



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, July 17, 2018

Immediately following the special closed Community Safety meeting

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on July 4, 2018.*



NEXT COMMITTEE MEETING DATE

September 5, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **MODIFICATIONS TO THE OVAL 8 HOLDINGS LTD. RIVER GREEN NO DEVELOPMENT COVENANTS REGISTERED UNDER NUMBERS CA5349572-3 (LOT 13) AND UNDER NUMBERS CA5349574-5 (LOT 17) RELATING TO THE PROVISION OF A CHILD CARE FACILITY RELATING TO 6655, 6688, 6811, 6877 AND 6899 PEARSON WAY**

(File Ref. No. 07-3070-01) (REDMS No. 5888400 v. 7)

PLN-9

See Page PLN-9 for full report

Designated Speaker: Coralys Cuthbert

STAFF RECOMMENDATION

- (1) *That modifications to the Oval 8 Holdings Ltd. River Green No Development Covenants registered under numbers CA5349572-3 (Lot 13) and under numbers CA5349574-5 (Lot 17) relating to the provision of a Child Care Facility relating to 6655, 6688, 6811, 6877 and 6899 Pearson Way as outlined in the staff report dated July 9, 2018, from the Manager, Community Social Development, be approved; and*
- (2) *That the Mayor and Corporate Officer be authorized on behalf of the City to execute the modification agreement(s) and amend any other applicable documents to reflect the intention of Recommendation 1.*



PLANNING AND DEVELOPMENT DIVISION

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

(File Ref. No. HA 18-818781) (REDMS No. 5884109)

PLN-15

See Page PLN-15 for full report

Designated Speakers: Wayne Craig and Minhee Park

STAFF RECOMMENDATION

That a Heritage Alteration Permit which would permit the installation of a new storefront door and replacement of two windows in the front (east) elevation of the protected heritage building at 12111 3rd Avenue be issued.



3. **APPLICATION BY BISMARCK CONSULTING LTD. FOR REZONING AT 9091 & 9111 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. RZ 16-754046; 12-8060-20-009880) (REDMS No. 5798047; 585529)

PLN-43

See Page PLN-43 for full report

Designated Speakers: Wayne Craig and Jordan Rockerbie

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9880, for the rezoning of 9091 and 9111 No. 2 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



4. **PROPOSED AMENDMENTS TO ZONING BYLAW 8500 – ACCESSIBLE PARKING REQUIREMENTS**

(File Ref. No. 10-6455-03; 12-8060-20-009902) (REDMS No. 5872253 v. 6; 5881132)

PLN-74

See Page PLN-74 for full report

Designated Speaker: Victor Wei

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9902, to incorporate revised accessible parking requirements within Section 7, Parking and Loading, be introduced and given first, second and third readings; and*
- (2) *That notwithstanding the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902:*
 - (a) *If a Development Permit has been issued prior to the adoption of Bylaw 9902, the owner may, while the Development Permit remains valid, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902; and*
 - (b) *If an acceptable Development Permit application has been submitted to the City prior to the adoption of Bylaw 9902, the owner may, until December 31, 2019, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902.*



5. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Wednesday, July 4, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Alexa Loo
Councillor Harold Steves

Also Present: Councillor Carol Day

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 June 19, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

July 17, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **OFFICIAL COMMUNITY PLAN LAND USE DESIGNATIONS FOR RAILWAY AVENUE CORRIDOR AND 11552 DYKE ROAD/WOODWARDS LANDING**
(File Ref. No. 06-2345-03) (REDMS No. 5862487 v. 5)

Planning Committee
Wednesday, July 4, 2018

It was moved and seconded

That the staff report titled "Official Community Plan Land Use Designations for Railway Avenue Corridor and 11552 Dyke Road/Woodwards Landing," dated June 13, 2018, from the General Manager, Community Services, be received for information.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY 1082009 BC LTD. FOR REZONING AT 10760, 10780 BRIDGEPORT ROAD AND 3033, 3091, 3111 SHELL ROAD FROM "SINGLE DETACHED (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM3)"**

(File Ref. No. 12-8060-20-009834; RZ 16-754158) (REDMS No. 5685945)

Wayne Craig, Director, Development and Edwin Lee, Planner 1, reviewed the application, noting that (i) 19 townhouse units are proposed, (ii) site access will be through Shell Road and frontage improvements are proposed, (iii) two secondary suites will be developed as part of the affordable housing contribution, (iv) the existing emergency shelter on-site can remain until the second quarter of 2019 and will be eventually relocated within the city, and (v) leases for existing tenants have been extended until the end of September 2018.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9834, for the rezoning of 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.

CARRIED

3. **APPLICATION BY TOWNLINE VENTURES INC. FOR REZONING AT 5591, 5631, 5651 AND 5671 NO. 3 ROAD FROM "OFFICE COMMERCIAL (ZC8)", "OFFICE COMMERCIAL (ZC9)" AND "AUTO-ORIENTED COMMERCIAL (CA)" TO "HIGH DENSITY MIXED USE (ZMU38) - LANSDOWNE VILLAGE (CITY CENTRE)"**

(File Ref. No. 12-8060-20-009860; RZ 17-779262) (REDMS No. 5863560 v. 4)

Planning Committee
Wednesday, July 4, 2018

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Mr. Craig and Janet Digby, Planner 3, reviewed the application, highlighting that, (i) the proposed mixed-use development consists of one office and three residential towers over a podium, (ii) 365 residential units are proposed, including 20 affordable housing units, (iii) the proposed development is consistent with the City Centre Area Plan (CCAP), (iv) the developer will be providing a cash-in-lieu contribution of approximately \$1 million to the City's Child Care Development Reserve Fund and the Child Care Operating Reserve Fund, and an in-kind contribution for on-site community amenity space, (v) a portion of the proposed Lansdowne Linear Park will be designed and constructed by the developer and will be transferred to the City, and (vi) a low carbon energy plant connected to the City's District Energy Utility system is proposed.

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9860, to create the "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)" zone, and to rezone 5591, 5631 5651 and 5671 No. 3 Road from "Office Commercial (ZC8)", "Office Commercial (ZC9)" and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)", be introduced and given first reading; and*
- (2) *That staff be directed to prepare a Service Area Bylaw to provide district energy services to the development at 5591, 5631, 5651 and 5671 No. 3 Road.*

CARRIED

4. MARKET RENTAL HOUSING POLICY

(File Ref. No. 08-4057-08; 12-8060-20-009879/9886/9889/9899) (REDMS No. 5812743 v. 7)

Discussion ensued with regard to (i) proposed tenant relocation assistance options, (ii) the possibility of developments which are deemed family-friendly rental units to include four bedroom units, (iii) proposed reduction to the required parking rates for rental developments, (iv) enforcement of short-term rental housing regulations and options to survey vacant and occupied existing secondary suites, (v) the process and requirements for legitimizing secondary suites and compliance with the BC Building Code, and (vi) existing regulations and proposed policies related to maintenance of rental buildings.

Planning Committee

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In reply to queries from Committee, staff noted that (i) there is an outstanding referral for small lot subdivisions which will bring forward further bylaw amendments, and may provide additional opportunities for market rental housing, (ii) the character of the surrounding neighbourhood is a factor staff considered in developing the proposed bonus density scheme to ensure that market rental developments are appropriate for the area, (iii) there are options to fast track development applications, (iv) staff will monitor the proposed policy and can recommend adjustments if necessary, and (v) in-stream applications will have the option to amend designs in order to comply with the proposed policy.

McGregor Wark, Headwater Projects, spoke on the proposed policy and commented on the economic viability of rental market developments and options to incentivise developers. He expressed concern with regard to proposed regulations requiring family-friendly units in market rental developments and encouraged the City to reduce application times.

Cllr. Day left the meeting (4:40 p.m.) and did not return.

It was moved and seconded

- (1) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, to incorporate the Market Rental Housing Policy into OCP Bylaw 9000 and a companion policy to ensure family-sized units are provided in all multi-family developments, be introduced and given first reading;***
- (2) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889, to incorporate a Market Rental Housing Policy provision into the West Cambie Area Plan, be introduced and given first reading;***
- (3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889, having been considered in conjunction with:***
 - (a) the City's Financial Plan and Capital Program; and***
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;***

are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

Planning Committee
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- (4) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9886, to introduce new parking rates for market rental housing and new parking rates and other provisions related to secondary suites in townhouse units, be introduced and given first reading; and*
- (6) *That upon adoption of Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, existing Council Policy 5012, "Strata Title Conversion Applications – Residential" be rescinded.*

CARRIED

5. **MANAGER'S REPORT**

New Staff

Mr. Craig introduced Joshua Reis as the new Program Coordinator, Development.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:43 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, 2018.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

To: Planning Committee **Date:** July 9, 2018
From: Kim Somerville **File:** 07-3070-01/2018-Vol
Manager, Community Social Development 01
Re: **Modifications to the Oval 8 Holdings Ltd. River Green No Development Covenants registered under numbers CA5349572-3 (Lot 13) and under numbers CA5349574-5 (Lot 17) relating to the provision of a Child Care Facility relating to 6655, 6688, 6811, 6877 and 6899 Pearson Way**

Staff Recommendation

1. That modifications to the Oval 8 Holdings Ltd. River Green No Development Covenants registered under numbers CA5349572-3 (Lot 13) and under numbers CA5349574-5 (Lot 17) relating to the provision of a Child Care Facility relating to 6655, 6688, 6811, 6877 and 6899 Pearson Way as outlined in the staff report dated July 9, 2018, from the Manager, Community Social Development, be approved; and
2. That the Mayor and Corporate Officer be authorized on behalf of the City to execute the modification agreement(s) and amend any other applicable documents to reflect the intention of Recommendation 1.

Kim Somerville
Manager, Community Social Development
(604-247-4671)

Att. 2

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

Staff Report

Origin

On May 1, 2018, Oval 8 Holdings Ltd. (Oval 8) requested in writing that the City agree to modify the Oval 8 Holdings Ltd. (Oval 8) No Development Covenants securing the provision of a child care facility for the River Green development. Through the rezoning process for the River Green development, legal agreements were registered on the Title of the Oval 8 lands under numbers CA5349572-3 (Lot 13) and under numbers CA5349574-5 (Lot 17). The requested modifications to the legal agreements relate to disconnecting the Development and Building Permit for Lot 17, 6811 Pearson Way, from the permits requirements for the child care amenity to be provided on Lot 13, 6899 Pearson Way. The current No Development Covenants require the developer to construct a turnkey child care facility on Lot 13 and transfer the facility and the land to the City prior to occupancy of any residential units on Lot 17. The process contemplated two design options for the building: an Alternative Requirements Design (e.g., Passive House certification or such other acceptable design to Senior Management that achieved greater energy efficiency than LEED Silver Equivalent and District Energy Utility Design) or a LEED Silver Equivalent and District Energy Utility (DEU) Design. Certain construction and occupancy milestones associated with the child care amenity were linked to occupancy restrictions for the residential development to be constructed on Lot 17. Oval 8 is not requesting any changes to the occupancy restrictions on the Lot 17 development.

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

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

The report also supports the Social Development Strategy Actions:

10. Support the establishment of high quality, safe child care services in Richmond through such means as:
 - 10.3 Securing City-owned child care facilities from private developers through the rezoning process for lease at nominal rates to non-profit providers; and
 - 10.4 Encouraging the establishment of child care facilities near schools, parks and community centres.
11. Implement policies identified in the 2041 Official Community Plan to promote the establishment and maintenance of a comprehensive child care system.

This report also supports the Strategic Direction #2: "Creating and Supporting Spaces" as set out in the 2017-2022 Richmond Child Care Needs Assessment and Strategy.

Analysis

The Covenants and Oval Holdings 8 Ltd.'s Requested Modifications

In October 2011, Council adopted a rezoning (RZ 09-460962) for the River Green development in the City Centre's Oval Village. This development included a community amenity contribution of a 464.5 m² (5,000 sq. ft.) child care facility with related outdoor areas. The amenity was to

provide up to 37 licensed child care spaces for the care of children from birth to school age(e.g., 12 spaces of Group Care Under 36 Months and 25 spaces of Group Care 30 Months to School Age). The child care facility was originally to be included in the third phase of development and co-located within a high-rise, mixed use building.

On July 19, 2016, Council adopted a zoning text amendment to the “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village City Centre” zone to adjust the subdivision boundaries within a portion of the area zoned ZMU4 (ZT 15-695231). The changes included creating a fee simple lot (Lot 13) that will be transferred to the City once the turnkey child care facility is completed by the applicant. It was contemplated that the child care facility would be designed and included in a future development permit application for the Lot 17 residential development.

The obligation to design, construct and transfer ownership of the child care amenity was secured by the No Development Covenant registered under number CA5349572-3. Schedule “H” of this agreement outlines the requirements for a turnkey child care facility. The Agreement also discussed two design options: an Alternative Requirements Design (e.g., Passive House) or a LEED Silver Equivalent and District Energy Utility (DEU) Design.

Since the No Development Covenants were settled between the City and Oval 8, the Vancouver Airport Authority (VAA) has made or is in the process of making an application to Transport Canada for new Airport Zoning Regulations (AZR) in the vicinity of the River Green development. Oval 8 is concerned that the new AZR will pose severe impacts on development potential of their Lot 17 development. As expressed in their May 1, 2018 letter, the applicant proposes to secure a Development Permit and a Building Permit for Lot 17 in accordance with the current AZR in order to be grandfathered if the new AZR is enacted (Attachment 1). Accordingly, Oval 8 proposes to have the Development Permit and Building Permit for Lot 17 issued in advance of the permits for Lot 13. Therefore, they wish to modify the No Development Covenants registered under numbers CA5349572-3 and CA5349574-5 to disconnect the child care permit issuances for Lot 13 from those for the residential development of Lot 17. However, Oval 8 has agreed to retain the provisions in the existing agreements that would require them to complete construction of the child care facility and transfer the land on which the child care facility will be located to the City prior to any occupancy of the residential units on Lot 17. A map showing the location of the two lots is included for reference (Attachment 2).

The applicant remains obligated to provide the City with a turnkey child care facility with associated outdoor play areas. To ensure delivery of the child care building and outdoor space to the satisfaction of the City, Oval 8 has agreed to tie delivery of the child care facility to occupancy of the Lot 17 residential units. The developer anticipates that the Lot 17 residential development will be completed by 2023 but has agreed that completion of the child care facility will be required prior to issuance of a final inspection card providing occupancy for the Lot 17 development. They have also agreed to substantially complete the child care amenity by March 2022, a date which may be adjusted by mutual agreement between the City and Oval 8. As additional security, the developer will be providing \$4.75 million in the form of a Letter of Credit. These funds can be used to complete the building should the developer not perform in meeting the deadline for completing the child care facility.

Having further explored the idea of an Alternative Requirements Design (e.g., Passive House Certification), staff recommend that the child care facility be designed to meet LEED Silver Equivalent and be connected to the Oval Village District Energy Utility for district energy services as per Bylaw No. 9134 for low carbon heating and cooling services. This will necessitate amending the Covenant to remove requirements for a “costing analysis process” and a “modeling report” which were initially being sought to assist with a comparative analysis of the two building design types (e.g. Alternative Requirements Design or a LEED Silver Equivalent and DEU Design) before the City instructed Oval 8 to advance with one of the two designs.

Financial Impact

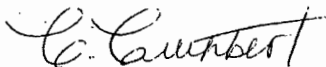
There is no financial impact related to making modifications to the No Development Covenants for the River Green development’s child care amenity.

Conclusion

Staff recommend that the proposed modifications to the No Development Covenants for the Oval 8 Holdings Ltd. River Green development be approved to accommodate the developer’s request to delink Lot 17’s residential Development Permit and Building Permit from Lot 13’s child care facility Development Permit and Building Permit.

The developer is fully committed to achieving substantial completion of a turnkey child care facility by March 2022 or another date that is mutually agreeable to both parties, accepting occupancy holds on the Lot 17 residential units, and providing substantial security in the form of a letter of credit amounting to \$4.75 million.

The creation of this future child care facility fulfils a number of key priorities outlined in the 2017-2022 Richmond Child Care Needs Assessment and Strategy. It involves collaboration and partnership with the development sector in creating new child care spaces and it addresses a City-wide need for more infant and toddler spaces.



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

Att. 1: Letter from Oval Holdings 8 Ltd.

Att. 2: River Green Development Lot 13 & 17 Site Map

Oval 8 Holdings Ltd.

May 1, 2018

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

ATIN: Wayne Craig, Director Development

RE: River Green- Oval 8 Holdings Ltd. (Oval 8) Request to Delink Lot 17's Development Permit (DP) and Building Permit (BP) from Lot 13's DP & BP

As you are aware, YVR has recently made an application to Transport Canada for a new South Parallel Runway. This new runway poses severe impacts to our Lot 17 development in terms of building height and placement of density as it relates to YVR's new aeronautical zoning requirements. To ensure our Lot 17 development rights are secured and grandfathered under the YVR current aeronautical zoning, a BP must be issued by the City of Richmond prior to YVR obtaining Transport Canada approvals.

In order to obtain our permit approvals in a timely manner, we are requesting the City to allow Lot 17's DP and BP issuance to be granted in advance of Lot 13's DP / BP by way of amending the existing legal agreements registered on title. The completion of the Childcare Facility on Lot 13 will continue to be required prior to Lot 17's Occupancy Permit.

Some of the legal agreements that will require amendments include:

- Lot 13 No Development Covenants CA5349572- Amend Schedule H
- Lot 17 No Development Covenant CA5349574- Amend Schedule H

OvalS is fully committed to providing a turnkey Childcare Facility and working with City staff to deliver a great amenity for the Oval Village area. To provide the City with the security that the Childcare Facility will be delivered, OvalS proposes to provide a Letter of Credit. The Letter of Credit would be provided to the City prior to

Lot 17's DP issuance and held in place until such time that the Childcare Facility is completed. Details of the Letter of Credit and amount to be further discussed with the City.

We appreciate the City's review of our above request and assistance in expediting our project to ensure River Green Village continues to align with the vision laid out in the City Centre Area Plan and Zoning. We look forward to advancing the design of Lot 13's Childcare Facility with Community Services Department later this year. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,
Oval 8 Holdings Ltd.

