



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, July 5, 2011  
4:00 p.m.

Pg. #      ITEM

### MINUTES

**PLN-5**      *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, June 21, 2011.*



### NEXT COMMITTEE MEETING DATE

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

### COMMUNITY SERVICES DEPARTMENT

**PLN-13**      1.      **CHILD CARE DEVELOPMENT GRANTS**  
(File Ref. No.: ) (REDMS No. 3235141)

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See Page **PLN-13** of the Planning agenda for full hardcopy report

*Designated Speaker: Lesley Sherlock*

### STAFF RECOMMENDATION

*That an allocation of \$26,050 as approved in the 2008 Capital Plan be approved for Child Care Development Grants in the following amounts:*

- (1) *\$5,050 for the East Richmond Community Association Out-of-School Care Program for equipment and furnishings;*
- (2) *\$11,000 to the Richmond Society for Community Living for Youth Connections playground renovation and the Supported Child Development Program Lending Library, and*
- (3) *\$10,000 for Volunteer Richmond Information Services' Child Care Resource and Referral Centre for resource kits and lending library materials supporting infant/toddler and school-age care.*



## PLANNING & DEVELOPMENT DEPARTMENT

- PLN-29**      2.      **APPLICATION BY HOME RUN DEVELOPMENTS LTD. FOR REZONING AND OCP AMENDMENT AT 8540 ALEXANDRA ROAD FROM “AUTO-ORIENTED COMMERCIAL (CA)” TO “HOTEL COMMERCIAL (ZC 31) – ABERDEEN VILLAGE (CITY CENTRE)”**  
 (File Ref. No.: 12-8060-20-8728/8729, **RZ 08-423207**) (REDMS No. 3142495)

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See Page **PLN-29** of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

### STAFF RECOMMENDATION

- (1) *That Bylaw No. 8728, to amend the City Centre Area Plan current land use designation by adding a “Village Centre Bonus” designation to 8540 Alexandra Road in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031) in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100, be introduced and given first reading;*
- (2) *That Bylaw No. 8728, having been considered in conjunction with:*
  - (a) *the City’s Financial Plan and Capital Program; and*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*



- (3) *That Bylaw No. 8728, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;*
- (4) *That Bylaw No. 8729, to create “Hotel Commercial (ZC-31) – Aberdeen Village (City Centre)” and for the rezoning of 8540 Alexandra Road from “Auto-Oriented Commercial (CA)” to “Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)”, be introduced and given first reading; and*
- (5) *That Official Community Plan Bylaw No. 8728 and Rezoning Bylaw No. 8729 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.*



- PLN-91**      3.      **APPLICATION BY WESTERN MAPLE LANE HOLDINGS LTD. FOR REZONING AT 9160 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM3)**  
 (File Ref. No.: 12-8060-20-8769, **RZ 10-516267**) (REDMS No. 3213418)

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See Page **PLN-91** of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

**STAFF RECOMMENDATION**

- (1) *That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from “Single Detached (RS1/E)” to “Medium Density Townhouses (RTM3)”, be introduced and given first reading;*
- (2) *That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14; and*
- (3) *That Bylaw No. 8769 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.*



- PLN-163**      4.      **APPLICATION BY W. T. LEUNG ARCHITECTS INC. FOR REZONING AT 9099 COOK ROAD FROM “SINGLE DETACHED (RS1/F)” TO “HIGH RISE APARTMENT (ZHR8) – NORTH MCLENNAN (CITY CENTRE)”**  
 (File Ref. No.: 12-8060-20-8782, **RZ 10-557918**) (REDMS No. 3183272)

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*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8782, to create “High Rise Apartment (ZHR8)– North McLennan (City Centre)” and for the rezoning of 9099 Cook Road from “Single Detached (RS1/F)” to “High Rise Apartment (ZHR8) – North McLennan (City Centre)”, be introduced and given first reading; and*
- (2) *That Bylaw No. 8782 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 pm, in the Council Chambers.*



- PLN-219      5.      APPLICATION BY XUE YAN AND HAN LIU FOR REZONING AT 7531 AND 7551 BRIDGE STREET FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) - SOUTH MCLENNAN (CITY CENTRE)**

(File Ref. No.: 12-8060-20-8783, **RZ 10-539727**) (REDMS No. 3235143)

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See Page **PLN-219** of the Planning agenda for full hardcopy report

*Designated Speaker: Brian J. Jackson*

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8783, for the rezoning of a portion of 7531 and 7551 Bridge Street from “Single Detached (RS1/F)” to “Single Detached (ZS14) - South McLennan (City Centre)”, be introduced and given first reading; and*
- (2) *That Bylaw No. 8783 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011 at 7:00 pm in the Council Chambers.*



- 6.      MANAGER’S REPORT**

ADJOURNMENT





## Planning Committee

Date: Tuesday, June 21, 2011

Place: Anderson Room  
Richmond City Hall

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

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Tuesday, May 17, 2011, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

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

The Chair advised that a discussion regarding Hours of Operation at Construction Sites would be added to the agenda as Item 4a.

### PLANNING & DEVELOPMENT DEPARTMENT

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

## Planning Committee

Tuesday, June 21, 2011

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It was moved and seconded

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

**CARRIED**

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

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

Discussion ensued between staff and Committee regarding the concept of coach house development.

In response to a query Brian Jackson, Director of Development, advised that coach house development is allowed on arterial roads where there is an existing operational rear lane.

Further discussion ensued and advice was given that during the review of the 2041 Official Community Plan, staff are surveying responses by residents whether coach house development is something they wish to see in their neighbourhoods.

It was moved and seconded

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

**CARRIED**

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

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

It was moved and seconded

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

**CARRIED**



## Planning Committee

Tuesday, June 21, 2011

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

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

Discussion ensued between staff and Committee regarding the proposed three storey, mixed use commercial/residential building, with an office, restaurant and retail component, with 22 residential units over a parkade, located in Steveston at 3<sup>rd</sup> Road and Bayview Street.

The discussion focused primarily on:

- a possible future increase in the dike elevation on Bayview Street;
- surface parking is located “below grade” due to the unique nature of the site’s grade;
- to compensate for the parking stall deficiency in the plan the applicant will: (i) construct an extension of the sidewalk on the north side of Bayview Street, east to 2<sup>nd</sup> Avenue; (ii) construct a pedestrian crosswalk at Bayview Street and 3<sup>rd</sup> Avenue; and (iii) provide an electric vehicle plug-in;
- the reduction of on-site parking spaces would have to be consistent with the Steveston Heritage Strategy principles;
- the form and character of the proposed development, including whether brick cladding was in keeping with the heritage of the Steveston Village; and
- the proposed contribution of over \$298,232 for additional density to the Village Heritage Conservation Grant Program has been reduced by the applicable affordable housing contribution.

Applicant Dana Westermarck, accompanied by Architect Scott Kennedy, addressed Committee and drew attention to the following details of the proposed development:

- the idea is to suggest an evolution of the site over time;
- the design rationale includes residential units on the Bayview Street frontage featuring a newer, more modern façade, with the 3<sup>rd</sup> Avenue frontage more industrial;
- a more ‘landmark’ building expression is planned for the corner of 3<sup>rd</sup> Avenue and Bayview Street;
- brick cladding is optional, and at this point is just one idea for cladding;
- the proposed form and character is not dissimilar to that of other buildings in the Village;
- character windows are reminiscent of the Hepworth Block on Moncton Street;

## Planning Committee

Tuesday, June 21, 2011

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- the design in its entirety would not read as a single, monolithic building, but would read as several smaller buildings;
- Bayview Street is relatively inactive at this time, and the proposed development would bring activity to Bayview Street, between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues; and
- pedestrian traffic would be facilitated with the construction of the extension of the sidewalk on the north side of Bayview Street, east to 2nd Avenue.

Discussion ensued among Committee, Mr. Westermarck and Mr. Kennedy, and especially on:

- past public meetings hosted by the applicant, during which Steveston residents expressed good support for the general design approach;
- soft, muted colours are proposed for the retail unit store fronts;
- the flat roof block of buildings do not fit into the 'Maritime Victorian' architectural character of Steveston's heritage according to Councillor Steves;
- a raised platform across the front of the building reflects grade changes on the site, and in future could feature an outdoor component of a restaurant, adding further animation to the street and site; and
- the proposal is consistent with the heritage design specifications of the Steveston Area Plan – Development Permit Guidelines.

A three-person delegation, comprising (i) Ralph Turner, Chair of the Gulf of Georgia Cannery Society, (ii) Jim Kojima, Chair, Steveston Community Society, and (iii) Bruce Rozenhart, President, Steveston Historical Society, addressed Committee.

Mr. Turner expressed the following concerns regarding the proposed development:

- the number of on-site parking spaces is inadequate to accommodate the building's future residents, business owners, and visitors to the building;
- the destination of the funds from the applicant, for bonus density;
- the City's general amenity fund is not a Steveston-specific fund, receiving a contribution of approximately \$25,000 in lieu of actual indoor amenity facilities; and
- rooftops being inaccessible.

Mr. Turner also queried, and received advice regarding, how the owners of the 17 heritage buildings in Steveston would apply to the Steveston Village Heritage Conservation Grant Program.



## Planning Committee

Tuesday, June 21, 2011

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Mr. Kojima stated that the number of proposed parking sites assigned to the development is a concern, and the low number of parking sites would have a negative impact on the Village.

He expressed pleasure that the contribution of \$298,232 for additional density is proposed to be used in the approved Steveston Village Heritage Conservation Grant Program.

Mr. Kojima concluded his remarks by advising that: (i) the Provincial Government has been requested to provide affordable housing initiatives by the ANAF Legion (Steveston), the Buddhist Temple, and the Lion's Manor; and (ii) by the end of June, 2011, Mr. Rozenhart is suggesting a Steveston Heritage Committee.

Mr. Rozenhart expressed concern regarding the parking provisions of the proposed development, and stated that there is a heightened sensitivity to development in Steveston Village. He noted that the Village is a successful tourism destination, and that means greater traffic and a large impact on the whole Village.

He noted that the proposed development is coming before Committee as one of the first proposals that follows the Steveston Area Plan – Development Permit Guidelines, and he queried whether James Burton, the City's consultant during the Guidelines' process, had been involved in the present design scheme presented by the applicant.

Staff advised that Mr. Burton had been involved with the applicant's proposal.

Mr. Rozenhart requested that the City's application form for the Steveston Village Heritage Conservation Grant Program be made available for viewing.

The Chair thanked the delegates for their comments.

Committee requested that:

- (i) staff provide information regarding the Steveston Area Plan – Development Permit Guidelines; and
- (ii) transportation staff meet with the delegates to discuss the parking issue.

Discussion among Committee ensued and the following comments were made:

- the parking issue needed to be re-addressed;
- a parking plan for the site should be provided to Committee;
- a definition of "small scale development" is requested; and
- whether a reconsideration of design guidelines should be done.

Staff was directed to provide copies of the Steveston Area Plan – Development Permit Guidelines to Council, and to submit a definition of "small scale development".

## Planning Committee

Tuesday, June 21, 2011

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

It was moved and seconded

*That the application by Cornerstone Architecture for Rezoning at 3531 Bayview Street be referred back to staff to examine:*

- (i) parking requirements, and especially the ratio of stalls per residential units;*
- (ii) whether the residential component meets the bylaw requirements; and*
- (iii) whether the proposed facades and the design of the roof element on Bayview Street is in keeping with the Steveston Heritage Strategy*

**CARRIED**

### 4a. HOURS OF OPERATION AT CONSTRUCTION SITES

Discussion ensued between Committee and staff regarding recent complaints received from residents who live near construction sites and who are disturbed by the noise created by construction activities between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday, as well as the hours of 9:00 a.m. to 6:00 p.m. on Sundays and holidays.

In response to a query, Joe Erceg, General Manager of Planning and Development, advised that construction companies put up a bond, to ensure that they adhere to construction hours outlined in the City's noise bylaw.

A comment was made that any future changes to the construction site hours of operation should not apply to homeowners who wish to undertake small construction projects, on the interior of their homes, during weekends.

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

It was moved and seconded

*That staff:*

- (i) examine the hours of construction, as outlined in the noise bylaw as they relate to construction sites;*
  - (ii) compare Richmond's hours of construction parameters with those from other municipalities; and*
- report back to the Planning Committee.*

**CARRIED**



## Planning Committee

Tuesday, June 21, 2011

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### 5. MANAGER'S REPORT

Terry Crowe, Manager, Policy Planning reported that:

- (i) Planning staff continues to host open houses in a variety of Richmond neighbourhoods, as part of the 2041 Official Community Plan update process; and
- (ii) the City and School Board worked together to attract students to submit artwork to illustrate the cover of the to-be-published 2041 Official Community Plan Update, and the two students who had been identified as winner and runner up would be presented with financial scholarships at the June 27, 2011 Council meeting.

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:45 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, June 21, 2011.

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Councillor Bill McNulty  
Chair

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Sheila Johnston  
Committee Clerk





# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Mike Kirk  
Deputy Chief Administrative Officer  
**Re:** Child Care Development Grants

**Date:** June 13, 2011

**File:**

### Staff Recommendation

That an allocation of \$26,050 as approved in the 2008 Capital Plan be approved for Child Care Development Grants in the following amounts:

1. \$5,050 for the East Richmond Community Association Out-of-School Care Program for equipment and furnishings,
2. \$11,000 to the Richmond Society for Community Living for Youth Connections playground renovation and the Supported Child Development Program Lending Library, and
3. \$10,000 for Volunteer Richmond Information Services' Child Care Resource and Referral Centre for resource kits and lending library materials supporting infant/toddler and school-age care.

Mike Kirk  
Deputy Chief Administrative Officer

Att. 4

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Budgets		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>



## Staff Report

### Origin

The purpose of this report is to recommend the expenditure of \$26,050 from Child Care Development Statutory Reserve Fund (CCDSRF) project budgets for Child Care Development Grants.

Child Care Development Grants support the following Council Term Goal:

*Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Service Strategy that includes:*

*- Clearly articulated roles and services for the City, and a viable funding strategy.*

### Findings Of Fact

The Child Care Development Statutory Reserve Fund (CCDSRF) was established in 1994 to hold private and City contributions for child care facilities development. The Reserve is used by Council to allocate funds for major (e.g., facility construction) and minor (e.g., furnishings, equipment) capital expenses, and other capital uses that reflect the City's Child Care Development Policy. The Child Care Development Advisory Committee reviews applications and makes recommendations to Council regarding expenditures, as indicated in the Council-endorsed "Guidelines for Project Selection" (**Attachment 1**).

In the 2008 Capital Plan, Council approved a project (#40733) of \$16,000 specifically for the funding of child care grant allocations. In March 2008, Council approved an additional \$14,000 for Child Care Grants from the CCDSRF. A total of \$30,000 is therefore available for child care grant allocation.

In 2009, a call for applications to the Child Care Development Grant Program was issued. This opportunity was advertised on the City Page and circulated by the Child Care Resource and Referral Centre and Child Care Licensing, Richmond Health Services. However, only two applications were received, and following a review by the Child Care Development Advisory Committee (CCDAC), both were deemed substantially incomplete. CCDAC did not recommend either application for funding, but decided as a result to review the Child Care Development Grant Program (**Attachment 2**).

In 2010, CCDAC supported the following sub-committee recommendations for revising the Child Care Grant Program:

- *aligning financial documentation requirements for the Child Care Development Grants application with the Richmond Grant Program,*
- *limiting the Grant Program to organizations whose applications address specified child care shortages, and*
- *expanding Grant Program uses beyond minor capital.*



Further motions pertaining to the Child Care Development Grant process were passed by CCDAC in March 2011:

- *The Child Care Development Grant Program will be expanded to all non-profit societies for capital funding to support programming for all child care providers.*
- *CCDAC approves the Child Care Development Grant application process with an adjustment to the timeline for submission, which will be extended from six to nine weeks.*

As a result of CCDAC recommendations, the Child Care Development Grant Application Information document was revised to (1) include non-profit societies supporting the provision of child care, as well as non-profit child care providers, (2) align financial documentation requirements with the City Grant Program, (3) indicate that priority would be given to applications supporting infant/toddler and school-age care, identified as priorities in the 2009 – 2016 Richmond Child Care Needs Assessment and Strategy, and (4) extend the application period from six to nine weeks.

The recommendation to expand the Child Care Grant Program beyond capital expenses was not considered because the source of grants was the CCDSRF, which can only be used for capital expenditures.

In March 2011, a call for applications (**Attachment 3**) was posted on the City Page, City Website, and circulated by the Richmond Child Care Resource and Referral Centre, as well as Richmond Health Services Child Care Licensing, with a deadline of May 6, 2011. A total of 13 applications were received. Copies of the applications have been provided separately for members of Council in the Councillors' Office.

### Analysis

The Child Care Grants subcommittee reviewed the applications and, based on the rationale that some applications supported the broader child care community, while others benefited only the children in their care, recommended that three applications be funded, for a total of \$26,050. CCDAC passed a motion in June 2011 supporting the subcommittees' recommendation, and a report was submitted (**Attachment 4**) outlining the CCDAC review process and results.

The following table outlines the applicants' requests and results of the CCDAC review.

Applicant	Program	Total and Purpose of Request	CCDAC Recommendation
Beth Tikvah Congregation & Centre Association	Occasional care for up to 12 two-year olds and 5 three-to-five year olds per day	\$5,000 for a playground structure	N/A
Bethany Child Care Centre	Licensed group care for 12 infant/toddlers and 25 three-to-five year olds	\$36,626.24 for playground improvements and equipment	N/A
Brighthouse United Church	Licensed group care for 25 three-to-five year olds	\$7,799.00 for playground equipment	N/A

Applicant	Program	Total and Purpose of Request	CCDAC Recommendation
<b>East Richmond Community Association</b>	<b>Cambie Community Centre's Out of School Care Program for 94 children</b>	<b>\$5,038.63 for equipment and furnishings</b>	<b>\$5,050</b>
Gingerbread House Parent Participation Preschool	Preschool program for 20 three and four year olds	\$1,402.91 for educational toys	N/A
Good Shepherd Drop-In Centre	Occasional care for up to 16 children per day, 18 months to 6 years old	\$7,036.00	N/A
Hamilton Community Centre	Out-of-school care for 62 children	\$5,943.97 for electronic musical equipment	N/A
Little Wings Day Care Center Society	Licensed group care for 24 infant/toddlers and 14 three to five year olds.	\$14,000.00 for playground repairs and equipment	N/A
<b>Richmond Society for Community Living</b>	<b>Supported Child Development Program for inclusion of children with disabilities in childcare settings and the Youth Connections program providing after-school care</b>	<b>\$11,000.00 for Youth Connections playground renovation and Supported Child Development Program lending library</b>	<b>\$11,000</b>
Societe de la Garderie et de la Prematernelle Les Mousaillons	Licensed group care for 20 three-to-five year olds	\$5,761.70 for equipment and furniture	N/A
Society of Richmond Children's Centres	West Cambie licensed group care (30 infant/toddlers, 83 3.5 year olds) – under construction	\$5,190.16 for infant/toddler equipment	N/A
Vancouver Reggio Consortium Society	Wonder of Learning Atelier Project	\$30,000 to support a workshop for Lower Mainland child care providers	N/A
<b>Volunteer Richmond Information Services</b>	<b>Child Care Resource and Referral Services, providing resources and services for child care providers and parents</b>	<b>\$10,000 for Child Care Resource and Referral resource kits and lending library</b>	<b>\$10,000</b>
<b>TOTAL</b>		<b>\$144,798.61</b>	<b>\$26,050.00</b>

**Bold=CCDAC Recommendation**

Nine of 10 Child Care Provider applications were not approved on the basis that, as outlined in the attached report, they serve only the children in their care. An exception was made in the case of the East Richmond Community Association because of the numbers and various schools served (94 out-of-school care spaces), as well as the lower socio-economic profile of the area. Another child care provider serving large numbers, Hamilton Community Association (62 out-of-school care projects), was not recommended for funding because the request for electronic music equipment was not deemed to significantly improve the quality or provision of care.

The Child Care Development Statutory Reserve fund expenditures described above assist the City in fulfilling its mandate of planning, implementing and supporting the development of quality, affordable and accessible child care in the Richmond.



### **Financial Impact**

The expenditure of \$26,050 is approved from within the existing 2008 Child Care Capital Projects which are funded from the Child Care Development Statutory Reserve Fund.

### **Conclusion**

Staff recommend an expenditure of \$26,050 in Child Care Grants as proposed by CCDAC. These grants support the provision of infant-toddler and school-age care, identified as priorities in the 2009 – 2016 Richmond Child Care Needs Assessment, and support the provision of quality, accessible, affordable child care throughout Richmond.



Lesley Sherlock  
Social Planner  
(604-276-4220)

LS:ls



## City of RICHMOND

## MINUTES

REGULAR COUNCIL MEETINGMONDAY, SEPTEMBER 26TH, 1994RES. NO.      ITEM

14.

Prior to the question being called, reference was made to the formation of a Working Group for Youth, and Councillor Greenhill requested that, if possible, the City Administrator endeavour to advertise for youth who were not part of specific organizations, and who would be interested in participating on such a committee.

The question on Resolution No. R94/17-25 was then called, and it was **CARRIED**.

R94/17-25

Councillors Kumagai and Steves

**RESOLVED**

*That Councillor McNulty be appointed as the Council representative to the Working Group on Youth, until the first Council meeting in December.*

**CARRIED**

Councillor Sandberg returned to the meeting (8:40 p.m.).

18. **CHILD CARE DEVELOPMENT FUND**  
(Report: Aug. 25/94; File No.: B/L 6367)

R94/17-26

Councillors Vaupotic and Percival-Smith

**RESOLVED**

- (1) *That Bylaw No. 6367, which establishes a Child Care Development Fund, be introduced and given first, second and third readings.*
- (2) *That the guidelines on the expenditure of monies from the Child Care Development Fund (attached to the report dated August 25th, 1994 from the Medical Health Officer), be endorsed.*

**CARRIED**



## **CHILD CARE DEVELOPMENT FUND GUIDELINES FOR PROJECT SELECTION**

1. Applicants requesting funding from the Child Care Development Fund must be non-profit societies. The proposed project must reflect the City's child care objectives to develop and maintain a comprehensive child care system in Richmond that provides programs which are accessible and affordable.
2. The applicants must provide with their application, a list of directors or board members, a copy of their constitution, and a budget outline detailing their request.
3. A child care needs assessment may be required to accompany the application. The needs assessment should clearly indicate the community need for the child care development project being applied for.
4. The funding request must involve capital expenditure to finance the development of child care in a City building or on City owned land or must provide assistance to other endeavours directed towards achieving City child care objectives.
5. All applications for funding must be submitted by March 31 or September 30 of each year.
6. Applications for funding will be reviewed by the Child Care Development Board for recommendation to Council.
7. Upon completion of the project, a statement of expenditure must be submitted to the Community Care Facilities Coordinator. The applicant may also be required to enter into an agreement regarding the sale or disposal of capital assets purchased through these grant monies.

**Child Care Development Advisory Committee (CCDAC)  
Child Care Development Grants Review Subcommittee Report**

**Submitted November 7, 2009 by:**

Ofer Marom  
Melanie Rupp  
Teresa Pan

**Subcommittee Establishment & Members**

As part of the 2009 work program, the Child Care Development Grants Review Subcommittee was established at the request of CCDAC Chair, Linda Shirley, and originally comprised of the following four CCDAC members:

- Ofer Marom
- Melanie Rupp
- Pamela Hoepfner
- Teresa Pan

Due to conflicting commitments, Pamela Hoepfner was unable to serve on the subcommittee.

**Child Care Development Grants – Background**

The Child Care Development Statutory Reserve Fund (CCDSRF) was established in October 1994 to hold private and city contributions for child care facilities. The Reserve is used to allocate funds for capital expenses or other operations that meet the City's child care objectives. Child Care Development Grants are also funded from the CCDSRF.

Historically, the Grants Program has awarded between \$20,000 and \$30,000 on an annual basis to licensed not-for-profit child care centres for minor capital expenses.

Due to the provincially-governed Community Charter, the City is only able to consider not-for-profit child care organizations as recipients for the Grants. For-profit, private child care businesses do not qualify. Any change to this would require lobbying the provincial government with the support of the City.



CCDAC has been asked in previous years to coordinate the City's annual Child Care Development Grants program by working with staff to:

- Issue a call for proposals
- Evaluate applications
- Make recommendations to Council
- Prepare and distribute decision letters
- Monitor progress of funded projects

#### **Decision to Review Grants Program & Review Process**

In 2008, \$30,000 was made available for the Grants Program and a call for applications was made. A selection subcommittee made up of CCDAC members was formed. As only two applications were received, and they were both missing important required components, the selection subcommittee refused both applications. CCDAC members had many questions and concerns with the Grants Program. As a result, the Child Care Development Grants Review Subcommittee was established.

City staff provided the Subcommittee with numerous documents pertaining to the Grant Program's history, purpose and rules. Subcommittee members reviewed these documents individually and met to discuss. After developing a list of questions and possible options, we discussed these at a CCDAC meeting at which City staff member Lesley Sherlock provided us with the requested information.

#### **Grant Program Recommendations for Consideration**

Based on our research and discussion, the Subcommittee offers the following possible recommendations to be further discussed and voted on by CCDAC members:

##### **1. Change Financial Documentation Requirement**

The grant application requires that not-for-profit organizations submit their most recently completed year-end audited financial statements, including a balance sheet and statement of revenue and expenditures. Such a requirement may be a hindrance for some potential not-for-profit applicants. The City also offers and manages another grant program called The Richmond Grant Program. Its application process offers more flexibility in regards to acceptable financial documents.

***Recommendation: The Subcommittee recommends that CCDAC discusses the alignment of financial documentation requirements for the Child Care Development Grants application with the Richmond Grant Program.***

## **2. Strategically Assign Grant Funding to Desired Child Care Capacity**

In the past, grants have been issued to daycares (infant/toddler and 3 – 5), out-of-school care centres and pre-schools.

Past and current Child Care Needs Assessments identify infant/toddler and out-of-school care as being in short supply in the City. They also largely report that 3-5 daycare and pre-school needs are being met, or are in excess, in many parts of the City.

