



**Planning Committee**

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

**Tuesday, July 19, 2016  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**PLN-5**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on July 5, 2016.*



NEXT COMMITTEE MEETING DATE

September 7, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **REQUEST FROM HABITAT FOR HUMANITY FOR DEVELOPMENT COST CHARGE GRANT FROM THE AFFORDABLE HOUSING RESERVE FUND**  
(File Ref. No. 08-4057-01) (REDMS No. 5029734 v. 15)

**PLN-10**

**See Page PLN-10 for full report**

*Designated Speaker: Joyce Rautenberg*

STAFF RECOMMENDATION

- (1) *That \$134,538 be paid to the Habitat for Humanity Society of Greater Vancouver towards development cost charges associated with the six (6) affordable homeownership units and six (6) affordable secondary rental suites located at 8180 Ash Street; and*
- (2) *That the 5-Year Financial Plan (2016-2020) be amended to include an additional \$134,538 from the Affordable Housing Capital Reserve Fund for the City's grant towards the development.*



PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY FARZANA AND TRILOCHAN KHOKHAR FOR REZONING AT 10644 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO LARGE LOT ARTERIAL ROAD COACH HOUSE (RCH2)**

(File Ref. No. 12-8060-20-009498; RZ 14-662864) (REDMS No. 4768168)

PLN-19

See Page PLN-19 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9498, to create the “Large Lot Arterial Road Coach House (RCH2)” zone, and to rezone 10644 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Large Lot Arterial Road Coach House (RCH2)” zone, be introduced and given first reading.*



3. **APPLICATION BY GBL ARCHITECTS, ON BEHALF OF TRANS-PACIFIC BUSINESS CORPORATION, INC. NO. 33797 FOR REZONING AT 7260 WESTMINSTER HIGHWAY FROM AUTO-ORIENTED COMMERCIAL (CA) TO MID-RISE CONGREGATE HOUSING AND COMMERCIAL USE (ZR11) – BRIGHOUSE VILLAGE (CITY CENTRE)**

(File Ref. No. 12-8060-20-009547; RZ 14-676714) (REDMS No. 5055504 v. 2)

PLN-45

See Page PLN-45 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9547 to create the “Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)” zone, and to rezone 7260 Westminster Highway from “Auto-Oriented Commercial (CA)” to “Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)”, be introduced and given first reading.*



4. **APPLICATION BY 1037533 BC LTD. FOR REZONING AT 8620 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO TOWN HOUSING (ZT80) – RAILWAY AVENUE**

(File Ref. No. 12-8060-20-009563; RZ 15-709884) (REDMS No. 5045918)

PLN-88

See Page PLN-88 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9563, to create the “Town Housing (ZT80) – Railway Avenue” zone, and to rezone 8620 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Town Housing (ZT80) – Railway Avenue” zone, be introduced and given first reading.*



5. **APPLICATION BY TRENDSETTER HOMES LTD. FOR REZONING AT 11920/11940 DUNAVON PLACE FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-009571; RZ 15-704505) (REDMS No. 5013082 v. 2)

PLN-120

See Page PLN-120 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9571, for the rezoning of 11920/11940 Dunavon Place from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/A)”, be introduced and given first reading.*



6.    **APPLICATION BY WESTMARK DEVELOPMENTS LTD. FOR REZONING AT 6700/6720 NO. 1 ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/C)**  
(File Ref. No. 12-8060-20-009583; RZ 15-705932) (REDMS No. 4964928)

PLN-138

See Page PLN-138 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9583, for the rezoning of 6700/6720 No. 1 Road from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/C)”, be introduced and given first reading.*



7.    **APPLICATION BY 8572534 CANADA LTD. FOR REZONING AT 5960 NO. 6 ROAD TO ALLOW A LICENSED HEALTH CANADA MEDICAL MARIHUANA PRODUCTION FACILITY**  
(File Ref. No. 12-8060-20-9109/9592; RZ 14-665028) (REDMS No. 5069273)

PLN-156

See Page PLN-156 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

- (1)    *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9109, to create the “Licensed Health Canada Pharmaceutical Production (ZI11)” zoning district and rezone 11320 Horseshoe Way (RZ 13-639815) to “Licensed Health Canada Pharmaceutical Production (ZI11)”, be abandoned; and*
- (2)    *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9592, for the rezoning of 5960 No. 6 Road to allow a licensed Health Canada medical marihuana production facility and supporting uses on a site-specific basis in the “Light Industrial (IL)” zoning district, be introduced and given first reading.*



8.    **MANAGER’S REPORT**

ADJOURNMENT







## Planning Committee

Date: Tuesday, July 5, 2016

Place: Anderson Room  
Richmond City Hall

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

Absent: 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 21, 2016, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

July 19, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

### AGENDA ADDITION

It was moved and seconded

*That Update: Referral on Illegal Units/Airbnb be added to the agenda as Item No. 5A.*

**CARRIED**

**Planning Committee**  
**Tuesday, July 5, 2016**

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**COMMUNITY SERVICES DIVISION**

1. **HOUSING AGREEMENT BYLAW NO. 9544 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 9251 & 9291 ALEXANDRA ROAD (JINGON DEVELOPMENT GROUP)**

(File Ref. No. 08-4057-01) (REDMS No. 5042629 v. 2)

It was moved and seconded

*That Housing Agreement (9251 & 9291 Alexandra Road) Bylaw No. 9544 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Development Permit Application DP 12-613923.*

**CARRIED**

2. **HOUSING AGREEMENT BYLAW NO. 9552 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 23241, 23281 AND PART OF 23301 GILLEY ROAD, AND PART OF 23060 AND 23000 WESTMINSTER HIGHWAY (ORIS DEVELOPMENTS (HAMILTON) CORP.)**

(File Ref. No. 08-4057-01) (REDMS No. 5042367 v. 6)

It was moved and seconded

*That Housing Agreement (23241, 23281 and part of 23301 Gilley Road, and part of 23060 and 23000 Westminster Highway) Bylaw No. 9552 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 14-660663.*

**CARRIED**

**PLANNING AND DEVELOPMENT DIVISION**

3. **APPLICATION BY 0870068 BC LTD. FOR REZONING AT 9351 NO. 1 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009577; RZ 15-710083) (REDMS No. 5030280)

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It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9577, for the rezoning of 9351 No. 1 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.*

**CARRIED**

**4. APPLICATION BY SANSAAR INVESTMENTS LTD. FOR REZONING AT 9460 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009582; RZ 15-701879) (REDMS No. 4994726)

Wayne Craig, Director, Development, reviewed the application, noting that the surrounding neighbourhood generally supports the proposed development and that the lot's dimensions are insufficient for townhouse development.

Discussion ensued with regard to ensuring occupancy of proposed secondary suites at completion of the proposed development.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that developments with secondary suites are not subject to housing agreements. He added that staff review of the Affordable Housing Strategy is underway and that options to include housing agreements for developments with secondary suites can be examined.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9582, for the rezoning of 9460 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.*

**CARRIED**

**5. APPLICATION BY HAYDENCO HOLDINGS LTD. FOR REZONING AT 12040 NO. 5 ROAD FROM AGRICULTURAL (AG1) TO LIGHT INDUSTRIAL (IL)**

(File Ref. No. 12-8060-20-009584; RZ 14-672762) (REDMS No. 5037684)

Mr. Craig reviewed the application, noting that the site is currently zoned agricultural but is excluded in the Agricultural Land Reserve (ALR).

Discussion ensued with regard to the historical agricultural zoning in the area and other areas in the city where sites are zoned for agricultural but are excluded from the ALR.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9584, for the rezoning of 12040 No. 5 Road from "Agricultural (AG1)" to "Light Industrial (IL)", be introduced and given first reading.*

**CARRIED**

## Planning Committee

### Tuesday, July 5, 2016

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#### 5A. **UPDATE: REFERRAL ON ILLEGAL UNITS/AIRBNB**

(File Ref. No.)

Ben Dias, Manager, Community Bylaws and Roads and Construction, briefed Committee on a large home that was reported to offer unlicensed short-term hotel-type lodging, noting that staff have inspected the home for unauthorized modifications and sent a letter to the owner to remove advertising promoting the home for hotel-type lodging. He added that the property is being rented by a single individual.

Doug Long, City Solicitor, commented on the current regulations on short-term property rentals and the role of strata corporations to address issues related to short-term property rentals, noting that the Province is reviewing current regulations and that staff will provide a report on the matter.

In reply to queries from Committee, Mr. Dias advised that the enforcement process is based on complaints and that approximately 18 complaints have been received in the first two quarters of 2016.

Discussion ensued with respect to policies for short-term property rentals in agricultural areas and the supply of rental housing in the city.

#### 6. **MANAGER'S REPORT**

##### *(i) Blueberry Winery*

Mr. Craig briefed Committee on a building permit application for a blueberry winery on No. 6 Road, noting that the proposed facility is approximately 6,000 square feet in size and complies with the zoning bylaw and the Agricultural Land Commission's (ALC) winery regulations. He added that the site is approximately 10 acres in size and approximately 8 acres will be utilized for blueberry production.

##### *(ii) Tree Protection Bylaw*

Mr. Erceg spoke on the City's Tree Protection Bylaw, noting that (i) approximately 700 trees have had permits for removal denied, (ii) approximately 30 percent more trees are planted to replace trees that have been removed, (iii) staff have responded to complaints to ensure trees remain on-site, (iv) a cash contribution is provided by developers in lieu of the trees that cannot be retained and those funds are used by the City for tree planting with almost 1000 trees planted in 2015, and (v) the City will host open houses to provide information on the City's tree protection regulations.

In reply to queries from Committee, Gordon Jaggs, Tree Preservation Coordinator, advised that a list of native tree species for replanting is available on the City's website. Mr. Erceg added that the species and size of the replacement tree is dependent on its suitability for the site.

## Planning Committee

### Tuesday, July 5, 2016

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Discussion ensued with regard to public awareness of the City's tree protection regulations and the number of trees that have been protected.

In reply to queries from Committee, Mr. Erceg advised that tree removal permits are generally not issued for healthy trees.

#### ***(iii) Application for a Large House in the Agricultural Land Reserve***

Mr. Erceg updated Committee on an application for a large house within the ALR, noting that the application for a 41,000 square foot house has been cancelled by the Building Department since it does not conform with zoning regulations. He added that there is a trend for larger homes on agricultural property and that the size of an average single-family home on agricultural property has grown from approximately 7,000 square feet to 12,000 square feet.

Discussion ensued with regard to introducing guidelines or regulations on house size on agricultural property and other areas in the Lower Mainland where there is a trend of building large homes in agricultural areas. It was noted that Provincial guidelines in this regard have been ineffective and that a regulatory approach is required.

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

It was moved and seconded

***That a letter be sent to the Agricultural Land Commission and the Ministry of Agriculture requesting that they introduce Provincial regulations to control the maximum house size and house location on properties within the ALR.***

**CARRIED**

## ADJOURNMENT

It was moved and seconded

***That the meeting adjourn (4:33 p.m.).***

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, July 5, 2016.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator



# City of Richmond

## Report to Committee

**To:** Planning Committee **Date:** June 27, 2016  
**From:** Cathryn Volkering Carlile **File:** 08-4057-01/2016-Vol  
General Manager, Community Services 01  
**Re:** Request from Habitat for Humanity for Development Cost Charge Grant from  
the Affordable Housing Reserve Fund

### Staff Recommendation

1. That \$134,538 be paid to the Habitat for Humanity Society of Greater Vancouver towards development cost charges associated with the six (6) affordable homeownership units and six (6) affordable secondary rental suites located at 8180 Ash Street; and
2. That the 5-Year Financial Plan (2016-2020) be amended to include an additional \$134,538 from the Affordable Housing Capital Reserve Fund for the City's grant towards the development.

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

Att. 1

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

## Staff Report

### Origin

The purpose of this report is to recommend that Council approve a payment of \$134,538 to the Habitat for Humanity Society of Greater Vancouver towards the development cost charges associated with the provision of six (6) affordable homeownership units and six (6) affordable secondary rental suites located at 8180 Ash Street.

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.*

2.2. *Effective social service networks.*

This report also 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.*

3.4. *Diversity of housing stock.*

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

*Strategic Direction #1: Expand Housing Choices*

### Analysis

On July 13, 2015, Council approved the issuance of a Development Variance Permit to permit the subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/b)" for the purpose of developing single-family dwellings. The lots are proposed to include six (6) single-family affordable homeownership homes and six (6) secondary suites for affordable rental.

### Habitat for Humanity Request

Habitat for Humanity has submitted a written request to the City (Attachment 1) for a grant from the Affordable Housing Capital Reserve Fund to cover the development cost charges associated with the affordable housing project. It is anticipated the grant would be paid out prior to filing of the subdivision plan. Prior to providing the DCC grant, the City will give notice of assistance through publication in local newspaper as may be required under the *Community Charter*. The cost breakdown is as follows:

<b>Costs</b>	<b>Amount</b>
City Development Cost Charges	\$124,298
Greater Vancouver Sewerage and Drainage Fees	\$5,385
School Site Acquisition Charge	\$3,475
Address Assignment Fee	\$1,380
<b>Total</b>	<b>\$134,538</b>

#### Policy 5008 – Affordable Housing Reserve Funds Policy

At the discretion of Council, funding from the Affordable Housing Reserve Fund can be allocated towards projects that meet the specific housing and support needs of priority groups. The purpose of the Affordable Housing Reserve Fund Policy (Policy 5008) is to address affordable housing needs through planning, partnering and supporting a range of affordable housing development opportunities as resources and budgets become available.

The Affordable Housing Reserve Fund established by Bylaw 7812 may be used for capital expenditures, including providing fiscal relief (i.e. development cost charges, costs related to the construction of infrastructure to service the land, and development application and permit fees) to eligible non-profit housing providers for the purchase or development of subsidized rental units.

#### Habitat for Humanity Model

Habitat for Humanity's affordable housing project model addresses the objectives of the Affordable Housing Strategy, which identifies the three priorities as:

1. Subsidized rental housing – for households earning \$34,000 or less;
2. Low end market rental housing – for households earning between \$34,000 or less and \$57,000 or less; and
3. Entry-level homeownership – for households earning \$60,000 or less.

The model primarily addresses Priority #3, but depending on the household's income level, the affordable secondary rental suites meet the goals of Priority #1 or #2. Habitat for Humanity's model also responds to the Social Development Strategy Action 1.3, which is "enhancing policies and mechanisms for facilitating affordable homeownership in Richmond".

Habitat for Humanity has provided the following details of their operating model:

- The society works with community support and partner families to build safe, quality homes;
- Habitat partner families contribute 500 hours of "sweat equity" into building their home as their down payment. Families pay an interest free mortgage inclusive of taxes and



home insurance that is tailored to be no more than 30% of their annual gross household income.

- The money collected from the mortgage payments is deposited into Habitat for Humanity's Building Fund, which is leveraged to build additional homes for other partner families, while simultaneously building a savings fund for the partner to be used in the traditional mortgage market.
- The home remains within the Habitat for Humanity inventory and when the initial owner (partner family) decides to sell the home, the unit will return to Habitat for Humanity to be used by another eligible family. The next family will also pay 30% of their income towards the mortgage. This model secures affordability for the subsequent purchasers, not just the initial buyer.
- The affordable secondary rental suites located in each home will provide the owners of the affordable homeownership units with a revenue stream. The selection criteria and rental cost threshold (e.g. tenants will not pay more than 30% of their household income on rent) will also be administered by Habitat for Humanity. Prior to subdivision, Habitat for Humanity is required to register a legal agreement on title to ensure the secondary suite is constructed on each lot.

To ensure the units remain affordable in case the program cannot be continued, there is an Affordable Housing Agreement registered on title in favour of the Provincial Rental Housing Corporation (BC Housing's holding company) for the site. The Affordable Housing Agreement includes an option to purchase, which functions as the mechanism to secure affordability. The agreement ensures that ownership of the site remains with an agency that is committed to the long term provision of affordable housing. The agreement also defines the terms by which the Provincial Rental Housing Corporation (BC Housing's holding company) would reclaim ownership of the site, and sets out the eligibility criteria for future home owners.

### Program Proposal Evaluation

Although Habitat for Humanity's model is a slight deviation from the proposals that would normally be considered under the Affordable Housing Reserve Fund Policy (e.g. the single family homes will be sold to qualified applicants and the non-profit organization will not retain ownership of the homes), staff recommend Council approve this request as the proposed housing model meets the intent and purpose of the policy to generate safe, affordable and appropriate housing to meet priority needs and existing gaps in Richmond.

The Affordable Housing Reserve Fund Policy identifies information required from project proposals. Below is a chart demonstrating how the proposed model responds to the policy criteria's key themes.

Criteria	Proposed Model
<b>Client Group</b>	Low to moderate income families
<b>Anticipated Client Income Levels</b>	Habitat for Humanity sets annual income thresholds as part of their eligibility criteria: <ul style="list-style-type: none"> <li>• Affordable homeownership - \$35,000 to \$65,000</li> <li>• Affordable rental - \$25,000 to \$35,000</li> </ul>

Criteria	Proposed Model
<b>Tenure type</b>	<ul style="list-style-type: none"> <li>Mixed – affordable homeownership and affordable rental</li> <li>Based on rent-geared-to-income (RGI) model where partner families do not spend more than 30% of their income on housing costs</li> </ul>
<b>Number of Units</b>	12 units – six (6) affordable homeownership single family homes and six (6) affordable rental secondary suites <ul style="list-style-type: none"> <li>The affordable homeownership units are all 3-bedroom (including one accessible unit)</li> <li>The secondary suite units are all 2-bedroom</li> </ul>
<b>Selection Process</b>	Habitat for Humanity sets the following eligibility requirements for their selection process: <ul style="list-style-type: none"> <li>Families must be employed (at least one member)</li> <li>Families must put in 500 hours of “sweat equity”</li> <li>Families must be living in “sub-standard” accommodation – defined as overpriced, overcrowded, unhealthy and/or unsafe</li> <li>Families must be within the income thresholds</li> <li>Families households will be evaluated based on need</li> </ul>
<b>Community Benefits</b>	<ul style="list-style-type: none"> <li>Homes remain affordable for the long-term, as the homes are re-sold to eligible partner families</li> </ul>

Since the Affordable Housing Strategy (AHS) was adopted in 2007, there have been 19 affordable homeownership units secured in one development. As the City’s priority has been to focus funding and policy efforts on the increasing need for subsidized and low-end market rental options, there have not been enough resources to dedicate towards a comprehensive affordable homeownership program. This model will address the need for affordable homeownership options, while also providing opportunities for affordable rental at the subsidized rental level.

#### Rationale for Funding Support

- The project is 100% affordable housing and non-profit driven. This is similar to the Kiwanis Towers and Storeys development projects, where the City provided a grant to offset the costs of the development cost charges, permit fees and servicing costs. If considered as a single family rezoning by a private applicant, the site would have been required to provide built secondary suites or a mix of built suites and cash-in-lieu. However, rents for secured secondary suites are not restricted under current AHS requirements. In the Habitat model, all of the units (including the secondary suites) are affordable.
- The projected rents and mortgage payments will not exceed 30% of the household’s income. This model is increasingly becoming rare in the current housing context due to a decrease in senior government operating funding and subsidy.
  - The rents for the secondary suites range from \$625 to \$875 per month, depending on household income. Most of the households would benefit from rents that are lower than City’s subsidized rental rate of \$850/month for all unit types.
  - The mortgage payments for the single-family homes range from \$875 to \$1,625 per month, which is comparable to the range of the City’s stipulated low-end market rental maximum rent amounts in the current AHS.

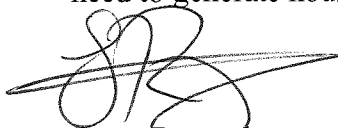
- The City has focused the majority of its resources on providing funding towards affordable rental housing – this project presents an opportunity to increase the number of affordable homeownership units (currently 19 units) and the number of secondary suites (currently 165 units) in Richmond.

### **Financial Impact**

The funds requested would be covered by the City's Affordable Housing Capital Reserve Fund. The payment would be completed through an internal transfer from the Affordable Housing Capital Reserve Fund directly towards the City DCC portion, and the other fees would be paid on behalf of Habitat for Humanity. An amendment to the 5-Year Financial Plan (2016-2020) is required for the grant of \$134,538.

### **Conclusion**

The City recognizes that providing a range of affordable and diverse housing types for residents is an important element of creating a livable community. The main objective of the AHS is to ensure that the City is successful in providing housing options for households of different ages, family types, and incomes. Metro Vancouver estimates that over the next ten years, there will be a need for 1,040 ownership units (including affordable homeownership) and 180 units of low-income rental housing annually. The Habitat for Humanity project is one step in addressing this need to generate housing options for a diverse population.



Joyce Rautenberg  
Affordable Housing Coordinator  
(604-247-4916)

Att. 1: Written Request from Habitat for Humanity Society of Greater Vancouver



City of Richmond

Mayor and Council

Re: Affordable Housing Reserve Fund

Habitat for Humanity Greater Vancouver – Ash Street Build, Richmond BC

Dear Mayor and Council;

Nestled in the City of Richmond, our plans in 2016/17 will see us build 6 single family homes, each with a rental suite. This project will welcome 12 new Habitat partner families, 6 as home owners and 6 as renters, and increase our overall provision of shelter by 43%. The secondary suite inclusion represents a new model for Habitat for Humanity Greater Vancouver and is our way of creatively addressing the incredible need for affordable, stable shelter in our cities.

The design for this project represents a community feel where shared pathways, gardens and a playground help create a sense of cohesion and belonging amongst the partner families.

Habitat for Humanity has a unique way of building homes for our partner families. The uniqueness evolves from the magic that happens when a committed group of corporate and personal donors collaborate with enthusiastic volunteers. Our Ash Street project will be based on the same construction format as the Government Street build in Burnaby ( 27 unit townhouse complex completed in 2013) with a significant amount of our labour force being augmented by community volunteers.

- *Our Habitat build sites are run by professional project managers and site superintendents with construction experience.*
- *We use contracted trades for major components of our builds such as foundation work, mechanical, electrical, and drywall.*
- *In order to enhance the experience and manage the work shifts a volunteer coordinator is assigned to the project.*

Currently our consulting services are covered through generous donations from Abbarch Architecture and PWL Partnerships Landscape Architects, RJC Engineering, WSP, Kryton, Pacific Geotech, Avram Homes and Mathers Bulldozing. We are actively pursuing numerous prospects for donation of product and services to decrease construction costs.

Gift In Kind donations help significantly reduce our cost and are tax receiptable. Cash donations from the community allow us to cover hard costs and ensure that qualified tradesmen are on site at all times to work alongside volunteers and complete the homes in a

timely and efficient manner.

Overall Construction Cost – Ash Street, Richmond BC ( without Gift In Kind labour)

8180 Ash Street Land	\$397,000
8180 Ash Street Construction Cost : 10,950 square feet @ \$186.00 per square foot	\$2,036,700
\$275,000 per unit – one homeowner family and one rental family per unit	
<b>Overall Budget</b>	<b>\$2,433,700</b>

Through our model of no down payment, no interest mortgage, and principal only payments set at 30% of their gross household income (inclusive of property taxes and house insurance), families are swiftly on a path to success. This includes the rental families for each of the homes as they are also Habitat chosen families. Through the inclusion of rentals in this project, we are able to expand our reach into a lower income demographic that could include seniors and disabled youth.

All Habitat partner families committ to 500 hours of volunteer time for their home. All mortgage contributions are held by Habitat and returned to them as a cash lump sum when they decide to move into the traditional housing market. We buy the home back from them for the cost of that equity contribution. *Habitat for Humanity retains legal right of first buyback on the homes to ensure that, once built, they remain in the affordable home ownership pool. Families do not benefit from market housing windfalls.* Their take away is the equity contribution that they have made during their tenure as a Habitat Partner family.

Habitat for Humanity homes represent a permanent solution to an unhealthy and uncertain housing situation for our partner families. The cycle of poverty is broken. The impact of partnership will be felt for years to come as current families succeed and move on to the traditional mortgage market and new partner families come to benefit from a Habitat home. It is a fact that once our families have secure tenure in safe, modest and decent housing, their health, education and well being consistently improves.

To date, through the Habitat model in Vancouver, we have seen 5 of our 31 families successfully transition into the traditional market thus adding to the number of families we have served and can now serve. As the home remains in the Habitat inventory, there is now no cost when bringin in a new family. Our first set of 6 habitat families came on board in 2001 with our newest 2 families joining us in August 2015. There is much national proof that our program is effective and achieves our goal of providing a “hand up” and not just a “hand out”. We are now excited to be witnessing it locally, in the world’s second most expensive housing market.

A number of Richmond families have been selected and have started, and in some cases completed, their sweat equity hours and are now eagerly anticipating the building of their homes.

Our project is currently in the final stages of Building permit approval which we anticipate being ready for the end of June, concurrent to the finalization of the servicing agreement and filing of the subdivision on title.

Our biggest expense at this time is the Letter of Credit for the City of Richmond, required as a bond for the Servicing agreement, totalling over \$200,000 and the payment of our DCC and utility fees to the City of Richmond in order to receive our Build Permits. This totals \$133,000.

As I am sure you can imagine, as a non-profit, having over \$330,000 in donor money tied up and thus limiting our cash flow poses a significant challenge for us. From the donor perspective, the optics are also challenging. As we are reaching out to the community for donation of services and funds, they are looking to the City to be a leader and also contribute to supporting this affordable housing in their community.

We understand that the Municipal Act prohibits the waiving of fees for land not owned by the municipality. As an alternative solution, we are requesting a grant from the City of Richmond Affordable Housing Reserve Fund for \$134,537.65. This grant would then be directly returned to the City of Richmond to cover Development Cost Charges, School Site Acquisition Charge, Address Assignment Fee and Greater Vancouver Sewerage and Drainage Fees. The DCCs on their own are \$124,297.65.

Through this process, the City of Richmond becomes an active partner in the Habitat for Humanity build to provide affordable home ownership and rental opportunities to Richmond citizens, helping to address the Affordable Housing Mandate of the Municipality.

With our build commencement imminent and many volunteer groups ready to help and financially contribute to do so, your kind consideration is paramount to our success and ability to begin construction.

We are grateful for the hard work of all staff and committees to this point and look forward to a continued partnership in our work to address the shortage of affordable housing for working families in Vancouver.

With deep appreciation,



Stephani Samaridis  
Director of Operations  
Habitat for Humanity Greater Vancouver  
[funddevelopment@habitatgv.ca](mailto:funddevelopment@habitatgv.ca)

cc: CEO and Board of Directors



# City of Richmond

## Report to Committee Planning and Development Division

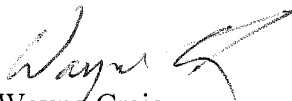
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** June 15, 2016  
**File:** RZ 14-662864

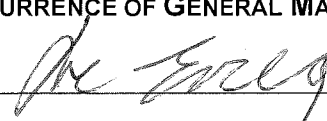
**Re:** Application by Farzana and Trilochan Khokhar for Rezoning at 10644 Railway Avenue from Single Detached (RS1/E) to Large Lot Arterial Road Coach House (RCH2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9498, to create the "Large Lot Arterial Road Coach House (RCH2)" zone, and to rezone 10644 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Large Lot Arterial Road Coach House (RCH2)" zone, be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:cl  
Att.

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

## **Staff Report**

### **Origin**

Farzana and Trilochan Khokhar have applied to the City of Richmond for permission to rezone the property at 10644 Railway Avenue from the “Single Detached (RS1/E)” zone to a new zone entitled “Large Lot Arterial Road Coach House (RCH2)”, to permit construction of a new single-family dwelling and an accessory coach house above a detached garage on the subject property with vehicle access to/from the existing rear lane (Attachment 1). The property currently contains a single-family dwelling and detached garage, which will be demolished at future development stage. This redevelopment proposal does not involve subdivision of the property. A survey plan of the subject site is included in Attachment 2.

### **Findings of Fact**

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

### **Surrounding Development**

Existing development immediately surrounding the subject site is as follows:

- To the North and South, are lots zoned “Single Detached (RS1/E), which each contain a single-detached dwelling and a detached garage with access from the rear lane.
- To the east, immediately across the rear lane, are two (2) lots fronting Hollymount Drive under Land Use Contract 101, which each contain a single-detached dwelling.
- To the west, immediately across Railway Avenue, is the Railway Greenway trail on City-owned property.

### **Related Policies & Studies**

#### **Official Community Plan/Steveston Area Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The Steveston Area Plan designation for the subject site is “Single-Family” (Attachment 4). This redevelopment proposal is consistent with these designations.

#### **Arterial Road Policy**

The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach houses, with rear lane access. This proposal is consistent with the Arterial Road Policy.

#### **Single-Family Lot Size Policy 5420**

The subject site is located within the area governed by Single-Family Lot Size Policy 5420, adopted by Council on October 16, 1989, and amended on August 17, 1992 (Attachment 5). The Single-Family Lot Size Policy provides direction on the size of lots that may be created through



rezoning and subdivision. The Single-Family Lot Size Policy is not applicable to the subject rezoning application as it does not involve the subdivision of land.

### **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 1<sup>st</sup> 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**

#### **Site Planning and Architectural Character**

The proposed conceptual plans for redevelopment of the subject site have satisfactorily addressed the staff comments identified as part of the rezoning application review process (Attachment 6).

The proposed site plan involves a principal dwelling on the west side of the lot and an accessory coach house above a detached garage on the east side of the lot. The ground floor of the coach house building is proposed to be approximately 65 m<sup>2</sup> (700 ft<sup>2</sup>) (including the garage, the coach house entry, closet, and staircase to the upper level), while the main living area of the coach house on the upper level is proposed to be approximately 52 m<sup>2</sup> (567 ft<sup>2</sup>).

Separate private open spaces are proposed on-site for both the principal dwelling and for the exclusive use of the coach house. The required private outdoor space for the coach house is proposed to be provided as a small yard at grade to the west of the coach house, as well as a small balcony off the main living area of the coach house, facing the rear lane [i.e., 3.6 m<sup>2</sup> (38.5 ft<sup>2</sup>) in area]. The location of the balcony is consistent with the requirements of the RCH1 zone, and is estimated to be approximately 16 m (52 ft) from the nearest portion of the dwellings on the lots directly across from the rear lane.

Pedestrian access to the site and coach house is proposed via a permeable pathway from Railway Avenue, as well as from the rear lane.

Vehicle access to the subject site is required to be from the rear lane only, with no access permitted to Railway Avenue, in accordance with Residential Lot Vehicular Access Regulation

Bylaw 7222. On-site parking is proposed in accordance with the Zoning Bylaw, which consists of two (2) side-by-side parking spaces in the detached garage for the principal dwelling, and one (1) outdoor surface parking space for the coach house to the north side of the detached garage.

The proposed site plan and architectural elevations show that the coach house building is proposed to be articulated along exposed sides of the building (i.e., east and north) to break up the building mass and to provide for visual interest.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit:

- a Landscape Plan, prepared by a Registered Landscape Architect, for the site that is consistent with both the proposed zoning and with the landscaping guidelines in the Arterial Road Policy. The Landscape Plan must be accompanied by a cost estimate prepared by the Landscape Architect for the works (including all trees, soft and hard materials proposed, fencing, installation costs, and a 10% contingency).
- a Landscaping Security based on 100% of the cost estimate by the Landscape Architect.

On-site garbage and recycling is proposed in accordance with the Zoning Bylaw, and is set back significantly more than the minimum 1.5 m from the rear property line. Screening of on-site garbage and recycling will be reviewed upon receipt of the required Landscape Plan for the site prior to final adoption of the rezoning bylaw.

Prior to final adoption of the rezoning bylaw, the applicant must register legal agreements on title to ensure that:

- The coach house cannot be stratified;
- The Building Permit application and ensuing development at the site is generally consistent with the proposed conceptual plans included in Attachment 6. The Building Permit application process includes coordination between Building Approvals and Planning Department staff to ensure that the covenant is adhered to. The final plans submitted at Building Permit stage must comply with all City regulations, including Zoning.

### **Proposed “Large Lot Arterial Road Coach House (RCH2)” Zone**

An amendment to the Richmond Zoning Bylaw 8500 is proposed to create a new zone entitled “Large Lot Arterial Road Coach House (RCH2)” and to rezone the subject site to the new zone. The proposed zone has been prepared to regulate the proposed coach house on the subject site and for future similar developments on an existing large lot on arterial roads designated for coach houses on the Arterial Road Development Map.

The new “Large Lot Arterial Road Coach House (RCH2)” zone has been prepared to:

- Reflect many of the same provisions as the existing “Coach Houses (RCH1)” and the Single Detached (RS1) zones.

- Allow a single detached dwelling and a detached coach house. The minimum size for a coach house is 33 m<sup>2</sup> and must not exceed a total floor area of 60 m<sup>2</sup>. Note: a secondary suite is not permitted.
- Allow a maximum density of 0.60 FAR applied to a maximum of 464.5 m<sup>2</sup> of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m<sup>2</sup>. This proposed density matches the maximum density allowed on large lots zoned "Single Detached (RS1), but provides for an additional FAR of 0.05 because the lot will contain a detached coach house.
- Allow a maximum lot coverage for buildings of 45%.
- Allow a maximum principal building height of 2 ½ storeys (maximum 9 m) to the roof peak.
- Allow a minimum lot width of 12 m and a minimum lot area of 420 m<sup>2</sup>.

Staff are supportive of the creation of this zone as it provides for an additional housing option for large lots on arterial roads that do not have subdivision potential.

### **Tree Retention and Replacement**

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses two (2) bylaw-sized trees located on the west property line. An undersized shrub, which was included on the Survey Plan, is not subject to the Tree Protection Bylaw, and was not assessed as part of the Arborist's Report.

The City's Parks Department Arborist has reviewed the Arborist's Report, conducted visual tree assessment, and has indicated that both trees on the west property line along Railway Avenue are in good health and condition, and that they concur with the report's recommendation to retain the trees (Trees # 988 and 989).

#### *Tree Protection*

Two (2) trees are required to be retained and protected on-site (Trees # 988 and 989). The proposed Tree Management Drawing is shown in Attachment 7.

To ensure protection of Trees # 988 and 989, the applicant must submit the following items prior to final adoption of the rezoning bylaw:

- a contract with a Certified Arborist for supervision of all works conducted within close proximity to tree protection zones. The contract must include the scope of work to be supervised, including:
  - the number of monitoring inspections at specified stages of construction;
  - special measures to be taken during installation of the new water connection at future development stage to ensure tree protection; and
  - a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

- A Survival Security in the amount of \$20,000. The survival security will not be released until construction and landscaping on-site is completed, a landscape inspection has been passed by City staff, and the Arborist's post-construction impact assessment report is received by the City. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the trees survive.

Prior to demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around Tree # 988 at a minimum of 5.0 m out from the base of the tree and around Tree # 989 at a minimum of 5.5 m out from the base of the tree. 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 must remain in place until construction and landscaping on-site is completed.

### **Affordable Housing Strategy**

For single-family rezoning applications on a lot that is not intended to be subdivided, Richmond's Affordable Housing Strategy requires the lot to contain a secondary suite or coach house.

This proposal to permit the construction of a coach house above a detached garage on the existing lot conforms to the Affordable Housing Strategy.

### **Site Servicing and Frontage Improvements**

At the applicant's cost, the City is to complete the required water, drainage, and sanitary connection works described in Attachment 8 at Building Permit application stage.

### **Existing Legal Encumbrances**

There is an existing 1.5 m x 1.5 m statutory right-of-way for utilities on title of the subject lot (located at the southeast corner of the lot). Encroachment into the right-of-way is not permitted. The owner is aware of the charge on title and the proposed conceptual plans for the dwelling and coach house do not show any encroachment into the right-of-way.

### **Financial Impact**

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

### **Conclusion**

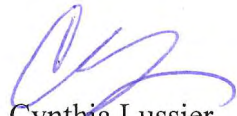
The subject proposal is to rezone the property at 10644 Railway Avenue from the "Single Detached (RS1/E)" zone to a new zone entitled "Large Lot Arterial Road Coach House (RCH2)", to permit the construction of a single-family dwelling and an accessory coach house above a detached garage on the existing lot, with vehicle access to/from the existing rear lane.

Staff are supportive of the proposed rezoning application to facilitate development of a new dwelling and coach house on the subject site as it provides for an additional housing option for large lots on arterial roads that do not have subdivision potential.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site.

The list of rezoning considerations associated with this application is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9498 be introduced and given first reading.

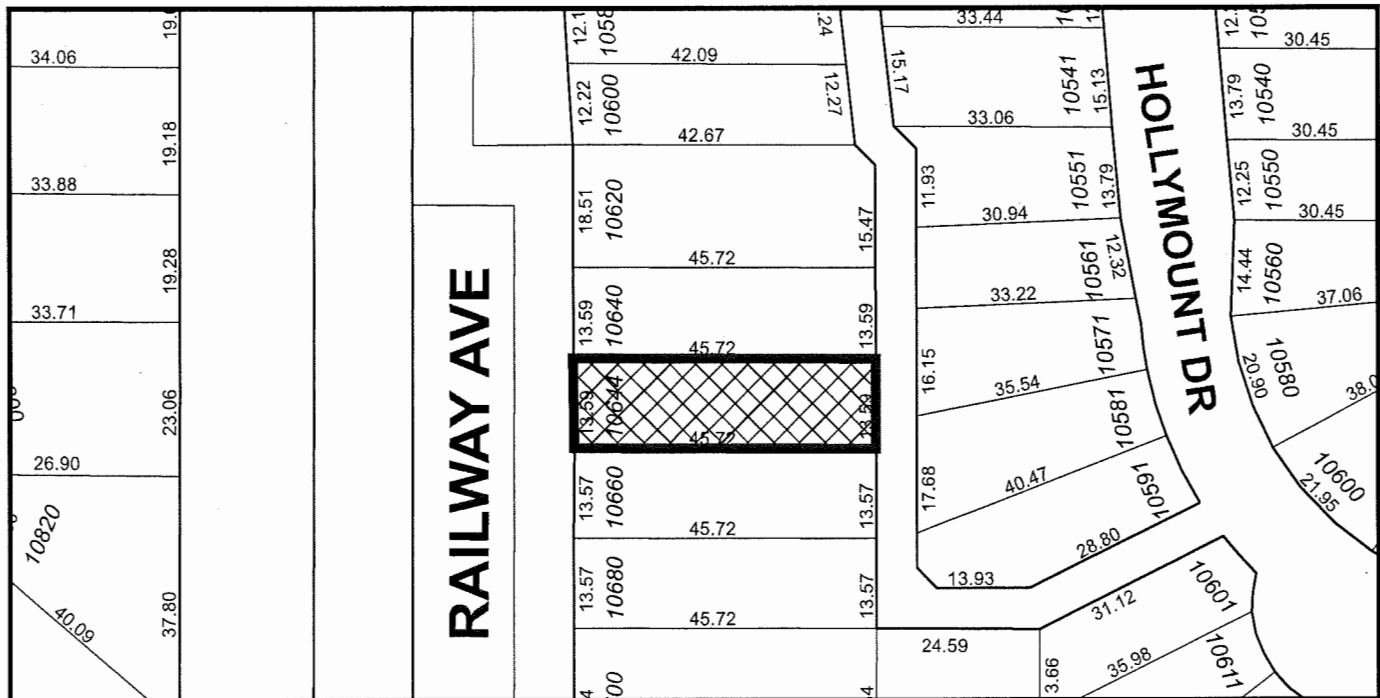
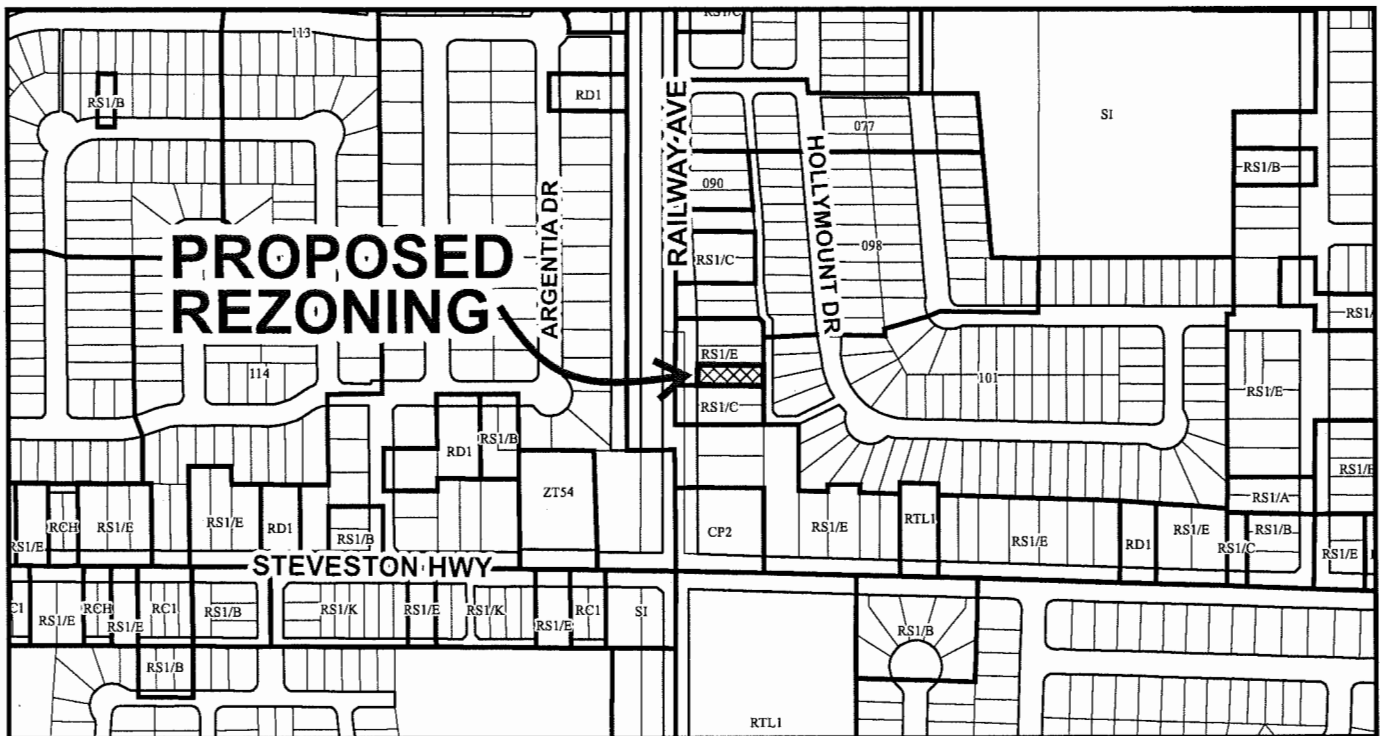


Cynthia Lussier  
Planning Technician  
CL:rg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Survey Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Plan Land Use Map
- Attachment 5: Lot Size Policy 5420
- Attachment 6: Conceptual Development Plans
- Attachment 7: Proposed Tree Management Drawing
- Attachment 8: Rezoning Considerations



City of  
Richmond



RZ 14-662864

Original Date: 05/21/14

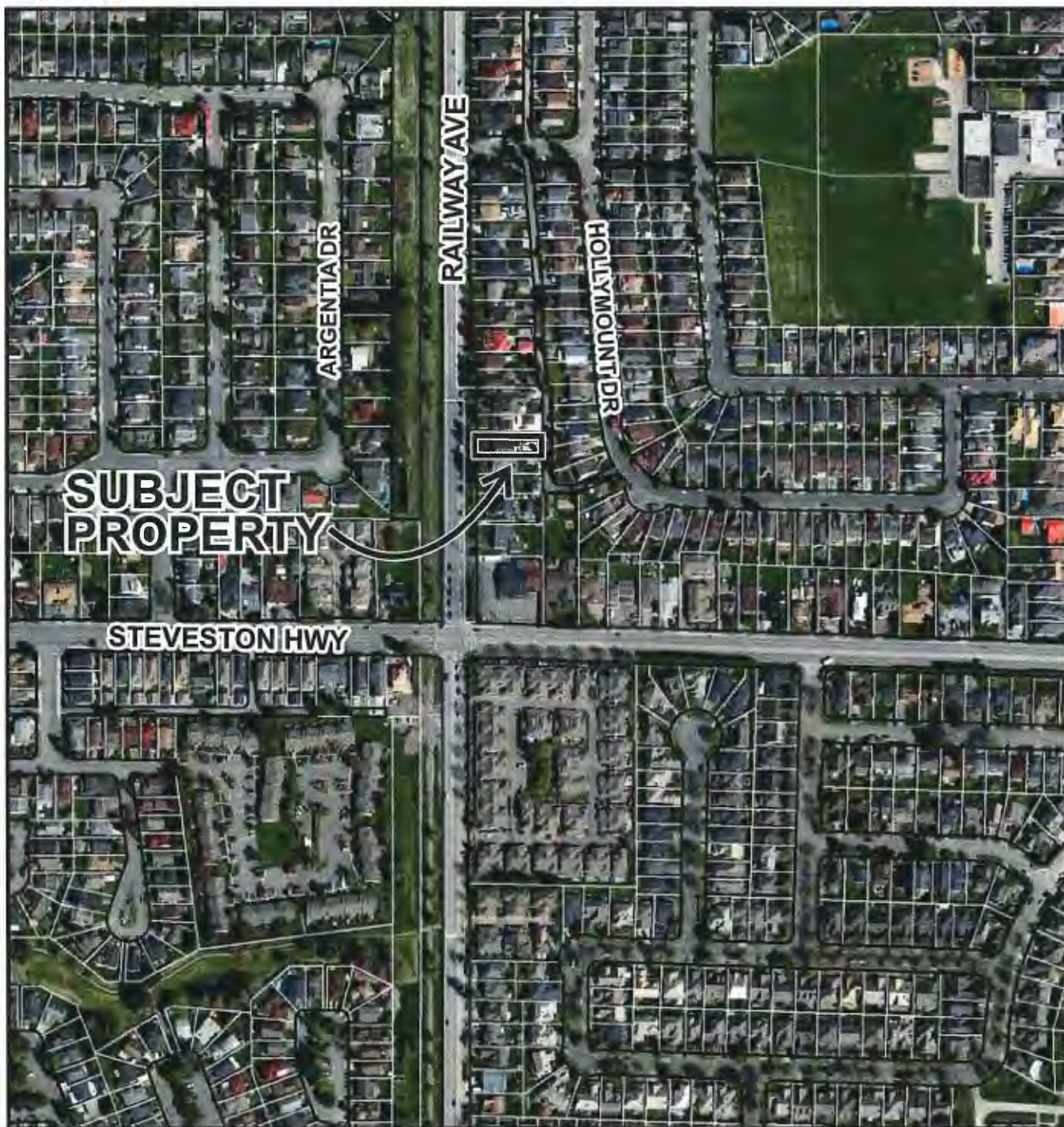
Revision Date:

Note: Dimensions are in METRES





City of  
Richmond



RZ 14-662864

Original Date: 05/21/14

Revision Date:

Note: Dimensions are in METRES

# **SURVEY PLAN OF LOT 462 EXCEPT: THE NORTHERLY PORTION, SECTION 36 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 53481**

CIVIC ADDRESS:  
#10644 RAILWAY AVENUE  
RICHMOND, B.C.

