or partially above a garage used for parking purposes.”
<p>“Granny Flat</p>	means a detached, self contained dwelling that is accessory to a principal dwelling unit and is located entirely on the ground floor.”
2. This Bylaw is cited as “**Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by Solicitor
M



City of
Richmond

Bylaw 8924

**Development Application Fees Bylaw No. 7984,
Amendment Bylaw 8924**

The Council of the City of Richmond enacts as follows:

1. Development Application Fees Bylaw No. 7984, as amended, is further amended by inserting the following at the end of section 1.4.):
 "except for an application for a **Development Permit** for a granny flat or coach house, which must pay an application fee of \$1,000."
2. This Bylaw is cited as "**Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>MB</i>
APPROVED for legality by Solicitor
<i>MT</i>

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Burkeville - Supportive Comments	
1	Well presented documentation and Public Open House. Thank you.
2	This comes at a perfect time as my parents need a safe place to live and this option will fit our goals for them to a tee. I support the Building Permit over Rezoning to save on cost and time to build and the fairness of the process.
3	This old community needs development (including the road). I live in Burkeville community for over five years. My house number is 7240 Miller Road. My lot size is a very unique pie shape (corner lot). There is no parking space at the back. I'm thinking rebuild my house because it is too old (over 70 years old). Can I access from the front (Miller Road)?
4	As a home owner in Burkeville I have been wanting to put a Coach house on my property. I strongly support the regulation of the development of coach houses and granny flats. The proliferation of these style of developments and suites has already occurred.
5	Very much in support of densification. Always very concerned about the form and nature of structures in Richmond in general. We have enough ugly Chinese and east Indian palaces.
6	I think this is a great idea; we have a coach house that was built two houses down from me and it is MASSIVE does not fit in the area AT ALL. The new bylaw addresses several issues that this structure has, but I would like to see the city look at changing
7	No more big square boxes as lane way houses.
8	I do not support any additional 2 (two) storey coach house construction (such as Mr. MacDonald's on Douglas Crescent).
9	Needs regulation to ensure that people are not abusing the rules. Glad that the City is going to make people adhere to rules and regulations. Not supportive of no limit being placed on the number of coach houses/granny flats being allowed. There should be a maximum number allowed in Burkeville and once that number is reached no more should be allowed to be built. I want the integrity of Burkeville to be protected.
10	It would be great if they really paved the lane as it's really hard on the cars. The coach house is a very good idea.
11	I would like to see the alleyways paved at the same time.
12	I support the proposals re: Granny Flats & Coach Houses but only if the back lanes are paved.
13	Coach houses and granny flats will add additional traffic to our back lanes and more dust and pot holes for the City to deal with. The community was not advised that coach houses and granny flats were being included in new houses being built. No permit sign was posted. Why? When some are required to post a proper sign? What's the difference?
14	Need to consider parking in back as streets are already at full capacity.
15	The last and very important to all Burkeville residents is the street's traffic. How can City of Richmond solve that potential problem to our narrow streets and back lanes?
16	We oppose the installation of high-wattage street lighting in Burkeville, especially in back lanes.
17	Rezoning takes too long!!! I heard Development Permit takes too long as well!

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Burkeville – Concerns	
1	Granny only.
2	I might support - on a case by case basis - a one (1) story Granny Flat with adjacent parking space on property owners property.
3	Privacy for neighbours must be maintained. Concerned about street parking (will "garage" part of coach house be drywalled and become part of dwelling as is happening in Vancouver?). Coach house must not affect sun/garden for neighbours. Granny flats are our first choice, but coach houses are acceptable if they are well-designed and well-situated on the lot.
4	I have much less of an issue with 1 storey structures – 2 storey structures, particularly those that have windows/balconies facing the lane could be quite intrusive on the privacy of the backyard of the property across the lane. Also concern that having 2 possible rentals on 1 property could affect the character of the neighbourhood.
5	I do not like the development permit guidelines as presented for numerous reasons. 1) I would like to see more green space, the proposed guidelines require a larger footprint for the same size coach house than if it were allowed to be 100% on the second floor.
6	My negative position is due to the coach house at 251 Douglas Crescent. It violates #6 guideline the porch and stairs overlook 211's backyard (zero privacy), permitted density, #6 porch covered, #7 stairs not enclosed, #7 permitted heights. This is a full two story structure with the eaves well above height (est. 7 metres). 291 has lost all afternoon sunlight to their back yard!
7	Regardless of the bylaws in place at the time I believe the size, shape and the fact that it be constructed at all be decided by the immediate neighbours.
8	<ol style="list-style-type: none"> 1. Our privacy is definitely going to be affected no matter how good your intentions are. It will ruin one of the unique qualities of Burkeville. 2. "#11 Boarding and Lodging". I think this will be very difficult to control. 3. Parking is already a problem in Burkeville in some places.
9	I do not support the building and rezoning or either coach house or granny flats. Parking issues already exist, some "guidelines" are ambiguous and leave room for interpretation. Would consider in future if parking was better addressed.
10	The parking is bad in Burkeville now where will the extra people park? The roads and the lanes are narrow. Who will be paying for the extra services (garbage, etc.)?
11	Concerned about increased traffic on dirt lanes. No access to fire hydrants in opportune time. Loss of privacy from overhead windows overlooking back yards. Extra noise, dogs. Double parking if a party is occurring.
12	We feel granny flats and coach houses will bring too many more people, kids, cars and pets to Burkeville. We moved here because we liked it the way it is, most lots have more yard than house, which gives a spacious feel. Please leave Burkeville alone, we love it the way it is.
13	We live in this neighbourhood because of its charm. We have been here for 20 years and do not like the monster homes and garages and coach houses that are eating up every bit of green space and casting shadows onto our yards.
14	I support leaving the properties as single family residences, as they were intended.

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

15	<p>Concerned regarding the following:</p> <ul style="list-style-type: none"> - Lack of parking available to Miller Road residents; will decrease with extra homes on Wellington Road using alley for parking. - Increase in traffic to area. - Increase in street parking – already very crowded streets. - Current lack of maintenance in alleyways & sewer/water systems.
16	<ol style="list-style-type: none"> 1. I am not in favour of granny flats or coach houses. It appears that there has been not consideration given to the additional traffic & parking on our narrow streets they create now & in the future. 2. I would like to see all new construction design be regulated in order to maintain the character of our community. Monster houses do not fit in Burkeville. 3. I do not agree with expediting a Development Permit nor do I agree with reducing the application fees.
17	<p>Though we were unable to attend the 'open house', we are thankful for the additional opportunity to voice concerns.</p> <p>We do not support permitting 'granny flats' or 'coach houses' in Burkeville.</p> <p>While the idea sounds appealing (extra space for family members to have some independence while remaining close by) I think enforcement would be difficult, leading to a 'relaxation' of enforcement; leaving us with an unacceptable increase in density, population and traffic as numerous people seek to maximize the 'revenue potential' of their back yards.</p> <p>Granny flats and coach houses are popping up like mushrooms in the Dunbar area where I work: though many of them look very nice, I do not wish to see the same thing happen here.</p> <p>Burkeville already has one of the strangest collections of 'garages' or 'out-buildings' that I have ever seen. Many of them are ugly as sin, and would seem to be unsuitable for cars or tenants. How some got the 'ok' from City Hall is beyond me!</p> <p>While the Guidelines look like a major improvement, I still do not want to see 'mini-houses' popping up in half of the back yards.</p> <p>We have had three lots adjacent to us 'redeveloped' in the last year, with another house just sold, and likely to be 'redeveloped' as well.</p> <p>In the brand-new house next door we have a family with three vehicles renting the upstairs, and another tenant downstairs renting the 'in-law suite' with another vehicle. We are lucky the <u>current</u> tenants are very considerate and their vehicles are not a problem, but where are their friends or visitors supposed to park? What if we had less considerate tenants next door? We had more than enough trouble with people blocking our driveway when the old house (with <u>one</u> car) was still there. The neighbourhood has changed a lot in the twenty-five years we have lived here; if we actually have the 'option' to say 'yes' or 'no' to more density, more traffic, and more people,</p>
18	<p>My name is George Francis of 2660 Wellington Crescent, Richmond, BC. I have resided on Sea Island since 1967, mostly in Burkeville, with the exception of residing in the Cora Brown area for five years in the early 70s, followed by my current address. The reason I choose to reside in this neighbourhood is because of what it offers that no other neighbourhood in Richmond offers, i.e., minimal crime, safety, single family homes with friendly neighbours, absence of traffic congestion etc. It is disappointing to witness the transformation of our neighbourhood from a small town atmosphere giving way to large multi-family homes that are unaffordable for locals. Although I am not opposed to replacing old and small existing wartime houses with new ones, I am opposed to the sizes of the new ones being allowed that include three suites, one main living area plus one suite down and another up. Now let's assume that, under normal circumstances, the larger main living quarters occupied by the owner with four children, the adjacent downstairs suite occupied by a couple with two children and the upper suite, a couple with one or two children. This accounts for thirteen bodies in one house (<i>I am aware of the existence of such a home in Burkeville</i>). Now let's assume that, under normal circumstances, that the two adults in each suite own automobiles. That places eight autos in front of a fifty foot lot. As if that isn't bad enough, the City of Richmond and</p>