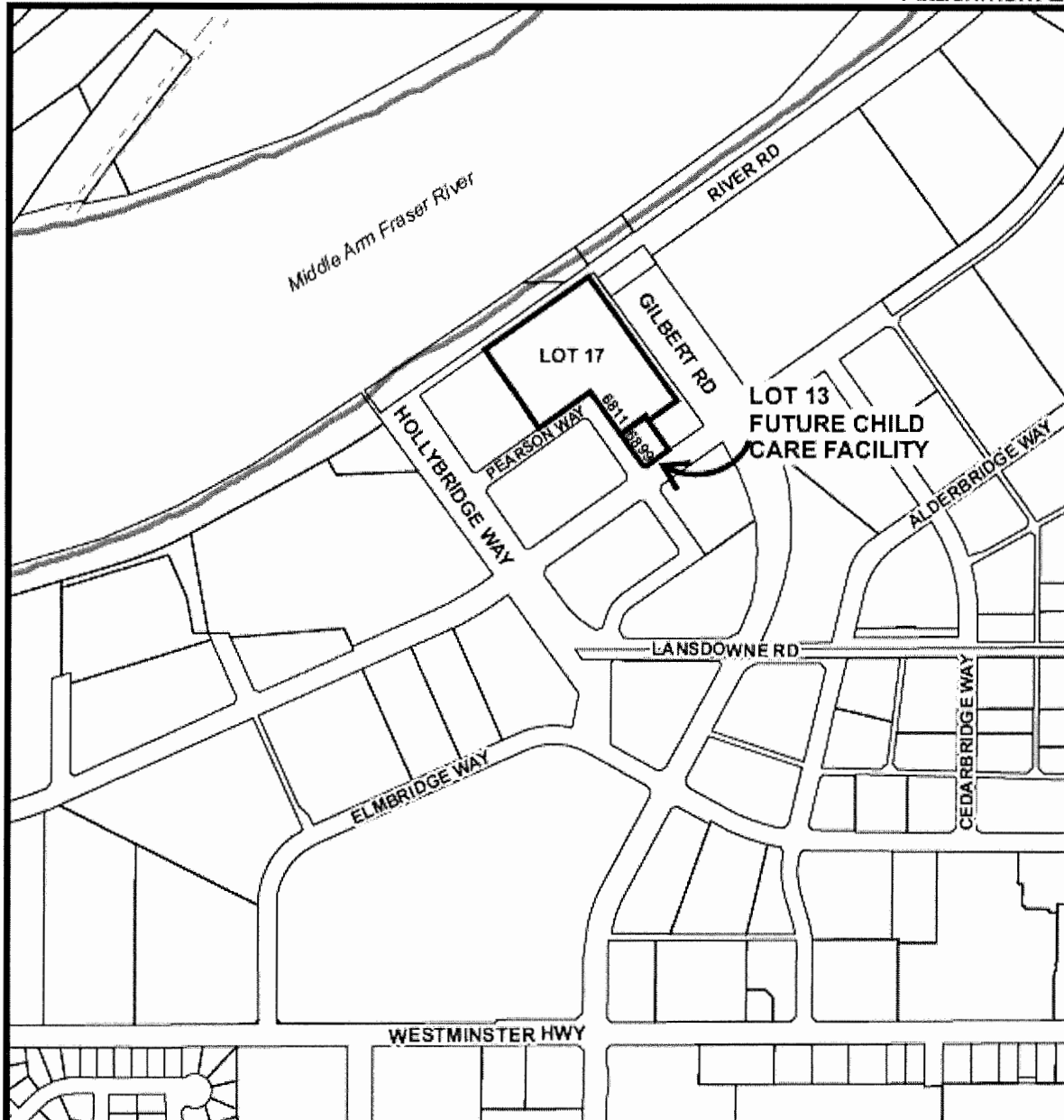

Jeff Skinner
Vice President, Development and Projects

OVAL 8 HOLDINGS LTD.
SUITE 1830, 1055 WEST HASTINGS STREET, VANCOUVER, B.C., CANADA
V6E 2E9 TEL: (604) 669-9328 FAX: (604) 669-9382 WEB: www.aspac.ca



City of
Richmond

Attachment 2



River Green Development
Lot 13 & 17 Site Map

Original Date: 06/28/18

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: Planning Committee

Date: June 25, 2018

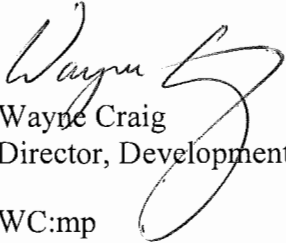
From: Wayne Craig
Director, Development


File: HA 18 - 818781

Re: Application by Kanaris Demetre Lazos for a Heritage Alteration Permit at
12111 3rd Avenue (Steveston Hotel)

Staff Recommendation

That a Heritage Alteration Permit which would permit the installation of a new storefront door and replacement of two windows in the front (east) elevation of the protected heritage building at 12111 3rd Avenue be issued.


Wayne Craig
Director, Development
WC:mp
Att. 9

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

Staff Report

Origin

Kanaris Demetre Lazos has applied for a Heritage Alteration Permit to add a new storefront door and replace two storefront windows of a commercial property at 12111 3rd Avenue, known as the Steveston Hotel. The location maps are included in Attachment 1.

The Steveston Hotel is one of the identified heritage resources in the Steveston Village Heritage Conservation Area. A Heritage Alteration Permit is required for any exterior alterations to a property that is located within the Heritage Conservation Area.

Background

In 2017, a Heritage Alteration Permit (HA16-723477) was approved for the subject property to allow a reconfiguration of lot lines to create two new lots that can function independently of each other in terms of access and parking. The southern lot contains the Steveston Hotel and associated parking, and the northern lot contains a heritage-designated building known as the Steveston Courthouse and a one-storey, non-heritage commercial building and associated parking. The subdivision has been completed.

Also, two additional Heritage Alteration Permits were issued for the subject property in 2017: A Heritage Alteration Permit (HA17-766440) was issued on June 12, 2017 to allow the replacement of a window with a new entry door to provide a separate entrance to a restaurant in the hotel, and a Heritage Alteration Permit (HA17-776233) was issued on July 10, 2017 for the painting of a mural on the south elevation of the property as a Canada 150 project. Subsequently, on April 23, 2018, a Heritage Alteration Permit was issued for the replacement of all upper-storey windows (HA18-804880). All the works authorized by these three permits have been completed.

The subject property is designated as “Neighbourhood Service Centre (NSC)” in the 2041 Official Community Plan and “Heritage Mixed Use” in the Steveston Area Plan, and is zoned “Steveston Commercial (CS2)”.

Surrounding Development

The subject property is surrounded by the following sites.

- | | |
|---------------|---|
| To the North: | A newly created lot which contains the Steveston Courthouse and another non-heritage commercial building. Across Chatham Street is a new three-storey, mixed-use building at 11971 3 rd Avenue, on a site zoned “Commercial Mixed Use (ZMU26) – Steveston Village”. |
| To the East: | A new mix-used building ranging from one to three storeys on the former Rod’s Lumber site at 12088 3 rd Avenue zoned “Commercial Mixed Use (ZMU33) – Steveston Village” (RZ15-710852). The associated DP16-753377 has been issued. The building is currently under construction. |

To the West and South: The Gulf of Georgia Cannery federal historic site in the “Light Industrial (IL)” zone.

Related Policies & Studies

Official Community Plan

The City’s 2041 Official Community Plan Section 4 “Vibrant Cities” includes city-wide direction and policy to “preserve, promote and celebrate community heritage”.

Steveston Area Plan

The Steveston Area Plan seeks to “conserve significant heritage resources throughout the Steveston area” and “conserve the identified heritage resources within the Steveston Village Node (e.g., as per the Steveston Village Conservation Strategy)”.

The Steveston Village is designated as a Heritage Conservation Area (HCA) in the Steveston Area Plan. As part of the HCA, 17 buildings are identified as protected heritage resources. The Steveston Hotel is one of the 17 identified heritage resources in the Steveston Village HCA.

The Steveston Area Plan specifies that Heritage Alteration Permits issued for identified Steveston Village heritage resources should be consistent with the Steveston Village Conservation Strategy and the Standards and Guidelines for the Conservation of Historic Places in Canada (“S&Gs”), prepared by Parks Canada. The S&Gs are applied to assess the impact of proposed interventions on the heritage values and character-defining elements of a historic place, as identified in a Statement of Significance. The Steveston Village Conservation Strategy includes heritage conservation policies to manage changes to heritage resources in the Steveston Village and provides Statements of Significance for the significant historic sites and features, including the Statement of Significance for the Steveston Hotel.

On December 18, 2017, Council approved a number of changes to the design, land use and heritage policies in the Steveston Area Plan. One of the changes was to include a copy of the “Sakamoto Guidelines for Design Criteria for the Steveston Revitalization Area” and the “Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines”, originally prepared in 1987 and 1989 respectively, in the Steveston Area Plan for reference purposes. These guidelines can be interpreted flexibly and are to be used in coordination with other applicable guidelines when reviewing development proposals.

The relevant policies and guidelines are further detailed in the “Analysis” section of this report.

Public Consultation

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

Richmond Heritage Commission

The application was presented to the Richmond Heritage Commission on June 20, 2018 and was supported. An excerpt from the Commission meeting minutes is included in Attachment 2.

Analysis

The primary heritage values of the Steveston Hotel are its historic association with the development of the Steveston town site and its social and cultural value as a community gathering place. Architecturally, surviving elements of its two stages of construction, seen in such elements as its flat-roofed form and simple lines, are character-defining elements. The Statement of Significance for the Steveston Hotel is provided in Attachment 3.

The Steveston Hotel has undergone significant exterior alterations since the time of construction in the 1890s. Attachment 4 includes photos of the Steveston Hotel from various eras. Original windows openings have been changed with respect to their location and size, and original windows have been replaced with a mix of aluminum and vinyl windows.

Details of Proposed Work

The applicant has proposed to add an additional entrance on the east façade to provide a dedicated access to the existing liquor store, and replace the two existing storefront windows, which currently have frosted glass. A photo of the existing front elevation is included in Attachment 5. The proposed double door and windows match the existing storefront doors and windows in the same façade (i.e., aluminum frame and clear-glazing).

Currently, the liquor store shares the existing door and entrance area with the hotel. The applicant proposes to build a hotel lobby with a reception counter on the main floor and an interior wall and a door to separate the hotel lobby area from the liquor store.

National Standards

The following are excerpts from the S&G standards that are most relevant to the proposed exterior alterations to the Steveston Hotel (Attachment 6).

- | | |
|-------------|--|
| Standard #1 | Do not remove, replace or substantially alter its intact or repairable character-defining elements. |
| Standard #2 | Conserve changes to a historic place that, over time, have become character-defining elements in their own right. |
| Standard #3 | Conserve heritage value by adopting an approach calling for minimal intervention. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never existed. |
| Standard #4 | |

The existing doors, windows are not original and are not identified as character-defining elements in the Statement of Significance. The exterior of the building has been significantly altered from the

time of the original construction and many of the historic elements have been lost. The Statement of Significance identifies the building's current flat-roofed form and simple lines as character-defining elements. The proposal would not have adverse impacts on the heritage value and character-defining elements of the building, and would not create a false sense of historical development by adding new elements and features.

National Guidelines

The following are excerpts from the S&G guidelines that are most relevant to the proposed exterior alterations to the Steveston Hotel (Attachment 7).

Section 4.3.5 Windows, Doors and Storefronts

- | | |
|---------------|--|
| Guideline #2 | Understanding the properties, operation and characteristics of the windows, doors and storefronts as well as changes and previous maintenance practices. |
| Guideline #18 | Designing and construction a new window, door or storefront when it is completely missing, with a new design that is compatible with the style, era and character of the historic place, or a replica based on documentary evidence. |

Section 4.3.6 Entrances, Porches and Balconies

- | | |
|---------------|--|
| Guideline #17 | Modifying, replacing or designing a new entrance, porch or balcony required by a new use or applicable codes and regulations, in a manner that is compatible with the building's style, era and character. |
|---------------|--|

The design of the proposed door and windows is compatible with the style, era and character of the building. The overall appearance of the building would not be substantially altered.

Steveston Village Conservation Strategy

The following are the standards and guidelines that are most relevant to the proposed exterior alterations to the Steveston Hotel from the Steveston Village Conservation Strategy (Attachment 8).

- The evolution of the resource should be respected. The contribution of all periods is important to the historic development and may merit retention.
- Long-term protection of the historic resource should be balanced with user requirements, and future resource management goals should be identified prior to undertaking any work.

The proposed door and window design complements the existing character and style of the building, and the proposed alterations would not substantially alter the building while meeting the operational need of the existing user (i.e., liquor store).

Sakamoto Guidelines

The "Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines" were prepared in 1989 to provide design guides and standards for maintaining continuity in the improvements being carried out.

The following guidelines are most relevant to the proposed exterior alterations.

- In the storefront improvement, the display window should be designed to respect the historic rhythm and be part of the overall façade.
- Doors should be designed to be part of the overall storefront character and should have glass panels.
- Acceptable doors are solid wood, wood panel and aluminum frame. Doors without glazing and metal doors are not acceptable.

The Guidelines note that the store fronts should be designed to display the business with the “picture” windows being an important feature to show the merchandise and allow visual access into the shop. The proposed aluminum-framed door and windows with clear glazing meet the objective of the above-noted guidelines.

An excerpt from the “Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines” is included in Attachment 9.

Financial Impact or Economic Impact

None.

Conclusion

The proposed new door and windows are compatible with the existing character of the building, and would not adversely affect the heritage value and character-defining elements of the protected heritage property. The proposal is consistent with the Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada, Steveston Village Conservation Strategy and the Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines.

Staff recommend that the Heritage Alteration Permit be endorsed, and issuance by Council be recommend.



Minhee Park
Planner 2

MP:cas

Attachment 1: Location Maps

Attachment 2: Excerpt from the June 20, 2018 Richmond Heritage Commission Minutes

Attachment 3: Statement of Significance for the Steveston Hotel

Attachment 4: Historic Photos of the Steveston Hotel

Attachment 5: Photos of the Steveston Hotel

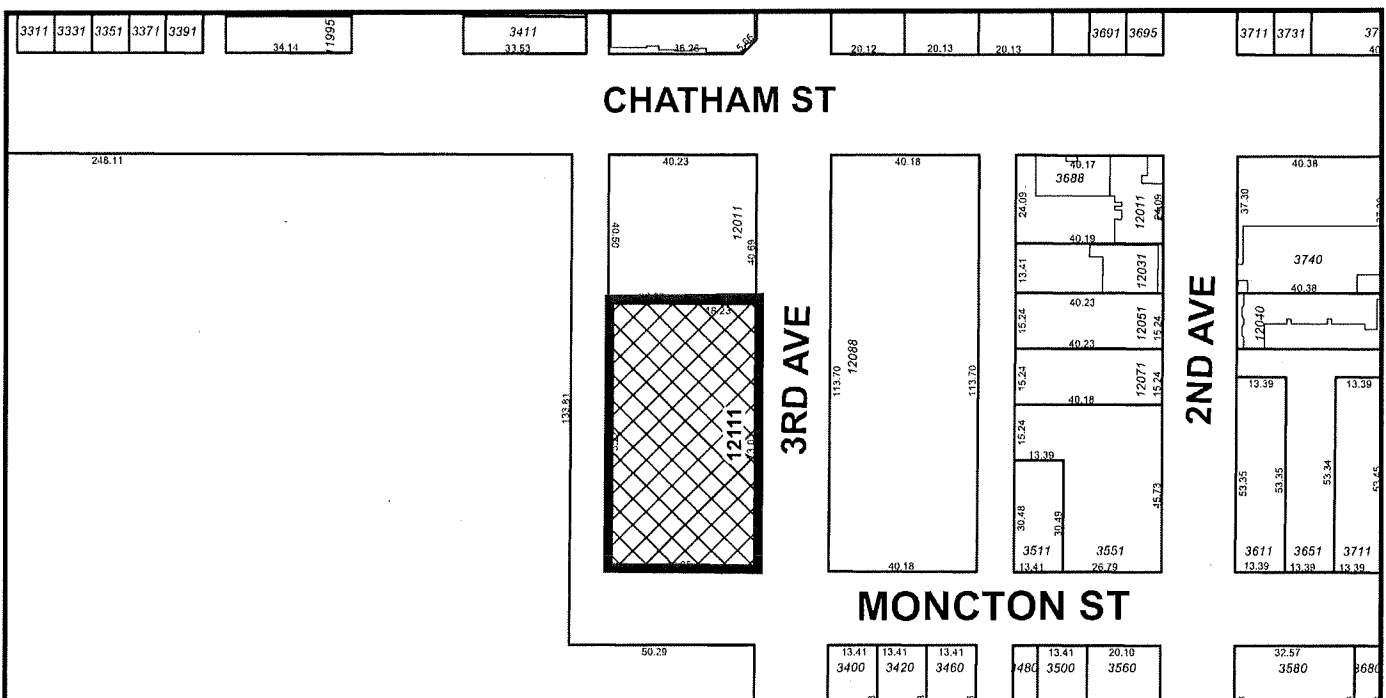
Attachment 6: Excerpt from the Steveston Village Conservation Strategy

Attachment 7: Excerpt from the National Standards

Attachment 8: Excerpt from the National Guidelines

Attachment 9: Excerpt from the Sakamoto Guidelines

The map illustrates the Fraser Valley Regional District's street layout and land use designations. The 'SITE' is specifically located on 3rd Ave, between Chatham St and Moncton St, and is marked with a cross-hatch pattern. Surrounding streets include Broadway St to the north, Chatham St to the east, Moncton St to the south, and Bayview St to the southeast. Other streets shown are 1st Ave, 2nd Ave, 4th Ave, 5th Ave, and 6th Ave. Land use codes such as CS2, ZMU26, ZMU33, ZMU22, ZMU10, ZMU32, 092, 070, 122, 028, IL, RS1/A, and ASY are distributed across the map. The South Arm Fraser River is depicted at the bottom left corner.



HA 18-818781

Note: Dimensions are in METRES



City of
Richmond



HA 18-818781

Original Date: 04/17/18

Revision Date: 07/03/18

Note: Dimensions are in METRES

PLN - 22

Excerpt of Minutes
Richmond Heritage Commission
Held Wednesday, June 20, 2018 (7:00 pm)
M.2.004
Richmond City Hall

Development Proposal – Heritage Alteration Permit (HA18-818781) 12111 3rd Avenue (Steveston Hotel)

The Heritage Alteration Permit application for 12111 3rd Ave (the Steveston Hotel) was presented to the Commission. The applicant would like to add a new door and replace two storefront windows. This application will not be changing any character-defining elements of the building.

Members referred to the national standards and guidelines and noted that the alterations are compatible with the style and character of the place. The owner will be using the same type of doors and windows that are already used in the hotel. The door will be adding another entrance, so that people will not have to go through the liquor store to enter the hotel. It was noted that this will be a recessed door to match the existing entrances.

Discussion ensued on the purpose of the Heritage Alteration Permit, heritage protection, and Statement of Significance. It was noted that this application is consistent with the Sakamoto Guidelines.

It was moved and seconded

That the Richmond Heritage Commission support the Heritage Alteration Permit application (HA18-818781) as presented.

CARRIED

Steveston Village Conservation Program

Moncton Street resources



22. 12111 3rd Avenue Steveston Hotel/Sockeye Hotel

Description

The Steveston Hotel (Sockeye Hotel) takes up the west side of a full block along Third Avenue. The historic place is a two-storey, utilitarian structure with a flat, unarticulated façade and a flat roof. It directly fronts the street, without transition or landscaping.

Values

The Steveston Hotel is valued for its historic association with the development of the Steveston townsite and its social and cultural value as a community gathering place and local business. Constructed in 1894, the hotel represents the economic infrastructure which supported the local fishing and canning industries historically, and the tourism industry today. As an historic and longstanding fixture in the community, it is significant that this historic place has had continuing use as a gathering place for the town's citizens, and continues to operate in its original function today.

Architecturally, the Steveston Hotel is an excellent example of a building which predates the fire of 1918. A significant landmark building in the commercial downtown of the village, it represents the growth of Steveston as a prosperous frontier town in the late nineteenth and early twentieth centuries. It is also important to note the role of this building as a refuge for many after the fire, and its contribution to rebuilding the town seen in its temporary housing of the Steveston Post Office for a time.