***Recommendation: The Subcommittee recommends that CCDAC discusses limiting the Grant Program organizations whose applications address specified child care shortages.***

## **3. Expand Funding Uses**

City Policy 4017 lists the following items/activities to be considered for Grants: facilities, spaces, programming, equipment, professional Support.

As per City Staff, it has become City "tradition" to focus on minor capital grants. However, CCDAC can direct money for any or all of the above.

The Subcommittee discussed whether the funding would have more desirability and impact if it were expanded to include the above categories. Possible examples might include:

- **Professional Development:** CCDAC has recognized that Early Childhood Educators are poorly paid and that not-for-profit centres have challenges financially supporting professional development. Including professional development in the Grant Program may lead to enhanced quality of child care, professional satisfaction and career longevity.
- **Facilities:** As the Grant Program has focused on minor-capital grants, it often receives funding applications for lists of equipment such as: tables, chairs, water tables, storage cabinets, toys, etc. Instead of granting numerous small grants, the City could offer one annual large grant of \$30,000 for facilities or major equipment rather than funding a shopping list of items.



- Programming: Research from the Human Early Learning Partnership (HELP) regarding the Early Development Instrument (EDI) indicates that many children entering kindergarten in Richmond are not fully prepared. The current Child Care Needs Assessment also included comments from parents expressing their desire for stronger ESL/multicultural programming. Grants could be offered to assist child care centres enhance their programming to address these areas.

***Recommendation: The Subcommittee recommends that CCDAC discusses expanding Grant Program uses beyond minor capital.***

#### **Child Care Development Grant Program - Next Steps**

Due to a variety of circumstances, Child Care Development Grants have not been awarded since 2005. With present economic conditions, child care organizations are currently facing provincial government funding cutbacks. In light of the above, the Subcommittee recommends that the CCDAC discuss and vote on the above recommendations in early 2010 so that the Child Care Development Grants can be offered with certainty in 2010.



**City of Richmond**  
**CHILD CARE DEVELOPMENT GRANT**  
**APPLICATION INFORMATION**

The Child Care Development Advisory Committee of the City of Richmond is pleased to announce that the City has made limited funds available through the Child Care Development Statutory Reserve Fund to assist (1) non-profit licensed child care providers and (2) non-profit societies supporting the provision of child care, with capital funding to develop and enhance the delivery of child care services to the families of Richmond.

Funding is available to assist non-profit licensed child care providers with a **one-time capital expense** that will improve the quality, availability and accessibility of child care in Richmond (e.g., equipment, furnishings, playground improvements, minor renovations). Other non-profit societies may apply for capital expenses that support quality child care programming and professional development (e.g., equipment, supplies, manuals) for the enhancement of care provided by any or all licensed or registered Richmond child care providers.

Priority will be given to applications supporting infant/toddler and school-age care, identified as priorities in the 2009 – 2016 Richmond Child Care Needs Assessment and Strategy.

**Applications are to be submitted to:**

City of Richmond Child Care Development Advisory Committee  
 6911 No. 3 Road, Richmond, BC V6Y 2C1  
 Attention: Lesley Sherlock

Phone: 604-276-4220  
 Fax: 604-276-4132  
 E-mail: lsherlock@richmond.ca

- **Please provide four complete copies, including attachments**
- **Please clip; do not bind**

**Application deadline:**

**Friday, May 6, 2011**

### **Applications are to include the following:**

1. Summary:
  - a) a brief overview of the intent and scope of the proposed use (e.g., for equipment, furnishings, playground improvements) and the amount of funding required;
  - b) documentary support of costs.
2. Background:
  - a) an outline of how the funds will be used if granted;
  - b) supporting documentation sufficient to demonstrate the need for funds;
  - c) letters of support should be included if applicable.
4. Plans:
  - a) a detailed description of how the funds would be used to enhance the delivery of child care services (e.g., improve quality, availability, accessibility) within the City of Richmond. Applications should include:
    - (i) time-line;
    - (ii) budget;
    - (iii) indication of all other sources of funding or contributions available to help satisfy the request.
5. Information about the applicant:
  - a) an overview of the child care programs and services provided in the last five years;
  - b) the number and age groups of children currently served;
  - b) letters of incorporation or society number;
  - c) list of board of directors;
  - d) contact person;
  - balance sheet and statement of revenue and expenditures;
  - f) copy of licence or interim licence;
  - g) minutes of the last Annual General Meeting.
  - h) Financial Statements, including a Balance Sheet
    - a. The Society's audited financial statements for the most recent completed fiscal year including the auditors' report signed by the external auditors, OR one of the following alternatives:
    - b. If audited financial statements are not available, submit the financial statements reviewed by the external auditors for the most recent completed fiscal year along with the review engagement report signed by the external auditors.
    - c. If neither audited nor reviewed financial statements are available, submit the compiled financial statements for the most recent completed fiscal year along with a compilation report signed by the external auditors.
    - d. If neither a, b, or c are available, financial statements for the most recent completed fiscal year endorsed by two signing officers of the Board of Directors
  - i) The Society's current fiscal year operating budget.

All submitted materials become the property of the City of Richmond and decisions on all grants rest with Richmond City Council.



### **Grant requirements:**

- Funds must be used within one year of receipt by a successful applicant.
- All applicants who are successful in obtaining a grant must provide a photo to the Child Care Development Advisory Committee documenting the use of the funds made possible by the grant, and the benefits received, as soon as complete (within one year of receipt).
- In addition, the grant received should be mentioned in any newsletter published by the organization.

Please see the attached City of Richmond's Child Care Development Policy.

Please remember that the deadline for applications is **Friday, May 6, 2011**. Late submissions will not be accepted.

Questions may be directed to:

Lesley Sherlock  
Social Planner  
City of Richmond  
Phone: 604-276-4220  
E-mail: [lsherlock@richmond.ca](mailto:lsherlock@richmond.ca)



## Child Care Statutory Reserve Fund Grants – 2011 Recommended Allocations

### Background:

The Child Care Development Advisory Committee (CCDAC) Grants Sub-Committee reviewed the applications received in response to the latest call for applications. A total of 13 applications were received, with a total requested amount of \$144,798.61.

### Recommendations:

There is \$30,000.00 in the Child Care Statutory Reserve Fund that was allocated for this round of grant applications. Most of the applications were well drafted and contained all of the required support material. A few of the applicants were asked to provide missing documents in order to be eligible for receiving the funds. These applicants were contacted and the missing documents were obtained.

Prior to evaluating the applications, the CCDAC Grants Sub-Committee made recommendations in regards to some basic principles that would form the basis for their decision making. These principles were supported by the CCDAC. These included:

- that the children in our City would be at the center of our decision making
- that priority would be given to applications that supported the broader childcare community

At this time the CCDAC recommends that the City of Richmond release \$26,050.00 to support three of the applications received:

### East Richmond Community Association – Out of School Care (OSC)

**Funds requested:** \$5,038.63 for equipment and furnishing

**Recommended Allocation:** \$5,050 as requested

**Rationale:** The centre has requested funds for art supplies to create an open-ended art center and a relaxation corner for OSC, and additional sports equipment for their activities.

We have chosen to support this request, since this centre services the children from several schools in its neighborhood, many of them from lower socio-economic levels. We have also been advised that the center has made changes starting from the upcoming year to improve its financial position, so in the following years it may be able to fund similar requests on its own.

### Richmond Society for Community Living

**Funds requested:** \$11,000 for playground renovation and Supported Child Development Program Lending Library.

**Recommended Allocation:** \$11,000 as requested

**Rationale:** The CCDAC supports this request since it supports all children with intellectual and physical disabilities that use the RSCL services. The Society goal is to expand its playground to meet all of the children's specialized needs. In addition, the Lending Library will assist childcare providers and families to support a child with disabilities.

### **Volunteer Richmond Information Services-CCRR**

***Funds Requested:*** \$10,000.00 for resource kits and Lending Library

***Recommended Allocation:*** \$10,000.00 as requested

***Rationale:*** The CCDAC supports this application, as the CCRR is providing childcare resource services to the entire child care community.

All resource kits, DVDs and books will be used by all members of the community and for a large number of children.

### **Rejected Applications**

All other 10 applications have been rejected- 8 of them on the basis of that they serve only one particular daycare and therefore a very small portion of the childcare community.

Although Hamilton Community Center serves a larger number of children in comparison with other individual daycares, their request was for funds for musical equipment. The committee felt that allocating funds for short term music classes would not serve the broad community who are in need of a quality child care for longer hours.

A request for funds from the Early Childhood Educators of British Columbia combined with the Vancouver Reggio Consortium Society to support a workshop which will address all children in the lower mainland was rejected as it was felt that it was not specifically directed to the children of Richmond and likely would not operate within Richmond. In addition the committee felt the City of Richmond should not support the promotion of one specific early learning philosophy or learning stream in early childhood education.

The Child Care Development Advisory Committee thanks the City of Richmond for the opportunity to distribute these much needed and appreciated funds.

Report prepared by Linda Shirley  
Chair, CCDAC Grants Committee  
June 11, 2011





**City of Richmond**  
Planning and Development Department

**Report to Committee**

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**To:** Planning Committee **Date:** June 15, 2011

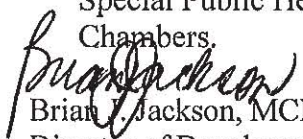
**From:** Brian J. Jackson, MCIP **File:** RZ 08-423207  
Director of Development

**Re:** **Application by Home Run Developments Ltd. for Rezoning and OCP Amendment at 8540 Alexandra Road from "Auto-Oriented Commercial (CA)" to "Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)".**

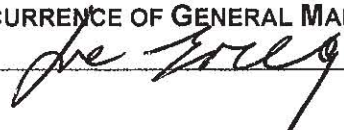
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**Staff Recommendation**

1. That Bylaw No. 8728, to amend the City Centre Area Plan current land use designation by adding a "Village Centre Bonus" designation to 8540 Alexandra Road in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031) in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100, be introduced and given First Reading;
2. That Bylaw No. 8728, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
3. That Bylaw No. 8728, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;
4. That Bylaw No. 8729, to create "Hotel Commercial (ZC-31) – Aberdeen Village (City Centre)" and for the rezoning of 8540 Alexandra Road from "Auto-Oriented Commercial (CA)" to "Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)", be introduced and given First Reading;
5. That Official Community Plan Bylaw No. 8728 and Rezoning Bylaw No. 8729 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.

  
Brian J. Jackson, MCIP  
Director of Development

FM:blg

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

## Staff Report

### Origin

Home Run Developments Ltd. has applied to the City of Richmond for permission to rezone 8540 Alexandra Road (**Attachment 1**) from “Auto-Oriented Commercial (CA)” to “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” in order to permit development of a 7,518.00 m<sup>2</sup> (approximately 80,925.72 ft<sup>2</sup>) 10-storey hotel building consisting of 101 guest rooms and associated uses, a penthouse restaurant, street-oriented commercial space along portions of Kwantlen Street and Alexandra Road frontages and parking for 113 cars.

### Findings of Fact

The proposed development has resulted from a cooperative effort between the applicant and City staff involving several revisions and adjustments of the developer’s proposal to achieve the urban design and overall development objectives envisioned in the City Centre Plan (CCAP).

The proposed development is located on Kwantlen Street, in the transition area between a hi-rise residential area to the south from Alderbridge Way and the lower development intensity, light industrial area to the north of Alexandra Road.

Initially, in 2007, development options for this site were discussed with staff and a rezoning application submitted to the City while the City Centre Area Plan (CCAP) preparation process was underway (i.e. at the CCAP Concept stage). The formal rezoning application was submitted to the City after the City Centre Area Plan (CCAP) Concept was presented to Council on March, 2007 and received approval in principle. The subject rezoning application was dormant for some time and has now been reactivated following a holding period due to economic circumstances. The site plan has been adjusted to facilitate completion of the street network proposed in the City Centre Area Plan.

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

### Project Description

The subject hotel development (**Attachment 3**) includes approximately 101 suites, a self-contained penthouse restaurant and a four level parking podium over service areas of the building, a restaurant and bar fronting Kwantlen Street; a portion of the restaurant also fronts on to Alexandra Road. The hotel lobby and associated conference room/lounge /breakfast areas occupy the remainder of the ground floor with frontage along Kwantlen Street and Alderbridge Way.

The main entrance to the hotel lobby is from Kwantlen Street. Access to service loading spaces and to parking spaces for hotel, penthouse restaurant, ground floor restaurant, and bar patrons is provided from Alexandra Road. All parking is provided on four (4) levels above the street fronting commercial space and ground floor service areas.

The parkade component of the building is located toward the north side of the site and its street fronting facades are architecturally treated in a similar way to the hotel facades so as to become integral part of the building architectural response to this narrow development site.



## Surrounding Development

The proposed development site is located at the transition area between “Urban Centre (T5) (25 m)” Land Use designation of the lands south of Alexandra Road (including the subject development site) and the “General Urban (T4) (25 m)” designation for the lands extending to the north. The proposed development is close to public amenities and has easy access to current and future transportation corridors and facilities.

The proposed development site, which is zoned “Auto-Oriented Commercial (CA)” is presently vacant. Context surrounding the development site is as follows:

- To the north: Across Alexandra Road, a one-storey commercial centre organized around a central surface parking area, on a parcel zoned “Auto-Oriented Commercial (CA)”;
- To the east: A retail commercial centre with buildings along the east side (one-storey abutting the proposed development site) and south side of a central parking area (mostly one-storey along Alderbridge Way except for a small two-storey portion abutting the proposed development site), on a parcel zoned “Auto-Oriented Commercial (CA)”;
- To the south: Across Alderbridge Way, three (3) 16-storey hi-rise residential towers on a parcel zoned “Residential/Limited Commercial (RCL1)”;
- To the west: Across Kwantlen Street, a one-storey retail commercial centre with surface parking along Kwantlen Street frontage, on a parcel zoned “Auto-Oriented Commercial (CA)”.

It should be noted that to the southwest of the subject site is the Lansdowne Mall. Large surface parking areas of the mall between Alderbridge Way and Lansdowne Road, that are visible from the proposed development, extend between Kwantlen Street and the Shopping Centre building.

## Related Policies & Studies

### Richmond Official Community Plan

City Centre Area Plan (CCAP): The City Centre Area Plan (CCAP), Aberdeen Village Specific Land Use Map designates the subject site as “Urban Centre T5 (25 m)” for medium density, mid-rise commercial purposes which provides for office, hotel, retail trade and services, restaurant, entertainment, neighbourhood pub, and institutional uses, among others.

- The subject development corner site, on the east side of Kwantlen Street and bounded by Alderbridge Way on the south and Alexandra Road on the north, is located on a narrow east-west strip of land between the CCAP “General Urban T4 (25m)” land use designation of the areas to the north of Alexandra Road and the existing hi-rise residential complex to the south of Alderbridge Way, developed under the Residential land use designation of the former City Centre Area Plan.



- The CCAP “Urban Centre T5 (25 m)” designation for the proposed development site allows for office, hotel, restaurant, retail trades and services, among other land uses. The same land uses, but also including mixed multiple-family residential/commercial and multiple-family residential uses, are permitted on the areas south of Alderbridge Way.
- The CCAP “General Urban T4 (25 m)” land use designation for the areas to the north of site, across Alexandra Road, allows for light industry, office and education (but not on the ground floor), retail trade and services, restaurant, neighbourhood pub, institutional and recreation land uses subject to location restrictions, but do not include hotel as permitted land uses.
- The proposed hotel and restaurant land uses meet the Official Community Plan (OCP) land use designation and satisfactorily reflect the Development Permit Guidelines with respect to form and character in the Sub-Area A3-“Commercial Reserve-Mid-Rise”. However, the proposed net density of 3.0 floor area ratio (FAR) and the 32.0 m building height exceed the 2.0 FAR and the 25.0 m suggested maximum height allowed under the site’s current “Urban Centre T5 (25 m)” land use designation. It should be noted that the maximum permitted height for hotels under the current site’s Auto-Oriented Commercial (CA) zoning is 45.0 m.
- An OCP Amendment is proposed in conjunction with this rezoning application, as discussed in the Analysis section of this report

Floodplain Management Implementation Strategy: In accordance with the City’s Flood Management Strategy, the applicant is required to register a Flood Indemnity Covenant on Title. Flood Construction level (FCL) for this site is 2.9 m (GSC). As a minimum, commercial ground floor slab to be at the same elevation as the highest level of any road that is adjacent to the subject site.

OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area. The site is within the area designated as “Area 1A- Restricted Area” where proposed hotel uses are permitted because of the temporary nature of residence by the hotel guests. This unique aspect of the proposal, although not specifically covered in the policy, will be addressed by incorporating adequate noise attenuation measures to ensure an appropriate level of comfort for hotel guests. A registered professional qualified in acoustics will need to be engaged to prepare an Acoustic Report that recommends site-specific acoustic sound insulation; noise mitigation measures may be required to be incorporated in the construction of the proposed development to achieve an acceptable indoor sound level mitigation criteria (with doors and windows closed).

The registered professional retained should certify that noise insulation measures have been installed according to the report’s recommendations before the building may obtain an Occupancy Permit. The report should support the provision of air conditioning, if necessary. Furthermore, maximum noise level (decibels) within the hotel suites is expected to be no greater than 35 decibels.

## Consultation

The Richmond OCP Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment. As the proposed OCP amendment does not include residential uses and does not increase the total CCAP build out population of 120,000, no further external consultation has been undertaken nor is required with the School Board or the Vancouver International Airport Authority (YVR).

## Public Input

The rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site and, to date, staff has not received any letters of objection. The statutory Public Hearing will provide area residents and business and property owners an opportunity to comment on the application.

## Staff Comments

### Technical Review

#### Engineering Works Comments

Specific works regarding on-site and off-site servicing aspects associated with the subject proposal will be addressed via the standard City Servicing prior to rezoning final adoption. Capacity Analysis has identified the following required work:

#### Sanitary Sewer

Capacity Analysis has identified the need for upgrades to the capacity of the downstream sanitary sewer pipes. The existing 250 mm diameter sanitary sewer will require upgrade to 375 mm diameter from manhole SMH4885 (manhole S4 in the analysis) located at the junction of Brown Road and Leslie Road to 270 m west at SMH4884 (manhole S2).

#### Storm Sewer

Capacity analysis has identified the need for off-site upgrades that involve upgrades to the 750 mm diameter storm sewer from existing manhole STMH 2290 (manhole A4 in the analysis) located at junction of Alderbridge Road and Kwantlen Street to 100 m north at manhole STMH 2046 (manhole B4 in the analysis).

A summary of Rezoning Considerations (**Attachment 4**), as concurred to by the developer, outlining the various aspects to be addressed prior to adoption of the rezoning, and design improvements to the proposal at the Development Permit stage, is attached.

#### Transportation

- This development will enhance and contribute to achieving the implementation of the long-term City Centre road network envisioned in the City Centre Area Plan. The proposed development will transfer a significant amount of land to the City via dedication (approximately 362.16 m<sup>2</sup> or 3,898.38 ft<sup>2</sup>), and ROW (approximately 285.07 m<sup>2</sup> or 3,068.56 ft<sup>2</sup>) to achieve the required functional width of Kwantlen Street between Alderbridge Way and Alexandra Road.



- Additional Public Rights-of-Passage Right-of-Way (PROP-ROW) (292.0 m<sup>2</sup> or 3,143.16 ft<sup>2</sup>) will be provided to facilitate continuation of the City sidewalk in front of the hotel entrance area and allow for enhancements to the planned pedestrian corridor along Alderbridge Way.
- Specific required land dedication and Public Rights of Passage Rights-of-Way (PROP ROW) include:
  - a. 3.15 m wide dedication along the west PL (i.e., Kwantlen Street frontage). This includes following the ultimate curb and gutter at both intersections).
  - b. 3.4 m wide dedication along the south PL (i.e., Alderbridge Way frontage).
  - c. 3.0 m wide PROP ROW along the new west PL to accommodate proposed layby, tree boulevard and sidewalk, including a 4 m x 5 m corner cut on the northwest (Kwantlen/Alderbridge Way) and southwest (Kwantlen Street/Alexandra Road) corners. Note that the 4 m is the offset distance measured from the Kwantlen ROW line while the 5 m is the offset distance measured from Alexandra Road property line and from Alderbridge Way new property line.
  - d. A volumetric PROP ROW is required along the Kwantlen Street frontage behind the line of the ROW to ensure adequate horizontal and vertical clearance is provided. The width of the volumetric PROP ROW would range between 3.65 m (where the layby is) and 0.5 m (where there is no layby), measured from the SROW along the new west property line. The height of the volumetric PROP ROW would range between 3.0 m (to ensure adequate height for pedestrians) and 5.4 m (to ensure adequate height for vehicles, including min. 0.9 m offset from the face of the curb).
  - e. An additional 3.16 m wide PROP ROW required for the greenway and sidewalk along Alderbridge Way.
- All required road dedications and SROW's required for this project are shown on the attached sketch (**Attachment 5**) and must be confirmed as accurate and complete via a survey plan to be submitted for approval by Transportation Engineering prior to adoption of the rezoning.

#### Parking and Circulation

- The proposed total of 113 parking spaces provided as part of the proposed development meet the City Centre parking requirements of the Zoning Bylaw for the proposed Land Uses.
- Of the total number of parking provided (113 parking spaces), 78 are regular size parking spaces, 32 are small car parking spaces (34 spaces or 30% of the total required parking allowed) and three (3) are handicap parking spaces (2 spaces required).
- All visitors that are not registered hotel guests exit the parking levels via an elevator to the street at a point immediately north of the hotel entrance.
- The proposal includes an on-street layby in front of the hotel entrance on Kwantlen Street for tour bus and taxi passenger pick-up and drop-off.
- The proposed development meets the loading requirements by providing two (2) on-site SU-9 loading spaces and one (1) WB-17 space on street layby. Access to all parking and on-site loading spaces are provided from the north, via an 8.5 m wide entry from Alexandra Road.



- The proposed development also meet the Class 1 and Class 2 on-site bicycle parking requirements based on the dominant hotel uses of the proposed development, as requested by Transportation Engineering.
- Overall, parking spaces, layout and circulation in parking levels are acceptable to City's Transportation Engineering.

#### Development Cost Charge (DCC) Credits:

The land and frontage works along Kwantlen Street are included in the current Roads DCC program. Exact credits eligible for the developer will be applied to the DCC payable at the lesser of the:

- 1) Value of the land and work in the DCC program for the portion of the road that would be completed in association with the proposed development; or
- 2) Actual value of the land and construction cost as determined through the Servicing Agreement.

#### Garbage & Recycling

- The location and size of the proposed garbage and recycling room is adequate to the needs of the proposed development. Although the proposed development does not include a garbage compactor, its location close to the entry to the parking and the loading/unloading area will facilitate efficient disposal service to the building.
- Internal access the garbage/recycling room is provided through an internal corridor that extends most of the length of the building along the service core area on the main floor level. This corridor also provides access to the storage and vertical service core to the penthouse restaurant and each of the hotel floors.
- The garbage and recycling room double doors and the minimum slope at the entrance ramp to the parkade and service area of the building will facilitate wheeling the recycling carts/containers to the street on collection days. Refinements to the ultimate design to improve operational aspects related to garbage service disposal will continue to be discussed through the Development Permit design review process.

#### **Advisory Design Panel**

Architectural plans describing the proposed hotel development associated with this rezoning application were reviewed by the Advisory Design Panel at its meeting of November 4, 2009. The Panel supported and provided comments on the proposed development, as presented. A few design development recommendations made by the Advisory Design Panel (**Attachment 6**) and refinement aspects identified by staff will be addressed through the Development Permit review process.

#### **Analysis**

##### **Richmond Official Community Plan. City Centre Area Plan (CCAP)**

The proposed land uses comply with and respond well to the overall planning objectives contained in the City Centre Area Plan (CCAP) in terms of land use designations and related Design Guidelines applicable to this area.



Although the proposed development density and height slightly exceed the suggested CCAP development guidelines, the development proposal assessment includes considerations at the pre-application and the City Centre Area Plan Concept stages. These considerations include:

- At the time of pre-application discussions with staff, the CCAP Concept (presented to Council in February, 2007) proposed a “T5 Urban Centre Zone” designation to the area where the subject site is located, with a typical density of “3.0 FAR with higher densities permitted where the proposed development contributes to the provision of public amenities and developments demonstrate a high standard of design”. This higher intensity type of development, street setbacks and building frontage treatment by the project in the CCAP area between Alderbridge Way and Alexandra Road is intended to reinforce the “Alderbridge Gateway” character of this strip of land.
- The subject rezoning application, as originally submitted by the applicant, fully met the CCAP Concept development framework for the area at that time and was well received by staff. However, further analysis and review of land uses and the form of development in the downtown area during the process of preparing the City Centre Area Plan, resulted in a few adjustments to area designation boundaries and a density of 2.0 FAR that was considered to be in the best interest for the whole narrow strip of land extending between Alderbridge Way and Alexandra Road, between Garden City Road and Hazelbridge Way.
- The CCAP, as approved by Council in September, 2009, now designates the development site as “Urban Centre T5 (25 m)” within the Aberdeen Village and in Development Permit Sub-Area A3-“Commercial Reserve-Mid-Rise”, which suggests a base maximum density of 2.0 FAR for non-residential uses and 25.0 m (82 ft.) maximum height. The CCAP encourages Office, Hotel, Restaurant, Retail Trade & Services, Entertainment uses, among others uses in this area.
- Within the Commercial Reserve-Mid-Rise sub-area, the CCAP encourages medium density, mid-rise, street-wall buildings with “heavy” bases and lighter, glassier upper floors, attractive roofscapes and skyline features with a maximum density of 2.0 FAR, however, additional density is also possible based on a “Village Centre Bonus” that may increase the maximum density up to 3.0 FAR in some parts of the Aberdeen Village area on the basis of superior building and landscaping design, improved quality of the public realm and provision of community benefits.
- The subject development proposes a 3.0 FAR. This density, achieved by application of a “Village Centre Bonus” is supported by City staff on this specific site only, as terms of reference for the development of the site were defined based on the 2007 CCAP Concept; which enabled a density of up to 3.0 FAR allocated to the site, recognizing the high quality of architectural design, and the substantial public amenities provided by this proposed development in the form of road dedications and road ROW’s. It should be noted that approximately 22.6% of the original development site will be ultimately allocated to roads and an additional 2.35% allocated to enhance a Greenway corridor as a PROP-ROW, to allow implementation of the planned City Centre vehicular and pedestrian circulation network.