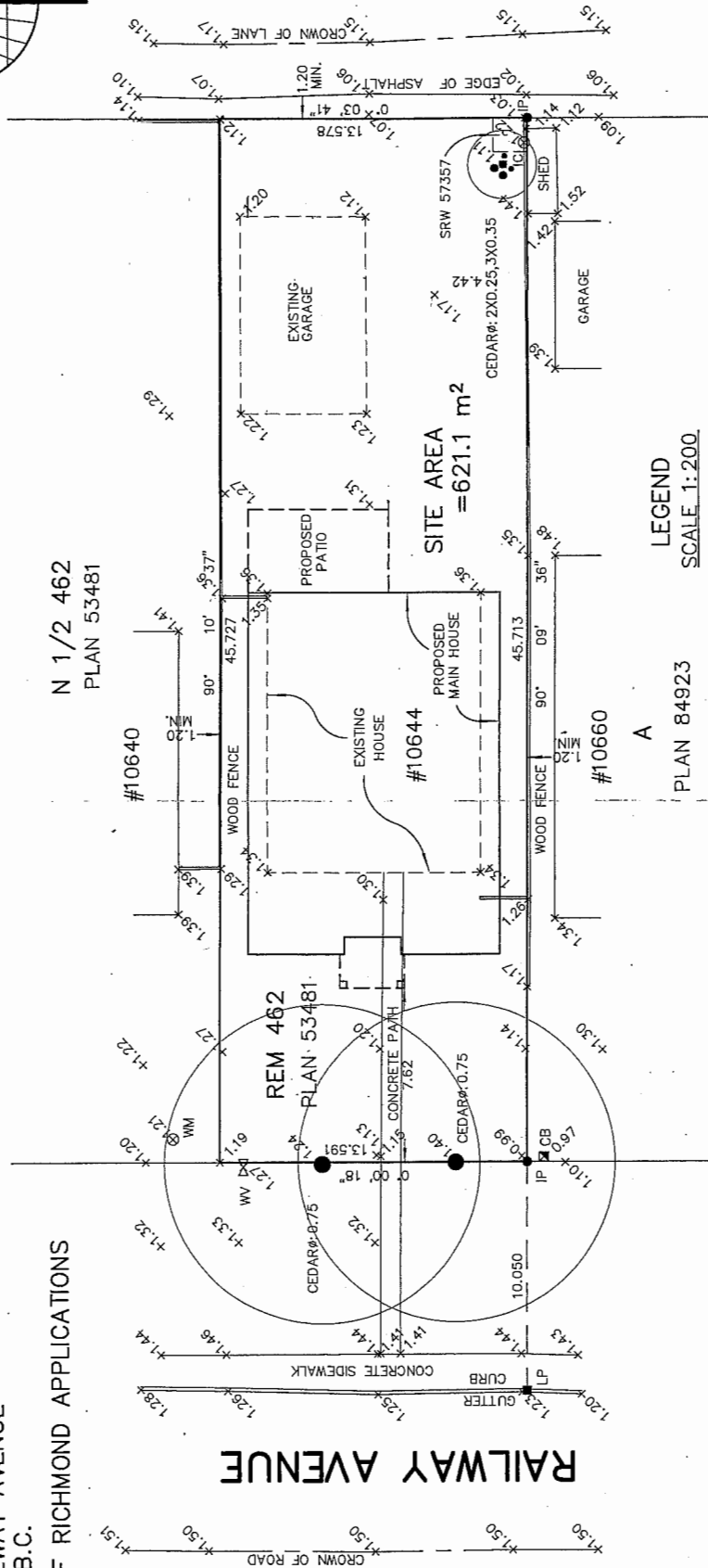
FOR CITY OF RICHMOND APPLICATIONS

N 1/2 462  
PLAN 53481

**RAILWAY AVENUE**

**LANE**

**PLN - 28**



© COPYRIGHT

**MATSON PECK & TOPLISS**  
SURVEYORS & ENGINEERS  
#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C. V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137  
CADFILE: 17552-001-TPG-001.DWG

R-14-17552-TPG

CLIENT REF: TRENDSETTER HOMES

## **NOTES:**

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #205 (77H4827) WITH AN ELEVATION OF 1.044 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

ALL DISTANCES ARE IN METRES.



LEGEND  
SCALE 1:200  
PLAN 84923

- INDICATES SPOT ELEVATION
- CB INDICATES CATCH BASIN
- WM INDICATES WATER MAIN
- IC INDICATES INSPECTION CHAMBER
- WV INDICATES WATER VALVE
- TR INDICATES TREE TRUNK DIAMETER
- IP INDICATES IRON POST
- LP INDICATES LEAD PLUG

MAY 7, 2014

*Stephane*

B.C.L.S. (#712)

DATE OF SURVEY: APRIL 3, 2014

ATTACHMENT 2





**RZ 14-662864**

**Attachment 3**

Address: 10644 Railway Avenue

Applicant: Farzana Khokhar

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Trilochan Singh Khokhar Farzana Khokhar	No change
Site Size (m <sup>2</sup> ):	621.1 m <sup>2</sup> (6,685 ft <sup>2</sup> )	No change
Land Uses:	A single detached dwelling and a detached garage	A new single detached dwelling and a coach house above a detached garage
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Permits subdivision along Railway Avenue in accordance with the "RS2/B" zone, subject to rear lane access	Not applicable (no subdivision is proposed)
Zoning:	Single Detached (RS1/E)	Large Lot Arterial Road Coach House (RCH2)
Other Designations:	The Arterial Road Policy designates the subject site for infill development to include a coach house	No change

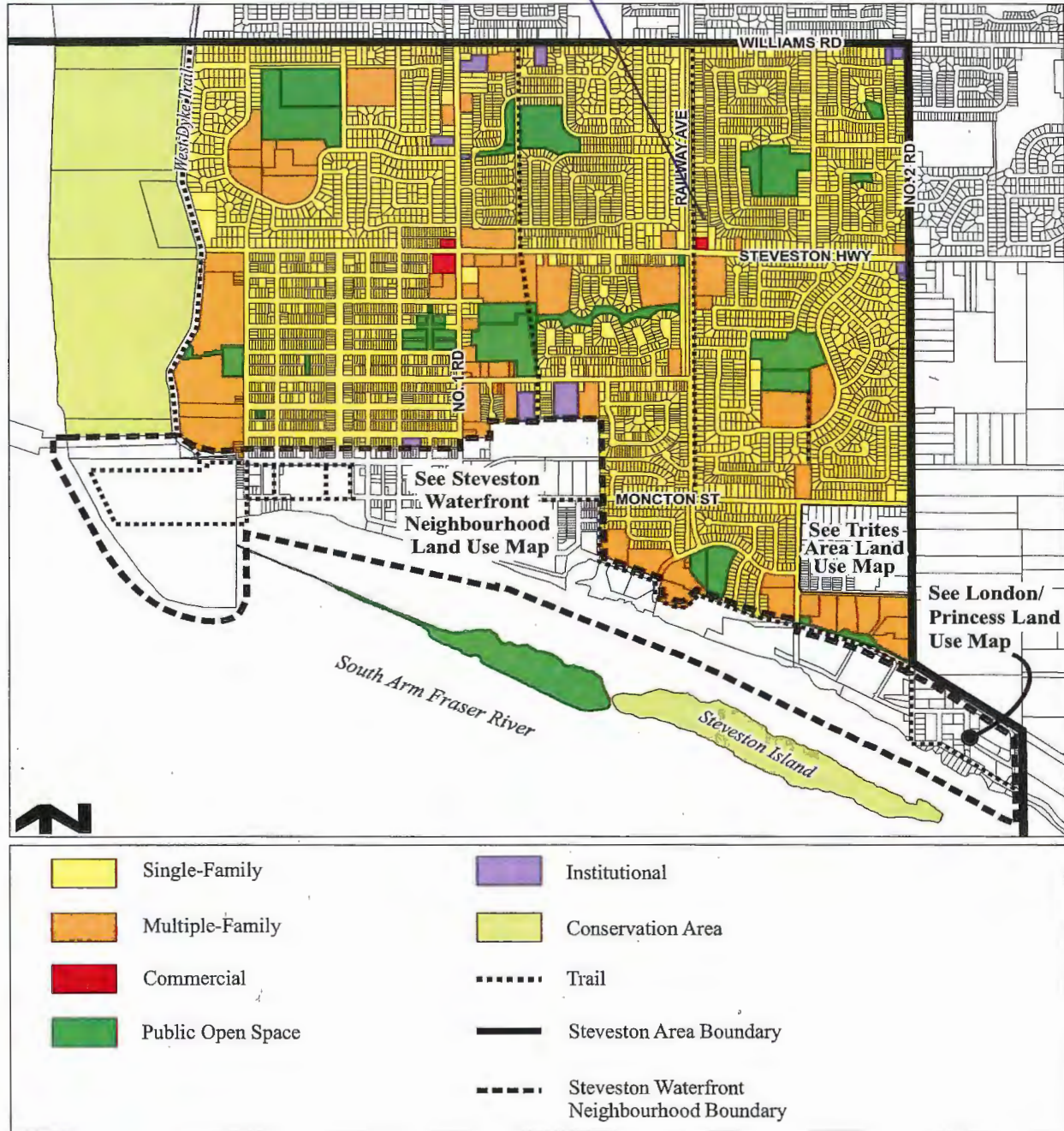
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 to a max 464.5 m <sup>2</sup> of lot area, plus 0.30 for the balance 325.68 m <sup>2</sup> * (3,505 ft <sup>2</sup> )*	Max. 0.60 to a max 464.5 m <sup>2</sup> of lot area, plus 0.30 for the balance 325.68 m <sup>2</sup> * (3,505 ft <sup>2</sup> )*	none permitted
Principal Dwelling Size:	Max. 265.68 m <sup>2</sup> * (2,859 ft <sup>2</sup> )*	Max. 266.78 m <sup>2</sup> * (2,871 ft <sup>2</sup> )*	none
Coach House Size:	Min. 33 m <sup>2</sup> (355 ft <sup>2</sup> ) Max. 60 m <sup>2</sup> (645 ft <sup>2</sup> )	Ground floor/stair: 6.2 m <sup>2</sup> (67 ft <sup>2</sup> ) Upper floor: 52.7 m <sup>2</sup> (567 ft <sup>2</sup> ) Total: 58.9 m <sup>2</sup> (634 ft <sup>2</sup> )	none
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous Surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Live Plant Material:	Min. 20 %	Min. 20 %	none
Lot Size (min. dimensions):	420 m <sup>2</sup>	621.1 m <sup>2</sup>	none
Principal Dwelling Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none

\* Preliminary estimate; not inclusive of garage exemption (max. 50 m<sup>2</sup>); exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

	Bylaw Requirement		Proposed		Variance
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		1.5 m		none
Coach House Building Setback – Side Yards (m):	Ground floor	Min. 0.6 m (south side) Min. 1.8 m (north side)	Ground floor	Min. 1.2 m (south); 4.49 m (north)	none
	Second floor	Min. 1.2 m (south side) Min. 1.8 m (north side)	Second floor	Min. 1.2 m (south); 4.49 m (north)	none
Principal Dwelling Height (m):	Max. 2 ½ storeys		Max. 2 ½ storeys		none
Coach House Building Height (m):	Max. 2 storeys or 6.5 m, whichever is less, as measured from the highest elevation of the crown of the lane		2 storeys (6.48 m), as measured from the highest elevation of the crown of the lane		none
On-Site Parking Spaces – Principal Dwelling:	2		2		none
On-Site Parking Spaces – Coach House:	1 outdoor surface parking space		1 outdoor surface parking space		none
Private Outdoor Space:	Principal Dwelling	Min. 30 m <sup>2</sup>	Principal Dwelling	Min. 30 m <sup>2</sup>	none
	Coach House	No minimum	Coach House	33 m <sup>2</sup> yard 3.6 m <sup>2</sup> balcony	

Subject Site

City of Richmond

**Steveston Area Land Use Map**Bylaw 7783  
2010/04/12



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: October 16, 1989  
 Amended by Council: August 17, 1992  
 Lassam Rd. Adopted by Council: August 21, 1995

**POLICY 5420**

File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7****POLICY 5420:**

The following policy establishes lot sizes for the area, bounded by **Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

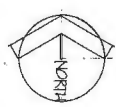
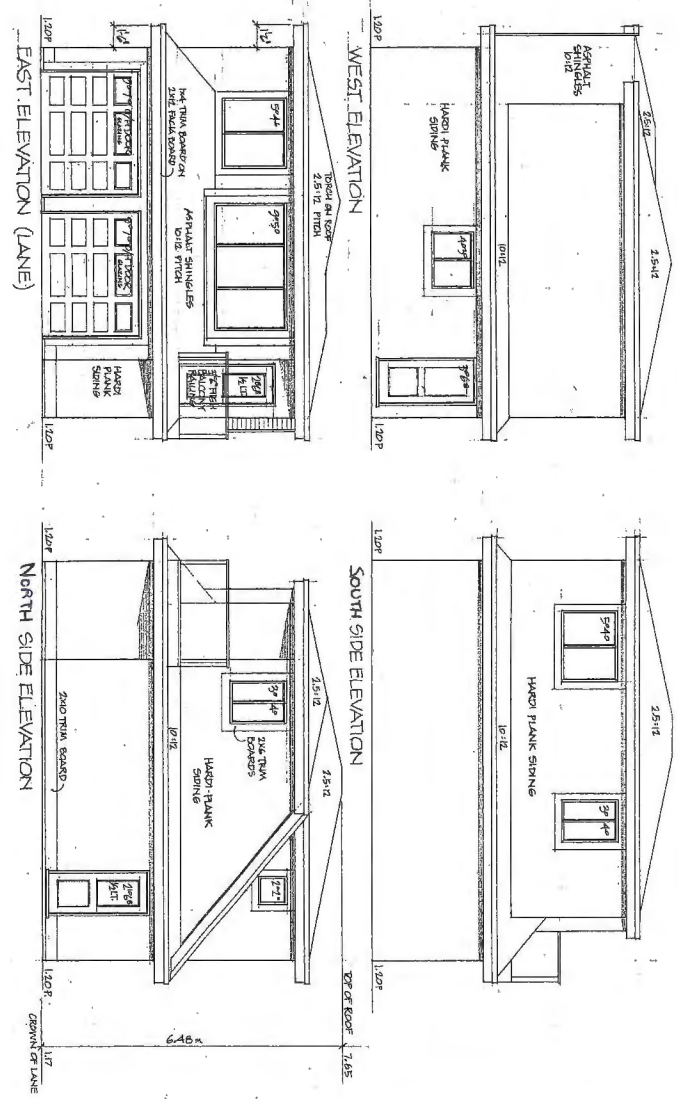
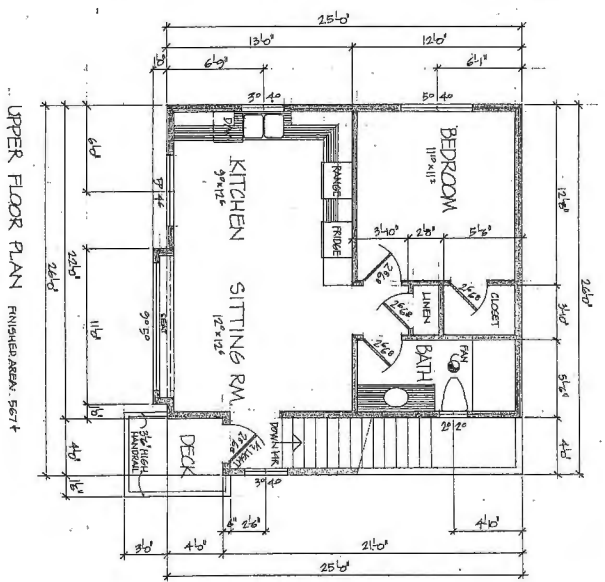
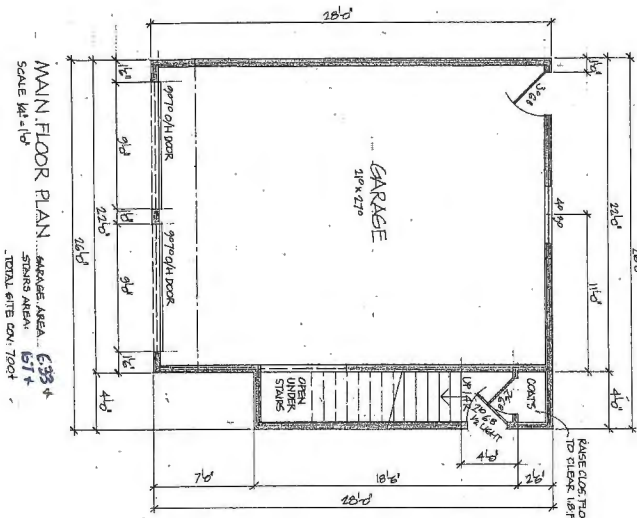
and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

**Note:** Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

**Note:** There are two adoption dates for two separate portions of Policy 5420.

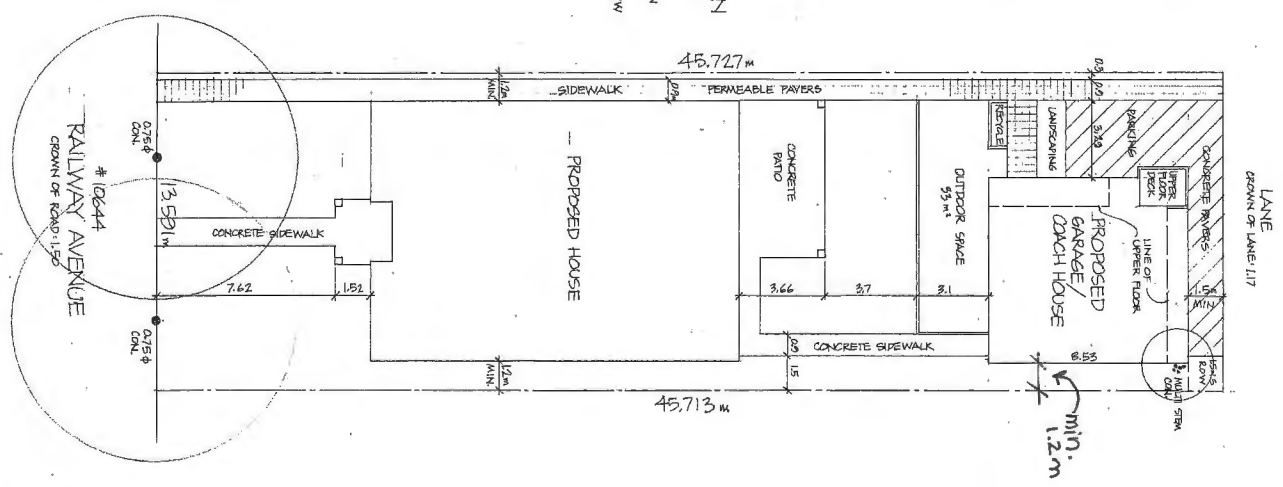






**SITE PLAN**  
 SCALE 1/8" = 1'-0"  
 LEGAL DESCRIPTION  
 LOT 462  
 SECTION 36, BURN RIVER  
 PLAN 55461

**PRELIMINARY  
 CONCEPTUAL PLANS**  
 (ALL PLANS AT BUILDING  
 PERMIT STAGE MUST COMPLY  
 WITH ALL CITY REGULATIONS)

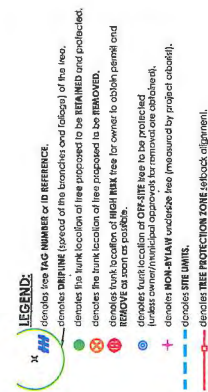


10/16/2016  
 25/116



- **Tag #** denotes the tag affixed to the tree for reference in report and on drawings.
- **Ht and Spr** denote the height and spread (radius of crown) of the tree in metres as measured or estimated by the assessor if applicable.

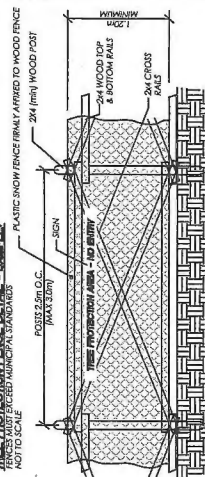
- Tag #** denotes the tag affixed to the tree for reference in report and on drawings.  
**H** and **Sp** denote the height and spread (radius of crown) of the tree in metres.  
**Height and Spread** are not applicable for Grove or Forest Stand trees.  
**DBH** denotes the diameter of the trunk measured at 1.4 m above ground.  
**Cond** denotes health and structural rating using Visual Tree Assessment (VTA) procedures. U denotes *Unsuitable*, M denotes *Marginal*, S denotes *Suitable*. See report for details.  
**Notes** denote the proposed treatment of the tree within the current development design. See report and drawing for details.  
**Action**  
 Retain  
 Relain
- | Tag # | H  | Sp | DBH | Cond | Notes  | Action |
|-------|----|----|-----|------|--|--------|
| 988   | 20 | 6  | 80  | U    | Western redcedar<br>These trees are stored with the city and appear to have historically been topped at a height of 12 above grade.<br>Replacement leaders consist of horizontal branches that have turned vertical forming a permanent structural impairment ca. 40% of the crown. This is a significant defect that is expected to worsen over time, but not yet consider high risk for failure. These trees could be retained subject to protection measures being implemented within the site. | Relain |
| 989   |    |    |     | M    |  | Relain |



**1. THE PROTECTION ZONE SPERKS:** The new Protection Zone (PZ) alignments are established as follows. It is the office to provide a suitable subject to ensure adequate and proper protection to motion picture facilities and facilities. These alignments are based on the site and the conditions as determined by the protection zone, and they appear only on the site protection maps provided by others (including inspectors) derived from the subject's planning, and they are not intended to be used as a guide for the protection maps. Being undertaken for the purpose of providing a permanent (and not a temporary) protection zone. The new protection alignments also apply to the overhead portions of the line (jacks, brackets and cables).

**2. THE PROTECTION ZONE SPERKS:** The new protection zone (PZ) alignments are established as follows. It is the office to provide a suitable subject to ensure adequate and proper protection to motion picture facilities and facilities. These alignments are based on the site and the conditions as determined by the protection zone, and they appear only on the site protection maps provided by others (including inspectors) derived from the subject's planning, and they are not intended to be used as a guide for the protection maps. Being undertaken for the purpose of providing a permanent (and not a temporary) protection zone. The new protection alignments also apply to the overhead portions of the line (jacks, brackets and cables).

- [illegible]



0	NOV 27, 2014	INITIAL SUBMISSION
REV #	DATE	COMMENTS

<b>TREE MANAGEMENT DRAWING</b>		
PROJECT:	BP APPLICATION	
ADDRESS:	10644 RAILWAY AVE, RICHMOND	
CLIENT:	FARZANA KHOKAR	
ACL FILE:	14378	
		SHEET 1 OF 1



**Address:** 10644 Railway Avenue

**File No.:** RZ 14-662864

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9498, the developer is required to complete the following:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including trees, all soft and hard materials proposed, installation costs, and a 10% contingency). The Landscape Plan must:
  - comply with the proposing zoning and 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; and,
  - include the dimensions of tree protection fencing as illustrated on the Tree Management Drawing attached to this report.

The landscaping security will not be released until construction and landscaping on-site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the landscaping survives.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (Trees # 988 and 989). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, special measures to be taken during installation of the new water connection at future development stage to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$20,000 for Trees # 988 and 989. The survival security will not be released until construction and landscaping on-site is completed, a landscape inspection has been passed by City staff, and the Arborist's post-construction impact assessment report is received by the City. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the trees survive.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.
6. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the proposed conceptual plans included in Attachment 6 to this staff report dated June 15, 2016.

**Prior to Demolition Permit\* issuance, the applicant is required to:**

- Install tree protection fencing around Tree # 988 at a minimum of 5.0 m out from the base of the tree and around Tree # 989 at a minimum of 5.5 m out from the base of the tree. 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 must remain in place until construction and landscaping on-site is completed.

**Prior to Building Permit\* issuance, the applicant is required to:**

- Submit Building Permit plans that conform to the design covenant registered on title at rezoning stage. The final plans submitted at Building Permit stage must comply with all City regulations, including Zoning.



- At the applicant's cost, the City is to complete the following service connection works:

*Water Works*

- Using the OCP Model, there is 242 L/s of water available at a 20 psi residual at Railway Ave. Based on the proposed development, the site requires a minimum fire flow of 95 L/s. Once the building design has been confirmed at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.
- At the applicant's cost, the City is to disconnect the existing 20 mm diameter water connection at the main, and install a new 25 mm diameter connection complete with a meter box at the property line. The meter box must be placed on the grass boulevard outside of any private fence at minimum 1.0 m away from any paved driveways and walkways.

*Storm Sewer Works*

- No storm sewer upgrade is required along Railway Ave.
- No upgrade is required to the existing storm sewer system in the rear lane. All on-site drainage must be graded towards Railway Avenue.
- The applicant is to reuse the existing storm inspection chamber and connection at the southwest corner of the property to service both the primary dwelling and the coach house in the proposed development.
- The boulevard must be graded towards the inspection chamber to prevent storm water from ponding on the boulevard, road, driveways and walkways.

*Sanitary Sewer Works*

- No sanitary sewer upgrade is required along the rear lane.
- The applicant is to reuse the existing sanitary inspection chamber and connection at the southeast corner of the property to service both the primary dwelling and the coach house in the proposed development.
- Submit a Construction Parking and Traffic Management Plan to the Transportation Department. The 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.
- 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 original on file)

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9498 (RZ 14-662864)  
10644 Railway Avenue**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 8 (Residential Zones), in numerical order:

**“ 8.15 Large Lot Arterial Road Coach House (RCH2)**

**8.15.1 Purpose**

The **zone** provides for a detached **coach house** in conjunction with **single detached housing** where there is **vehicle access** to a rear **lane**.

**8.15.2 Permitted Uses**

- **housing, single detached**  
with a detached **coach**  
**house**

**8.15.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **community care facility, minor**
- **home business**

**8.15.4 Permitted Density**

1. The maximum **density** is limited to one **principal dwelling unit** and one **coach house** per lot.
2. The maximum **floor area ratio** (FAR) including the **single detached housing** and **coach house** is 0.60 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>.
3. The **coach house** must have a minimum **floor area** of at least 33.0 m<sup>2</sup> and must not exceed a total **floor area** of 60.0 m<sup>2</sup>.
4. For the purposes of this **zone** only, 10% of the **floor area** total calculated for the **lot** in question must be used exclusively for covered areas of the **single detached housing** or **coach house** which are open on two or more sides, with the maximum for the **coach house** being 6.0 m<sup>2</sup>, and is not included in the calculation of the maximum **floor area ratio**.
5. An unenclosed and uncovered **balcony** of a **coach house** shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the **lane** on a mid block **lot**, and the **lane** or side street on a **corner lot**.

6. Stairs to the upper level of a **coach house** must be enclosed within the allowable **building area**.

#### 8.15.5 Permitted Lot Coverage

1. The maximum **lot coverage** is **45% for buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material.

#### 8.15.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m, except that **coach houses, carports, garages** and **parking spaces** must be set back a minimum of 20.0 m.
2. The minimum **interior side yard** is 1.2 m for the **single-detached housing**.
3. The minimum **interior side yard** for an **accessory building** containing a **coach house** to one **side lot line** is 1.2 m; and to the opposite and opposing **side lot line** is 1.8 m.
4. In addition to subsection 8.15.6.3, an **accessory building** containing a **coach house** on an **interior lot** with an east-west orientation shall be located closest to the southern **interior side lot line**, to reduce shadowing on the adjacent **lot** to the north.
5. The minimum **exterior side yard** is 3.0 m.
6. The minimum **rear yard** is 6.0 m for the **single detached housing**.
7. A detached **accessory building** other than a **coach house**, of more than 10.0 m<sup>2</sup> may be located in the **rear yard** but no closer than 3.0 m to a **lot line abutting** a public **road** or 1.2 m to any other **lot line**.
8. A **coach house** shall be located within 1.2 m and 10.0 m of the **rear lot line**.
9. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing a **coach house** is 4.5 m.
10. **Coach houses** are not permitted in the **front yard**.
11. Waste and recycling bins for the **lot** shall be located within a **screened structure** that is set back a minimum of 1.5 m from the **rear lot line**.
12. **Building** elements in a **coach house** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.

13. An unenclosed and uncovered **balcony** of a **coach house** located so as to face the **lane** on a mid block **lot**, and the **lane** or side street on a **corner lot**, may project 0.6 m into the **rear yard**.

#### 8.15.7 Permitted Heights

1. The maximum **height** for **single detached housing** is 2 ½ **storeys** or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential vertical lot depth envelope**. For a principal **building** with a flat roof, the maximum **height** is 7.5 m
2. The ridge line of a side roof dormer may project horizontally up to 0.91 m beyond the residential vertical lot width envelope but no further than the setback required for the interior side yard or the exterior side yard.
3. The ridge line of front roof dormer may project horizontally up to 0.91 m beyond the **residential vertical lot depth envelope** but no further than the **setback** required for the **front yard**.
4. For the purpose of this **zone** only, **residential vertical lot depth envelope** means a vertical envelope located at the minimum front yard **setback** requirement for the lot in question.
5. The **residential vertical lot depth envelope** is:
  - a) calculated from the **finished site grade**; and
  - b) formed by a plane rising vertically 5.0 m to a point and then extending upward and away from the required **yard setback** at a rate of the two units of vertical rise for each single unit of horizontal run to the point at which the plane intersects to the maximum **building height**.
6. The maximum **height** for an **accessory building** containing a **coach house** shall be 2 **storeys** or 6.5 m above the highest elevation of the crown of the **abutting lane** measured to the roof ridge, whichever is less.
7. In this **zone**:
  - a) The **first storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall have a sloping skirt roof, and the maximum height of the **eave** of the sloping skirt roof shall be 3.7 m above **grade**;
  - b) the maximum **height** to the top of the sloping skirt roof of the **first storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall be 4.0 m above **grade**; and
  - c) for the purpose of this subsection 8.15.7.7 only, **grade** means the finished ground elevation around the **accessory building** containing the **coach house**.

8. The maximum **height** for **accessory structures** is 9.0 m.

#### 8.15.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot** dimensions and areas are as follows, except that the minimum **lot width** for **corner lots** is an additional 2.0 m.

Zone	Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
RCH2	6.0 m	12.0 m	35.0 m	420.0 m <sup>2</sup>

2. A **coach house** may not be **subdivided** from the **lot** on which it is located.

#### 8.15.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0, except that in the RCH2 **zone**:
- fences**, when located within 3.0 m of a **side lot line abutting** a public **road** or 6.0 m of a **front lot line abutting** a public **road**, shall not exceed 1.2 m in **height**; and
  - fences**, when located elsewhere within a required **yard**, shall not exceed 1.83 m in **height**.
2. A private outdoor space shall be provided on the **lot** with a minimum area of 30 m<sup>2</sup> and a minimum width and depth of 3.0 m.
3. All private outdoor space shall not be:
- located in the **front yard**; and
  - occupied or obstructed by any **buildings, structures**, projections and on-site parking except for **cantilevered roofs** and **balconies** which may project into the private outdoor space for a distance of not more than 0.6 m.
4. A private outdoor space shall also be provided for the benefit of the **coach house** only, which:
- may include an open or covered deck, unenclosed **balcony, patio** pavers, **porch** or fenced yard space which is clearly defined and screened through the use of **landscaping**, planting or architectural features such as trellises, low **fencing** or planters, but not space used for parking purposes; and
  - shall be accessed from the **rear yard, lane** or **coach house**.

5. The **rear yard** between a **coach house** and the **lane**, including the **building** entry to the **coach house**, must incorporate:
  - a) the planting of appropriate trees (e.g. small species or fastigate/columnar) and other attractive soft **landscaping**, but not low ground cover, so as to enhance the visual appearance of the **lane**; and
  - b) high quality permeable materials where there is a driveway to **parking spaces** and where the **lane** has curb and gutter.
6. A high quality **screen** shall be located between a **lane** and any surface **parking spaces** parallel to the **lane**, and along the **lot line** adjacent to any surface **parking spaces** if **abutting** a neighbouring **lot**. Where the space is constrained, a narrow area sufficient for the growth of plant material shall be provided at the base of the **screen**.
7. The **yard** between the **coach house** and the **road** on a **corner lot** shall be designed and treated as the **front yard** of the **coach house**, not be used as private outdoor space and have quality surface treatment, soft **landscaping** and attractive plant materials.
8. Where vertical greening is used as a means to improve privacy, it may include walls and/or the provision of **fences** and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for **screening** and **landscaping**.
9. A minimum 0.9 m wide, unobstructed, permeable pathway must be provided:
  - a) clearly leading from the **road** to the **coach house** entry; and
  - b) clearly leading from the **lane** to the **coach house** entry.

#### 8.15.10 On-Site Parking & Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that the maximum driveway width shall be 6.0 m.
2. For the purpose of this **zone** only, a **driveway** is defined as any **non-porous surface** of the **lot** that is used to provide space for **vehicle** parking or **vehicle** access to or from a public **road** or **lane**.
3. A **coach house** may not be located above more than 2 **parking spaces** in the detached **garage** for the **single detached housing**.
4. The required **parking space** and driveway for a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.



**8.15.11 Other Regulations**

1. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **coach house**.
  2. A **child care program** shall not be located in a **coach house**.
  3. The **coach house** must be located above a detached **garage**.
  4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply. "
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"LARGE LOT ARTERIAL ROAD COACH HOUSE (RCH2)"**.
- P.I.D. 003-832-481  
 Lot 462 Except: the northerly portion, Section 36 Block 4 North Range 7 West New Westminster District Plan 53481
3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9498"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR\_\_\_\_\_  
CORPORATE OFFICER



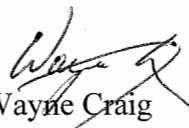
# City of Richmond

## Report to Committee Planning and Development Division

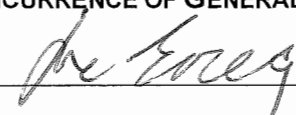
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development  
**Date:** June 27, 2016  
**File:** RZ 14-676714  
**Re:** Application by GBL Architects, on behalf of Trans-Pacific Business Corporation, Inc. No. 33797 for Rezoning at 7260 Westminster Highway from Auto-Oriented Commercial (CA) to Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9547 to create the “Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)” zone, and to rezone 7260 Westminster Highway from “Auto-Oriented Commercial (CA)” to “Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)”, be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:dn  
Att.

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

## Staff Report

### Origin

GBL Architects, on behalf of Trans-Pacific Business Corporation, Inc. No. 33797, has applied to the City of Richmond to rezone 7260 Westminster Highway (Attachment 1) from “Auto-Oriented Commercial (CA)” to a new site specific zone, the “Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)” zone to permit development of a six storey building that includes 33 congregate care units, a single residential unit (534 m<sup>2</sup> (5,745 ft<sup>2</sup>), approximately 305 m<sup>2</sup> (3,280 ft<sup>2</sup>) of commercial space, and enclosed parking (Attachment 3).

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2). Conceptual design drawings are provided in Attachment 3.

### Surrounding Development

The subject site is in the Brighthouse Village in an area designated for medium-density, mid-rise housing under the City Centre Area Plan (CCAP) (Attachment 4). The site is currently developed as two (2), two-storey buildings separated by a drive aisle and associated on-site surface parking, and offer commercial services.

Development surrounding the subject site is as follows:

- |               |   |
|---------------|---|
| To the North: | Westminster Highway, an existing residential development that includes three (3) residential towers zoned “Downtown Commercial (CDT1)” and designated Urban Core T6 (45 m) in the Lansdowne Village Sub Area in the CCAP. |
| To the South: | a lane and Minoru Park zoned “School & Institutional Use (SI)” and designated Park in the Brighthouse Village Sub Area in the CCAP.   |
| To the East:  | a commercial use within a single family home zoned “Personal Services Commercial (ZC5) – Brighthouse Village (City Centre)” and designated Urban Centre T5 (25 m) in the Brighthouse Village Sub Area in the CCAP.        |
| To the West:  | a hotel zoned “Auto-Oriented Commercial (CA)” and designated Urban Centre T5 (25 m) in the Brighthouse Village Sub Area in the CCAP.  |

**Related Policies & Studies**Official Community Plan/Brighthouse Village in the CCAP

The site is designated “Mixed Use” in the Official Community Plan (OCP), which supports the proposed commercial and residential uses. The site is located within the Brighthouse Village Sub Area in the CCAP in an area where medium-density, mid-rise residential and non-residential uses are supported. The proposed uses and building form are consistent with the CCAP (Attachment 4).

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.

Affordable Housing Strategy

The Richmond Affordable Housing Strategy applies only to the development of market housing. Therefore, in accordance with provisions in the Affordable Housing Strategy for smaller apartment developments, the applicant will make a cash contribution to the affordable housing reserve fund based on the residential apartment floor area proposed at the penthouse level (i.e. \$22,992.00). Congregate housing and commercial uses are not subject to affordable housing contributions under the Strategy.

OCP Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is located within an area that permits all aircraft noise sensitive land uses. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to rezoning bylaw adoption.

OCP Sustainability Policy

- As a condition of rezoning bylaw adoption, the applicant will commit to connect the subject development to a future City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate future connection to a DEU, entering into a Servicing Provision Agreement(s), and statutory rights of way and/or alternative agreement.
- In accordance with the CCAP, the proposed development would be constructed to achieve a minimum LEED Silver equivalency. The applicant has provided a list of sustainability features that may be incorporated to ensure the development proposal achieves LEED Silver equivalency (Attachment 5). Notably, the proposed concrete building includes a rooftop outdoor amenity area that includes garden plots.

OCP Accessibility Policy

- All of the proposed units would incorporate aging in place features to accommodate mobility constraints associated with aging. These features include stairwell hand rails; lever-type handles for plumbing fixtures and door handles; and solid blocking in

washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

- Basic Universal Housing (BUH) provisions, as outlined in the Zoning Bylaw, include bathtub clearance specifications. The congregate housing units would include a stand-up shower, which is easier to use for individuals with mobility restrictions, rather than a bathtub.
- The proposed development would provide barrier-free access to both the commercial units and the residential lobby, as well as barrier-free access to the indoor and outdoor amenity space.

#### OCP Crime Prevention Through Environmental Design (CPTED)

Through the Development Permit review process, CPTED features will be finalized and would include but are not limited to the following:

- Reviewing the design of the corridor connecting the parking area and Westminster Highway;
- Designing the parking structure and the residential lobby to minimize alcoves and hidden corners;
- Painting the parking structure white and creating well-illuminated spaces;
- Incorporating appropriate glazing into the design of elevator lobbies and vestibules; and
- Using transparent building material at the ground level and between the indoor amenity and the outdoor amenity areas to establish opportunities for passive surveillance.

#### Public Art

The development proposal is exempt from participation in the public art program. Congregate housing is exempt from the program and the total proposed residential and commercial floor area is below the threshold for participation in the public art program.

#### **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 1<sup>st</sup> 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.

#### **Analysis**

##### Project Description

The proposed mid-rise development is characterized as a seniors-oriented congregate housing project with limited secondary uses. In addition to seniors-oriented congregate housing, the development proposal includes commercial retail space and a residential lobby at the ground level fronting Westminster Highway, and a single residential penthouse unit. The proposed

uses are consistent with the site's designation in the Brighthouse Village Sub Area in the CCAP. The proposed congregate housing is within close proximity of the Richmond Hospital, medical offices, and community amenities including the Minoru older adults' centre and the new City Centre Community Centre. The proposed commercial uses along the Westminster Highway frontage would support the establishment of pedestrian-oriented retail uses along this portion of Westminster Highway in accordance with CCAP objectives.

The building's third floor would be allocated for the provision of amenity services and spaces for the proposed 33 congregate housing units. The amenities and services proposed in association with the congregate housing units are consistent with those provided by existing congregate housing in the city and include a concierge service, which would provide 24 hour non-medical assistance, the option of shared dining and meal service, laundry and housekeeping service, and amenity space (including a library, fitness room, multi-function rooms, and commercial kitchen space).

The outdoor amenity area, which is located on the third floor terrace, adjacent to the indoor amenity space, would include lounging and outdoor recreation opportunities. In addition to the large common outdoor amenity area, each congregate unit has a private balcony. A range of balcony sizes are proposed and each balcony is at least  $6 \text{ m}^2$  ( $64.5 \text{ ft}^2$ ) and complies with minimum size guidelines in the OCP. Both north and south oriented outdoor patio space would provide the single penthouse residential unit with more than  $245 \text{ m}^2$  ( $2,635 \text{ ft}^2$ ) of private outdoor space. A rooftop deck, intended to accommodate garden plots, is also proposed. This area would be shared by the congregate housing residents and the single residential penthouse suite. Registration of a legal agreement on title to secure the area as shared space is a requirement of the rezoning approval.

To ensure the units are not converted into regular residential housing in the future, as a condition of rezoning, the applicant would be required to register a covenant on title preventing stratification of the congregate units and associated amenity space.

#### Site Access

The site is currently accessible from both Westminster Highway and an existing rear lane that extends westward to the southern extension of Alderbridge Way. As a condition of redevelopment, the site's existing Westminster Highway access would be closed and all vehicle traffic redirected to the lane. The CCAP designates this section of Westminster Highway as a pedestrian-oriented retail linkage. By redirecting all vehicle traffic to the lane, continuous, active ground level uses would be established along the frontage, which is consistent with the site's designation in the CCAP.

The existing lane network does not extend east of the subject site; however, future development will extend the lane east to connect to Bowling Green Road. The existing lane has been secured through a series of individual right-of-ways that are registered on private



property and would accommodate traffic to and from the site. To maximize the function of the existing lane the following would be undertaken:

- Existing hydro kiosks and associated bollards are located close to the southeast intersection of Westminster Highway and Alderbridge Way extension. The kiosks restrict the width of the lane in this location. Prior to finalizing the associated Development Permit plans and as a condition of rezoning bylaw adoption, the applicant would work with the city and BC Hydro to identify a relocation site for the kiosks in accordance with the terms articulated in Attachment 6. The applicant is aware that if the hydro kiosks must be relocated to the subject site, changes to the building design would be required.
- Hotel operators on either side of the Alderbridge Way extension have posted signage restricting truck access. Signage that is not authorized by the city would be removed.
- Signage would be installed to remind hotel operators that no stopping is permitted along the east side of the Alderbridge Way extension.
- An existing covenant on title (BH074271) registers the City's intention to restrict all vehicle traffic to the lane at the time the lane is established. As a condition of redevelopment, the site's Westminster Highway access would be closed; therefore, this document would be discharged.
- Registration of a lane use acknowledgement and indemnity agreement would be required to recognize the City's recommendation that the applicant obtain legal advice in respect to the terms and conditions of the right-of-ways comprising the lane.

Until the lane is extended to Bowling Green Road, delivery and collection trucks will turn around on-site. The loading space has been designed to accommodate on-site truck turning. To accommodate a rare condition when the loading space is in use, through the Development Permit review process, the applicant will confirm that the location of the parking access gate and building structure are designed to accommodate a hammerhead turn around.

#### Vehicle & Bike Parking and Loading

Transportation staff supports the findings of a Traffic Impact Assessment (TIA) and Parking Feasibility Study that was provided by the applicant, which proposes a site specific parking rate for the congregate housing component of the development. The report also includes a Transportation Demand Management (TDM) strategy to support the congregate housing parking rate. Parking for congregate housing is proposed to be provided at a rate of 0.2 parking stalls per sleeping unit, plus 1 stall for an employee/support service worker, as well as implementation of the TDM package. The TDM requirements include:

- Contribution of \$25,000 towards a bus shelter that is located within proximity of the site;
- Provision of a minimum 33 indoor, secured scooter parking stalls that are equipped with electrical charging outlets;
- Two (2) benches located along the site's Westminster Highway building façade; and

- Provision of electric vehicle charging outlets for three (3) commercial parking stalls.

Parking would be enclosed and screened from view. A total of 23 parking stalls would be provided. Eight (8) parking stalls would be provided for the congregate housing facility, thirteen (13) parking stalls would be provided for use by the commercial retail space, and two (2) parking spaces would be provided for the single residential unit in accordance with the Bylaw. Transportation staff support shared visitor and commercial parking conditional to an agreement being registered on title as a condition of rezoning bylaw adoption that secures unassigned access to the stalls, access to commercial stalls during regular business hours, and access to visitor parking stalls at all times.

The OCP includes policy related to the provision of electric charging facilities for residential building area; however, the subject application is limited to a single residential unit. Taking the proposed congregate housing use into consideration, electric outlets would be provided for the scooter parking areas and the development would provide three (3) commercial parking spaces equipped with vehicle charging outlets.

Rather than require provision of bike parking for the congregate housing units, a minimum of one (1) scooter parking per congregate housing unit would be provided within the development. Seventeen (17) secured bike parking spaces are currently proposed at the mezzanine level. Through the Development Permit review process the proposed location and number of secured bike parking stalls would be reviewed. The location of outdoor bike racks would be determined through the associated Development Permit review process.

One medium loading space would be provided on-site. Both the loading space and the associated garbage/recycling room would be secured for use by all tenants/residents of the building as a condition of rezoning bylaw adoption. Collection would take place in the lane in order to accommodate the overhead clearance required by the truck's collection arm. Through the Development Permit review process, the applicant will finalize on-site truck circulation to the satisfaction of the City.