Character-Defining Elements

The character-defining elements of the Steveston Hotel include:

- The hotel's landmark status at the terminus of Steveston's main street
- Its prominent location at the corner of Moncton Street and 3rd Avenue
- The liveliness and diversity the establishment lends to the street edge along 3rd Avenue
- Surviving elements of its two stages of construction, seen in such elements as its flat-roofed form and simple lines

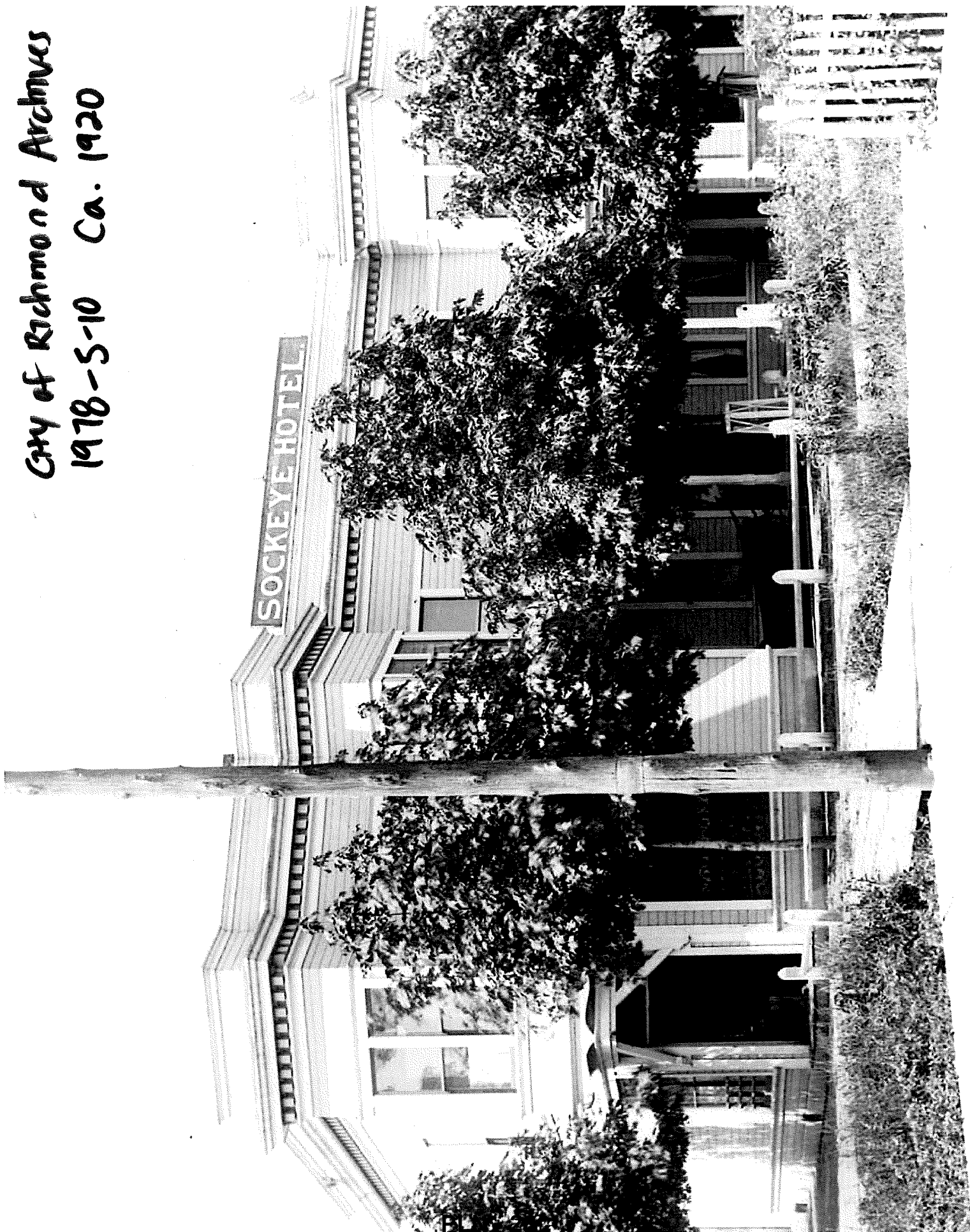
This resource met the following criteria:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston
- Criterion 2: The ability of the resource to represent a certain historical process, function and style
- Criterion 3: The level of importance of associations with an era in Steveston's history and development
- Criterion 4: The intactness and evocative qualities

City of Richmond Archives
1977-19-25 Ca. 1905



City of Richmond Archives
1978-S-10 Ca. 1920



City of Richmond Archives
1997-43-1-200 undated





THE STANDARDS

The Standards are not presented in a hierarchical order. All standards for any given type of treatment must be considered, and applied where appropriate, to any conservation project.

General Standards for Preservation, Rehabilitation and Restoration

1. Conserve the *heritage value* of an *historic place*. Do not remove, replace or substantially alter its intact or repairable *character-defining elements*. Do not move a part of an historic place if its current location is a character-defining element.
2. Conserve changes to an *historic place* that, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.
5. Find a use for an *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize an *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any intervention. Respect *heritage value* when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving *prototypes*.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place* and identifiable on close inspection. Document any intervention for future reference.

Additional Standards Relating to Rehabilitation

- 10.** Repair rather than replace *character-defining elements*. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
- 11.** Conserve the *heritage value* and *character-defining elements* when creating any new additions to an *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
- 12.** Create any new additions or related new construction so that the essential form and integrity of an *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

- 13.** Repair rather than replace *character-defining elements* from the *restoration* period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
- 14.** Replace missing features from the *restoration* period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
1	Understanding windows, doors and storefronts and how they contribute to the heritage value of the historic building.	
2	Understanding the properties, operation and characteristics of the windows, doors and storefronts as well as changes and previous maintenance practices.	Failing to consider the impact of previous changes and maintenance practices, such as sealed windows or the removal of awnings or sunshades.
3	Documenting the form, materials and condition of windows, doors and storefronts, and their elements, before undertaking an intervention. This includes the configuration, style, method of operation and materials.	Undertaking an intervention that affects windows, doors and storefronts without first documenting their existing character and condition.
4	Assessing the condition of windows, doors and storefronts, including hardware, early in the planning process so that the scope of work is based on current conditions.	
5	Determining the cause of distress, damage, or deterioration of windows, doors and storefronts through investigation, monitoring, and minimally invasive or non-destructive testing techniques.	
6	Protecting and maintaining windows, doors and storefronts by using appropriate surface treatments, such as cleaning, rust removal, limited paint removal, and reapplying protective coating systems in kind.	Failing to adequately maintain windows, doors and storefronts on a regular basis.
7	Making windows, doors and storefronts weather tight and energy efficient by re-puttying and replacing or installing weatherstripping, adjusting hardware, and sealing openings and joints.	
8	Retaining sound and repairable windows, doors and storefronts, including their functional and decorative elements, such as hardware, signs and awnings.	Removing or replacing windows, doors and storefronts that can be repaired. Peeling paint, broken glass, stuck sashes, loose hinges or high air infiltration are not, in themselves, indications that these assemblies are beyond repair.
9	Stabilizing deteriorated windows, doors and storefronts by using structural reinforcement, and weather protection, or correcting unsafe conditions, as required, until repair work is undertaken.	Adding protective glazing or exterior storms to stained glass elements, without the involvement of a specialist conservator.
10	Repairing parts of windows, doors, or storefronts, by patching, piecing-in, consolidating, or otherwise reinforcing, using recognized conservation methods. Repair may also include the limited replacement in kind, or with a compatible substitute material, of those extensively deteriorated or missing parts of windows, doors and storefronts. Repairs should match the existing work as closely as possible, both physically and visually.	

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
18	Designing and constructing a new window, door or storefront when it is completely missing, with a new design that is compatible with the style, era and character of the historic place, or a replica based on documentary evidence.	Changing the number, location, size, or configuration of windows, doors and storefronts, by cutting new openings, blocking in existing openings, or installing replacement units that do not fit the opening.
19	Using signs, awnings, canopies or marquees of a scale and design that is compatible with the historic building.	Introducing a new design that is incompatible in size, scale, material, style or colour.

ADDITIONS OR ALTERATIONS TO WINDOWS, DOORS AND STOREFRONTS

20	Designing and installing new windows, doors or storefronts required by a new use on non-character-defining elevations in a manner that is compatible with the building's style, era and character.	Installing new windows, doors or storefronts that are incompatible with the building's style, era and character, or that obscure, damage or destroy character-defining elements.
21	Providing a setback in the design of drop ceilings, when required, to allow for full height window openings.	Inserting new floors or drop ceilings that cut across windows openings, changing the interior and exterior appearance of the building, and reducing access to daylight.

HEALTH, SAFETY AND SECURITY CONSIDERATIONS

22	Complying with health, safety and security requirements in a manner that conserves the heritage value of the windows, doors and storefronts and minimizes impact on its character-defining elements.	Damaging or destroying elements while making modifications to comply with health, safety and security requirements.
23	Working with code specialists to determine the most appropriate solution to health, safety and security requirements with the least impact on the character-defining elements and overall heritage value of the historic building.	Making changes to windows, doors or storefronts without first exploring equivalent health, safety and security systems, methods or devices that may be less damaging to the character-defining elements of the historic building.
24	Removing or encapsulating hazardous materials, such as lead-based paint, using the least-invasive abatement methods possible, and only after thorough testing has been conducted.	
25	Protecting windows, doors or storefronts against loss or damage by identifying and assessing specific risks, and by implementing an appropriate fire protection strategy that addresses those risks. For example, replacing a character-defining wood door with a compatible fire-rated door, only after carefully considering other options.	Implementing a generic fire-protection strategy, or one that does not appropriately address the specific fire risks of the historic building. Covering flammable, character-defining elements with fire-resistant sheathing or coatings that alter their appearance.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
ADDITIONS OR ALTERATIONS TO ENTRANCES, PORCHES AND BALCONIES		
17	Modifying , replacing or designing a new entrance, porch or balcony required by a new use or applicable codes and regulations, in a manner that is compatible with the building's style, era and character.	<p>Altering a secondary entrance to give it the appearance of a main entrance.</p> <p>Enclosing a porch or balcony in a manner that has a negative impact on the building's heritage value.</p> <p>Removing character-defining entrances, porches or balconies that are no longer needed for the new use.</p> <p>Constructing an addition that requires the loss of a character-defining entrance, porch, or balcony.</p>
HEALTH, SAFETY AND SECURITY CONSIDERATIONS		
18	Adding new features to meet health, safety and security requirements, such as a new handrail, in a manner that conserves the heritage value of the entrance, porch or balcony and minimizes impact on its character-defining elements.	Damaging or destroying an entrance, porch or balcony while making modifications to comply with health, safety and security requirements.
19	Working with code specialists to determine the most appropriate solution to health, safety and security requirements with the least impact on the character-defining elements and overall heritage value of the historic building.	Making changes to entrances, porches or balconies without first exploring equivalent systems, methods or devices that may be less damaging to the character-defining elements of the historic building.
20	Exploring all options for modifications to existing entrances, porches and balconies to meet code and regulation requirements, prior to considering removal or replacement.	Removing an entrance, porch or balcony that does not comply with codes or regulations, and not replacing it with a compatible new assembly.
21	Removing or encapsulating hazardous materials, using the least-invasive abatement methods possible, and only after thorough testing has been conducted.	
22	Protecting entrances, porches or balconies against loss or damage by identifying and assessing specific risks, and by implementing an appropriate fire-protection strategy that addresses those specific risks.	Covering flammable, character-defining elements with fire-resistant sheathing or coatings that alter their appearance.

Steveston Village Conservation Program

Conservation Strategy – Managing Change



3. Standards and Guidelines:
 - (a) Formally adopt the Standards and Guidelines for the Conservation of Historic Places in Canada to guide all heritage conservation activities
 - (b) All heritage conservation work should be based upon research, site analysis, and documentation to identify and safeguard fully the heritage values to be conserved
 - (c) The evolution of the resource should be respected. The contributions of all periods are important to the historical development and may merit retention
 - (d) Long-term protection of the historic resource should be balanced with user requirements, and future resource management goals should be identified prior to undertaking any work
 - (e) The approach to all heritage conservation projects should be one of minimal intervention to ensure the maximum preservation of the existing and authentic physical fabric and the retention of the signs of age
 - (f) Conjecture and the falsification of building elements should be avoided in all heritage conservation projects
 - (g) A well-defined maintenance plan should be clearly established in order to ensure an appropriate level of maintenance and care upon completion
4. Database including Heritage Register:
 - (a) Include identified Steveston heritage buildings and places and list them on the appropriate registered inventories:
 1. Richmond Community Heritage Register
 2. BC Register of Historic Places
 3. Canadian Register of Historic Places
 - (b) Update as necessary the Heritage Register listing of any building or place following a major alteration or relocation
 - (c) Facilitate future heritage conservation efforts by documenting information on all new construction in Steveston Village
 - (d) Develop a pro-active heritage review and evaluation process which will identify City-owned heritage property at a time when the structure is still in use
5. Bylaws:
 - (a) Consider implementing a Heritage Conservation By-law to protect its listed heritage buildings and places

- 7 -

STORE FRONT FACADE GUIDELINES (continued)3.5. Canopies (continued)

Fixed canopies are structurally integrated features of a building face and are either cantilevered, hung or supported on a post. Any post supporting a fixed canopy is to be located on private property.

- Guidelines:
- (a) Fixed canopies may be flat or sloping roofs extending over walkways.
 - (b) Sloping canopies shall be covered with wood cedar shingles.
 - (c) Any supporting post shall be round or square wood with simple details or shaping and may be decorated with wooden brackets.

Unacceptable materials are metal, corrugated fibreglass and concrete (posts).

3.6. Windows

- Guidelines:
- (a) In the store front improvement, the display window should be designed to respect the historic rhythm and be part of the overall facade.
 - (b) The window on the upper floors should form a historic rhythm different from the picture windows and be within a proportion of the overall facade.
 - (c) The upper floor windows should be framed.

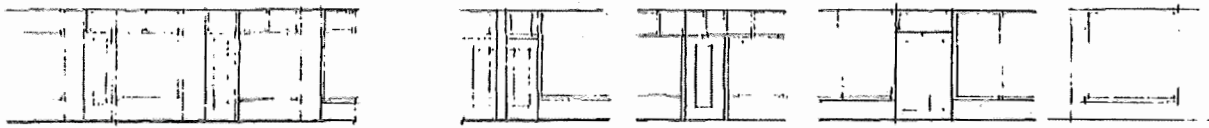
The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

The design of the windows with transoms, mullions, opaque or translucent glass and multiple glass panes form important patterns in the overall store front facade. The lower portion usually referred to as the "bulkhead", is part of the designed window. The picture window creates store front rhythm and the streetscape.

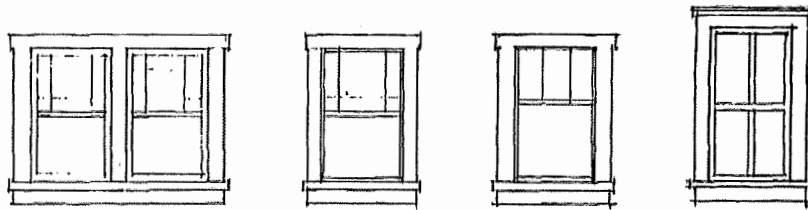
STORE FRONT FACADE GUIDELINES (continued)

3.6. Windows (continued)

Acceptable picture windows are as follows:



Historically, the pattern of the windows on the upper floor is different from the picture windows. They form a rhythm which is in keeping with the overall facade. Acceptable upper floor window patterns are as follows:

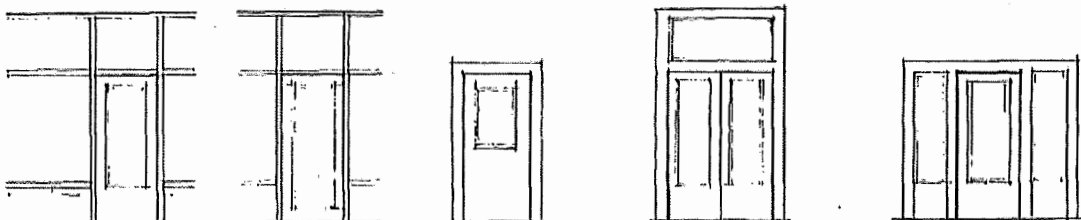


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

3.7. Doors

Guidelines: (a) Doors should be designed to be part of the overall store front character and should have glass panels.

(b) Acceptable doors are as follows:



STORE FRONT FACADE GUIDELINES (continued)

3.7. Doors (continued)

- (c) Acceptable doors are solid wood, wood panel and aluminum frame. Doors without glazing and metal doors are not acceptable.

3.8. Signage

- Guidelines:
- (a) Signs for the building should be an integral part of the facade design.
 - (b) Signs consistent with the Sign By-law should be approved along with the facade design.

Often signs are attached to the building as an afterthought. They are part of carrying out business, but are neglected until the business is about to open.

The prerequisite of a good sign is a clear message and legibility. A balance where neither the building or the sign dominates is needed for the building and the signs to be read. The importance of one well located sign over many signs needs to be stressed. Signs conceived independently can create a discordant image of the downtown and a rash of street signs results in the loss of the purpose of signage. For Steveston, the signs need to be oriented to slow moving traffic and predominantly to pedestrians.

Acceptable signage is as follows:

Fascia Signs: These are flat rectangular signs placed above the store front (as the buildings main business identification). The message in the sign board should be restricted to the name of the business for the sake of clarity; but may include a very brief trade description. In place of sign boards, but in keeping with a similar intent and flavor, signs may be painted directly on to the building facade, generally on the upper storey.

Sign boards may be illuminated from the back or painted boards may be illuminated with fixtures which are in keeping with the facade character.

Window Signs: These are painted on the inside of the main display window. The message should be kept brief, usually to the name of the business; but may include a brief trade description.



City of Richmond

Heritage Alteration Permit

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

File No.: HA 18 - 818781

To the Holder: Kanaris Demetre Lazos

Property Address: 12111 3rd Avenue

Legal Description: LOT 2 SECTION 10 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMISNTER
DISTRICT PLAN EPP65456

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize all works related to exterior alterations in Schedule A, Plan #1 to Plan #4.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2018

MAYOR

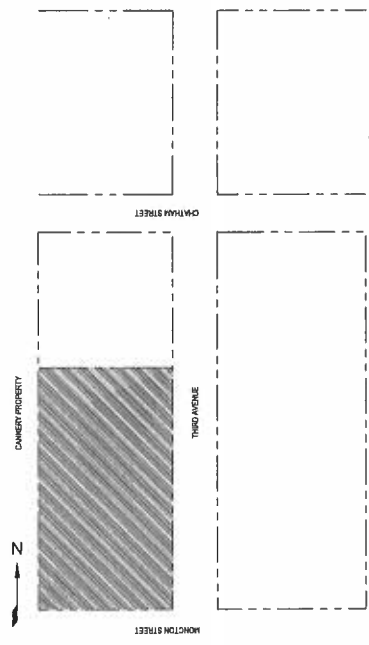
CORPORATE OFFICER

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

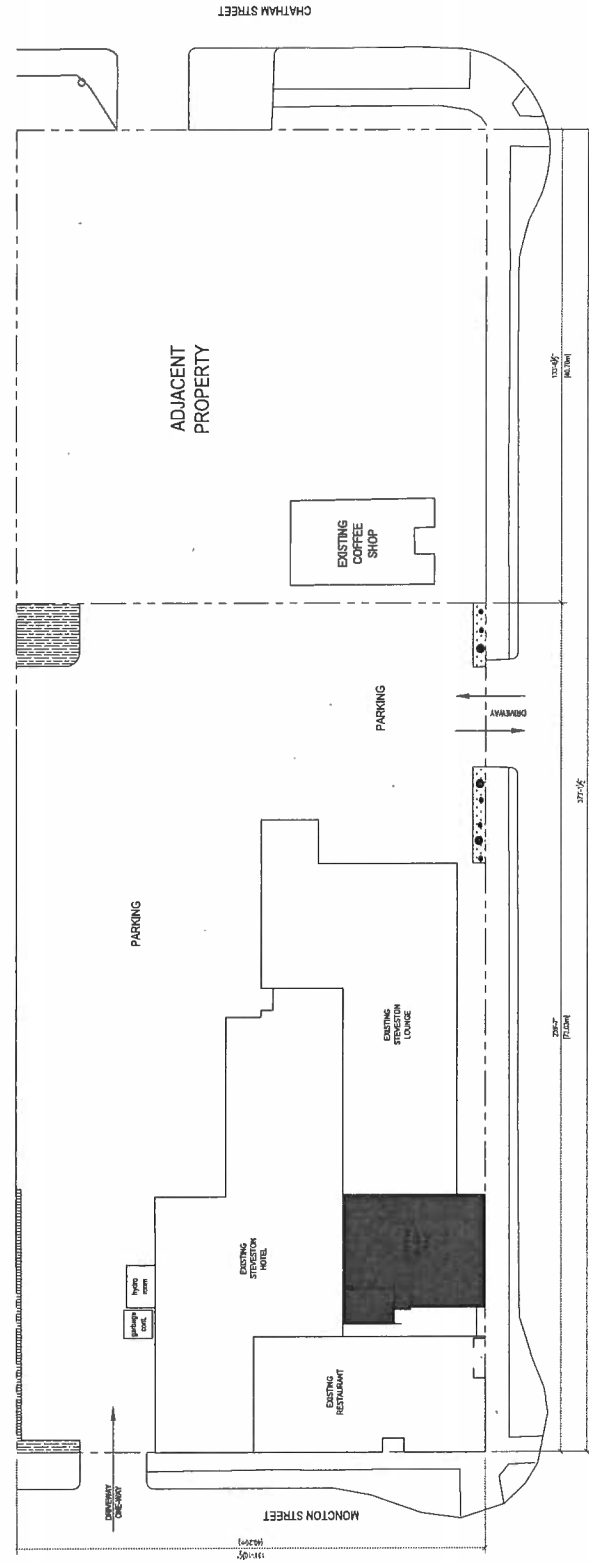
APPLICATION TO PROPOSE
NEW ENTRY DOORS & STOREFRONT
FOR LIQUOR STORE

NOTE: the existing building/structure is to remain as is.
The purpose of this work is to remove two existing windows and replace them with new double entry doors that will lead directly into the liquor store and glass storefront.
In other words, we would like to have a separate entrance to the liquor store so that the liquor store will have its own entry and own address separate from the hotel entry and the hotel business.