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>some Burkeville residents now want to change the rules to allow granny-flats and/or coach-houses. A coach-house at the aforementioned three suite house puts another two or three bodies on the same piece of property, also adding a couple more autos. Now we have sixteen people residing on one property, and I assume there will be only one utility bill for the entire house, and 10 autos to park, keeping in mind that most Burkeville properties do not exceed fifty feet frontage. Furthermore, these people also have dinner guests or people dropping into watch a game or whatever. This would put a couple more autos at that location bringing the number to twelve. Now let's watch the property on either side do the same thing tripling the population density and their 36 autos, making the street impassable. It is this kind of density and congestions that will eventually force the locals out of what still is, at least to this point, the most liveable community in Richmond. The foregoing are my reasons for totally opposing both granny-flats and coach houses in Burkeville. I can only hope that other Burkeville homeowners realize that with each new coach-house or granny-flat the additional density only serves to lessen the quality of life in this community. Please prevent this from happening and vote both down.</p>
19	<p>When last polled about Coach Houses in Burkeville, I came out in favour of them. Having experienced one in my own laneway, I am not.</p> <p>The Coach House at 251 Douglas Crescent is over sized and imposing. Even the owners were surprised at the size of it when it was finally built. Windows look down on neighbours in all directions. I live three houses down, and without a privacy screen on my deck the Coach House's upstairs porch would look right onto it, even that far away. Fortunately, the Coach House is to the north and doesn't block any daylight, but neighbours on the other side of it aren't so lucky. In summary, it contravenes so many of your proposed development guidelines that it is laughable. This was not a good start to your campaign. It certainly changed my mind.</p> <p>The homeowner next door to it, at 211 Douglas Crescent, is having difficulty selling her house and her realtor tells me the feedback is that the Coach House next door is part of the problem. Who wants to live next door to that? I have never blamed the owners of the Coach House; in fact I defend them to others, because it is the City who permitted them to build in the first place. While I have been extremely unwilling to pit neighbour against neighbour about this or any other issue, I have heard some pretty bitter comments about it from others.</p> <p>I find the process of public hearings to be very divisive, however I must come out and say that I do not wish to see any more Coach Houses permitted, especially one at 140 Wellington Crescent, which would be right across the lane from the one at 251 Douglas Crescent.</p> <p>The streets in Burkeville are narrow and crowded, and you are naive if you think Coach House residents will all park off the street all of the time and not contribute to congestion. We no longer have any bus service in here. Canada Line is a long hike because the closest station (Templeton) was purposely made inaccessible to local foot traffic, plus there is an airport fee for using it unless the fare is prepaid. There are no grocery stores, banks, churches or other services within walking distance, and a proposed outlet mall is hardly an adequate substitute for those kinds of things. Older school children need to be bussed to school. There is noise from the airport, and ground services are moving steadily closer. We have overhead power lines. We have an aging infrastructure. Is the fact that Burkeville has laneways the sole reason for this initiative? We don't seem to meet any other criteria.</p> <p>I have gone online and read your entire Report to Committee re Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere (2041 OCP Update) dated February 03, 2012, which the proposed guidelines provided are an attachment to. I feel it should have been distributed at the same time as it makes very insightful reading. Council doesn't want to just permit Coach Houses and Granny Flats, it wants wholesale building of them. The designation "intensive residential development permit areas", plus the proposal that the fee for a development permit should be reduced, confirms this. I do not want this for Burkeville.</p> <p>Burkeville is a small, safe older neighbourhood, somewhat isolated, and I believe that is what attracts most people living here. We have a strong sense of community. I believe the Burkeville should be preserved as it is, and that allowing multiple Coach Houses to be built, with increased</p>

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>population density and urbanization, will destroy its unique character. I feel oversize houses area whole other issue. I don't believe the same demographic is building those as who are building Carriage Houses.</p> <p>In October 2010, it was noted that there were only 4 Burkeville respondents to the Round 1 question of permitting Coach Houses. Round 2 netted 46 respondents (perhaps 16% of households in Burkeville). In April 2011 it was decided that more consultation was needed. In May/June 2011, Round 3 netted 35 replies (12%). In September 2011 the Planning Committee moved to allow Coach Houses. Considering the extremely low turnout, I don't feel this was justified.</p> <p>In summary, I believe, a) any Coach Houses to be built elsewhere in Richmond certainly need guidelines, and b) very few, if any, Coach Houses should be built in Burkeville. Your questionnaire does not address this. I believe the community should be polled again, based on your latest report, and response to the one that has already been built.</p>
20	<p>Please accept our comments after the deadline date due to the Easter holidays.</p> <p>Our first comments are regarding point #1. <i>Do you support the proposed Development Permit Guidelines (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above ground floor (i.e., is a 1½ storey dwelling)</i></p> <ol style="list-style-type: none"> We would like to answer yes, due to the appealing nature of the buildings and the requirements for the property around the buildings. We do approve of the height restrictions and the parking garages, privacy for neighbours, etc. However, the bylaws state "should" rather than must, which one of the department staff stated they had to put in due to the legal wording (couldn't put the words "must") but could enforce the "musts" once the residents put their proposals through. This is too vague for us as we have seen the results of those doing renovations or new builds in the neighbourhood that know the laws and the wording and are able to work their proposals around those rules to get what they want. If we answer No, then we feel that we would be supporting the bylaws as they exist now, which we do not. Those bylaws allowed for the monstrous coach house on Douglas Crescent, near our house that has encroached on others privacy, caused more build-up of parked cars on the streets and alleys and is an eyesore for the neighbourhood. So again, we cannot support the bylaws as they stand now. Answering Unsure, is not what we are. We are sure that these bylaw changes need more review before building is allowed in this neighbourhood. <p>Our second comments are regarding point #2. <i>Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?</i></p> <p>Again, this is a difficult question to answer so we left it blank for the following reasons.</p> <ol style="list-style-type: none"> If we answer No, then we feel that we would be supporting the bylaws regarding the zoning as they exist, which we do not. If we answer Yes, then we feel that we are supporting the new bylaws and proposed (no rezoning) suggested and outlined at the public meeting. This we cannot support either for the following reasons: <ol style="list-style-type: none"> These bylaws do not address the infrastructure that needs to be addressed <u>before</u> said granny flats and coach houses can be built. <ol style="list-style-type: none"> That being parking issues that would come with increased traffic in our neighbourhood. Our neighbourhood was not built with wide enough streets to allow for additional vehicle parking and has become an issue even without the extra population. Already emergency vehicles cannot get through on some streets. This is a serious concern. Our alleys are all gravel, the increased traffic would further degrade the alleys and upkeep on our busiest alleys now falls short of what it should be. If you look at where coach houses are being built now, their cities have paved alleyways, sidewalks, and wider streets to allow for the extra traffic. Just look down Miller Road with their lack of parking shows you what an alley would look like with the flats adding to increased vehicles parking on properties.