#### Proposed Rezoning Bylaw

The applicant's proposal to include seniors-oriented congregate housing as the primary use would be supported by nearby services and would maximize the redevelopment potential of the site while responding to CCAP objectives. Within the City Centre, the subject site is relatively small and the applicant has been unable to consolidate with adjacent properties at this time. The site's designation in the CCAP supports up to 2.0 FAR. Maintaining the target density is desirable in this location in order to achieve the intended streetwall building typology and to support pedestrian activity along this prominent but underutilized section of Westminster Highway, which is designated as a pedestrian-oriented retail linkage. The proposed zone reflects the unique requirements of seniors-oriented congregate housing, which is characterized by smaller individual units, a high requirement for common indoor amenity space/common area, and a low parking requirement.

Floor Area Ratio (FAR): Congregate housing is associated with generous common amenities and services. To accommodate the expanded floor area required to provide these amenities and services for residents, the indoor amenity exemption has been increased to 0.35 FAR.

Parking: The parking rate for the congregate housing component of the development is reduced to 0.2 parking stalls per sleeping unit plus a stall for an employee/service provider in recognition of the property's location within the City Centre, nearby amenities and transportation options, and low rate of vehicle use typical of congregate care residents.

Height: Although the height to the building parapet would be less than 25 m (82 ft.), in order to access the proposed rooftop deck area and to accommodate the elevator overrun, the maximum building height would include a provision to permit an additional 2.5 m (8 ft.) of building height that accommodates an elevator/stair structure. Through the Development Permit review process, the applicant would be required to demonstrate that the elevator overrun is designed as an extension of the building rather than a mechanical rooftop appendage.

#### Dedications & Improvements and Servicing Capacity & Upgrades

The applicant is required to provide dedications and undertake frontage improvements as discussed in detail in the Rezoning Considerations (Attachment 6). These works include but are not limited to:

- Dedication of a 7.5 m wide lane along the southern property line and upgrades that include installation of a sidewalk and lighting along the southern edge of the site abutting Minoru Park;
- Discharge of the existing lane right of way (Statutory Right of Way BH074270);
- An approximately 1.3 m wide dedication along the site's Westminster Highway frontage;
- Upgrading the Alderbridge Way and Westminster Highway intersection to include traffic signals for the south approach and any other associated improvements required by the intersection changes; and
- Design and construction of a raised decorative concrete median with landscaping on Westminster Highway to replace the existing pavement markings.

Engineering issues will be addressed through the required Servicing Agreement (SA), which is discussed in detail in the attached Rezoning Considerations. The scope of the SA includes but is not limited to installing a new water service connection along the site's Westminster Highway frontage, extending the existing storm sewer located within the right-of-way located on the southern portion of the site, upgrading the existing storm sewer along the Westminster Highway frontage and installing a new service connection, upgrading the existing sanitary service connection at the site's sanitary service connection, and relocation of off-site hydro kiosks.

### Tree Retention and Replacement

The applicant has provided confirmation that there are no bylaw sized trees on the site. There are three (3) trees located off-site along the property's Westminster Highway frontage. The applicant is required to install tree protection fencing and to arrange inspection by the Tree Protection Department prior to undertaking any work on the site. A detailed landscaping plan would be developed as part of the associated Development Permit application review process.

### Development Permit

The Rezoning Considerations attached to this report (Attachment 6) include a requirement for the substantive completion of a Development Permit for the subject site prior to adoption of the rezoning bylaw. The Development Permit review process includes review of the architecture and landscape plans by both staff and the Advisory Design Panel (ADP) and will include, but is not limited, to resolution of the following:

- Design development of the pedestrian corridor that connects the enclosed parking area to Westminster Highway fronting commercial retail units and the residential lobby.
- Demonstrate that the enclosed vehicle, bike and scooter parking maximizes efficiency and function, and review the number of proposed enclosed bike parking spaces.
- Demonstrate to the satisfaction of the Transportation Department that hammerhead turnaround is accommodated.
- Confirm the relocation site for the off-site hydro kiosks and undertake any resulting required building design changes, which may substantially affect the building's design at the northwest corner of the site if the kiosks are required to be accommodated on the subject site.
- Provision of landscape plans.
- Design development of the elevator overrun and stairwell that provides access to the rooftop amenity area.
- Confirmation that any proposed rooftop mechanical equipment complies with the permitted building height and is appropriately screened.
- As the building would be higher than existing adjacent buildings, the applicant is required to demonstrate that the building's exposed east and west elevations are suitably treated.

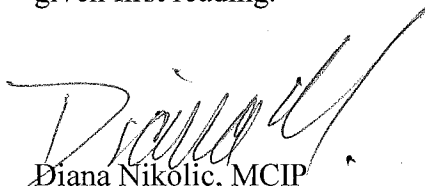
### **Financial Impact or Economic Impact**

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

**Conclusion**

The applicant has demonstrated the feasibility of accommodating the proposed density on the subject site. The proposed uses, including ground level commercial retail units, seniors-oriented congregate housing, and a single residential unit are supported by the site's designation in the CCAP. Although the subject site is small relative to typical redevelopment sites within the City Centre, by proposing uses that are uniquely suited to the context and providing site specific responses, the applicant has demonstrated that the proposal is well suited to the subject site and surrounding context.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9547 be introduced and given first reading.



Diana Nikolic, MCIP  
Senior Planner/Urban Design

DN:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Conceptual Development Plans

Attachment 4: Brighthouse Village Plan

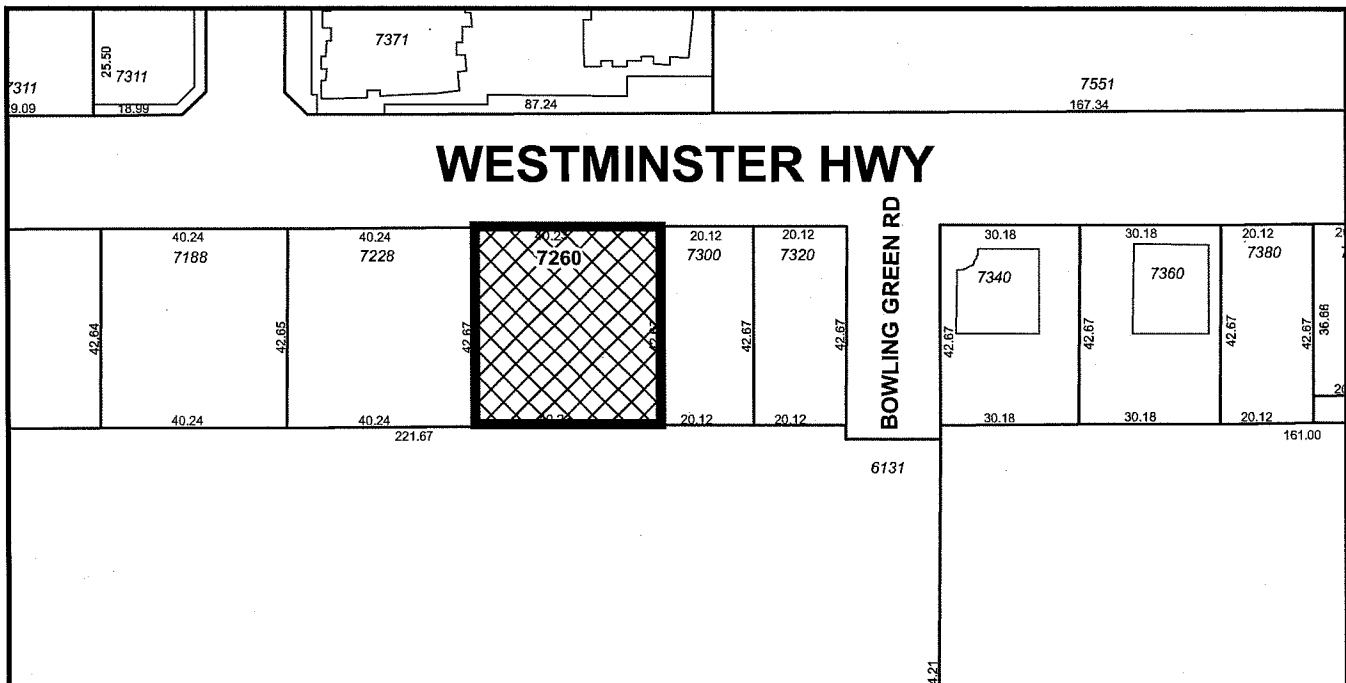
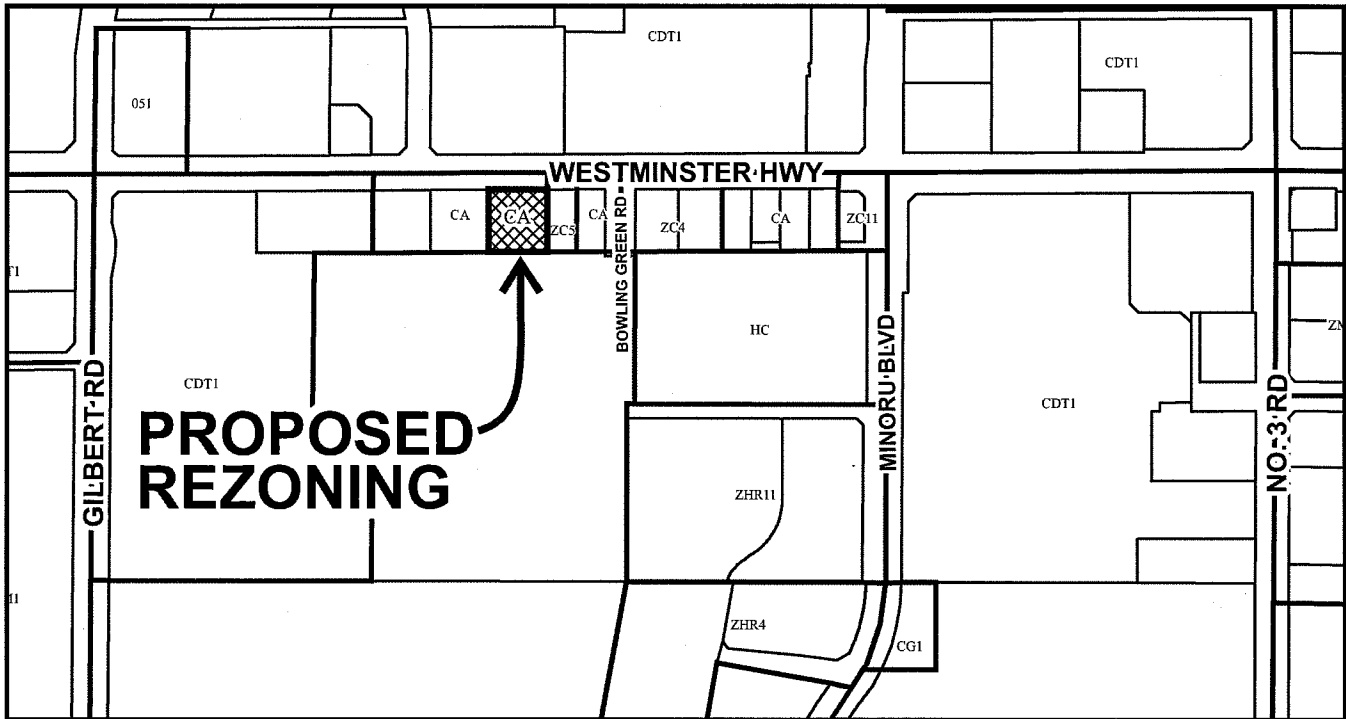
Attachment 5: Sustainability Checklist (provided by applicant)

Attachment 6: Rezoning Considerations





# City of Richmond



**RZ 14-676714**

Original Date: 11/25/14

Revision Date: 05/10/16

Note: Dimensions are in METRES



City of  
Richmond



RZ 14-676714

Original Date: 11/25/14

Revision Date

Note: Dimensions are in METRES



**RZ 14-676714**

**Attachment 2**

Address: 7260 Westminster Highway

Applicant: GBL on behalf of Trans-Pacific Business Corporation, Inc. No. 33797

Planning Area(s): Brighthouse Village in the City Centre Area Plan

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	Trans-Pacific Business Corporation, Inc. No. 33797	Trans-Pacific Business Corporation, Inc. No. 33797
<b>Site Size (m<sup>2</sup>):</b>	1,718 m <sup>2</sup> (18,474 ft <sup>2</sup> )	1,654 m <sup>2</sup> (17,808 ft <sup>2</sup> ) (includes lane dedication area, excludes dedication along Westminster Highway)
<b>Land Uses:</b>	Two-storey commercial	Ground level commercial, congregate care, 1 residential unit
<b>OCP Designation:</b>	Mixed Use	Mixed Use
<b>Area Plan Designation:</b>	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
<b>Zoning:</b>	Auto Oriented Commercial (CA)	Mid-rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)
<b>Number of Units:</b>	2 commercial buildings	4 commercial CRUs, 33 congregate care units with associated secured amenity space, 1 residential penthouse unit

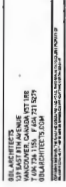
	<b>Proposed Bylaw 9547 Requirement</b>	<b>Proposed</b>	<b>Variance</b>
<b>Floor Area Ratio:</b>	2.0 FAR provided that not less than 300 m <sup>2</sup> of the site is dedicated to the City as road. An additional 0.35 FAR provided that it is entirely used to accommodate amenity space.	2.0 FAR provided that not less than 300 m <sup>2</sup> of the site is dedicated to the City as road. An additional 0.35 FAR provided that it is entirely used to accommodate amenity space.	none permitted
<b>Lot Coverage – Building:</b>	Max. 96%	95.43%	none
<b>Lot Size (min. dimensions):</b>	1,350 m <sup>2</sup> (14,560 ft <sup>2</sup> )	1,352.7 m <sup>2</sup> (14,560 ft <sup>2</sup> )	none
<b>Setback – Westminster Highway (m): Lane (existing or new): Interior side yard:</b>	Westminster Highway (m): 1.75 m Lane (existing or new): 0 m Interior side yard: 0 m	Westminster Highway (m): 1.75 m Lane (existing or new): 0 m Interior side yard: 0 m	none

	<b>Proposed Bylaw 9547 Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Height (m):	Height: 25 m, provision for additional 2.5 m to accommodate elevator overrun that provides access to rooftop amenity space.	Height to building parapet: 24.5 m Building height including elevator overrun: 27.28 m	none
Off-street Parking Spaces	Congregate Housing: 0.2/sleeping unit + 1 = 8 PLUS TDM package  Commercial/Retail: City Centre Zone 2 rate 4.2/100 m <sup>2</sup> = 13  Residential (R)/Visitor (V): 1.2/unit = 2 (R)/1(V)  (shared visitor/commercial parking permitted)	Congregate Housing: 8 Commercial/Retail: 13 Residential (R)/Visitor (V): 2/1  Shared visitor/commercial parking	none
Off-street Parking Spaces – Total:	23	23	none
Bicycle Parking	Commercial Class 1: 0.27/100m <sup>2</sup> : 1 Class 2: 0.4/100 m <sup>2</sup> : 1  Residential Class 1: 1.25/unit: 2 Class 2: 0.2/unit: 1  Total: Class 1: 3 Class 2: 2	Class 1: 17 Class 2: 3 location to be established through DP process	none
Scooter Parking	33	33	
HC parking	2	2	
OCP Electric Vehicle Charging Provisions	-3 commercial parking stalls equipped with 120 volt receptacle -Scooter parking with electrical charging outlets -Minimum 1 120 volt receptacle for every 10 Class 1 bicycle parking spaces: to be indicated on DP plans	#120 volt receptacles: 3 stalls #120 volt receptacles for bike and scooter spaces	none
Loading	Medium stall (SU9): 1  Shared between commercial, congregate, residential uses Collection from the lane	Medium stall (SU9): 1	
Amenity Space – Indoor:	Congregate housing: 70 m <sup>2</sup> (754 ft <sup>2</sup> ) 1 Residential unit: 0 m <sup>2</sup>	Congregate housing exclusive use: 798 m <sup>2</sup> (8,595 ft <sup>2</sup> )	none

	<b>Proposed Bylaw 9547 Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Amenity Space – Outdoor:	Congregate housing exclusive use: 198 m <sup>2</sup> (2,130 ft <sup>2</sup> ) 1 Residential unit: 0 m <sup>2</sup>	Congregate housing exclusive use: 325 m <sup>2</sup> (3,498 ft <sup>2</sup> ) Roof top outdoor amenity shared between congregate and residential uses: 174.2 m <sup>2</sup> (1,876 ft <sup>2</sup> ) Residential private use: 249 m <sup>2</sup> (2,682 ft <sup>2</sup> )	none

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





OWNER: Trans - Pacific Business Corporation, Inc. No. 33797

PARCEL ONE, SECTION 8, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT, REFERENCE PLAN LMP 15308

CIVIC ADDRESS:	EXISTING ZONING	CA	PROPOSED ZONING	ZR11

MAX HEIGHT 25 M (82 FT)	SETBACKS	FRONT	1.75 M (5.74')
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\*PAR CALCULATION IS BASED ON GROSS SITE AREA DEDUCTED BY ROAD DEDICATION

	ISSUED FOR REZONING
1. NOV 10 2014	RE-APPEALED FOR REZONING
2. DEC 22 2015	RE-APPEALED FOR REZONING
3. APRIL 06 2016	RE-APPEALED FOR REZONING
4. APRIL 12 2016	RE-APPEALED FOR REZONING
5. APRIL 30 2016	RE-APPEALED FOR REZONING
6. MAY 09 2016	RE-APPEALED FOR REZONING
7. JUNE 23 2016	RE-APPEALED FOR REZONING

FAR (imperial)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA	GROSS BUILDING AREA	FAR (metric)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA
FAR ALLOWED				35,617.12		FAR ALLOWED				3,306.96
				2.00						2.00
FAR PROPOSED	32,326	3,291	8,595	35,617	46,700	FAR PROPOSED	3,003.15	305.74	798.50	3,308.89
FAR	1.82	0.18	0.48	2.00		FAR	1.82	0.18	0.48	2.00

FAR (imperial)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA	FAR (metric)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA
FAR ALLOWED				29,120.46	FAR ALLOWED				2,705.40
				2.00					2.00
FAR PROPOSED	32,326	3,291	8,595	35,617	FAR PROPOSED	3,003.15	305.74	798.50	3,308.89
FAR	2.22	0.23	0.59	2.45	FAR	2.22	0.23	0.59	2.45

## PROJECT STATISTICS

DATE \_\_\_\_\_  
DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_  
SCALE \_\_\_\_\_  
JOB NUMBER \_\_\_\_\_

CHMENT 3

# DENSITY CALCULATION

COMMERCIAL (IMPERIAL)					
Level	Units	CRU	Loading	Gross Area	
Level 1	MAX 4	3,291.00	0.00	3,291.00	
TOTAL	MAX 4	3,291.00	0.00	3,291.00	

COMMERCIAL (METRIC)					
Level	Units	CRU	Loading	Gross Area	
Level 1	MAX 4	305.74	0.00	305.74	
TOTAL	MAX 4	305.74	0.00	305.74	

RESIDENTIAL		GROSS FLOOR AREA				DEDUCTIONS (Inc Amenity)				FSR AREA		RES. AT 3-6 FL	
Level	Units	a	b	c	d	e = b+c+d+f+g	f	g	h = d+f+g	Total Deductions	i = e-h		
			Suite Area	Internal Circulation & service	Amenity	Gross Area	Vertical communication	G&R Mechanical/el.					
Level 1	0	0	0.0	682		1,578.0	644.0	252	252	1,326.0			***
Level 2	0	0	0.0	2,141		4,041.0	811.0	1,089	1,900	2,141.0			
Level 3	0	0	0.0	0	8,595	9,406.0	811.0	0	7,087	2,339.0			****
Level 4	11	5,810.0	1,114			7,390.0	466.0	0	466	6,924.0			
Level 5	11	5,810.0	1,114			7,390.0	466.0	0	466	6,924.0			
Level 6	11	5,810.0	1,114			7,390.0	466.0	0	466	6,924.0			
Level 7	1	5,410.0	338			6,214.0	466.0	0	466	5,748.0			
TOTAL	34	22,840.0	6,503			43,409.0	4,130.0	1,341	11,083	32,326		26,520	

Vertical communication is included in the ground floor FAR calculation

\*\*\*15.35% of allowed FAR area (0.35 FAR) is excluded from FAR calculation as amenity space - the rest is included (6,256SF = 581.20m2)

RESIDENTIAL		GROSS FLOOR AREA				DEDUCTIONS (Inc Amenity)				FSR AREA		RES. AT 3-6 FL	
Level	Units	a	b	c	d	e = b+c+d+f+g	f	g	h = d+f+g	Total Deductions	i = e-h		
			Suite Area	Internal Circulation & service	Amenity	Gross Area	Vertical communication	G&R Mechanical/el.					
Level 1	0	0	0.00	63.35		146.60	59.83	23.41	23.41	123.19			
Level 2	0	0	0.00	198.90		375.41	75.34	101.17	176.51	198.90			
Level 3	0	0	0.00	0.00	798.50	873.84	75.34	0.00	858.54	217.30			
Level 4	11	539.76	103.49			686.55	43.29	0.00	43.29	643.26			
Level 5	11	539.76	103.49			686.54	43.29	0.00	43.29	643.25			
Level 6	11	539.76	103.49			686.54	43.29	0.00	43.29	643.25			
Level 7	1	502.60	31.40			577.29	43.29	0.00	43.29	534.00			
TOTAL	34	2121.88	604.12			4032.77	383.67	124.58	1029.62	3003.15		2463.76	

Level	Balcony (SF)	Patio/roof top (SF)	Balcony (m2)	Patio/roof top (m2)
Level 3		3,504.00		325.53
Level 4		1,686.00		156.63
Level 5	0.00		84.63	
Level 6	0.00		84.63	
Level 7		0.00		249.14
TOTAL	0.00	5,190.00	169.26	731.30

**gbl**

1000 WESTMINSTER HIGHWAY  
RICHMOND, BC  
V6X 3A7  
TEL: 604.273.1234  
FAX: 604.273.1235  
WWW.GBLBC.COM

1. NOV 13 2014  
2. NOV 13 2014  
3. APRIL 18 2015  
4. APRIL 12 2015  
5. APRIL 12 2015  
6. APRIL 12 2015  
7. APRIL 12 2015

7260 WESTMINSTER  
HIGHWAY  
RICHMOND, BC  
V6X 3A7  
TEL: 604.273.1234  
FAX: 604.273.1235  
WWW.GBLBC.COM

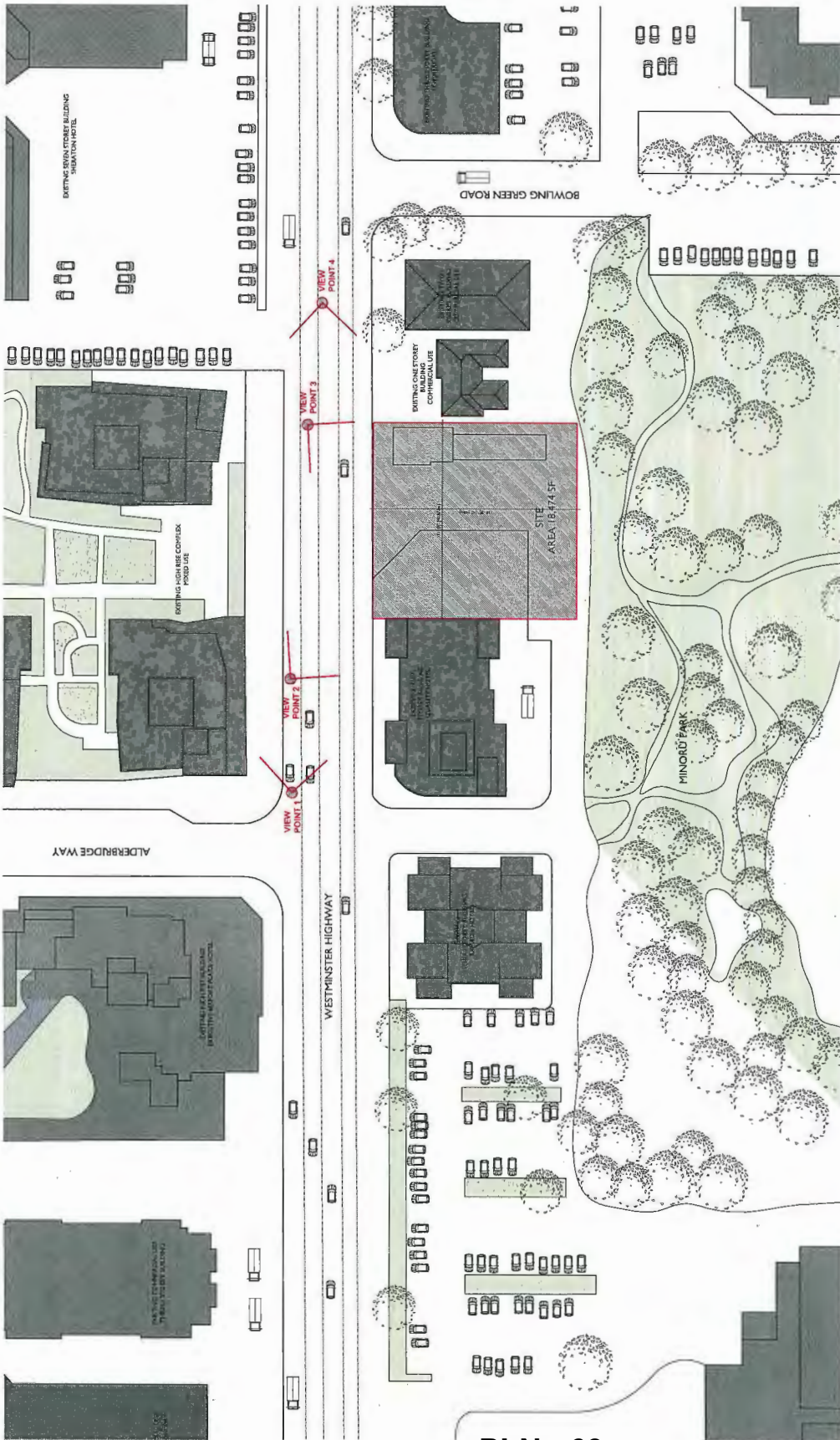
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CHECKED BY: JH  
SCALE: 1/4" = 1'-0"  
JOB NUMBER: 1443

A-0.01-2



PARKING CALCULATION:		REQUIRED	PROVIDED	TYPE
COMMERCIAL		13	13	
DISABLED		1	1	
TTL COMMERCIAL		13	13	
EMPLOYEES		1	1	
RESIDENTS (CONG)		10	7	
RESIDENTS		2	2	
VISITORS		0	0	
DISABLED		1	1	
TTL RESIDENTIAL		13	10	
TOTAL PARKING		26	23	
TOTAL PARKING		-2.6		
TOTAL PARKING		24	23	
BICYCLE SPACE CALCULATION:				
0.5/100 m2 LEASABLE SPACE		1	1	CLASS A
0.5/100 m2 LEASABLE SPACE		1	1	CLASS B
1.25/RESIDENTIAL UNIT		2	2	CLASS A
0.5/RESIDENTIAL UNIT		1	1	CLASS B
0.5 SPACES PER CONGREAGTE UNIT		17	18	CLASS A
TOTAL BICYCLE		22	23	
LOADING SPACE CALCULATION:				
TOTAL LOADING SPACES:				
COMMERCIAL:		1	1	
RESIDENTIAL:		1	0	
TOTAL LOADING		2	1	



PLN - 63

1. MAY 19 2014  
2. MAY 19 2014  
3. MAY 19 2014  
4. MAY 19 2014  
5. MAY 19 2014  
6. MAY 19 2014  
7. MAY 19 2014



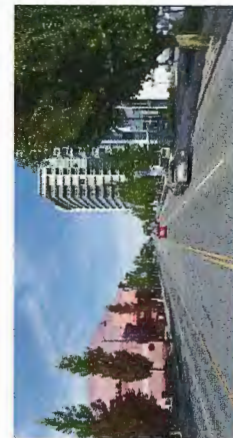
7260 WESTMINSTER HIGHWAY  
RICHMOND, BC

MIXED USE DEVELOPMENT

CONTEXT PLAN

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DRAWN BY	AK
CHECKED BY	AK
SCALE	1/4" = 1'-0"
JOB NUMBER	1443

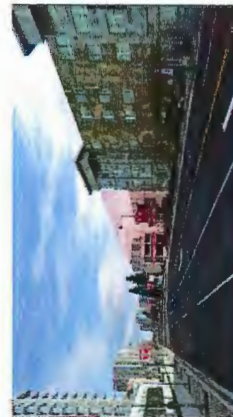
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VIEW 1 - LOOKING EAST TOWARDS SITE



VIEW 2 - LOOKING SOUTH-EAST TOWARDS SITE

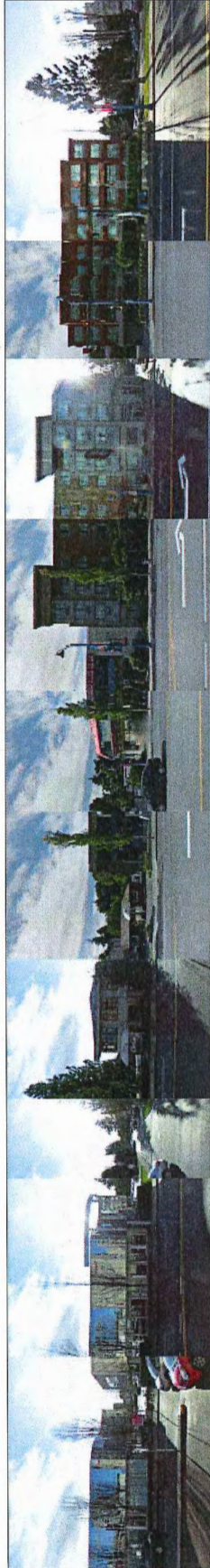


VIEW 3 - LOOKING SOUTH-WEST TOWARDS SITE



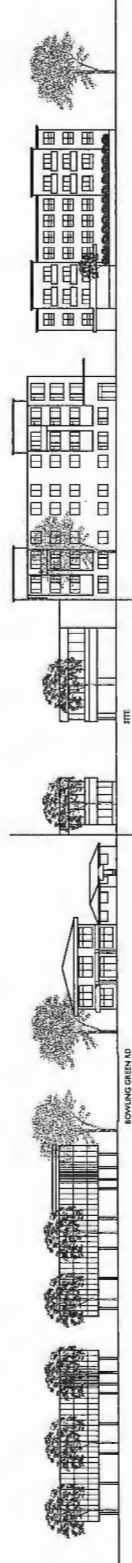
VIEW 3 - LOOKING WEST TOWARDS SITE



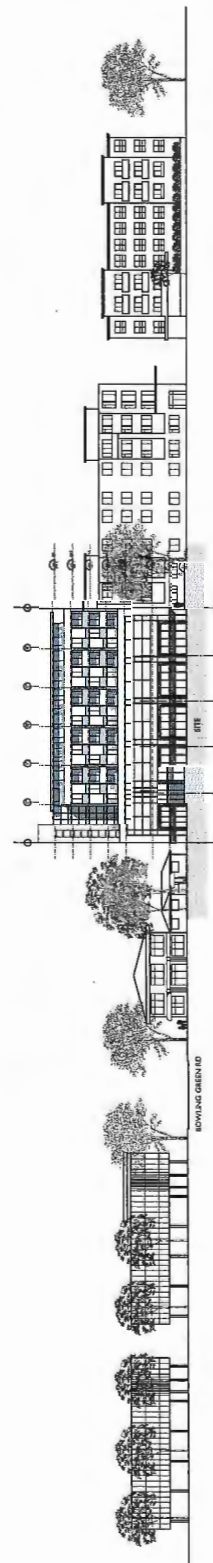


WESTMINSTER HWY PHOTO MONTAGE

PLN - 64



WESTMINSTER HWY STREETScape ELEVATION - EXISTING



WESTMINSTER HWY STREETScape ELEVATION - DESIGNED BUILDING

- WORKING
1. JAN 10 2011 RE-DESIGNED FOR REZONING
  2. DEC 23 2011 RE-DESIGNED FOR REZONING
  3. APRIL 18 2011 RE-DESIGNED FOR REZONING
  4. APRIL 18 2011 RE-DESIGNED FOR REZONING
  5. MAY 10 2011 RE-DESIGNED FOR REZONING
  6. MAY 10 2011 RE-DESIGNED FOR REZONING
  7. JUNE 23 2011 RE-DESIGNED FOR REZONING

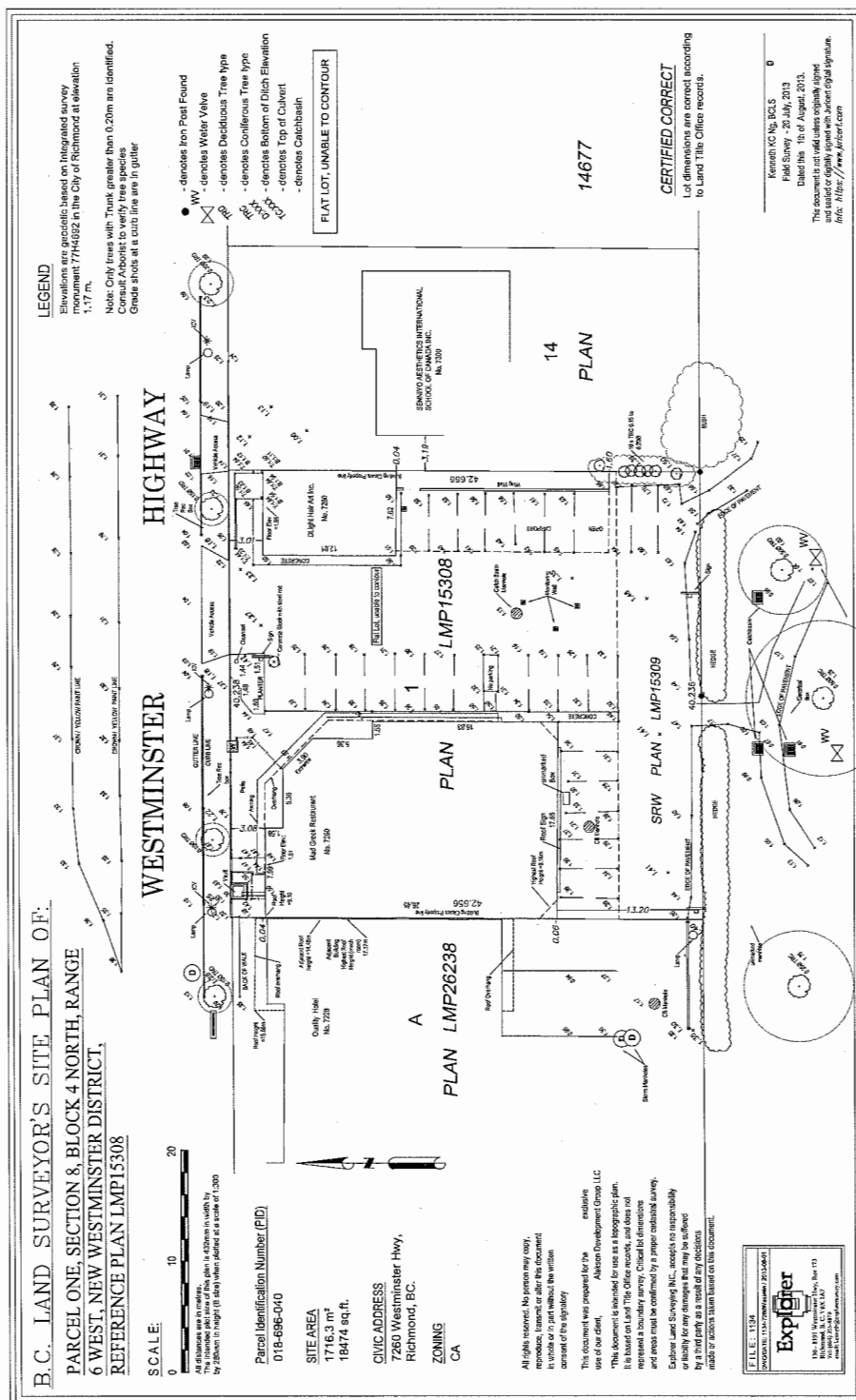
7260 WESTMINSTER  
HIGHWAY  
RICHMOND, BC

MIXED USE DEVELOPMENT

PHOTO MONTAGE &  
STREETSCAPES

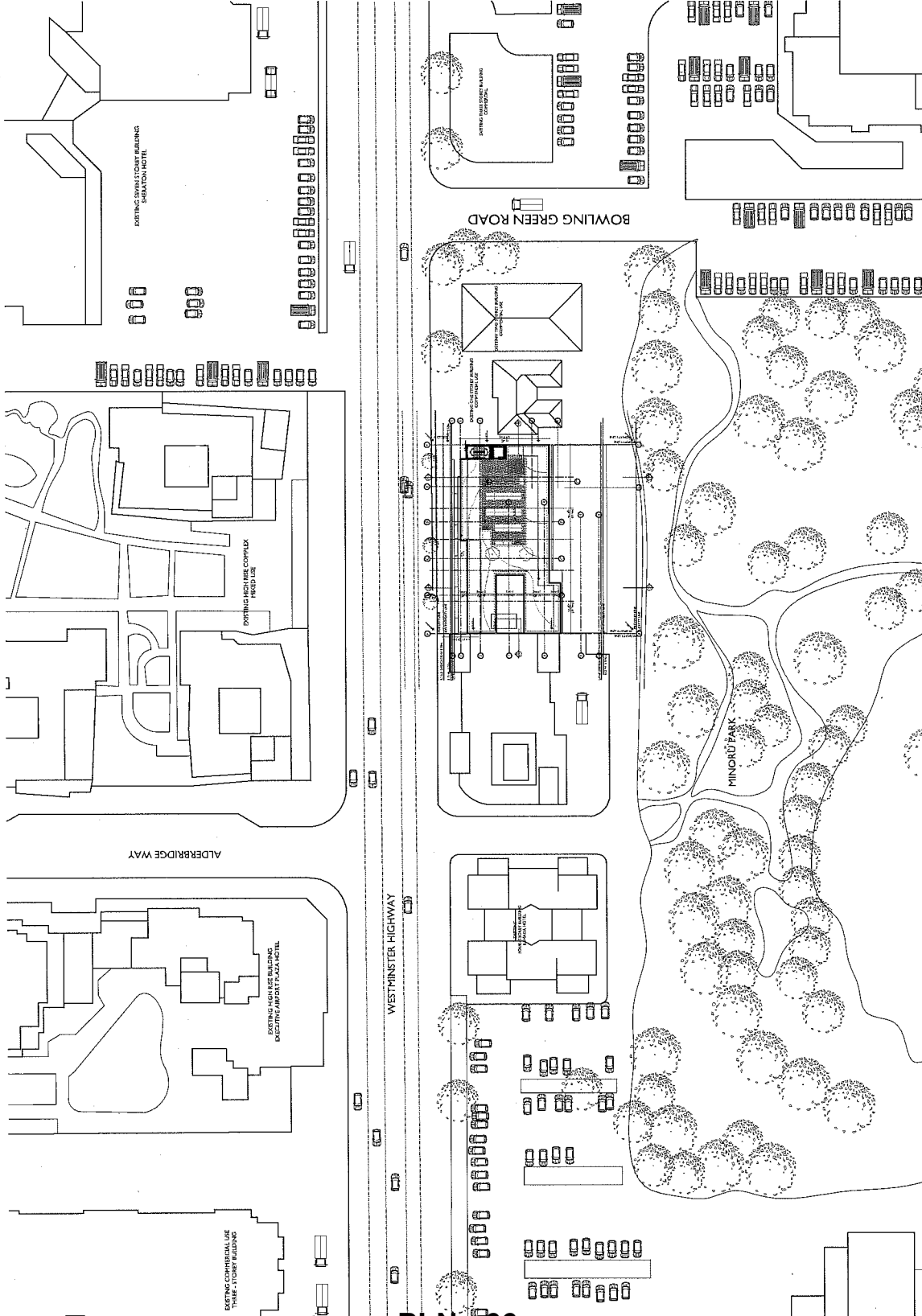
DATE	10/23/2011
DRAWN BY	AK
CHECKED BY	AK
SCALE	1/8" = 1'-0"
JOB NUMBER	1443

A-0.03



gbl

7260 WESTMINSTER HIGHWAY  
RICHMOND, BC  
V6X 3A7  
TEL: 604.271.1776  
FAX: 604.271.1777  
WWW.GBLARCHITECTS.COM



PLN - 66

- REVISIONS
1. NOV 19 2014 REVISIONS FOR REZONING
  2. DEC 22 2015 REVISIONS FOR REZONING
  3. JAN 22 2016 REVISIONS FOR REZONING
  4. APRIL 22 2016 REVISIONS FOR REZONING
  5. APRIL 22 2016 REVISIONS FOR REZONING
  6. MAY 08 2016 REVISIONS FOR REZONING
  7. JUNE 17 2017 REVISIONS FOR REZONING



7260 WESTMINSTER  
HIGHWAY  
RICHMOND, BC

MIXED USE DEVELOPMENT  
CONTEXT PLAN

DATE: 10/10/2014  
DRAWN BY: JAS  
CHECKED BY: JAS  
SCALE: 1/8"=1'-0"  
JOB NUMBER:

A-1.01



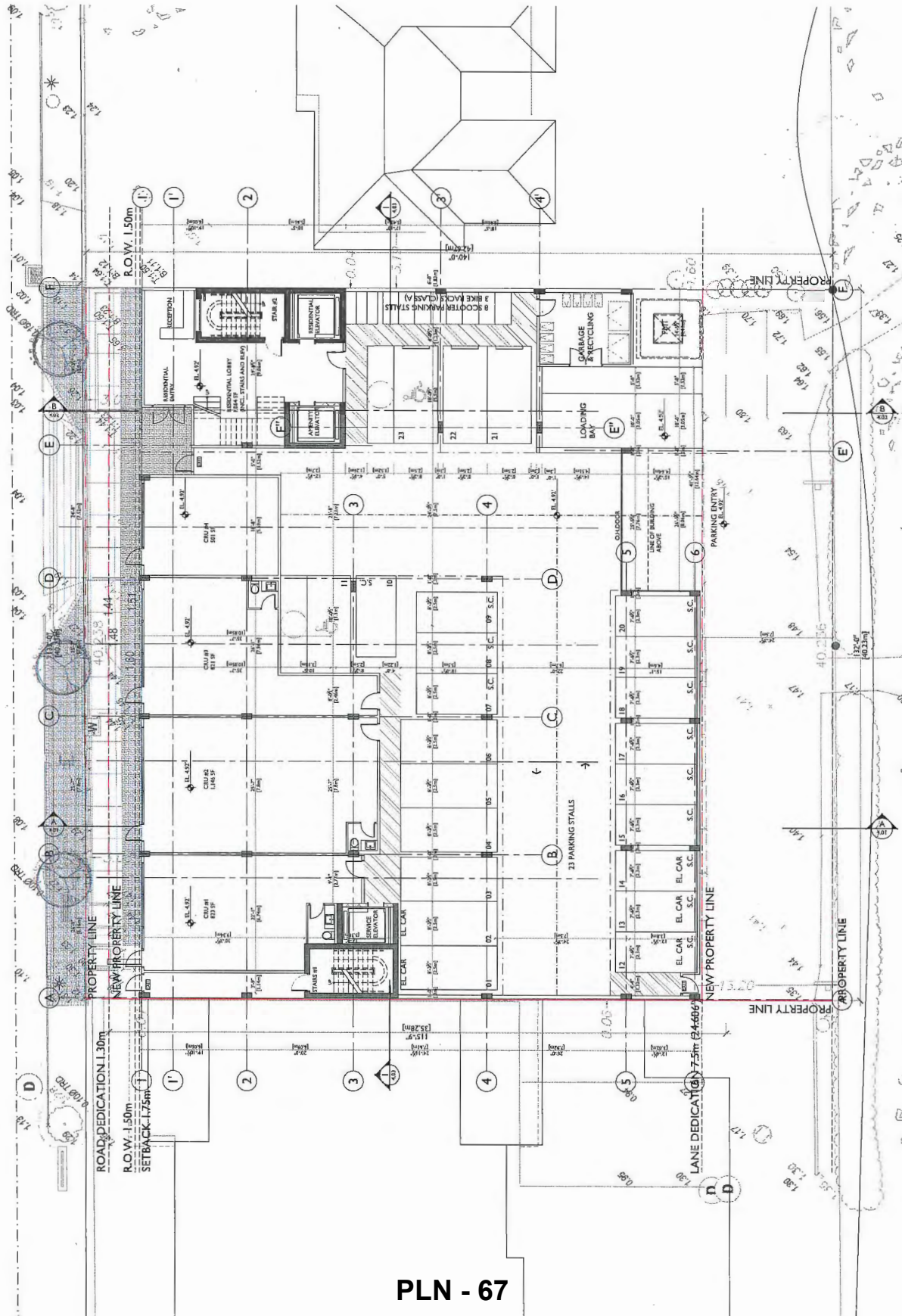
7260 WESTMINSTER  
HIGHWAY  
RICHMOND, BC

PIKED USE DEVELOPMENT

LEVEL 1/SITE PLAN

DATE: NOVEMBER 2016  
DRAWN BY: JAS  
CHECKED BY: JAS  
SCALE: 1/8" = 1'-0"  
JOB NUMBER: 1443

A-3.01





100 WEST 1ST AVENUE  
SUITE 100  
VANCOUVER, BC V6C 3K8  
TEL: 604.681.1111  
FAX: 604.681.1112

REVISIONS  
1. REVISED FOR RECORD  
2. REVISED FOR RECORD  
3. REVISED FOR RECORD  
4. REVISED FOR RECORD  
5. REVISED FOR RECORD  
6. REVISED FOR RECORD  
7. REVISED FOR RECORD