KEY PLAN
SCALE: 1/8" = 1'-0"



PLN - 39



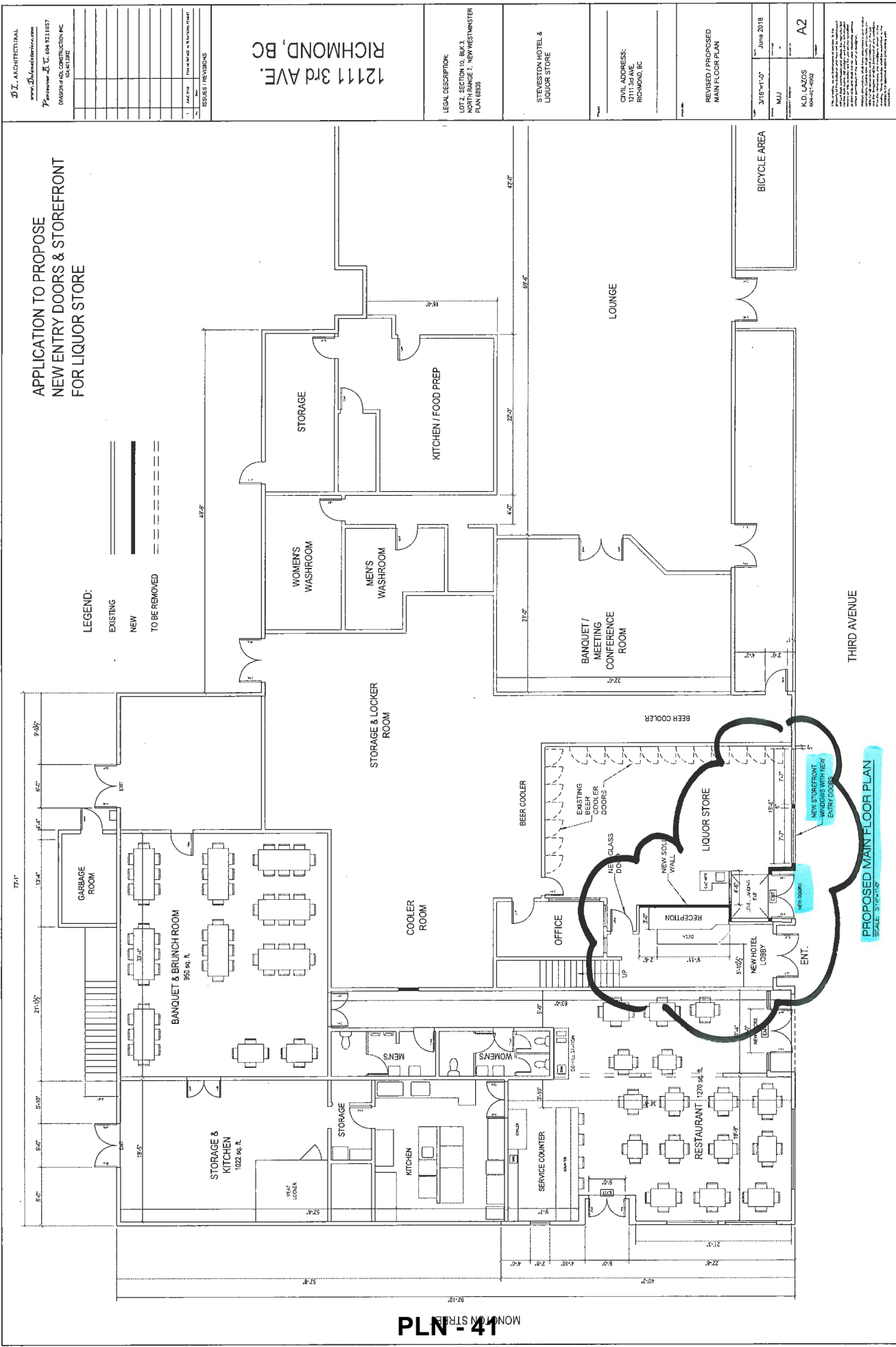
SITE PLAN -- EXISTING SHOWING LOCATION OF LIQUOR STORE
SCALE: 1/16" = 1'-0"

HA 18-818781 plan #1

DL ARCHITECTURAL www.dlarchitectural.com Phone: 604.273.6444 Fax: 604.273.6445 DIVISION OF LAND CONSTRUCTION INC. 100-10111 101ST AVE. RICHMOND, BC	
ISSUED / REVISIONS	
1	Rev. 01/17
FOR INFORMATION ONLY - NOT FOR CONSTRUCTION	
LEGAL DESCRIPTION: LOT 2, SECTION 10, BLK 3, NORTH RANGE 7, NEW WESTMINSTER PLAN 18835	
STEVENSON HOTEL & LIQUOR STORE	
CIVIL ADDRESS: 12111 3RD AVE. RICHMOND, BC	
KEY PLAN & EXISTING SITE PLAN	
AS SHOWN	April 2018
MLJ	
K.O. LAZOS	A0
804-417-0502	

HA 18-818781

plan #2



HA 18-818781 plan# 3

DL ARCHITECTURAL

www.DLarchitectural.com

Perseus S. T. 604.921.1827

DANSON & CO. CONSTRUCTION INC.

604.481.1802

12111 3rd Ave.

RICHMOND, BC

LEGAL DESCRIPTION:

LOT 2, SECTION 10, BLK 13

MAP 1885, NEW WESTMINSTER

PLAN 88305

STEVESTON HOTEL &
LIQUOR STORE

CIVIL ADDRESS:

12111 3rd Ave.

RICHMOND, BC

REVISED / PROPOSED
MAIN FLOOR PLAN

June 2018

3/18"=1'-0"

MJJ

K.D. LAZOS

604.481.1802

A2

1. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

2. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

3. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

4. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

5. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

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7. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

8. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

9. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

10. The owner hereby certifies that the information provided in this application is true and correct to the best of their knowledge and belief.

DL, ARCHITECTURAL
www.DLarchitectural.com
Encounter B. T. 604.921.105
DIVISION OF KOL CONSTRUCTION INC.
654.401.1907



1. THE EXISTING BUILDING/STRUCTURE IS TO REMAIN AS IS.
2. THE PURPOSE OF THIS WORK IS TO REMOVE TWO EXISTING WINDOWS AND REPLACE THEM WITH NEW DOUBLE ENTRY DOORS THAT WILL LEAD DIRECTLY INTO THE LIQUOR STORE AND GLASS storefront.
3. NEW STOREFRONT ENTRY DOORS TO MATCH EXISTING OF THE RESTAURANT AND HOTEL ENTRY DOORS.
4. NEW WINDOWS TO BE DOUBLE-GLAZED AND TO MATCH EXISTING WINDOWS OF THE RESTAURANT (DARK BLACK, ALUMINUM, SQUARE-TUBE FRAME).
5. THE NEW ENTRY DOORS TO HAVE AUTOMATIC HANDICAP OPENER. NEW AUTOMATIC AUTOMATIC OPENERS TO BE INSTALLED ON ALUMINUM DOOR HEADERS AS PER STANDARD PRACTICE.
6. STRUCTURAL ENGINEER TO SUPERVISE AND INSPECT THE STRUCTURAL WORK AND SIZE THE HEADER BEAM ABOVE THE DOORS AND WINDOWS AS NEEDED.
7. THE OWNER WISHES TO HAVE A SEPARATE ENTRANCE TO THE LIQUOR STORE SO THAT THE LIQUOR STORE WILL HAVE ITS OWN ENTRY AND OWN ADDRESS SEPARATE FROM THE HOTEL ENTRY.
8. EXISTING EXTERIOR STUCCO TO REMAIN AS IS (OFF-WHITE). ALL AREAS AROUND NEW DOORS AND NEW WINDOWS TO BE REPAIRED AND FINISHED WITH NEW STUCCO TO MATCH EXISTING.

CIVIL ADDRESS: 12111 3RD AVE. RICHMOND, BC	EXISTING & PROPOSED ELEVATIONS		Date: June 2018 Project: Drawn by: Project No.: Scale:	A3
	Date: 17/01/12 Project: MLU Drawn by: K.D. LAZOS Project No.: 604-041-0562 Scale:			

the evidence, as an indicator of the ability of the individual to perform his or her job. The individual's performance is the result of the individual's ability and the individual's motivation. The individual's ability is the result of the individual's knowledge, skills, and abilities. The individual's motivation is the result of the individual's attitudes, beliefs, and values. The individual's performance is the result of the individual's ability and the individual's motivation. The individual's ability is the result of the individual's knowledge, skills, and abilities. The individual's motivation is the result of the individual's attitudes, beliefs, and values.

plan #4

1887



100

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City of Richmond

Report to Committee

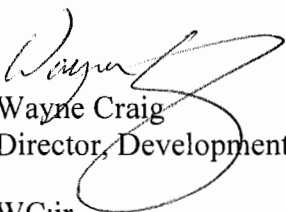
To: Planning Committee
From: Wayne Craig
Director, Development

Date: July 11, 2018
File: RZ 16-754046

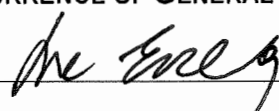
Re: **Application by Bismark Consulting Ltd. for Rezoning at 9091 & 9111 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9880, for the rezoning of 9091 and 9111 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:jr
Att. 5

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

Staff Report

Origin

Bismark Consulting Ltd. has applied to the City of Richmond for permission to rezone 9091 and 9111 No. 2 Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, to permit the development of 8 townhouse units with vehicle access from No. 2 Road (Attachment 1).

Project Description

The subject properties have a total combined frontage of 40.2 m (131 ft.) and are proposed to be consolidated into one development parcel. The proposal includes eight three-storey townhouse units, in four duplex buildings. The proposed floor area ratio (FAR) is 0.6. The preliminary site plan, building elevations, and landscape plan are provided in Attachment 2.

Findings of Fact

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

Existing Housing Profile

There are two existing single family dwellings on the subject site, which will be demolished. One dwelling is currently tenanted, and the other is vacant due to the poor condition of the building. The applicant has confirmed that there are no existing secondary suites in either dwelling.

Surrounding Development

Development surrounding the subject site is as follows:

To the North and West: Two-storey townhouses on a lot zoned “Low Density Townhouses (RTL1),” with access from Lackner Crescent.

To the South: Three single family dwellings on lots zoned “Single Detached (RS2/B),” with access from Maple Road. The existing single family dwellings are not likely to redevelop in the near future given their development history. These three properties are the result of a rezoning application, which was given final adoption by Council on October 12, 2010 (RZ 09-497038).

To the East: A single family dwelling and a duplex dwelling on lots zoned “Single Detached (RS1/E),” with access from No. 2 Road.

Related Policies & Studies

Official Community Plan

The subject site is located in the Blundell planning area, and has an Official Community Plan (OCP) designation of “Neighbourhood Residential.” The proposed rezoning is consistent with this designation.

Arterial Road Policy

The subject site is designated for “Arterial Road Townhouses” in the Arterial Road Housing Development Map. The proposed rezoning is consistent with this designation.

Floodplain Management Implementation Strategy

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

Public Consultation

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

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Built Form and Architectural Character

The applicant proposes eight townhouse units arranged in four duplexes on a T-shaped drive aisle. The west coast modern architectural style informs the choice of architectural details and cladding materials.

Building massing is generally consistent with the intent of the Development Permit guidelines, with site planning and design that responds to the unique site context. Arterial Road Townhouse developments typically have a rear yard interface with single family dwellings, and a side yard interface with either single family dwellings or other townhouses. This site interfaces with the rear yard of single family dwellings to the south, with the side yard of existing townhouses to the west, and with the internal drive aisle of townhouses to the north.

The rear yards of the two southern duplexes abut the rear yards of the neighbouring single family dwellings to the south. The applicant has addressed staff concerns with overlook and shadowing by stepping back the building massing at each storey, from 4.5 m on the ground floor, 6.2 m on the second storey, and 9.2 m on the third storey. No south-facing outdoor space or windows are

proposed on the third storey, which eliminates potential overlook into the rear yards of the adjacent single family dwellings. The third storey is set back significantly and is located partially under the eaves of the roof, giving each duplex the appearance of a two-storey dwelling. This massing is consistent with the guidelines for Arterial Road Townhouses contained in the OCP, which suggest that the building height be no more than two storeys within 7.5 m of a lot line shared with a property that contains a single family dwelling.

The two northern duplexes are oriented with units fronting No. 2 Road and the internal drive aisle. The side yards of the units interface with the drive aisle of the two-storey townhouse units to the north. The rear yard of the units on the northwest of the site interface with the side yard of the adjacent townhouse units. The building is stepped back on the third storey to provide articulation and a less imposing vertical mass, and no west-facing balconies are proposed. Bumped out architectural features on the second storey of each duplex cluster provide building articulation and break up the vertical mass.

Further refinement of the site plan and architectural character of the proposed development will occur through the Development Permit process.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) for municipal utilities across the entire rear (east) property line, which will be unaffected by the proposed rezoning and ensuing development of the site. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

Vehicle access is proposed from a driveway located in the middle of the property frontage. The proposed driveway location is approximately 100 m from the intersection of No. 2 Road and Francis Road, and approximately 48 m from the intersection of No. 2 Road and Maple Road. These distances are consistent with the Arterial Road Townhouse Development Requirements.

Parking is provided on site for the eight townhouse units, one secondary suite, and visitors, at rates consistent with Richmond Zoning Bylaw 8500. Seven of the eight townhouse units have side by side garages for two vehicles and Class 1 bicycle parking. The eighth townhouse unit has two vehicle parking spaces in a tandem arrangement and Class 1 bicycle parking located in the garage. Two visitor parking stalls and one stall for exclusive use of the secondary suite are located outside. 100% of the vehicle parking spaces for residents are to feature an energized outlet capable of providing Level 2 charging or higher.

Prior to final adoption of the rezoning bylaw, the applicant must register a statutory right of way (SRW) across the drive aisle and driveway access to No. 2 Road, to provide alternative vehicle access for future redevelopment to the north.

Staff have identified No. 2 Road for future road widening to accommodate dedicated left turn lanes. Prior to final adoption of the rezoning bylaw, the applicant is required to dedicate 2.0 m of the entire No. 2 Road frontage for future road widening. Road widening will not be completed through this application, and the dedicated area is to remain as part of the landscaped boulevard until road widening occurs.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 29 bylaw-sized trees on the subject property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 4), conducted on-site visual assessment, and supports the Arborist's recommendations, with the following comments:

- One tree located in the southeast corner of the site (Tree # 1) is in good condition and is proposed to be retained and protected. It will be located in the proposed front yard. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03
- Six trees located in the southwest corner of the site (Trees # 10-15) are in good condition and proposed to be retained and protected. They will be located in the proposed shared outdoor amenity area. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- 4 trees located on site (Tree # 16-19) are in good condition, but will be negatively impacted by the proposed grade changes to outdoor amenity area. Remove and replace.
- 18 trees located on site (Tree # 2-9, 20-29) are either dead, dying (sparse canopy foliage), infected with fungal blight, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Protection

Seven trees located on site (Tag # 1, 10-15) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 4). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission of a \$40,000 Tree Survival Security.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to

any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove 22 on-site trees (Tag # 2-9, 16-29). The 2:1 replacement ratio would require a total of 44 replacement trees. The applicant has agreed to plant 19 trees in the proposed development. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	11 cm	6 m
6	10 cm	5.5 m
7	9 cm	5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$12,500 to the City's Tree Compensation Fund in lieu of the remaining 25 trees that cannot be accommodated on the subject property after redevelopment.

Variance Requested

The applicant requests to vary the provision of Richmond Zoning Bylaw 8500 to:

- Reduce the minimum lot width on a major arterial road from 50.0 m to 40.1 m.

The subject site is composed of two lots resulting from the recent redevelopment of the property at the corner of No. 2 Road and Maple Road. There is no possibility of lot consolidation with additional properties to the north or south at this time.

- Reduce the front yard setback from 6.0 m to 4.5 m.

The Arterial Road Guidelines for Townhouses in the OCP support a reduced front yard setback where a larger rear yard interface is deemed necessary, provided that there is an appropriate interface with neighbouring properties. As the rear yard of the subject site abuts the side yard of the neighbouring townhouses, the applicant has provided a deeper side yard setback between the proposed townhouses and the existing single family dwellings to the south. Additionally, until No. 2 Road is widened the proposed townhouses will be set back 9.2 m from the back of the existing curb due to the required road dedication.

- Allow one small car parking stall in each of the side-by-side garages in seven of the units, and one small car parking space for the proposed secondary suite (8 small car stalls total).

Richmond Zoning Bylaw 8500 permits small car parking spaces only when more than 31 parking spaces are proposed on site. The proposed 8-unit townhouse project will provide 17 residential and two visitor parking spaces on site. Transportation staff

support the proposed variances to allow one small car parking space in each of the seven side-by-side double car garages, and one small parking space for the proposed secondary suite. The eighth unit will have two regular car parking spaces in a tandem arrangement.

Affordable Housing Strategy

As per the City's Affordable Housing Strategy, townhouse rezoning applications received prior to July 24, 2017 are required to provide a cash-in-lieu contribution of \$4.00 per buildable square foot towards the City's Affordable Housing Reserve Fund. The applicant proposes to make a cash-in-lieu contribution of \$40,480.

In addition to the cash-in-lieu contribution, the applicant proposes to construct a secondary suite in one of the townhouse units. Prior to final adoption of the rezoning bylaw, the applicant must register three legal covenants ensuring that:

- No final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw;
- A surface parking stall is assigned to the secondary suite, and that the parking stall will be for the sole use of the secondary suite; and
- That the secondary suite cannot be stratified or otherwise held under separate title.