- The suggested CCAP maximum building height in this sub-area is 25.0 m. The proposed height of 32.0 m has been reviewed and evaluated in relationship to the areas to the north, west and east that enable 45.0 m as the maximum permitted height for hotels uses under the current zoning. The proposed development, at approximately 32.0 m is considered appropriate for this specific site as it enables a desirable transition in height from the existing hi-rise residential buildings to the south, across Alderbridge Way, at a height of 45.0 m and the intended urban business park developments in the “Industrial Reserve-Limited Commercial” sub-area to the north of Alexandra Road, where the CCAP suggests a 25.0 m high limitation.
- A CCAP amendment is being proposed as part of this rezoning. It adds a “Village Centre Bonus” to 8540 Alexandra Road to help to achieve implementation of the City Centre Area Plan (CCAP) road network in the area. The CCAP provides for this proposed “Village Centre Bonus” type of land use overlay, as additional density may be permitted over and above the current CCAP permitted maximum density on a development site that provides superior building and landscape design; a vibrant, pedestrian-friendly public realm and results in clear benefits to the community (i.e. implementation of the CCAP pedestrian circulation network, completion of road network, public realm enhancements).
- The proposed OCP amendment to the City Centre Area Plan for the site to include a “Village Centre Bonus” will facilitate achieving the area community benefit objectives and to add to the vibrancy and liveability of the area (i.e. contributing to the pedestrian circulation network, enhancements to public realm, completion of road network).
- Planning and Transportation Engineering support the proposed OCP amendment, as it will result in the dedication and provision of a significant amount of land that will permit the completion of Kwantlen Street to its ultimate functional design, and the landmark and unique architectural character of the proposed building. In addition, the proposal will also grant additional Public Right-of-Passage (PROP) ROW’s and provide rest areas/seating along the Alderbridge Way frontage of the site, to facilitate implementation of the proposed Greenway along this street identified in the CCAP.

#### **Proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” Zone**

The proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone is based on a combination of the “Downtown Commercial (CDT1)” and “Auto-Oriented Commercial (CA)” zones and is considered appropriate to the unique characteristics of the proposed development and aims to achieving the overall density, character and urban design objectives that are appropriate for this transition area of the Aberdeen Village in the City Centre.



- The maximum density permitted under the proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone is 2.0 FAR, based on the suggested density for this area in the City centre Area Plan (CCAP) under the Urban Centre (T45) designation. The proposed development on the site achieves the maximum density 3.0 FAR which is allowable at various locations in the area through the additional 1.0 FAR “Village Centre Bonus” being proposed for 8540 Alexandra Road for the purpose of achieving the community benefit objectives for the area. This net development density results from the base site area, being reduced by the dedications to achieve the widening of Alderbridge Way and full width of Kwantlen Street, between Alderbridge Way and Alexandra Road.
- The yards and setbacks allowed under the proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone will reinforce the public realm character, image and the associated street-building relationship objectives that are considered appropriate for the area; which includes providing direct access from the street to the various land uses in the main floor to increase street animation and improving the public realm in this transition area of the City Centre.
- Building setbacks recognize a future stronger urban character of this area of the City Centre and the appropriate and desirable street-building relationship associated with the proposed uses at street level.
- The maximum building height of approximately 32.0 m is below the height of 45.0 m allowed under the “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” being considered for the site and on other Hotel Commercial zones in the Aberdeen Village area, but is above the 25.0 m height suggested in the CCAP for this area. The additional 7.0 m in building height is considered appropriate at this transition between the hi-rise development to the south (at 45.0 m high) and potential future lower light industry buildings areas to the north (at suggested 25.0 m high). Furthermore, the proposed development proposes a glass box expression of the penthouse restaurant on the upper portion of the building, a light and curvilinear roof form and setbacks from the edges of the heavier 25.0 m high hotel mass below; which strongly expresses and set the lower portion of the building within the building height suggested for the “Commercial Reserve-Limited Commercial” sub-area in the CCAP.
- The proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone does not permit residential uses because of the location of the site within “Area 1A- Restricted Area” of the Aircraft Noise Sensitive Development (ANSI) Policy Area. Although hotel use is not necessarily a residential use, a legal agreement will be registered on title to ensure that the maximum noise level within the hotel suites is no greater than 35 decibels (dBA) or equivalent to the noise levels acceptable for residential uses.

**Public Art**

The site is at a significant City Centre location, and presents an ideal opportunity to provide Public Art in compliance with the City Public Art Policy and OCP Development Permit Guidelines.



The applicant will contribute approximately \$48,555.43 (\$.60/ft<sup>2</sup> of the proposed 80,925.72 ft<sup>2</sup> or 7,518 m<sup>2</sup> of total building area) to the integration of the Public Art as part of this development or as a contribution to the Public Art Statutory Fund for use in future Public Art projects. The applicant will work collaboratively with the City Public Art Coordinator to identify final Public Art project location, theme, artist selection process, project budget, etc.

### **Community Planning Costs**

The developer proposes to provide a voluntary contribution at a rate of \$0.25/ft<sup>2</sup> of the maximum floor area ratio (FAR) to assist in paying for community planning costs associated with the preparation of the City Centre Area Plan and associated Development Permit Guidelines, which has been approved in principle by Council and has been used as a reference in processing this rezoning application. The contribution would therefore be approximately \$20,231.43.

### **Urban Design & Site Planning**

#### **Adjacencies**

The proposed development site is located at the boundary line of land use changes, as proposed in the City Centre Area Plan, that are intended to address noise issues associated with the operations of the Vancouver International Airport.

The proposed development meets the City Centre Area Plan land use and urban design objectives for this specific area of Aberdeen Village, in the proximity of the Lansdowne Mall and resolves well the need for transitioning of building mass and height from existing hi-rise buildings on the south side of Alderbridge Way, to expected future lower scale building masses with a continuous street frontage to the north of Alexandra Road.

The hotel building, at the western end of the City block, will not adversely affect the future (re)development potential of the existing commercial centre abutting the proposal to the east, nor the existing one-storey retail commercial centre to the west, across Kwantlen Street. The applicant has provided a schematic study that illustrates that full development potential of the adjacent site to the east can be realized without being impacted by the proposed development. The schematic study is in the file.

#### **General Comments. Building Massing and Form**

- Location of the hotel tower, placed toward the south portion of the site anchors the corner of Alderbridge Way and Kwantlen Street, and the lower mass of the parkade positioned toward Alexandra Road, facilitate a gradual mass and height transition from south to north.
- Proposed location for the hotel tower respond well to the difficult mass and space relationship, with present and future developments around the subject site, that have resulted from substantial road dedications and ROW's associated with development of this site that are required to implement the proposed CCAP road network in the area.
- Heights at this specific location will transition from the existing hi-rise residential towers on the south, to more compact building typology and lower heights expected on the proposed Industrial Reserve-Limited Commercial Sub-area of the Aberdeen Village to the north, across Alexandra Road, as suggested in the OCP.

- The two-storey base of the hotel tower on Alderbridge Way is set back from the alignment of the two-storey portion of the commercial building on the east side, with the tower set back to reinforce the frontage continuity along the street. The proposed PROP ROW along Alderbridge Way provides an additional setback that will facilitate enhancement of the public realm associated with the east-west Greenway proposed in the CCAP along Alderbridge Way. It is expected that redevelopment of the abutting site to the east will also provide the same building setback to continue implementing an enhanced pedestrian character for this street.
- Proposed development site planning, massing and architectural response to the challenges of building on this narrow site, which is also impacted by the dedications required by the City for street widening, is well handled.
- The four-storey parkade, street level commercial podium mass and its landscaped roof/outdoor amenity area respond well to the urban design conditions of achieving the transition/interface between the existing higher building forms to the south, and the future potential lower intensity developments areas to the north.

**General Comments. Site Planning and Architecture**

- The layby in front of the hotel lobby, on Kwantlen Street, will allow for small bus and taxi passenger pick-up and drop-off and ensure continuous flow of traffic along the street.
- The sidewalk and boulevard along Kwantlen Street follow the alignment of the layby. Weather protection is provided by a combination of portions of the building that cover the sidewalk and canopies over the hotel entrance and street-oriented uses along Kwantlen Street and a portion of Alexandra Road frontage.
- The canopy provided over the entrance to the parkade on Alexandra Road will contribute to minimize the visual impact of this opening on Alexandra Road building frontage, provide interest to the façade and maintain consistency of treatment along both Kwantlen Street and Alexandra Road building frontages.
- The hotel tower and the associated service lower podium structure include the use of the same/similar type and quality of materials, such as the use of terracotta sun shades, as dominant features on the building facades that soften the expression of the building mass. These architectural features, in addition to a combination of varying depth cantilevered balconies/planters, provide articulation to the west and south sides of the hotel tower and relate well to the existing residential buildings across Alderbridge Way.
- Hotel associated uses on the lower level of the proposed building, such as lobby, lounge/restaurant and conference room, and the proposed bar fronting Kwantlen Street and portion of the frontage on Alexandra Road, are visually connected to the adjacent streets providing interest and animation to the public realm.
- Treatment of the upper floor (penthouse restaurant) of the proposed hotel tower is expressed as a glass box covered by a soft curvilinear roof plane that is setback from the edges of the lower portion of the building, which effectively reduces the perceived overall building height. The same curvilinear roof detail is used as a steel and glass canopy over the hotel entrance on Kwantlen Street.



**Public Realm, Landscaping & Open Space Design**

- The layby area in front of the hotel entrance is proposed to be cast-in-place concrete with black stained bands for the purpose of adding a higher level of finish to the entrance.
- The portion of the sidewalk in front of the hotel is also proposed to be cast in place concrete, but with exposed aggregate banding. Frequency of the banding will be manipulated to accentuate/identify the hotel lobby entrance area. Sidewalk pavement along all streets will extend up to the building face, providing a stronger relationship between lower level land uses and the street.
- The treatment of the setback area along Alderbridge Way, covered by a PROP-ROW, include extension of the sidewalk pavement treatment up to the building face and planters and granite blocks for seating that will contribute to an interesting public realm and character of the Greenway along Alderbridge Way, as proposed in the CCAP.
- Continuous boulevards will possibly include ground covers that will help to separate pedestrians from vehicles along Alexandra Road and Alderbridge Way and at the approach to the intersection on Kwantlen Street, providing a higher sense of safety for pedestrians.
- The outdoor amenity space for hotel guests, including a small pool and roof garden accessible to all guests, is provided on top of the parkade, on Level 6, on the north side of the hotel tower. A planter and railing combination, of varying width, is provided at the perimeter of the outdoor amenity space to increase safety of guests using this deck area.
- The area of the main common outdoor amenity space for hotel guests is approximately 600.0 m<sup>2</sup> (6,458.5 ft<sup>2</sup>) in area. Direct and clear access to this space is provided from the elevator lobby and the internal corridor. This outdoor area of the building is exposed to sunlight from the southwest and west in the afternoon.
- A landscaped area is also provided on Level 3, along the Alderbridge Way side of the building; this roof garden area is associated with the patio/deck space of the only four (4) hotel suites (including three (3) HC units) provided on that level of the hotel. This private outdoor expansion area is exposed to sunlight from the south.
- The proposal includes a gym of approximately 78.0 m<sup>2</sup> (839.0 ft<sup>2</sup>) and Spa of approximately 238.0 m<sup>2</sup> (2,562 ft<sup>2</sup>) for hotel guests provided on Level 6.
- A business area including two small meeting rooms of approximately 60.5 m<sup>2</sup> (651.0 ft<sup>2</sup>) and 36.0 m<sup>2</sup> (387.5 ft<sup>2</sup>) is provided in Level 2.

**Special Needs Accommodation**

- The proposed development includes three (3) units on Level 3 that comply with all the required Basic Universal Housing features to make them accessible to a person with a disability, using a wheelchair, as described in the Zoning Bylaw. These features include, among others:
  - Each one of these hotel suites and amenity space is accessible to a person with disability from a public road and from the parking floors;
  - Automated door openers at main lobby entry and common areas;
  - Units with wider entry door opening and corridor; and
  - Accessible bathroom.



- In addition to the Universal Accessible units described above, every hotel suite includes features that facilitate use by elderly guests, such as door opening devices and fixtures that do not require tight grasping or twisting of wrist, and grab bars in bathrooms, among others.
- The proposal allocates three (3) parking spaces that meet the requirements for use by a person with disabilities using a wheelchair.

### **Sustainability Aspects**

In response to the City's commitment to long-term environmental, financial and social sustainability, the proposed development includes a series of sustainable features that include, among others:

- Use of locally/regionally harvested and manufactured products;
- Sun shading screens are proposed on the south and west sides of the building to reduce the energy consumption for cooling;
- External sun shades on the west side of the building allow sunlight but minimize heat gain;
- Green roof courtyard space provided over the parkade;
- Recycling facilities;
- Use of recycled material products or with recycled content where applicable;
- Low flow faucets and showerheads, high performance dual-flush toilets; and
- Units will have efficient fixed lights, fans and cooling/heating equipment combined with increased occupant control to decrease energy consumption.

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

CPTED principles, and lighting and signage details will be reviewed and implemented through the Development Permit review process. General comments and recommendations on this matter are as follows:

- Using reflective white paint and minimizing amount of solid walls between split-levels within the parkade.
- Incorporating glazing into vestibules and corridors to elevator lobbies and providing vision panels in all doors leading to public accessible areas (exit stairs).
- Achieving a clear separation between parking between hotel guests, and bar and penthouse restaurant patrons. Improving access route to lobby and vertical circulation from parking levels where parking for restaurant customers is provided (CPTED).
- Providing low-level lighting, pedestrian lighting or wall mounted fixtures to be considered around the outdoor amenity space on the 6th Level to increase casual surveillance from surrounding guest units.
- Providing adequate lighting along those portions of the sidewalk that extend below portions of the building.

### **Aspects of the Proposal that Need Addressing Through the Development Permit Review Process**

- Design development required to the west side of the parkade, including improvements to the portion of the parkade over the parking driveway entrance on Alexandra Road. The applicant is exploring options to provide cantilevered planters in combination with potential fenestrations or design development to parkade screen treatment similar to the sunshades and fenestrations found on the west elevation of the hotel building.

- Design development to the screen/louvers on the west and north sides of the parkade volume.
- Design development to the column proportions, spacing, height and overall expression of the lower levels of the hotel façade, including canopy, in relationship to architectural expression of hotel suites above.
- Further design refinement of the hotel entrance façade and overall streetscape to reinforce separation between vehicles and pedestrians.
- Design development to the southwest corner of the parkade mass to ensure adequate horizontal and vertical clearance is provided at the northern end of the layby in front of the hotel entrance.
- Treatment and overall architectural expression of main building façade (west) to be carried around the corners to all three (3) streetscapes.
- Design development to unifying the screening material used on building facades.
- Potential inclusion of additional accessible guest rooms and rooms with wheel-in showers rather than bathtubs in various other levels throughout the hotel.
- Developing a signage design concept and basic signage guidelines as integral part of the architectural concept.
- Complete information on landscaping drawings (i.e. identification of Class 2 bicycle rack location)
- Provision of Public Art as an integral part of the architecture of the building in close consultation with the City's Public Art Coordinator. Exploring potential integration of Public Art into canopy or parkade mass.

**Requested Variances:** No relaxation to setbacks from public streets have been identified at this stage of the development review process. Exact extent of relaxations, if needed, will only be determined at the Development Permit stage based on the adjustments to the proposal that may result from precise location of ultimate property lines and addressing issues identified by staff and the recommendations made by the Advisory Design Panel.

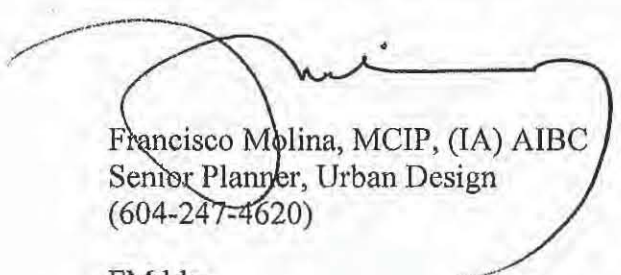
#### **Financial Impact or Economic Impact**

None.



**Conclusion**

Staff recommend this rezoning application be approved to proceed. Rezoning of the subject site complies with the objectives for the area, as indicated in the CCAP Concept during the discussions leading to this rezoning application and the current City Centre Area Plan, and on this basis, the proposed development density and land use is supportable. This development will contribute to achieving the City's envisioned urban design objectives identified in the City Centre Area Plan by enhancing the pedestrian-oriented character and quality of the public realm along Kwantlen Street and Alderbridge Way, enhance and complete the existing road network in the area and contribute to implement the long-term City Centre road network.



Francisco Molina, MCIP, (IA) AIBC  
Senior Planner, Urban Design  
(604-247-4620)

FM:blg

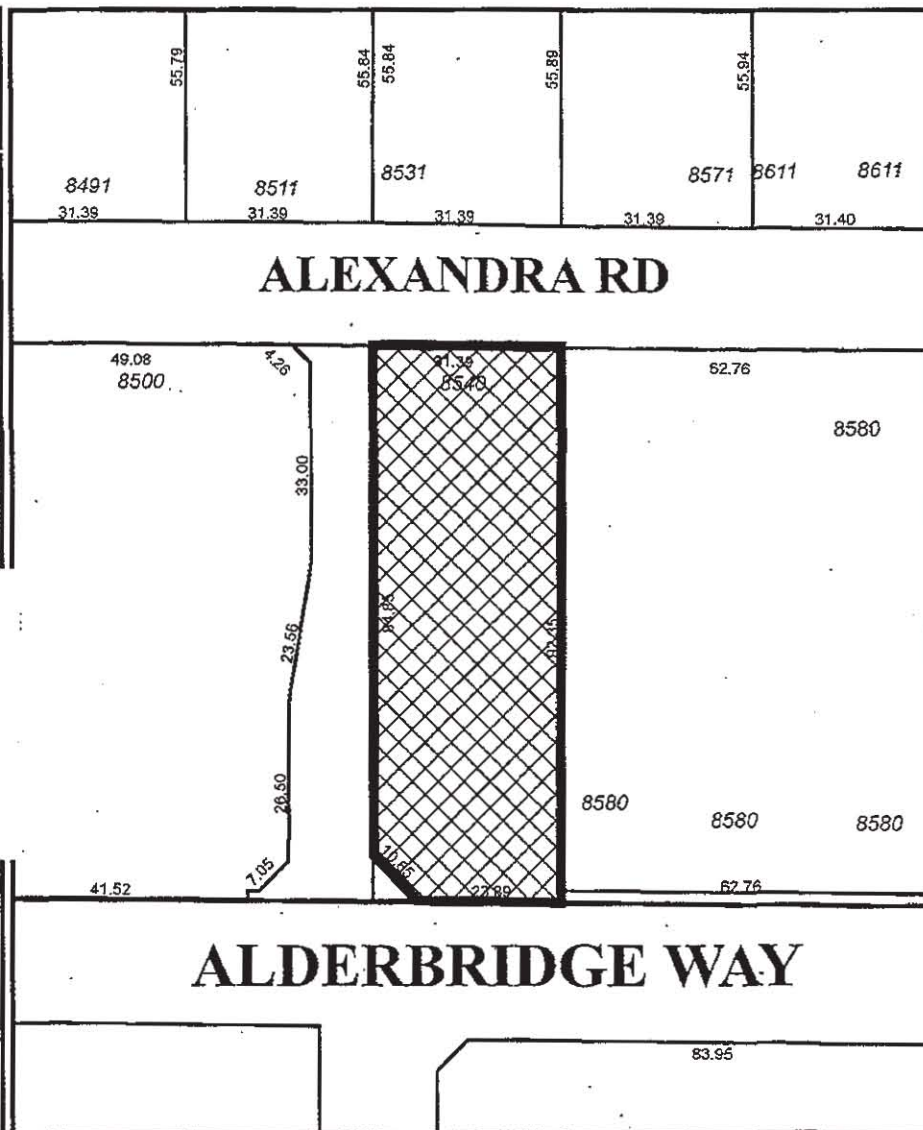
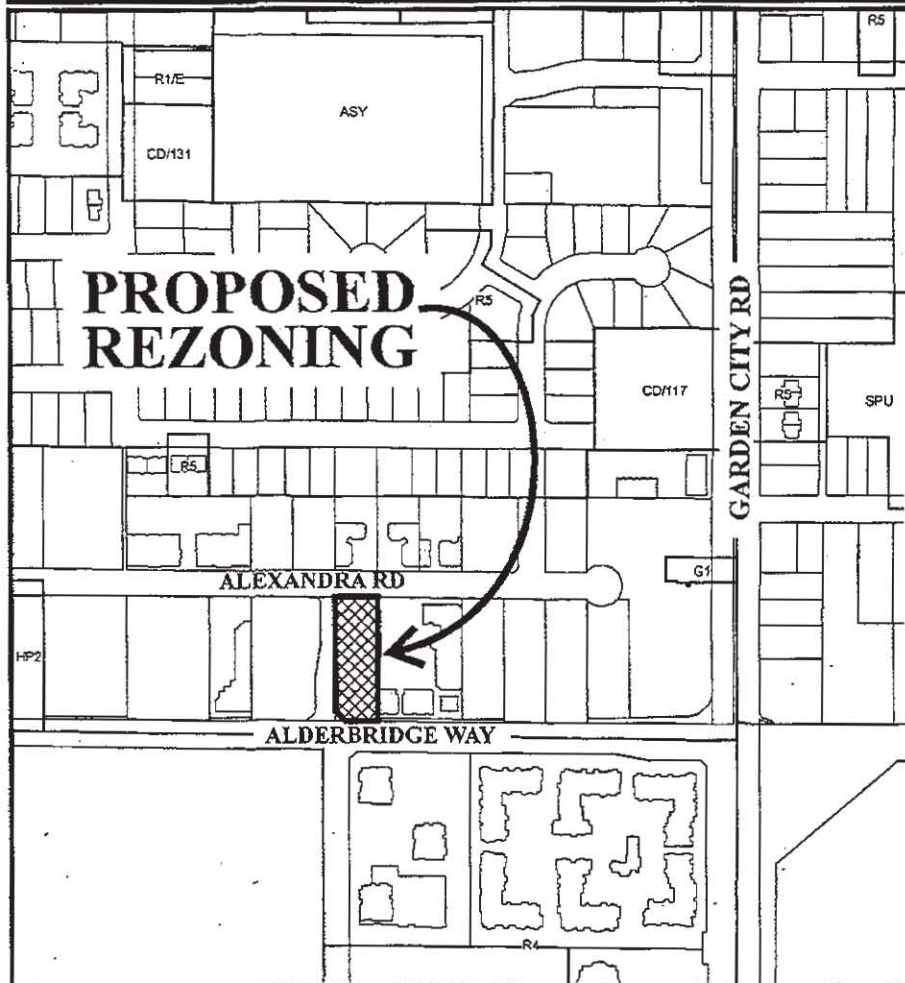
**Attachments:**

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Development Plans
- Attachment 4: Rezoning Considerations
- Attachment 5: Dedications and Right-of-Way Scheme
- Attachment 6: Excerpts from the Advisory Design Panel minutes



# City of Richmond

PLN - 45



RZ 08-423207

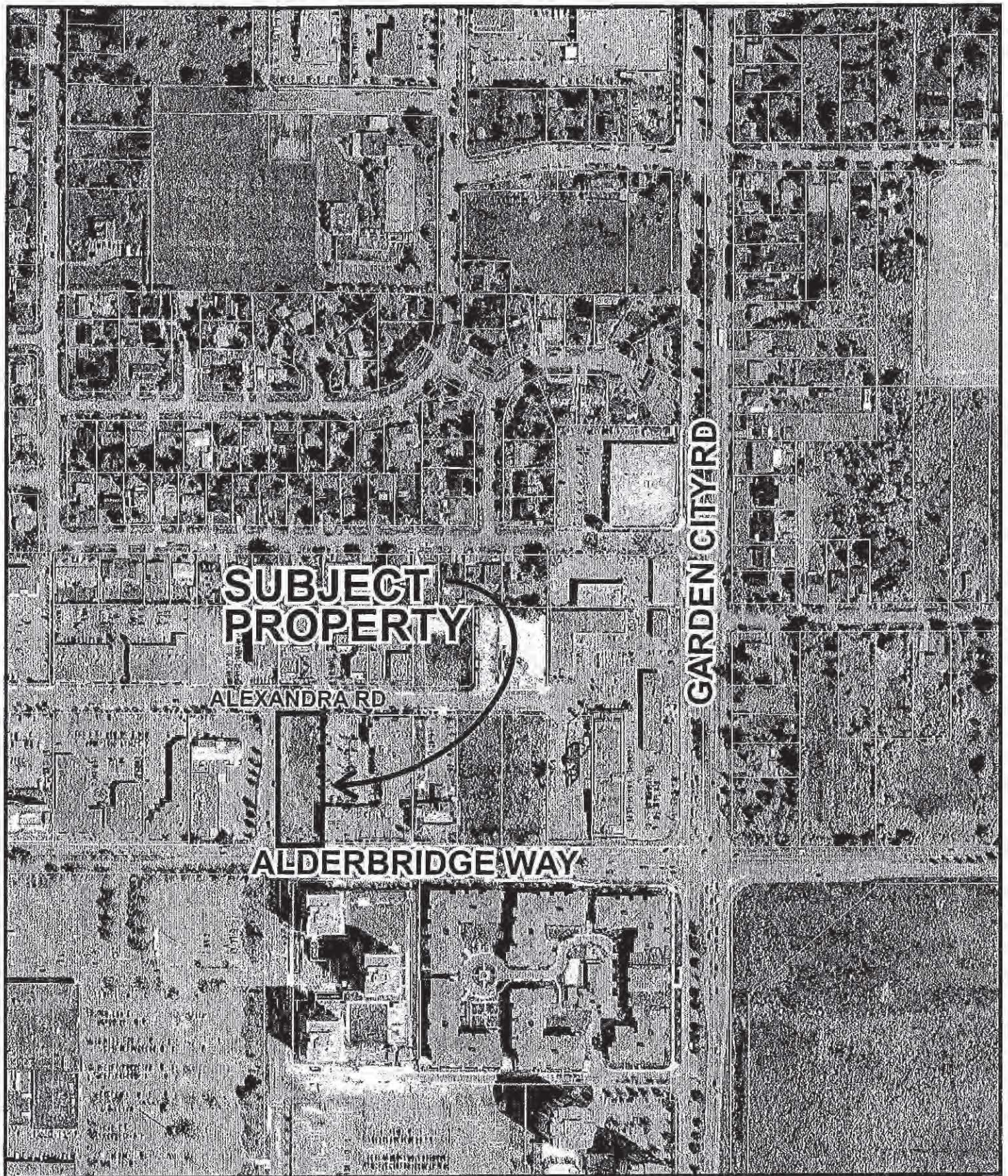
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Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1





RZ 08-423207

Original Date: 06/05/08

Amended Date:

Note: Dimensions are in METRES





## City of Richmond

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

## Development Application Data Sheet

**RZ 08-423207**

**Attachment 2**

Address: 8540 Alexandra Road

Applicant: Home Run Developments Ltd.