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

- 3rd Transit or lack of available transit in our neighbourhood is an issue now so when these flats are built there will be increased automobile traffic because of the lack of regular, convenient transit. The city already has stated their difficulty in communicating with Translink (re: B-line discontinued) to allow for better transit in our neighbourhood and the new Canada Line actually made transit access in our neighbourhood worse not better for our children, young people and elderly residents so we know that an argument that people will use transit is moot.
- 4th We do not live in the Edgemere neighbourhood but we feel that the City is not considering the long term affects that these additional structures are going to do to all our neighbourhoods. Do they allow for sustainability when they are again using up valuable green space? The City has continued to erode our green space to put in even more density and we are seeing traffic congestion, lack of privacy and multiple parking spaces in front of massive homes rather than green space due to the residents need for "more" objects rather than more nature. (Do we want to add a requirement here to have everyone "require" a driveway or garage to keep our streets clear and allow for emergency vehicles to pass on our streets?)
- 5th Burkeville was a neighbourhood built around small houses, ditches and little traffic and that has not changed. What has changed is the size of the houses in our neighbourhood, the traffic coming in and around our neighbourhood and traffic we will see increasing due to continued construction on the island. (The new outlet mall, BCIT and the parking issues it created in our neighbourhood, and the construction on the north side of the island. All creating increased traffic around us) The City is not considering this when they look to changing bylaws to respond to a few residents who respond to these surveys, not the majority who don't.

Although we do agree with regulations and controls to keep our neighbourhoods safe, friendly and appealing, we feel that there needs to be more improvements not only with the bylaws there needs to be regulations included from other departments as well. When we asked one staff member we spoke to about what improvements are included in these bylaws regarding the alleys and roads, he said he couldn't comment on the Public Works or Transportation department and what their bylaws plans are, it made us realize that this rezoning proposal still needs more thorough, planning and process in other areas before proceeding.

We thank you for taking our comments into consideration and we look forward to attending the public meeting to see how this decision develops.

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Edgemere - Supportive Comments	
1	Excellent idea.
2	Excellent idea. I am absolutely convinced that this proposal is very well thought out and will encourage more accommodation that we desperately need. We have a property at Aintree Crescent.
3	Great idea long overdue.
4	I think this will be great so some people will have affordable rent or housing in the community and a mortgage helper for the owner.
5	Good.
6	It is a good proposal. Owners will update their property and a lot of solid homes will not be demolished. Right now all builders want to do is demolish and rebuild. It is a good incentive to owners and also will create legitimate upgrading. Families and renters will definitely benefit.
7	This would allow someone like myself to have my, soon to be retired, parents downsize from their current home and support me with my young family. It will also allow for me to ensure I can care for them in their old age. Very positive Bylaw change.
8	I think this will benefit adult children starting out in life and elderly parents who need assistance close by.
9	It will help people looking for housing.
10	I agree that an amendment to the Zoning Bylaw for all of Edgemere is the most pragmatic approach. Any other internal changes at Richmond City Hall that would make the application process for a coach house or granny flat less cumbersome and time consuming would conceivably go a long way in making the entire process seamless. I would like to see this initiative get the traction this good idea deserves.
11	We agree with both points. Yes for #1 & Yes for #2.
12	1. Property Tax: It is fair that if the property remain as single family house then it should be taxed as single family house. 2. Parking: Designate permit parking on main street in front of each property.
13	Make sure no parking at back lane other than within the property line. Bylaw officers must enforce the bylaws of parking at front and back outside the property lines. No commercial or business trucks are parked within the property line or the residential areas overnight. Must enforce bylaws. How about existing lot with existing house, wants to add a granny flat?
14	Can we assume that with the additional traffic in the lanes, the lanes will be paved? Just with the current traffic it creates a dust trap and we have addressed ongoing problem many times to the City – no results thus far!
15	Trusting that the Arterial Road Policy of allowing 66' lots to be subdivided into two lots remain in place.
16	Why can't the granny suite or the coach house be rented out?
17	Unfortunately I wasn't able to attend the Open House at Kidd School. I have a few comments to offer: 1) Some of the DP Guidelines are open to interpretation, which could result in unintended/unfavourable designs if the DP or BP isn't adhered to.

**2012 OCP Public Consultation
Granny Flats and Coach Houses
Burkeville and Edgemere**

18	Would prefer granny flats only. The provision to have illumination in the lane areas needs to be sensitive to the bedrooms in houses across the lane. What about mail/newspaper delivery to dwellings accessed from the lane?
19	We prefer allowing an attached double garage to the primary residence in the front of the house. This means moving the garage from the laneway to the front to ensure the greenspace requirement is met. Here is a drawing of my thoughts (see original survey in binder). Alternatively, leave the garage in the back and allow it to be attached to the primary residence.

2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Edgemere - Concerns	
1	We do not support any granny flats or coach houses in the Edgemere area.
2	I'm not in favour of these places at all. I lose my backyard privacy, pay more taxes on lot value, pay more taxes for alley improvement, sewage, etc. I put up with more noise 24 hours from the tenants next door. More cars in the alley 24/7. I got a 'single family' house and that's what I want!!
3	We have lived in Richmond over 50 years, it used to be a beautiful city, not anymore with monster houses and high rises, around us houses sold and rented, messy yards and not cleaned up lawns not kept up. All we need are more small houses in back yards and taxes going up every year.
4	I do not like the idea. It will bring too many cars and reduce green space. Too many developers are pushing the bylaws to the extreme limits already!
5	There is no room for extra parking. There are no sidewalks and curbs. There are already secondary suites. People park their cars 2/3 onto the road. The ones that do park on the grass boulevard end up chewing up the grass and turning it into mud in the winter. Some people park in the alley and you can't get your pickup past them. So much for green space!
6	I am "not" in favour of higher density in my neighbourhood!
7	Strongly opposed to more people density.
8	Will become too crowded. Parking will be difficult. Will increase violence.
9	Such buildings will only contribute to more congestion and less enjoyable and smaller/restricted views than we now have from our homes, particularly if they are one or more storey residences.
10	My biggest concern with adding new housing to existing footprint will cause significant parking issues. Currently our parking options have been removed from the front of our house due to bike lane. Where are these people supposed to park?
11	Back lanes are no main roads, the road is too narrow and congested with too many vehicles parked. It is totally unsafe and a hazard to those living around the areas.
12	In my opinion it is unacceptable to make a decision as compromising to a neighbourhood as this based on 36 respondents from 545 households. This should have raised flags that the information did not get out. I feel that there should be a re-vote on this development plan now that people are aware as residents received correspondence through the mail for the first time.
13	Do I have a say into which side of the property my neighbour builds a coach house on?