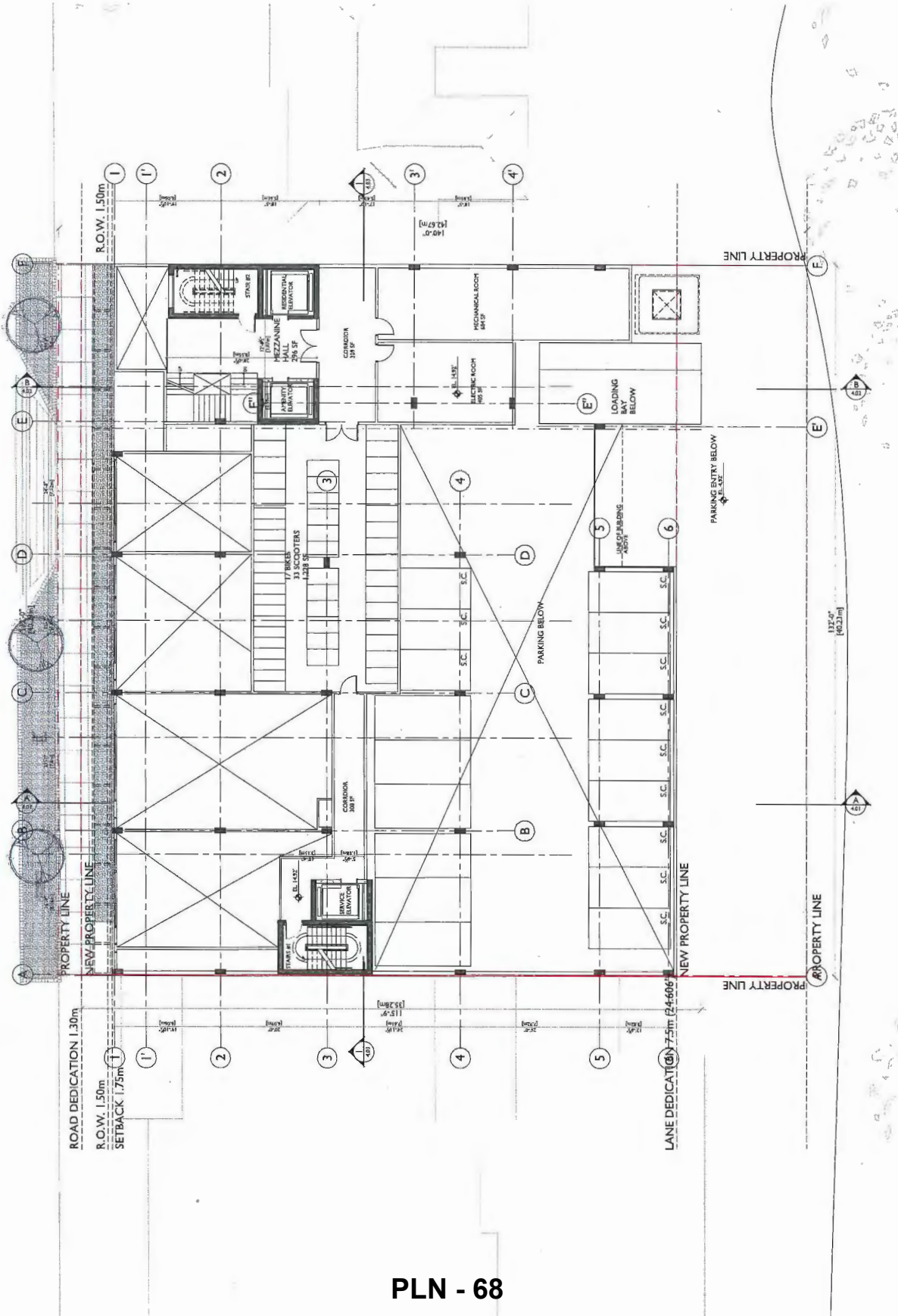


7260 WESTMINSTER  
HIGHWAY  
RICHMOND, BC  
MIXED USE DEVELOPMENT

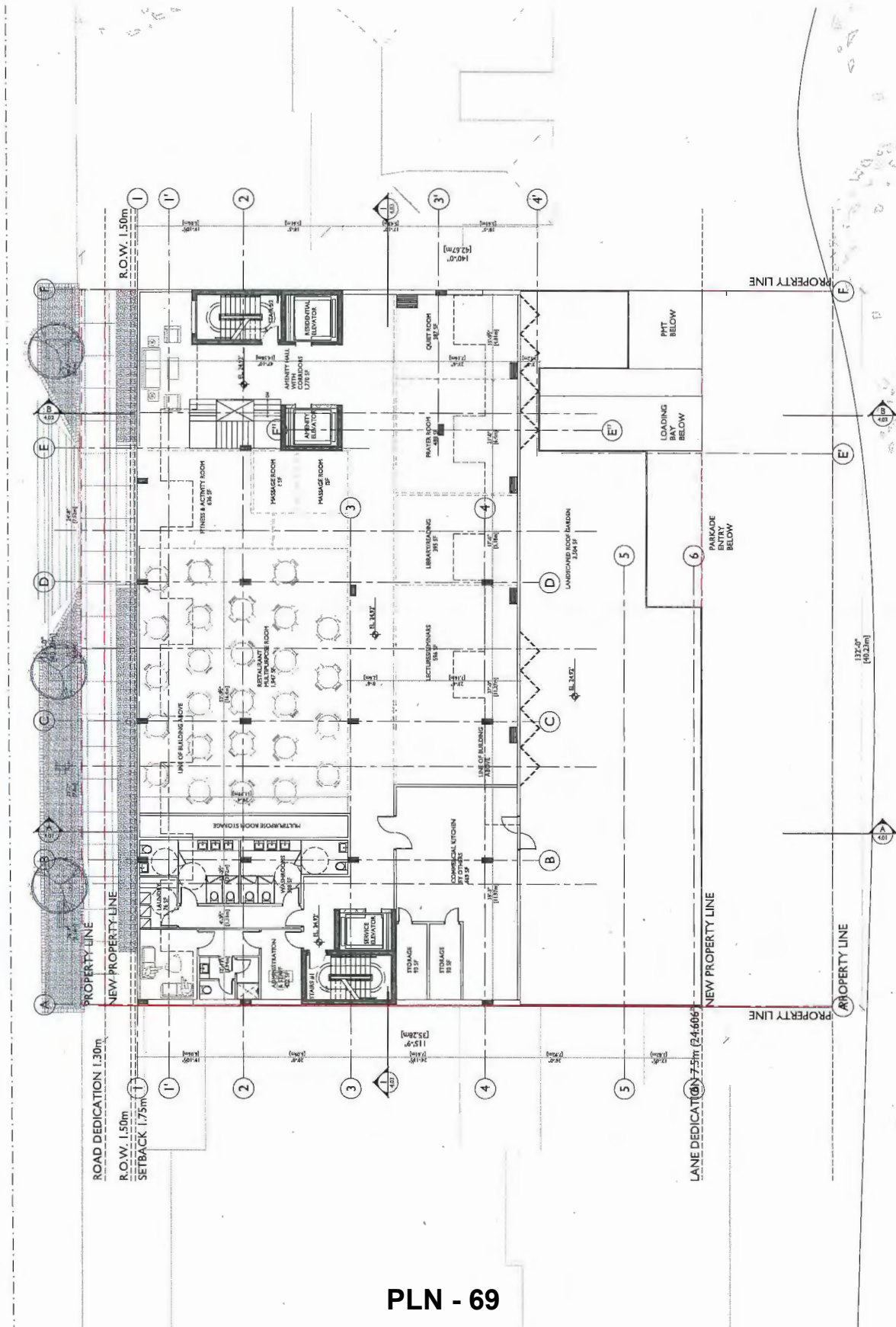
LEVEL 2

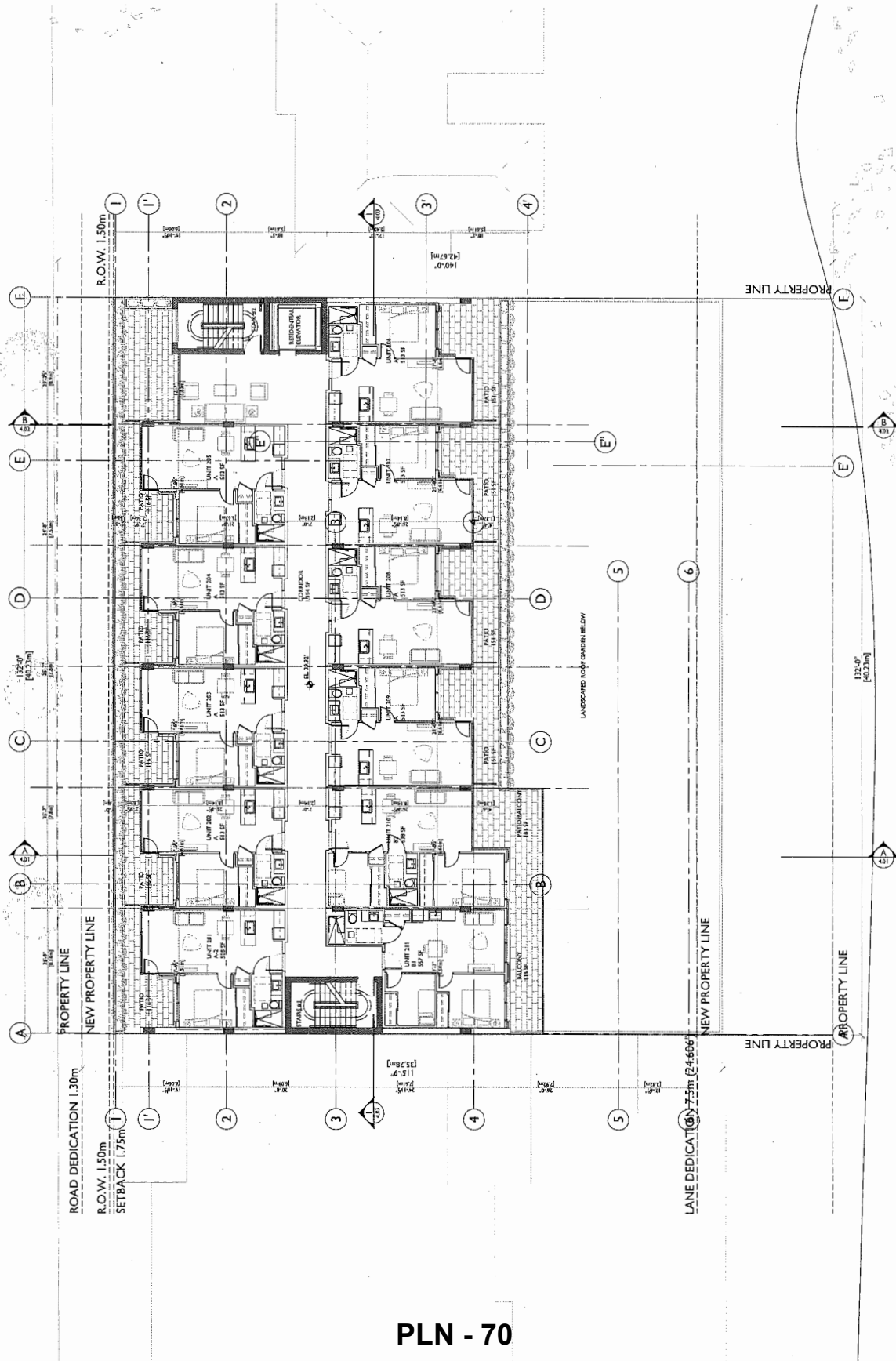
DATE: NOVEMBER 2011  
DRAWN BY: JAC  
CHECKED BY: JAC  
SCALE: 1/4" = 1'-0"  
JOB NUMBER: 1443

A-3.02









- REVISIONS
1. NOV 19 2014 ISSUED FOR PERMITS
  2. APRIL 18 2016 REVISED FOR PERMITS
  3. APRIL 18 2016 REVISED FOR PERMITS
  4. APRIL 18 2016 REVISED FOR PERMITS
  5. MAY 19 2016 REVISED FOR PERMITS
  6. MAY 19 2016 REVISED FOR PERMITS
  7. JUNE 9 2016 REVISED FOR PERMITS



7260 WESTMINSTER  
 HIGHWAY  
 RICHMOND, BC

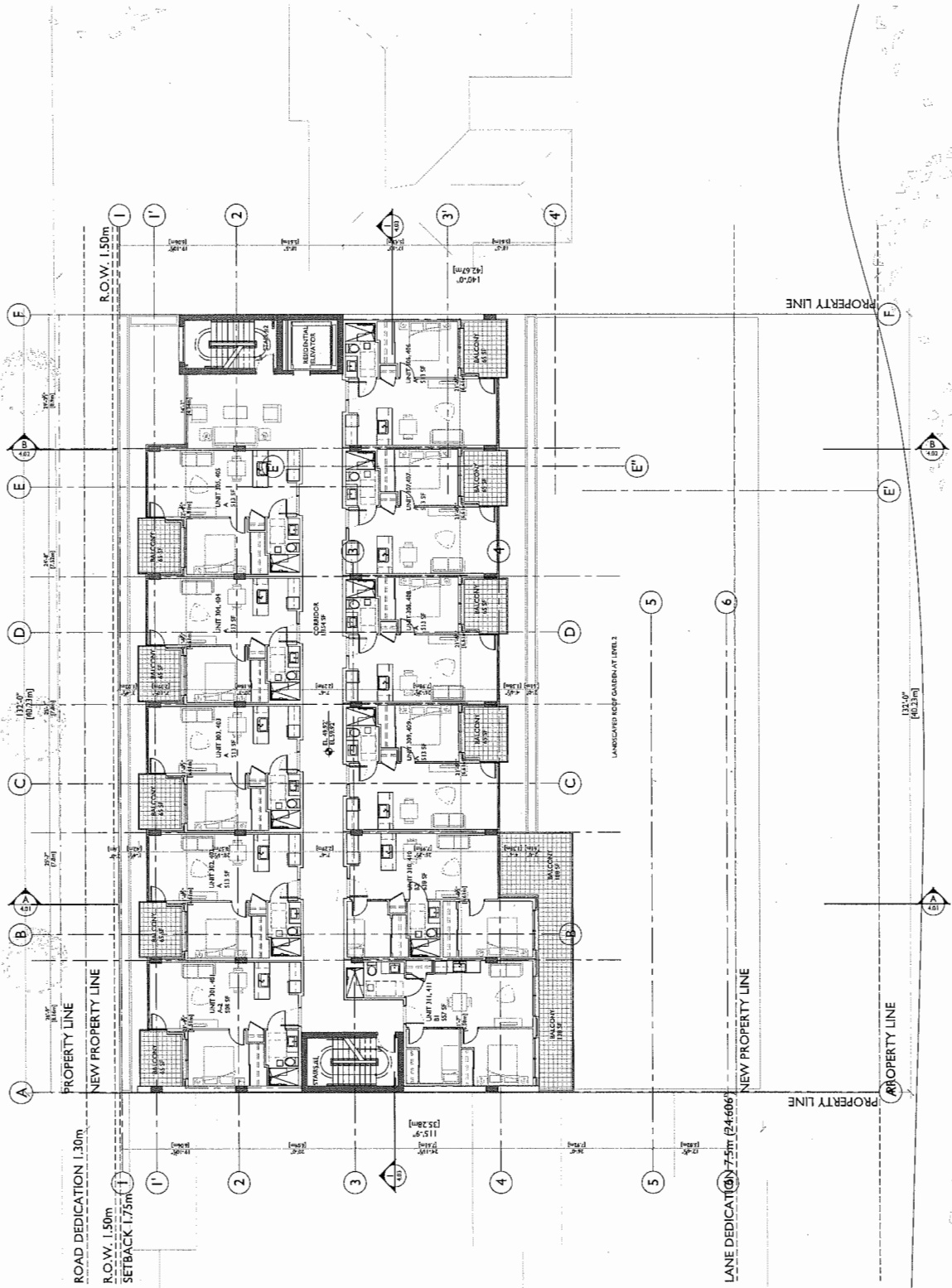
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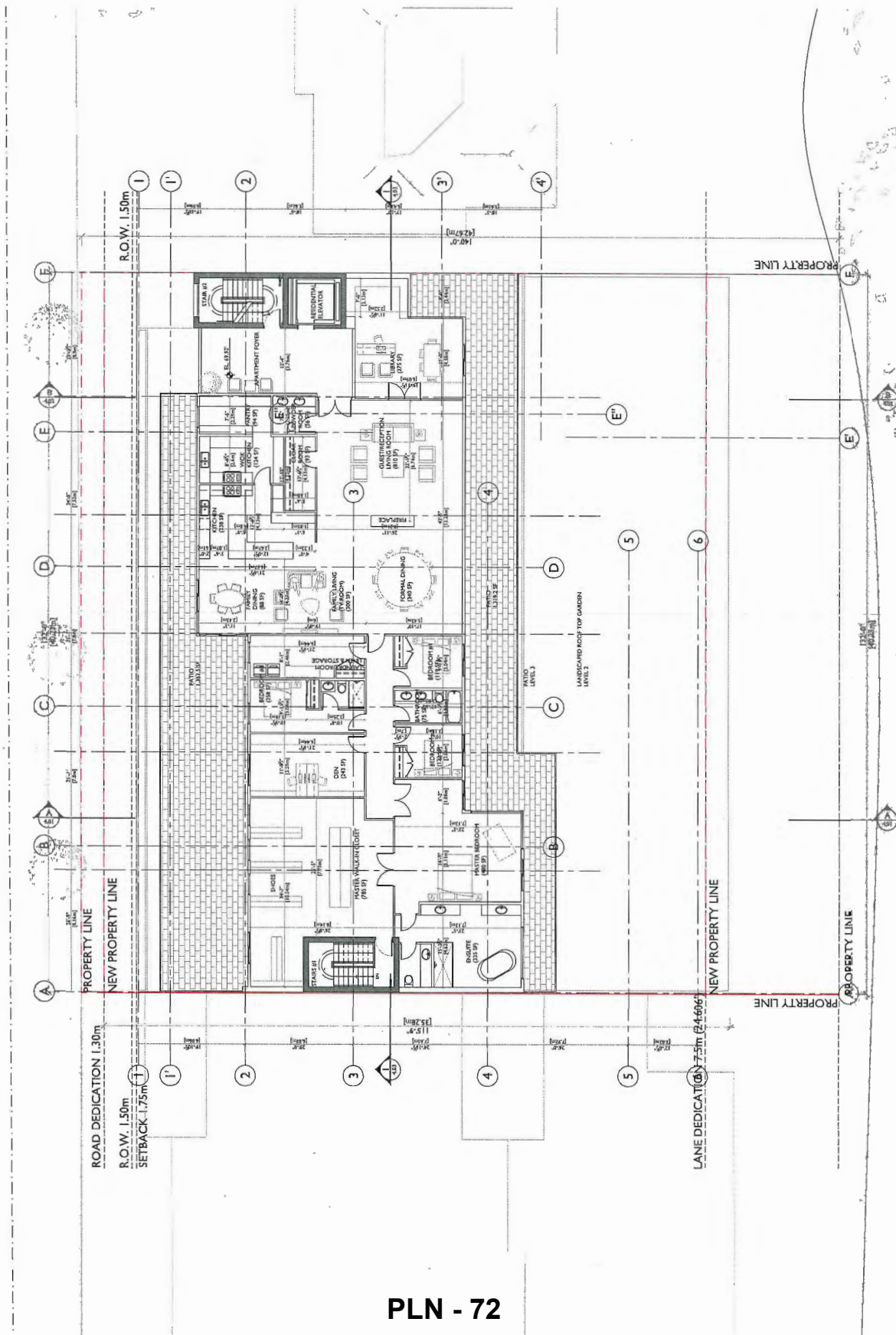
LEVEL 5

LEVEL 6

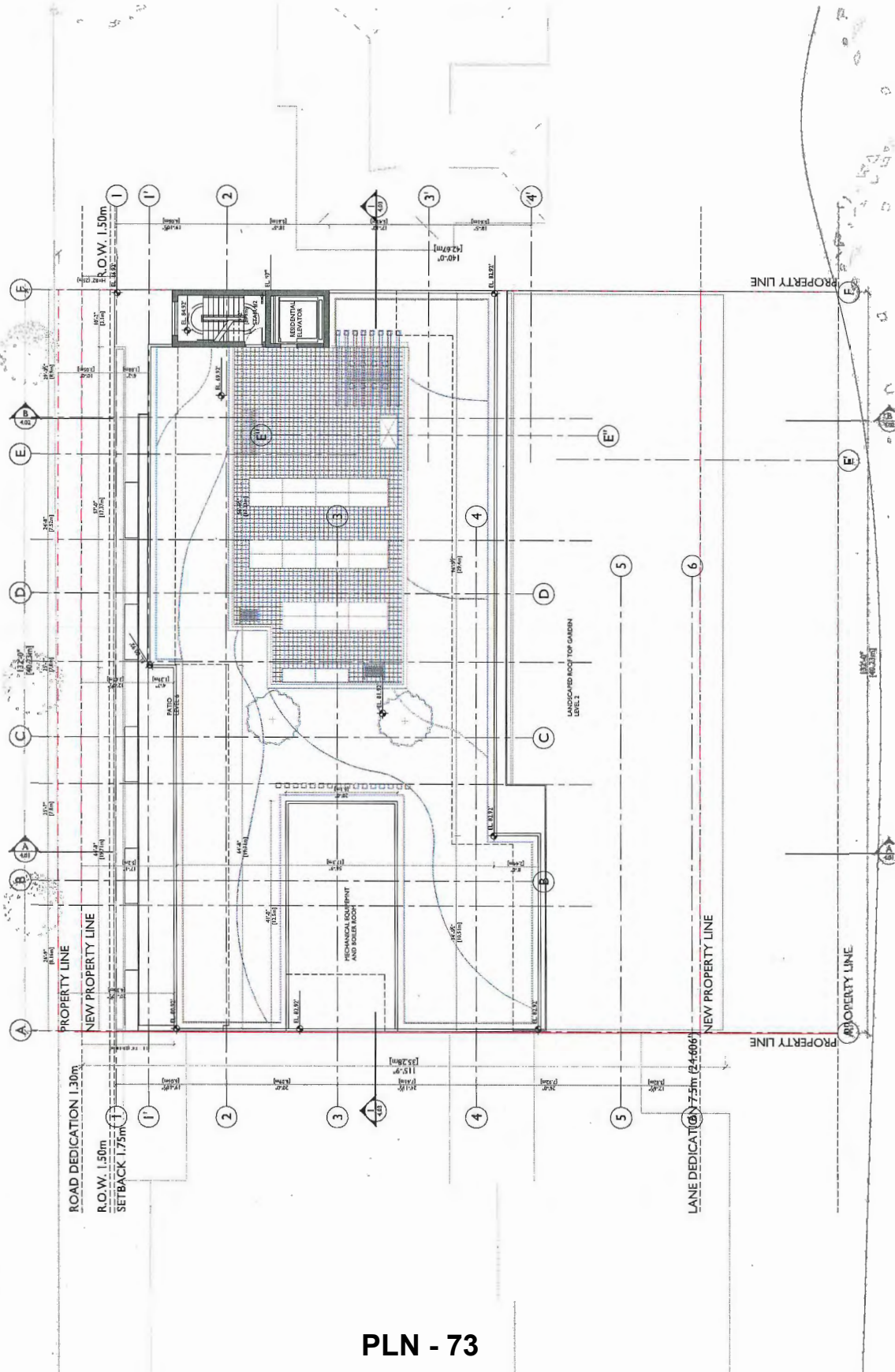
DATE: NOVEMBER 2014  
 DRAWN BY: AK  
 CHECKED BY: JH  
 SCALE: 1/8" = 1'-0"  
 SHEET: 1443  
 JOB NUMBER: A-3.05

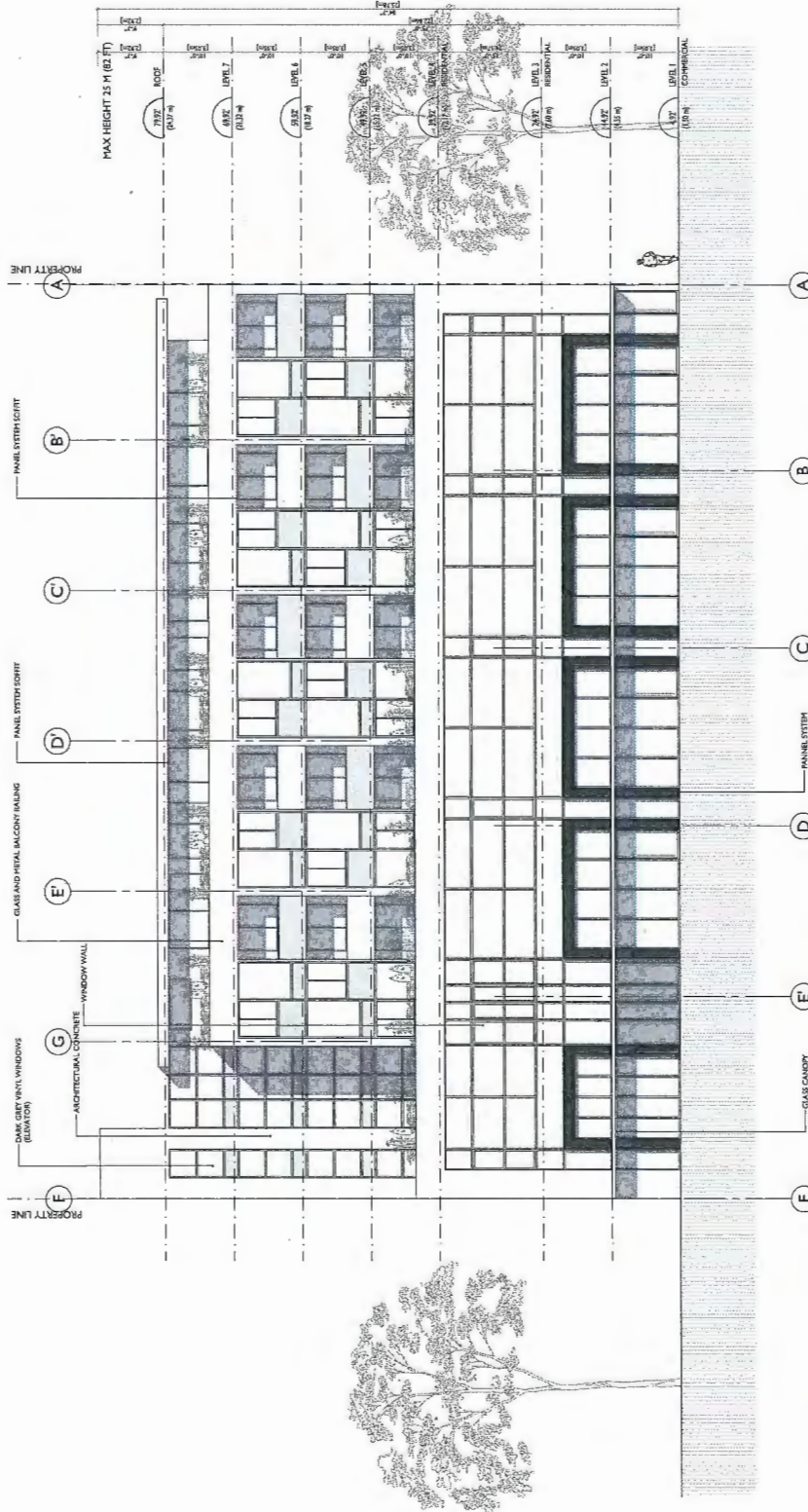
A-3.05











PLN - 74

1. NOV 18/2014 ISSUED FOR PERMITTING
2. APRIL 12/2016 REVISION FOR PERMITTING
3. APRIL 12/2016 REVISION FOR PERMITTING
4. APRIL 12/2016 REVISION FOR PERMITTING
5. APRIL 12/2016 REVISION FOR PERMITTING
6. APRIL 12/2016 REVISION FOR PERMITTING
7. APRIL 12/2016 REVISION FOR PERMITTING

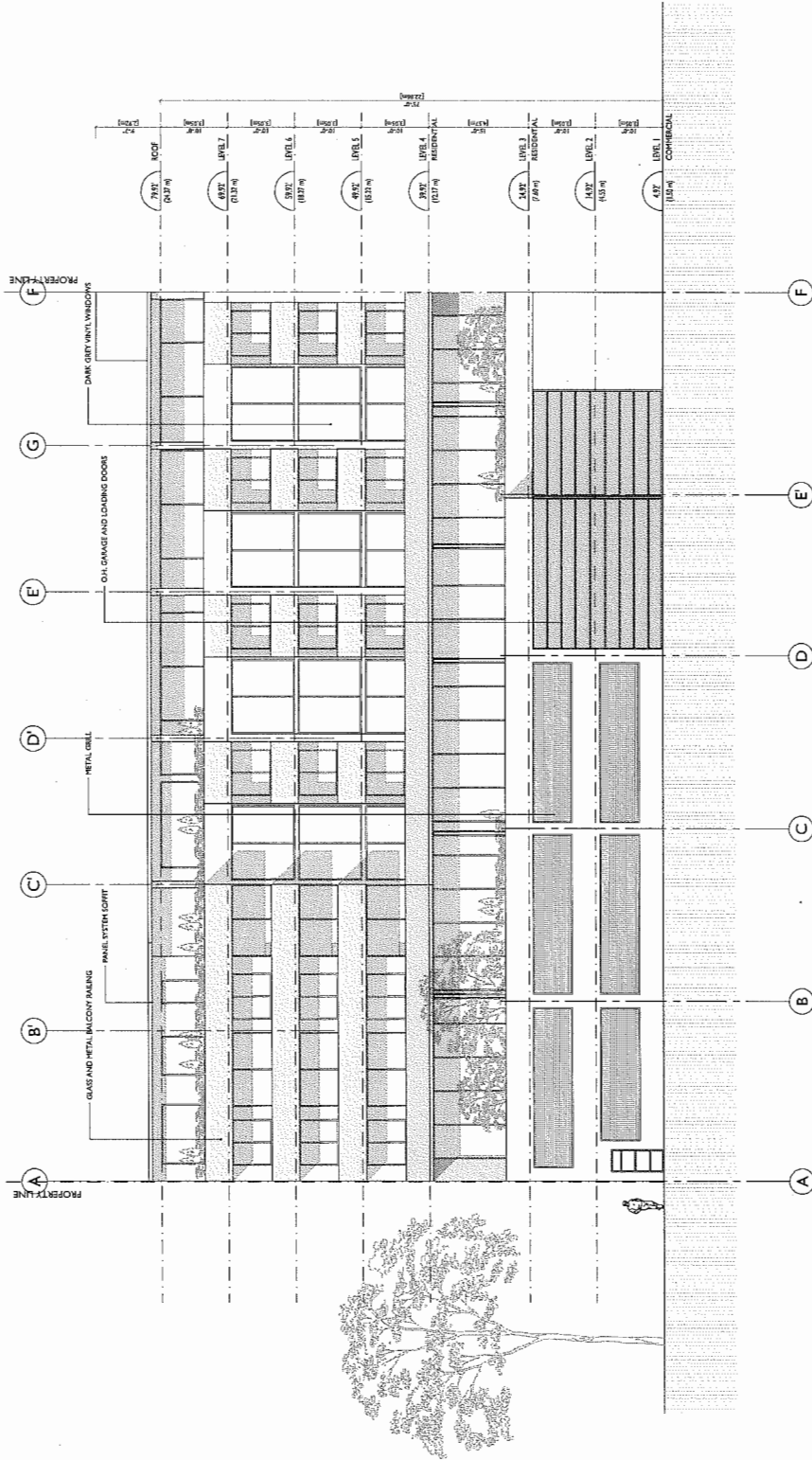
7260 WESTMINSTER  
HIGHWAY  
RICHMOND, BC

MIXED USE DEVELOPMENT

NORTH ELEVATION  
(WESTMINSTER HWY)

DATE: NOVEMBER 2014  
DRAWN BY: JAE  
CHECKED BY: JAE  
SCALE: 1/8" = 1'-0"  
JOB NUMBER: 1443

A-5.01



PLN - 75

REVISIONS

NO.	DATE	DESCRIPTION
1.	NOV. 18/2014	ISSUED FOR PERMITTING
2.	NOV. 18/2014	ISSUED FOR PERMITTING
3.	APRIL 13/2015	REDESIGNED FOR REZONING
4.	APRIL 13/2015	REDESIGNED FOR REZONING
5.	APRIL 13/2015	REDESIGNED FOR REZONING
6.	APRIL 13/2015	REDESIGNED FOR REZONING
7.	JUNE 23/2015	PER REZONING FOR REZONING

7260 WESTMINSTER  
HIGHWAY  
RICHMOND, BC

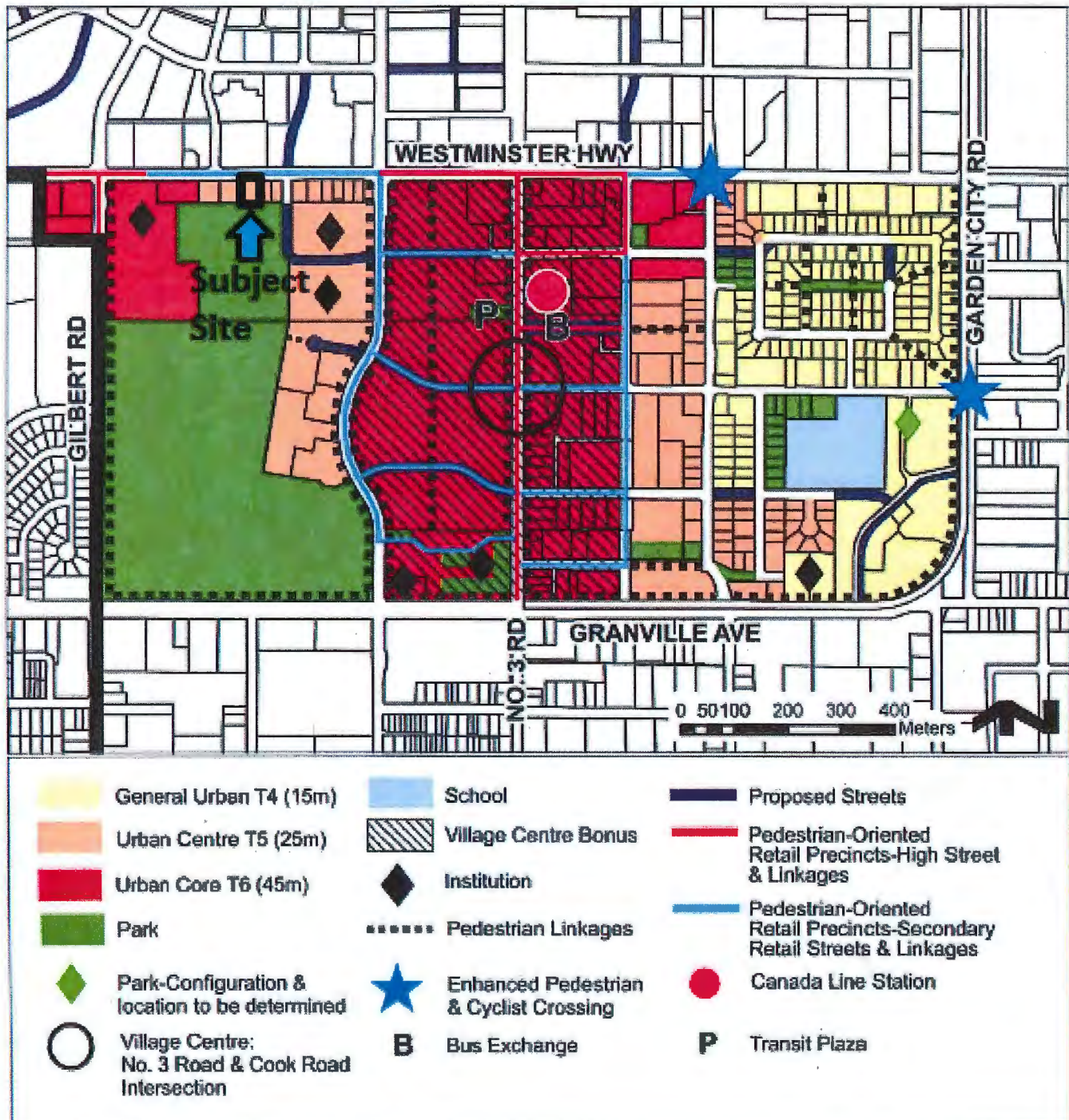
MIXED USE DEVELOPMENT

SOUTH ELEVATION  
(LANE)

DATE	DESIGNED BY	CHECKED BY	SCALE	JOB NUMBER
NOVEMBER 2014	AK	AK	1/4" = 1'-0"	1443



# Specific Land Use Map: Brighthouse Village (2031)



## LEED Canada-NC 2009 Project Checklist

7260 Westminster Highway, Richmond

Yes	No	Points
56	12	41

## Project Totals (pre-certification estimates)

110 Possible Points

Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above

Yes	No	Points
19	2	5

## Sustainable Sites

26 Points

Req	Points	Req	Points
Prereq 1	1	Prereq 1	1
Credit 1	5	Credit 1	1
Credit 2	0	Credit 2	3, 5
Credit 3	6	Credit 3	1
Credit 4.1	1	Credit 4.1	3, 5
Credit 4.2	3	Credit 4.2	1
Credit 4.3	2	Credit 4.3	1
Credit 4.4	1	Credit 4.4	1
Credit 5.1	1	Credit 5.1	1
Credit 5.2	1	Credit 5.2	1
Credit 6.1	1	Credit 6.1	1
Credit 6.2	1	Credit 6.2	1
Credit 7.1	1	Credit 7.1	1
Credit 7.2	1	Credit 7.2	1
Credit 8	1	Credit 8	1

PLN - 77

Yes	No	Points
6	2	2

## Water Efficiency

10 Points

Req	Points	Req	Points
Prereq 1	2	Prereq 1	2
Credit 1	2	Credit 1	2
Credit 2	2	Credit 2	2
Credit 3	4	Credit 3	2

Yes	No	Points
8	3	24

## Energy &amp; Atmosphere

35 Points

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## Fundamental Commissioning of Building Energy Systems

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## Minimum Energy Performance

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## Fundamental Refrigerant Management

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## Optimize Energy Performance

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## On-Site Renewable Energy

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## Enhanced Commissioning

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## Measurement and Verification

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

## Green Power

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

2, 4 50% reduction targeted through high efficiency irrigation, moisture sensors and drought tolerant plants; at grade water features will be used for temporary rain water storage

2 - 4 Low-flow fixtures will be specified

1 - 19 A whole building energy model will be completed to confirm the design energy efficiency

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

2 Life cycle calculations will guide equipment selection to achieve this credit.

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

2 22-year confirmed for 35% of electricity supplied from renewable sources if required.

Required

Req	Points	Req	Points
Prereq 1	6	Prereq 1	6
Prereq 2	1	Prereq 2	1
Prereq 3	12	Prereq 3	12
Credit 1	7	Credit 1	7
Credit 2	2	Credit 2	2
Credit 3	2	Credit 3	2
Credit 4	3	Credit 4	3
Credit 5	2	Credit 5	2
Credit 6	2	Credit 6	2

Yes	7	No	14 Points
4	3	7	Materials & Resources
			Prereq 1 Storage and Collection of Recyclables Credit 1.1 Building Reuse: Maintain Existing Walls, Floors, and Roof Credit 1.2 Building Reuse: Maintain Interior Non-Structural Elements Credit 2 Construction Waste Management Credit 3 Materials Reuse Credit 4 Recycled Content Credit 5 Regional Materials Credit 6 Rapidly Renewable Materials Credit 7 Certified Wood
	3	1	Required
	1	1	1-3
	2	2	1-2 80% diversion rate targeted
	1	1	1-2
	1	1	1-2 Preference will be given to materials with recycled / regional materials
	1	1	1-2 Preference will be given to materials with recycled / regional materials
	1	1	1 Review options for product specifications
	1	1	1

Yes	7	No	15 Points
11	2	2	Indoor Environmental Quality
			Prereq 1 Minimum Indoor Air Quality Performance Prereq 2 Environmental Tobacco Smoke (ETS) Control Credit 1 Outdoor Air Delivery Monitoring Credit 2 Increased Ventilation Credit 3.1 Construction IAQ Management Plan: During Construction Credit 3.2 Construction IAQ Management Plan: Before Occupancy Credit 4.1 Low-Emitting Materials: Adhesives and Sealants Credit 4.2 Low-Emitting Materials: Paints and Coatings Credit 4.3 Low-Emitting Materials: Flooring Systems Credit 4.4 Low-Emitting Materials: Composite Wood and Agrifibre Products Credit 5 Indoor Chemical and Pollutant Source Control Credit 6.1 Controllability of System: Lighting Credit 6.2 Controllability of System: Thermal Comfort Credit 7.1 Thermal Comfort: Design Credit 7.2 Thermal Comfort: Verification Credit 8.1 Daylight and Views: Daylight Credit 8.2 Daylight and Views: Views
	1	1	Required
	1	1	1 Case 1 install CO2 monitors in densely occupied areas and flow station on air handling units
	1	1	1 Increase ventilation Rates 30% above ASHRAE 62.1
	1	1	1 IAQ management plan will be executed by contractor
	1	1	1 Flush out or testing will be performed before occupancy
	1	1	1 Low-emitting materials will be specified for the project
	1	1	1 Low-emitting materials will be specified for the project
	1	1	1 Low-emitting materials will be specified for the project
	1	1	1 review options for product specifications
	1	1	1 MERV13 filters and appropriate space separation will be provided, and 3m long entryway systems will be evaluated
	1	1	1
	1	1	1 Design to meet ASHRAE Standard 55-2004
	1	1	1 Prescriptive daylighting analysis will be performed to evaluate feasibility.
	1	1	1 90% of occupied areas will have a view to the outdoors.

Yes	7	No	6 Points
5	0	0	Innovation in Design
			Credit 1.1 Innovation in Design Credit 1.2 Innovation in Design Credit 1.3 Innovation in Design Credit 1.4 Innovation in Design Credit 1.5 Innovation in Design Credit 2 LEED® Accredited Professional
	1	1	1 Exemplary Performance: Access to public transportation
	1	1	1 Exemplary Performance: 100% parking underground
	1	1	1 Solid Waste Management policy
	1	1	1 Urban agriculture
	1	1	1 Reduced Mercury in Lighting
	1	1	1

Yes	7	No	4 Points
3	0	1	Regional Priority
			Credit 1 Durable Building Credit 2.1 Regional Priority Credit Credit 2.2 Regional Priority Credit Credit 2.3 Regional Priority Credit
	1	1	1 Construction waste management
	1	1	1 Water use reduction
	1	1	1 Development density





**Address:** 7260 Westminster Highway

**File No.:** RZ 14-676714

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9547, the developer is required to complete the following:**

1. 7.5 m wide lane dedication along the entire south property line and discharge of the existing statutory right-of-way BH074270.
2. Approximately 1.3 m wide dedication along the entire Westminster Highway frontage to facilitate road and frontage upgrades. A functional plan, to the satisfaction of the Director of Transportation, is required to confirm the ultimate required dedication and includes intersection reconfiguration at Westminster Highway and Alderbridge Way.
3. Registration of an aircraft noise sensitive use covenant on title.
4. Registration of a covenant on title that identifies the building as a mixed use building.
5. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft and traffic noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
6. Registration of a lane use acknowledgement and indemnity agreement, which includes the following:
    - a) The owner acknowledges that the owner's use of the lane is subject to the terms and conditions of statutory right-of-way BR265051 and BL346532 (the right-of-ways with provisions for public access/use registered on the two adjacent westerly properties 7228 and 7188 Westminster Highway respectively);
    - b) The agreement is to acknowledge that the City has recommended that the owner obtain legal advice in respect to the terms and conditions of the statutory right-of-ways;
    - c) The agreement would also contain a release of the City and indemnity in favour of the City; and
    - d) Other terms and conditions that are acceptable/required by the City.
  7. Registration of a legal agreement on title ensuring that the congregate housing units located on building levels 4-6 and associated indoor amenity space comprising all of building level 3 must remain a single strata unit in perpetuity.
  8. Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any adjacent parcel, or as exempted by Section 4.3(a) of the Flood Plain Designation and Protection Bylaw No. 8204.

9. Registration of a legal agreement on title stipulating that all commercial and visitor parking stalls are shared. The agreement must specify the parking spaces remain unassigned, visitor parking is accessible 24 hours a day and commercial parking is available during standard business operating hours. This legal agreement is subject to the approval of the Director of Transportation.
10. Registration of a legal agreement on title ensuring that the on-site loading space and the garbage/recycling room is available for use by all building owners/tenants.
11. Registration of a legal agreement on title securing access and use of the rooftop outdoor amenity area for the congregate housing and residential owners/tenants.
12. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
13. Discharge of existing covenant BH074271, which registers the City's intention to restrict all vehicle traffic to the lane at the time the lane is established.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development, including provision of a functional vehicular and truck circulation and turnaround plan to the satisfaction of the Director of Transportation.
15. City acceptance of the developer's voluntary contribution in the amount of \$8,904.00 (i.e. \$0.25/ft<sup>2</sup> of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
16. Voluntary contribution of \$25,000 to go towards a bus shelter in the vicinity of the subject site in accordance with the supported TDM package.
17. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot applied to the residential floor area, located on Level 7 (e.g. \$22,992.00) to the City's affordable housing fund.
18. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
  - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;
  - c) If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
    - i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
    - ii) the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
    - iii) the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building;
    - iv) if required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

19. Enter into a Servicing Agreement\* for the design and construction of the following works, which include but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 527.9 L/s of water available at a 20 psi residual at the Westminster Highway frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- b. The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- c. At the Developer's cost, the City is to:
  - Cut and cap the existing water service connection at the watermain, along the Westminster Highway frontage.
  - Install a new 50mm water service connection complete with meter and meter box along the Westminster Highway frontage. A new Statutory Right of Way (SRW) is required.

Storm Sewer Works:

- a. The Developer is required to:
  - Extend the existing 200mm storm sewer located within the right of way along the property's south property line (approximately 38m east) complete with manholes and drainage upgrades.
  - Upgrade the existing 450mm storm sewer along the Westminster Highway frontage to a 750mm diameter storm sewer approximately 87m from STMH3905 located approximately 4m west of the site's west property line, up to the site's east property line complete with manholes and catch basins as required.
  - Cut and cap the existing storm service connection and remove the existing Inspection Chamber (IC) along the Westminster Highway frontage.
  - Install a new storm sewer service connection and IC at the Westminster Highway frontage. A new SRW is required.

Sanitary Sewer Works:

- a. At the Developer's cost, the City is to:
  - Upgrade the existing sanitary service connection and IC at the site's south property line approximately 10m west of the site's east property line to City of Richmond standards.
  - Cut and cap the existing service connection at the south west corner of the development site.