Planning Area(s): City Centre Area Plan (Aberdeen Village)

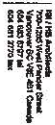
	Existing	Proposed
<b>Owner:</b>	Home Run Developments Ltd.	
<b>Site Size (m<sup>2</sup>):</b>	2,868.17 m <sup>2</sup>	2,506.01 m <sup>2</sup>
<b>Land Uses:</b>	Vacant	Hotel, Restaurant
<b>OCP Designation:</b>	Commercial	Commercial
<b>Area Plan Designation:</b>	Urban Centre (T5) (25 m) (Commercial Reserve - Mid-Rise)	Urban Centre (T5) (25 m)
<b>Zoning:</b>	Auto-Oriented Commercial (CA)	Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)
<b>Number of Units:</b>		101 hotel suites
<b>Other Designations:</b>		(Village Centre Bonus Overlay)

	Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)	Proposed	Variance
Floor Area Ratio:	Max. 3.0 FAR	3.0 FAR	none permitted
Lot Coverage – Building:	Max. 90%	Approx. 45 %	none
Lot Size (min. dimensions):	None	2,506.01 m <sup>2</sup>	none
Setback–Front (Alexandra Road) (m):	Min. 2.00 m (may be reduced to 3.0 m subject to	2.0 m	none



	<b>Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)</b>	<b>Proposed</b>	<b>Variance</b>
	conditions, as approved by the City)		
Setback–Front (Alderbridge Way) (m):	Min. 2.00 m (may be reduced to 3.0 m subject to conditions, as approved by the City)	3.16 m	none
Setback – side yard exterior (m): (Kwantlen Street)	Min. 0.50 m (may be reduced to 3.0 m subject to conditions, as approved by the City)	3.50 m	none
Setback – Interior side yard (m):	0.00 m	0.0 m to parkade (1.7m to building)	none
Height (m):	47.0 m (Geodetic)	32.0 m	none
Off-street Parking Spaces (Hotel)	48 (0.95 spaces per 2 guest sleeping rooms A 5% reduction of total required parking is applicable))	48	none
Off-street Parking Spaces (Restaurant) Main floor	15 (0.42 spaces/100 m²)	15	none
Off-street Parking Spaces (Restaurant) Penthouse	49 (8 spaces/100 m² up to 350 m², plus 10 spaces for each additional 100 m² of gross leasable floor area. A 5% reduction from the minimum required parking is applicable.)	50	none
Accessible Parking Spaces	3 spaces of the total required parking (2% of the total required parking spaces)	3	none
Small Car Parking Spaces	34 (30% or total parking required)	28	none
Off-street Parking Spaces – Total:	112	113	none
Bicycle Parking Spaces (Class 1)	16	22	none
Bicycle Parking Spaces (Class 2)	16	16	none
Amenity Space – Outdoor:		approx. 600.0 m²	none



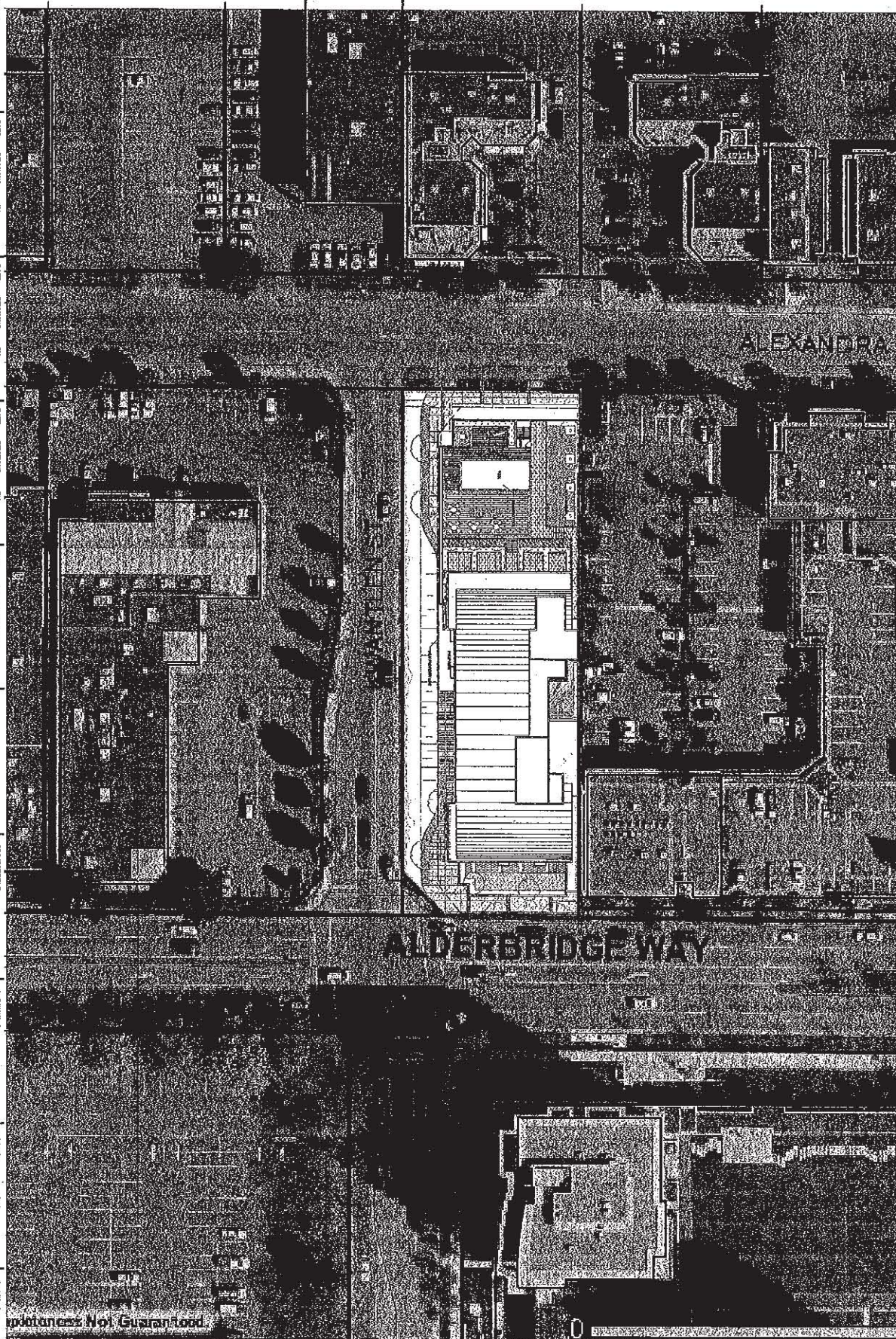


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RUN GARDEN  
RICHMOND, BC.

**SHEET TITLE:**  
**CONTEXT SITE PLAN**

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CHECKED BY:	BQ
REV. NO.:	

SHEET NO.:  
 RZ 02  
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 PROVISIONS AND SERVICES  
 PRC ACCOUNT  
 DATE: 01/01/2010

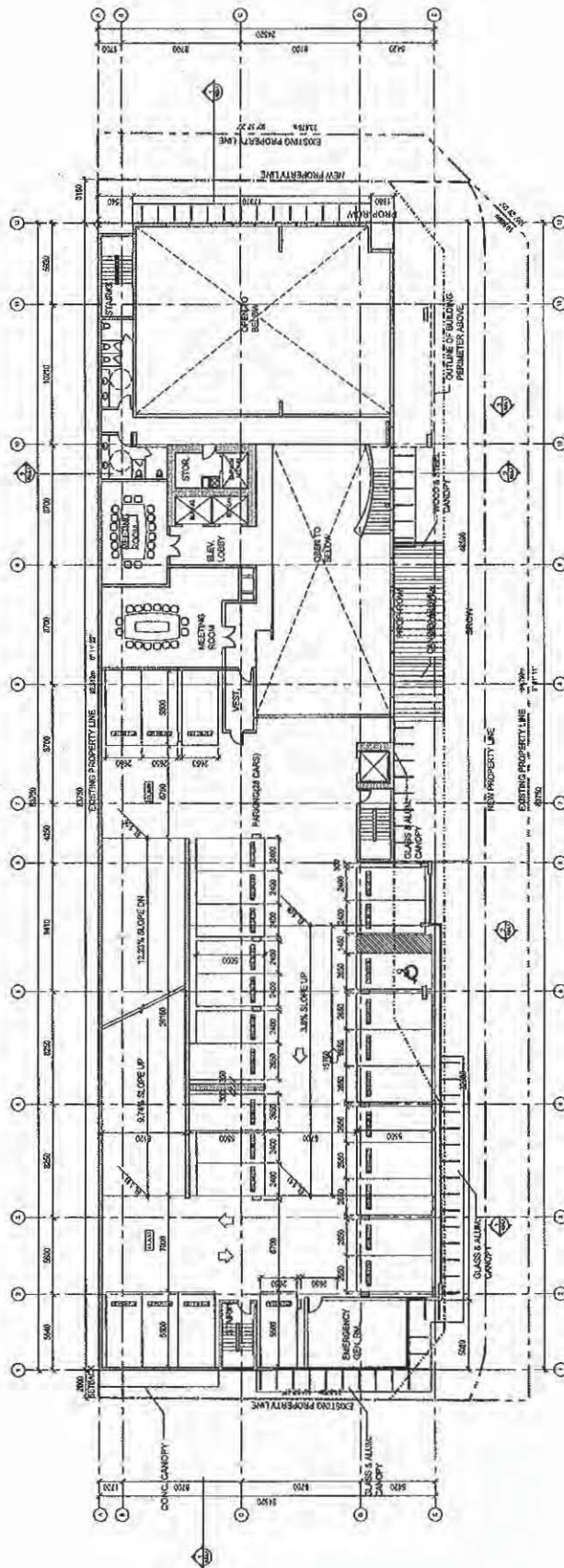










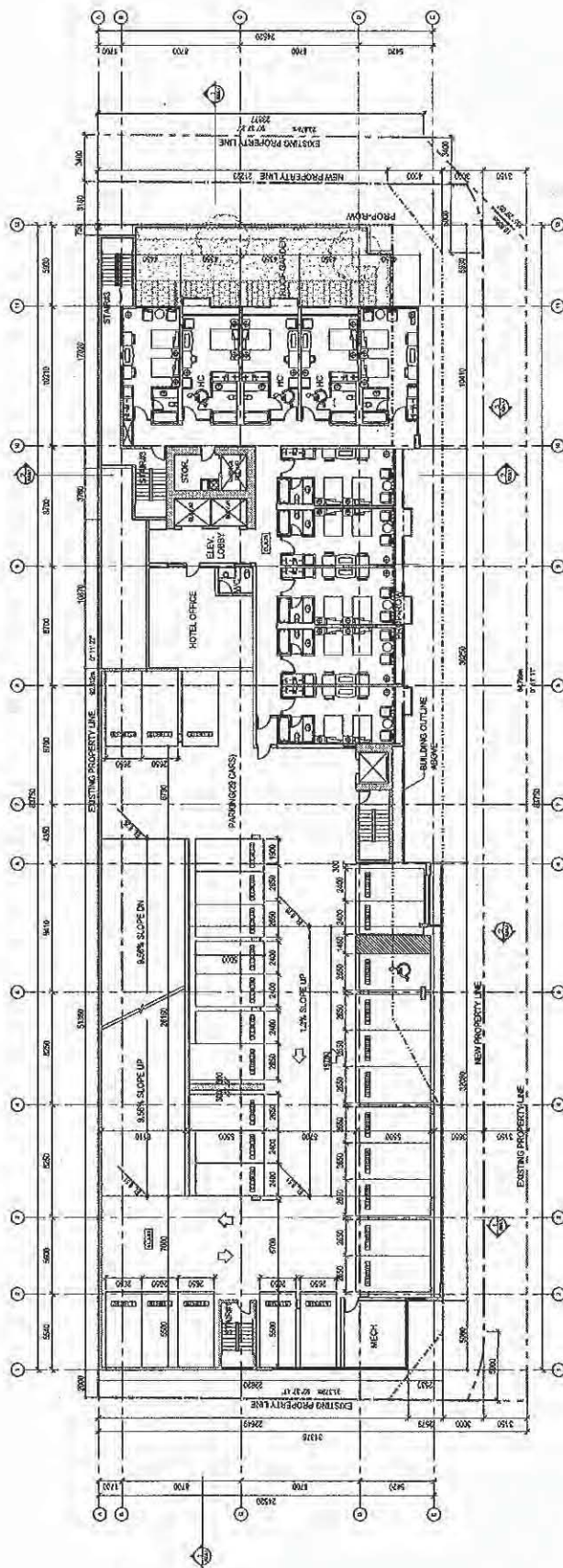


1 LEVEL 2 FLOOR PLAN

PLN - 52

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4/28



# 1 LEVEL 3 FLOOR PLAN

PLN - 53

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 CHECKED BY:  
 REV. NO.

PROJECT TITLE:  
 LEVEL 3 PLAN

PROJECT TITLE:  
 RUN GARDEN  
 RICHMOND, BC



IBI GROUP  
 100-10100 101st Ave. S.W.  
 Vancouver, BC V6C 4B1 Canada  
 604 491 2770 Fax

DATE: 11/10 BY: 34  
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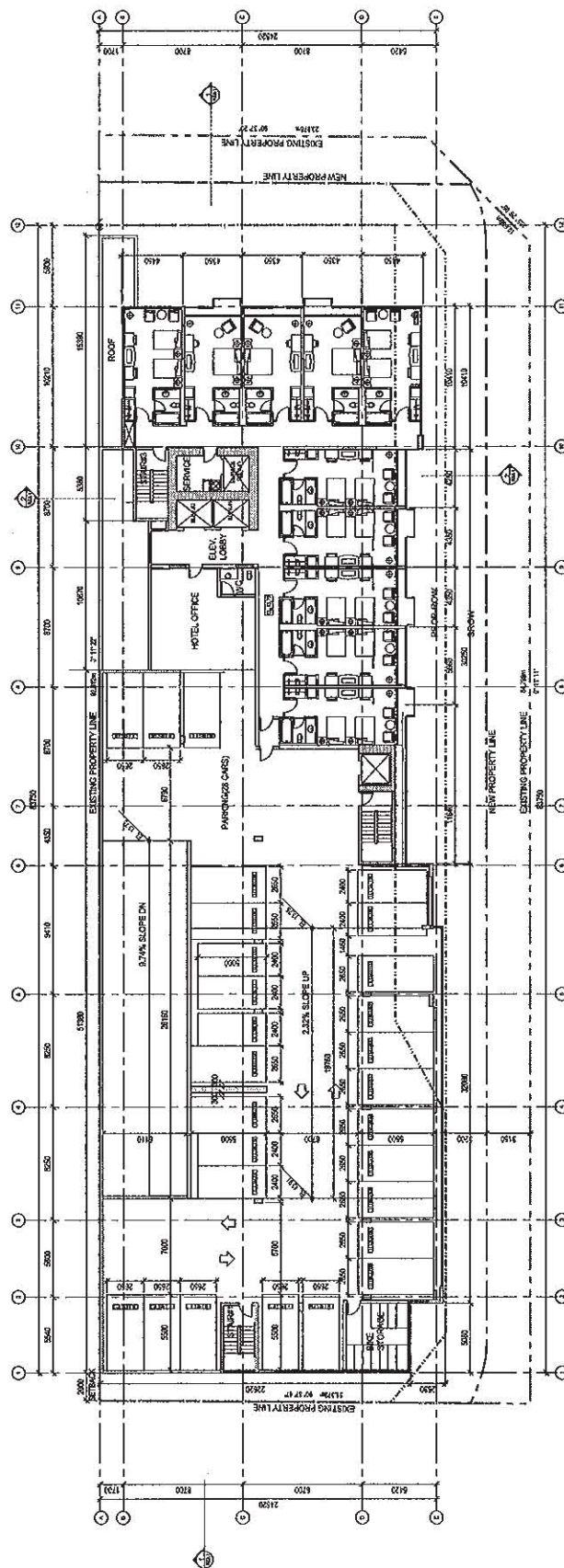
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6/28

**PLN - 55**

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CHECKED BY: BQ  
REV. NO.:

**SHEET TITLE**  
**LEVEL 5 PLAN**

PROJECT TITLE:  
RUN GARDEN  
RICHMOND, BC.



**IBI / HB Architects**  
750-1285 West Pender Street  
Vancouver BC V6E 4B1 Canada  
604-683-5297 tel  
604-683-2770 fax

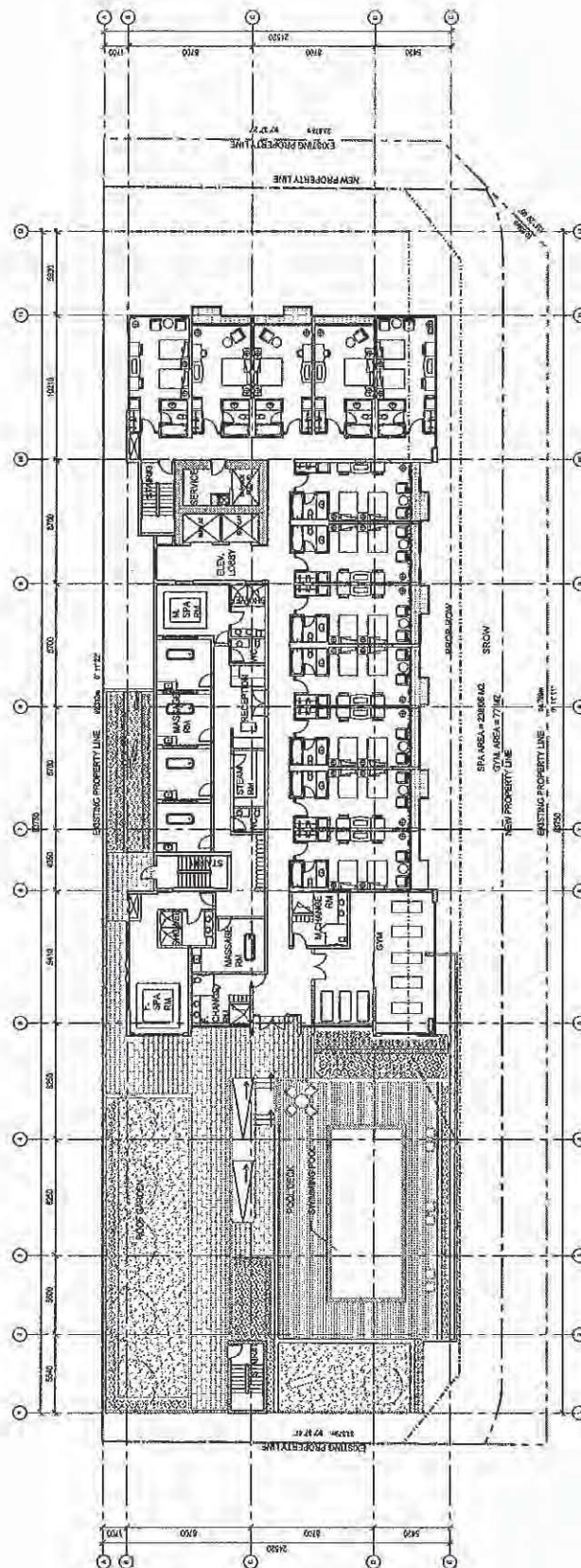
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DATE	REVISIONS	BY
1. MAY 18, 2005	ISSUED FOR RECORDING	
2. OCT. 23, 2006	RE-ORDERED FOR RECORDING	
3. OCT. 25, 2010	RE-ORDERED FOR RECORDING	
4. June 10, 2011	For Reorder	

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Information for the 1998-1999 season is available at <http://www.fishbase.org>. For more information on the project, please contact the project manager, Dr. Robert R. Warner, at [warner@fishbase.org](mailto:warner@fishbase.org).

DATE	REVISIONS	BY
1 MAY 16, 2018	ISSUED FOR REZONING	
2 OCT 22, 2018	RE-DESIGNED FOR REZONING	
2 OCT 22, 2019	RE-DESIGNED FOR REZONING	
4 JUN 13, 2011	FOR REVIEW	

DATE	REASONS	BY
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DATE	REVISIONS	BY

IBI  
HB

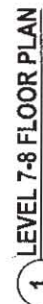
**PROJECT TITLE:**  
**RUN GARDEN**  
**RICHMOND, BC.**

SHEET TITLE:  
LEVEL 6 PLAN

JOB NO.: 15108  
DATE: 1/15/00  
SCALE: 1:150  
DRAWN BY: [signature]  
CHECKED BY: 30

HEET NO.1  
RZ 1.6  
THE DESIGNER ASSUMES ALL RISKS REGARDING  
THIS CONTRACT.  
10/20/2012

8/28



9/28





For more information, contact the author at [mschmitt@uic.edu](mailto:mschmitt@uic.edu).

10/28



SHEET NO.: RZ1.8

JOB NO.:	1510
DATE:	
SCALE:	1:150
DRAWN BY:	
CHECKED BY:	BQ
ISS. NO.	

**SHEET TITLE:**  
**LEVEL 10 PLAN**

PROJECT TITLE:  
RIVER GARDEN  
RICHMOND, BC.



888 / 188 Australia  
700-1235 West Windsor Street  
Hemel Hempstead, HX 1 1 1 Canada  
004 083 2727 101



	DATE	REMARKS	BY
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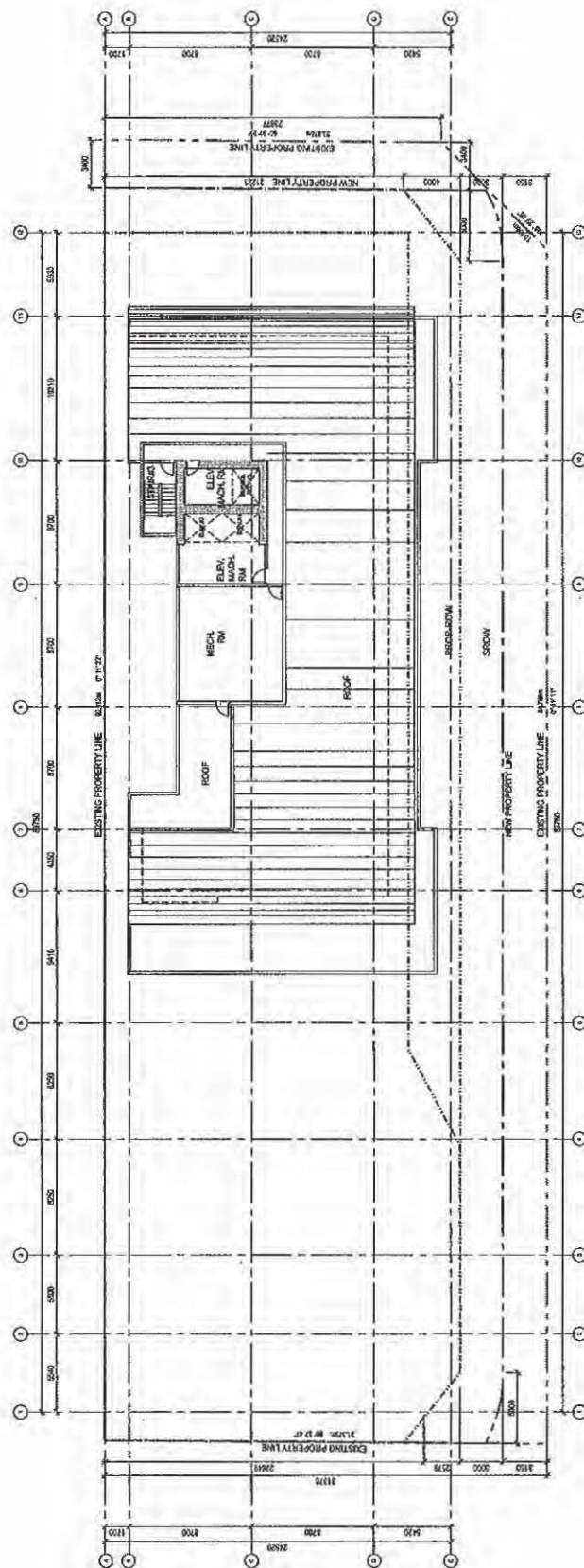
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11/11/11	RECEIVED	...