**2012 OCP Public Consultation
Granny Flats and Coach Houses
Burkeville and Edgemere**

Other Areas – Comments or Concerns	
1	My first choice on this is to subdivide into two lots. Because this area has more park by space than Williams and Steveston Highway. If not subdivide, I fully support this proposal.
2	There are too many potential variables allowed to not have the neighbourhood informed or allowed input into the process. The guidelines still appear too vague!
3	<p>I do not have any faith that this will be well executed/enforced given the development construction quality that has occurred in the last 25 years in Richmond. Other concerns include:</p> <ol style="list-style-type: none"> 1. I purchased into a single family neighbourhood for the privacy/quality of life. 2. Increased property taxes on houses in an area allowing this (they gain, I pay!). 3. Parking issues – In Edgemere there could be up to 3 families living on a lot. 4. How these will be lit – enough already – with making houses look like flying saucers at night with the number of lights in the soffits (I counted 14 on one house). This is already ruining these neighbourhoods as light spills onto other properties (ever heard of light pollution?). 5. Loss of privacy (yes, I know it has been addressed, but it will still happen when these are built). 6. Concerns about wording that no development permit sign will be posted – how are neighbours to know this is happening? What say will they have in location of a coach house? 7. Permit guideline 5(b) "Uniquely designed" is not necessarily "good". Who is passing judgement on this? 8. Lots of vague wording in permit guidelines, "Should be encouraged", "should be", "preferred" = no min. standards
4	I do not support this project at all.



**City of
Richmond**

**Public Survey – Granny Flats and Coach Houses
Burkeville and Edgemere – 2041 OCP Update**

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

1. Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere?

Note: A granny flat is located totally on the ground floor (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above the ground floor (i.e., is a 1½ storey dwelling).

☐ Yes ☐ No ☐ Unsure

2. Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?

☐ Yes ☐ No ☐ Unsure

Comments:

Thank you for your feedback.

Name:

Address:

Neighbourhood: ☐ Burkeville ☐ Edgemere ☐ Other

E-mail: Phone:

Request

Please fill out the survey form and return it by **Thursday, April 5, 2012.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of hburke@richmond.ca; or
- Fill it out online at the City's website at www.letstalkrichmond.ca; or
- Leave it in the drop off boxes provided at the Public Open House.

Thank you very much. Please use the other side for any additional comments.

Your comments will be considered by Richmond City Council in preparing the 2041 Official Community Plan (2041 OCP Update).

PLN - 244



City Board

Make your point – Richmond wants to hear from you

Granny flats and coach houses in Burkeville and Edgemere

The City of Richmond is proposing to enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and the portion of Edgemere with rear lanes, located between Williams Road, Wilkinson/Maddocks Roads, No. 4 Road and Shell Road.

The City is also proposing to amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning) as part of its 2041 Official Community Plan update.

We want to hear from every household in both neighbourhoods about these proposals at a Public Open House.

Public Open Houses will be held:

Burkeville

Tuesday, March 27, 2012

6:00 – 8:00 p.m.

Sea Island Community Centre

7140 Miller Road, Multipurpose Room

Edgemere

Thursday, March 29, 2012

6:00 – 8:00 p.m.

Thomas Kidd Elementary School

10851 Shell Road, Gymnasium

If you are a property owner in one of these areas, you will receive:

- an invitation letter to the Public Open House
- a survey form to complete and a copy of the proposed Development Permit Guidelines
- highlights of the proposed Zoning Bylaw Amendment.

Residents in these areas are invited to learn more about granny flats and coach houses in Burkeville and Edgemere by:

- attending the Public Open House in your neighbourhood
- viewing information on the City of Richmond's website at www.richmond.ca or at www.letsTALKRichmond.ca.

For more information, please email hburke@richmond.ca or jchristy@richmond.ca or call 604-276-4164 or 604-276-4188.





Welcome to the Burkeville and Edgemere Granny Flat and Coach House Public Open House

Purpose

The purpose of this Open House is to:

Determine if there is support for the City of Richmond's proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

Request

Please fill out the survey form to let us know what you think by Thursday, April 5, 2012 by:

- leaving it in the drop box provided at the Public Open House; or
- mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- faxing it to the City of Richmond at 604-276-4052; or
- emailing it to hburke@richmond.ca at the City of Richmond; or
- filling it out online at www.letstalkrichmond.ca.

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Background

What is an Official Community Plan (OCP)?

The Official Community Plan (OCP) is the City of Richmond's most important planning policy document that helps achieve the City's long-term vision, and what we want to be in the future as a community. The existing OCP was adopted in 1999 and helps the City manage to 2021. The City is in the process of updating its OCP to the year 2041.

What are Development Permit Guidelines?

Under the Local Government Act, the City of Richmond can designate Burkeville and Edgemere as an "intensive residential development permit area". In doing so, the City would have greater control over the form and character of the granny flats and coach houses proposed to built in these neighbourhoods. In essence, these guidelines would address what the granny flats and coach houses look like—something that a rezoning application or Zoning Bylaw can not adequately do.

What is a Zoning Bylaw?

Richmond Zoning Bylaw 8500 is the City's regulatory tool for implementing the OCP.

It specifies what uses are permitted in various zones and what the density, lot coverage, setbacks, heights, landscaping and parking requirements are for these uses. Both Burkeville and Edgemere are predominantly zoned Single Detached (RS1/E), which permits a single family house and a secondary suite.

What is a granny flat and coach house?

A granny flat is a detached, self contained dwelling located totally on the ground floor in the rear yard of a single family residential lot with lane access.

A coach house is a detached, self contained dwelling located beside and above the garage accessed by a lane in the rear yard of a single family residential lot.

What has Richmond City Council directed?

In February 2012, Richmond City Council directed that the:

1. Proposed Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere; and
2. Draft Single Detached Housing Zone with Granny Flats and Coach Houses in Burkeville and Edgemere

be approved for public consultation in the Burkeville and Edgemere areas as part of the 2041 OCP Update.

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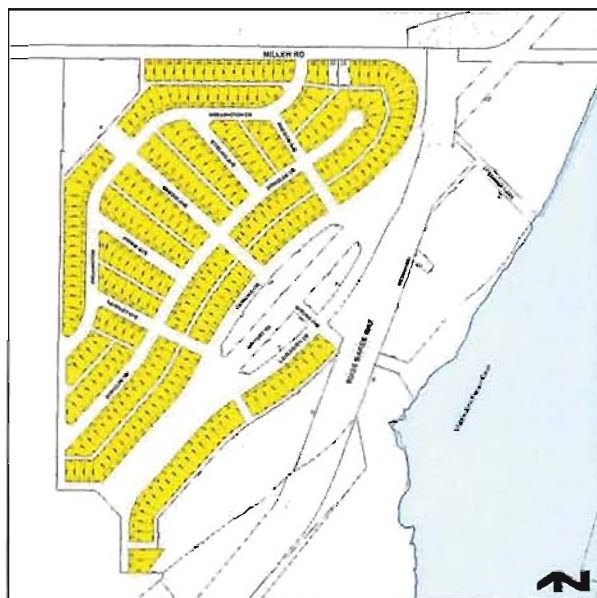


Background continued . . .