Frontage Improvements:

- a. Lane:
  - The full functional width of the east-west lane is to be dedicated.
  - The lane requires a rollover curb, drainage and lighting. Lighting should be free standing (not supported by buildings) and have an independent power supply.
  - As the lane will provide access for the site, the south leg (lane) of the Alderbridge Way/Westminster Highway intersection is to be upgraded, which includes: traffic signals and associated equipment, including detector loops for the south approach and any other associated improvements required by the intersection changes, removal of the driveway letdown, additional curb returns, curb ramps, pavement markings, etc..

- b. Westminster Highway:
- Frontage dedication of approximately 1.3 m width along the Westminster Highway frontage. The dedication amount is to be confirmed by the provision of a functional plan to the satisfaction of staff.
  - Frontage upgrades include from the Westminster Highway curb, a minimum 1.5 m wide treed boulevard, and a 2.0 m wide sidewalk (at the new property line).
  - To restrict turning movements, design and construction of a centre raised decorative concrete median with landscaping on Westminster Highway to replace the existing pavement markings. A functional plan would be required for the design of the raised concrete median.
  - Any work that encroaches into the tree protection zone of trees located on City property must be overseen by a project Arborist and a report submitted to Parks prior to work commencing.
- c. BC Hydro Kiosk Relocation and Associated Lane Upgrades:  
Existing hydro kiosks and associated bollards located at 7228 Westminster Highway are to be relocated.
- The applicant will:
- Work with the City and BC Hydro to identify a relocation site for the kiosks; and
  - Accept 1/3 of the cost associated with relocation of the hydro kiosks to a maximum cost of \$43,300.00.
- The City will:
- Accept 2/3 of the cost associated with relocation of the hydro kiosks based on an estimated cost of \$130,000.00;
  - Remove unauthorized signage at 7188 and 7228 Westminster Highway that restricts truck access; and
  - Install no stopping signage along the east edge of the Alderbridge Way extension.
- d. The Developer is required to:
- Coordinate with BC Hydro, Telus and other private communication service providers.
  - To underground proposed Hydro service lines.
  - Coordinate as required 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.).

General Items:

- a. 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.
- b. Provide a 1.5m right-of-way along the property's Westminster Highway frontage to accommodate the new IC and public rights of passage.



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

1. Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Installation of appropriate tree protection fencing around all City trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
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.

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Signed (original on file)

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9547 (RZ 14-676714)  
7260 Westminister Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 21 (Site Specific Residential (Other) Zones, in numerical order:

**"21.11 Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)**

**21.11.1 Purpose**

The **zone** provides for **congregate housing**, compatible secondary uses, and limited residential use.

**21.11.2 Permitted Uses**

- **congregate housing**

**21.11.3 Secondary Uses**

- **housing, apartment**
- **office**
- **retail, general**

**21.11.4 Permitted Density**

1. The maximum **floor area ratio** for the net **site** area shall be 2.0 provided that not less than 300 m<sup>2</sup> of the **site** is dedicated to the City as **road**.
2. Notwithstanding Section 21.11.4.1, an additional 0.35 **floor area ratio** is permitted provided that it is entirely used to accommodate **amenity space**.

**21.11.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 96% for **buildings**.

**21.11.6 Yards & Setbacks**

1. The minimum public **road setback** is:
  - a) 1.75 m from Westminister Highway; and
  - b) 0.0 m from a **lane**.
2. There is no minimum **interior side yard**.

**21.11.7 Permitted Heights**

1. The maximum **height** for **buildings** is 25 m.

2. Notwithstanding Section 21.11.7, an additional 2.5 m of additional **building height** is permitted provided it is used only to accommodate an elevator/stair **structure** that is designed to the satisfaction of the City and is associated with rooftop **amenity space**.
3. The maximum height for **accessory buildings** and **accessory structures** is 5.0 m.

#### 21.11.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** requirement is 1,350 m<sup>2</sup>.

#### 21.11.9 Landscaping & Screening

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

#### 21.11.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that for **congregate housing**:
  - a) the parking requirement is 0.2 **parking spaces** for each **sleeping unit** plus 1 **parking space** for employee/support service worker;
  - b) 1 scooter **parking space** is required for each **sleeping unit**; and
  - c) there is no bicycle parking requirement.

#### 21.11.11 Other Regulations

1. One (1) **apartment, housing** unit is permitted provided the maximum **floor area** is limited to 535 m<sup>2</sup> and the unit is located on the top floor of the **building**.
  2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. 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 parcel and by designating it **MID-RISE CONGREGATE HOUSING AND COMMERCIAL USE (ZR11) – BRIGHOUSE VILLAGE (CITY CENTRE)**:

P.I.D.: 018-696-040

Parcel One Section 8 Block 4 North Range 6 West New Westminster District Reference Plan LMP 15308

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9547”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

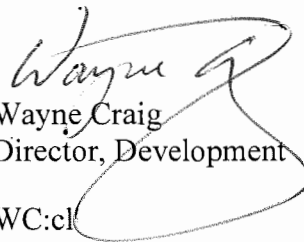
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development


**Date:** July 7, 2016  
**File:** RZ 15-709884

**Re:** Application by 1037533 BC Ltd. for Rezoning at 8620 Railway Avenue from  
Single Detached (RS1/E) to Town Housing (ZT80) – Railway Avenue

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9563, to create the "Town Housing (ZT80) – Railway Avenue" zone, and to rezone 8620 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Town Housing (ZT80) – Railway Avenue" zone, be introduced and given first reading.

  
Wayne Craig  
Director, Development  
WC:cl  
Att.

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



## **Staff Report**

### **Origin**

1037533 BC Ltd. has applied to the City of Richmond for permission to rezone 8620 Railway Avenue from the “Single Detached (RS1/E)” zone to a new site-specific zone entitled “Town Housing (ZT80) – Railway Avenue”, to permit the development of 17 townhouses including three (3) affordable housing units, with vehicle access from an existing lane off Railway Avenue (Attachment 1). The subject site currently contains an existing two-storey dwelling, which is proposed to be demolished at future development stage. A topographic survey of the subject site is included in Attachment 2.

### **Findings of Fact**

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

### **Surrounding Development**

Existing development immediately surrounding the subject site is as follows:

To the North, immediately across a City-owned pedestrian walkway, are two (2) vacant lots zoned “Single Detached (RS1/E)” that are owned by the Richmond Hospital Foundation (8540, 8560 Railway Avenue).

To the South, immediately across the existing east-west lane that daylight to Railway Avenue, are four (4) single-family dwellings on lots zoned “Compact Single Detached (RC1)” fronting onto Railway Avenue, with vehicle access to an existing north-south rear lane.

To the East are three (3) single-family dwellings on lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/B)”, which front Calder Road.

To the West, immediately across Railway Avenue, is the Railway Greenway and beyond that are single-family dwellings on lots zoned “Single Detached (RS1/E)”, which front Lancelot Drive.

### **Related Policies & Studies**

#### **Official Community Plan (OCP)**

The 2041 OCP Land Use Map designation for the subject site is “Neighbourhood Residential”. This land use designation allows single detached dwellings, duplexes, and townhouses. This redevelopment proposal is consistent with this land use designation.

#### **Arterial Road Policy**

The subject site is currently undesignated on the Arterial Road Development Map in the OCP.

The Arterial Road Policy indicates that rezoning applications for townhouse development on arterial roads may be considered in areas not identified on the Arterial Road Development Map if

the site is within walking distance of a City Community Centre (i.e., 800 m or a 10-minute walk) or a City park/open space (i.e., 400 m or a 5-minute walk). The subject site is located within 800 m of the playing fields and pitch'n'putt adjacent to West Richmond Community Centre, and is located directly across from the Railway Greenway, which is part of the City's trails system.

The subject proposal also reflects the following Arterial Road Policy criteria for the siting of townhouse developments in areas not identified on the Arterial Road Development Map:

- That the proposal involve a land assembly with at least 50 m frontage on a major arterial road (such as Railway Avenue);
- Leave a residual site for future townhouse development with at least 50 m frontage on a major arterial road;
- Enable the provision of shared vehicle access to future townhouse development in the block by means of a statutory right-of-way or other arrangement suitable to the City; and,
- Ensure that vehicle access points to townhouse development is set back at least 50 m from a minor arterial road intersection.

### **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. In response to the placement of the rezoning sign on the property, Staff received a phone call from the Richmond Hospital Foundation, who own the two (2) properties to the north of the subject site (8540 and 8560 Railway Ave). The nature of their inquiry was whether there were any implications to the redevelopment potential of their properties if the townhouse proposal at the subject site proceeds. Staff provided information that a similar proposal could be considered on their two (2) properties by way of shared vehicle access through the subject site or through direct vehicle access to Railway Avenue (subject to City's Transportation Department approval).

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> 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

### Density, Form, and Affordable Housing

The Arterial Road Policy specifies a typical density of 0.60 FAR (Floor Area Ratio) for townhouse developments on arterial roads, subject to the applicant providing a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund in the amount of \$2.00 per buildable square foot prior to rezoning.

For townhouse developments, the Arterial Road Policy provides for the consideration of additional density of up to 0.70 FAR in the following situations:

- where significant road dedication, or frontage improvements on two or more streets is required;
- on a land assembly with more than 100 m frontage;
- on a site that is in close proximity to a neighbourhood service center, park or other non-residential land use; or
- where additional community benefits are provided (e.g. significant tree protection etc.)

As part of the townhouse proposal at the subject site, the applicant proposes to build three (3) affordable housing units, comprising approximately 15% of the total building area, which are to be secured through a housing agreement registered on title prior to Development Permit issuance.

The three (3) affordable housing units are proposed within one (1) of the west buildings fronting Railway Avenue, and are centrally located on-site. Individual private outdoor spaces are provided for each unit in the form of a yard at-grade or a balcony.

Consistent with the OCP policies to provide for a variety of housing to meet the needs of families and an aging population, the affordable housing units that are proposed at the subject site include a mix of family-oriented and ground-oriented designs. The type and size of each unit is as follows:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size
1	1 Bdrm + Den	50 m <sup>2</sup> (535 ft <sup>2</sup> )	58.45 m <sup>2</sup> (629.1 ft <sup>2</sup> )
2	3 Bdrm	91 m <sup>2</sup> (980 ft <sup>2</sup> )	116.59 m <sup>2</sup> (1,255 ft <sup>2</sup> )
Total: 3			Total: 291.62 m <sup>2</sup> (3,139 ft <sup>2</sup> ) (approx. 15% of total floor area proposed)

Consistent with the Arterial Road Policy considerations for additional density, staff note that this is the first townhouse proposal in the City to include built affordable housing units, which exceed the requirements of the City's Affordable Housing Strategy and which provide a significant community benefit. Therefore staff are supportive of an increase in density beyond the typical 0.60 FAR for this townhouse proposal, to account for the built affordable housing units.

On this basis, a new site-specific zone entitled “Town Housing (ZT80) – Railway Avenue” is proposed for this development with a maximum base density of 0.60 FAR together with an additional 0.12 FAR provided that prior to first occupancy of the building, the applicant includes the three (3) affordable housing units on-site, comprising approximately 15% of the total building area, which are to be secured by way of a housing agreement registered on title prior to Development Permit issuance.

The ZT80 zone also reflects the applicant’s proposal to:

- Allow a minimum 4.5 m front yard setback in favour of a minimum 6.0 m rear yard setback along the interface with existing single-family dwellings to the east; and,
- Allow a maximum lot coverage with buildings of 47%.

### **Site Planning, Access, and Parking**

The development site is a large lot of 2,628 m<sup>2</sup> (28, 287 ft<sup>2</sup>) in area (after road dedication), located on the east side of Railway Avenue, between Francis Road and Colbeck Road, in the Blundell planning area.

The proposed site layout consists of two (2) three-storey buildings containing a total of 11 units fronting Railway Avenue to the west of a proposed north-south drive aisle that bisects the site; and two (2) triplex buildings to the east of the drive aisle, which are two-storeys in height. The siting of the triplexes enables a 6.0 m rear yard setback interface with existing single-family dwellings to the east and a larger centrally-located outdoor amenity space to be provided.

The primary pedestrian entries for the west buildings are proposed to be from Railway Avenue, while the pedestrian entries for the east buildings are proposed from the internal north-south drive aisle. Ground floor garages/carports are arranged along the internal drive aisle.

A single vehicle access point to the site is proposed via an existing 4.0 m wide east-west City-owned lane, which is required to be widened by an additional 2.0 m as part of this redevelopment proposal. The internal drive-aisle on the subject site, which extends north from the widened east-west lane, has the potential to provide shared access to future developments to the north by means of a Statutory Right-of-Way for public-right-of-passage, which must be registered on title prior to final adoption of the rezoning bylaw.

Consistent with the parking requirements in Richmond Zoning Bylaw 8500, a total of 31 resident vehicle parking spaces are proposed, of which 12 spaces are proposed in a tandem arrangement. Prior to rezoning approval, a restrictive covenant preventing the conversion of tandem parking area into storage or habitable space is required to be registered on title.

Of the 31 resident vehicle parking spaces, one (1) standard sized vehicle parking space is proposed for each affordable housing unit, which are to be located in a carport located directly adjacent to the units, consistent with the zoning bylaw.

Consistent with the zoning bylaw, a total of five (5) visitor parking spaces are proposed on-site, one (1) of which is a handicapped visitor parking space. One (1) of the proposed visitor parking spaces is provided over and above the parking requirements in Richmond Zoning Bylaw 8500.

A total of 22 resident bicycle parking spaces (Class 1) are proposed, and a bicycle rack for four (4) visitor bicycle parking spaces (Class 2) is proposed adjacent to the pedestrian pathway between the west buildings.

Conceptual development plans are contained in Attachment 4.

### **Amenity Space**

Consistent with the OCP and Council Policy 5041, the applicant will provide a contribution in the amount of \$17,000 (\$1,000/unit) prior to rezoning, in-lieu of providing on-site indoor amenity space.

Outdoor amenity space will be provided on-site, and is proposed to be centrally located on the east side of the subject site between the two (2) triplex buildings. Based on the preliminary design, size of the proposed outdoor amenity spaces complies with the OCP requirements of 6 m<sup>2</sup> per unit (102 m<sup>2</sup>). Staff will work with the applicant at the Development Permit application review stage to ensure that the configuration and design of the outdoor amenity space meets the design guidelines in the OCP.

### **Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site trees, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight (8) bylaw-sized trees on the subject property, one (1) bylaw-sized tree on the neighbouring property to the east (8631 Calder Road), and three (3) street trees on City-owned property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted on-site visual tree assessment, and concurs with the report recommendations to:

- Remove eight (8) trees located on the subject site due to poor condition (tag # 588, 589, 590, 591, 592, 593, 594, 595). These trees are either dying (sparse canopy foliage), have been previously topped, 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.
- Retain Tree D located on the neighbouring property to the east. This tree will not be impacted by the proposed development.

Replacement trees are specified at a 2:1 ratio as per the OCP.

The City's Parks Department Arboriculture staff have reviewed the Arborist's Report as it relates to the trees in the boulevard along Railway Avenue on City-owned property, and have the following comments:

- Tree A is in good condition with no issues at this time. This tree must be retained and protected in accordance with the City's Tree Protection Information Bulletin TREE-03.



- Trees B and C are in poor condition. The Parks Department authorizes the removal of these trees.

### *Tree Protection*

One (1) street tree on City-owned property and one (1) tree on the neighbouring property to the east are to be retained and protected (i.e., Trees A and D). The applicant has submitted a Tree Retention Plan showing the trees to be retained and the measures taken to protect them at development stage (Attachment 5). To ensure that the trees identified for retention are protected 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 report to the City for review.
- Submission to the City of a survival security in the amount of \$12,500 for the tree located in the boulevard on City-owned property labelled as Tree A. The survival security will not be released until construction and landscaping on-site and off-site is completed, a landscape inspection has been passed by City staff, and the Arborist's post-construction impact assessment report is received by the City. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the tree survives.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around Tree A to be retained (note: Tree D will not be impacted by the proposed development on the subject site). Tree protection fencing must be installed to City standards in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

### *Tree Replacement*

The applicant wishes to remove the eight (8) trees that are in poor condition from the subject site (tag # 588, 589, 590, 591, 592, 593, 594, 595). The 2:1 replacement ratio requires a total of 16 replacement trees. Replacement trees shall be a minimum size of 6 cm deciduous caliper or 3.5 m high conifer, as per the OCP. At the Development Permit application stage, the Landscape Plan will be reviewed to ensure that the required replacement trees are to be planted on-site and to ensure consistency with the design guidelines in the OCP. Prior to Development permit issuance, a Letter of Credit is also required to be submitted by the applicant, which must be based on 100% of the cost estimate for the works provided by the Landscape Architect (including hard and soft landscape costs, fencing, installation, and contingency).

For the removal of Trees B and C from the boulevard on City-owned property, the applicant is required to submit a cash-in-lieu contribution to the City's Tree Compensation Fund prior to

final adoption of the rezoning bylaw. The Parks Department has identified that the value of the required contribution is \$2,600.

### **Existing Legal Encumbrances**

There is an existing 3.0 m wide statutory right-of-way for the sanitary sewer registered on title of the subject lot (located along the entire east property line of the subject site). Encroachment into the right-of-way is not permitted. The owner is aware of the charge on title and the proposed conceptual plans do not show any encroachment into the right-of-way.

### **Public Art**

In response to the City's Public Art Program (Policy 8703), the applicant proposes a voluntary contribution to the City's Public Art Reserve Fund at a rate of \$0.77 per buildable square foot (not including the affordable housing units); for a total contribution in the amount of \$13,265.

### **Townhouse Energy Efficiency and Renewable Energy**

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water heating for the proposed development. Prior to rezoning bylaw adoption, the applicant must:

- a) retain a Certified Energy Advisor (CEA) to complete an evaluation report to confirm the details of the construction requirements needed to achieve EnerGuide 82 (based on the energy performance of the most marginal units); and
- b) register a restrictive covenant on title, specifying that all units are to be built and maintained according to the construction specifications identified in the CEA's evaluation report, and that all units are pre-ducted for solar hot water heating.

### **Site Servicing and Frontage Improvements**

Prior to rezoning, the applicant must enter into a Servicing Agreement for the design and construction of servicing connections, upgrades, and frontage improvements as outlined in Attachment 6. Generally, the required improvements include: widening of the existing east-west lane along the south property line, boulevard improvements along Railway Avenue, and improvements to the existing east-west walkway along the north property line.

### **Rezoning Considerations**

The list of Rezoning Considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

### **Design Review and Future Development Permit Application Considerations**

A Development Permit application is required for the subject proposal to ensure consistency with the design guidelines for townhouses contained in the OCP, and with the existing neighbourhood context.

Further refinements to site planning, landscaping, and architectural character will be made as part of the Development Permit application review process, including:

- Review of the proposed colour palette and exterior building materials to ensure consistency with the OCP design guidelines for townhouses.
- Opportunities to break up the repetitive unit design of the buildings fronting Railway Avenue.
- Conceptual illustration of the required improvements to the east-west walkway along the north property line (showing both the off-site concept as well as the concept within the statutory right-of-way that is to be granted on-site).
- Improvements to the Landscape Plan, including but not limited to: the required number of replacement trees, low-level landscaping/fencing along the north side yard, additional soft landscaping on-site including around the outdoor amenity space, and finalizing the design of the permeable paver banding treatment over the internal drive-aisle.
- Demonstrating that all of the relevant accessibility features are incorporated into the proposed Convertible Unit design, and that aging-in-place features can be incorporated into all units.
- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).

Additional items may be identified as part of the Development Permit application review process. The Development Permit application must be processed to a satisfactory level prior to rezoning approval.

### **Financial Impact**

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

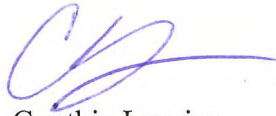
### **Conclusion**

This redevelopment proposal is to rezone 8620 Railway Avenue from the "Single Detached (RS1/E)" zone to a new site-specific zone entitled "Town Housing (ZT80) – Railway Avenue" zone, to permit the development of 17 townhouses.

The proposal is consistent with the land use designation contained within the OCP and with siting criteria for townhouses not already identified on the Arterial Road Development Map. The conceptual development plans attached are generally consistent with the Development Permit guidelines for townhouses contained in the OCP. Further design review and analysis will be undertaken as part of the Development Permit application.

Staff note that this townhouse development proposal is the first of its kind in the City to include three (3) affordable housing units on-site, which are to be secured through a housing agreement registered on title prior to Development Permit issuance.

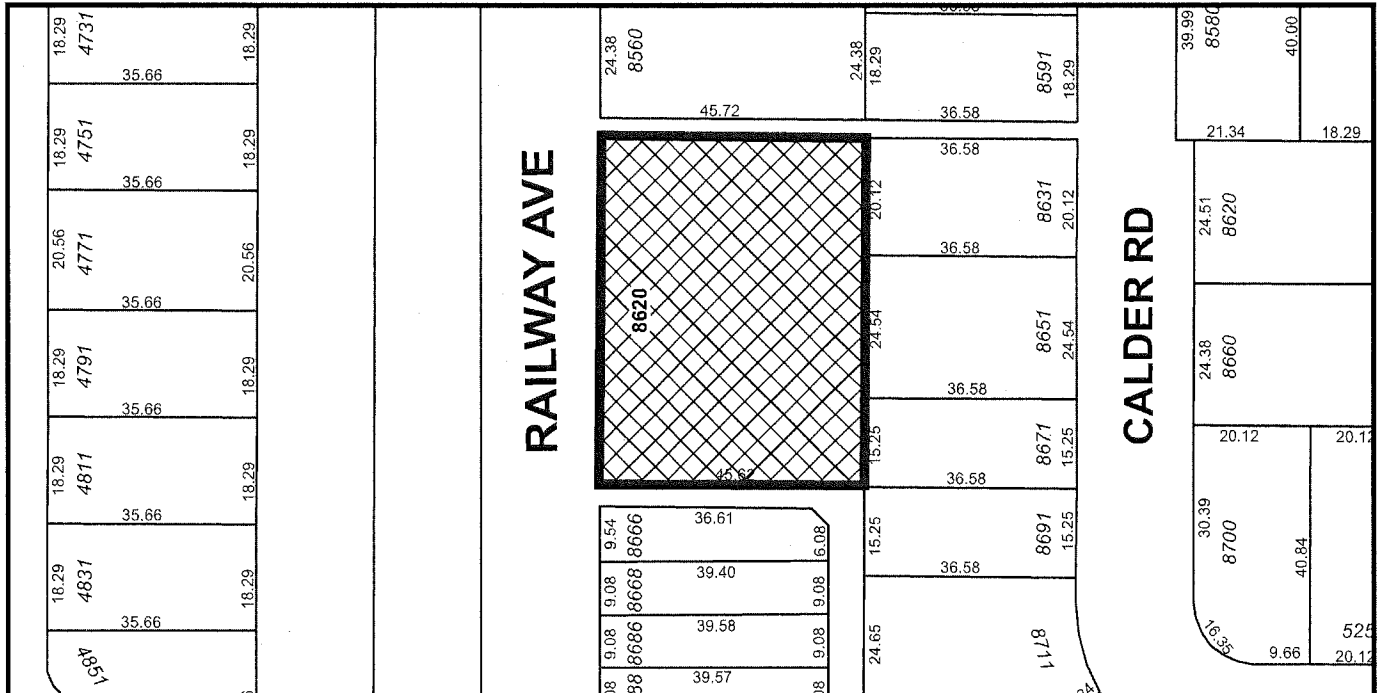
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9563 be introduced and given first reading.



Cynthia Lussier  
Planner 1

CL:rg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Development Application Data Sheet
- Attachment 4: Conceptual Development Plans
- Attachment 5: Proposed Tree Management Drawing
- Attachment 6: Rezoning Considerations



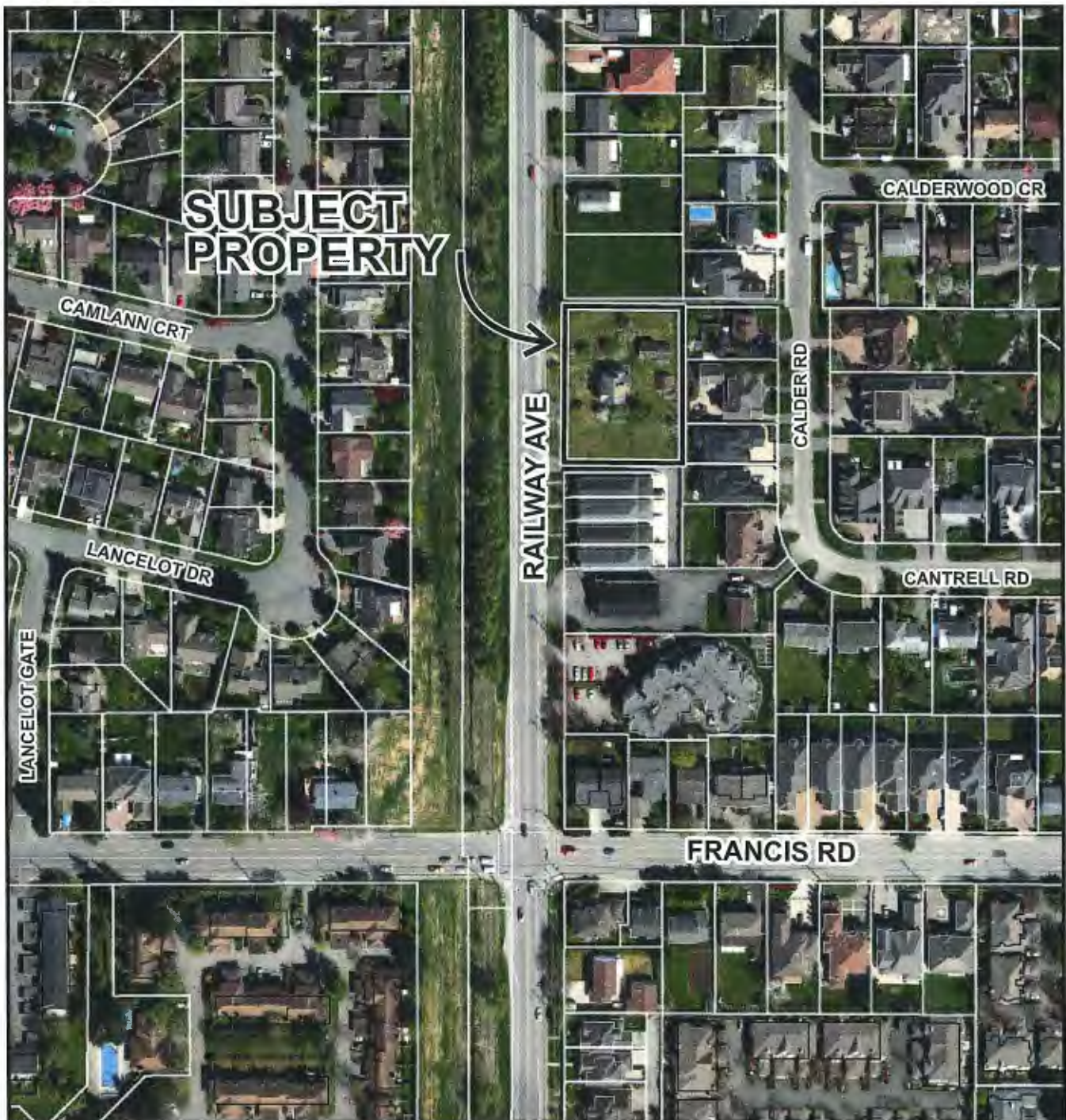
RZ 15-709884

Note: Dimensions are in METRES





City of  
Richmond



RZ 15-709884

Original Date: 09/21/15

Revision Date:

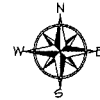
Note: Dimensions are in METRES

## TOPOGRAPHIC SURVEY OF PARCEL 'A' (RD40234E) LOT 16

SECTION 24 BLOCK 4 NORTH RANGE 7 WEST

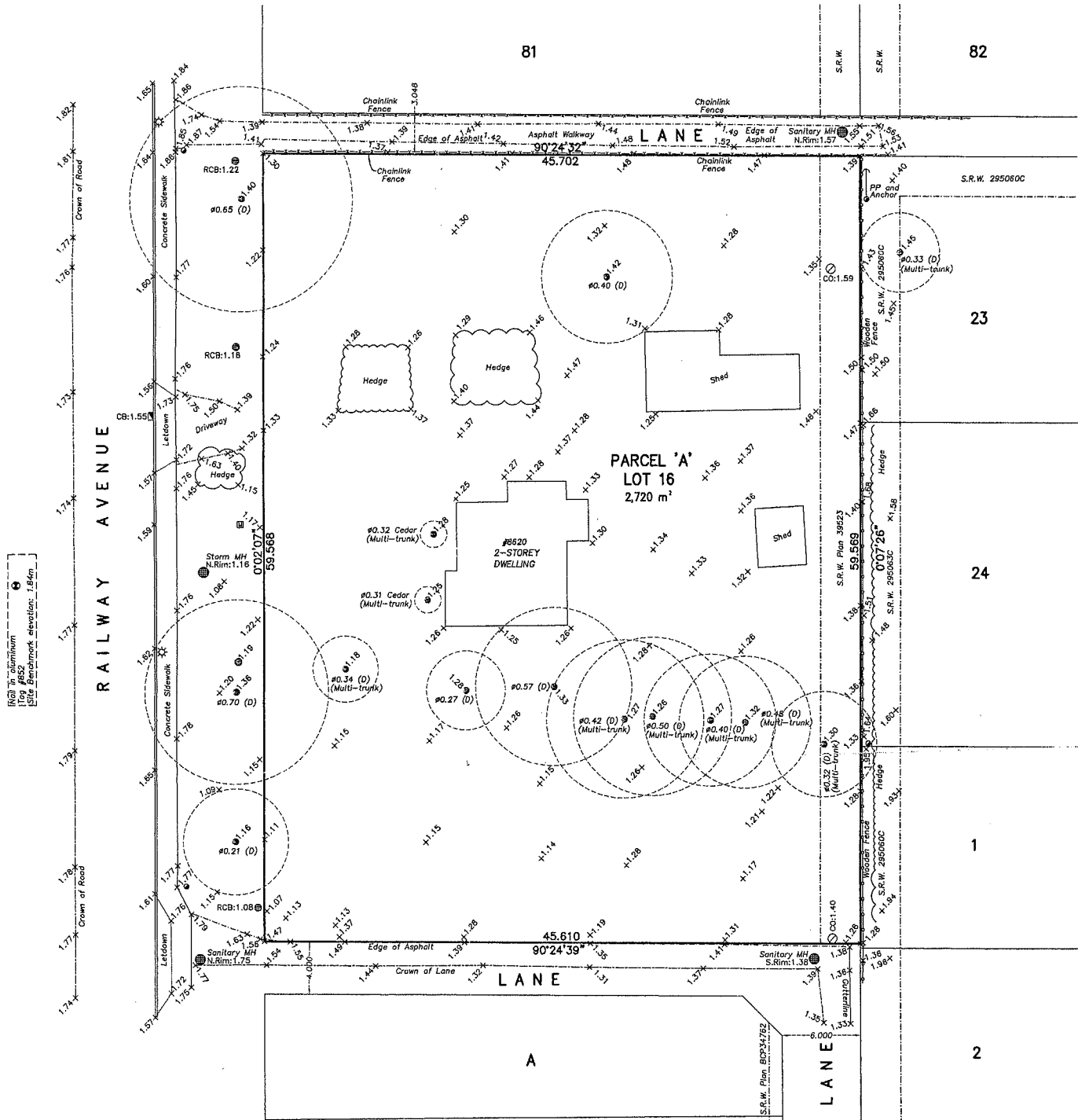
NEW WESTMINSTER DISTRICT PLAN 3285

#8620 RAILWAY AVENUE,  
RICHMOND, B.C.  
P.I.D. 003-552-357



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED

© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5986  
FB-277 P115-118  
Drawn By: IO

## LEGEND:

- (D) denotes deciduous
- denotes catch basin
- denotes round catch basin
- denotes water meter
- denotes manhole
- denotes cleanout
- ★ denotes lamp standard
- ⊙ denotes power post

## NOTE:

Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #234  
Control Monument 77H4891  
Elevation: 1.125m  
Benchmark: HPN #235  
Control Monument 77H4885  
Elevation: 1.103m

## NOTE:

Use site Benchmark Tag #852 for  
construction elevation control.

PLN - 100

CERTIFIED CORRECT:  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.  
APRIL 21st, 2015.

DWG No. 5986-Topo



**RZ 15-709884**

**Attachment 3**

Address: 8620 Railway Avenue

Applicant: 1037533 BC Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	1037533 BC Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	2,720 m <sup>2</sup> (29,274 ft <sup>2</sup> )	2,628 m <sup>2</sup> (28,287 ft <sup>2</sup> ) (after 2.0 m road dedication along south property line)
<b>Land Uses:</b>	Single-detached dwelling	17 townhouse units
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Town Housing (ZT80) – Railway Avenue
<b>Number of Units:</b>	1	17
<b>Other Designations:</b>	The Arterial Road Policy provides siting criteria for townhouses along arterial roads.	Consistent with the Arterial Road Policy.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.72	0.72	none permitted
Lot Coverage – Buildings:	Max. 47%	46%	none
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces:	Max. 65%	64.3%	none
Lot Coverage – Live Plant Material:	Min. 25%	27.4 %	none
Lot Size (min. dimensions):	N/A	N/A	none
Lot Width (min. dimension):	50 m	59.57 m (before 2.0 m road dedication) 57.57 m (after 2.0 m road dedication)	none
Lot Depth (min. dimension):	35 m	45.66 m (average)	none
Setback – Front Yard (m):	Min. 4.5 m	5.34 m	none
Setback – Rear Yard (m):	Min. 3.0 m	6.06 m	none
Setback – Side Yard (m):	Min. 3.0 m	North - 3.19 m	none
		South - 3.07 m	
Height (m):	12 m	11.93 m	none

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
On-Site Vehicle Parking Spaces – Regular (R):	Market housing	2 (R)/unit	Market housing	28 spaces (2 R x 14)	none
	Affordable housing	1 (R)/unit	Affordable housing	3 spaces (1 R x 3)	
On-Site Vehicle Parking Spaces – Regular (V):	0.2 (V) per unit = 4 spaces		5 spaces		none
On-Site Vehicle Parking Spaces – Total:			36 spaces		none
On-Site Vehicle Parking Spaces – Handicapped:	0.02 of required visitor spaces (4) = 1 space		1 space		none
Tandem Parking Spaces:	Permitted (max 50%) = 14 spaces		12 spaces		none
Small Car Parking Spaces:	Permitted (max 50%) = 15 spaces		8 spaces		none
Amenity Space – Indoor:	Min. 50 m <sup>2</sup> or Cash-in-lieu		Cash-in-lieu		none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> per unit (102 m <sup>2</sup> )		107 m <sup>2</sup> (1,152 ft <sup>2</sup> )		none

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

# REZONING FOR PROPOSED TOWNHOUSE AT 8620 RAILWAY AVENUE, RICHMOND, BC

## DEVELOPMENT DATA

(A) DMC ADDRESS: 8620 RAILWAY AVENUE, RICHMOND, BC  
(B) LEGAL DESCRIPTION: LOT 16, SECTION 24, BLOCK 4 NORTH RANGE 7 WEST, MWD PLAN 3285  
(C) LOT AREA: 2,720 SM (25,274 SF) BEFORE 2M ROAD DEDICATION  
APPROX. 2,628 SM (APPROX. 23,275 SF) AFTER 2M ROAD DEDICATION  
(D) ZONING USE: CURRENT: RS1/E

CURRENT ZONING (UNDER RS1 ZONING)  
PROPOSED ZONING (2180-RAILWAY AVENUE)

(E) FLOOR AREA RATIO: 0.55 TO 0.58 SM  
0.3 TO REST OF SITE AREA  
0.72 TOTAL GROSS FLOOR AREA  
0.72 X 2,828 SM = 1,892.16 SM  
(20,367 SF)

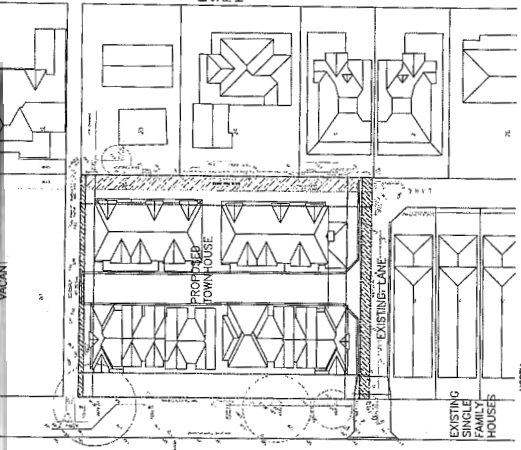
(F) NUMBER OF UNIT: 1 PER LOT  
1,892SM (20,367 SF) GROSS FLOOR AREA  
0.72 (AFTER ROAD DEDICATION)  
17 UNITS INCLUDE  
[3 RESIDENTIAL UNITS: 2 TYPE A3 (12,555 SF) &  
1 TYPE A4 UNIT (6,335 SF)]  
TOTAL FLOOR AREA 31,385 SF (15%) - SEE DWG A5]

(G) BUILDING COVERAGE: MAX - 45%  
FOR BUILDING - MAX 40%  
FOR NON-POROUS AREA - MAX 65%  
FOR LIVE PLANT - MIN 25%  
TOTAL NON POROUS AREA: 1903.5 SQ. FT. / 20697 SQ. FT. = 9.43%  
TOTAL LIVE PLANT AREA: 107.0 SQ. FT. / 20697 SQ. FT. = 0.51%  
PERMISSIBLE PARKING: 233V SQ. FT. / 20697 SQ. FT. = 1.13%

(H) BUILDING HEIGHT: MAX MAIN BUILDING HEIGHT - 12M  
FRONTYARD FACING RAILWAY - 4.5M  
N. SIDEYARD - 3.15M (10'5")  
S. SIDEYARD - 3.07M (10'1")  
REAR YARD - 5.08M (16'8")  
SETBACK: MAX HEIGHT - 9M  
FRONTYARD - 6M  
SIDEYARD - 2M  
REAR YARD - 6M

(I) OUTDOOR AMENITY: 6.0 SM (64.53 SF) PER UNIT  
6SM X17 = 102 SM (1098 SF)

(J) PARKING: 2 PER DWELLING UNIT  
MAX TANDEN ARRANGEMENT = 14 (28X100X)  
1 PER RESIDENTIAL AFFORDABLE X3 = 3  
0.2 VISITOR PARKING / UNIT X17 = 3  
(INCLUDE 1 HANDICAPPED PARKING 0.02X3=1)  
VISITOR BICYCLE  
0.2 PER DWELLING UNIT X17= 4  
RESIDENTIAL BICYCLE STORAGE  
1.25 PER DWELLING UNIT X17=22  
VISITOR PARKING: 1 DISABLED  
3 REGULAR  
1 EXTRA SMALL PARKING  
BICYCLE  
VISITOR BIKE RACK  
RESIDENTIAL  
22 (INSIDE GARAGE)



**ERIC LAW ARCHITECT**  
100-1000 RICHMOND STREET  
RICHMOND, BC V6X 1A1  
TEL: (604) 278-2889  
FAX: (604) 278-2890  
www.ericlawarchitect.com

PROJECT NO. 2018-001  
DATE: 07/2018  
DRAWN BY: EL  
CHECKED BY: EL  
FILE NAME: 18-11-1000-1000-42-000

1. DEVELOPER: (FOR REVIEW ONLY)  
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**PRELIMINARY  
NOT FOR CONSTRUCTION**

EXISTING  
SINGLE  
FAMILY  
HOUSES

PROPOSED TOWNHOUSE AT  
8620 RAILWAY AVENUE  
RICHMOND BC

## DEVELOPMENT SUMMARY

PROJECT NUMBER: 18-11-1000-1000-42-000  
DATE: 07/2018  
DRAWN BY: EL  
CHECKED BY: EL  
FILE NAME: 18-11-1000-1000-42-000

**A1**

REZONING

RZ 15-709884



Exact width and design of the SRW is to be determined in consultation with the Parks Department as part of the SA & DP application review process.