DATE	REVISIONS	BY
L. MAR. 10, 2008	ISSUED FOR BIDDING	
1. OCT. 23, 2008	RE-ESTIMATED FOR RECORDS	
3. OCT. 24, 2008	RE-ESTIMATED FOR RECORDS	

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11/28





## PLN - 60

SHEET NO.4  
PZ 1.9  
NOTE: THIS DRAWING, UNLESS OTHERWISE SPECIFIED,  
PRELIMINARY AND NOT FOR CONSTRUCTION.  
FILE NO. 100-100-100-100  
DATE: 10/10/2010

JOB NO.: 1518A  
 DATE: 1-1-53  
 SCALE: BQ  
 DRAWN BY:  
 CHECKED BY:  
 REV. NO.:

SHEET TITLE  
LEVEL ROOF PLAN

PROJECT TITLE:  
RUI GARDEN  
RICHMOND, BC,



**TBI / HB Architects**  
750-1250 West Pender Street  
Vancouver BC V6G 4R1 Canada  
604 683 8797 tel  
604 681 2770 fax

DATE	REASONS	BY
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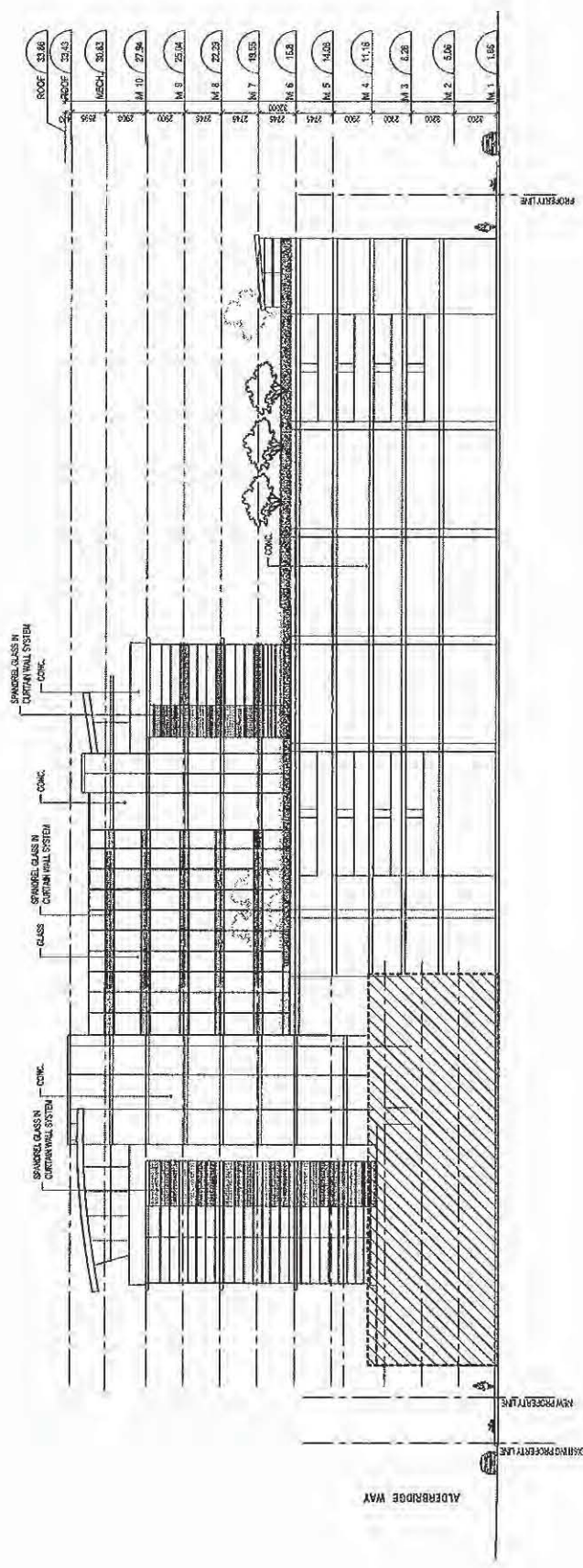
DATE	REVISIONS	BY

DATE	REVISIONS	BY
1 MAY 18, 2008	- ISSUED FOR RECORDING	
2 OCT 27, 2008	- RECHECKED FOR RECORDING	
3 OCT 27, 2008	- RECHECKED FOR RECORDING	
4 June 16, 2011	- Sp. Update	

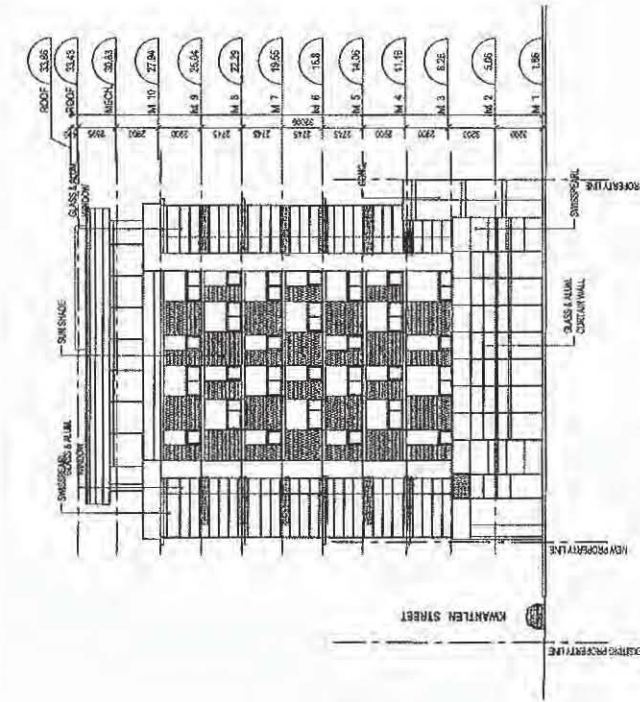
**Background:** The purpose of this study was to determine the prevalence of self-reported alcohol consumption in a sample of 1200000 U.S. adults, aged 18 years and older, who were participants in the 2002 National Health and Medical Examination Survey (NHANES).



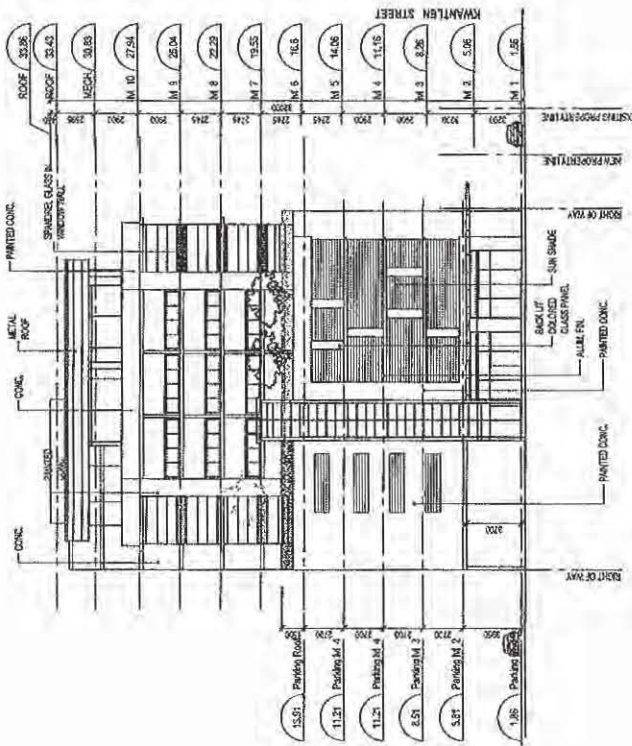




**PLN - 62**



SOUTH ELEVATION



NORTH ELEVATION

SHEET NO: RZ 2.3  
DATE: 12/15/2018  
DRAWN BY: DG  
CHECKED BY: DG  
REV. NO: 1

PROJECT TITLE: SOUTH & NORTH ELEV.  
DATE: 12/15/2018  
DRAWN BY: DG  
CHECKED BY: DG  
REV. NO: 1

PROJECT TITLE: RUN GARDEN  
RICHMOND, BC

DATE: 12/15/2018  
BY: DG  
PROJECT NO: 12/15/2018  
SHEET NO: 2.3

DATE

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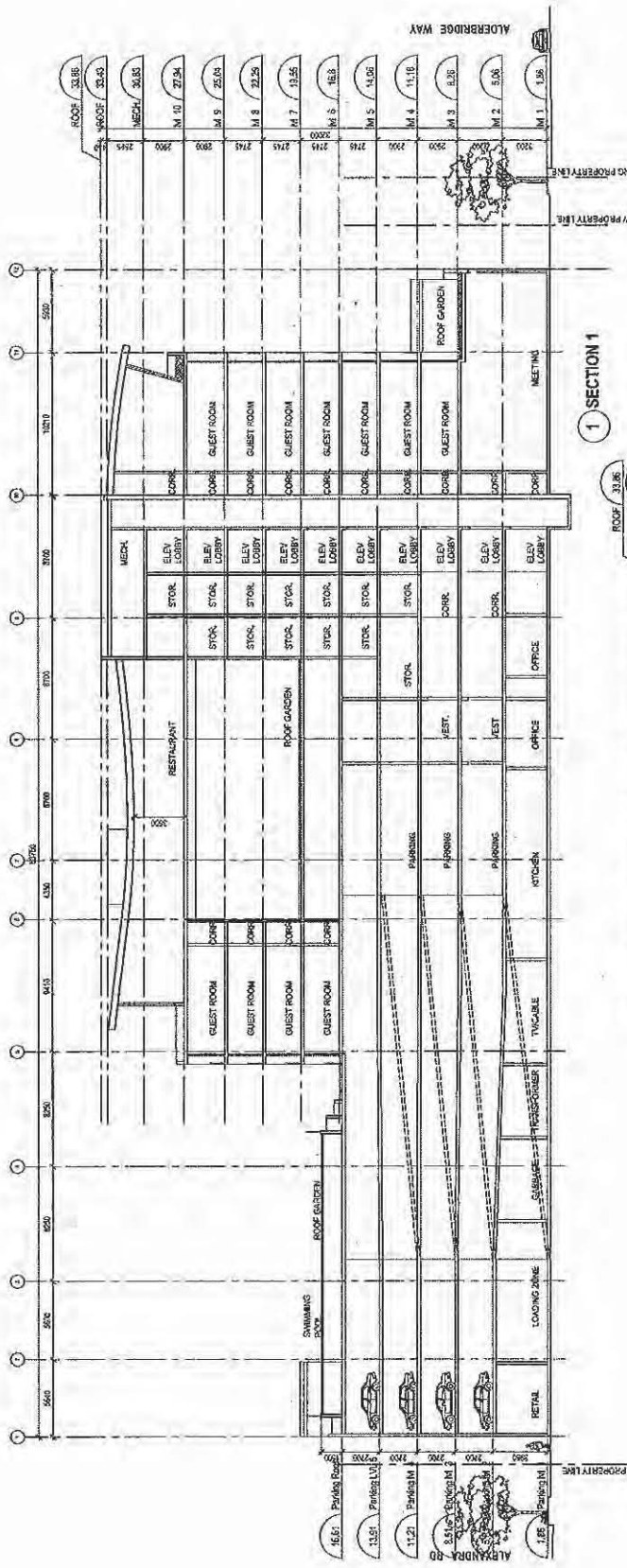
BY

DATE

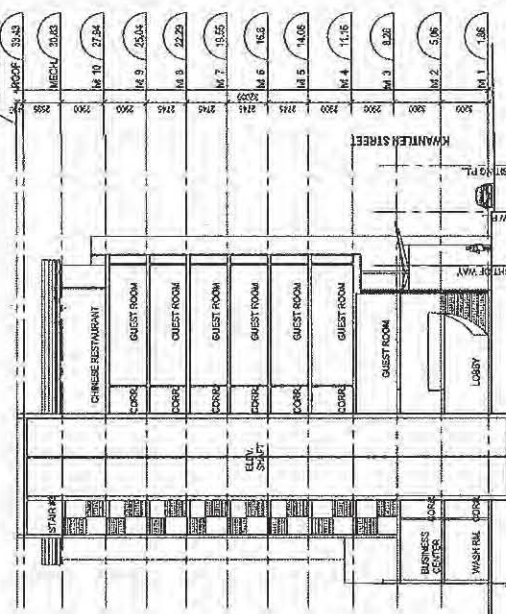
REVISIONS

15/28





1 SECTION 1



2 SECTION 2

PROJECT TITLE: RUN GARDEN, RICHMOND, BC.

101 King Road, Richmond, BC V6V 1A4  
 604-270-1234  
 604-270-1235  
 604-270-1236

DATE: 11/18/18  
 REVISIONS: BY: [ ] DATE: 11/18/18  
 REVISIONS: BY: [ ] DATE: 11/18/18

SHEET NO.: RZ 3.1

DATE: 11/18/18

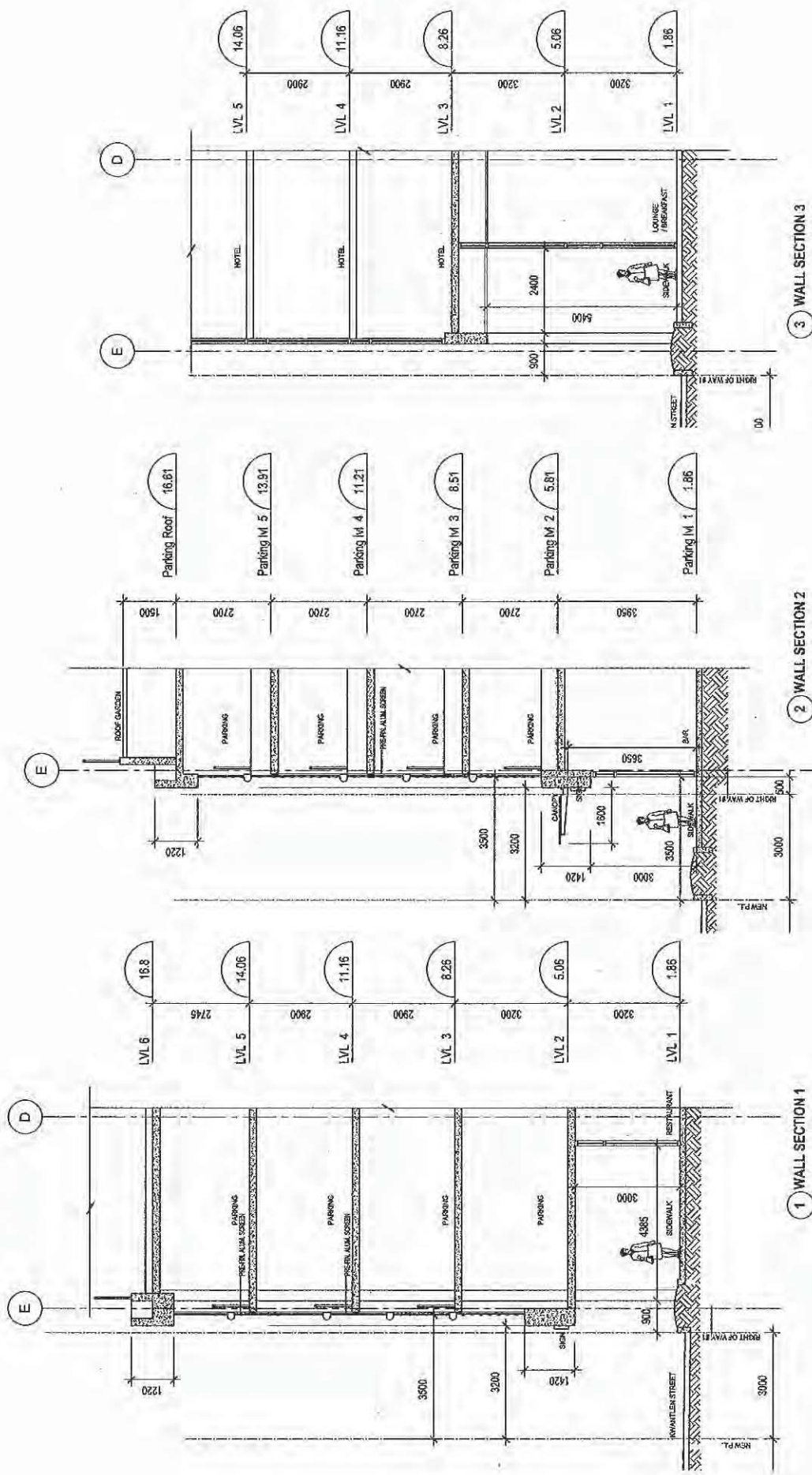
SCALE: 1/8" = 1'-0"

DRAWN BY: [ ]

CHECKED BY: [ ]

REV. NO.: 1

16/28



PLN - 65

<p>1. I have prepared this plan in accordance with the requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the applicable local codes and ordinances.</p> <p>2. I am a duly Licensed Professional Engineer in the State of Virginia, and I am the author of this plan.</p> <p>3. I have prepared this plan in accordance with the requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the applicable local codes and ordinances.</p> <p>4. I have prepared this plan in accordance with the requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the applicable local codes and ordinances.</p> <p>5. I have prepared this plan in accordance with the requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the applicable local codes and ordinances.</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>	<p>DATE: 11/15/2017</p> <p>REVISIONS BY: [Signature]</p> <p>REVISIONS: 1. 11/15/2017 - ISSUED FOR PERMITTING</p>
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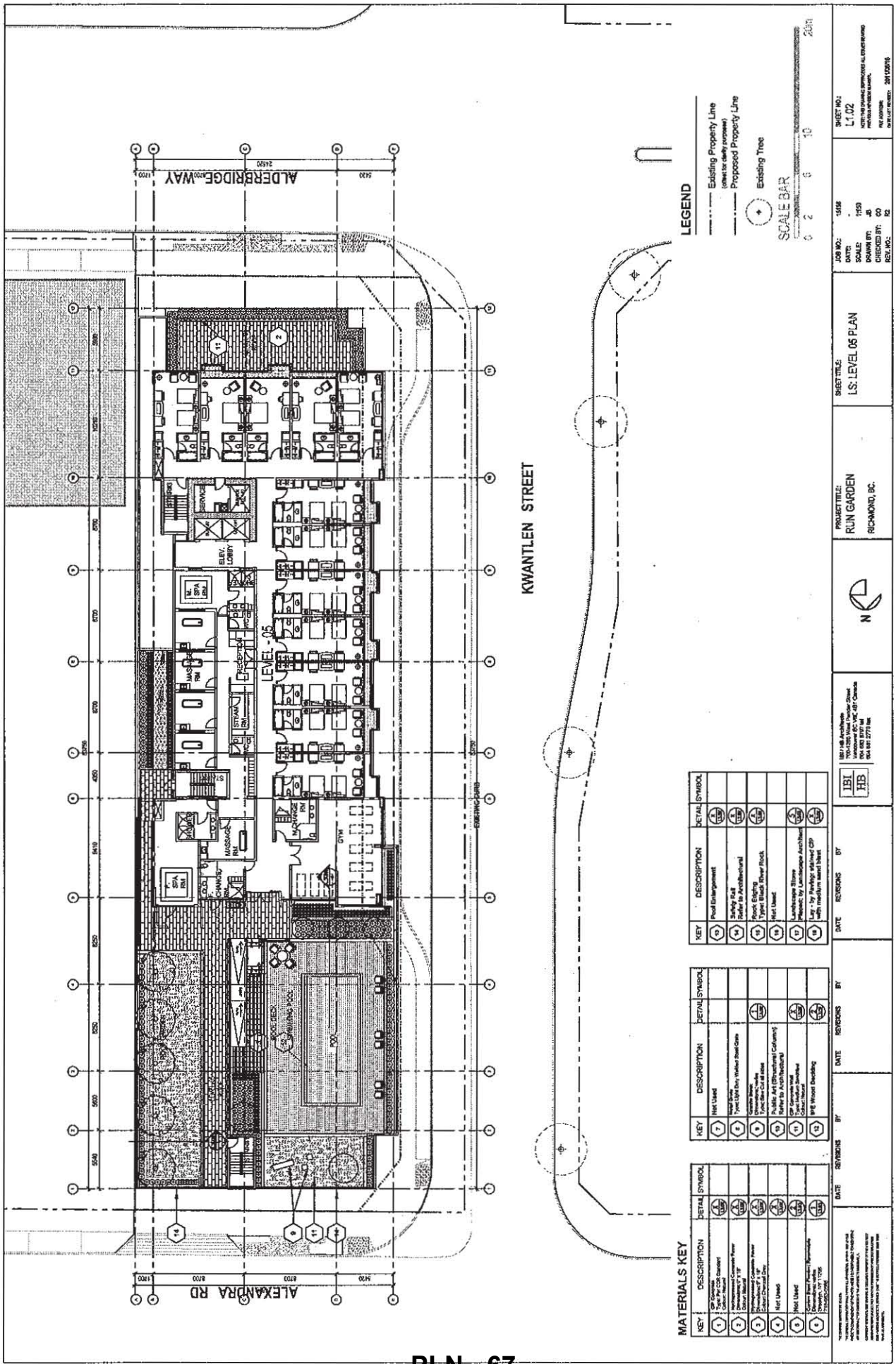
17/28







19 h d



PLN - 67

MATERIALS KEY

KEY	DESCRIPTION	DETAIL SYMBOL
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2	100% Recycled Concrete	(Symbol)
3	100% Recycled Concrete	(Symbol)
4	100% Recycled Concrete	(Symbol)
5	100% Recycled Concrete	(Symbol)
6	100% Recycled Concrete	(Symbol)
7	100% Recycled Concrete	(Symbol)
8	100% Recycled Concrete	(Symbol)
9	100% Recycled Concrete	(Symbol)
10	100% Recycled Concrete	(Symbol)

KEY	DESCRIPTION	DETAIL SYMBOL
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12	100% Recycled Concrete	(Symbol)
13	100% Recycled Concrete	(Symbol)
14	100% Recycled Concrete	(Symbol)
15	100% Recycled Concrete	(Symbol)
16	100% Recycled Concrete	(Symbol)
17	100% Recycled Concrete	(Symbol)
18	100% Recycled Concrete	(Symbol)
19	100% Recycled Concrete	(Symbol)
20	100% Recycled Concrete	(Symbol)

KEY	DESCRIPTION	DETAIL SYMBOL
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22	100% Recycled Concrete	(Symbol)
23	100% Recycled Concrete	(Symbol)
24	100% Recycled Concrete	(Symbol)
25	100% Recycled Concrete	(Symbol)
26	100% Recycled Concrete	(Symbol)
27	100% Recycled Concrete	(Symbol)
28	100% Recycled Concrete	(Symbol)
29	100% Recycled Concrete	(Symbol)
30	100% Recycled Concrete	(Symbol)

LEGEND

- Existing Property Line
- Proposed Property Line
- Existing Tree

SCALE BAR  
0 2 4 6 8 10 20m

NOTES:  
1. ALL DIMENSIONS ARE IN METERS.  
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

DATE: 10/10/2010  
BY: [Signature]  
DATE: 10/10/2010  
BY: [Signature]

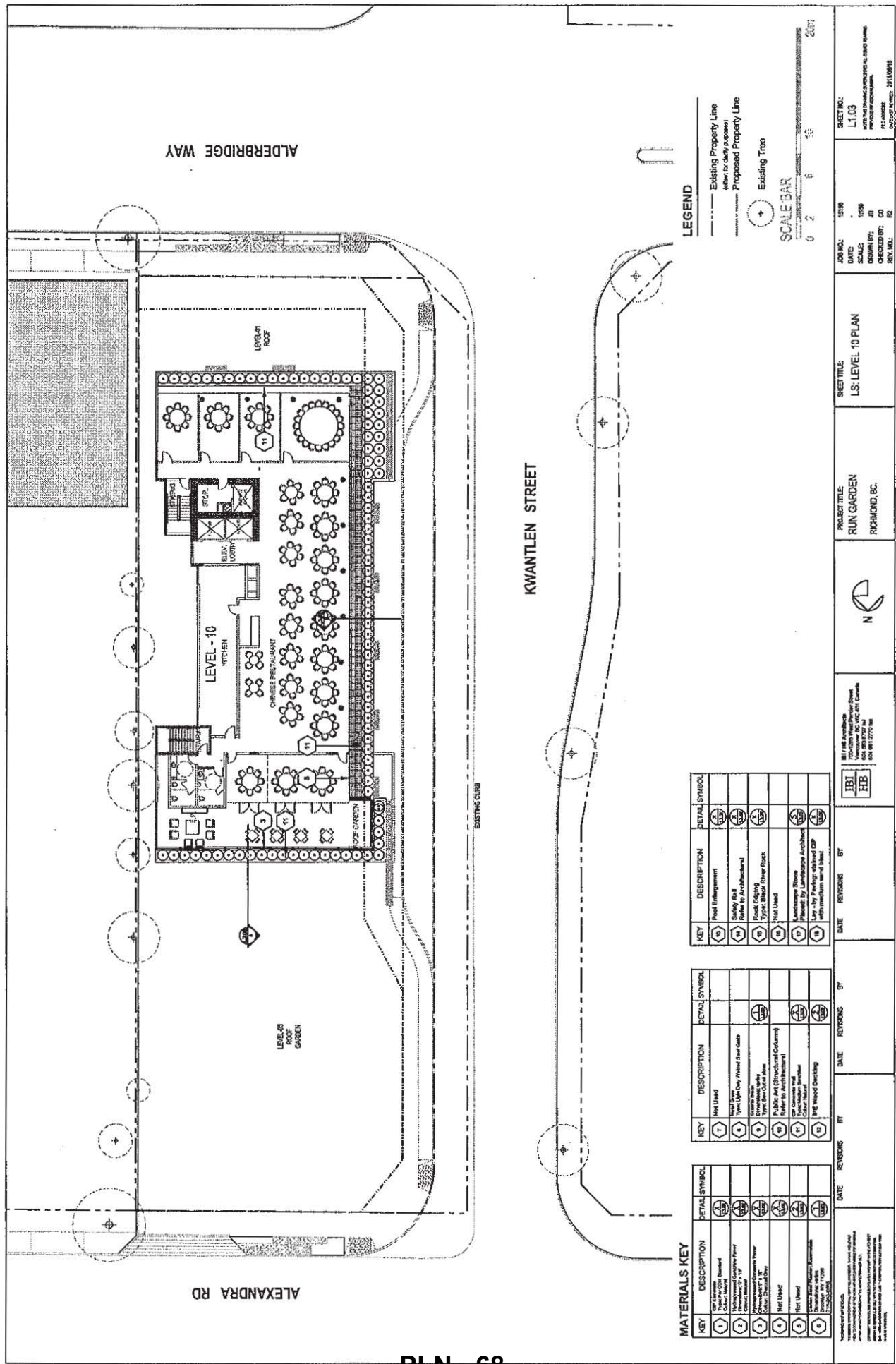
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BY: [Signature]  
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BY: [Signature]

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BY: [Signature]  
DATE: 10/10/2010  
BY: [Signature]





ALDERBRIDGE WAY

KWANTLEN STREET

ALEXANDRA RD

LEGEND

- Existing Property Line (Refer to daily survey)
- Proposed Property Line
- Existing Tree

SCALE BAR  
0 2 6 10 20m

MATERIALS KEY

KEY	DESCRIPTION	DETAIL SYMBOL
1	Concrete Slab (150mm thick)	(Symbol)
2	Concrete Slab (100mm thick)	(Symbol)
3	Concrete Slab (75mm thick)	(Symbol)
4	Concrete Slab (50mm thick)	(Symbol)
5	Concrete Slab (25mm thick)	(Symbol)
6	Concrete Slab (10mm thick)	(Symbol)

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12	Not Used	(Symbol)

KEY	DESCRIPTION	DETAIL SYMBOL
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15	Not Used	(Symbol)
16	Not Used	(Symbol)
17	Not Used	(Symbol)
18	Not Used	(Symbol)

NOTES:  
1. All dimensions are in millimeters unless otherwise stated.  
2. All dimensions are to the centerline of the wall or column unless otherwise stated.  
3. All dimensions are to the finished floor level unless otherwise stated.  
4. All dimensions are to the finished ground level unless otherwise stated.  
5. All dimensions are to the finished roof level unless otherwise stated.