Townhouse Energy Efficiency and Renewable Energy/BC Energy Step Code

Council is currently considering Bylaws to implement BC Energy Step Code requirements for all new construction in Richmond. Should the Bylaws be adopted by Council, all Development Permit (DP) applications received after the date of bylaw adoption will be subject to the BC Energy Step Code requirements. Where a DP application is received before the adoption, the developer may apply for a Building Permit (BP) in compliance with the energy efficiency requirements in force at the time of the application, provided that the BP application is received prior to December 31, 2019.

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and to provide pre-ducting for solar hot water heating for the proposed development. As part of the Development Permit application review process, the applicant is required to submit an evaluation report by a Certified Energy Advisor (CEA) providing details about the specific construction requirements that are needed to achieve this rating.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a restrictive covenant on Title, specifying that all units are to be built and maintained to ERS 82 or higher, as detailed in the CEA's evaluation report, and that all units are to be solar hot water-ready. The covenant is not required should the application not meet the grandfathering provisions described above, as the development will need to comply with the BC Energy Step Code requirements in place at the time of the BP application.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. Council Policy 5041 allows applicants for rezoning applications received prior to February 28, 2018 to choose to provide a cash contribution of \$1,000 per unit for developments up to 19 units. The applicant has agreed to provide an \$8,000 cash contribution.

Shared outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m² per unit. The proposed amenity space is located in the rear yard at the end of the drive aisle. The play and gathering areas are grade separated from the driving surface, with landscaping providing additional separation and screening. The play area features natural materials, including logs and boulders. A ramp is proposed to ensure that the shared outdoor amenity space is accessible. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meet the Development Permit Guidelines contained in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage improvements, as described in Attachment 5. Frontage improvements include, but may not be limited to, the following:

- 2.0 m wide road dedication across the entire No. 2 Road frontage for future road widening.
- Removal of the existing sidewalk next to the curb along No. 2 Road and replacement with a new 1.5 m wide landscaped boulevard and 1.5 m wide concrete sidewalk along the property line, with connections to the existing sidewalk north and south of the subject site. The area between the boulevard and existing curb is to be planted with grass only. A 0.3 m wide SRW for public rights-of-passage is required in order to achieve the full sidewalk and boulevard widths.
- Removal of the two existing driveways, removal and replacement of concrete curb and gutter as required, and installation of a new driveway for the proposed townhouse development.

The applicant is also required to pay DCC's (City & Metro Vancouver), School Site Acquisition Charge, Address Assignment fees, and the costs associated with the completion of the required site servicing works as described in Attachment 5.

Development Permit Application

A Development Permit application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape, and urban design will be completed as part of the Development Permit application review process, including, but not limited to the following:

- Compliance with the Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP;
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along No. 2 Road;
- Review of the size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of coniferous and deciduous trees on site;
- Refinement of the shared outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction;
- Review of relevant accessibility features, including aging-in-place features in all units, and the provision of a convertible unit; and,
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating Systems (ERS) score of 82 or BC Energy Step Code, as required.

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

Financial Impact or Economic Impact

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

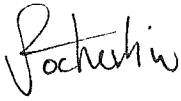
Conclusion

The purpose of this application is to rezone 9091 and 9111 No. 2 Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, to permit the development of 8 townhouse units with vehicle access from No. 2 Road.

The rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9880 be introduced and given first reading.



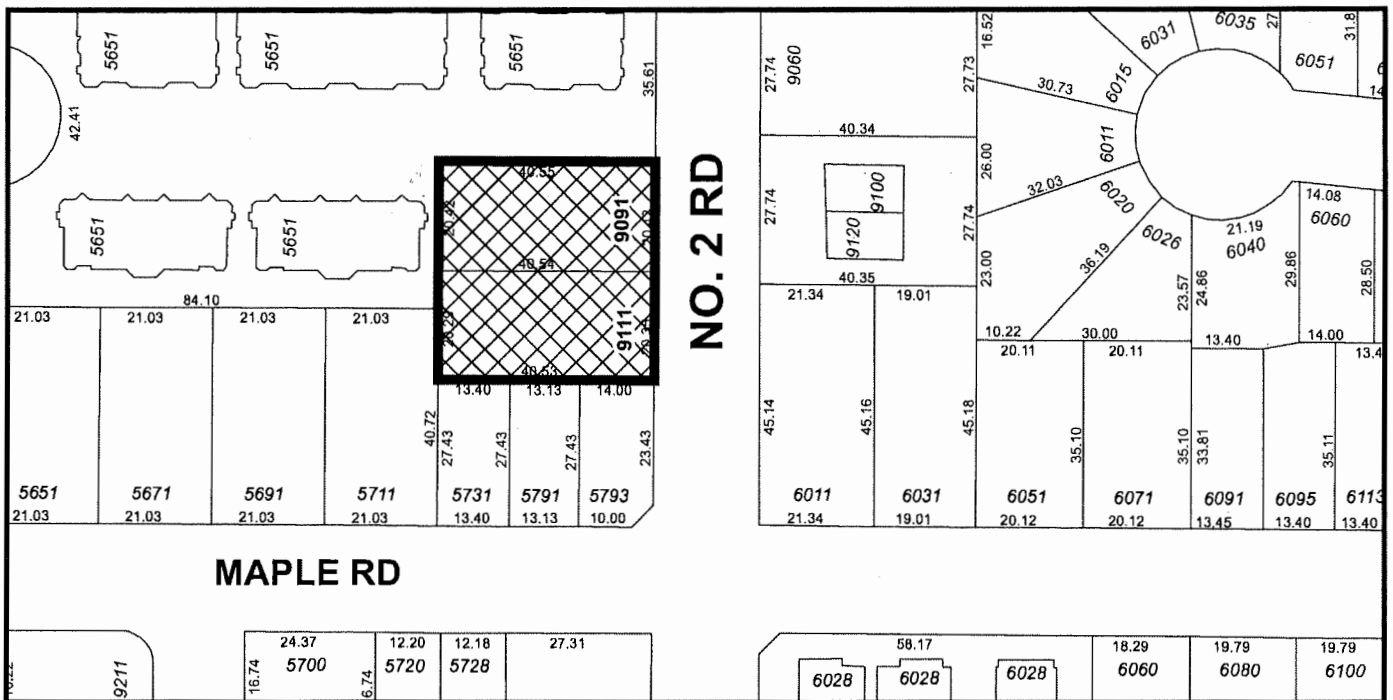
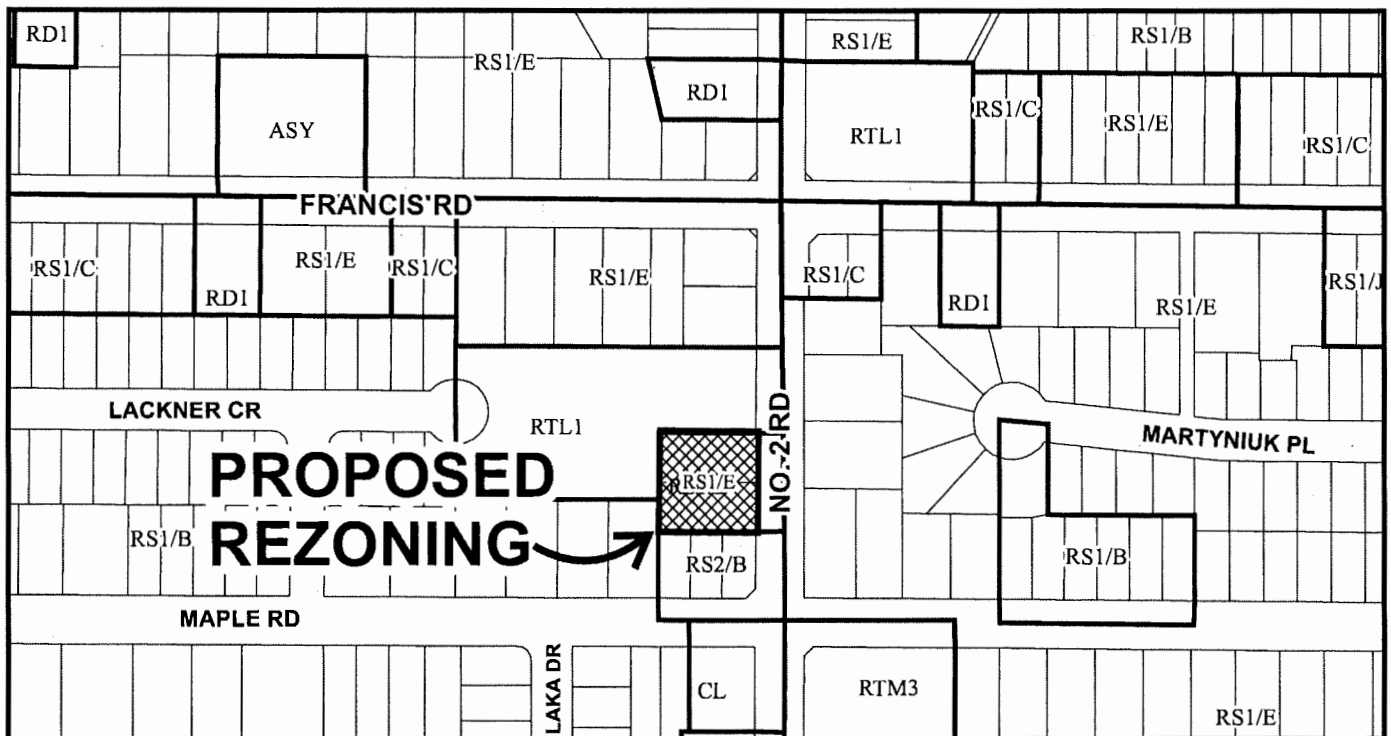
Jordan Rockerbie
Planning Technician

JR:rg

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



City of Richmond



RZ 16-754046

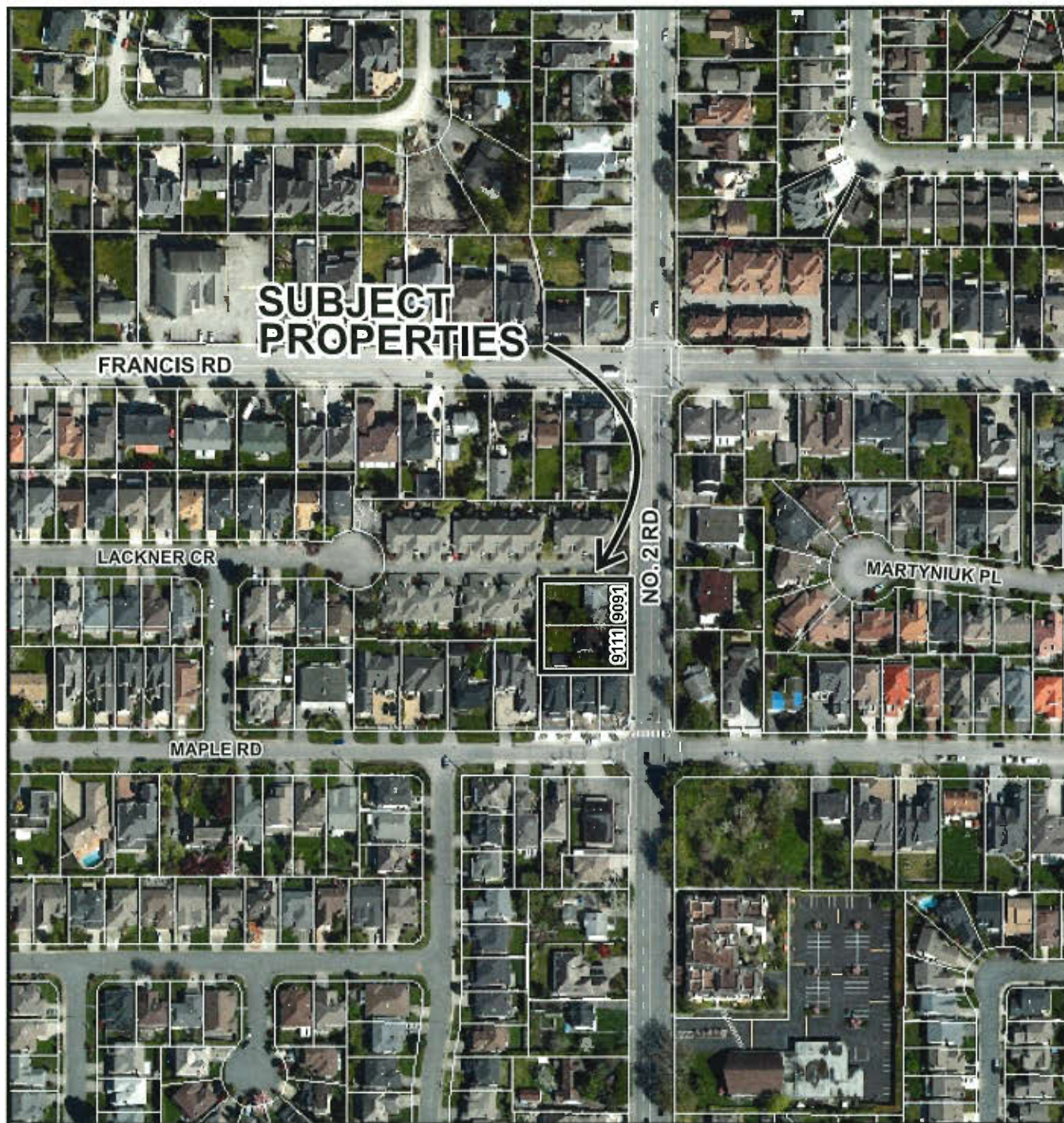
Original Date: 01/03/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 16-754046

Original Date: 01/04/17

Revision Date:

Note: Dimensions are in METRES

REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 9091 & 9111 NO.2 ROAD, RICHMOND, BC

DEVELOPMENT DATA

(A) CIVIC ADDRESS:

(B) LEGAL DESCRIPTION:

(C) LOT AREA:

(D) ZONING USE

9091 & 9111 NO 2 ROAD, RICHMOND, BC

LOT 1 & 2, SECTION 1D, BLOCK 4 NORTH, RANGE 7 WEST, NWO PLAN 17904

ORIGINAL 1,649.3 SM (17,752 SF) AFTER 2M ROAD DEDICATION 1567 SM (16875 SQ. FT.)

CURRENT: RS1/E

PROPOSED: RTL4

CURRENT ZONING

(UNDER RS1/E ZONING)

PROPOSED REZONING

(RTL4)

PROPOSED DEVELOPMENT

(E) FLOOR AREA RATIO

0.55 TO 454.5 SM

0.3 TO REST OF SITE AREA

0.60

TOTAL GROSS FLOOR AREA

0.60 X 1,567 SM = 940.2 SM

(10,120 SF)

0.60

10,123 SF GROSS FLOOR AREA

(VARIANCE REQUIRED FOR 40M WIDE FRONTAGE)

(F) NUMBER OF UNIT:

1 PER LOT

MAX - 45%

8 UNITS

MAX - 40% (6750 SQ. FT.)

LIVE PLANT MIN - 25%

NON-POROUS MAX - 55%

8 UNITS

36.6% (6775 SQ. FT.)

TOTAL LIVE PLANT / LAWN AREA: 4226 SQ. FT. / 16875 SQ. FT. = 25.0%

IMPERMEABLE AREA: 10079 SQ. FT. / 16875 SQ. FT. = 59.7%

(H) BUILDING HEIGHT:

MAX HEIGHT - 9M

FRONTYARD - 9M

SIDEYARD - 2M

REARYARD - 6M

MAX MAIN BUILDING HEIGHT - 12M

FRONTYARD FACING NO. 2 - 6M

SIDEYARD - 3M

REAR YARD - 3M

BUILDING HEIGHT - 10.64M

FRONTYARD FACING NO. 2 RD - 4.5M (14'-9")

(VARIANCE REQUIRED)

NORTH SIDEYARD - 3.08M (10'-1")

SOUTH SIDEYARD - 4.54M (14'-11") AT 1/F

- 6.03M (19'-10") AT 2/F

WEST REAR YARD - 4.54M (14'-11")

(K) PARKING:

2 PER DWELLING UNIT

2 PER DWELLING UNITS X8 = 16

1 PER LOCKOUT UNIT X1=1

D.2 VISITOR PARKING / UNIT X 8 = 2

TOTAL = 19 REQUIRED

RESIDENTIAL PARKING: 7 REGULAR

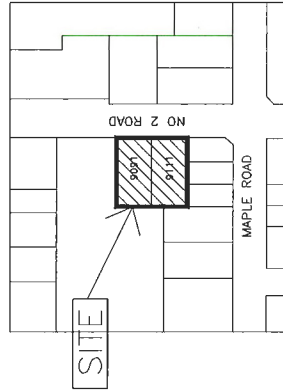
8 SMALL

(VARIANCE REQUIRED FOR SMALL PARKING)

2 REGULAR IN TANDEM ARRANGEMENT

VISITOR PARKING: 2 REGULAR

SITE



NORTH

LOCATION MAP

NTS

DRAWING LIST

A1- DEVELOPMENT SUMMARY

A2- SITE PLAN (1/1)

A2A- PARKING PLAN

A3- SITE PLAN (2/2)

A4- SITE PLAN (3/3)

A5- ELEVATIONS

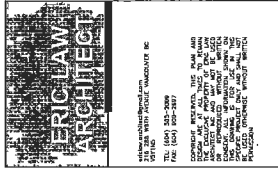
A6- ELEVATIONS

A7- UNIT PLANS

A8- OUTDOOR DIAGRAM

A9- SITE COVER DIAGRAM

A10- AREA & SHADOW DIAGRAM



1.	2018.04.08	115	REZONING APPLICATION
2.	2018.04.29	115	FOR CITY COMMENTS
3.	2018.05.24	115	FOR CITY COMMENTS
4.	2018.07.12	115	FOR CITY PLANNING COMMITTEE

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ATTACHMENT 2

DEVELOPMENT SUMMARY

PROJECT NUMBER: 18-04
ISSUED: 11/12/2018
CHECKED BY: EL
FILENAME: 18-04-NWT_180712A-RZ.DWG

A1

RZ 16-754046

REZONE





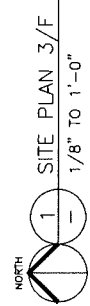
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**PROPOSED TOWNHOUSE
9091 & 9111 NO. 2 RD
RICHMOND BC**

SITE PLAN (3F)

PROJECT NUMBER: 18-04
ISSUED: 7/12/2018
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 18-04_NMT_180712A-RZ.DWG

REZONE



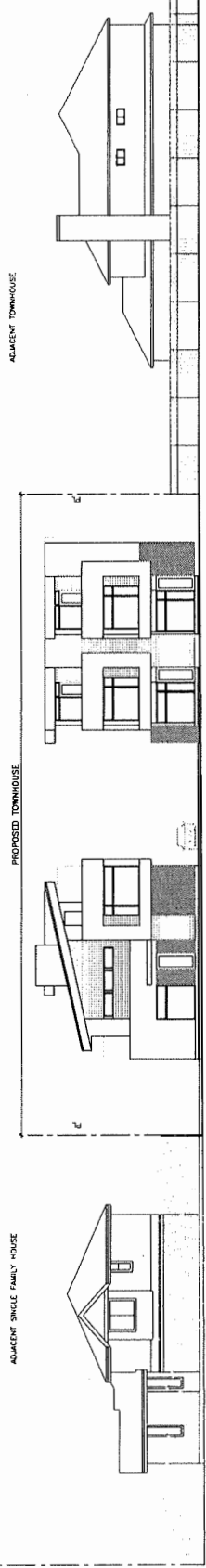
RZ 16-754046

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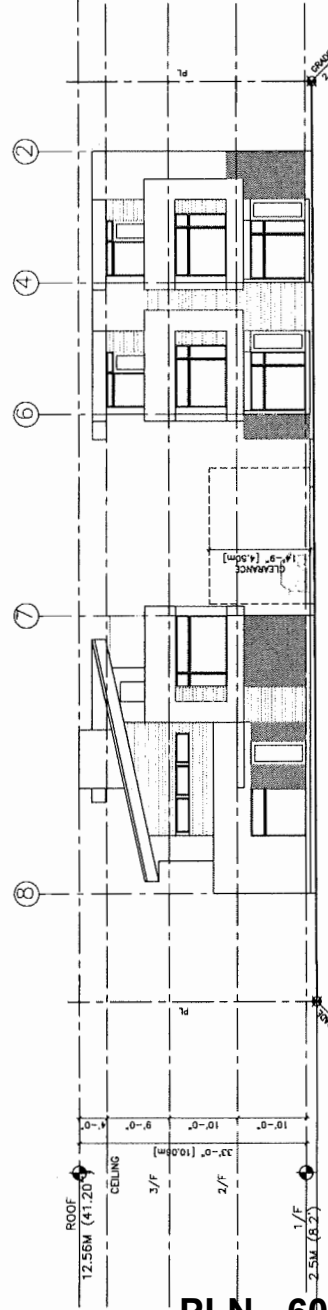
1000 WEST 10TH AVENUE, SUITE 200
VANCOUVER, BC V6H 3G9
TEL: (604) 681-2000
WWW.ERICLAWARCHITECT.COM