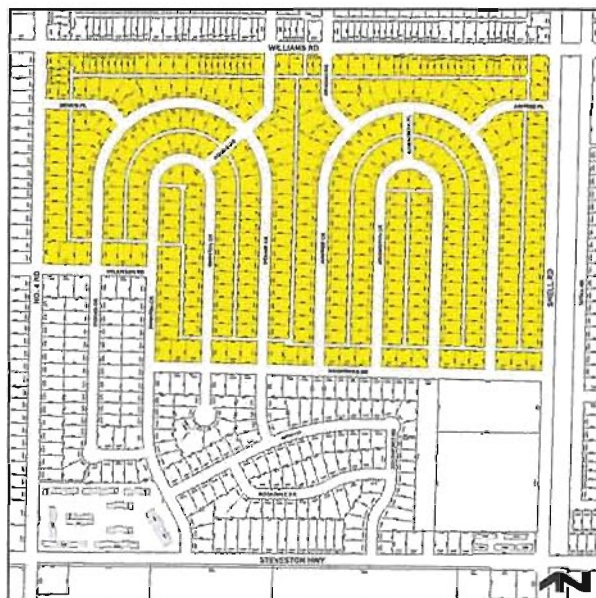
What have Burkeville and Edgemere previously told the City?

Previous Survey Results	Burkeville	Edgemere
1 No. of Households Invited to the Previous Open House	277	545
2 Open House Attendance	36	65
3 # of Survey Responses (by household)	46	36
4 Support the idea of permitting granny flats in your neighbourhood	42	22
5 Don't support permitting granny flat flats in your neighbourhood	4	14
6 Support the idea of permitting coach houses in your neighbourhood	41	20
7 Don't support permitting coach houses in your neighbourhood	5	14
8 Prefer City amend the Zoning Bylaw to permit granny flats by Building Permit	41	19
9 Prefer each property owner amend the Zoning Bylaw to permit granny flats by rezoning application	2	5
10 Prefer City amend the Zoning Bylaw to permit coach houses by Building Permit	40	19
11 Prefer each property owner amend the Zoning Bylaw to permit coach houses by rezoning application	2	3

Conclusions	Burkeville	Edgemere
1 Support for granny flats and coach houses	89-91%	54-61%
2 Support for Building Permit option (not site specific rezoning)	95%	79-86%



Burkeville



Edgemere

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Granny flats and coach houses



Granny flat



Granny flat



Coach house



Coach house

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Official Community Plan (OCP)–2041 Update

PLN - 249





Proposed Development Permit Guidelines

Note: It is proposed that Development Permit applications for a granny flat or coach house in Burkeville and Edgemere be expedited by not requiring a Development Permit sign on the property and by reducing the application fee for a Development Permit from \$2,055 to \$1,000.

1. Neighbourhood fit

Granny flats and coach houses should demonstrate that they:

- a) respect the height and setbacks of neighbouring properties; and
- b) recognize the unique character of the neighbourhood in Burkeville (e.g., by retaining the existing house or the current, larger front yard setback).

2. Variety in location

No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

3. Variety in design

Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block. Modular construction is allowed.

4. Scale and massing

The tallest element of granny flats and coach houses should be located adjacent to the lane.

The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

5. Roofs

A flat roof is not permitted on granny flats and coach houses, unless:

- a) it is built and approved as a green roof that is an urban garden; or
- b) it has a contemporary architectural expression that is uniquely designed.

Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

6. Privacy of neighbours

Granny flats and coach houses should be:

- a) oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent neighbours; and
- b) screened from neighbouring yards by suitable landscaping.

7. Corner lots

Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.

Primary windows to living rooms and bedrooms may face the street and/or lane.

8. Visibility

Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:

- a) facing towards and accessible from the lane; and
- b) illuminated at night.

A secondary entrance and access may be from the street.

9. Appearance of the lane

Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

10. Lighting along the lane

Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

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Proposed Development Permit Guidelines continued. . .

11. Building materials and colours

The exterior materials and colours of granny flats and coach houses should:

- complement, but not replicate, the character of the principal residence;
- complement the overall character of the existing neighbourhood; and
- have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

12. Building facades

The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:

- articulated to create depth and architectural interest; and
- visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

13. Building faces, projections and dormers

Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

14. Windows

Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.

The primary living room and bedroom windows on any upper floor should face the lane.

Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.

Side yard windows should also be modest in size and be recessed in that section of the building façade.

Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

Skylights, clerestory windows or glass block should be installed where possible.

15. Garage doors

Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

16. Impact on private outdoor space

Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.

17. Tree and vegetation retention

Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:

- retained, unless proven to be diseased or in conflict with utilities and services; and
- protected before land clearing, demolition or construction commences.

18. Underground services

Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.

19. Sustainability Initiatives

Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:

- natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
- solar power technology as an energy source;
- energy star appliance and low water plumbing fixtures;
- green technology building products; and
- naturescaping and permeable materials on outdoor surfaces.

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Burkeville proposed granny flats and coach houses



BURKEVILLE NEIGHBOURHOOD
WITH TYPICAL BLOCK OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



BURKEVILLE TYPICAL BLOCK
WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEWS
• 3 COACH HOUSES
• 3 GRANNY FLATS

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Official Community Plan (OCP)–2041 Update

PLN - 252





Edgemere proposed granny flats and coach houses



EDGEMERE NEIGHBOURHOOD
WITH TYPICAL BLOCK OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



EDGEMERE TYPICAL BLOCK
WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEWS

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Official Community Plan (OCP)–2041 Update

PLN - 253





Highlights of proposed Zoning Bylaw Amendment

Note: It is proposed that the following items be added to a new zone for Burkeville and Edgemere. Everything else in the existing zoning would remain the same in these neighbourhoods.

1. Purpose

The new zone would only apply to Burkeville and Edgemere, and enable single detached housing and, where there is a lane, either a granny flat or a coach house.

2. Permitted uses

- No change, except a secondary suite would not be permitted in Burkeville if the lot contains a granny flat or coach house

3. Secondary uses

- coach house where a lot abuts a lane
- granny flat where a lot abuts a lane

4. Permitted density

1. The maximum density is limited to one detached granny flat or coach house per lot.
2. The maximum floor area ratio (FAR) for a lot containing single detached housing and a granny flat or coach house is 0.6 applied to a maximum of 464.5 m² of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m².
3. The granny flat must have a minimum gross floor area of 33.0 m² and a maximum gross floor area of 70.0 m².
4. The coach house must have a minimum gross floor area of 33.0 m² and a maximum gross floor area of 60.0 m², of which at least 40% of the gross floor area shall be located on the first storey.
5. For the purposes of this zone only, the following is not included in the calculation of the maximum floor area ratio: 10% of the floor area total calculated for the lot in question, which must be used exclusively for covered areas of the single detached housing, granny flat or coach house, which are open on one or more sides, with the maximum for the granny flat or coach house being 6.0 m².
6. An unenclosed and uncovered balcony of a coach house shall have a maximum area of 8.0 m², and shall be located so as to face the lane on a mid block lot and the lane or side street on a corner lot.
7. Stairs to the upper level of a coach house shall be enclosed within the allowable building area.

5. Permitted lot coverage

No change.

6. Yards and setbacks

1. The minimum interior side yard is:
 - a) 2.0 m for a coach house; and
 - b) 1.2 m for a granny flat;
2. A granny flat or coach house located on a lot with an east-west orientation shall be located 2.0 m from the northern interior side lot line to reduce shadowing on the adjacent lot to the south.
3. The minimum rear yard is:
 - a) 1.2 m for no more than 65% of the rear façade of a granny flat, coach house and garage;
 - b) 3.0 m for at least 35% of the rear façade of the granny flat, coach house and garage; and
 - c) 1.5 m for the building entry to a granny flat or coach house from the rear lot line.
4. A granny flat or coach house shall be located within 1.2 m and 8.0 m of the rear lot line.
5. The minimum building separation space between the principal single detached housing unit and the accessory building containing:
 - a) a granny flat is 3.0 m; and
 - b) a coach house is 4.5 m.
6. Granny flats, coach houses and accessory buildings are not permitted in the front yard.
7. Waste and recycling bins for a granny flat or coach house shall be located within a screened structure that is setback a minimum of 1.5 m from the rear lot line.
8. Building elements in a granny flat or coach house that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the side yard and rear yard.