DATE: 10/10/2018 BY: [Signature]

DATE: 10/10/2018 BY: [Signature]

PROJECT TITLE: RUN GARDEN RICHMOND, BC

SHEET TITLE: LS: LEVEL 10 PLAN

JOB NO.: 15186  
DATE: 10/10/2018  
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CREATED BY: [Signature]  
REV. NO.: 01  
REV. DATE: 20/10/2018

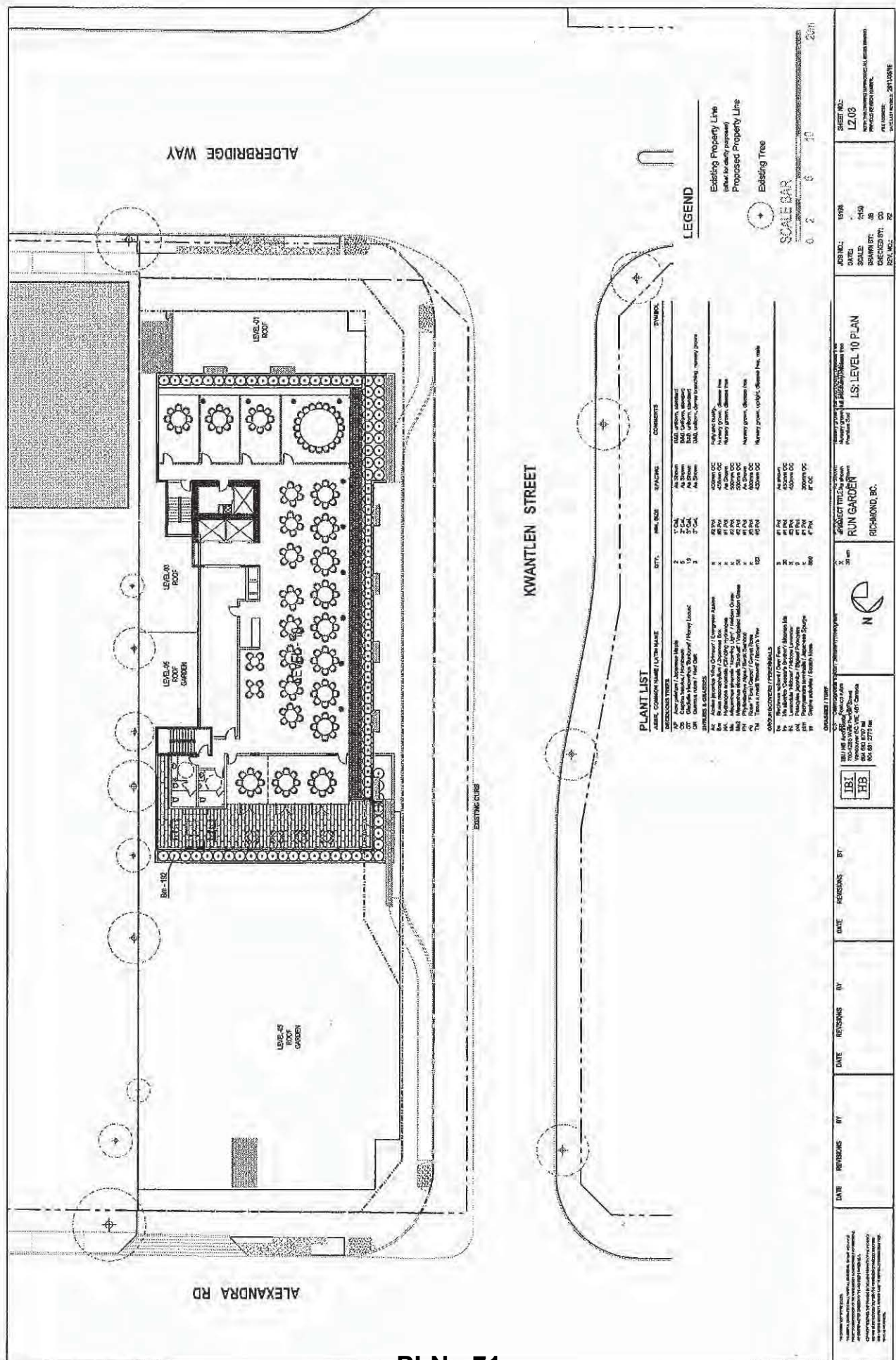
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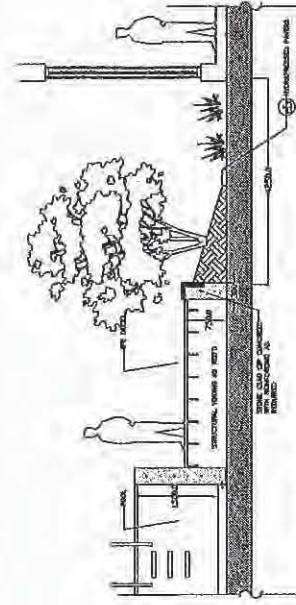
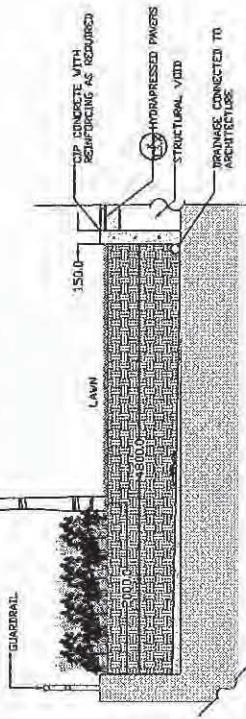
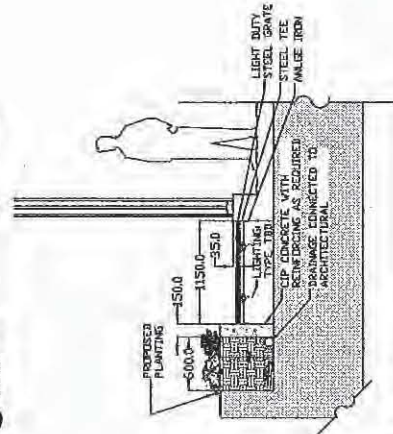
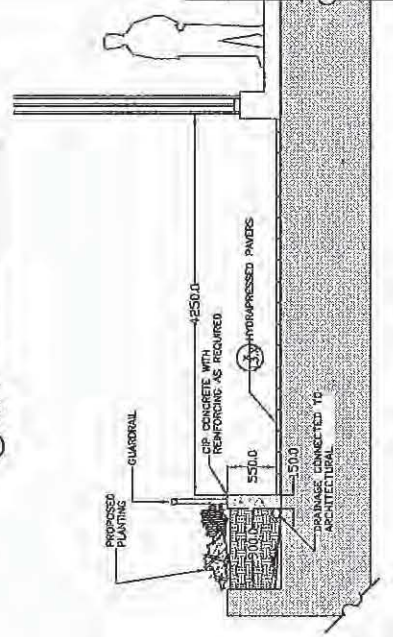
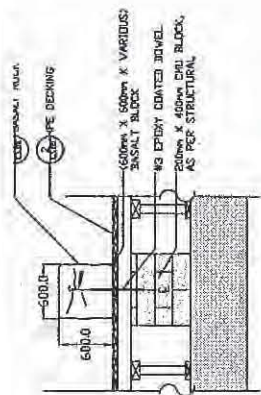
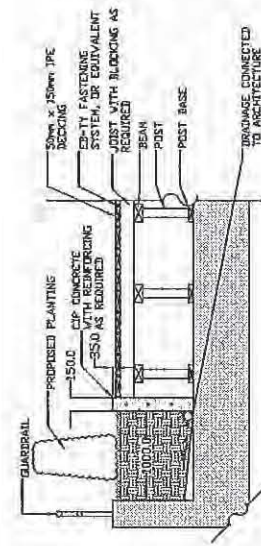
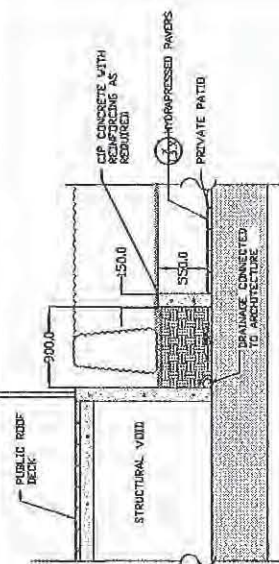






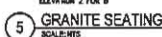
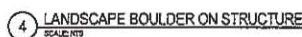




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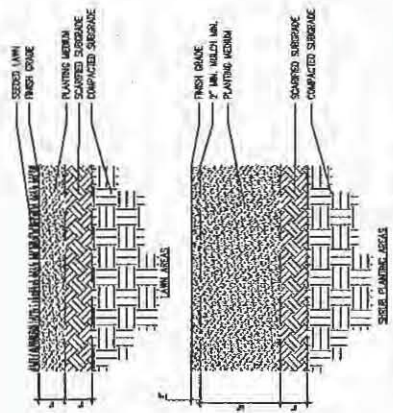




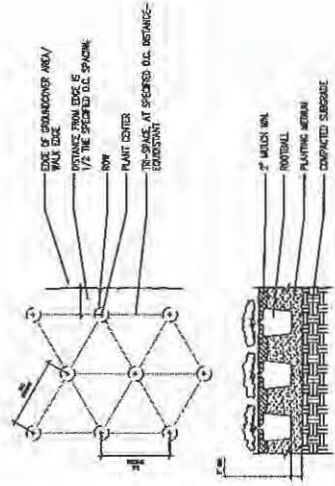


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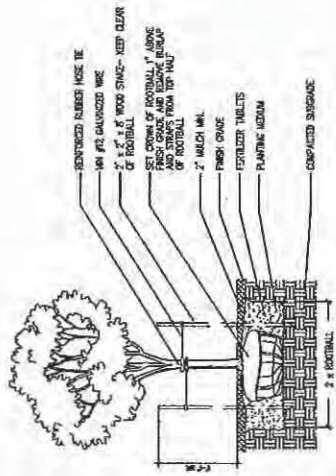
26/28



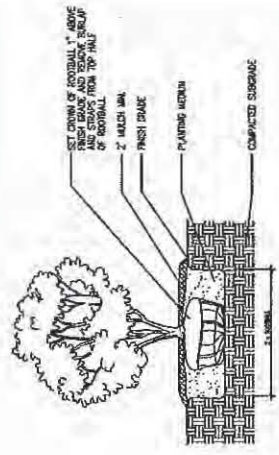
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SCALE  
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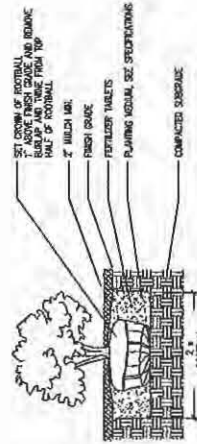
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② DECIDUOUS TREE PLANTING  
SCALE  
NTS



③ MULTI-STEM TREE PLANTING  
SCALE  
NTS



⑤ GROUNDCOVER PLANTING  
SCALE  
NTS

PROJECT TITLE <b>RUN GARDEN</b> RICHMOND, BC	SHEET TITLE <b>LS: DETAILS</b>	JOB NO. 13189	SHEET NO. 14.01
IBI HB	DATE 11/19	DATE 11/19	DATE 11/19
1700-1800 West Broadway Drive Vancouver, BC V6J 1A1 604 681-2770	DRAWN BY JZ	CHECKED BY JZ	PROJECT NO. 201100114
DATE 11/19	DATE 11/19	DATE 11/19	DATE 11/19







## Rezoning Considerations

**8540 Alexandra Road**

**RZ 08-423207**

Prior to final adoption of OCP Amendment Bylaw No. 8728 and Zoning Amendment Bylaw No. 8729, the developer is required to complete the following:

1. Required land dedication and Public Rights of Passage Rights-of-Way (PROP ROW) include:
  - a. 3.15m wide dedication along the west PL (i.e., Kwantlen Street frontage). This includes following the ultimate curb & gutter at both intersections)
  - b. 3.4 m wide dedication along the south PL (i.e., Alderbridge Way frontage)
  - c. 3.0 m wide PROP ROW along the new west PL to accommodate proposed lay-by, tree boulevard and sidewalk, including a 4mx5m corner cut on the northwest (Kwantlen/Alderbridge Way) and southwest (Kwantlen Street/Alexandra Road) corners. Note that the 4 m is the offset distance measured from the Kwantlen ROW line while the 5 m is the offset distance measured from Alexandra Road property line and from Alderbridge Way new property line.
  - d. A volumetric PROP ROW is required along the Kwantlen Street frontage behind the line of the ROW to ensure adequate horizontal and vertical clearance is provided. The width of the volumetric PROP ROW would range between 3.65 m (where the layby is) and 0.5 m (where there is no layby), measured from the SROW along the new west property line. The height of the volumetric PROP ROW would range between 3.0 m (to ensure adequate height for pedestrians) and 5.4 m (to ensure adequate height for vehicles, including min. 0.9 m offset from the face of the curb).
  - e. An additional 3.16 m wide PROP ROW required for the greenway and sidewalk along Alderbridge Way.
2. Registration of Public Right-of-Passage (PROP) Statutory Right-of-Way (ROW) as described in paragraph 1 (c), (d) and (e) above.
3. Option to Purchase/Dedicate the ROW areas described in paragraphs 1 (c) in favour of the City for nominal consideration.
4. Section 219 Covenant(s) providing for no Stratification (Subdivision by way of Strata Plan) and no occupancy of lands until the ROW areas described in paragraphs 1 (c) have been transferred to or dedicated to the City
5. Entering into a legal agreement to ensure that the maximum noise level (decibels) within the hotel suites is no greater than 35 decibels (dBA).
6. Registration a Flood Indemnification Covenant on title.
7. City acceptance of the developer's contribution of \$48,555.43 towards Public Art. A Letter of Credit in the equivalent amount, along with a legal agreement regarding the provision of Public Art on site is also acceptable.
8. City acceptance of voluntary contribution of \$20,231.43 toward community planning costs associated with the new City Centre Area Plan and receipt of a letter from the applicant confirming the terms of the contribution and provision of the contribution.
9. Processing a Development Permit application to a satisfactory level as determined by the Director of Development.



10. Enter into the City's standard Servicing Agreement to design and construct frontage works and improvements, and service upgrades to sanitary and storm sewer. Works include, but are not limited to:
11. Storm Sewer. Upsizing from 750mm to 900mm diameter, from the intersection of Alderbridge & Kwantlen to the intersection of Alexandra & Kwantlen, on a manhole-to-manhole basis (about 100m).
12. Sanitary Sewer. Upsizing (manhole to manhole) from 250mm to 375mm diameter, from the intersection of Brown & Leslie, west along Leslie for about 270m across Hazelbridge, to the manhole at the west Property Line of 8140 Leslie.

Frontage Works

- a. Along the Alderbridge Way frontage, provide a 2m wide boulevard and 2m wide sidewalk, behind the existing curb/gutter.
- b. Along the Alexandra Road frontage, provide a 2m wide boulevard and 2m wide sidewalk, behind the existing curb/gutter.
- c. Road widening along the Kwantlen Street frontage to accommodate the following cross-section (from west to east):
  - Maintain existing curb/gutter on the west side
  - Pavement width of 15.1m wide at the Alderbridge Way intersection, transition to 11.45m wide at the Alexandra Road intersection (please refer to the road functional drawings for details).
  - 3m wide layby
  - 0.15m wide curb/gutter
  - 1.5m boulevard outside the layby area
  - 2m wide sidewalk

Signal Works. Traffic signal modification and upgrades at the Kwantlen Street/Alderbridge Way intersection, including but not limited to:

- Removal of signal pole, base and hardware located in the N/E corner of the intersection.
- Supply and install new base, pole and hardware in the N/E corner. (City Centre decorative pole & street light fixture.)
- Replacement of vehicle detection due to off-site works and installation of new detection as per changes in road geometry.
- As required, installation of new conduits (Electrical & Communications) and new signal indications, relocation and/or replacement of junction boxes, and replacement of communications cable, electrical wiring/cable and new service conductors.
- Installation of APS (Accessible Pedestrian Signals)
- Installation of illuminated street name sign(s).

**NOTE:** Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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

[Signed original on file]

---

Signed

---

Date





**SHEET TITLE**  
**SITE PLAN**

PROJECT TITLE:  
RUN GARDEN  
RICHMOND, BC.



888 / 1-888 Architect  
700-1235 West Pender Street  
Vancouver BC V6E 4B1 Canada  
604 683 8707 Int.  
604 681 2770 Fax



BY

## FORMS

PE

DATE \_\_\_\_\_

BY

## DISCUSSION

RE

DAY

BY

## SHOWS

**REF**

**DATE**

**REFERENCES**

**DISCUSSION**

—

**Excerpts from the Minutes from the  
Advisory Design Panel  
Wednesday, November 4, 2009**

Time: 4:00 p.m.

Place: Room M.1.003  
Richmond City Hall

Present: Joseph Fry, Chair  
Dean Gregory  
Gary Fields  
Agatha Malczyk  
Norm Chin  
Thomas Leung  
Willa Walsh

Also Present: Sara Badyal, Planner  
Francisco Molina, Senior Planner, Urban Design  
Rustico Agawin, Committee Clerk

Absent: Kush Panatch  
Tom Parker  
Cst. Derek Cheng

The meeting was called to order at 4:07 p.m.

1. MINUTES

It was moved and seconded

*That the minutes of the meeting of the Advisory Design Panel held on Wednesday, October 21, 2009 be adopted.*

**CARRIED**

2. RZ 08-423207 – HOTEL CONTAINING APPROXIMATELY 101 SUITES AND ASSOCIATED FACILITIES, 209.50 SQ. M. (2,255 SQ. FT.) OF STREET-FRONTING COMMERCIAL RETAIL AND A PENTHOUSE RESTAURANT

ARCHITECT: IBI/HB Architects, James Hancock/Bill Quan

PROPERTY LOCATION: 8540 Alexandra Road



## Panel Discussion

### Comments from the Panel were as follows:

- project is nice; applicant is encouraged to work with the City to replace lawn with shrub and ground cover planting in the boulevards where there is no parking on the street allowed; consider additional paving at the pedestrian drop-off lay-by area where there is heavy pedestrian traffic;
- location of public art at the front face of the building is appropriate considering the narrow site; creating a free-standing piece of public art in the site would be difficult; integrating public art into the columns is a good idea; look at the variety of public art themes in neighbouring developments which range from traditional to modern; early integration of public art in the development is encouraged; consider an open public art competition to gather ideas on public art in the project which is the preferred method of the Public Art Commission;
- building form is good given the narrow site; green roof is nicely done; ensure that a formal traffic study by an engineer is done; concern on the closeness of the parkade entrance to the intersection of Alexandra Road and Kwantlen Street; 88 parking stalls provided in the development may meet by-law requirements but may not be sufficient to serve two major restaurants and 101 hotel rooms; difficult to find parking space along Alexandra Road; consider providing more parking stalls in the development;
- consider further design development of the entrance canopy; consider treatment of east elevation as 10-storey building will stand out alone among lower buildings in the east-west direction; provide continuity of parkade design in Alexandra Road elevation;
- building form and character is very striking ; massing is appropriate; concern on the parking impact of two restaurants and hotel on an already high traffic area; applicant and Engineering need to resolve this issue; consider using only one instead of two screening materials to address long-term maintenance concerns particularly the possible uneven discoloration of the materials over time that may change the look of the building; consider continuing the aluminum screening around the parkade over the entry driveway and wrap around partially on the east façade; continuing canopy along Kwantlen Street to tie the two building corner volumes is a good approach; however, consider defining main entry of the hotel to make it more distinguishable; further design development is necessary; concern on form of the east side of the building; concern on the livability of  
| suites facing the Zen garden and impact of overhanging upper floor restaurant which restricts daylight to this side;
- sophisticated building from a massing perspective; form and character is distinct; concern on how the terracota sunscreen will look from inside and outside of the building; concern on canopy on the lay-by area; very tight streetscape; potential conflict at the north end of the lay-by where the parkade mass projects into the lay-by; study the height and depth of the canopy as it relates to the lay-by;



- applicant needs to make a decision whether the canopy should be part of a streetwall or something iconic; suggest that it should be something more of the latter; define the entry; canopy should also provide weather protection for people; should be bigger and broader than what is shown in the rendering but not as simplified as seen in the model;
- consider integrating public art into canopy rather than introducing column form; consider slight elevation and higher quality of paving materials on the lobby area; consider more seating on lobby area rather than on the area fronting Alderbridge Way; agree with comments to replace lawn fronting Kwantlen Street with shrubs;
- good visual presentation of the project with many details provided; project is in early stage but consider bringing mechanical engineer on board already; the development will have a lot of mechanical systems – cooling towers, restaurant exhaust and air handling units will significantly impact on the form of the roof which is an important element of the project; consider different treatments and expressions for the two different screening materials; address sustainability in the project; horizontal screening may not be effective on the western elevation; provide true expression of glazing systems (curtain or window wall) in the next phase of the project; and
- contemporary building has incongruous post-modern corner towers; consider contemporary expression for entire building and use Seasons project located across the street as a benchmark for project design; project design should have a more open expression.

*The following comments submitted by Tom Parker were read by the Chair:*

- accessible design features appear to be provided only in 3 out of the 101 guest rooms and these appear to be provided only on the lowest level (almost exclusively a disability floor);
- the segregation of these desirable units is inappropriate and not good business, as many guests with disabilities are among the affluent traveler community and frequently are members of travel groups and business gatherings;
- room design should include some accessible rooms with wheel-in showers rather than bathtubs - no extra floor space is required; and
- regular rooms should include several with 30-inch wide bathroom doors for guests who may not need full “accessible” design.

#### **Panel Decision**

*It was moved and seconded*

*That RZ 08-423207 move forward to the Planning Committee taking into consideration the following comments of the Advisory Design Panel:*

1. *consider replacing lawn with low shrubs and groundcover planting in boulevard to provide better separation of the pedestrian realm from the vehicular zone;*
2. *consider more paving at the pedestrian drop-off lay-by zone where there is heavy*



*pedestrian traffic;*

3. *consider early integration of public art in the development through an open public art competition;*
4. *consider conducting a formal traffic study done by a transportation engineer to assess actual parking requirements for the proposed uses;*
5. *consider providing more parking stalls in the development to accommodate customers of two restaurants and hotel guests;*
6. *consider continuity of design around corners to all three streetscapes and particularly across Alexandra Road elevation of the parkade;*
7. *design development to the canopy design along Kwantlen Street to add more definition to the main entry of the hotel;*
8. *consider using only one screening material for long-term appearance and maintenance; alternately, consider different treatments and expressions for the two different screening materials;*
9. *consider awning dimensions/parkade projection as it relates to lay-by lane and clearance from buses;*
10. *consider integrating public art into canopy;*
11. *consider higher quality of paving materials, seating and weather protection at the hotel lobby entry area;*
12. *consider studying and resolve the impact of mechanical systems on roof form;*
13. *consider strengthening contemporary expression of building design and mitigating post-modern design elements;*
14. *consider the inclusion of more accessible guest rooms in a variety of locations and floors;*
15. *consider including some accessible rooms with wheel-in showers rather than bathtubs; and*
16. *consider wider bathroom doors on several otherwise "standard" guest rooms.*

CARRIED



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8728 (RZ 08-423207)  
8540 ALEXANDRA ROAD**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), is amended by:
  - a) Adding the “Village Centre Bonus” designation to 8540 Alexandra Road; and removing the designation of Kwantlen Street as “Proposed Street” from 8540 Alexandra Road in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031);
  - b) Designating 8540 Alexandra Road as part of the “Village Centre Bonus” area; and removing the designation of Kwantlen Street as “Proposed Streets” from 8540 Alexandra Road in the CCAP Overlay Boundary -- Village Centre Bonus Map (2031);
  - c) Repealing the existing text in the “Specific Land Use Map: Aberdeen Village - Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre (T5)” and replacing it with the following:

• 2.0

Additional density, where applicable:

- Institution: To be determined on a site specific basis via City development application processes;
- Village Centre Bonus:
  - a) north of Browngate Road: 1.0 for the provision of non-residential uses;
  - b) south of Alexandra Road, fronting the east side of Kwantlen Street: 1.0 for the provision of hotel uses only;
  - c) elsewhere: 1.0 for the provision of office uses only.