PROPOSED TOWNHOUSE

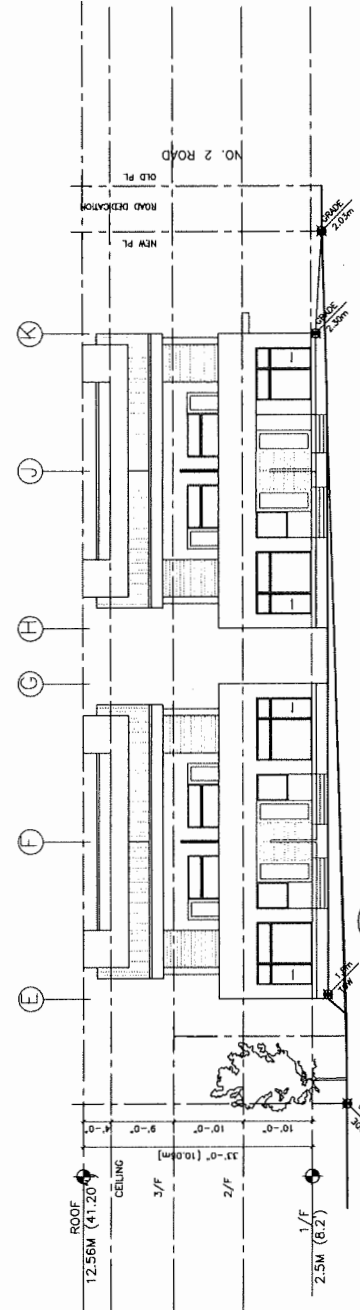
9091 & 9111 NO. 2 RD
RICHMOND BC



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3	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW
4	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW



1	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW
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3	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW
4	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW



1	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW
2	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW
3	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW
4	2018.07.12	NO. 2 RD CORRECT ON B.L.C. REVIEW

RZ 16-754046

A5

REZONE

ERIC LAW
ARCHITECT

2018-2019 ARCHITECTURAL FEE SCHEDULE

PROJECT NO. 16-754046

DATE: 7/17/2018

BY: EL

CHECKED BY: EL

FILE NAME: 16-754046-160719-02.DWG

NO.	DESCRIPTION
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2	2018-2019 ARCHITECTURAL FEE SCHEDULE
3	2018-2019 ARCHITECTURAL FEE SCHEDULE
4	2018-2019 ARCHITECTURAL FEE SCHEDULE

NO.	DESCRIPTION
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2	2018-2019 ARCHITECTURAL FEE SCHEDULE
3	2018-2019 ARCHITECTURAL FEE SCHEDULE
4	2018-2019 ARCHITECTURAL FEE SCHEDULE

PROPOSED TOWNHOUSE
9091 & 9111 NO. 2 RD
RICHMOND BC

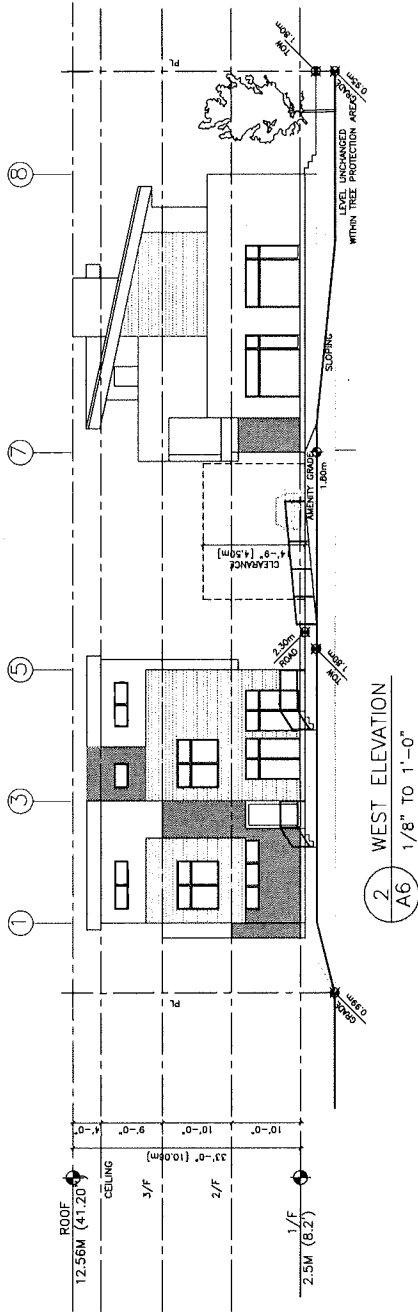
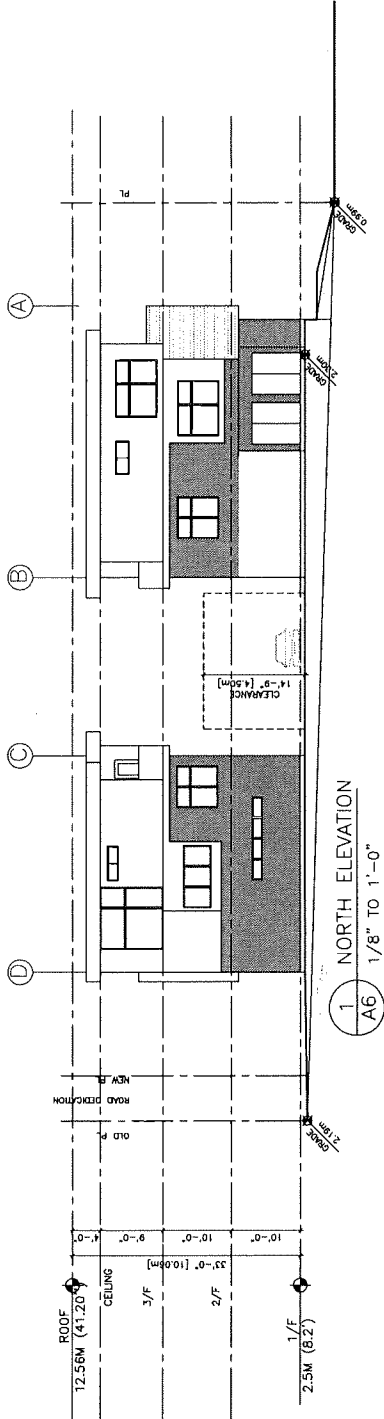
ELEVATIONS

PROJECT NUMBER: 16-04	7/17/2018
DRAWN BY: EL	
CHECKED BY: EL	
FILE NAME: 16-754046-160719-02.DWG	

A6

REZONE

RZ 16-754046



NO.	DESCRIPTION
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3.	2018.04.16 - 100% MECHANICAL
4.	2018.04.16 - 100% ELECTRICAL
5.	2018.04.16 - 100% PLUMBING
6.	2018.04.16 - 100% LANDSCAPE
7.	2018.04.16 - 100% INTERIOR DESIGN
8.	2018.04.16 - 100% EXTERIOR DESIGN
9.	2018.04.16 - 100% SITEWORK
10.	2018.04.16 - 100% CONSTRUCTION

NO.	DESCRIPTION
1.	2018.04.16 - 100% ARCHITECTURAL
2.	2018.04.16 - 100% CIVIL
3.	2018.04.16 - 100% MECHANICAL
4.	2018.04.16 - 100% ELECTRICAL
5.	2018.04.16 - 100% PLUMBING
6.	2018.04.16 - 100% LANDSCAPE
7.	2018.04.16 - 100% INTERIOR DESIGN
8.	2018.04.16 - 100% EXTERIOR DESIGN
9.	2018.04.16 - 100% SITEWORK
10.	2018.04.16 - 100% CONSTRUCTION

PROPOSED TOWNHOUSE
 9091 & 9111 NO. 2 RD
 RICHMOND BC

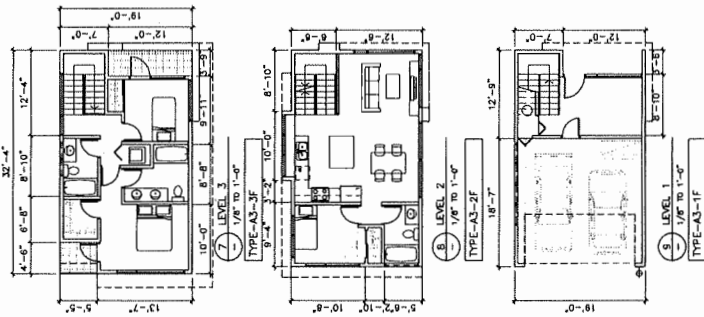
UNIT PLANS

PROJECT NUMBER	18-04
ISSUED	7/12/2018
DRAWN BY	EL
CHECKED BY	EL
FILE NAME	18-04_UNIT_180713-182.DWG

A7

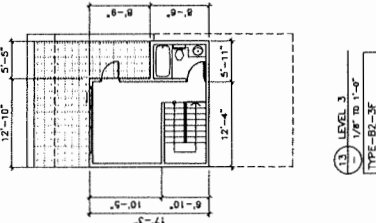
REZONE

RZ 16-754046



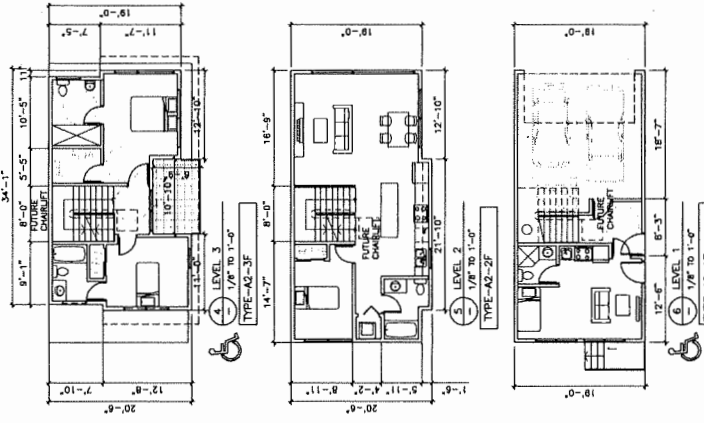
TYPE A3 UNIT PLAN

3 BEDROOM + BATH
 INCLUDING STAIR AND G/F ENTRY



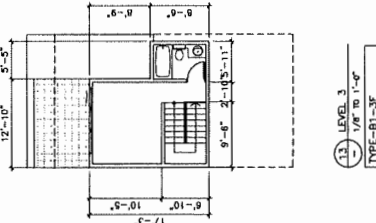
TYPE B2 UNIT PLAN

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 INCLUDING STAIR AND G/F ENTRY



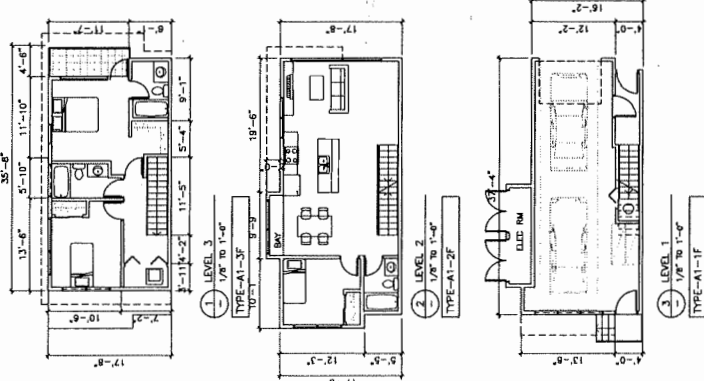
TYPE A2 UNIT PLAN

3 BEDROOM + BATH
 INCLUDING STAIR AND G/F ENTRY



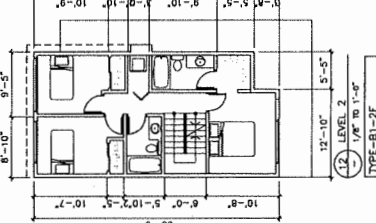
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3 BEDROOM + BATH
 INCLUDING STAIR AND G/F ENTRY

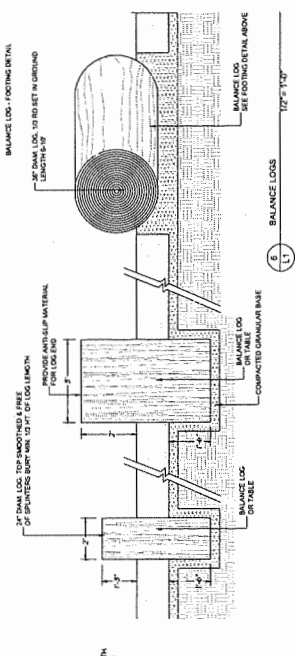
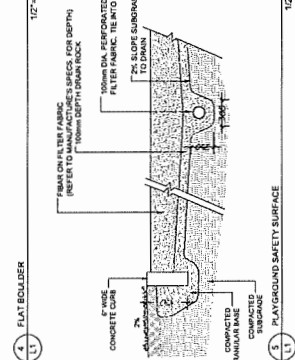
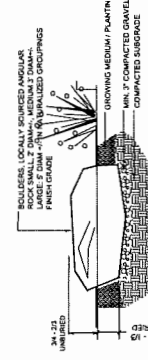
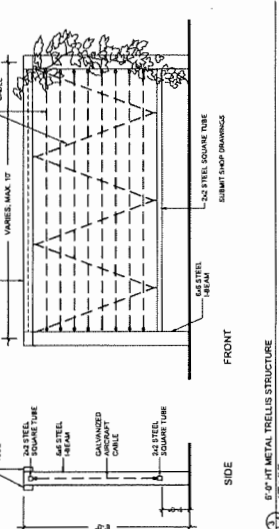
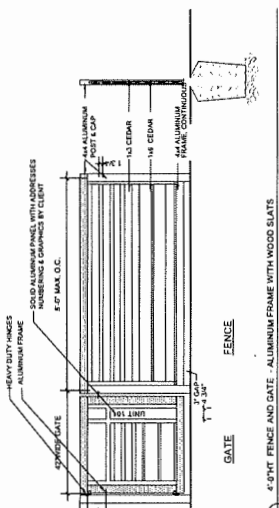
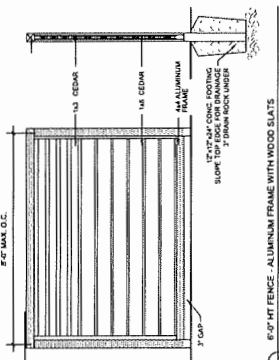


TYPE A1 UNIT PLAN

3 BEDROOM + BATH
 INCLUDING STAIR AND G/F ENTRY



- NOTES:
1. ALL METAL TO HAVE COATS OF POWDER COAT
 2. ALL SLATS TO BE TREATED WITH 3 COATS TO EXTERIOR GRADE SPECIFICATION
 3. ALL WOODS TO BE CEDAR. AT CONSTRUCTION GRADE MINIMUM
 4. ALL WOODS TO BE CEDAR. AT CONSTRUCTION GRADE MINIMUM
 5. ALL WOODS TO BE CEDAR. AT CONSTRUCTION GRADE MINIMUM
 6. ALL WOODS TO BE CEDAR. AT CONSTRUCTION GRADE MINIMUM
 7. ALL WOODS TO BE CEDAR. AT CONSTRUCTION GRADE MINIMUM
 8. ALL WOODS TO BE CEDAR. AT CONSTRUCTION GRADE MINIMUM
 9. ALL POSTS TO BE SUPPORTED BY CONCRETE FOOTING. AVOID TREE ROOTS
 10. ALL POSTS TO BE SUPPORTED BY CONCRETE FOOTING. AVOID TREE ROOTS
 11. ALL POSTS TO BE SUPPORTED BY CONCRETE FOOTING. AVOID TREE ROOTS



CLIENT
1151418 BC LTD.