**ERIC LAW ARCHITECT**

1000 WEST 10TH AVENUE SUITE 100  
VANCOUVER, BC V6H 1T6  
TEL: 604-681-1000  
FAX: 604-681-1001  
WWW.ERICLAWARCHITECT.COM

PROJECT: PROPOSED TOWNHOUSE AT 8820 RAILWAY AVENUE  
DATE: 11/17/2018  
DRAWN BY: EL  
CHECKED BY: EL  
TOWN: 12-11-10-1000-12-1000

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**PRELIMINARY**  
NOT FOR CONSTRUCTION

PROPOSED TOWNHOUSE AT  
8820 RAILWAY AVENUE  
RICHMOND BC

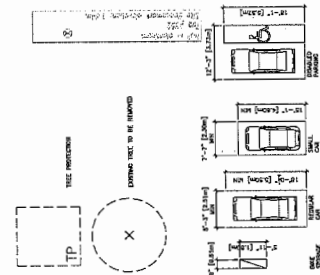
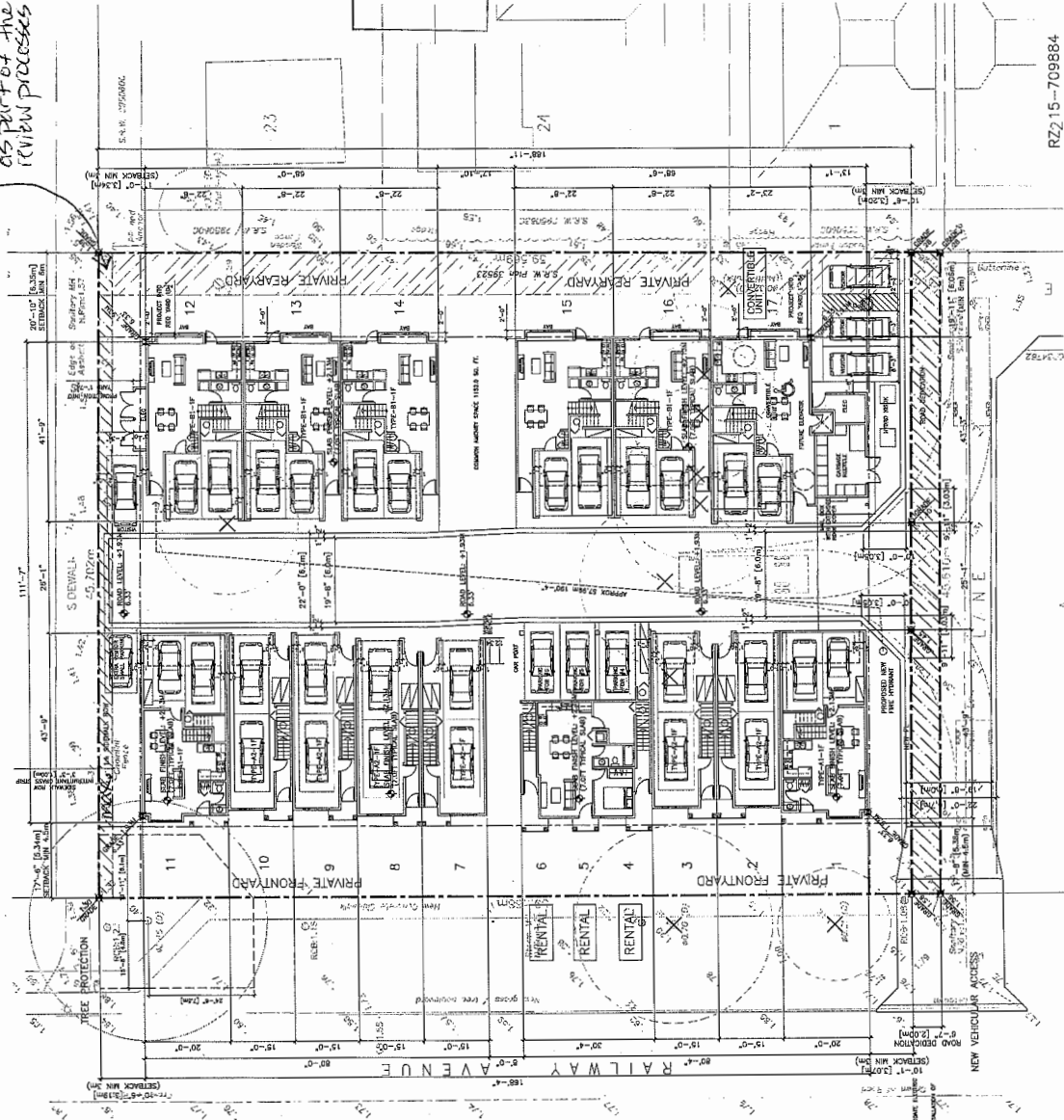
SITE PLAN GF

PROJECT NUMBER: 15-19  
ISSUED: 11/17/2018  
DRAWN BY: EL  
CHECKED BY: EL  
TOWN: 12-11-10-1000-12-1000

**A2**

REZONING

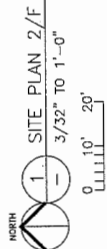
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**1 SITE PLAN G/F**  
3/32" TO 1'-0"

NOTES:  
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.  
2. THE SITE PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION.  
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SITE PLAN 2/F

PROJECT NUMBER: 15-19  
ISSUED: 7/7/2016  
DRAWN BY: EL  
CHECKED BY: EL  
FILENAME: 15-19\_CRR\_160707-PL.ENG

PRELIMINARY  
NOT FOR CONSTRUCTION

ERIC LAW  
ARCHITECT

[illegible]

ISSUED	
1.	2015.05.28 FOR MATCHES APPLICATION
2.	2018.05.10 FOR CITY PLANNING REVIEW
3.	2018.07.05 FOR CITY PLANNING REVIEW



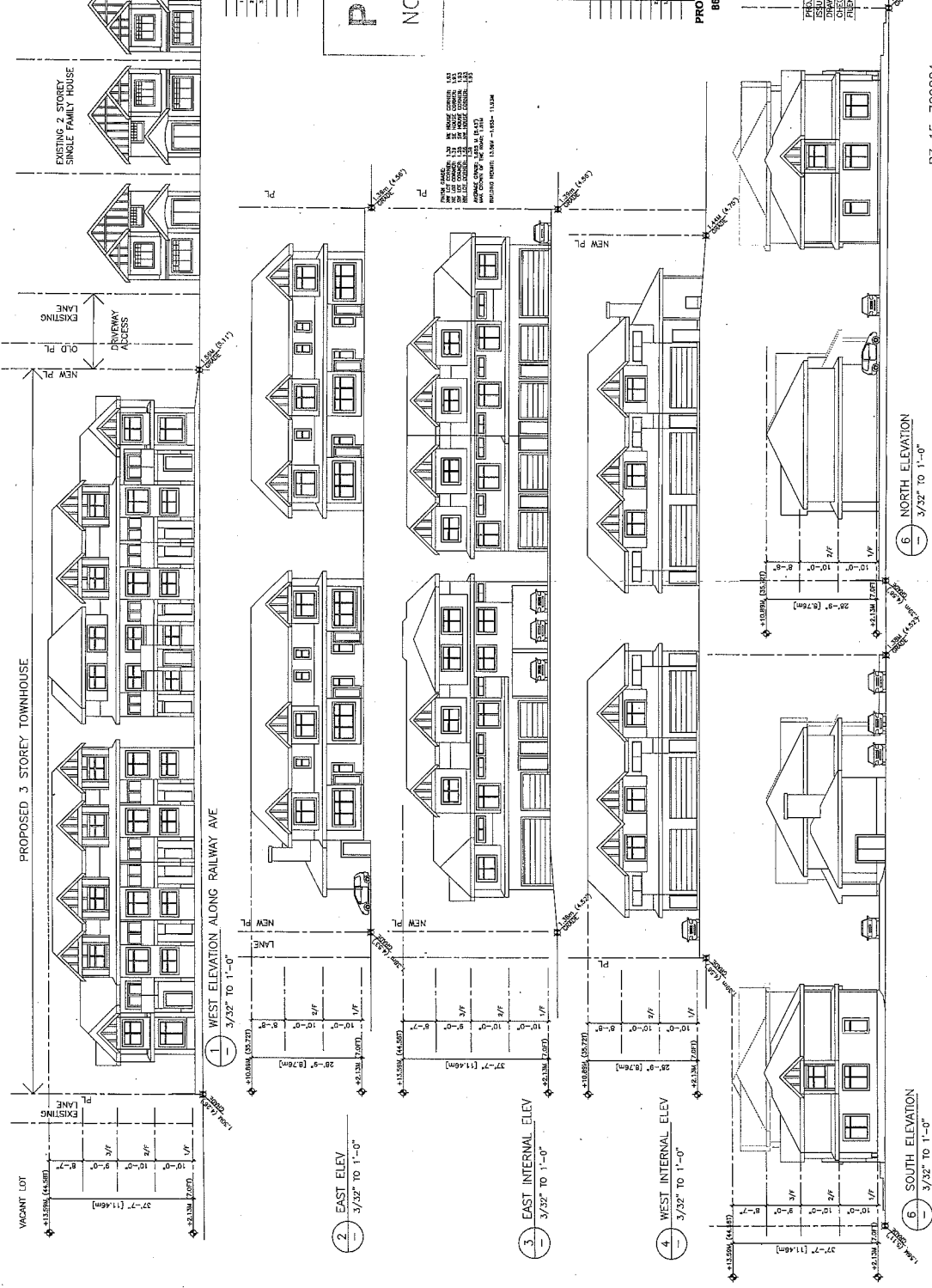
**ERIC LAW ARCHITECT**  
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 TEL: 604-681-2222  
 FAX: 604-681-2223  
 eric.law@ericlawarchitect.com  
 www.ericlawarchitect.com

- 1. EXISTING SITE PLAN
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**PRELIMINARY**  
 NOT FOR CONSTRUCTION

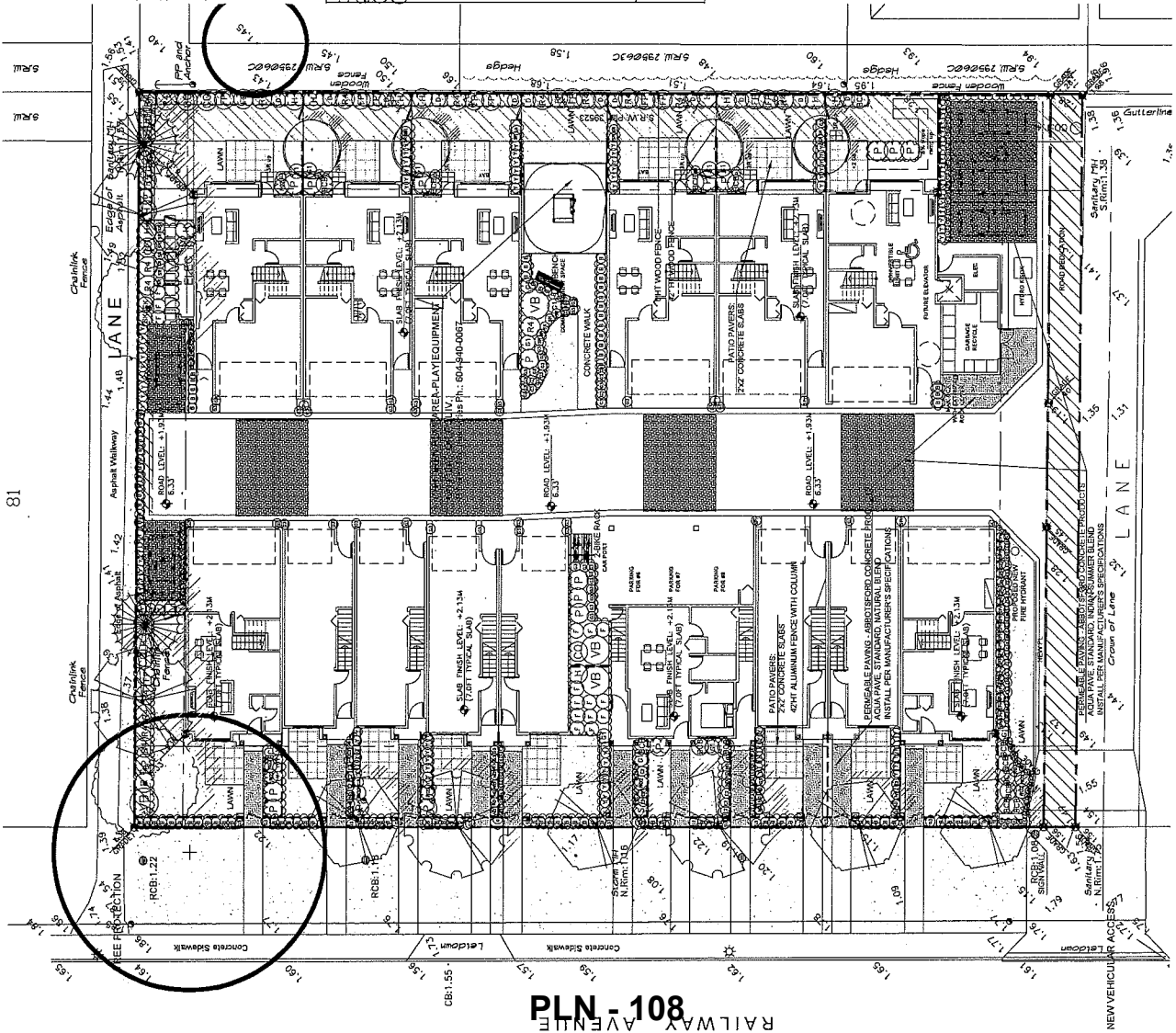
**PROPOSED TOWNHOUSE AT**  
**8620 RAILWAY AVENUE**  
**RICHMOND BC**

**ELEVATIONS**  
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 DRAWN BY: EL  
 CHECKED BY: EL  
 FILE NAME: 15-19\_Plan\_1007-02.dwg



RZ. 15-709884

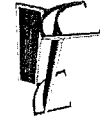
**PRELIMINARY**  
NOT FOR CONSTRUCTION



**PLN - 108**  
RAILWAY AVENUE

PLANT SCHEDULE	PLANT NAME	PLANT SIZE	PLANT QUANTITY
1	ACER RUBRA (RED BARK)	100 CAL. 3/4" DBH	1
2	ACER RUBRA (RED BARK)	100 CAL. 3/4" DBH	1
3	ACER RUBRA (RED BARK)	100 CAL. 3/4" DBH	1
4	ACER RUBRA (RED BARK)	100 CAL. 3/4" DBH	1
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KOMAR  
MECH11801 - Zambarda Under 2  
Age group:  
1-1 Year



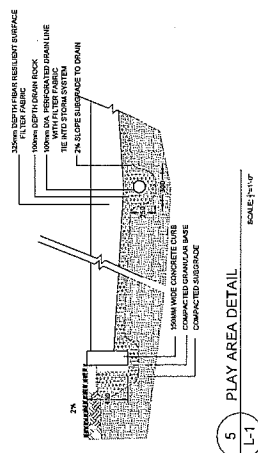
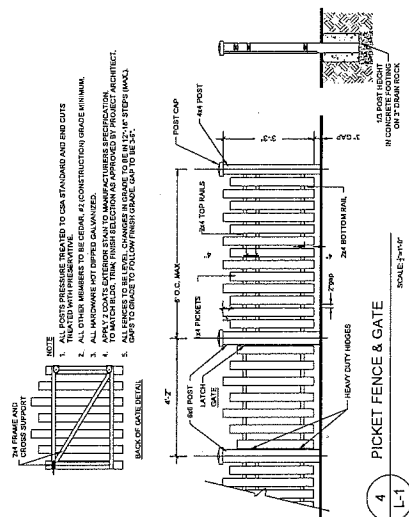
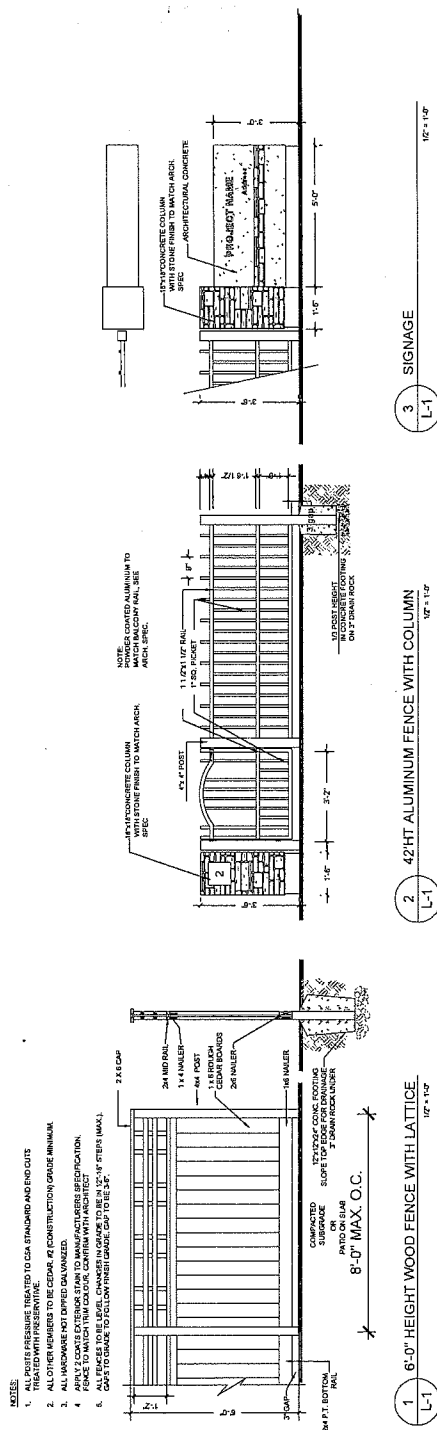
Whishbone Modera Park Bench  
Model: MMB-C2  
Material: Aluminum  
Finish: Powder Coated  
Color: Black  
Dimensions: 180" x 42" x 36"  
Weight: 150 lbs  
Assembly: 2 people, 1 hour  
Price: \$1,200 (incl. tax & freight)



Whishbone Tofee 2 Spine Blue Bench  
Model: TOSKOP-38 (Gibbuz)  
Material: Aluminum  
Finish: Powder Coated  
Color: Blue  
Dimensions: 180" x 42" x 36"  
Weight: 150 lbs  
Assembly: 2 people, 1 hour  
Price: \$1,200 (incl. tax & freight)



Whishbone Tofee 2 Spine Blue Bench  
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**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

**PRELIMINARY**  
**NOT FOR CONSTRUCTION**



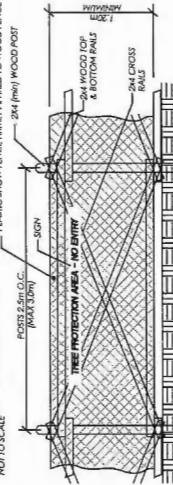
**Tag** denotes the tag affixed to the tree for reference in report and on drawings.  
**DBH** denotes the diameter of the tree measured at 1.4 m above grade or at per abovecultural standards (i.e. For multi stem trees).  
**Condition** denotes health and structural rating using Visual Tree Assessment (VTA) procedures.  
**Species knowledge** = a tree in very poor condition that is deemed not viable for retention in active land use areas due to pre-existing advanced health decline or significant structural defects.  
**Minimum Morbidity** = a tree in poor to fair condition that has a pre-existing moderate to rated defect that may affect its viability considering the proposed land use but is considered for retention conditional to certain social measures.

Item #	Plant	Age	Tree Type	Observations	Action
589	Apple	49	Apple	<ul style="list-style-type: none"> <li>This tree has multiple stem attachment at a scaffold union with weak attachments and included bark.</li> <li>It has a history pruning (lopping and heading cuts) with decay visible at the pruning sites.</li> <li>Its crown is dying back indicating very poor health condition.</li> <li>This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.</li> </ul>	Remove
590	Hazelnut	19-22	Hazelnut	<ul style="list-style-type: none"> <li>This multi-stemmed tree has a history of pruning (lopping and heading cuts) with decay visible at the pruning sites and top of decay fungal infection observed.</li> <li>It has multiple abraded reaction wood along the stems and the major limbs.</li> <li>This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.</li> </ul>	Remove
591	Hazelnut	19-23, 20-21	Hazelnut	<ul style="list-style-type: none"> <li>This multi-stemmed tree has a history of pruning (lopping and heading cuts) with decay visible at the pruning sites and top of decay fungal infection observed.</li> <li>This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.</li> </ul>	Remove
592	Hazelnut	20-22	Hazelnut	<ul style="list-style-type: none"> <li>This multi-stemmed tree has a history of pruning (lopping and heading cuts) with decay visible at the pruning sites.</li> <li>This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.</li> </ul>	Remove
593	Hazelnut	20-21	Hazelnut	<ul style="list-style-type: none"> <li>This tree is half dead with innumerable stem limbs.</li> <li>This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.</li> </ul>	Remove
594	Pum	33	Pum	<ul style="list-style-type: none"> <li>This multi-stemmed tree has a history of pruning (lopping and heading cuts) with signs of decay at the pruning sites.</li> <li>One of the co-dominant stems was previously removed and a column of decay has developed at the site of injury.</li> <li>The remaining 3 stems are weakly attached with included bark.</li> <li>This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.</li> </ul>	Remove
595	Cherry	44	Cherry	<ul style="list-style-type: none"> <li>This tree has multiple stem attachment at a scaffold union with weak attachments and included bark. The wound on an historic co-dominant stem limb developed a cavity under the other co-dominant stem union.</li> <li>It has a history pruning (lopping and heading cuts) with decay visible at the pruning sites.</li> <li>Its crown is dying back indicating very poor health condition.</li> <li>This tree is directly conflicting with the proposed construction and due to its very poor condition, small size and low value, revisions to the design are not warranted to accommodate its retention.</li> </ul>	Remove
A	Horse Chestnut	53	Horse Chestnut	<p>This city-owned tree is in good condition, with a minor structural defect related to an inherent weakness in the union of the main stem and a high, thin, heavy branch that has a narrow base forming a potential pruning point but the pruning wounds are smooth and appear to be well compartmentalized.</p>	Protect
B	Cherry	69	Cherry	<p>This tree is located on city property. It is bifurcated and has a history of pruning (lopping and heading) with signs of decay at the pruning sites. It is infected by canker over more than half of its trunk area. Referred to Parks Department for further action.</p>	Remove (Approved by Parks Dept May 4, 2016)
C	Apple	24	Apple	<p>This tree has multiple stems originating at one location. These stems are weakly attached with included bark. It has a history pruning (lopping and heading cuts) with signs of decay (i.e. cankles and frass) at the pruning site. Referred to Parks Department for further action.</p>	Remove (Approved by Parks Dept May 4, 2016)
D	Pum	25-30	Pum	<p>This neighbouring tree has a history of pruning (lopping and heading cuts) for power line clearance. This tree is located with sufficient setback to the subject property that no protection measures are required within this site.</p>	None

1. FIRE PROTECTION ZONE SETBACKS:

- [illegible]

**FENCES MUST EXCEED MUNICIPAL STANDARDS**  
PLASTIC SNOW FENCE FIRMLY AFFIXED TO WOOD FENCE



NOT TO SCALE

[acelar@uip.ca](mailto:acelar@uip.ca)

1	JUL 7, 2016	PARKS APPROVAL TO REMOVE TREES B AND C
0	JUL 10, 2015	INITIAL SUBMISSION
REV #	DATE	COMMENTS

**TREE MANAGEMENT DRAWING**

PROJECT: PROPOSED TOWNHOUSE DEVELOPMENT

ADDRESS: 8620 RAILWAY AVE RICHMOND BC

CLIENT: AJIT THALIWAL

ACL FILE: 15232      SHEET: 1 OF 2

**ARBORTECH**  
CONSULTING  
2404 275 3454  
174 4V4  
RICHMOND, BC

SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC, V7A 4V4,  
SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC, V7A 4V4,

ACL FILE:	15232
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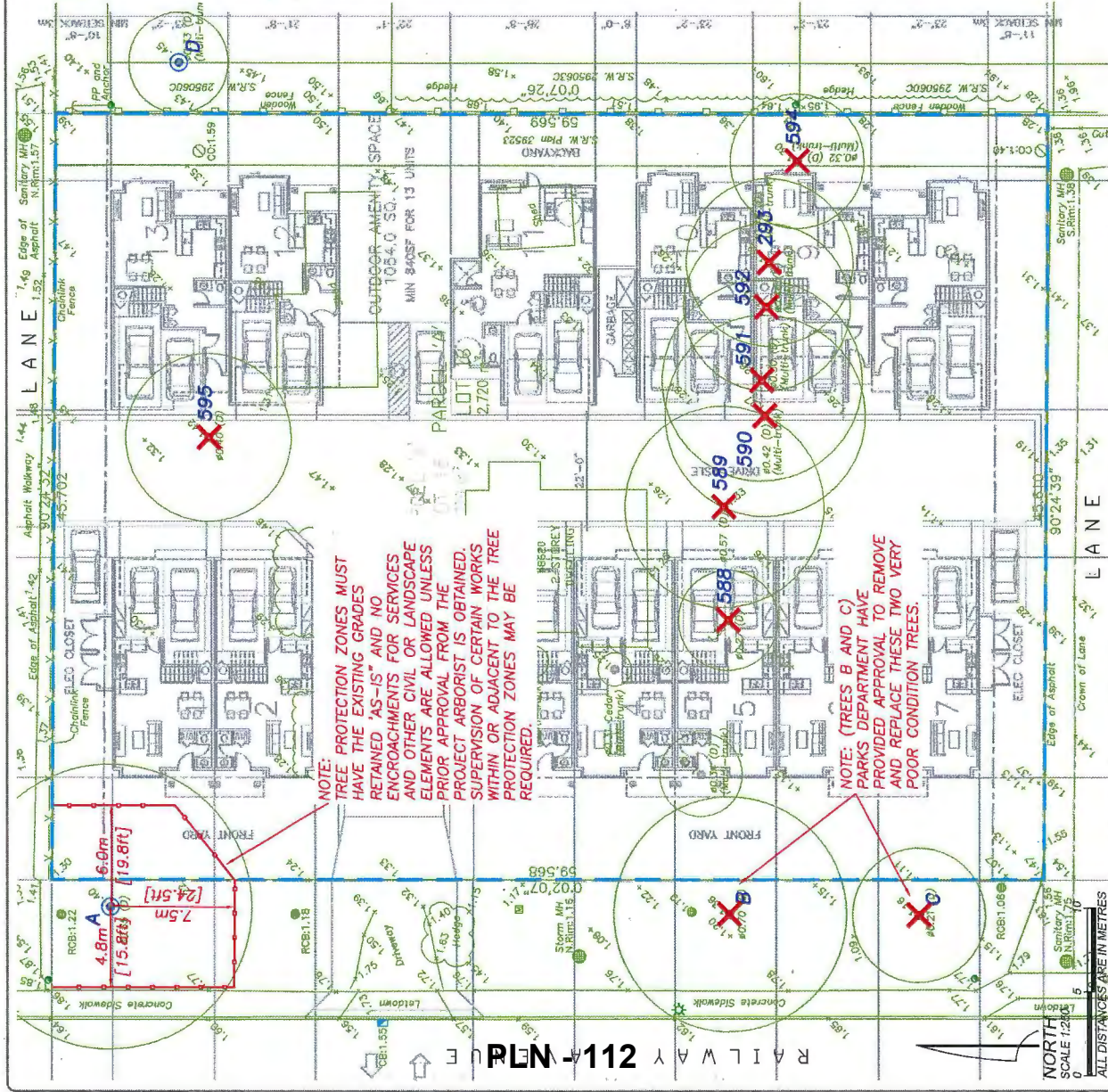
SHEET: 1 OF



# LEGEND:

- denotes TAG NUMBER or ID REFERENCE.
- denotes PRIORITY RANKING for treatment planning consideration.
- denotes DRIPLINE (spread of the branches and foliage) of the tree.
- denotes RETENTION tree (proposed).
- denotes REMOVAL tree (proposed).
- denotes HIGH RISK REMOVAL tree (proposed).
- denotes OFF-SITE tree (to be protected and/or owner contacted as noted).
- denotes NON-BYLAW undersize tree (as measured by project arborist).
- denotes SITE or STUDY AREA BOUNDARY.
- denotes TREE PROTECTION ZONE (TPZ) setback alignment as specified by project arborist.

**PLAN NOTES:**  
 This drawing is a preliminary design and is not to be used for construction. It is provided for planning and engineering purposes only. It is not to be used for construction. It is not to be used for construction. It is not to be used for construction.



**NOTE:** TREE PROTECTION ZONES MUST HAVE THE EXISTING GRADES RETAINED "AS-IS" AND NO ENCROACHMENTS FOR SERVICES AND OTHER CIVIL OR LANDSCAPE ELEMENTS ARE ALLOWED UNLESS PRIOR APPROVAL FROM THE PROJECT ARBORIST IS OBTAINED. SUPERVISION OF CERTAIN WORKS WITHIN OR ADJACENT TO THE TREE PROTECTION ZONES MAY BE REQUIRED.

**NOTE:** (TREES B AND C) PARKS DEPARTMENT HAVE PROVIDED APPROVAL TO REMOVE AND REPLACE THESE TWO VERY POOR CONDITION TREES.

SEE SHEET 1 FOR TREE DATA AND SPECIFICATIONS

REV #	DATE	COMMENTS
1	JUL 7, 2016	PARKS APPROVAL TO REMOVE TREES B AND C
0	JUL 10, 2015	INITIAL SUBMISSION

TREE MANAGEMENT DRAWING	
PROJECT:	PROPOSED TOWNHOUSE DEVELOPMENT
ADDRESS:	8620 RAILWAY AVE RICHMOND BC
CLIENT:	AJIT THALIWAL
ACL FILE:	15232

SHEET: 2 OF 2

ARBORTECH CONSULTING

SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4 P 604.275.3484

NORTH  
 SCALE 1:250  
 ALL DISTANCES ARE IN METRES



**Address:** 8620 Railway Avenue

**File No.:** RZ 15-709884

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9563, the applicant is required to complete the following:**

1. 2.0 m lane dedication along the entire south property line for widening of the existing east-west lane.
2. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$12,500 for Tree A to be retained. The Survival Security will not be released until construction and landscaping on-site and off-site is completed, a landscape inspection has been passed by City staff, and the Arborist's post-construction impact assessment report is received by the City. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the tree survives.
5. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$13,265.56) to the City's Public Art Reserve Fund.
6. City acceptance of the applicant's voluntary contribution in the amount of \$17,000 (\$1,000/unit) in-lieu of providing on-site indoor amenity space.
7. The granting of a Statutory Right-of-Way (SRW) for public-right-of-passage along the north property line (of varying width, no greater than 1.0 m in width), to accommodate a grass strip south of the east-west walkway on City-owned property leading from Railway Avenue to Calder Road. The exact width of the SRW is to be determined in consultation with the Parks Department through the Development Permit and Servicing Agreement design review processes. The improvements to the walkway on City-owned property are to be constructed by the developer, and maintained by the City. The grass strip within the SRW is to be constructed and maintained by the developer.
8. The granting of a Statutory Right-of-Way (SRW) for public-right-of-passage over the entire north-south internal drive aisle to provide legal means of public/vehicular access to future developments located north of the subject site. (The drive aisle is to be constructed and maintained by the developer).
9. Registration of a flood indemnity covenant on 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.
12. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement\* for the design and construction of servicing connections/upgrades and frontage improvements. Works include, but may not be limited to the following:

*Water Works*

- Using the OCP Model, there is 272.0 L/s of water available at a 20 psi residual at the Railway Ave frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s. At Building Permit stage, the developer is required to submit fire flow calculations signed and sealed by a professional

engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection.

- At the developer's cost, the City is to:
  - Cut and cap the existing water service connection on Railway Avenue.
  - Install a new water connection complete with meter and meter box along the Railway Avenue frontage.

#### *Storm Sewer Works*

- The developer is required to upgrade approximately 60 m of existing 375 mm diameter storm sewer to 600 mm diameter storm sewer along the Railway Avenue frontage.
- At the developer's cost, the City is to cut and cap the existing storm service connections fronting Railway Avenue, and install a new 450 mm diameter Type II Inspection Chamber complete with 100 mm diameter connections.

#### *Sanitary Sewer Works*

- At the developer's cost, the City is to:
  - Cut and cap the existing sanitary service connections and remove the existing Inspection Chamber along the east property line.
  - Install a new sanitary service connection and inspection chamber within the existing Statutory Right-of-Way on the property.

#### *Frontage Improvements*

- Widening and upgrading of the existing lane along the entire south property line to include widened asphalt (for a total of 5.3 m wide), rollover curb and lighting. Hydro pole relocation may be required at lane entrance.
- Widening and upgrading of the existing east-west walkway along the entire north property line to provide a 3.0 m wide asphalt surface and a grass strip of varying width (maximum 1.0 m wide). The exact width of the grass strip is to be determined in consultation with the Parks Department through the Development Permit and Servicing Agreement design review processes.
- Removal of the existing sidewalk next to the curb along Railway Avenue and backfilling of the area to provide a minimum 1.5 m wide treed/grassed boulevard (width of the boulevard is exclusive of the 0.15 m wide top of curb).
- Construction of a new 1.5 m wide concrete sidewalk behind the new boulevard and immediately along the west property line of the subject site. The new sidewalk is to connect to the existing sidewalk south of the subject site, and to the existing sidewalk south of Tree A at the north end of the Railway Avenue frontage.
- The existing driveway providing access to the subject site from Railway Avenue is to be closed permanently, and the boulevard constructed with barrier curb/gutter, treed/grass boulevard, and sidewalk as per the City's current standards.
- The developer is to coordinate with BC Hydro, Telus and other private communication service providers:
  - To underground the service lines for the proposed development.
  - 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).

#### *General Items*

- 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.

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

- 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 higher), in compliance with the City's Official Community Plan.

**Prior to Development Permit\* issuance, the following must be completed:**

- Registration of the City's standard Housing Agreement to secure three (3) affordable housing units, the combined habitable floor area of which shall comprise approximately 15% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1 Bdrm + Den	1	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$950	\$38,000 or less
3 Bdrm	2	90 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,437	\$57,500 or less

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

**Prior to removal of Trees B and C in the boulevard along Railway Avenue on City-owned property, the applicant must:**

- Contact the Parks Department four (4) business days prior to proposed removal of these trees to enable proper signage to be posted.

**Prior to Building Permit\* issuance, the following must be completed:**

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Incorporation of three (3) affordable housing units, the combined habitable floor area of which shall comprise approximately 15% of the subject development's total residential building area, and which are to comply with all of the terms of the Housing Agreement that is required to be registered on title prior to Development Permit issuance.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The 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.
- 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 concurrence on file)

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Signed

---

Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9563 (RZ 15-709884)  
8620 Railway Avenue**

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

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

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT80	\$2.00"

- b. Inserting as Section 17.80 thereof the following:

**“ 17.80 Town Housing (ZT80) – Railway Avenue**

**17.80.1 Purpose**

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

**17.80.2 Permitted Uses**

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

**17.80.3 Secondary Uses**

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

**17.80.4 Permitted Density**

1. The maximum **floor area ratio** (FAR) is 0.40, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 17.80.4.1, the reference to “0.4” is increased to a higher **density** of “0.60” if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZT80 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
3. Notwithstanding Section 17.80.4.1, the reference to “0.4” is increased to a higher **density** of “0.60”, together with an additional 0.12 **floor area ratio**, provided that prior to the first occupancy of the **building** the **owner**:

- a) provides in the **building** not less than 3 **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** comprises approximately 15% of the total **building area**; and
- b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

#### 17.80.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 47% for **buildings**.
2. No more than 65% of the **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 25% of the **lot area** is restricted to **landscaping** with live plant material.

#### 17.80.6 Yards & Setbacks

1. The minimum **front yard** is 4.5 m.
2. The minimum **interior side yard** is 3.0 m.
3. The minimum **rear yard** is 6.0 m.

#### 17.80.7 Permitted Heights

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

#### 17.80.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** on local **arterial roads** is 40.0 m.
2. The minimum lot width on major **arterial roads** is 50.0 m.
3. The minimum **lot depth** is 35.0 m.
4. There is no minimum **lot area**.

#### 17.80.9 Landscaping & Screening

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

#### 17.80.10 On-Site Parking and Loading

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

**17.80.11 Other Regulations**

1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"TOWN HOUSING (ZT80) – RAILWAY AVENUE"**.  
  
P.I.D. 003-552-357  
  
Parcel "A" (RD40234E) Lot 16 Section 24 Block 4 North Range 7 West New Westminster District Plan 3285
3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9563"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

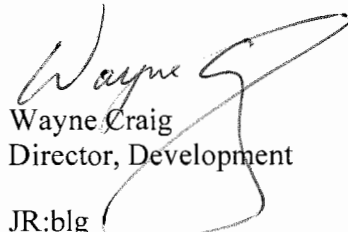
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

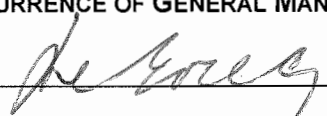
**Date:** July 11, 2016  
**File:** RZ 15-704505

**Re:** Application by Trendsetter Homes Ltd. for Rezoning at 11920/  
11940 Dunavon Place from Two-Unit Dwellings (RD1) to Single Detached (RS2/A)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9571, for the rezoning of 11920/11940 Dunavon Place from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/A)", be introduced and given first reading.

  
Wayne Craig  
Director, Development  
JR:blg  
Att.

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

## **Staff Report**

### **Origin**

Trendsetter Homes Ltd. has applied to the City of Richmond for permission to rezone 11920/11940 Dunavon Place from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/A)” zone, to permit the property to be subdivided to create two (2) lots (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing duplex on the property, which would be demolished.

### **Findings of Fact**

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

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

- To the north, across the cul-de-sac: Two (2) homes on lots zoned “Single Detached (RS1/A)” fronting Dunfell Road.
- To the south: Four (4) homes on lots zoned “Single Detached (RS1/A)” zone fronting Duncliffe Road.
- To the east: One (1) home on a lot in the “Single Detached (RS2/A)” zone fronting Dunavon Place.
- To the west: One (1) duplex on a lot in the “Single Detached (RS1/E)” zone fronting Dunavon Place.

### **Related Policies & Studies**

#### **Official Community Plan/Steveston Area Plan**

The subject property is located in the Steveston planning area (Attachment 4). The Official Community Plan (OCP) designation for the subject property is “Neighbourhood Residential.” The proposed rezoning is consistent with this designation.

#### **Zoning Bylaw 8500/Single-Family Lot Size Policy 5470**

The subject property is located within the area governed by Single-Family Lot Size Policy 5470, adopted by Council on July 15, 2002 (Attachment 5). This Single-Family Lot Size Policy permits subdivision consistent with the requirements of the “Single Detached (RS2/A)” zoning bylaw. The proposed rezoning and subdivision are compliant with this Policy.

The subject site is currently occupied by a duplex. Amendment procedures contained in Section 2.3 of Richmond Zoning Bylaw 8500 indicate Lot Size Policies are not applicable for rezoning applications on sites that contain a duplex and are intended to be subdivided into no more than two (2) single-family lots. Each lot at the subject site will be approximately 14.9 m wide and at

least 444 m<sup>2</sup> in area. The proposed rezoning and subdivision would comply with these requirements.

### **Floodplain Management Implementation Strategy**

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

### **Public Consultation**

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

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

### **Analysis**

#### **Existing Legal Encumbrances**

There are two (2) existing statutory right-of-way (ROW) agreements registered on Title. One (1) ROW (Registration number G43521) for the location of public utilities is no longer relevant to the subject property, and must be discharged from Title prior to rezoning approval. The second ROW (Registration number G57217) is a 3.0 m-wide ROW along the entire east property line for an existing sanitary sewer service. This ROW will not be impacted by the proposed rezoning and subdivision.

The applicant must provide a new 3.0 m-wide statutory right-of-way along the entire south property line. The applicant is aware that encroachment into a right-of-way is not permitted.

There is an existing covenant registered on Title that restricts the property use to a duplex only (registration number BE308151). This covenant must be discharged prior to subdivision approval.

#### **Transportation and Site Access**

Vehicle access is proposed to be from Dunavon Place via separate driveway crossings to each new lot.

#### **Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 14 bylaw-sized trees on the subject property and two (2) on neighbouring properties.



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

- One (1) Pine tree (Tree # 1) located on the development site is in moderate condition; however it is located within the proposed building envelope and is proposed to be removed and replaced.
- Four (4) Sycamore Maple trees (Trees # 2-5) located on the development site are in moderate condition; however all four (4) have become co-dependant and exhibit poor structure with co-dominant stems with poorly attached unions. Remove and replace.
- Two (2) Maple trees (Trees # 6 and 7) and one (1) Cedar tree (Tree # 9) located on the development site are in moderate condition and are recommended for retention in the Arborist's Report. Retain and protect.
- Five (5) trees (Trees # 8, 10-13) located on the development site are in poor condition and identified as unsuitable for retention in the Arborist's Report. Remove and replace.
- One (1) Japanese maple tree (Tree # 14, Dbh 23 cm) located on the development site is in good condition. Retain and protect.
- One (1) Western hemlock tree (Tree # 15, Dbh 35 cm) and one (1) Serbian spruce tree (Tree # 16, Dbh 22 cm) located on adjacent east property are in good condition. Retain and protect.
- Replacement trees are to be provided at a 2:1 ratio as per the Official Community Plan (OCP).

#### *Tree Protection*

Four (4) trees on the subject property (Trees # 6, 7, 9, and 14) and two (2) trees on a neighbouring property (Trees # 15, and 16) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspection 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 to the City of a Tree Survival Security of \$4,000 for the four (4) trees to be retained and protected on the subject property.
- Prior to demolition of the existing dwelling on the subject property, 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 10 on-site trees. The 2:1 replacement ratio would require a total of 20 replacement trees. The applicant has agreed to plant two (2) replacement trees on each proposed lot; for a total of four (4) replacement trees. Together with the four (4) trees to be protected, this will result in four (4) trees on each lot; for a total of eight (8) trees on the subject property.

To ensure the four (4) required replacement trees are planted on the subject property, the applicant must provide a \$2,000 Landscape Security, which is equal to \$500 per replacement tree. To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$8,000 to the City's Tree Compensation Fund in lieu of the remaining 16 trees that cannot be accommodated on the subject property after redevelopment.

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. Replacement trees should be a mix of coniferous and deciduous species.

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

### **Affordable Housing Strategy**

As per the City's Affordable Housing Strategy, single-family rezoning applications received prior to September 14, 2015 require a secondary suite or coach house on 50% of new lots created, or a cash-in-lieu contribution of \$1.00 per square foot of total buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to contribute \$5,321.00 toward the City's Affordable Housing Reserve Fund. This is equivalent to \$1.00/ft<sup>2</sup> of the total building area of each lot to be created, and is consistent with the Affordable Housing Strategy.

### **Site Servicing and Frontage Improvements**

At future development stage, the applicant must complete the required servicing works as described in Attachment 7.

### **Financial Impact or Economic Impact**

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

## **Conclusion**

The purpose of this application is to rezone 11920/11940 Dunavon Place from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/A)" zone, to permit the property to be subdivided to create two (2) lots.

This rezoning application complies with the land use designation and applicable policies for the subject site contained within the OCP and the Richmond Zoning Bylaw 8500.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9571 be introduced and given first reading.



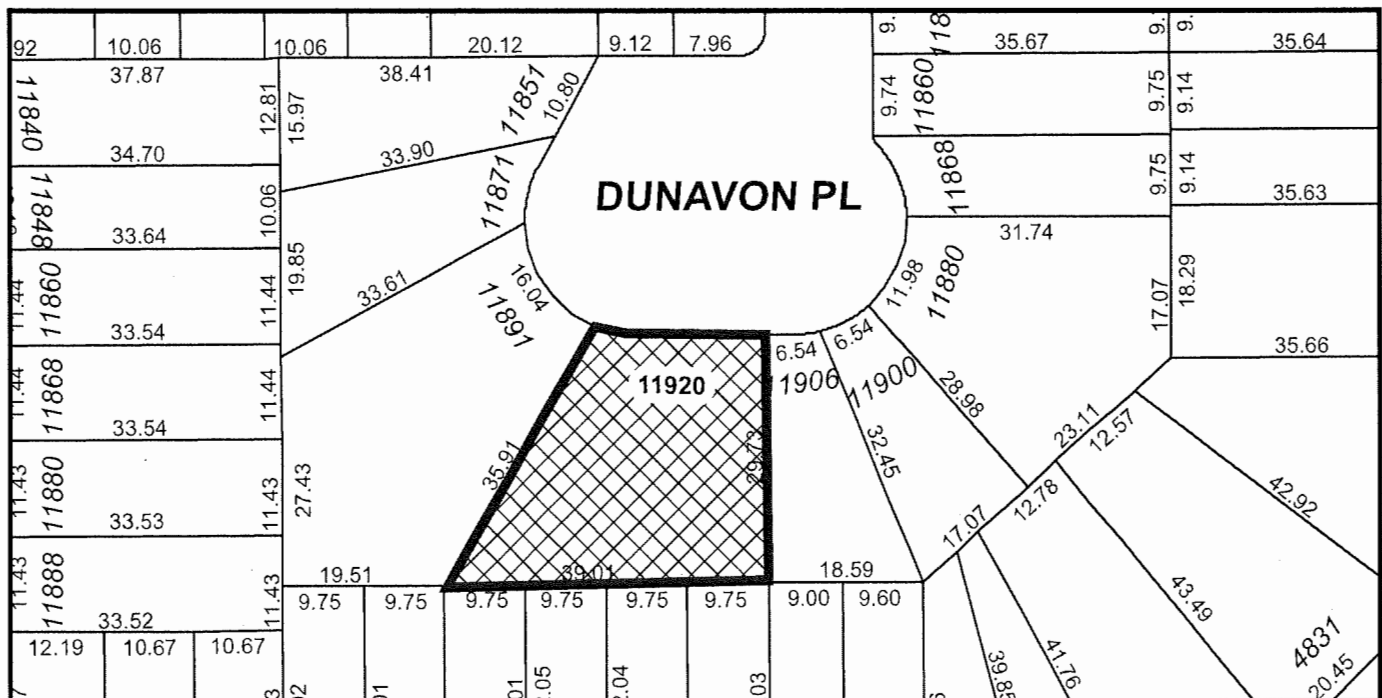
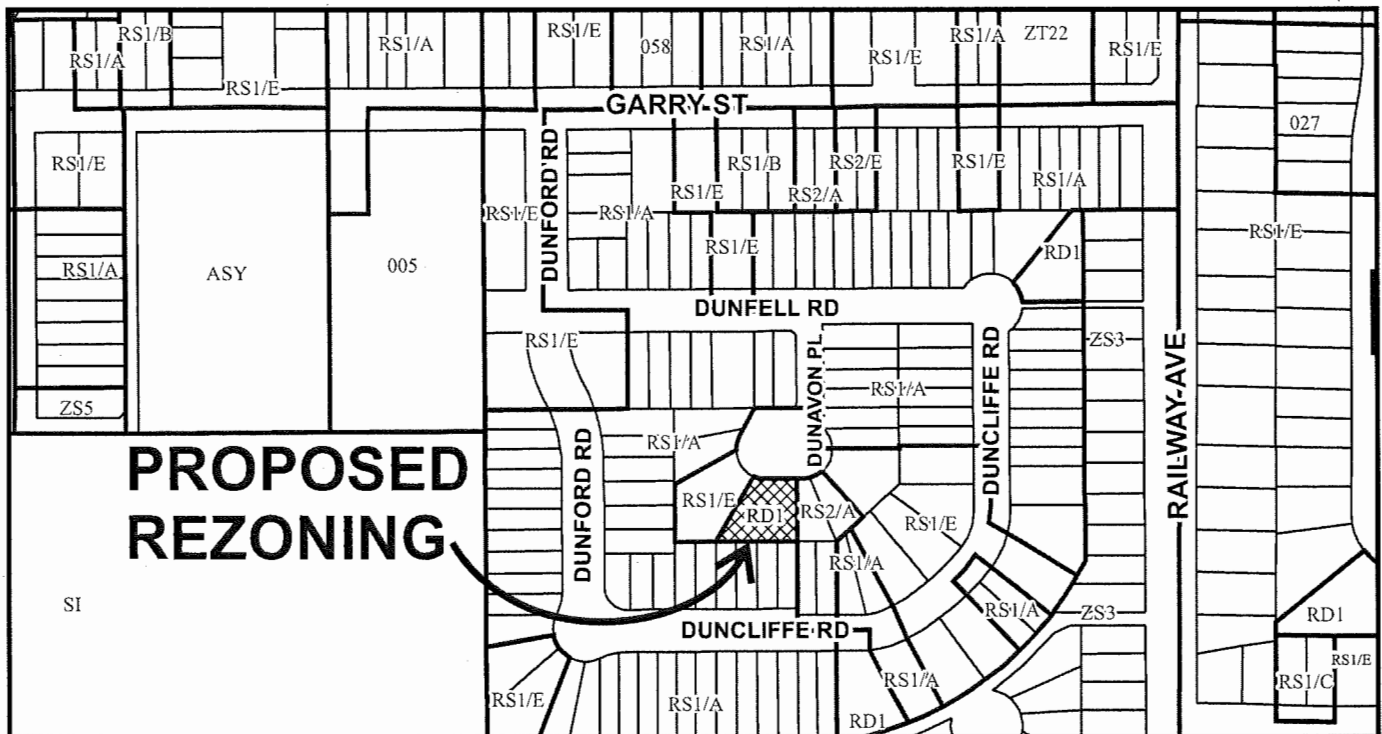
Jordan Rockerbie  
Planning Technician  
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Lot Size Policy 5470
- Attachment 6: Tree Retention Plan
- Attachment 7: Rezoning Considerations



# City of Richmond



## RZ 15-704505

Original Date: 07/24/15

Revision Date:

Note: Dimensions are in METRES

### PLN - 126



City of  
Richmond



RZ 15-704505

Original Date: 07/24/15

Revision Date:

Note: Dimensions are in METRES

PLN - 127



**SURVEY PLAN OF LOT 146 SECTION 2  
BLOCK 3 NORTH RANGE 7 WEST  
NWD PLAN 48471**

PID: 000-857-114

CIVIC ADDRESS:

**#11920 DUNAVON PLACE  
RICHMOND, B.C.**

**LEGEND**

SCALE 1:200



- IP DENOTES SPOT ELEVATION
- CB DENOTES STANDARD IRON POST
- O CB DENOTES CATCH BASIN
- O IC DENOTES INSPECTION CHAMBER
- O MH DENOTES MANHOLE
- O PB DENOTES PULLBOX
- O WV DENOTES WATER VALVE
- SAN DENOTES SANITARY
- BCH DENOTES BC HYDRO
- C DENOTES CONIFEROUS TREE
- D DENOTES DECIDUOUS TREE
- Ø DENOTES DIAMETER

**FOR CITY OF RICHMOND  
APPLICATION PURPOSES**

ALL DISTANCES AND ELEVATIONS ARE IN METRES.  
PROPOSED LINE DIMENSIONS ARE DERIVED FROM FIELD SURVEY.  
ELEVATIONS ARE TO GEODETIC DATUM AND ARE DERIVED  
FROM RICHMOND HPN BENCHMARK (INTEGRATED SURVEY  
CONTROL MONUMENT) 77H4827 (HPN #205)  
ELEVATION: 1.044 METRES.

ALL DESIGNATED TREES AS DEFINED BY CITY OF  
RICHMOND BYLAW No. 8057, ARE SHOWN HEREON.  
THIS PROPERTY IS SUBJECT TO THE REGISTERED  
COVENANT: BE308151.