- d) Amending the definition of “Village Centre Bonus” in Appendix 1 – Definitions, Land Use Map Definitions, Overlays by inserting “(excluding the area south of Alexandra Road, fronting the east side of Kwantlen Street:” immediately following “the minimum net development site size to which the additional density may be applied shall be:”



2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8728"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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MAYOR

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CORPORATE OFFICER



**Richmond Zoning Bylaw 8500  
Amendment Bylaw No. 8729 (RZ 08-423207)  
8540 Alexandra Road**

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 22 (Site Specific Commercial Zones), in numerical order:

**“22.31 Hotel Commercial (ZC 31) - Aberdeen Village (City Centre)**

**22.31.1 Purpose**

The **zone** provides for **hotel** and other compatible **uses**.

**22.31.2 Permitted Uses**

- **child care**
- **hotel**

**22.31.3 Secondary Uses**

- **education, commercial**
- **entertainment, spectator**
- **liquor primary establishment**
- **office**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **service, business support**
- **service, personal**

**22.31.4 Permitted Density**

1. The maximum **floor area ratio** for **hotel** is 3.0
2. **Uses** other than **hotel** shall not in aggregate exceed 50% of the **gross floor area** and shall not exceed a **floor area ratio** of 0.90

**22.31.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 90% for **buildings** and **landscaped** roofs over parking spaces.



**22.31.6 Yards & Setbacks**

1. The minimum **front yard** is 2.0 m.
2. There is no minimum **interior side yard**.
3. The minimum **exterior side yard** is 0.60 m.

**22.31.7 Permitted Heights**

1. The maximum **height** for **buildings** is 45.0 m.
2. The maximum **height** for **accessory structures** is 12.0 m.

**22.31.8 Subdivision Provisions/Minimum Lot Size**

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

**22.31.9 Landscaping & Screening**

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

**22.31.10 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.

**22.31.11 Other Regulations**

1. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on a roof of a **hotel**).
  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 area and by designating it **Hotel Commercial (ZC31) -Aberdeen Village (City Centre)**:

P.I.D. 004-130-073

Lot 39 Except: Parcel A (Bylaw Plan 72866) Section 33 Block 5 North Range 6 West  
New Westminster District Plan 6979

3. This Bylaw is cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8729"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

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







**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee

**Date:** June 17, 2011

**From:** Brian J. Jackson, MCIP  
Director of Development

**File:** RZ 10-516267

**Re:** Application by Western Maple Lane Holdings Ltd. for Rezoning at  
9160 No. 2 Road from Single Detached (RS1/E) to Medium Density  
Townhouses (RTM3)

**Staff Recommendation**

1. That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading;
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14; and
3. That Bylaw No. 8769 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.

Brian J. Jackson, MCIP  
Director of Development

EL:blg  
Att.

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



## Staff Report

### Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to rezone 9160 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 18 three-storey townhouse units on the site with vehicle access from Maple Road (**Attachment 2**).

### Findings of Fact

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

### Surrounding Development

To the North: Across Maple Road, existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the East: Existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the South: Four-storey senior apartment building (three-storeys over parking) zoned Medium Density Low Rise Apartments (RAM1) and Christian Reformed Church Of Richmond on a large piece of property zoned Assembly (ASY); and

To the West: At the southwest corner of No. 2 Road and Maple Road, a commercial retail building on a property zoned Local Commercial (CL); at the northwest corner of Maple Road, a recently approved 3-lot subdivision on a site zoned Single Detached (RS1/B) fronting on Maple Road.

### Related Policies & Studies

#### Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Redevelopment Policy is supportive of multiple family residential developments along major arterial roads, especially in locations such as the subject site, which are within walking distance of commercial services and where public transit is available.

The subject site is a large single-family lot fronting No. 2 Road with a lot depth much deeper than a standard single-family lot in the area. This site is identified for townhouse development under the Arterial Road Redevelopment Policy and the proposed development is generally consistent with the Policy. While this proposal is the first townhouse development proposal on the east side of No. 2 Road between Maple Road and Woodward's Road, the proposal is not the first multiple family development on the block as there is an apartment building for seniors located to the immediate south of the site. It is noted that there is a predominant presence of other previously approved townhouses along the east side of No. 2 Road between Woodward's Road and Williams Road. It is envisioned that the rest of the single-family and duplex lots on this block between Maple Road and Woodward's Road could be redeveloped for multiple family residential under the Arterial Road Redevelopment Policy in the OCP.



### Floodplain Management Implementation Strategy

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

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$47,003.23.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received:

- Two (2) support letters from two (2) households on Romaniuk Drive and Gilbert Crescent within the immediate quarter-section, and one (1) support letter from a household in the King George/Cambie Neighbourhood (**Attachment 4**);
- Eight (8) opposition letters from nine (9) households on Maple Road, Martyniuk Place, No. 2 Road, and Ramaniuk Drive (**Attachment 5**); and
- A petition with 37 signatures from 33 households within the immediate neighbourhood in opposition to the proposed development (**Attachment 6**).

Concerns expressed by the public include changes in neighbourhood character, increased density, increased traffic, parking, safety at the No. 2 Road and Maple Road intersection, tree preservation, building height, and loss of privacy.

### Open House

The applicant has conducted public consultation regarding the rezoning application through a public Open House on March 15, 2011 at the Richmond City Hall. An Open House flyer was hand delivered by the applicant to over 140 neighbouring single-family homes (see **Attachment 7** for the Notification Area). Approximately 19 people attended representing 12 households of neighbouring residents. Staff attended the Open House as observers. Comments sheets were provided to all the attendees and 16 responses were received. A copy of the Open House Summary prepared by the applicant is included in **Attachment 8**. An updated petition, with a total of 192 signatures from 148 households, was submitted to the City in April, 2011 (**Attachment 6**).

A mapping of the petition, including all written submissions, is included in **Attachment 9**. A list of major concerns raised by the area residents is provided below, along with the responses in *bold italics*:



1. The proposed density is too high; the single-family residential character should be maintained.

*(The subject townhouse development is not the first multiple-family development on this block of No. 2 Road between Maple Road and Woodward Road. There is an existing 4-storey seniors' apartment building located to the immediate south of the subject site. The subject site, along with the properties on both side of No. 2 Road, between Francis Road and Woodward Roads, is identified for townhouse development under the Arterial Road Redevelopment Policy in the Official Community Plan (OCP). Townhouse developments are limited to properties fronting onto arterial roads, such as No. 2 Road, and are not envisioned in the internal subdivision.*

*The developer has agreed to explore the opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes, at the Development Permit stage, to make the form and massing of the townhouses more compatible to the existing single-family developments on Maple Road. The developer will also explore the opportunities to shift the entry driveway on Maple Road westwards to reduce possible impacts to the neighbouring single-family home.)*

2. Increased traffic generated by the townhouse development would make the already problematic intersection at No. 2 Road and Maple Road more dangerous.

*(In order to address this concern, Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review; the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have insignificant traffic impact to the existing operations at the No. 2 Road and Maple Road intersection; the existing vehicle access to No. 2 Road is within the existing roadway and intersection geometry.*

*It is also noted that, with the pavement widening on Maple Road, two (2) outbound lanes to No. 2 Road will be provided; this arrangement will provide additional capacity on Maple Road compared to the existing single outbound lane approach.*

*Some residents suggested removal of the existing mid block closure of Maple Road between No. 2 Road and Gilbert Road to ease traffic congestion at the No. 2 Road and Maple Road intersection. Transportation Division staff noted that this closure was instated several years ago in response to concerns raised by residents regarding speed and traffic short-cutting on Maple Road. Reinstating the Maple Road link between the two (2) arterial roads will create a potential for a significant increase of traffic volume and speed on Maple Road, impacting the intersection at No. 2 Road.*

*Some residents suggested installation of a traffic signal at the No. 2 Road and Maple Road intersection. Both Transportation Division staff and the Traffic Impact Study concluded that a full traffic signal is not warranted at this intersection due to the projected traffic volumes.)*

3. The proposed development would create a parking problem on Maple Road.

*(The proposal includes two (2) side-by-side parking spaces per unit and a total of four (4) visitor parking spaces on site, which is in compliance with the bylaw requirement. In addition, as part of the development, the pavement on Maple Road*



*along the site frontage will be widened to provide additional parking/travelling space on Maple Road. Transportation Division staff indicated that Maple Road is a typical local road which is designed for on-street parking on either side without hindering vehicle movements.)*

4. The proposed three-storey buildings are too tall and would create privacy and overlook concerns.

*(The proposed development will be built on existing grade, which is approximately 1 m below the existing road elevation. The building will appear to be 2½-storey along Maple Road.*

*A 10.9 m setback from the east property line to the 3-storey townhouse is being proposed. The developer has agreed to explore the opportunities to reduce the height of the easternmost townhouse block to 2½ storey with a minimum 6.0 m setback, at the Development Permit stage, to address the privacy and overlook concerns.)*

5. The proposed development would change the streetscape of No. 2 Road by removing the beautiful big trees along the frontage.

*(Two (2) of the ten (10) bylaw-sized trees along the site's No.2 Road frontage are being proposed for removal due to poor condition. The applicant has agreed to maintain existing site grade along No. 2 Road to preserve as many trees as possible. Custom design crossing between the sidewalk and the unit entries is proposed to minimize the disruption to the root systems. The applicant is also proposing to plant additional trees and shrubs along the No. 2 Road frontage to enhance the streetscape. Staff will work with the applicant on the landscaping scheme to ensure that these design elements are include in the landscape design at the Development Permit stage.)*

#### Consultation with Covenant Court Residents

The applicant has also hosted a consultation meeting with the residents at Covenant Court (the seniors' apartment located adjacent to the subject site) on April 4, 2011. Approximately 13 residents and two (2) officials of the Christian Reformed Senior Housing Society attended the meeting. Staff also attended the meeting as an observer. A copy of the Meeting Summary prepared by the applicant is included in **Attachment 10**. A comment letter from the Christian Reformed Senior Housing Society submitted to the City after the consultation meeting is included in **Attachment 11**. A list of major concerns raised by the residents in the seniors' apartment building is provided below, along with the responses in *bold italics*:

1. The proximity of the townhouses to the south property line would reduce privacy and sunlight to the existing residential units in the adjacent apartment building to the south.

*(The proposed townhouses will be built on existing grade. The applicant has confirmed that the proposed first habitable floor is at a lower elevation than the neighbours' first floor; and the proposed top floor is of about the same height as the seniors' apartments second floor. All proposed windows on the side elevations facing the seniors' apartment building are high and small to minimize overlooking potential).*



2. Increased traffic on No. 2 Road makes it more difficult to enter and exit Covenant Court's driveway, which is shared with the church next door; relocating the existing northbound bus stop and No. 2 Road cross walk from north of Maple Road to south of Maple Road would make the intersection safer for pedestrians.

*(Coast Mountain Bus Company requires all bus stops to be located at the far side of an intersection, which is typical of the bus stops on No. 2 Road. Pedestrian crosswalks are preferred to be located in proximity to a bus stop. Relocating the crosswalk to the south poses vehicular and pedestrian conflicts due to an adjacent active driveway).*

3. Special consideration should be given to minimize noise emanating from the proposed outdoor amenity space.

*(The proposed children's play area is located along the east property line, away from the seniors' apartment. At the Development Permit stage, staff will work with the applicant on the landscaping scheme to ensure that an adequate buffer or separation between the proposed play area and the adjacent residential developments is provided).*

## Staff Comments

### Tree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application. 33 bylaw-sized trees were identified on the Tree Survey and reviewed by the Arborist. The majority of the trees in the center of the site are old fruit trees in very poor condition, whereas the majority of the trees along the periphery of the site (No.2 Road and Maple Road frontages) are conifers in good condition.

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations to preserve eight (8) bylaw-sized trees along No. 2 Road and four (4) under-sized trees on site along the south property line (see **Attachment 12** for a Tree Preservation Plan). Among the 25 trees proposed for removal:

- Three (3) trees are in fair condition, but are proposed for removal due to over-crowding.
- One (1) Birch tree along the south property line is in good condition; however, it is proposed for removal due to building conflicts that cannot be mitigated unless one (1) townhouse unit is deleted.
- Four (4) on-site trees and two (2) off-site trees along the Maple Road frontage are in good condition, but warranted for removal due to conflicts with required servicing upgrades and frontage improvements that cannot be mitigated. Parks Operations staff have agreed to the proposed removal of the off-site trees and have determined a 2:1 compensation for the Hazelnut tree (\$1300) and a 3:1 compensation for the Cedar tree (\$1950). Prior to the removal of any City trees, the applicant will need to seek formal permission from Parks Operations Division and removal of the hedges will be at the owner's cost.
- 15 trees are in poor condition.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 46 replacement trees are required for the removal of 23 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 35



replacement trees on-site and provide cash-in-lieu (\$500/tree) for off-site planting of the balance of the required replacement trees (i.e. \$5,500 cash contribution for 11 replacement trees). Staff will work with the landscape architect to explore additional tree planting opportunity on-site at the Development Permit stage. Should the applicant wish to begin site preparation work after Third Reading of the rezoning bylaw, but prior to Final Adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

In order to ensure that the eight (8) protected trees will not be damaged during construction, as a condition of rezoning, the applicant is required to submit a \$24,000 tree survival security. The City will retain 50% of the security until the proposed landscaping is planted on-site. The City will retain the remaining 50% of the security for one (1) year after inspection of the completed landscaping to ensure that the protected trees have survived.

All neighbouring trees are to be protected. Tree protection fencing on-site around the driplines of all trees to be retained will be required prior to any construction activities, including building demolition, occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones (for both on-site and off-site trees) must be submitted prior to final adoption of the rezoning bylaw. Tree protection barriers, as per the Tree Retention Plan (**Attachment 12**), must be installed on-site prior to any construction or demolition works commencing.

#### Site Servicing and Frontage Improvements

An independent review of servicing requirements (sanitary and storm) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that no sanitary upgrades are required to support the proposed development, however, storm upgrades to the existing system are required. Prior to issuance of the forthcoming Building Permit, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (please see **Attachment 13** for details).

Prior to final adoption, the developer is required to dedicate a 4 m x 4 m corner cut at Maple Road and No. 2 Road, provide a 2.0 m wide Public Rights-of-Passage (PROP) along the entire No. 2 Road frontage for future road widening, and provide a \$3,000 contribution for the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection. As part of the Servicing Agreement for the servicing upgrades, the design and construction of frontage improvements is also required. Improvement works include but are not limited to widening of Maple Road with new curb and gutter, grass and treed boulevard, and a 1.5 m sidewalk along the new property line (see **Attachment 13** for details).

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$18,000 as per the Official Community Plan (OCP) and Council policy.



### Outdoor Amenity Space

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

### Public Art

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

### **Analysis**

#### Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east and the apartment building to the south:

- The proposed 3-storey townhouses will be built on existing grade, which is approximately 1 m below the existing road elevation, so their 3-storey appearance will be somewhat lessened. The proposed top floor is also about the same height as the second floor of the adjacent seniors' apartment.
- The 2½-storey interface with single-family along the east property line complies with the requirements under the Arterial Road Redevelopment Policy in the OCP.
- The 2½- to 3-storey massing is also a result of the design intent to leave existing grade as is, which requires non-habitable space below the road elevation.
- Units are laid out along the No. 2 Road and Maple Road to provide a pedestrian scale along the street fronts. The rest of the townhouse blocks on-site are laid out with an east-west orientation to provide view corridors (north-south) from the adjacent seniors' apartment.

These proposed design features will be controlled through the Development Permit process.

#### Medium Density Townhouses (RTM3)

The proposed zoning (RTM3 with a maximum density of 0.7 FAR) and the proposed density (0.69 FAR) complies with the Low-Density Residential land use designation contained in the Official Community Plan (OCP) for development on the City's arterial roads. Densities above the range of 0.6 floor area ratio (FAR) are usually considered in conjunction with development sites in close proximity to a Community Centre and/or Neighbourhood Service Centre. The subject site is across from a local commercial site and is within walking distance to the Blundell Shopping Centre (approximately 650 m). To qualify for the proposed density and to satisfy the requirements of the RTM3 zone, the applicant is:

- Preserving eight (8) bylaw-sized trees and four (4) under-sized trees on-site, as well as protecting all trees on adjacent properties, located in proximity to the development site;
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and



- Providing at least one (1), possibly two (2), convertible units which are designed to accommodate a vertical lift.

#### Development Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTM3) zone. Based on the review of current site plan for the project, no variance is being requested. However, the following variances are envisioned should the proposal be revised to provide some 2- to 2½-storey units with the same overall floor area and unit yield as currently proposed:

- i. Increase in lot coverage for buildings; and
- ii. reduction in lot coverage for landscaping with live plant materials.

#### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9160 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Opportunities to shift the entry driveway west;
- Detailed review of the site plan to ensure a 4.3 m minimum vertical clearance is provided over the entire width of the internal drive aisle and that corner cuts are provided at the internal intersections on-site;
- Opportunities to reduce the height of the easternmost townhouse block to a maximum of 2½ storeys;
- Opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes better match the form and character of the large single-family houses on Maple Road;
- Detailed review of building form and architectural character including elimination of significant projections into required yard setbacks;
- Review of the location and design of the convertible unit and other accessibility features;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Ensure there is adequate private outdoor space for each unit;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.



### Public Hearing Notification Area

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 14** is proposed.

During the public consultation process, neighbours within the area identified in **Attachment 7** were notified and invited to the meetings. It is recommended that the Public Hearing notices be sent to the same notification area to ensure that residents who were involved in the earlier public consultation process are advised of the Public Hearing date.

In addition, a significant number of residents reside outside of the area identified in **Attachment 7** signed the petition in opposition to the subject proposal (see mapping of the petition, including written submissions received, in **Attachment 9**). It is recommended that the Public Hearing Notices also be sent to these residents to ensure that they are advised of the Public Hearing date.

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

None.

### **Conclusion**

The subject application is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Further review of the project design will be required to ensure a high quality project. This review will be part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved



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

EL:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Support Letters
- Attachment 5: Opposition Letters
- Attachment 6: Petition
- Attachment 7: Open House Notification Area
- Attachment 8: Open House Summary
- Attachment 9: Public Consultation Responses
- Attachment 10: Consultation Meeting Summary (Covenant Court)
- Attachment 11: Letter from Christian Reformed Senior Housing Society (Covenant Court)

Attachment 12: Tree Preservation Plan

Attachment 13: Rezoning Considerations Concurrence

Attachment 14: Proposed Public Hearing Notification Area





# City of Richmond



PLAN 402

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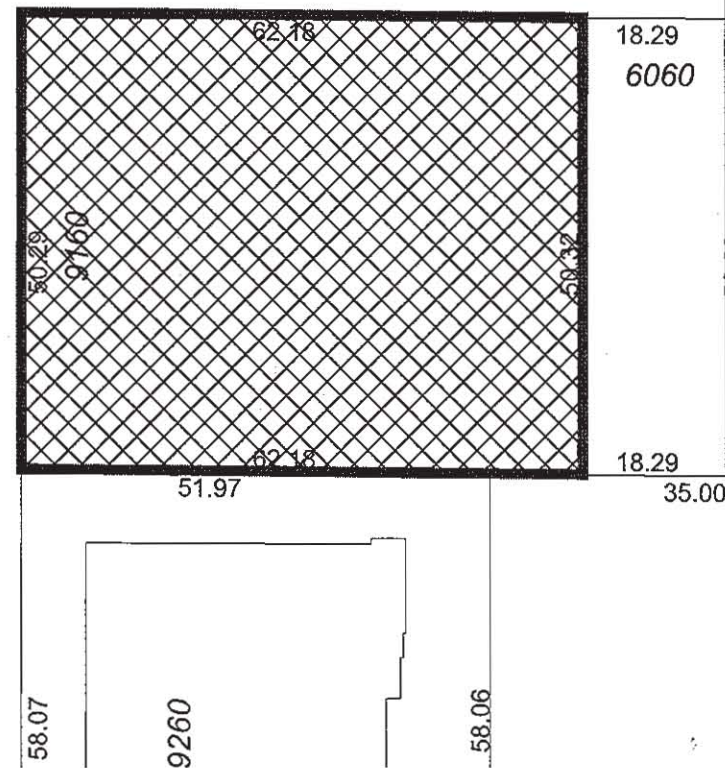
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9191  
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6011 21.34	6031 19.01	6051 20.12	6071 20.12

## MAPLE RD



## NO. 2 RD



# RZ 10-516267

Original Date: 03/02/10

Revision Date: 05/18/11

Note: Dimensions are in METRES

ATTACHMENT 1





RZ 10-516267

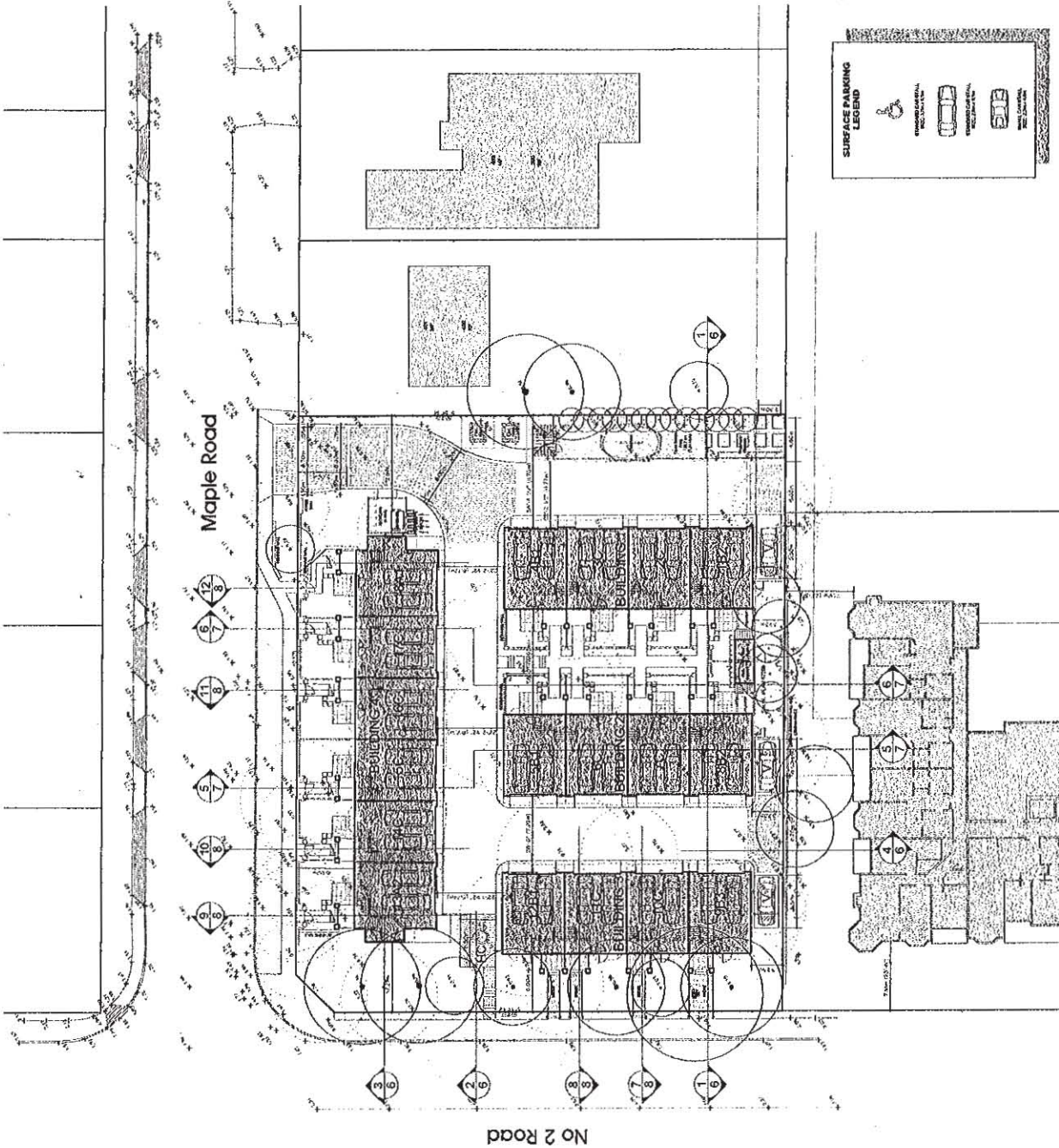
PLN - 103

Original Date: 03/02/10

Amended Date: 05/18/11

Note: Dimensions are in METRES

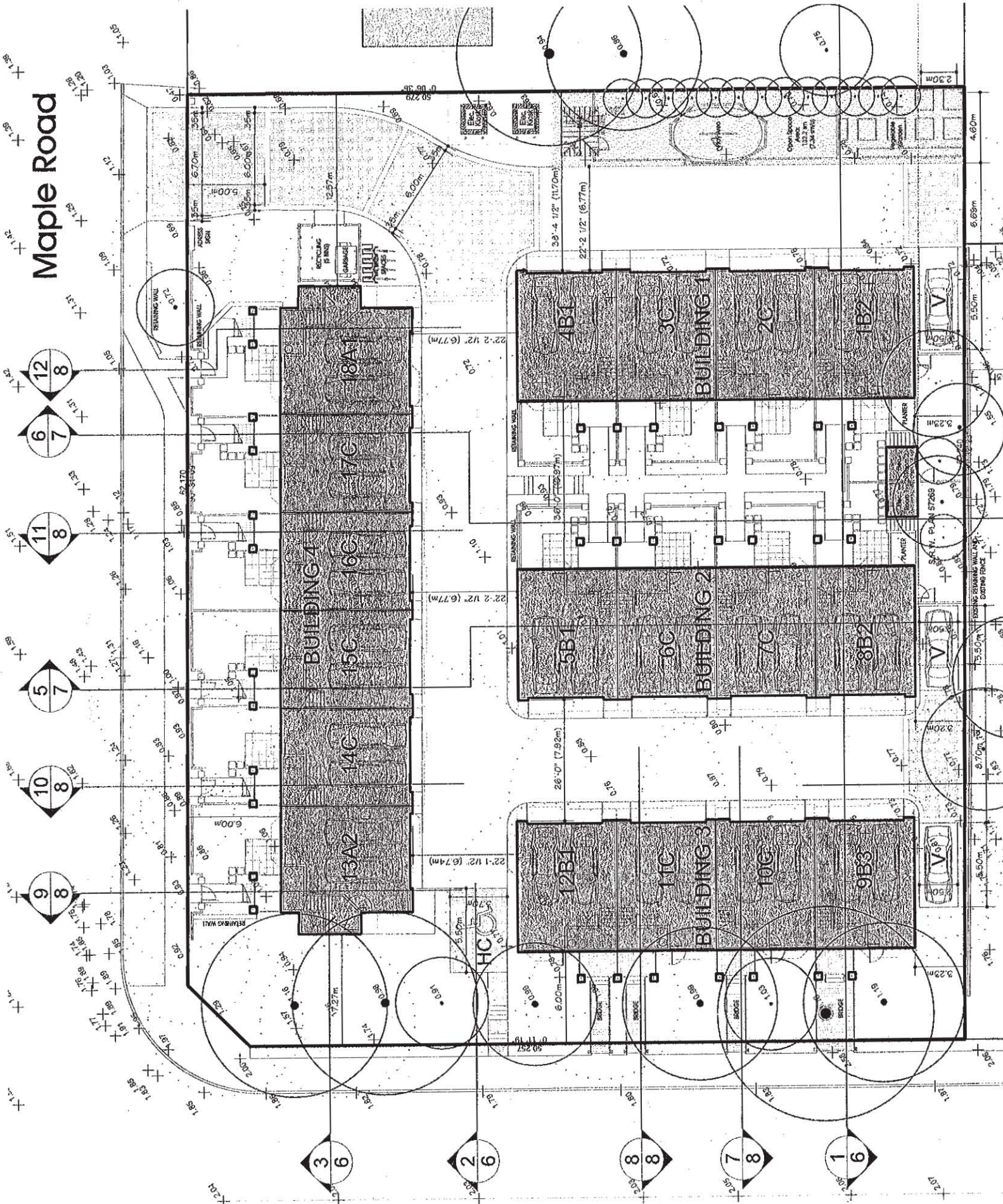




PLN - 104

SITE DATA	
Proposed Zoning	RTM
Site Area	35,071 sq ft (1.01 ac)
Unit count	(677) Units
Proposed Density	23.3 U/A
Use Area Calculations	
1. A	1,561 sq ft
2. B	3,043 sq ft
3. C	1,281 sq ft
4. D	1,281 sq ft
5. E	1,281 sq ft
6. F	1,281 sq ft
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Maple Road