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Highlights of proposed Zoning Bylaw Amendment continued . . .

7. Permitted heights

1. The maximum height for the accessory building containing a granny flat is 1 storey or 5.0 m above grade, whichever is less.
2. The maximum height for the accessory building containing a coach house is 1½ storeys or 6.0 m above grade, whichever is less. For the purposes of this zone, the habitable space in the ½ storey shall not exceed 60% of the storey situated immediately below.
3. The maximum height to the eave of the first storey of a coach house with a sloping roof shall be 3.7 m above grade.
4. The maximum height to the top of the roof facing the building separation space between the single detached housing and the coach house shall be 4.0 m above grade.

8. Subdivision provisions/ minimum lot size

1. A granny flat or coach house may not be subdivided from the lot on which it is located.

9. Landscaping and screening

1. A private outdoor space with a minimum area of 30.0 m² and a minimum width and depth of 3.0 m shall be provided on the lot where there is a granny flat or coach house. The private outdoor space:
 - a) shall be for the benefit of the granny flat or coach house only;
 - b) shall not be located in the front yard;
 - c) may include an open or covered deck, unenclosed balcony, patio pavers, porch or fenced yard space which is clearly defined and screened through the use of landscaping, planting or architectural features such as trellises, low fencing or planters, but not space used for parking purposes;
 - d) shall not be occupied or obstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into the private outdoor space for a distance of not more than 0.6 m; and
 - e) shall be accessed from the rear yard, lane, granny flat or coach house.
3. The rear yard between a granny flat or coach house and the lane, including the building entry to the granny flat or coach house, must incorporate the planting of appropriate trees and other attractive soft landscaping, but not low ground cover so as to enhance the visual appearance of the lane, and high quality permeable materials where there is a driveway to parking spaces.

4. High quality screening shall be located between the lane and any parking spaces parallel to the lane and along the lot line adjacent to the surface parking spaces. Where the space is constrained, a narrow area sufficient for the growth of the screening shall be provided at the base of the screening, fence or at the foot of the granny flat or coach house.
5. The yard between the granny flat or coach house and the road on a corner lot shall be designed and treated as the front yard of the granny flat or coach house, not be used as private outdoor space and have quality surface treatment, soft landscaping and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include building walls and/or the provision of fences and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for screening and landscaping.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the road to the granny flat or coach house shall be provided for emergency personnel, delivery agents and visitors.

10. On-site parking and loading

1. On-site vehicle parking shall be provided according to the standards set out in Section 7.0 of the Zoning Bylaw, except that:
 - a) all parking spaces for a lot that contains a new single detached housing unit and a granny flat or coach house must be accessed from the rear lane only;
 - b) a coach house may not be located above more than a maximum of 2 parking spaces in the garage for the single detached housing; and
 - c) the required parking space and driveway for a granny flat or a coach house must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

11. Other regulations

1. Boarding and lodging is permitted only in a single detached housing unit, and not in the granny flat or coach house.
2. A child care program shall not be located in a granny flat or coach house.

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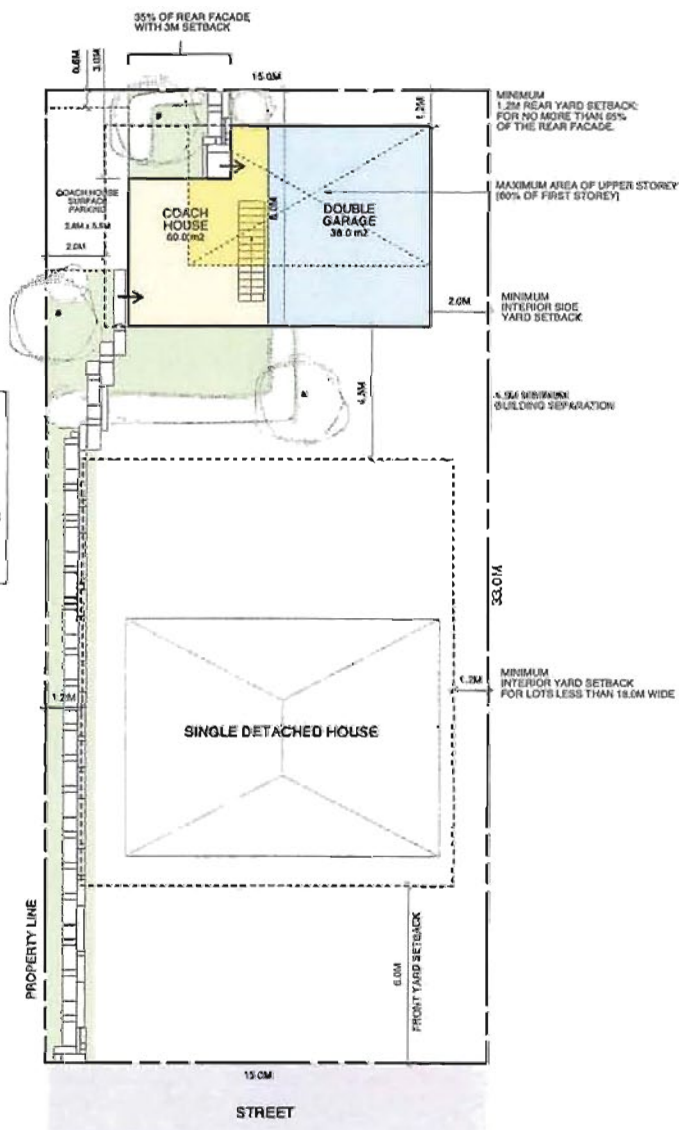
Burkeville proposed coach house



LANE

COACH HOUSE STATISTICS

MAIN FLOOR:	25.0 m ² - 42% OF TOTAL FLOOR AREA (40% PERMITTED)
GARAGE:	38.0 m ²
UPPER FLOOR:	35.0 m ² - 58% OF TOTAL GROUND FLOOR AREA INCL. GARAGE (60% PERMITTED)
TOTAL FLOOR AREA:	60.0 m ² + Garage (MAXIMUM PERMITTED)