PRODUCT
8 UNIT TOWNHOUSE DEVELOPMENT
9891 NO. 2 ROAD
RICHMOND, BC

DRAWING TITLE
LANDSCAPE
DETAILS

DATE
14 APR 10

SCALE
1/2" = 1'-0"

DESIGN
PJM

CHECK
PJM

DRAWING NUMBER
L2

PAGE PROJECT NUMBER
18-038

1	DATE	REVISION DESCRIPTION	DN
2	DATE	REVISION DESCRIPTION	DN
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8	DATE	REVISION DESCRIPTION	DN
9	DATE	REVISION DESCRIPTION	DN
10	DATE	REVISION DESCRIPTION	DN

pmg
LANDSCAPE
ARCHITECTS
INC.
1151418 BC LTD.
9891 NO. 2 ROAD
RICHMOND, BC
V6X 3E9
TEL: (604) 274-4011
FAX: (604) 274-4022

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RZ 16-754046

Attachment 3

Address: 9091 & 9111 No. 2 Road

Applicant: Bismark Consulting Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	1151418 BC Ltd.	To be determined
Site Size (m²):	1,649 m ²	1,567 m ² (82 m ² road dedication)
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2 Single-Family Dwellings	8 Townhouses + 1 Suite

On Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	None permitted
Buildable Floor Area:	Max. 940 m ² (10,120 ft ²)*	940 m ² (10,120 ft ²)*	None permitted
Lot Coverage – Building:	Max. 40%	36.9%	None
Lot Coverage – Non-porous:	Max. 65%	59.7%	None
Lot Coverage – Landscaping:	Min. 25%	25.6%	None
Lot Area:	N/A	1,567 m ²	None
Lot Width:	50.0 m	40.2 m	Variance required
Lot Depth:	35.0 m	38.5 m	None
Setbacks – Front:	6.0 m	4.5 m	Variance required
Setbacks – Rear:	Min. 3.0 m	4.5 m	None
Setbacks – Side:	Min. 3.0 m	North Side: 3.2 m South Side: 4.5 m	None
Height:	12.0 m (3 storeys)	10.6 m	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit, plus 1 (R) for secondary suite/s	2 (R) and 0.25 (V) per unit, plus 1 (R) for secondary suite/s	None
Off-street Parking Spaces – Total:	17 (R) and 2 (V)	17 (R) and 2 (V)	None

On Development Site	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	2 (i.e. 12.5%)	None
Small Car Parking Space	None permitted when fewer than 31 spaces are provided on site	8 (i.e. 47%)	Variance required
Bicycle Parking Spaces – Class 1:	1.25 per dwelling unit	1.25 per dwelling unit	None
Bicycle Parking Spaces – Class 2:	0.2 per dwelling unit	0.2 per dwelling unit	None
Bicycle Parking Spaces – Total:	10 (Class 1) and 2 (Class 2)	10 (Class 1) and 2 (Class 2)	None
Amenity Space – Indoor:	Min.	Cash-in-lieu	None
Amenity Space – Outdoor:	6 m ² per unit (i.e. 48 m ²)	52.8 m ²	None

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

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

18-038

DATE: 18 APR 13

SCALE: 1"=10'

DRAWN: PMA

DESIGN: PMA

CHECK: PMA

PROJECT NUMBER: L3

PAGE PROJECT NUMBER: 18-038

TREE MANAGEMENT PLAN

8 UNIT TOWNHOUSE DEVELOPMENT

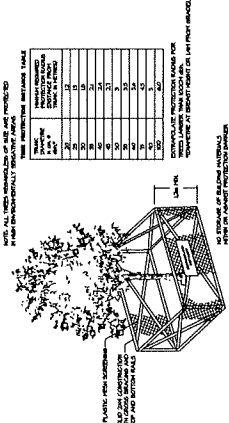
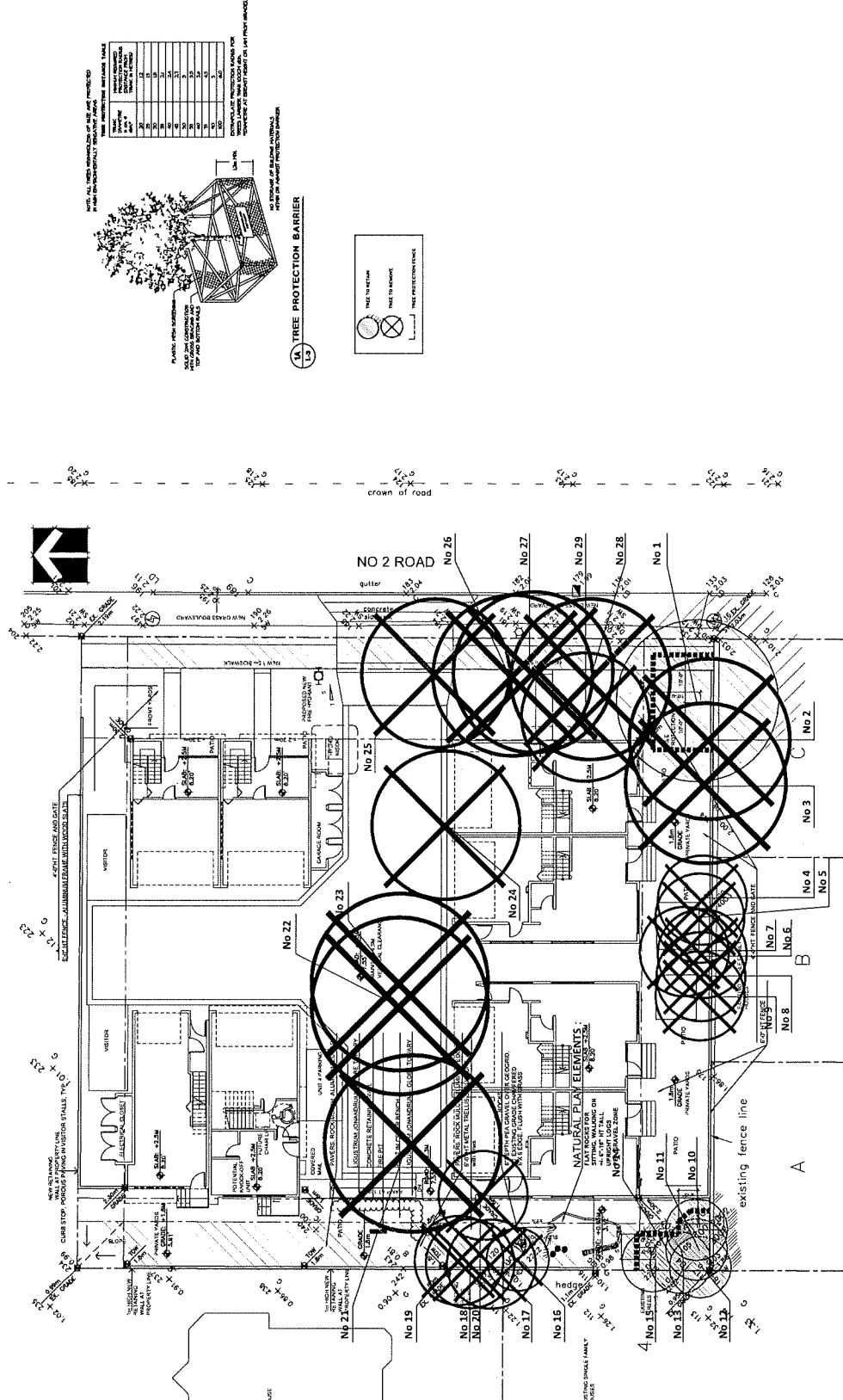
5091 NO. 2 ROAD
RICHMOND, BC

CLIENT: 1151418 BC LTD.

pmg
LANDSCAPE
ARCHITECTS
1151418 BC LTD.
5091 NO. 2 ROAD
RICHMOND, BC V6X 2C9
P: 604 284-0011 F: 604 284-0022

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NO.	DATE	REVISION DESCRIPTION	BY
1	DATE	REVISION DESCRIPTION	DRL



1.1 TREE PROTECTION BARRIER





Address: 9091 & 9111 No. 2 Road

File No.: RZ 16-754046

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9880, the applicant is required to complete the following:

1. 2.0 m road dedication along the entire No. 2 Road frontage.
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Submission of a Tree Survival Security to the City in the amount of \$40,000 for the 7 on-site trees (Tree # 1, 10-15) to be retained.
4. City acceptance of the developer's offer to voluntarily contribute \$12,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
5. 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.
6. Registration of a flood indemnity covenant on title.
7. Contribution of \$1,000 per dwelling unit (e.g. \$8,000) in-lieu of on-site indoor amenity space.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (i.e. \$40,480) to the City's affordable housing fund.
9. Registration of a legal agreement on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until one secondary suite is constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw;
 - b) One surface parking stall is assigned to the unit with a secondary suite, and that the parking stall will be for the sole use of the secondary suite of the unit; and
 - c) The secondary suite cannot be stratified or otherwise held under separate title.
10. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
11. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating, unless the development is required to achieve the BC Energy Step Code at the time a Building Permit application is received.
12. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entire area of the proposed driveway entry from No. 2 Road and the internal north-south manoeuvring aisle, in favour of future residential development to the north. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW.
13. The granting of a 0.3 m wide statutory right-of-way (SRW) for public rights-of-passage along the entire east property line (No. 2 Road frontage) for the proposed new sidewalk. The SRW area is to be measured from the new property line following the required road dedication.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

15. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 386 L/s of water available at a 20 psi residual at No 2 Rd Frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Install a new water service connection off of the existing 200mm AC watermain along No 2 Rd to service the proposed townhouse development. The meter shall be part of the onsite Mechanical design.
 - Remove the two existing water service connections at No 2 Rd Frontage.
- At the Developers cost, the City is to:
 - Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Storm Sewer Works:

- The Developer is required to:
 - Remove existing service connections and accompanying inspection chambers and leads at No 2 Rd Frontage.
 - Install a new service connection complete with new Inspection Chamber off of existing storm box culvert on No 2 Rd to service the proposed townhouse development.
- At the Developers cost, the City is to:
 - Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Cut, cap and remove the two existing service connections off of existing 200mm rear-yard sanitary main.
 - Install a new sanitary service connection off of existing 200mm rear-yard sanitary main to service the proposed townhouse development.
 - Provide 1m wide Utility Statutory Right of Way extending from the existing 3m utility Statutory Right of Way along the entire west property line of the proposed site. Do not place any permanent structures or trees within the Statutory Right of Way.
 - Provide a 1.5m by 1.5m Utility Statutory Right-of-Way on the south west corner of the proposed development. Do not place any permanent structures or trees within the Statutory Right of Way.
 - Do not start onsite building construction prior to completion of rear-yard sanitary works.
- At Developer's cost, the City is to:
 - Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Design and construct the frontage improvements including, but limited to, the following:
 - Removal of the existing sidewalk and backfill of the remaining area between the existing curb and the new sidewalk to provide a 3.5 m wide grass boulevard with street trees. The 2.0 m road dedication area is to be planted with grass only. A root barrier is to be installed between the 2.0 m grass boulevard and the 1.5 m grass and tree boulevard.
 - Construct a new 1.5 m wide concrete sidewalk behind the 3.5 m wide boulevard, with tie-in to the existing sidewalk north and south of the development site. A 0.3 m wide PROP SRW is required to achieve the full sidewalk width.

- All existing driveways along the No. 2 Road frontage are to be closed permanently. The developer is responsible for the removal of the existing driveway let-downs and replacement with barrier curb and gutter, boulevard, and concrete sidewalk per the standards described above.
- Construct a new single vehicle access to City design standards.
- Construct a concrete bus pad (2.9 m x 9.0 m) with electrical pre-ducting conduits at the No. 2 Road/Maple Road northbound bus stop. The bus pad is to be constructed to meet accessible bus stop design standards.
- Consult Parks on the requirements for tree replacements, including tree species and spacing as part of the frontage works.
- Consult engineering on lighting and other utility requirements as part of the frontage works.
- Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, 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.
 - Complete Road Restoration in compliance with Bylaw 7869 due to any road cuts made in No 2 Rd.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 19 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	11 cm	6 m
6	10 cm	5.5 m
7	9 cm	5 m

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

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

1. Submission of a Landscape Security based on 100% of the cost estimate provided by a Landscape Architect, including all hard and soft materials, installation, and a 10% contingency.

Prior to Demolition 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.

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

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

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9880 (RZ 16-754046)
9091 & 9111 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. 004-234-499

Lot 1 Section 25 Block 4 North Range 7 West New Westminster District Plan 17904

P.I.D. 004-062-477

Lot 2 Section 25 Block 4 North Range 7 West New Westminster District Plan 17904

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9880”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

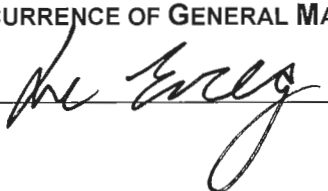

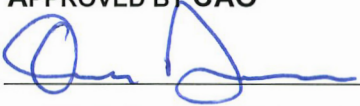
To: Planning Committee
From: Victor Wei, P. Eng.
Director, Transportation
Date: July 6, 2018
File: 10-6455-03/2018-Vol
01
Re: **Proposed Amendments to Zoning Bylaw 8500 – Accessible Parking Requirements**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9902, to incorporate revised accessible parking requirements within Section 7, Parking and Loading, be introduced and given first, second and third reading; and
2. That notwithstanding the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902:
 - a. If a Development Permit has been issued prior to the adoption of Bylaw 9902, the owner may, while the Development Permit remains valid, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902; and
 - b. If an acceptable Development Permit application has been submitted to the City prior to the adoption of Bylaw 9902, the owner may, until December 31, 2019, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Section 7 (Parking and Loading) of Zoning Bylaw 8500 identifies the requirements for off-street accessible parking spaces for residential, commercial and other uses. In collaboration with the Richmond Centre for Disability, staff have identified a need to update the City's accessible parking space dimensions and requirements. The proposed bylaw amendment will better accommodate the increased use of side-loading vans for individuals using wheelchairs. The proposed amendments to Section 7 would respond to feedback from stakeholder groups and reflect the best practices of other jurisdictions in BC and across North America.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.1. Growth and development that reflects the OCP, and related policies and bylaws.

3.3. Effective transportation and mobility networks.

This report also supports the following actions of the Council-adopted *Social Development Strategy*:

- Action 3.5: Promote best practices in the assessment and upgrading of accessibility features in the City and non-City facilities (e.g. continued participation with the Rick Hansen Foundation and others on the promotion and enhancement of the Planat online venue accessibility rating tool).
- Action 3.7: Ensure that, to the extent possible, City facilities and the public realm (e.g., parks, sidewalks) are accessible.

Analysis

The current parking space specifications in Zoning Bylaw 8500 and the rationale for the proposed amendments regarding on-site accessible parking space dimensions and requirements are discussed below. In addition, the terminology used Section 7 would be updated (i.e., use "accessible" instead of "handicapped" in Section 7.5.11).

Zoning Bylaw 8500, Section 7.5.11: Accessible Parking Space Dimensions

The current bylaw specifies a clear minimum length (5.5 m) and width (3.7 m) for an accessible parking space. Both staff and the Richmond Centre for Disability (RCD) have recently identified that the use of side-loading vans is becoming more prevalent for individuals using wheelchairs; however, the current accessible parking space dimensions do not provide sufficient width to accommodate a typical side-loading ramp and adequate space for the manoeuvring of a wheelchair. Figure 1 illustrates an example of the current challenges being encountered by those

using side-loading vans where the ramp cannot be deployed even though both parking spaces are marked as accessible (note that the location shown is not in Richmond).

Based on staff's research of best practices in BC and across North America, consistency with the BC Building Access Handbook 2014 (forms part of the 2012 BC Building Code) and input from RCD, the proposed change would revise the minimum required dimensions for an accessible parking space and introduce new dimensions for a van accessible parking space as shown in Table 1. Specification of a minimum vertical clearance is not necessary as it would remain consistent with that specified by the BC Building Code (i.e., 2.0 m), which accommodates the majority of passenger side-loading vans.



Figure 1: Side-Loading Van Unable to Deploy Ramp (photograph taken in jurisdiction outside Richmond)

Table 1: Current and Proposed Accessible Parking Space Dimensions

Type of Parking Space	Current		Proposed			
	Length	Width	Length	Width	Shared Aisle	Combined Width+Aisle
Accessible Space	5.5 m	3.7 m	5.5 m	2.5 m	1.5 m	4.0 m
Van-Accessible Space	-	-	5.5 m	3.4 m	1.5 m	4.9 m

As discussed further below, an accessible or van accessible parking space must be provided with an adjacent shared aisle. As a result, if one accessible space is to be provided, the proposed combined total width of each parking space (4.0 m and 4.9 m for accessible and van accessible spaces, respectively) would be wider than the current width dimension of 3.7 m for an accessible parking space.

With the efficient use of overlapping space of adjacent stalls, the proposed versus the current combined total widths of the accessible parking spaces would be the same if the number of stalls to be provided is in multiples of even numbers and adjacent to each other. For example, if two accessible parking spaces are required, the total combined width is 7.4 m, which is the same as the existing dimension.¹ The overall increased width of multiples of odd number of spaces would be only 1.2 m for each row of accessible parking spaces compared to the existing standard.

Zoning Bylaw 8500, Sections 7.5.14 & 7.5.15: Accessible Parking Space Requirements

Currently, for on-site parking areas that require 11 or more total spaces and for residential uses that require a minimum of three visitor parking spaces, a minimum of 2% of those parking spaces must be marked and signed as accessible spaces for the use of people with disabilities.

¹ For two accessible parking spaces, the proposed combined width of 7.4 m is comprised of a 3.4 m van accessible parking space, a 1.5 m shared aisle and a 2.5 m accessible parking space; the current combined width is two 3.7 m accessible parking spaces.

RCD has identified concerns regarding the apparent abuse of accessible parking permits as well as non-permit holders using accessible parking stalls, inconsistencies in pavement markings and the potential for motorists to hit the signs especially while backing in. To address these concerns and integrate the new van accessible parking space into the overall accessible parking space requirements, the proposed amendments would:

- revise the accessible parking space requirements to incorporate the minimum provision of the new van accessible parking space and shared aisle;
- strengthen the signage to identify the existing penalties for the misuse of an accessible parking space and to specifically identify a van accessible parking space;
- specify the location of the pavement markings to ensure that the wheelchair symbol is not fully covered when the space is occupied; and
- require provision of a wheel stop in each accessible parking space to prevent motorists from hitting the sign.

As shown in Attachment 1, if only one accessible stall is required, the space would be van accessible (3.4 m wide plus 1.5 m shared aisle for a total width of 4.9 m). If two accessible stalls are required, one stall would be van accessible and one would be the proposed standard accessible stall (2.5 m wide plus the same 1.5 m shared aisle for total width of 4.0 m). As noted above, the proposed combined width of the two accessible stalls would be 7.4 m, which is equal to the current width for two standard accessible stalls.

In cases where multiples of two accessible stalls are to be provided adjacent to each other, this paired arrangement would be repeated. In cases where there are an odd number of accessible stalls to be provided, the arrangement would be a combination of the single van accessible stall (3.4 m wide plus 1.5 m shared aisle) plus the paired arrangement of a van accessible stall and a standard accessible stall (total width of 7.4 m). The proposed accessible parking space requirements and layouts reflect staff's research of best practices in BC and across North America and are similar to those of the US Access Board and the *Americans with Disabilities Act* (ADA).

As shown in Attachment 2, accompanying signage would identify van accessible stalls and the existing penalty for misuse of an accessible parking stall. The wheelchair symbol pavement marking would be located in line with the end of the stall to improve its visibility when occupied and each stall would be required to have a wheel stop.

RCD also raised a concern that in some parking lots, individuals using mobility devices cannot access the ramp from the parking stall to the pedestrian area because the ramp is located at the head of the parking stall and thus is blocked by either their own or another vehicle. Attachment 2 specifies placing the ramp at the head of the adjacent shared aisle. With this proposed arrangement, both the aisle and ramp would accommodate those utilizing the accessible stalls as well as other pedestrians using the parking lot.

Consultation with Richmond Centre for Disability

Staff met with RCD on two occasions (some members on December 7, 2017 and the RCD Board on June 19, 2018) to discuss and develop the specifications for the van accessible parking spaces.

RCD is fully supportive of the proposed amendments and has provided a letter of support (Attachment 3). RCD also intends to engage with the City of Delta to suggest adoption of similar requirements in that municipality using Richmond's proposed initiative as an example.

As a proactive initiative at the request of RCD, staff have incorporated van accessible parking spaces into the parking requirements for the Minoru Centre for Active Living and the new Brighthouse Fire Hall No. 1 at Granville Avenue and Gilbert Road. In addition, two accessible parking spaces within the existing parkade located between the Minoru Arenas and the Cultural Centre have recently been upgraded to become van accessible via re-striping and the installation of signage and wheel stops.

Consultation with Urban Development Institute

Staff corresponded with members of the Richmond Committee of the Urban Development Institute (UDI) to obtain feedback on the proposed Zoning Bylaw amendments. As of the time of writing, two comments were received, both of which expressed support for the proposed revised requirements.

One respondent noted that the increased total width was acceptable provided the number of accessible parking stalls required did not change. Staff confirm that the minimum number of accessible parking stalls to be provided would remain unchanged.

The other respondent also suggested that when an odd number of accessible spaces are required, the number should be rounded down rather than up (e.g., if three accessible stalls are required, one would be van accessible rather than two as proposed). Staff consider the proposed requirement as appropriate based on feedback from RCD and demographic trends that project an increasingly aging population.

Proposed Zoning Bylaw 8500 Amendments

The proposed amendments to Section 7, Parking and Loading, of Zoning Bylaw 8500 would incorporate the revised accessible parking requirements. The requirements would apply to new developments that submit building permit application after enactment of the amendment bylaw. The requirements would not apply to parking lots approved prior to adoption of the bylaw (i.e., the requirements will not apply retroactively to existing parking lots). In-stream applications would be accommodated via the following processes:

- if a Development Permit has been issued prior to adoption of the bylaw, the owner may apply for a Building Permit in compliance with the existing accessible parking requirements for the duration of the time that the Development Permit is valid; and
- if an acceptable Development Permit application has been submitted to the City prior to adoption of the bylaw, the owner will have until December 31, 2019 to apply for a Building Permit in compliance with the existing accessible parking requirements.

Upon enactment of the amendment bylaw, an information bulletin would be prepared and posted on the City's website to advise of the new parking requirements.

Financial Impact

None.