**MATSON PECK & TOPLISS  
SURVEYORS & ENGINEERS**

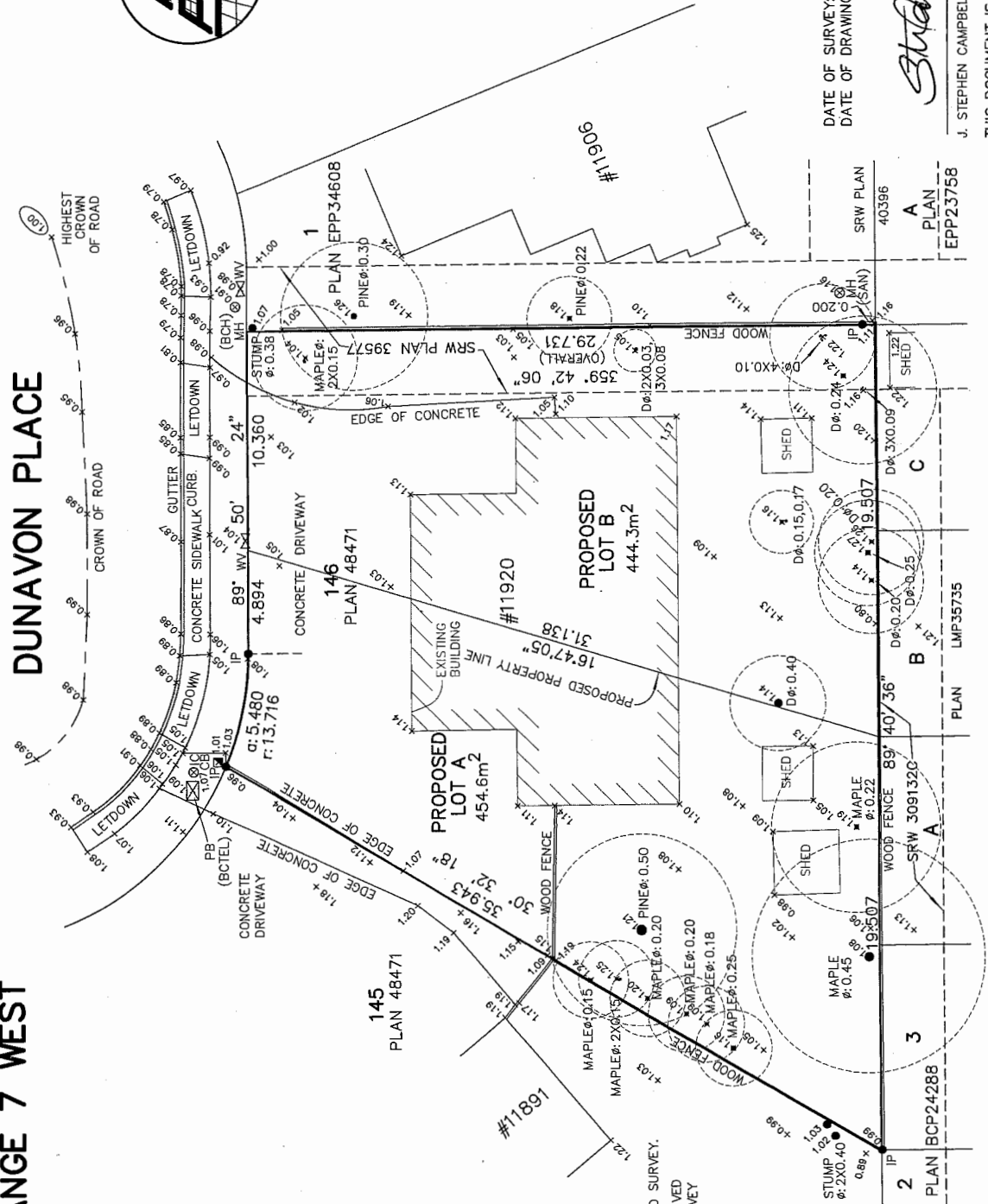
#320 - 11122 HORSESHOE WAY  
RICHMOND, B.C.  
V7A 5H7

PH: 604.270.9331

FAX: 604.270.4137

CADFILE: 17883-001-TPG-001.DWG

CLIENT REF.: TRENDSETTER HOMES



DATE OF SURVEY: JUNE 09, 2015  
DATE OF DRAWING: APRIL 7, 2016

*Stephen Campbell*

J. STEPHEN CAMPBELL, BOLS #712

THIS DOCUMENT IS NOT VALID UNLESS  
ORIGINALLY SIGNED AND SEALED.





**RZ 15-704505**

**Attachment 3**

Address: 11920/11940 Dunavon Place

Applicant: Trendsetter Homes Ltd.

Planning Area(s): Steveston

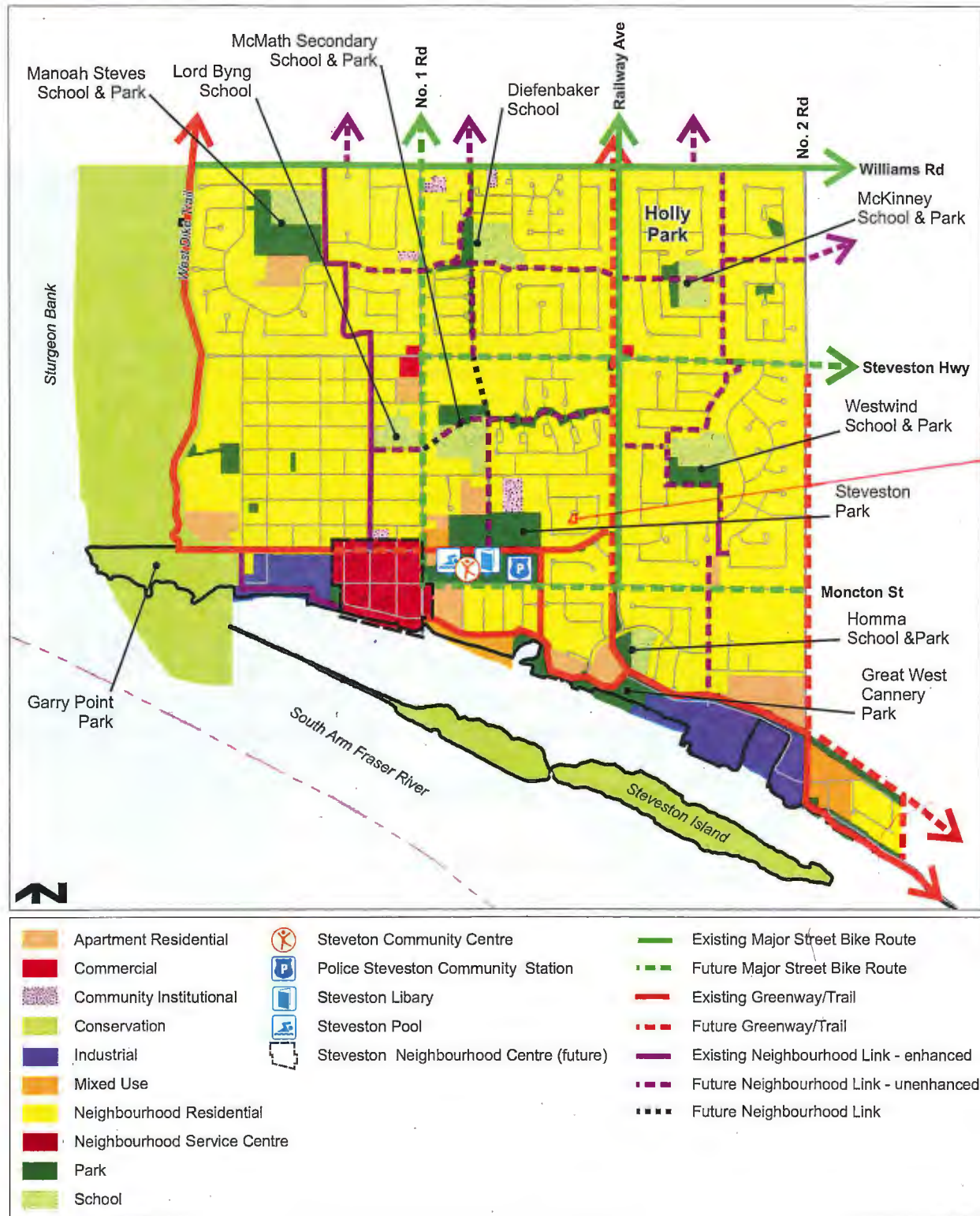
	Existing	Proposed
<b>Owner:</b>	John MacDonald Mary Anne MacDonald	To be determined
<b>Site Size (m<sup>2</sup>):</b>	898.9 m <sup>2</sup>	Lot A: 454.6 m <sup>2</sup> Lot B: 444.3 m <sup>2</sup>
<b>Land Uses:</b>	One (1) duplex	Two (2) single detached homes
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>702 Policy Designation:</b>	RS1/A	RS2/A
<b>Zoning:</b>	RD1	RS2/A

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 applied to the first 464.5 m <sup>2</sup> of the lot area, together with 0.30 applied to the balance	Max. 0.55 applied to the first 464.5 m <sup>2</sup> of the lot area, together with 0.30 applied to the balance	none permitted
Buildable Floor Area*:	Lot A: Max. 2,691 ft <sup>2</sup> Lot B: Max. 2,630 ft <sup>2</sup>	Lot A: Max. 2,691 ft <sup>2</sup> Lot B: Max. 2,630 ft <sup>2</sup>	none permitted
Lot Coverage – Building:	Max. 45%	Max 45%	none
Lot Size (min. dimensions):	270.0 m <sup>2</sup>	Lot A: 454.6 m <sup>2</sup> Lot B: 444.3 m <sup>2</sup>	none
Setback – Front and Rear Yards:	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards:	Min. 1.2 m	Min. 1.2 m	none
Height:	Max. 2 ½ Storeys	Max. 2 ½ Storeys	none

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

\*Preliminary estimate for reference only; not inclusive of garage; exact building size to be determined at Building Permit stage.

## 4. Steveston



PLN - 130



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: July 15, 2002

**POLICY 5470**

File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 2-3-7**

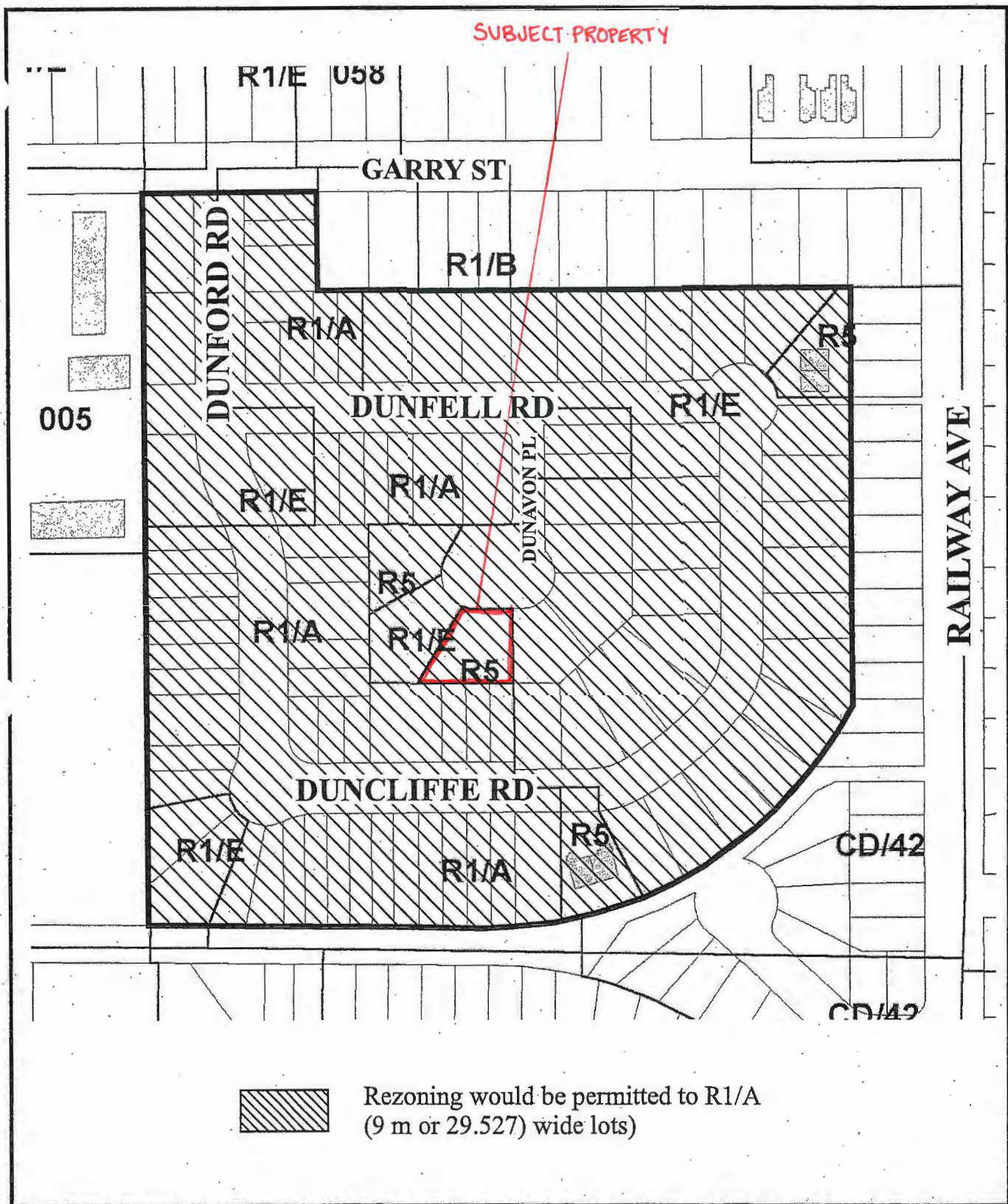
## **POLICY 5470:**

The following policy establishes lot sizes for properties within the area located along **Dunfell Road, Dunford Road, Dunccliffe Road, and Dunavon Place**, in a portion of Section 2-3-7:

That properties located along Dunfell Road, Dunford Road, Dunccliffe Road, and Dunavon Place, in the south-east quadrant of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area A (R1/A) zoning of the Zoning and Development Bylaw 5300.

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





# Policy 5470 Section 02, 3-7

PLN - 132

Adopted Date: 07/15/02

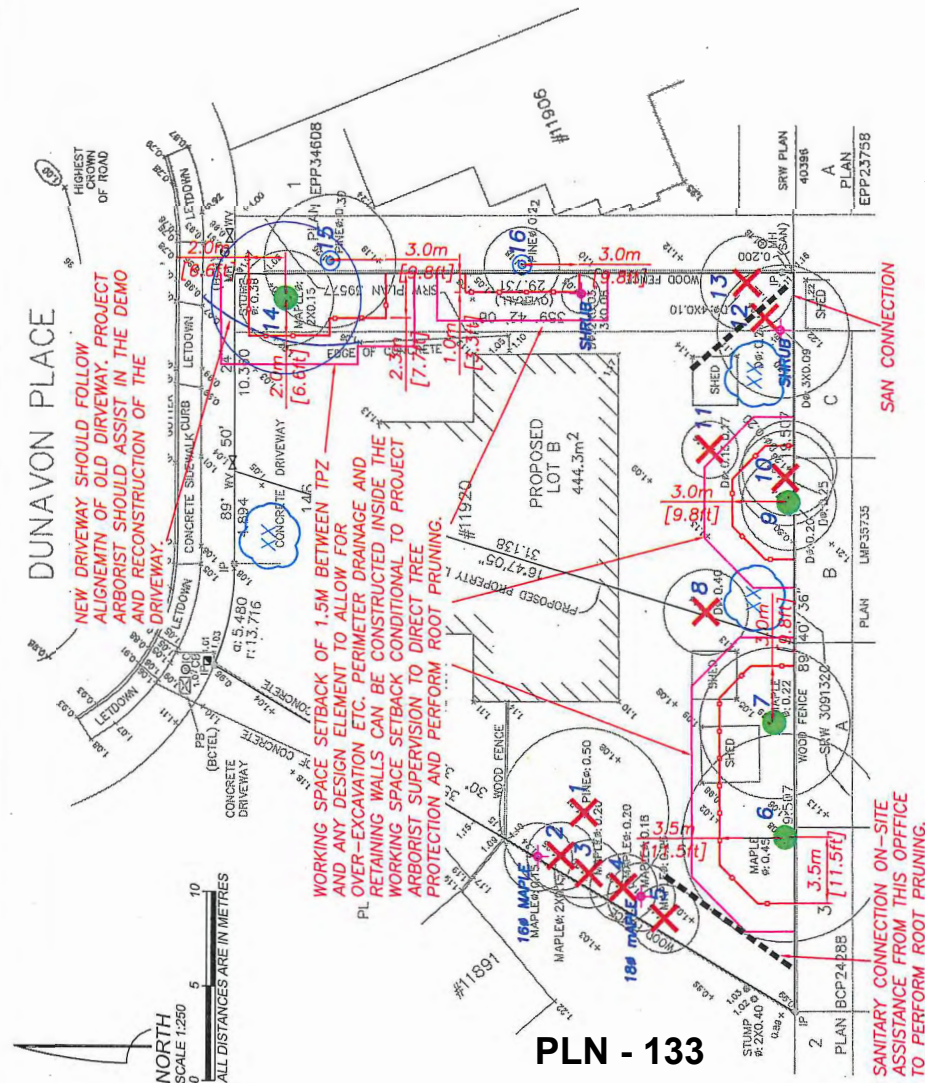
Amended:

Note: Dimensions are in METRES

Please use botanical name when ordering.  
Current aboriginal best management practices and BCSLA/BCUNA standards apply to; quality, root ball, health form, handling, planting, guying/staking and establishment care.

CODE	QTY	Size	BOTANICAL NAME	COMMON NAME
<b>BROADLEAF - SMALL TO MEDIUM SCALE:</b>				
ACA		6cm C	<i>Acer campestre</i>	Field maple
AG		6cm C	<i>Acer glabrum</i>	Paperbark maple
ARB		6cm C	<i>Acer rubrum 'Bowhall'</i>	Bowhall maple
ARIS		6cm C	<i>Acer rubrum 'Red Sunset'</i>	Red Sunset maple
DI		6cm C	<i>Davidia involuta</i>	Dove tree
FSD		6cm C	<i>Fagus sylvatica 'Dawkyr'</i>	Dawkyr beech
FSP		6cm C	<i>Fagus sylvatica 'Pendula'</i>	Weeping European beech
MSO		3.5m H	<i>Magnolia soulangeana</i>	Sauzer magnolia
SP		6cm C	<i>Stewartia pseudocamellia</i>	Japanese stewartia
AP		6cm C	<i>Acer palmatum</i>	Japanese maple
AU		6cm C	<i>Arbutus unedo</i>	Strawberry tree
CC		3.5m H	<i>Cercis canadensis</i>	Redbud
MGR		6cm C	<i>Magnolia grandiflora</i>	Southern magnolia (evergreen)
MST		6cm C	<i>Magnolia stellata</i>	Star magnolia
PSAR		6cm C	<i>Prunus sargentii 'Nancho'</i>	Sargent cherry
PY		6cm C	<i>Prunus x yedoensis</i>	Yoshino cherry
SI		6cm C	<i>Syrax japonicus</i>	Japanese snowbell
<b>EVERGREEN - SMALL SCALE:</b>				
APC		3.5m H	<i>Abies procera 'Glauc'</i>	Noble fir
PO		3.5m H	<i>Picea omorika</i>	Serbian spruce

- ✕ **AC** denotes TAG NUMBER or ID REFERENCE.
- ✕ **AC** denotes ALDER or COTTONWOOD TREE (untagged bylaw sized).
- denotes **DRIFTLINE** (spread of the branches and foliage) of the tree.
- denotes **RETENTION** tree (proposed).
- ✕ denotes **REMOVAL** tree (proposed).
- ⊕ denotes **HIGH RISK REMOVAL** tree (proposed).
- ⊙ denotes **OFF-SITE** tree (to be protected and/or owner contacted as needed).
- ✕ denotes **NON-BYLAW** undersize tree (as measured by project arborist).
- ✕ denotes **TREE OR STUDY AREA BOUNDARY**.
- denotes **TREE PROTECTION ZONE (TPZ)** setback alignment as specified.
- ⓧ denotes **REPLACEMENT TREE** proposed (conceptual location - see plan).



**PLAN NOTES:** This plan is based on data supplied by the project developer (PCD) through the Design Professionals, and is provided for the City only to assist in the planning and engineering of the new segment of existing water. The plan does not warrant or certify the accuracy of the data or the data source. Refer to the City of Portland for more information for this project.

aci-group.co

PROJECT:	TWO LOT SBDIVISION
ADDRESS:	11920 DUNAVON PL RICHMOND
CLIENT:	TRENDSETTER HOMES
ACI FILE:	16183

SHEET: 2 OF 2

**ARBORTECH  
CONSULTING**  
AAL GROUP

  
SUITE 145 • 17051 HORSESHOE WAY, RICHMOND, BC V6A 4V4  
TEL 604 275 3484  
aalgroupp.ca





**Address:** 11920/11940 Dunavon Place

**File No.:** RZ 15-704505

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9571, the developer is required to complete the following:**

1. City acceptance of the developer's offer to voluntarily contribute \$8,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$4,000.00 for the four (4) trees to be retained.
4. Submission of a Landscape Security to the City in the amount of \$2,000.00 to ensure that four (4) replacement trees are planted on the subject property.
  - Replacement trees should be a mix of deciduous and coniferous trees.
  - The four (4) required replacement trees are to be of the following minimum sizes:

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

5. Discharge of statutory right-of-way G43521 from Title, which no longer applies to the subject property.
6. Registration of a 3.0 m-wide statutory right-of-way along the south property line for extension of the sanitary sewer.
7. Registration of a flood indemnity covenant on Title.
8. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments on the future lots (i.e. \$5,321.00) to the City's Affordable Housing Reserve Fund.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating 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.

**Prior to Subdivision\*, the applicant must complete the following requirements:**

1. Discharge of covenant BE308151 from Title, which restricts the property to a duplex.

**Prior to Demolition\* stage, the applicant 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.

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

1. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:



*Water Works:*

- Using the OCP Model, there is 167 L/s of water available at 20 psi residual at the hydrant fronting 11920 Dunavon Place. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At the Developer's cost, the City will:
  - Install two (2) new water service connections complete with meter and meter box to service the newly subdivided lots.
  - Cut and cap at main the existing water service connection at the Dunavon Place frontage

*Storm Sewer Works:*

- At the Developer's cost, the City will:
  - Install one (1) new storm sewer service connection with a Type 2 inspection chamber at the common property line fronting Dunavon Place.
  - Cut and cap the existing service connection at the northwest corner of the subject site..

*Sanitary Sewer Works:*

- The Developer is required to:
  - Provide a 3 m wide utility right-of-way along the entire south property line of the proposed development.
  - Install a new sanitary sewer complete with two (2) new manholes within the Dunavon Place roadway along the entire lot frontage.
  - Install a new sanitary service connection complete with inspection chamber and dual service leads.
- At the Developer's cost, the City is to:
  - Perform all tie-ins of proposed works to existing City infrastructure.
  - Cut and cap the existing sanitary service connection at the southeast corner of the subject site.

*Frontage Improvements:*

- The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - To underground Hydro service lines.
    - Provide pre-ducting for future Hydro/Telephone/Cable utilities, if required.
    - 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 on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
- All removal and relocation of curb, gutter, and curb letdowns to be done at Developer's cost.

*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, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submit 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. 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 9571 (RZ 15-704505)  
11920/11940 Dunavon Place**

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

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

P.I.D. 000-857-114

Lot 146 Section 2 Block 3 North Range 7 West New Westminster District Plan 48471

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9571"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <b>BK</b>
APPROVED by Director or Solicitor <b>al</b>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

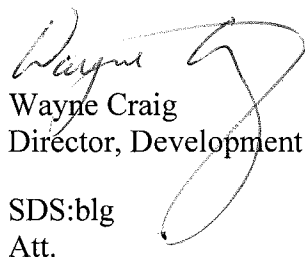
**Date:** July 12, 2016

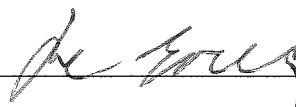
**File:** RZ 15-705932

**Re:** Application by Westmark Developments Ltd. for Rezoning at 6700/  
6720 No. 1 Road from Two-Unit Dwellings (RD1) to Single Detached (RS2/C)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9583, for the rezoning of 6700/6720 No. 1 Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/C)", be introduced and given first reading.

  
Wayne Craig  
Director, Development  
  
SDS:blg  
Att.

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

## **Staff Report**

### **Origin**

Westmark Developments Ltd. has applied to the City of Richmond for permission to rezone the property at 6700/6720 No. 1 Road from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/C)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from No. 1 Road (Attachment 1). The site is currently occupied by a stratified duplex, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

### **Findings of Fact**

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

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

To the North: A duplex on a lot zoned “Single Detached (RS1/E)” fronting No. 1 Road.

To the South: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting No. 1 Road.

To the East: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Gamba Drive.

To the West: Across No. 1 Road, single-family dwellings on lots zoned “Single Detached (RS1/F)” currently under rezoning application (RZ 16-731275) to rezone to “Medium Density Townhouse (RTM2)” in order to develop nine (9) townhouse units.

### **Related Policies & Studies**

#### **Official Community Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The proposed rezoning and subdivision would comply with this designation.

#### **Single-Family Lot Size Policy 5411/Zoning Bylaw 8500**

The subject property is located within the area governed by Single-Family Lot Size Policy 5411 (adopted by Council April 24, 1989 and amended in 1995 and 2005) (Attachment 4). The Policy permits properties within the area to be rezoned and subdivided in accordance with the provisions of the “Single Detached (RS1/E)” zone. Amendment procedures contained in Section 2.3 of Richmond Zoning Bylaw 8500 indicate Lot Size Policies are not applicable for rezoning applications on sites that contain a duplex and are intended to be subdivided into no more than two (2) single-family lots. Each lot at the subject site will be approximately 15 m

(49 ft.) wide and approximately 465 m<sup>2</sup> (5,000 ft<sup>2</sup>) in area. The proposed subdivision would comply with these requirements.

### **Arterial Road Policy**

The existing Arterial Road Policy in the OCP identifies the subject site for redevelopment as single-family only. On February 22, 2016, Council considered proposed amendments to the Arterial Road Policy. Staff completed public consultation on the proposed changes in April and May 2016. It is anticipated that a staff report and required bylaws to amend the OCP will be presented to Planning Committee and Council in the fall of 2016 for consideration. The proposed amendments would designate the subject property as "Single Family Lot Size Policy (No Townhouse)". The proposed rezoning and subdivision would comply with this designation.

To limit the number of driveway connections to No. 1 Road, vehicle access to the proposed lots will be limited to a single shared driveway. In accordance with the provisions of the "Single Detached (RS2/C)" zone, a minimum 9.0 m front yard setback is required where driveway access is on an arterial road, in order to make adequate provisions for a driveway with turnaround capability. Additional information is provided in the "Site Access" section of this report.

To ensure that the proposed lots are enhanced consistent with the landscape guidelines of the Arterial Road Policy, the applicant is required to submit a Landscape Plan for both lots, prepared by a Registered Landscape Architect, along with a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect for the proposed works, prior to final adoption of the rezoning bylaw. A portion of the security will be released after construction and landscaping at the subject site is completed and a landscaping inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure the landscaping survives.

### **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. In response to the sign, staff have received one (1) piece of email correspondence with general questions regarding the application. Staff provided a response to the resident and no further inquiries were received.

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



## **Analysis**

### **Existing Legal Encumbrances**

There is an existing 3.0 m by 3.0 m statutory right-of-way registered on Title for utilities in the northeast corner of the subject site; which will not be impacted by the proposed development. The applicant is aware that encroachment into the statutory right-of-way is not permitted.

There are also existing restrictive covenants registered on Title, restricting the use of the subject property to a duplex (Document No. AE8735 & AE8736). These covenants must be discharged from Title as a condition of rezoning.

### **Site Access**

Vehicle access to the proposed lots will be limited to a single shared driveway from No. 1 Road. Prior to rezoning, the applicant is required to register a legal agreement on Title to ensure that upon subdivision of the property, vehicle access to the proposed lots is through a shared driveway crossing (6 m wide at the property line), centered on the proposed shared property line. No obstructions are permitted within the shared driveway.

As a condition of rezoning, the applicant is required to register a cross-access easement on Title; centered on the proposed shared property line to enable vehicles to pass over the common lot line to enter and exit the properties, and allow on-site vehicle maneuvering.

Provisions in the "Single Detached (RS2/C)" zone include a minimum 9.0 m front yard setback where the driveway access to the proposed lots is on an arterial road, in order to make adequate provisions for a driveway with turnaround capability. At Building Permit stage, the buildings and driveways on the proposed lots will be designed to accommodate on-site vehicle turn-around capability to prevent the necessity for vehicles to reverse out onto No. 1 Road.

Prior to issuance of a Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan to the City's Transportation Department for review.

### **Tree Retention and Replacement**

A Certified Arborist's Report was submitted by the applicant; which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses five (5) trees located on the subject site, one (1) tree and one (1) hedge on neighbouring properties, and one (1) City-owned hedge.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- Retain one (1) Cherry tree located on the neighbouring property to the north due to its location outside the proposed building footprints (tag# A).

- Retain one (1) Western red cedar hedge located on the neighbouring property to the south due to its location outside the proposed building footprints (tag# 828).
- Remove two (2) Cherry trees on-site due to poor condition, severe historic improper pruning, and visible signs of decline (tag# 825 & 826).
- Remove three (3) Lombardy poplar trees on-site located on shared property lines with the neighbouring property to the east (tag# 824) and north (tag# 822 & 823) due to poor condition, including large dead limbs and historic and recent scaffold limb failures, and conflict with the proposed development. Additionally, the root systems of these trees will be impacted by construction such that the trees cannot be retained. Prior to removal, the applicant is required to obtain written permission from the adjacent property owner with whom the tree is shared. If permission is not granted for the removal of the shared trees, the trees shall be protected as per Tree Protection Information Bulletin Tree-03.
- Remove one (1) City-owned cedar hedge located in front of the subject property due to conflict with the proposed driveway (tag# 827). The applicant has received approval from the Parks Department and must contact the department four (4) business days prior to removal.

#### *Tree Protection*

The proposed Tree Management Diagram is shown in Attachment 5; which outlines the protection of the two (2) trees off-site.

To ensure protection of the two (2) trees off-site (tag# 828 and A), the applicant is required to complete the following items prior to final adoption of the rezoning bylaw:

- Submission of a contract with a Certified Arborist for supervision of all works conducted within close proximity to tree protection zones. The contract must include the scope of work, including the number of 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 report to the City for review.

Prior to demolition of the existing dwelling on the subject site, the applicant is required to install 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 must remain in place until construction and landscaping on-site is completed.

#### *Tree Replacement*

For the removal of the five (5) trees on-site, the Official Community Plan (OCP) tree replacement ratio goal of 2:1 requires 10 replacement trees to be planted and maintained on the proposed lots. The applicant's Arborist has indicated that a total of six (6) replacement trees can be accommodated on the proposed lots (as shown in Attachment 5). The applicant has proposed to plant and maintain three (3) trees on each of the proposed lots; for a total of six (6) trees. The applicant is also required to submit a cash-in-lieu contribution in the amount of \$2,000

(\$500/tree) to the City's Tree Compensation Fund for the balance of required replacement trees not planted on the proposed lots (four (4) trees).

As per Tree Protection Bylaw No. 8057, based on the sizes of the on-site trees being removed (37-139 dbh), replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	9 cm		5 m
2	11 cm		6 m

To ensure the six (6) replacement trees are planted on-site at development stage, the applicant is required to submit a Landscape Plan, along with a Landscape Security. Additional information is provided in the "Arterial Road Policy" section of this report.

### **Affordable Housing Strategy**

The Affordable Housing Strategy for single-family rezoning applications received prior to September 14, 2015, requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a voluntary contribution to the Affordable Housing Reserve Fund based on \$1.00/ft<sup>2</sup> of total buildable area of the single-family developments (i.e. \$5,500) in-lieu of providing a secondary suite on 50% of the new lots. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

### **Site Servicing and Frontage Improvements**

There are no site servicing concerns with the proposed rezoning.

At future subdivision stage, the applicant will be required to complete frontage improvements along No. 1 Road, including the design and construction of a new 1.5 m wide treed and grassed boulevard and a 1.5 m sidewalk behind the existing curb and gutter.

At future subdivision and Building Permit stage, the applicant is required to pay the current year's taxes and complete the required service connection works as described in Attachment 6.

Prior to subdivision, the applicant must discharge the existing Strata Plan (NWS901).

### **Financial Impact or Economic Impact**

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

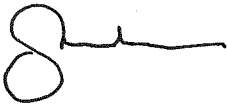
## **Conclusion**

The purpose of this rezoning application is to rezone the property at 6700/6720 No.1 Road from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/C)" zone, to permit the property to be subdivided to create two (2) lots.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9583 be introduced and given first reading.

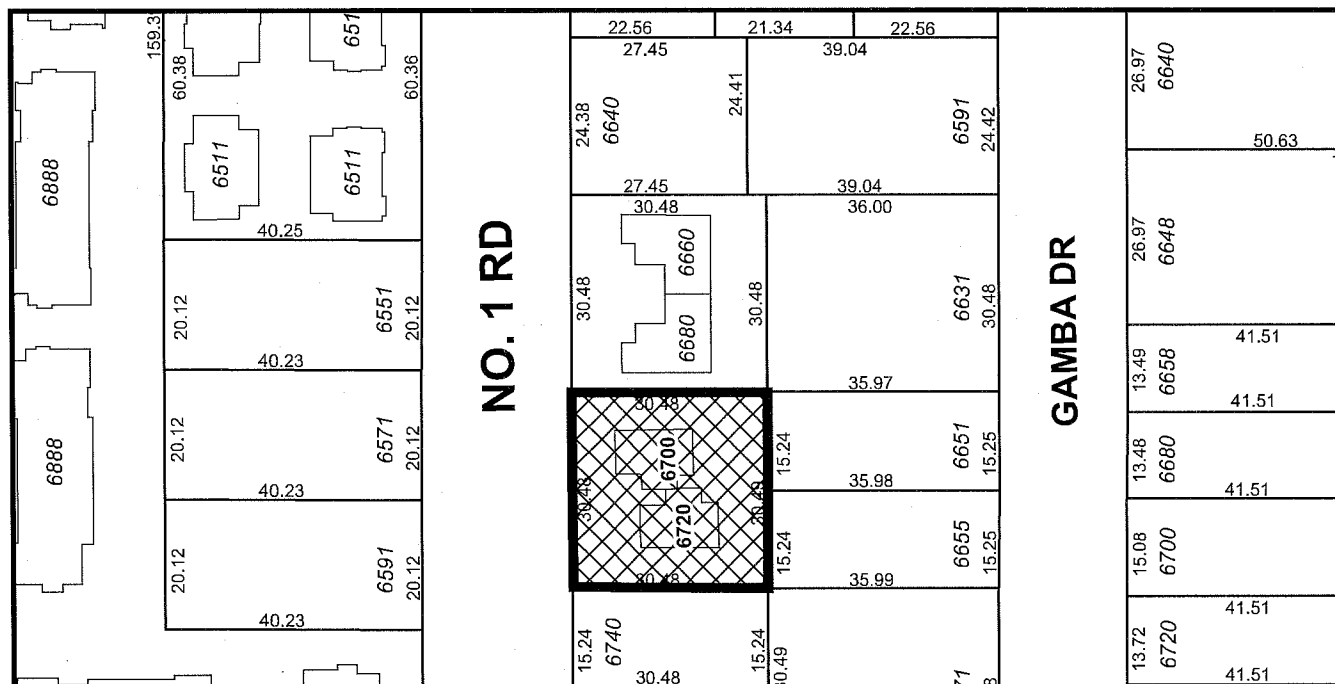
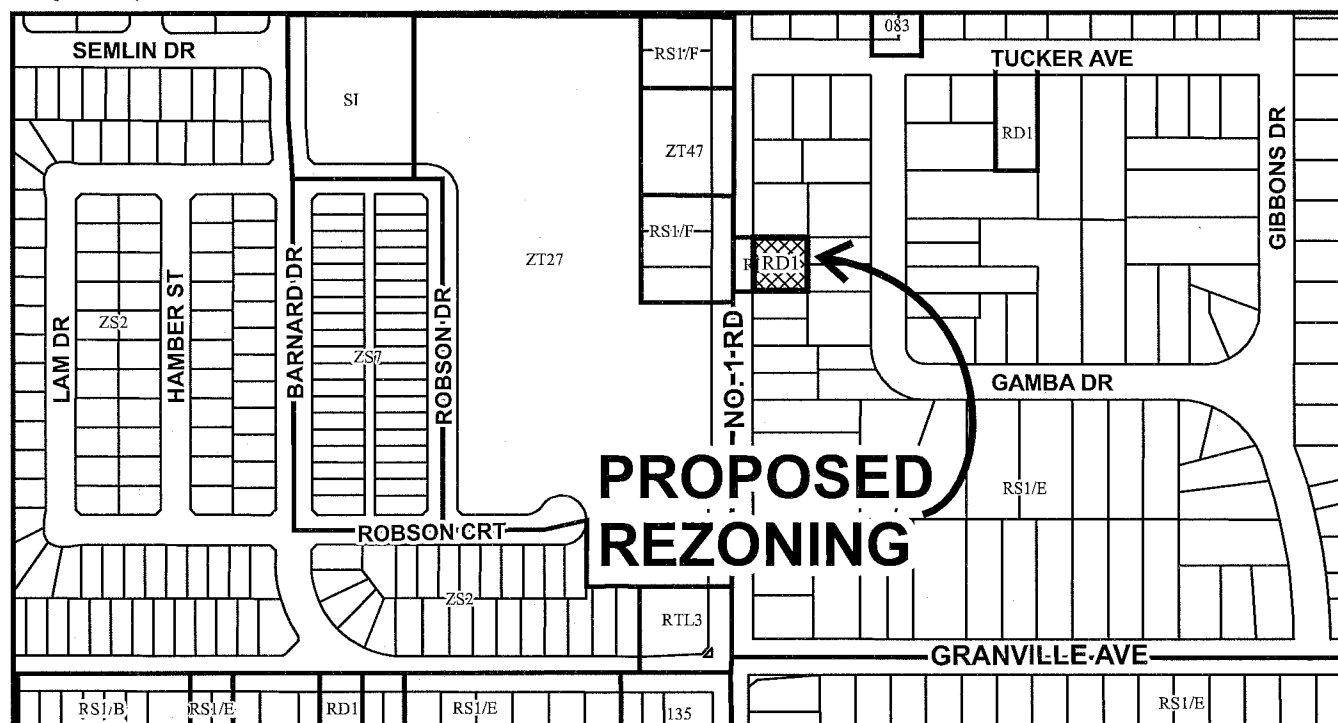


Steven De Sousa  
Planning Technician  
(604-276-8529)

SDS:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5411
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations

City of  
Richmond



RZ 15-705932

Original Date: 08/07/15

Revision Date:

Note: Dimensions are in METRES





City of  
Richmond



RZ 15-705932

Original Date: 08/07/15

Revision Date:

Note: Dimensions are in METRES

PLN - 146



## TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF STRATA PLAN NWS901

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

CIVIC ADDRESS:  
6700-6720 NO.1 ROAD, RICHMOND, BC  
PID: 001-556-908 (STRATA LOT 1)  
001-556-916 (STRATA LOT 2)

BENCHMARK  
ELEVATIONS ARE BASED ON:  
CITY OF RICHMOND SECONDARY  
BENCH MARK #344  
ELEVATION = 1.380 METRE  
GEODETIC DATUM = CVD28GVRD

LEGEND:

- GROUND ELEVATION  
TREE WITH DRIPLINE  
(TIED AT POINT OF ENTRY  
INTO THE GROUND)  
STREET LIGHT  
ROUND CATCH BASIN  
CATCH BASIN  
HYDRO POLE  
FENCE  
DED DECIDUOUS

PLN - 147

CERTIFIED CORRECT ACCORDING TO FIELD  
SURVEY THIS 18TH DAY OF JUNE, 2015.

*Richard S. Fu*  
RICHARD S. FU  
B.C.L.S.

STRATA  
PLAN NWS285

CIVIC# 6680

LOT A  
AREA = 464.6 sq. metre  
CIVIC# 6700  
1 STOREY RESIDENTIAL DWELLING

STRATA  
PLAN NWS901

LOT B  
1 STOREY RESIDENTIAL DWELLING  
AREA = 464.6 sq. metre  
EXISTING AVERAGE GRADE = 1.29 METRE

551 CIVIC# 6740  
PLAN 53366550  
PLAN 53366

THIS PLAN WAS PREPARED FOR MUNICIPAL AND/OR MORTGAGE PURPOSES AND IS FOR THE EXCLUSIVE USE  
OF OUR CLIENT. THIS DOCUMENT SHOWS THE RELATIVE LOCATION OF THE SURVEYED STRUCTURES AND  
FEATURES WITH RESPECT TO THE BOUNDARIES OF THE PARCEL DESCRIBED ABOVE. THIS DOCUMENT SHALL NOT  
BE USED TO DEFINE PROPERTY LINES OR PROPERTY CORNERS. THE SIGNATORY ACCEPTS NO RESPONSIBILITY  
OR LIABILITY FOR ANY DAMAGES THAT MAY BE SUFFERED BY A THIRD PARTY AS A RESULT OF ANY DECISIONS  
MADE, OR ACTIONS TAKEN BASED ON THIS DOCUMENT.

**Richard S. Fu**  
LAND SURVEYING INC.  
B.C.L.S. (C) 2015

3817 McKAY PLACE  
RICHMOND BC V6X 3P6  
TEL: 604-313-2883  
FILE: 1506-004

PLAN 69803 A

SRW PLAN 69804

B

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**RZ 15-705932**

**Attachment 3**

Address: 6700/6720 No. 1 Road

Applicant: Westmark Developments Ltd.

Planning Area(s): Thompson

	Existing	Proposed
Owner	6700 No. 1 Road: A. & A. Bains 6720 No. 1 Road: S-8132 Holdings Ltd	To be determined
Site Size	Approx. 929.2 m <sup>2</sup> (10,000 ft <sup>2</sup> )	Lot A: 464.6 m <sup>2</sup> (5,000 ft <sup>2</sup> ) Lot B: 464.6 m <sup>2</sup> (5,000 ft <sup>2</sup> )
Land Uses	One (1) two-family dwelling	Two (2) single-family dwellings
Designations: OCP 702 Policy	Neighbourhood Residential Existing duplex into two (2) equal halves	No change No change
Zoning	Two-Unit Dwellings (RD1)	Single Detached (RS2/C)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55 for 464.5 m <sup>2</sup> of Lot Area + Max. 0.3 for Remainder	Max. 0.55 for 464.5 m <sup>2</sup> of Lot Area + Max. 0.3 for Remainder	None permitted
Buildable Floor Area	Max. 255 m <sup>2</sup> (2,750 ft <sup>2</sup> )*	Max. 255 m <sup>2</sup> (2,750 ft <sup>2</sup> )*	None permitted
Lot Coverage: Buildings Non-Porous Landscaping	Max. 45% Max. 70% Min. 25%	Max. 45% Max. 70% Min. 25%	None
Lot Size	Min. 360.0 m <sup>2</sup>	Lot A: 464.6 m <sup>2</sup> Lot B: 464.6 m <sup>2</sup>	None
Setbacks: Front Yard Interior Side Yards Rear Yard	Min. 9 m Min. 1.2 m Min 6 m	Min. 9 m Min. 1.2 m Min 6 m	None
Height	Max. 2 ½ storeys & within Residential Vertical Lot Envelopes	Max. 2 ½ storeys & within Residential Vertical Lot Envelopes	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



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: April 24, 1989  
 Amended by Council: August 21, 1995  
 Amended by Council: July 18, 2005

**POLICY 5411**

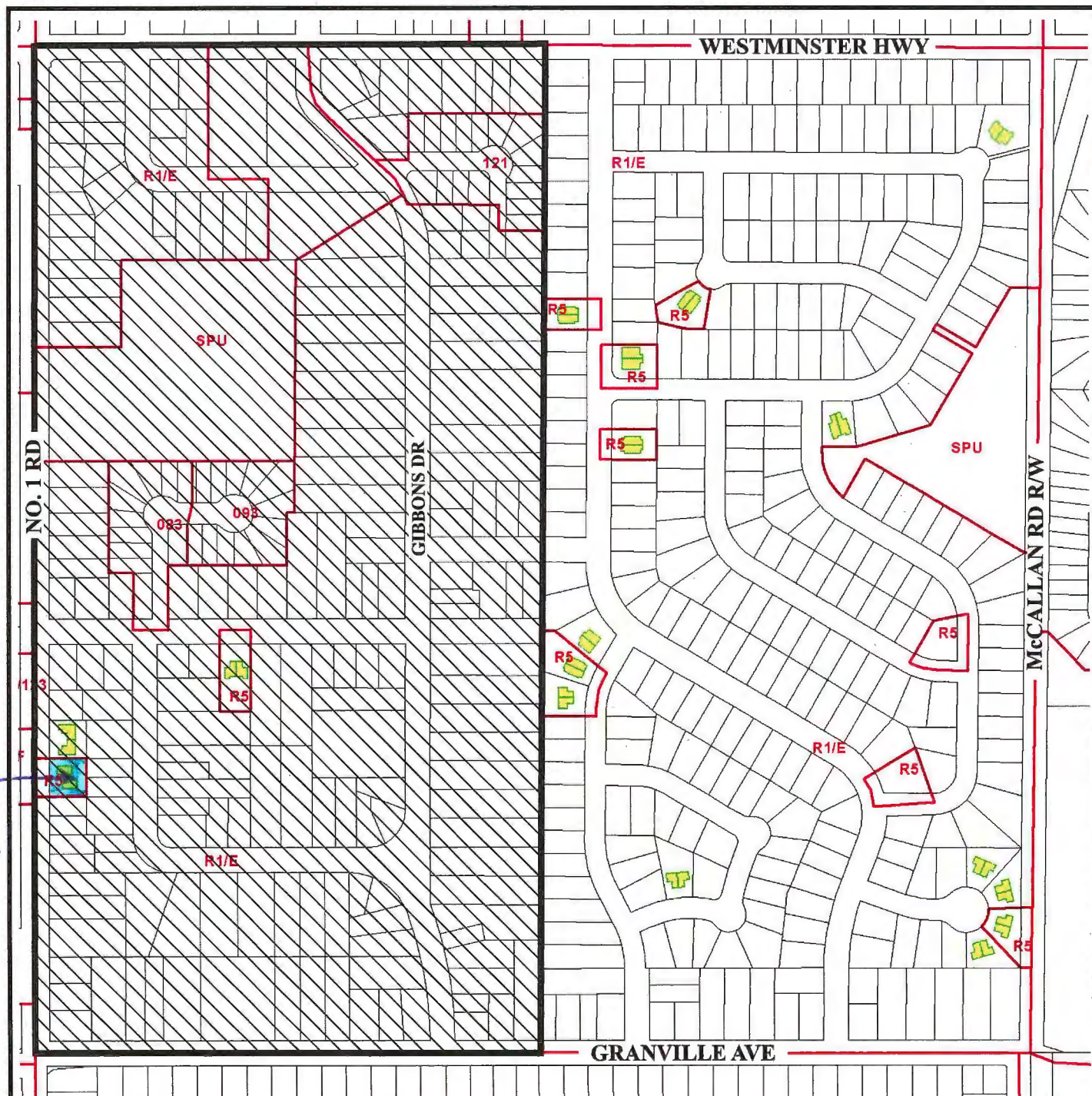
File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-4-7

**POLICY 5411:**

The following policy establishes lot sizes for that portion of Section 11-4-7, bounded by **Westminster Highway, Granville Avenue, No. 1 Road, and the property line to the rear of the properties on the east side of Gibbons Drive:**

1. All lots resulting from subdivision shall meet the requirements of Single-Family Housing District, Subdivision Area E (R1/E) as per the Zoning and Development Bylaw 5300.
2. This policy is to be used in determining the disposition of future applications in this area for a period of not less than five years, except as per the amending procedures in the Zoning and Development Bylaw 5300.
3. Property boundaries are outlined on the accompanying plan.
4. Multiple-family residential development shall not be permitted.