TYPICAL COACH HOUSE SITE PLAN
BURKEVILLE, RICHMOND BC
SCALE 1:100

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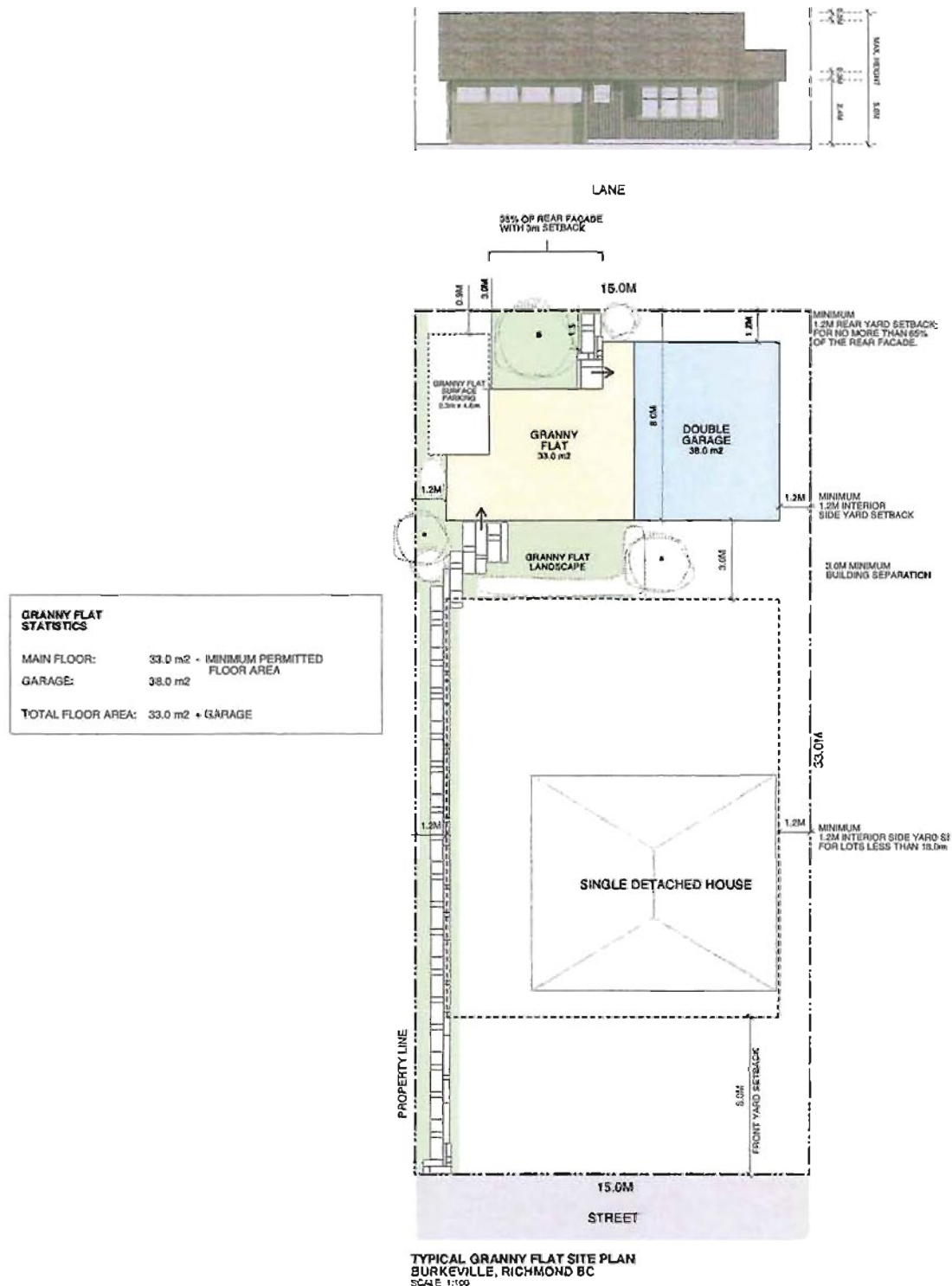
Towards a sustainable community
Official Community Plan (OCP)–2041 Update

PLN - 256





Burkeville proposed granny flat



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Towards a sustainable community
Official Community Plan (OCP)–2041 Update

PLN - 257

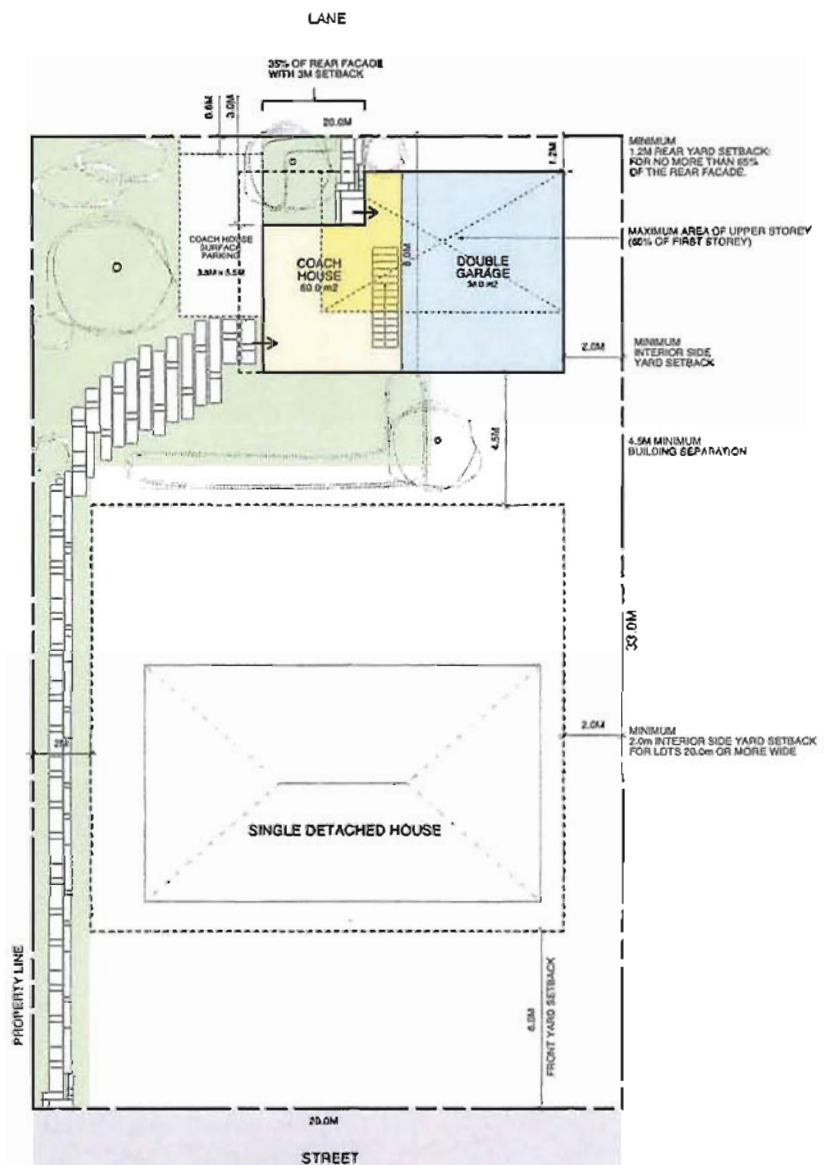




Edgemere proposed coach house



COACH HOUSE STATISTICS	
MAIN FLOOR:	25.0 m ² - 42% OF TOTAL FLOOR AREA (40% PERMITTED)
GARAGE:	38.0 m ²
UPPER FLOOR:	35.0 m ² - 58% OF TOTAL GROUND FLOOR AREA INCL. GARAGE (60% PERMITTED)
TOTAL FLOOR AREA:	60.0 m ² + GARAGE (MAXIMUM PERMITTED)