Conclusion

The proposed amendments to Section 7 (Parking and Loading) of the Zoning Bylaw respond to community feedback, reflect best practices and advance the social development and transportation goals, objectives and actions outlined in the *Official Community Plan* and related strategies (e.g., *Building our Social Future: A Social Development Strategy for Richmond*).



Donna Chan, P.Eng., PTOE
Manager, Transportation Planning
(604-276-4126)



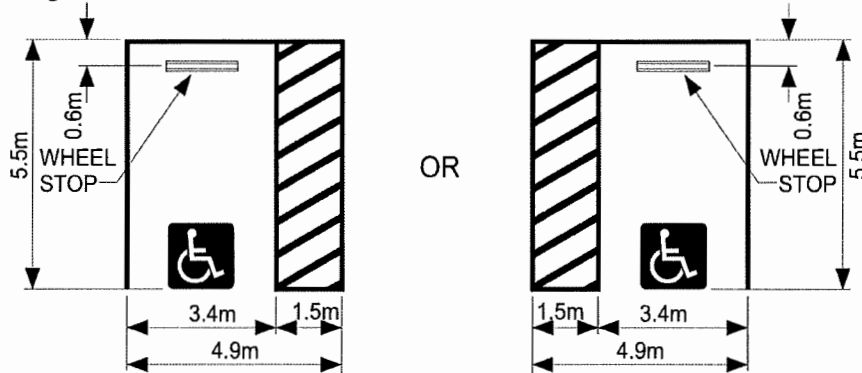
Joan Caravan
Transportation Planner
(604-276-4035)

- Att. 1: Proposed Accessible Parking Space: Dimensions and Layout
- Att. 2: Proposed Accessible Parking Space: Signage and Pavement Markings
- Att. 3: Letter of Support from Richmond Centre for Disability

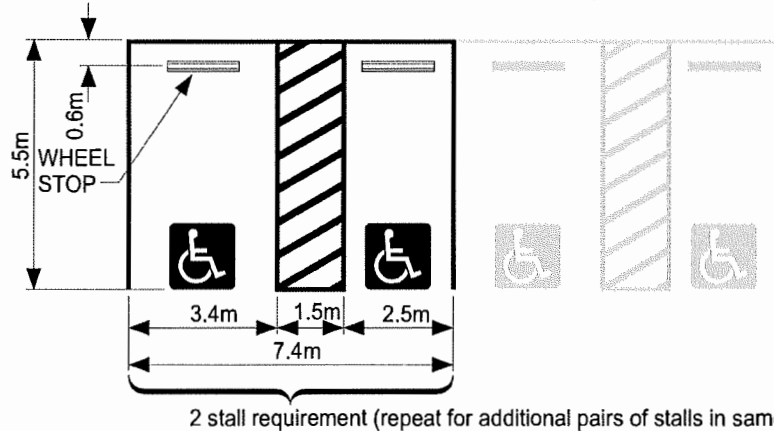
Proposed Accessible Parking Space: Dimensions and Layout

Required number of stalls: one for every two accessible stalls required, rounded up

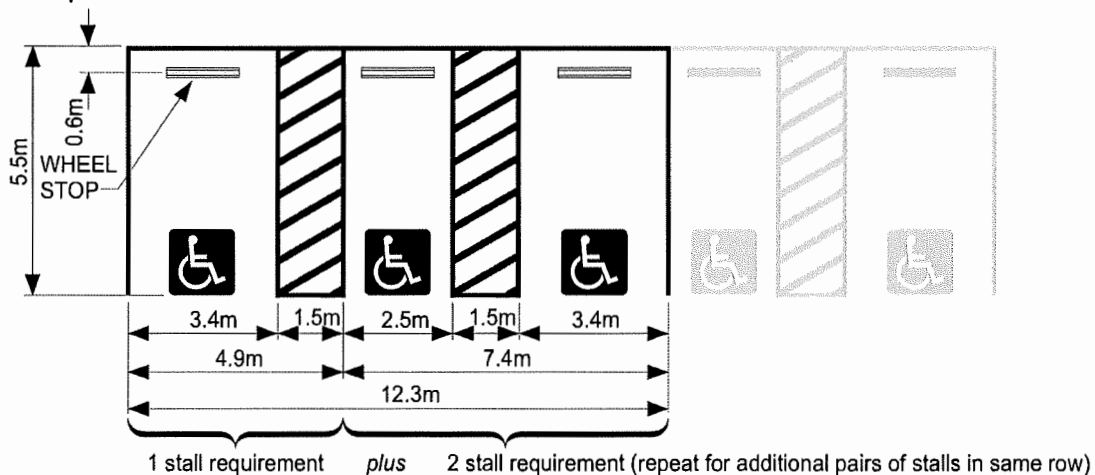
- For one accessible stall required, such a stall shall be van accessible and have the following dimensions:



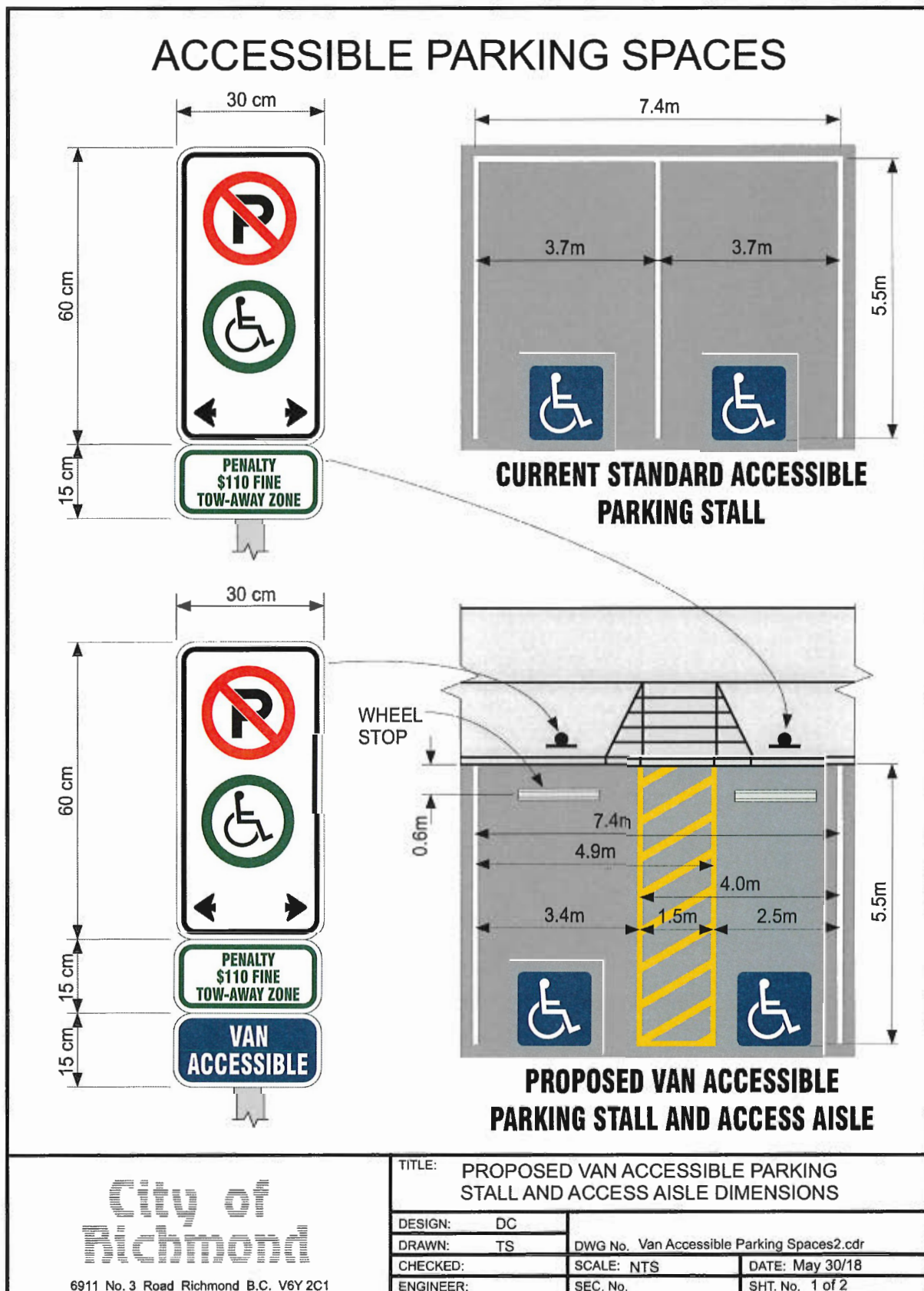
- For two or more even number of accessible stalls required, the stalls shall be marked as:



- For three or more odd number of accessible stalls required, a combination of requirements 1 and 2 shall be used and marked as:



Proposed Accessible Parking Space: Signage and Pavement Markings



Letter of Support from Richmond Centre for Disability



Richmond Centre for Disability

“Promoting a new perspective on disability”

June 25, 2018

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

Dear Mayor Brodie and all City Councillors;

Re: Support Letter for Bylaws Inclusion of Van Accessible Parking Spaces

We are writing this letter, on behalf of the Richmond Centre for Disability (RCD) and its Board of Directors, to support and commend the proposed Bylaw changes to include Van Accessible Parking Spaces in the City of Richmond.

The RCD brought up the issue of Van Accessible Parking Space, or lack of it, in Richmond, during one of the Operational Issues Meetings with City Staff last year. We received very positive feedback from the Transportation Department; and Donna Chan, Manager of Transportation Planning, presented their proposed changes to Richmond Bylaws to include van accessible parking requirements at the RCD June board meeting. It has been met with overwhelming support as well as great excitement and anticipation.

We gave kudos to City Staff for listening to the diverse needs of citizens in Richmond; for undertaking thorough analysis of relevant information; and for taking timely action to bring forward a proposal of some unique designs of van accessible parking recommendations. We are excited and proud that the City of Richmond will be setting the benchmark for inclusiveness and be the champion in accessibility for all.

Thank you for your support and the RCD values the partnership with the City of Richmond to build an inclusive and accessible community that would encourage the participation of all citizens.

Respectfully Yours,

George Pope
RCD Board Chair

Ella Huang
RCD Executive Director

cc. Victor Wei, Director, Transportation, City of Richmond
Donna Chan, Manager, Transportation Planning, City of Richmond

100-5671 No. 3 Rd., Richmond, B.C. V6X 2C7
tel 604 232 2404 ♦ fax 604-232-2415 ♦ tty 604 232 2479
email: rcd@rcdrichmond.org ♦ web: www.rcdrichmond.org



Richmond Zoning Bylaw 8500 Amendment Bylaw 9902

The Council of the City of Richmond enacts as follows:

- (1) **Richmond Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.11 with the following:

7.5.11 On-site **parking spaces** shall have the following clear minimum dimensions:

Town Housing, Apartment Housing, Mixed Commercial/Residential Uses, Affordable Housing Units				All Other Uses		
	Length	Width	Shared Aisle	Length	Width	Shared Aisle
Standard Space	5.5 m	2.5 m	-	5.5 m	2.65 m	-
Small Space	4.6 m	2.3 m	-	5.0 m	2.4 m	-
Accessible Space	5.5 m	2.5 m	1.5 m	5.5 m	2.5 m	1.5 m
Van Accessible Space	5.5 m	3.4 m	1.5 m	5.5 m	3.4 m	1.5 m
No building column projection/encroachment into parking spaces or shared aisle				No encroachment of building columns into shared aisle or parking spaces if columns are on both sides of a single stall		

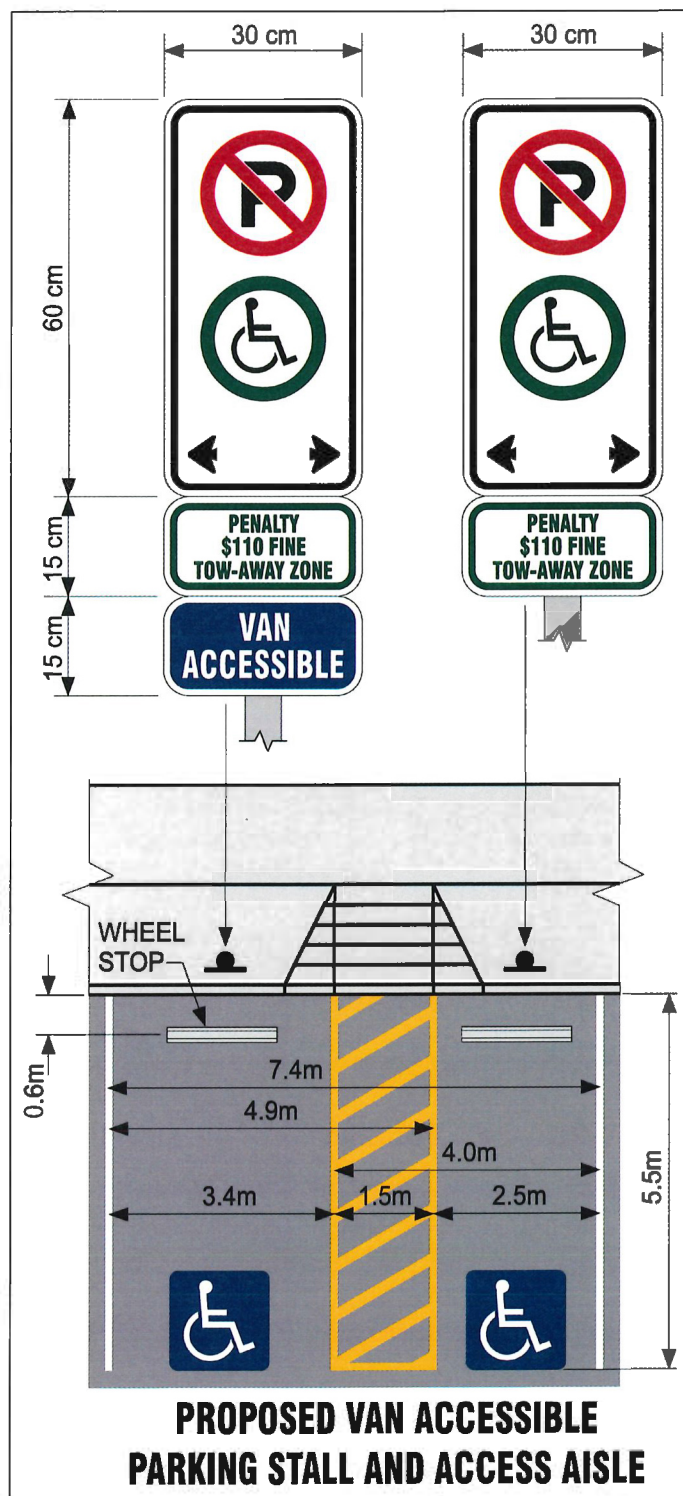
- (2) **Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.14 with the following:

7.5.14 For on-site parking areas which contain 11 or more spaces, a minimum of 2% of the required **parking spaces**, rounded upward to the nearest whole number, shall be:

- (a) located close, and be accessible to the **building** entrance;
- (b) marked with a clearly visible sign identifying the spaces for use by disabled persons only as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (c) marked on the parking surface with the international symbol for wheelchair accessibility as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (d) provided with a ramp located at the end of the shared aisle as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14; and

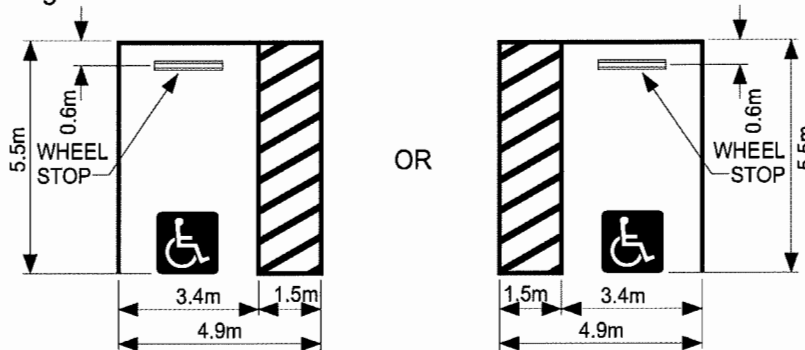
- (e) provided in the arrangement shown in Section 7.5.14.B accompanying and forming part of Section 7.5.14.

7.5.14.A

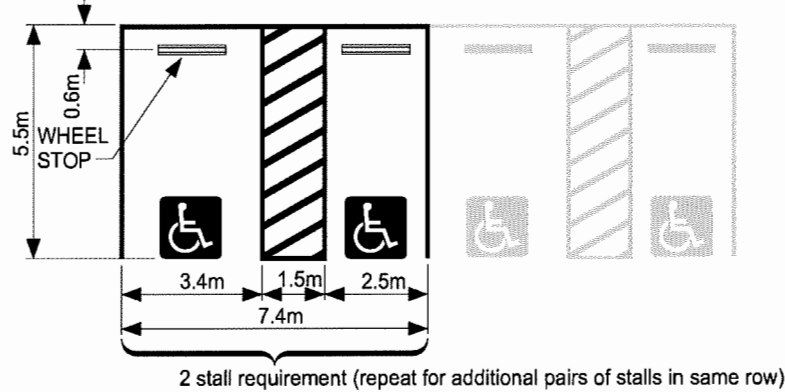


7.5.14.B

1. For one accessible stall required, such a stall shall be van accessible and have the following dimensions:

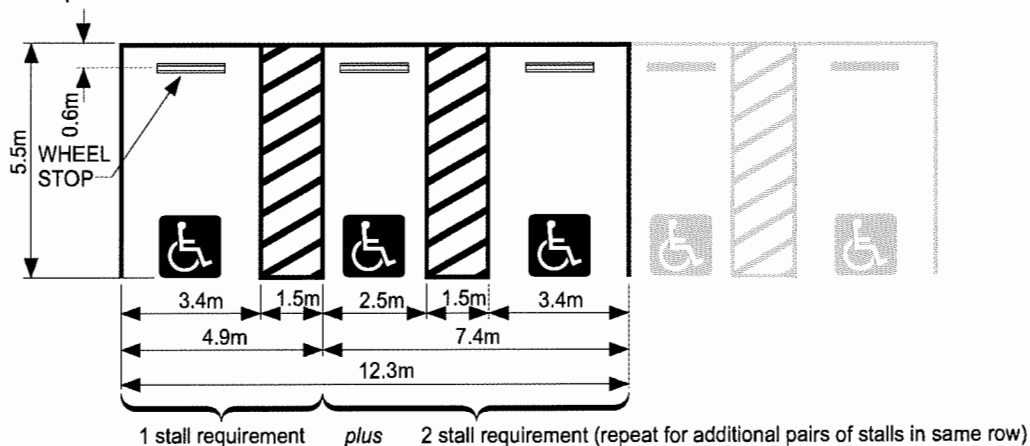


2. For two or more even number of accessible stalls required, the stalls shall be marked as:



2 stall requirement (repeat for additional pairs of stalls in same row)

3. For three or more odd number of accessible stalls required, a combination of requirements 1 and 2 shall be used and marked as:



1 stall requirement plus 2 stall requirement (repeat for additional pairs of stalls in same row)

- (3) **Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.15 with the following:

- 7.5.15 For residential **uses** that require a minimum of three visitor **parking spaces**, a minimum of 2% of the total required **parking spaces**, rounded upward to the nearest whole number, shall be:
- (a) marked with a clearly visible sign identifying the spaces for use by disabled persons only as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
 - (b) marked on the parking surface with the international symbol for wheelchair accessibility as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14; and
 - (c) provided in the arrangement shown in Section 7.5.14.B accompanying and forming part of Section 7.5.14.

(4) This Bylaw is cited as “**Zoning Bylaw No. 8500, Amendment Bylaw No. 9902**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