Subdivision permitted as per R1/E.



# Policy 5411 Section 11-4-7 PLN - 150

Adopted Date: 04/24/89

Amended Date: 07/18/05

Note: Dimensions are in METRES







# City of Richmond

## Rezoning Considerations

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

**Address:** 6700/6720 No. 1 Road

**File No.:** RZ 15-705932

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9583, the developer is required to complete the following:**

1. Submission of a Landscape Plan for the proposed lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan 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 low fencing (max. 1.2 m high) outside of the rear yard;
  - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
  - Include the six (6) required replacement trees, along with a Landscape Security in the amount of \$500/tree, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	9 cm		5 m
2	11 cm		6 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

2. City acceptance of the developer's offer to voluntarily contribute \$2,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Registration of a flood indemnity covenant on Title.
5. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,500) to the City's Affordable Housing Reserve Fund.
6. Registration of a legal agreement on Title, ensuring upon subdivision of the property, vehicular access to the proposed lots is via a single shared driveway crossing (6 m wide at the property line), centered on the proposed shared property line.
7. Registration of a legal agreement on Title to restrict the location of the shared driveway, ensuring at Building Permit stage, the building and driveway on the proposed lots are designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto No. 1 Road.
8. Registration of a cross-access easement on Title prior to subdivision centered on the proposed shared property line to enable vehicles to pass over the common lot line to enter and exit the proposed lots.
9. Discharge of the existing covenants registered on Title of the subject property (i.e. AE8735 & AE8736), which restricts the use of the property to a duplex.

**At Demolition Permit\* stage, the developer is required to complete the following:**

1. 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 must remain in place until construction and landscaping on-site is completed.

**PLN - 152**

Initial: \_\_\_\_\_



2. Obtain written authorization from the neighbouring property owners at 6680 No. 1 Road and 6651 Gambia Drive to remove Trees (tag# 822, 823, 224) located on the shared property lines. If written authorization is not obtained by the applicant, these trees must be retained and protected in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.
3. Contact the City's Parks Department a minimum of four (4) days in advance to enable signage to be posted for the removal of the City-owned hedge (tag# 827).

**At Subdivision\* stage and Building Permit\* stage, the developer must complete the following:**

1. Discharge of existing Strata Plan (NWS901).
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. The following servicing works and off-site improvements may be completed through either: a) a Servicing Agreement\* entered into by the applicant to design and construct the works to the satisfaction of the Director of Engineering; or b) a cash contribution (based on the City's cost estimate for the works) for the City to undertake the works at development stage:

*Water Works:*

- a) Using the OCP Model, there is 530.0 L/s of water available at a 20 psi residual at the No.1 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and building designs.
- c) At Developers cost, the City is to:
  - Cut and cap the existing water service connections along the No. 1 Road frontage.
  - Install two (2) new water service connections complete with meters and meter boxes along the No. 1 Road frontage.

*Storm Sewer Works:*

- d) At Developers cost, the City is to:
  - Utilize the existing storm service connections along the No. 1 Road frontage and upgrade the existing IC's and relocate into the boulevard along the No. 1 Road frontage.

*Sanitary Sewer Works:*

- e) The Developer is required to:
  - Not construct any building works at the site until the City has completed rear yard sanitary works.
- f) At the Developers cost, the City is to:
  - Install a new sanitary service connection with IC at the south east corner of the development site and tie-in to the existing MH (SMH3650).
  - Install a new sanitary IC at the existing service connection of the northeast corner of the site.

*Frontage Improvements:*

- g) Transportation frontage improvements:
  - Applicant responsible for the design and construction of a new 1.5 m wide treed/grassed boulevard and a 1.5 m wide concrete sidewalk, behind the existing curb/gutter.
- h) The Developer is required to :
  - Coordinate with BC Hydro, TELUS and other private communication service providers:
    - To underground Hydro service lines.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, TELUS Kiosks, etc.).
  - Complete other frontage improvements as per Transportation's requirements.

*General Items:*

- a) 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, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

[signed copy on file]

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9583 (RZ 15-705932)  
6700/6720 No. 1 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 **"SINGLE DETACHED (RS2/C)"**.

P.I.D. 001-556-908

Strata Lot 1 Section 11 Block 4 North Range 7 West New Westminster District Strata Plan NW901 together with an interest in the Common Property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-556-916

Strata Lot 2 Section 11 Block 4 North Range 7 West New Westminster District Strata Plan NW901 together with an interest in the Common Property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9583"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <b>BK</b>
APPROVED by Director or Solicitor <b>ll</b>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** July 8, 2016  
**File:** RZ 14-665028

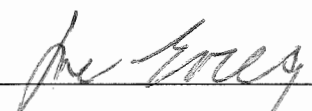
**Re:** Application by 8572534 Canada Ltd. for Rezoning at 5960 No. 6 Road to Allow a Licensed Health Canada Medical Marihuana Production Facility

### Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9109, to create the "Licensed Health Canada Pharmaceutical Production (ZI11)" zoning district and rezone 11320 Horseshoe Way (RZ 13-639815) to "Licensed Health Canada Pharmaceutical Production (ZI11)", be abandoned; and
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9592, for the rezoning of 5960 No. 6 Road to allow a licensed Health Canada medical marihuana production facility and supporting uses on a site-specific basis in the "Light Industrial (IL)" zoning district, be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:ke  
Att. 5

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

## **Staff Report**

### **Origin**

8572534 Canada Ltd. has applied to the City of Richmond for permission to rezone 5960 No. 6 Road to allow a licensed Health Canada medical marihuana production facility and supporting uses on a site-specific basis in the "Light Industrial (IL)" zoning district. The subject site is a building contained in a larger stratified industrial business park with other industrial buildings. This rezoning application applies to only 2 strata lots (strata lot 9 and 10) in the building at the south east corner of the site addressed as 5960 No. 6 Road (Attachment 1).

### **Background Information**

In response to new Federal Health Canada Marihuana for Medical Purposes Regulations introduced in 2013, Council adopted zoning bylaw provisions in December 2013, requiring a rezoning application to allow a licensed Health Canada medical marihuana production facility in the City. Subsequent Official Community Plan Amendments were approved by Council in March 2014 to implement policies to manage proposed medical marihuana production facility's through the required rezoning process.

### **Closure of Application – 11320 Horseshoe Way (RZ 13-639815)**

Richmond Zoning Bylaw 8500, Amendment Bylaw 9109 is recommended to be abandoned in this report for the rezoning application at 11320 Horseshoe Way for a proposed licensed Health Canada medical marihuana production and research and development facility. Third reading was granted on March 17, 2014. The applicant has not completed the rezoning considerations for this application, with staff inquiring multiple times with the applicant about fulfilling the rezoning considerations after the March 2014 Public Hearing. Staff have formally notified the applicant of the City's intent to close the rezoning application as there has been no activity or updates on this file since the Public Hearing on March 17, 2014. Staff have not heard back from the applicant as a result of this notification and have not been contacted by the applicant regarding the application. There have also been recent media reports indicating that the company is no longer in operation.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is contained in Attachment 2.

### **Surrounding Development**

5960 No. 6 Road is a light industrial building located at the south east corner of a larger 9.3 acre stratified industrial complex at the north east corner of No. 6 Road and Westminster Highway. The industrial complex is zoned "Light Industrial (IL)" and contains 7 buildings with vehicle access to the property from No. 6 Road. The building proposed to accommodate the medical marihuana production facility is currently occupied by a vehicle auto body shop, construction storage/office and a bakery.

To the North: Industrial buildings on a property zoned "Light Industrial (IL)".

To the South: Across Westminster Highway, property zoned “Agriculture (AG1)” contained in the Agricultural Land Reserve (ALR).

To the East: A property zoned “Agriculture (AG1)” contained in the ALR.

To the West: Two vacant properties zoned “Light Industrial (IL)” with a rezoning application being processed by staff proposing a drive-through restaurant development (RZ 14-678861). Across No. 6 Road, a fire hall zoned “School & Institutional (SI)” and business parks zoned “Industrial Business Park (IB1)” and “Industrial Business Park (ZI3)”.

## **Related Policies & Studies**

### **Official Community Plan**

The Official Community Plan (OCP) contains policies and requirements applicable to proposed licensed Health Canada medical marihuana production facilities (established under the Marihuana for Medical Purposes Regulations – MMPR) to manage and consider such proposals through the rezoning process (Attachment 3). The proposed rezoning application is consistent with the OCP policies as the proposal:

- Is located in an OCP designated “Mixed Employment” area.
- Does not result in the proliferation of such facilities in Richmond.
- Is located in an area that minimizes impacts to surrounding areas and does not negatively affect any potential sensitive land uses (e.g., residential, school, park, or community institutional).

The facility is proposed to be located in one unit (containing two strata lots) of a multi-tenanted industrial building. To address potential adjacency issues, the proponent has:

- Consulted with all existing tenants in the building who have confirmed in writing they have no concerns or objections to the proposed use.
- Developed a facility design to ensure that any potential noise and odours related to the facility operations are properly mitigated and contained.

### **Agricultural Land Reserve Adjacency**

The subject site abuts land in the ALR to the immediate west. No new building or significant exterior modifications are required to accommodate the proposed facility. Generally, all modifications will be limited to the interior of the building. The current north-south orientation of the subject building at 5960 No. 6 Road provides an existing buffer edge to the ALR. Furthermore, building modifications that involve minimum exterior renovations are exempted from Development Permit requirements. As a result, neighbouring agricultural land will not be impacted and on this basis the rezoning application was not referred to the Agricultural Advisory Committee.



**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.

**Ministry of Transportation and Infrastructure Approval**

Due to the site's proximity to a Ministry of Transportation and Infrastructure (MOTI) Highway and interchange (Highway 91), staff have forwarded this proposal to MOTI staff and received preliminary approval. Formal approval of the rezoning amendment bylaw is required by MOTI as a rezoning consideration for this project.

**Public Consultation**

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

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

**Analysis****Proposed Amendment to the Light Industrial (IL) Zone – Licensed Health Canada Medical Marihuana Production Facility**

This rezoning application proposes to allow a medical marihuana production facility on a site specific basis in the "Light Industrial (IL)" zoning district. The existing zoning for the subject site is "Light Industrial (IL)". The following is a summary of zoning provisions:

- Limits the medical marihuana production facility to the two strata lot(s) proposed to be used at 5960 No. 6 Road.
- Limits a medical marihuana production facility use to a maximum of 520 sq. m (5,600 sq. ft.).

**Proposed Facility and Operations**

The proposed facility will occupy approximately 500 sq. m (5,382 sq. ft.) of floor area in the light industrial building. All facility operations are proposed to be located on the ground floor of the building and will consist of cultivation/growing areas for the plants, storage, vault and drying rooms and supporting areas for employees and office functions (Attachment 4). No storefront/retail activities are proposed in accordance with Health Canada MMPR provisions and City regulations/bylaws. A building permit application will be required for all proposed works to the building and unit.

All proposed activities related to the medical marihuana production facility are fully contained within the unit in the building as required by Health Canada MMPR. The applicant proposes implementing a number of building measures to mitigate and address any potential negative impacts of the facility to, including:

- Heating, ventilation and air conditioning (HVAC) systems to address moisture and proper ventilation and air scrubbers/pressurized zones to minimize any odour; and
- Building mechanical systems designed to comply with the City's Noise Regulation Bylaw 8856.

A report from a registered professional detailing out HVAC, building and mechanical systems to be implemented in the proposed medical marihuana production facility operations will be required as a rezoning consideration (Attachment 5) to ensure that potential impacts are fully addressed and installed through the building permit process for works to the unit.

### **Health Canada – Confirmation of Approval**

The applicant has submitted an application to become a licensed producer under the MMPR, which is currently being processed by Health Canada. In addition to obtaining the necessary approvals from the City of Richmond for the proposed medical marihuana production facility, license approval from Health Canada is also required. Confirmation of license approval by Health Canada under the MMPR is a rezoning consideration to ensure that the subject rezoning application is coordinated with the submitted licensed producer application to Health Canada under the MMPR for this facility (Attachment 5).

### **Community Safety**

#### *Security Provisions*

In accordance with the Health Canada regulations for a medical marihuana production facility, the MMPR prescribes the facility security provisions based on the type of operation and proposed volume of product being produced. The physical security measures in a building must be demonstrated by the applicant as meeting or exceeding Federal regulations. The security plan for this proposed facility has been developed by a professional security consultant and includes multiple layers of physical and electronic surveillance measures in accordance with Health Canada requirements. License approval from Health Canada to become a licensed producer will not occur until Health Canada is satisfied, through on-site inspections, that the facility meets all security requirements.

Through the license producer application process, an RCMP detachment in Ottawa liaises with Health Canada to conduct appropriate research and background checks. Should approval of a license be granted by Health Canada, the local RCMP detachment will be engaged about the operations of a licensed medical marihuana production facility and any enforcement actions or compliance initiatives required, if necessary.

#### *Fire Safety Provisions*

To address fire, life and safety issues as required in Fire Protection and Life Safety Bylaw 8306, a fire safety plan is required to be approved by Richmond Fire Rescue staff as a condition of building permit issuance for the proposed facility, including:

- Fire, life safety plan prepared by an appropriate fire safety consultant, with supporting information from a building code consultant where deemed necessary.
- Demonstrate compliance with applicable BC Building Code, BC Fire Code, Building Regulation Bylaw 7230 and other applicable federal, provincial and municipal regulations.
- Emergency Procedures to be used in case of fire.
- Training and appointment of a designated supervisory staff to carry out fire safety duties.
- Documents showing the type, location and operation of fire emergency system(s).
- The scheduling and holding of fire drills, supported with documentation.
- The control of fire hazards.
- Inspection and maintenance of facilities for the safety of the building's occupants.

#### *Change of Use and Future Remediation Requirements*

If the rezoning application is approved, the building unit will contain a number of specific building installations and systems to support the operation of a medical marihuana production facility. If at any time in the future, the medical marihuana production facility ceases operation on the subject site, the remediation of the building to ensure health and safety standards remain a priority. Therefore, staff recommend that a legal agreement be registered on the subject site (as a rezoning consideration) that will:

- Place notice on title of the subject strata lot(s) that the unit has been used as a medical marihuana production facility.
- Identify that upon cessation of the use of the facility as a medical marihuana production facility, the owner must engage a registered professional to assess the building/unit and all related mechanical systems and make remediation recommendations to address any environmental, health and safety issues. All works to fulfill the remediation plan must be undertaken, with completion verified by the registered professional.
- Identify that the City will not process any subsequent building permit or business license applications for the subject building unit the requirement remediation works are completed.

#### **Transportation and Site Access**

A Traffic Impact Assessment (TIA) has been submitted in support of the proposed medical marihuana production facility. Transportation staff have reviewed the TIA and generally concur with the consultants assessment that traffic impacts to the surrounding area will be minimal and that the available on-site parking and loading to the facility are sufficient (3 parking stalls immediately adjacent to the facility plus an additional 41 spaces around the facility; 2 loading bays).

Vehicle access to the proposed facility will be from the existing driveway locations along No. 6 Road as confirmed by the TIA.

#### **Landscape Enhancements**

The applicant has agreed to provide landscape enhancements around the subject site building at 5960 No. 6 Road and surrounding off-street parking area. These planting areas will provide for 14 new trees located on-site. The rezoning considerations include a requirement for the

submission of an acceptable landscape plan and related security to confirm planting of the new trees on-site.

### **Site Servicing and Frontage Improvements**

All existing water, storm and sanitary service connections are sufficient to accommodate the proposed facility. No additional servicing or frontage works are required as part of this rezoning application.

### **Waste Management**

Organic waste generated by facility operations is proposed to be composted on-site and stored in a secured location. A detailed waste management plan for organic product generated from the medical marihuana production facility, prepared by an appropriate environmental consultant is required to be submitted for review and approval from City Environmental Programs staff as a rezoning consideration for this project.

### **Financial Impact or Economic Impact**

The rezoning application results in insignificant operational budget impacts (OBI) for off-site City infrastructure (such as roadworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

### **Conclusion**

The purpose of this application is to rezone 5960 No. 6 Road to allow a licensed Health Canada medical marihuana production facility and supporting uses in 2 strata lots in this building on a limited, site-specific basis in the "Light Industrial (IL)" zoning district.

Staff supports this rezoning application as it is consistent with the OCP and existing zoning bylaw regulations and all community safety and adjacency issues have been addressed by the proposal.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9592 be introduced and given first reading.

Staff also recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9109 (11320 Horseshoe Way; RZ 13-639815) be abandoned.



Kevin Eng  
Planner 2

KE:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

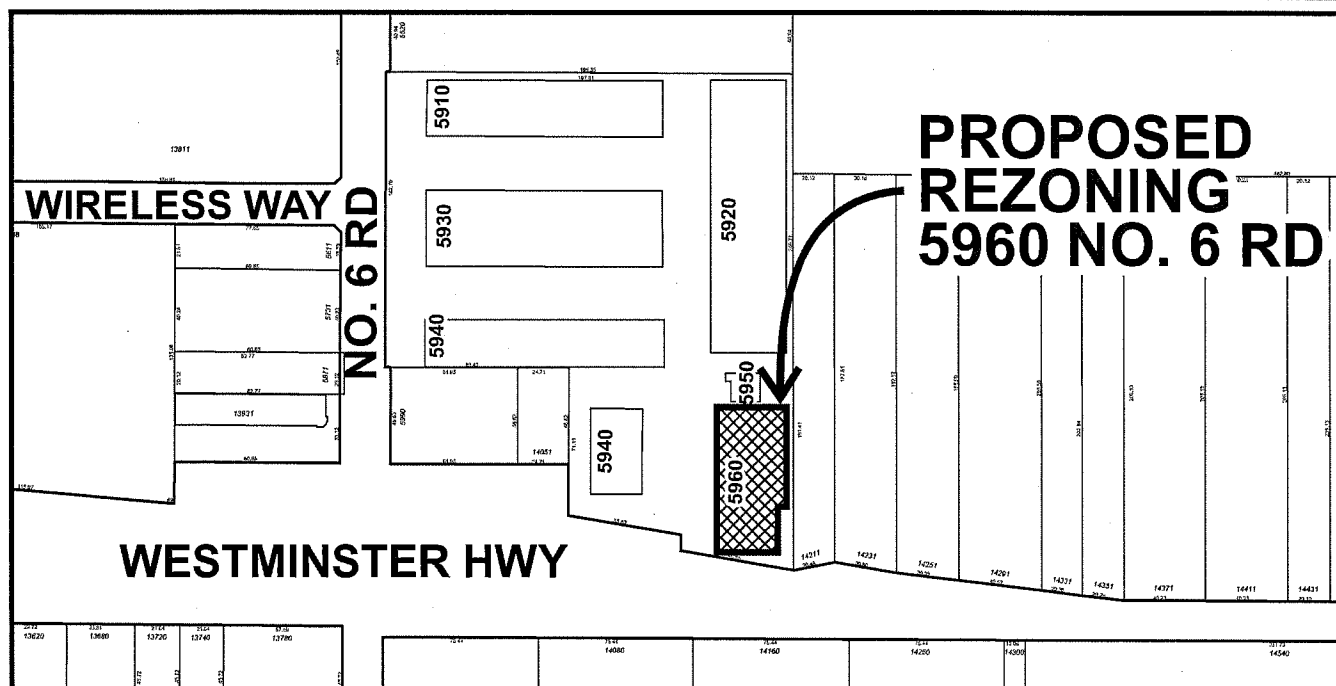
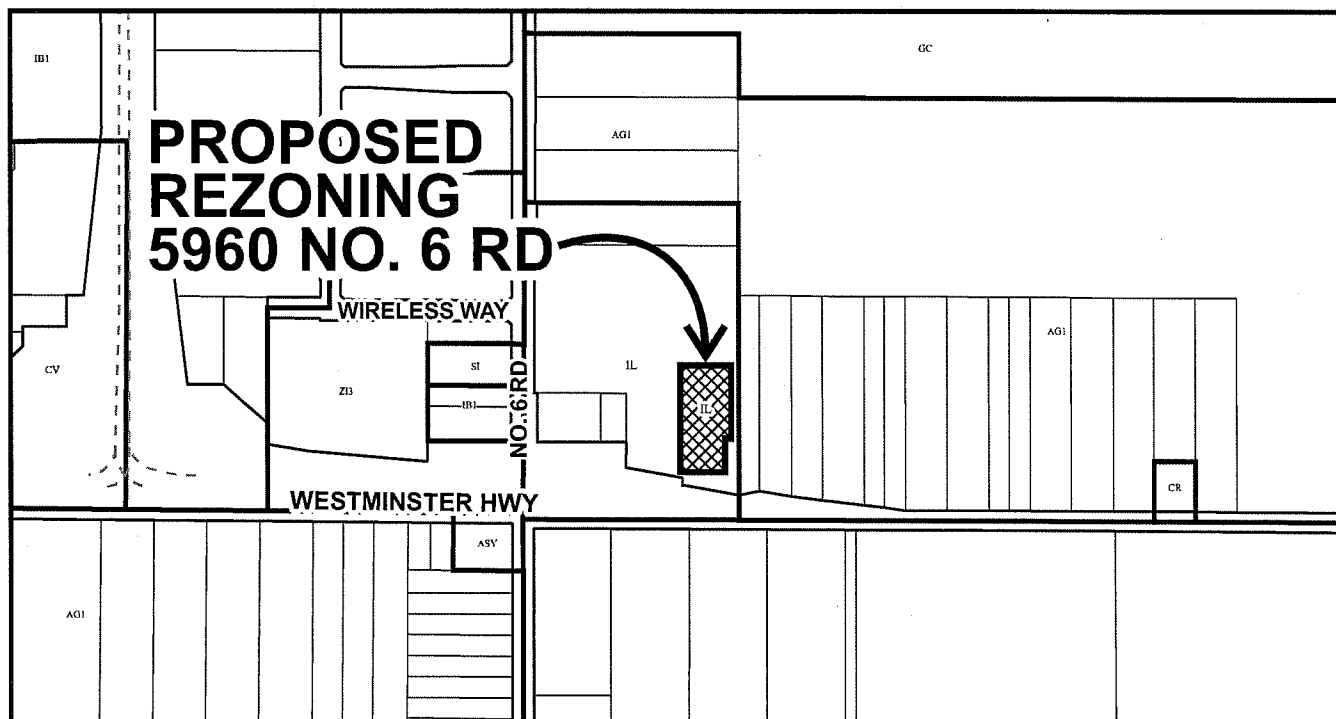
Attachment 3: OCP Policies – Health Canada Licensed Medical Marihuana and Research and  
Development Facilities

Attachment 4: Preliminary Building Plans

Attachment 5: Rezoning Considerations



City of  
Richmond



RZ 14-665028

Original Date: 06/09/14

Revision Date: 07/08/16

Note: Dimensions are in METRES





City of  
Richmond



RZ 14-665028

Original Date: 06/09/14

Revision Date: 07/08/16

Note: Dimensions are in METRES

PLN - 165



**RZ 14-665028**

**Attachment 2**

5960 No. 6 Road (Strata Lot 9 & 10 Section 4 Block 4 North Range 5 West New  
Westminster District Strata Plan NW1098 Together with Interest in the Common  
Address: Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1)  
Applicant: 8572534 Canada Ltd.

	Existing	Proposed
Owner:	5908 Holdings Ltd.	No change
Land Uses:	Building containing light industrial businesses	Licensed Health Canada Medical Marihuana Production Facility
OCP Designation:	Mixed Employment	No change - complies
Zoning:	Light Industrial (IL)	Light Industrial (IL) with provisions to allow a medical marihuana production facility in 2 strata lots on the subject site only
Floor Area:	Strata lot units currently vacant	500 m <sup>2</sup> total floor area for a licensed medical marihuana production facility and supporting activities



### 3.6.4 Potential City Centre Building Height Increase

#### OVERVIEW

The City wishes to explore increasing building height in a portion of the City Centre. Transport Canada regulates building heights around the airport. YVR and the City have identified a possible area to study for increasing building height (around City Hall see OCP ANSD Map).

#### OBJECTION 1:

Maximize City Centre viability safely by exploring with YVR possible increases in building height around City Hall to improve sustainability, social, economic and environmental benefit.

#### POLICIES:

- a) continue to explore with YVR the possibility of increasing building height around City Hall;
- b) if such building height increases are allowed by the Federal Government, study the implications and benefits (e.g., how high to build, what uses would occur, what the community benefits may be).

Bylaw 9110  
2014/03/24

### 3.6.5 Health Canada Licensed Medical Marihuana Production, and Research and Development Facilities

#### OVERVIEW

In June 2013, Health Canada enacted the *Marihuana for Medical Purposes Regulations (MMPR)* to better manage the research, production and distribution of medical marihuana.

In December 2013, Council amended the Zoning Bylaw to not permit medical marihuana production facilities and medical marihuana research and development facilities in any zoning district City-wide, as they were a new land use, their potential impacts were unknown and it is desirable to prevent the unnecessary proliferation of facilities. Over time, if Council receives requests to approve medical marihuana production facilities and medical marihuana research and development facilities, to protect the City's interests, Council may consider such proposed facilities, on a case-by-case review basis, subject to meeting rigorous social, community safety, land use, transportation, infrastructure, environmental and financial planning, zoning and other City policies and requirements. This section establishes the policies and requirements, by which such proposed facilities may be considered and, if deemed appropriate, approved.

#### TERMS

In this section, the following terms apply:

- "Medical Marihuana Production Facility"—means a facility for the growing and production of medical marihuana in a fully enclosed building as licensed and lawfully sanctioned under Health Canada's *Marihuana for Medical Purposes Regulations* (as amended from time to time), including the necessary supporting accessory uses related to processing, testing, research and development, packaging, storage, distribution and office functions that are directly related to and in support of growing and cultivation activities;



Bylaw 9110  
2014/03/24

- “Medical Marihuana Research and Development Facility”—means a facility for the research and development of medical marihuana only in a fully enclosed building as lawfully sanctioned by Health Canada under the Controlled Drugs and Substances Act (as amended from time to time).

### **OBJECTION 1:**

Protect the City’s social, economic, land use and environmental interests when considering proposed medical marihuana production facilities and medical marihuana research and development facilities by preventing their unnecessary proliferation, avoiding long-term negative effects, and ensuring minimal City costs.

### **POLICIES:**

- a) limit medical marihuana production facilities and medical marihuana research and development facilities, through the rezoning process, to one facility in an OCP designated Mixed Employment or Industrial area. Any future proposals for a medical marihuana production facility or a medical marihuana research and development facility may be considered on a case-by-case basis and may require additional OCP amendments;
- b) a medical marihuana production facility must:
  - i) be located in a stand-alone building, which does not contain any other businesses;
  - ii) have frontage on an existing, opened and constructed City road, to address infrastructure servicing and emergency response requirements;
  - iii) avoid negatively affecting sensitive land uses (e.g., residential, school, park, community institutional);
  - iv) not emit any offensive odors, emissions and lighting to minimize negative health and nuisance impacts on surrounding areas;
- c) medical marihuana production facility applicants shall engage qualified professional consultants to prepare required studies and plans through the City’s regulatory processes (e.g., rezoning, development permit, building permit, other);
- d) medical marihuana production facility applicants shall ensure that proposals address the following matters, through the City’s regulatory processes (e.g., rezoning, development permit, building permit, other):
  - i) compliance with City social, community safety, land use, building, security (e.g., police, fire, emergency response), transportation, infrastructure (e.g., water, sanitary, drainage), solid waste management, environmental (e.g., Environmentally Sensitive Areas, Riparian Management Areas, Ecological Network), nuisance (e.g., noise, odour and emissions) financial and other policies and requirements;
  - ii) compliance with all federal, provincial and regional (e.g., Metro Vancouver) policies and requirements;



Bylaw 9110  
2014/03/24

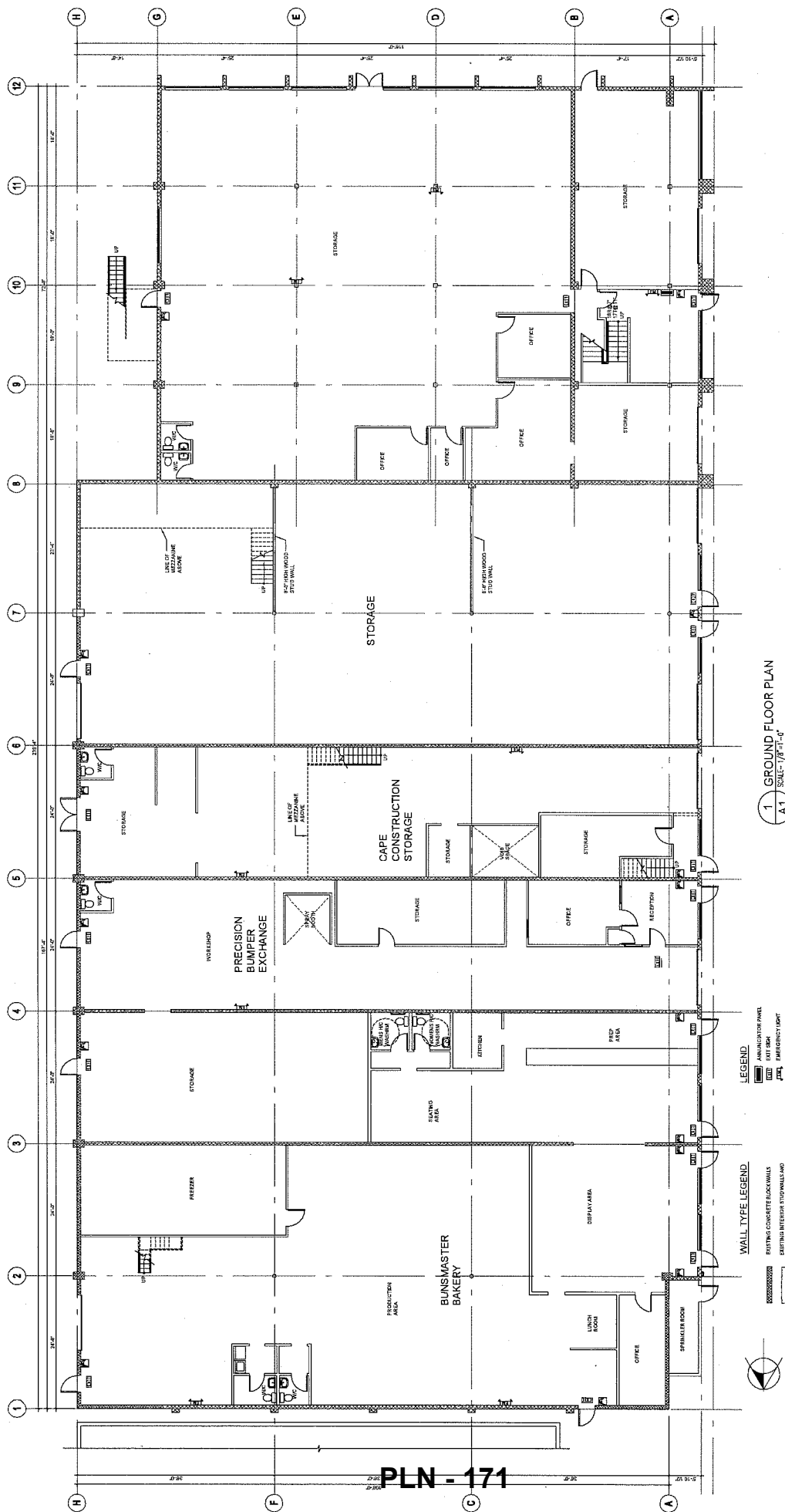
- iii) compliance with the City Building Regulation Bylaw, Fire Protection and Life Safety Bylaw, Noise Regulation Bylaw, Business License Bylaw, Business Regulation Bylaw and other related, applicable City Bylaws;
- iv) compliance with the current BC Building Code, BC Fire Code, BC Fire Services Act, BC Electrical Code, and other related codes and standards;
- e) the applicant/owner of a Health Canada licensed and City approved medical marihuana production facility shall be responsible for full remediation of the facility should it cease operations or upon closure of the facility;
- f) consultation with stakeholders on a proposed medical marihuana production facility shall be undertaken as deemed necessary based on the context specific to each proposal.



1 SITE PLAN  
SCALE - 1" = 40'-0"

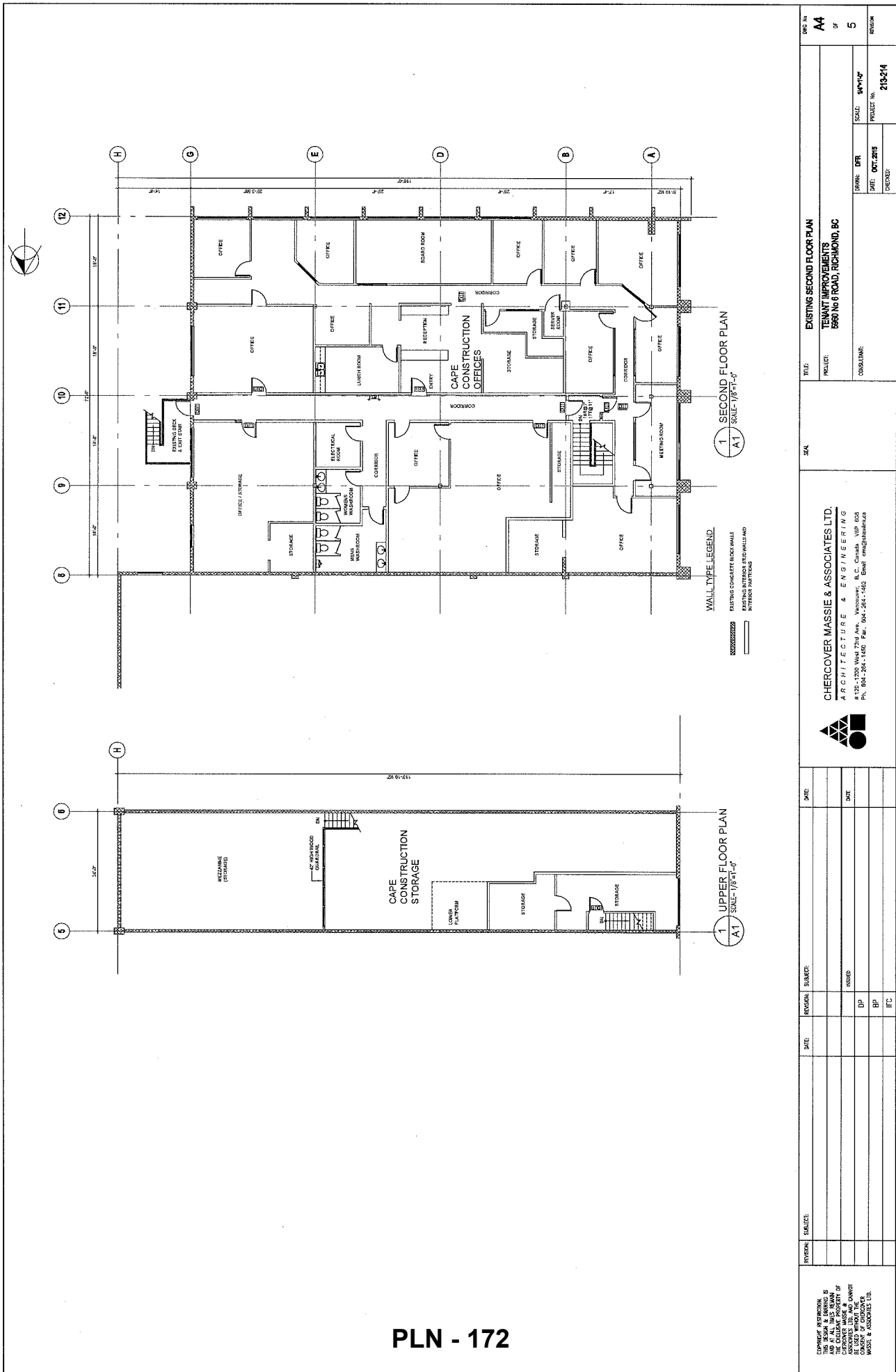
[illegible]

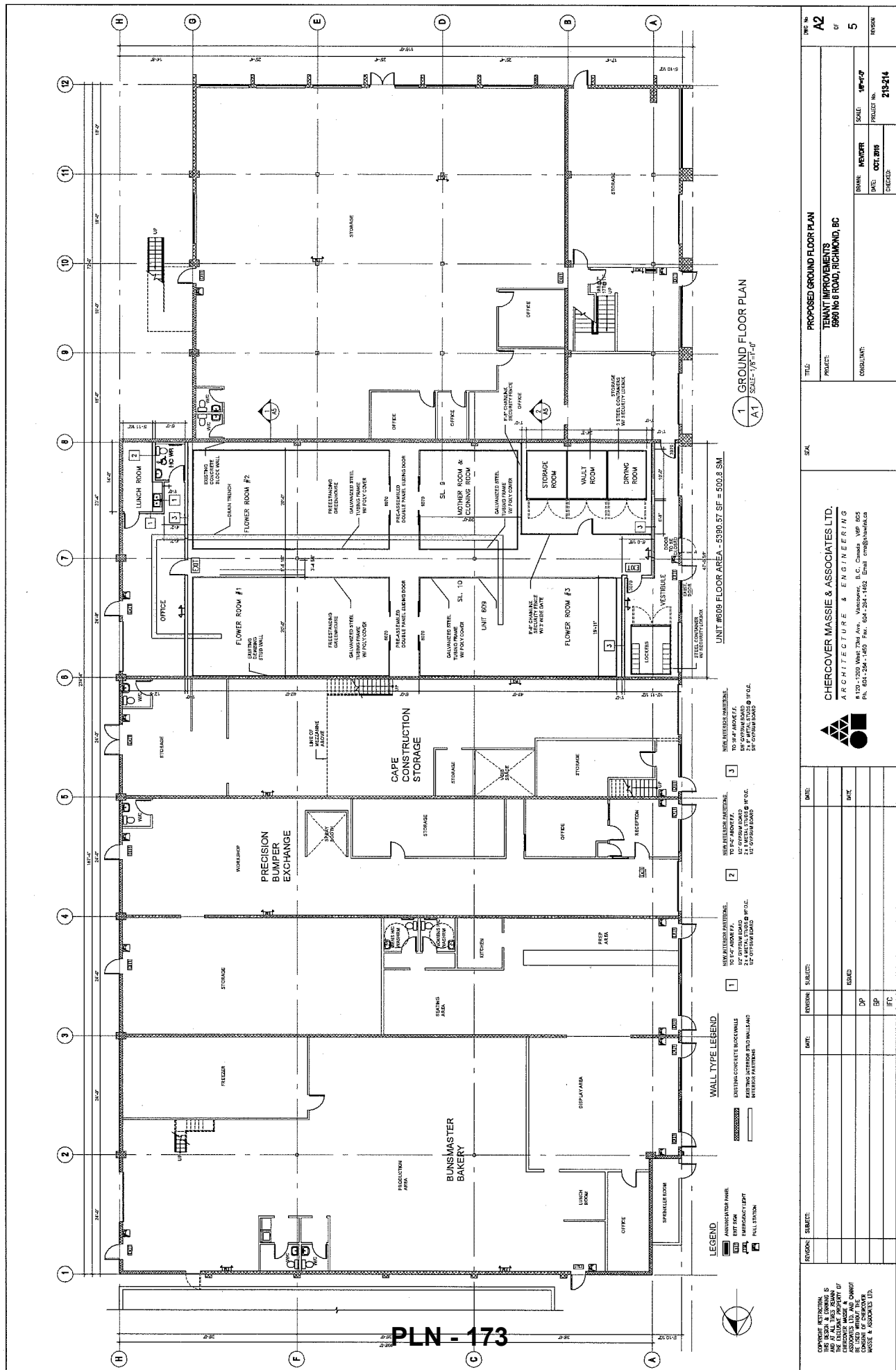




1 GROUND FLOOR PLAN  
A1 SCALE: 1/8" = 1'-0"

[illegible]







THE PURCHASER HEREBY CERTIFIES THAT THE ABOVE IS THE NAME OF THE PARTY TO WHOM THE CONTRACT OF ASSURANCE WAS ISSUED AND CANNOT BE TRANSFERRED TO ANY OTHER PERSON WITHOUT THE CONSENT OF THE ISSUING COMPANY. MASSIE & ASSOCIATED LTD.		REGION <b>A5</b> OF <b>5</b>	DATE PREPARED <b>1967-12-14</b>
TITLE: <b>SECTIONS</b> PRELIM: <b>TENANT IMPROVEMENTS</b> <b>5960 No 6 ROAD, RICHMOND, BC</b>		SCALE: <b>1/8"=1'-0"</b> DRAWN: <b>DPR</b> DATE: <b>06-12-1967</b> CHECKED:	
PROJECT NO. <b>213-214</b>		REGION	



**Address:** 5960 No. 6 Road (Strata Lot 9 & 10 Section 4 Block 4 North  
Range 5 West New Westminster District Strata Plan NW1098 Together with  
Interest in the Common Property in Proportion to the Unit Entitlement of the  
Strata Lot as shown on Form 1)

**File No.:** RZ 14-665028

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9592, the developer is required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Submission of documentation, to the satisfaction of the Director of Development, confirming approval/issuance of the appropriate license from Health Canada through the Marihuana for Medical Purposes Regulations (MMPR) to undertake medical marihuana production by the proponent on the subject site. The proponent/applicant will provide any necessary authorizations/consent for the City to contact Health Canada to obtain information on the status of the license.
3. Registration of a flood indemnity covenant on title.
4. Registration of a legal agreement on title that will:
  - a) Place notice on title of the subject strata lots that the building unit has been used as a medical marihuana production facility.
  - b) Upon cessation of the use of the facility as a medical marihuana production facility, require the business operator of the medical marihuana production facility and/or owner of the subject strata lots to:
    - Engage a registered professional to assess the building and all supporting mechanical, electrical, plumbing and heating ventilation & air conditioning (HVAC) systems and make recommendations to remediate the building to address any environmental health, building safety and other issues as determined by the registered professional;
    - Undertake all necessary works to fully remediate the building; and
    - Submit verification from the professional consultant that the building and site has been remediated to the satisfaction of the registered professional to inform any potential purchasers of the subject strata lots.
    - Identify that the City will not process any subsequent building permit of business license applications on the subject site until the City received confirmation that the required assessment of the building has been completed by a registered professional and that all recommended remediation works have been completed to the registered professional's satisfaction.
5. Complete a report from a registered professional detailing out specific building measures and mechanical systems to be implemented in the proposed medical marihuana production facility to ensure all noise, odour and other potential negative operational aspects generated from the facility will be fully contained in the facility.
6. Complete a report from an environmental consultant detailing out a waste management plan for all organic waste generated by facility operations for review and approval by City Environmental Programs staff.
7. Submission of a landscape plan to the satisfaction of the Director of Development and related landscape security to confirm landscaping to be implemented on-site in the surrounding area of the building located at 5960 No. 6 Road. The landscape plan is to include 14 new trees (6 cm minimum calliper each).

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

1. Submission of a fire safety plan to the satisfaction of Richmond Fire Rescue staff in accordance with Fire Protection and Life Safety Bylaw 8306 of which the following requirements will apply:

- a) Fire safety plan prepared by an appropriate fire safety consultant, with supporting information from a building code consultant where deemed necessary.
  - b) Demonstrate compliance with applicable BC Building Code, BC Fire Code, Building Regulation Bylaw 7230 and other applicable federal, provincial and municipal regulations.
  - c) Emergency Procedures to be used in case of fire.
  - d) Training and appointment of a designated supervisory staff to carry out fire safety duties.
  - e) Documents showing the type, location and operation of fire emergency system(s).
  - f) The scheduling and holding of fire drills, supported with documentation.
  - g) The control of fire hazards.
  - h) Inspection and maintenance of facilities for the safety of the building's occupants.
  - i) Richmond Fire Rescue must approve the fire safety plan prior to final inspection occurring for the Building Permit on the subject site.
2. Submission of a letter of assurance from the professional building consultant confirming implementation of the building measures and mechanical systems detailed in the report (required in rezoning considerations item #5).
  3. Obtain any necessary approvals from Metro Vancouver (Waste Discharge Permit Application).
  4. 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.
  5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.  
  
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.  
  
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed COPY ON FILE.

Signed

Date  
**PLN - 176**





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9592 (RZ 14-665028)  
5960 No. 6 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by:
    - i. Inserting the following text into Section 12.2.3.B – Additional Uses  
  
“**medical marihuana production facility** in accordance with provisions contained in Section 12.2.11.6 and 12.2.11.7”
    - ii. Inserting the following text into Section 12.2.11 – Other Regulations  
  
“6. A **medical marihuana production facility** shall only be permitted at the following **sites** and subject to the restrictions in Section 12.2.11.7  
  
5960 No. 6 Road  
P.I.D. 001-651-412  
P.I.D. 001-651-421  
Strata Lot 9 & 10 Section 4 Block 4 North Range 5 West New Westminster  
District Strata Plan NW1098 Together with Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1
  7. A maximum of 520 m<sup>2</sup> **floor area** is permitted for a **medical marihuana production facility**.”
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9592**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE

CITY OF RICHMOND
APPROVED by <b>RK</b>
APPROVED by Director or Solicitor <b>ml</b>

OTHER CONDITIONS SATISFIED

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ADOPTED

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MAYOR

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CORPORATE OFFICER