TYPICAL COACH HOUSE SITE PLAN
EDGEMERE, RICHMOND BC
SCALE 1:100

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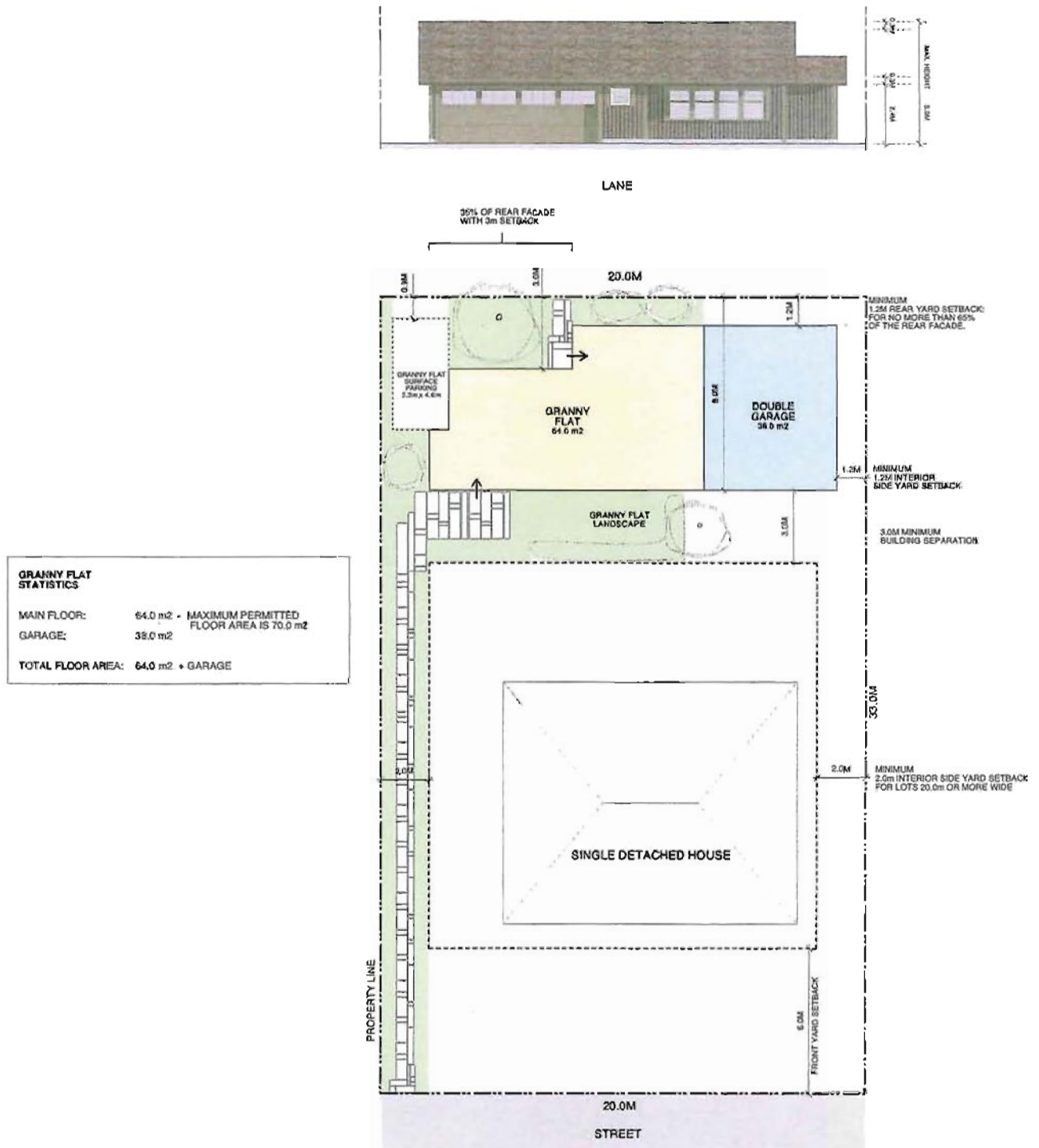
Towards a sustainable community
Official Community Plan (OCP)–2041 Update

PLN - 258





Edgemere proposed granny flat



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Towards a sustainable community
Official Community Plan (OCP)–2041 Update

PLN - 259





Please take a few minutes to fill out the Survey questions in order for City staff and Richmond City Council to determine if there is support for the proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

All surveys must be submitted by Thursday, April 5, 2012 by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing it to hburke@richmond.ca at the City of Richmond; or
- Filling it out online at www.letstalkrichmond.ca.

Thank you very much.

Process

The following process is envisioned (which may be subject to change):

1. Public consultation: Burkeville and Edgemere (March 2012)
2. Council decision: Whether or not to incorporate granny flats/coach houses and guidelines in the 2041 OCP Update (May 2012)

It should be stressed that the public will have other opportunities to review this matter as part of the bylaw adoption process before a final decision is rendered.

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Towards a sustainable community
Official Community Plan (OCP)–2041 Update

PLN - 260



Implementation Conditions Granny Flats and Coach Houses Burkeville and Edgemere

Engineering Conditions

Water

The City's water system is adequate for the expected increase caused by the potential for granny flats and coach houses.

Sanitary Sewer

The City's sanitary sewer system is adequate for the expected increase caused by the potential for granny flats and coach houses.

Storm Drainage

The City's storm drainage system is adequate for the expected increased caused by the potential for granny flats and coach houses in Edgemere.

Storm drainage will require analysis to determine the impact that granny flats and coach houses will have on the drainage system in Burkeville. Engineering will perform the analysis utilizing existing OCP Modelling funding should the residents determine they would like to proceed with granny flats and coach houses in their neighbourhood. In the event that drainage upgrades are required, staff will develop an implementation and funding strategy for Council's consideration.

Transportation Conditions

Each Development Permit application will provide Transportation staff the opportunity to review and, if necessary, require the applicant to make changes to their design to address any parking related issues, especially for the Burkeville area, to ensure that there are no negative traffic impacts on adjacent narrow streets and laneways.



Monday, October 15, 2012 – 7 pm

**Council Chambers, 1st Floor, Richmond City Hall
6911 No. 3 Road, Richmond, BC V6Y 2C1**

Zoning Amendment Bylaw 8922

- Location/s:** Edgemere Neighbourhood With Lanes
- Applicant/s:** City of Richmond
- Purpose:**
- 1) To create a new Single Detached with Granny Flat or Coach House (RE1) zone; and
 - 2) To rezone the lots in the Edgemere neighbourhood with lane access north of Maddocks Road and Wilkinson Road, east of No. 4 Road, west of Shell Road and south of the lane on the south side of Williams Road, from "Single Detached (RS1/E)" to the new "Single Detached with Granny Flat or Coach House (RE1) zone", in order to permit granny flats and coach houses in this neighbourhood as part of the 2041 Official Community Plan (OCP) Update.

City Contact: Holger Burke, 604-276-4164, Planning and Development Department

How to obtain further information:

- **By Phone:** If you have questions or concerns, please call the CITY CONTACT shown above.
 - **On the City Website:** Public Hearing Agendas, including staff reports and the proposed bylaws, are available on the City Website at <http://www.richmond.ca/cityhall/council/agendas/hearings/2012.htm>
 - **At City Hall:** Copies of the proposed bylaw, supporting staff and Committee reports and other background material, are also available for inspection at the Planning and Development Department at City Hall, between the hours of 8:15 am and 5 pm, Monday through Friday, except statutory holidays, commencing October 5, 2012 and ending October 15, 2012, or upon the conclusion of the hearing.
 - **By FAX or Mail:** Staff reports and the proposed bylaws may also be obtained by FAX or by standard mail, by calling 604-276-4007 between the hours of 8:15 am and 5 pm, Monday through Friday, except statutory holidays, commencing October 5, 2012 and ending October 15, 2012.
-

Participating in the Public Hearing process:

- The Public Hearing is open to all members of the public. If you believe that you are affected by the proposed bylaw, you may make a presentation or submit written comments at the Public Hearing. If you are unable to attend, you may send your written comments to the City Clerk's Office by 4 pm on the date of the Public Hearing as follows:
 - **By E-mail:** using the on-line form at <http://www.richmond.ca/cityhall/council/hearings/about.htm>
 - **By Standard Mail:** 6911 No.3 Road, Richmond, BC, V6Y 2C1, Attention: Director, City Clerk's Office
 - **By Fax:** 604-278-5139, Attention: Director, City Clerk's Office
- **Public Hearing Rules:** For information on public hearing rules and procedures, please consult the City website at <http://www.richmond.ca/cityhall/council/hearings/about.htm> or call the City Clerk's Office at 604-276-4007.

- All submissions will form part of the record of the hearing. **Once the Public Hearing has concluded, no further information or submissions can be considered by Council.** It should be noted that the rezoned property may be used for any or all of the uses permitted in the "new" zone.

David Weber
Director, City Clerk's Office