for  
Western Maple Lane Holdings Ltd



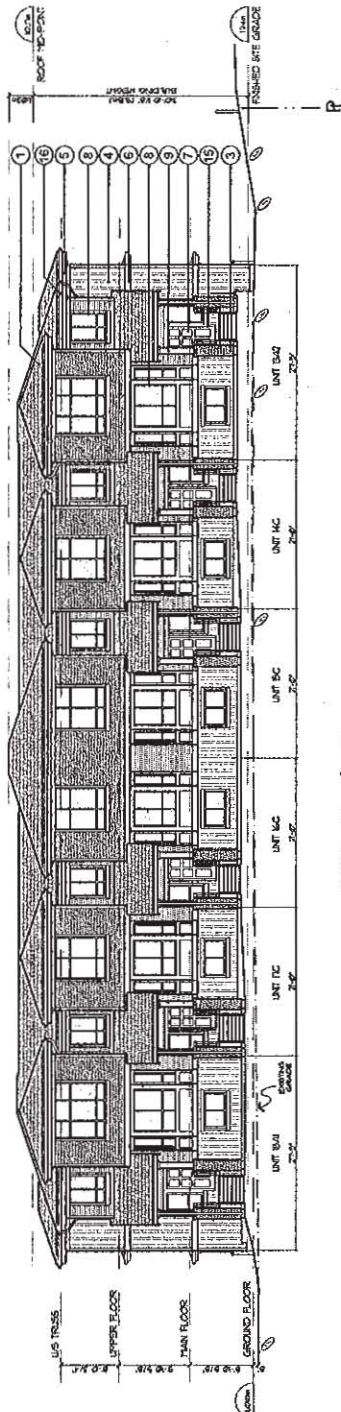
EXTERIOR FINISHES SCHEDULE

1. ROOF  
2. VINYL SIDING - HORIZONTAL  
3. VINYL SIDING - VERTICAL  
4. VINYL SIDING - PANELS  
5. FASCIA  
6. GUTTERS  
7. HORIZONTAL TRIM  
8. WINDOW TRIM  
9. WINDOW COORDINATOR ONLY  
10. DECK COULINGS  
11. DECK FLOORING  
12. WOOD BALUS & PICKETS  
13. METAL FENCE/RAILING  
14. GARAGE DOOR  
15. GARAGE DOOR TRIM  
16. GUTTERS  
17. VINYL Siding  
18. VINYL Siding  
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100. VINYL Siding

**ELEVATIONS BUILDING 3**  
**SCALE 1/8" = 1'-0"**



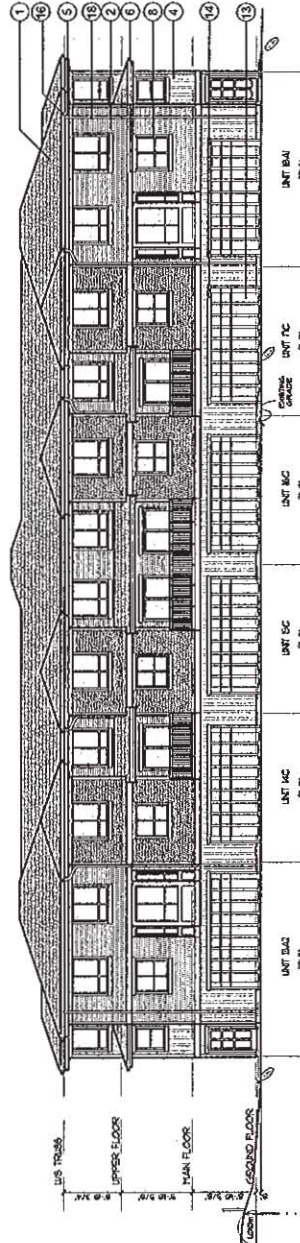
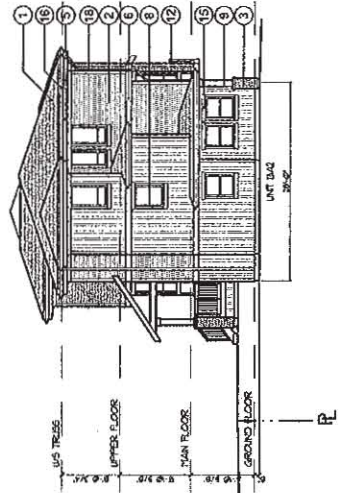
1/8" = 1'-0"



FRONT ELEVATION

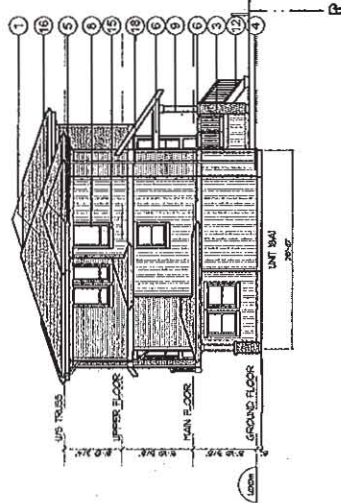
MAPLE ROAD

SIDE ELEVATION



BACK ELEVATION

SIDE ELEVATION



EXTERIOR FINISHES SCHEDULE

1. ROOF - Asphalt Shingles - Weathered Wood
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3. VINYL SIDING - HORIZONTAL
4. VINYL SIDING - HORIZONTAL
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ELEVATIONS BUILDING 4

SCALE 1/8" = 1'-0"



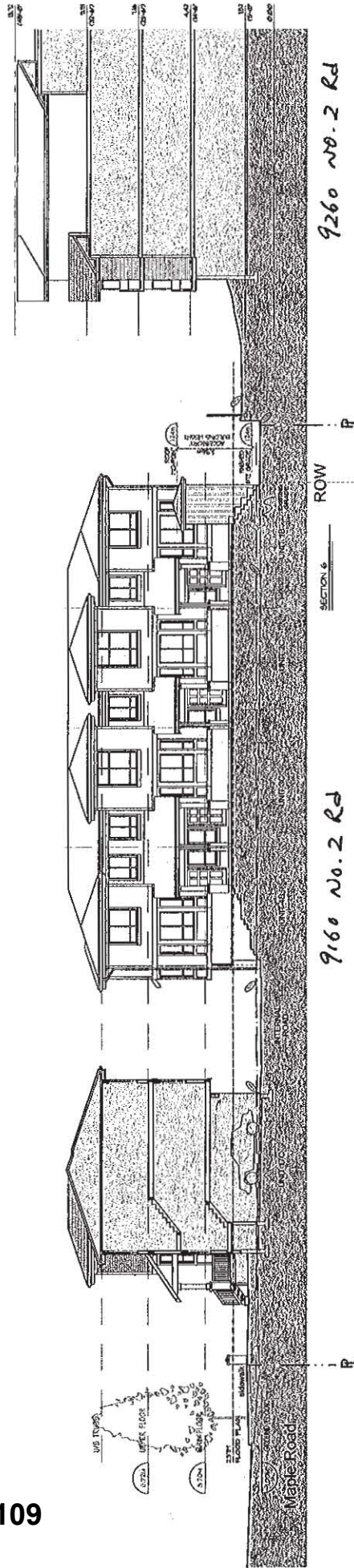
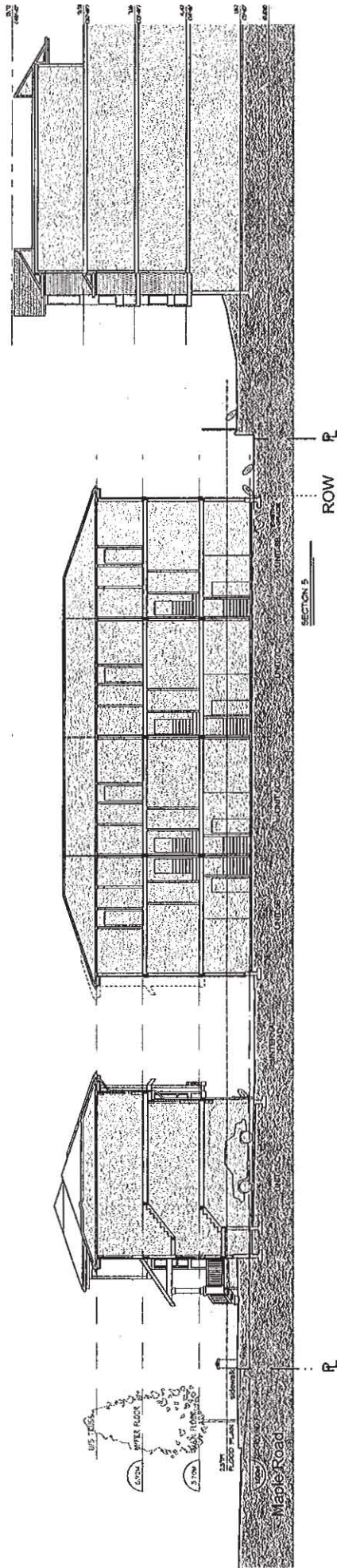
HARRINGTON COURT

for  
Western Maple Lane Holdings Ltd









PLN - 109

SITE SECTIONS  
SCALE: 1/8" = 1'-0"

**HARRINGTON COURT**  
for  
Western Maple Lane Holdings Ltd



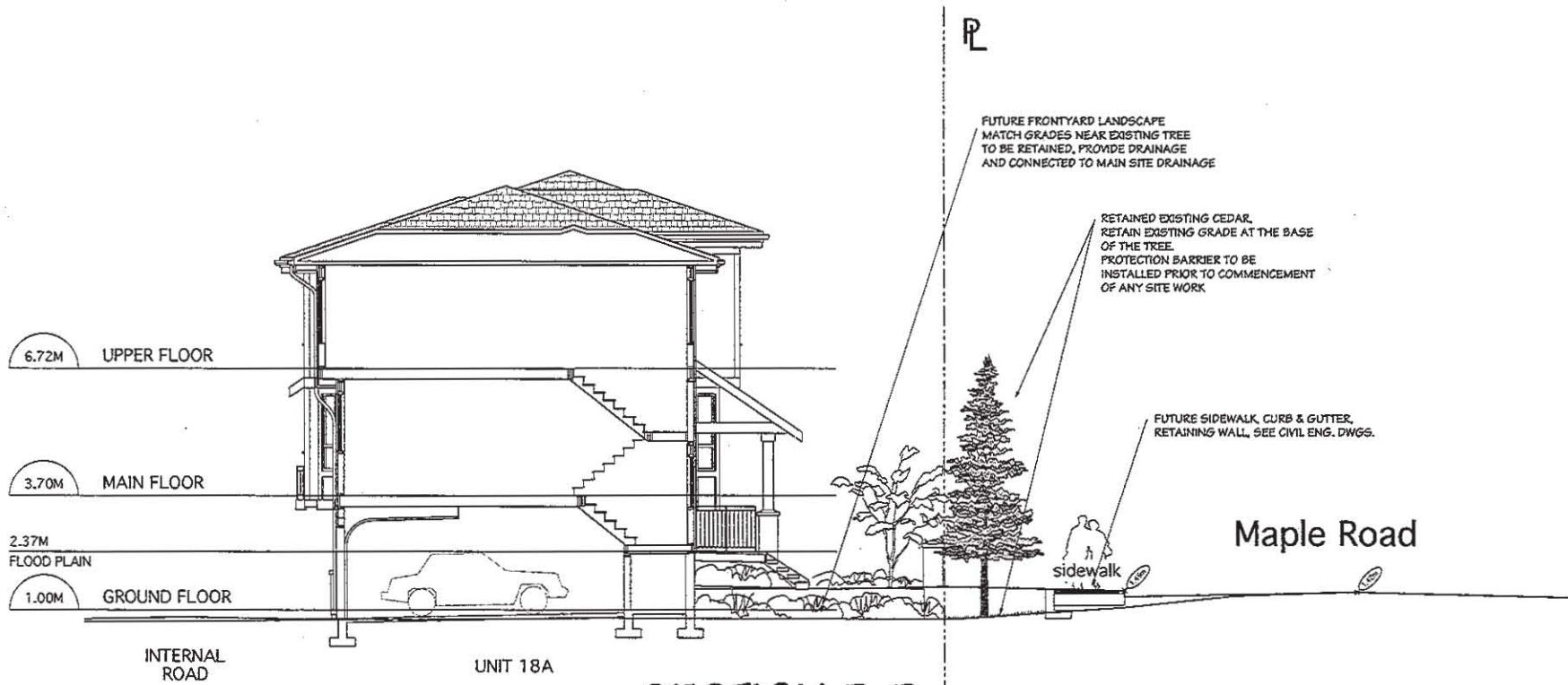








**PLN - 113**



SECTION B-B

SCALE: 1/4" = 1'-0"

MAY 18 2017:  
Hardlandscape modified  
Ex. Tree Preservation plan added.  
Revised for rezoning

MSR, 6/2011:  
HandmadeCap modified  
Pty area adjusted  
Removal for QP

MAR 1 2011:  
Ex Error Adjusted  
Revised For DP

PTG adjusted  
Released for DIP

OCT.8.2010:  
Hardlandscape modified  
Paving area adjusted  
based for DP

SEP 28, 2010;  
issued for DP

FOR VISIONS / ISSUES



**& ASSOCIATES**  
Landscape Architects  
1942 E 5th Ave.  
Vancouver, BC V5N 1M2  
T/F: (604) 255 5009  
Email: [bovan@mac.com](mailto:bovan@mac.com)

Project

HARRINGTON COURT  
RICHMOND

Drawing Thick

SECTION

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© 1998 Blackwell Science Ltd, *Journal of Internal Medicine* 243: 355–362

Scale 1" = 10' 4"

Drugs	18
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Checked: 71  
Date: 10/10/2010

DATE	SEP, 2007
BY	TDJ

DATE \_\_\_\_\_

15

L5 25





## City of Richmond

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

## Development Application Data Sheet

**RZ 10-516267**

**Attachment 3**

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Western Maple Lane Holdings Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	3,127 m <sup>2</sup> (33,660 ft <sup>2</sup> )	3,119 m <sup>2</sup> (33,574 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
<b>Number of Units:</b>	1	18
<b>Other Designations:</b>	Arterial Road Redevelopment Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23.3 upa	n/a
Floor Area Ratio:	Max. 0.7	0.69	none permitted
Lot Coverage – Building:	Max. 40%	35.4%	none
Lot Coverage – Non-porous Surfaces	Max. 70%	60.7%	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard – No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback – Exterior Side Yard – Maple Road (m):	Min. 6 m	6.0 m	none
Setback – Interior Side Yard (South) (m):	Min. 3 m	3.2 m	none
Setback –Rear Yard (East) (m):	Min. 3 m	10.9 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 12.0 m (3 storeys)	9.15 m (3 storeys)	none
Lot Size (min. dimensions):	Min. 40 m wide x 30 m deep	Approx. 50.29m wide x 62.18 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22(V) per unit	none
Off-street Parking Spaces – Total:	40	40	none
Tandem Parking Spaces:	not permitted	0	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	\$18,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 18 units = 108 m <sup>2</sup>	132 m <sup>2</sup> min.	none

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



LEO CHAN

9297 Romaniuk Drive, Richmond BC V7E 5G6

Tel: 604-377-7748 (C) / 604-448-9297(H)

March 2, 2011

The Urban Development Division  
City Hall  
6911 No.3 Road,  
Richmond, B.C.  
V6Y 2C1

Ref: RZ 10-516267

Dear Sir,

I saw that the property at the corner of Maple Road and No.2 Road is finally demolished, cleaned up and will be developed. I am in full support of the development. That area was an eye-sore for many years and the land was under-used. The townhouse development will improve the look and value of the neighborhood and the criminal occurrence in any case.

I hope the City will approve the project.

Yours truly,



Leo Chan Shu Woon  
9297 Romaniuk Drive  
Richmond BC V7E 5G6

March 15<sup>th</sup>, 2011

Urban Development Division

City of Richmond

6911 No.3 Road,

Richmond, B.C. V6Y-2C1

Re : Re-Zoning Application to rezone 9160 No.2 Road,  
Richmond.

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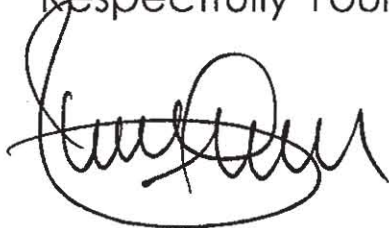
Dear Sir or Madame :

My name is Tom Cheng and I reside at 9651 Gilbert  
Crest in Richmond, B.C.

I hereby to express my support for the rezoning  
application from Western Maple Holdings Ltd to rezone  
9160 No.2 Road from a single detached ( RS1/E ) to a  
townhouse ( ZT69 ) zone.

Should you have any additional questions, please feel  
free to contact the undersigned.

Respectfully Yours,

A handwritten signature in black ink, appearing to read 'Tom Cheng', enclosed within a circular scribble.

Tom Cheng



May 31, 2011

Tiffany Kwong  
#77-12500 McNeely Drive  
Richmond, B.C.  
V6V 2S4

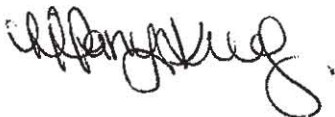
Planning Department  
City of Richmond  
6911 No.3 Road  
Richmond, B.C.  
V6Y 2C1

Ref: RZ 10-516267

Dear Sir/Madam,

My name is Tiffany Kwong and I live in #77-12500 McNeely Drive, Richmond, B.C. Canada. I am living with my parent now and I am graduating from Simon Fraser University this summer. I have an uncle who lives in the Maple Road/Gilbert Road area. My uncle and his family live in a pretty nice and big house. I heard from my uncle that a proposed townhouse projects in that area is getting a lot of opposition, simply because the residents in that area do not want any smaller and multiple family homes. I think this is a totally wrong idea. If we maintain this idea, Richmond will become a city that will be occupied only by rich people. People like me and many of my high school classmates who do not have rich parents will be forced to move out of Richmond, where we grew up and have many friends and relatives. We like to stay in Richmond. My uncle is rich and he helped his children to buy their own homes in Richmond. As the newspaper said, housing in Richmond is getting very expensive and unaffordable, the City official should, whenever possible, allow more houses to be built. This will help to make housing more affordable to the younger generation people like me and my friends. The townhouse project that is getting all the opposition is on No.2 Road. It is on a busy street, a location more suitable for multiple family and more affordable housing. Actually, I do not understand why the people living on Maple Road and Gilbert Road oppose to the project, because it has very little effect on this end of Maple Road. Richmond City officials should not listen only to the rich people, they should be aware of the situation of the average and not so rich citizens. They should allow this townhouse and similar projects to go ahead, so that more houses are built and Richmond becomes more affordable to live.

Yours truly,



Tiffany Kwong

The Township of Richmond  
Urban Development Dept

### **Proposed Development at Maple & Two Road**

The destruction of the property and the construction of eighteen townhouses is going to negatively impact the lives of many of the senior citizens who live at 9260 Two Rd. (Already, since the demolition of the buildings on the property, we have had an invasion of large carpenter ants.) Many wildlife animals and birds inhabited the property – no doubt the surrounding homes will inherit them. It's already creating an increase in our Budget for Pest control.

On the north side of the building the residents, especially those on the first and second floors, will lose quiet enjoyment, view and light when the development is completed. (The reasons we moved here in the first place) Plus during construction the dust that inevitably comes with building will invade our homes making it next to impossible to keep them clean. Many of the seniors who live here are allergic to dust. It follows that they will suffer health problems (in some cases, severe) from the pollution and it will cost more to keep our homes clean

With eighteen units there will be a dramatic increase in vehicles producing more pollution. They will have to turn on to Two Rd (a road that is already one of the busiest in Richmond – but not well serviced by Translink) as there is **no exit** from Maple to the east.

We seniors have to cross Maple Rd to get to and from the bus.  
In all likelihood there will be an increase in accidents as none of us move quickly.

On top of that we understand that the building will be only ten feet from our fence, so those of us on the north side will have to keep our window coverings closed all the time. And the noise level will increase dramatically.

All of this will contribute to a decrease in market value for our homes. (Not to mention less inheritance for the families we leave behind.)

It is our hope that if the application to rezone is approved (and from the work that has already been done this seems to be a 'done deal') there will at least be a restriction on the number of units to be built. Also some way to decrease the problems the residents at Covenant Court (9260 Two Rd) will face.

Sincerely,  
Ellen Langan  
110-9260 No 2 Rd.,  
Richmond, BC  
V7E2C8  
604-277-0994 or email [omato4@gmail.com](mailto:omato4@gmail.com)



Man Ying Lee  
6240 Maple Road  
Richmond BC  
V7E 1G5

*John & Eleanor Cantello*  
6120 Maple Road  
Richmond BC  
V7E 1G5

March 29, 2010

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

Dear Sir / Madam: *EDWIN LEE*

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

*[Signature]*  
Man Ying Lee  
Owner and Occupant

*We would highly appreciate this too.  
We feel the same as Mr. Lee.*

*Yours faithfully  
John E. Cantello  
& My Wife Eleanor  
Owners & Occupants*

6280 Maple Road  
Richmond BC  
V7E1G5

March 29, 2010.

City of Richmond  
6911 No. 3 Road  
Richmond BC  
V6Y2C1

Dear Sir/Madam:

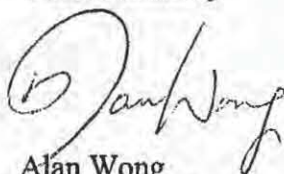
Strongly oppose the rezoning application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the above mentioned rezoning application. The concerns include the following:

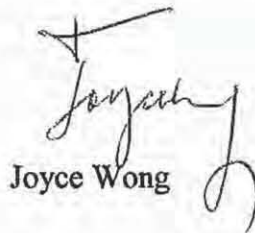
1. This project will not conform to the norm, stereotype of our neighbourhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighbourhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road as it is too close to the junction of No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbours, especially when the proposed 3-storey building is constructed facing the East and /or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully



Alan Wong  
Owners and Occupants



Joyce Wong



05 April 2010

Urban Development Division

City Hall

6911 No 3 Road

Richmond B.C.

V6Y 2C1

Re: (Madon) Sir:

Re: Western Maple Holdings Ltd.

It seems the above company has applied for permission to rezone 9140 No 2 Road from single detached (RS1/E) to Townhouse (2T69) proposed 18 Unit 3 Storey.

This property is a corner lot of Maple & No. 2 Road with the dwelling facing Maple, not No 2 Road.

I firmly believe this should stay as it is - single detached. On No 2 Road it is trees, not a dwelling.

There are too many single dwellings changed on No. 2 Road; beautiful big trees cut down so

development can bring in many  
townhouses.

Please do not allow this change  
as that house is facing maple  
not 710. 2 Road.

Sincerely,

Mary Jardine

MARY JARDINE



Edmund San  
6180 Maple Road,  
Richmond, B.C.  
V7E 1G5

CITY OF RICHMOND

APR 13 2010

RECEIVED

April 11<sup>th</sup>, 2010  
City of Richmond  
6911 No. 3 Road,  
Richmond  
B.C.  
V6Y 2C1

Dear Sir/Madam,

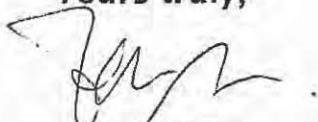
Re: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to oppose to the captioned rezoning application. Our reasons for objections are:

- This project is of high density in nature crowded with 18 smaller townhouse units. This does not conform with our neighbourhood with mostly larger single family houses on bigger lots.
- This project will have an adverse impact on the parking situation on Maple Road. No. 2 Road is not allowed for parking at all times and occupants and visitors of this 18 units will greatly increase the number of cars parked on Maple Road.
- This increased flow of traffic along Maple Road and its interception of No. 2 Road will be hazardous to the drivers and residents in the area.
- The proposed 3 storey building would invade the privacy of us as the east facing units are overlooking directly onto our backyards.

We strongly oppose to any high density developments in this area and your decision to decline this rezoning application would be highly appreciated.

Yours truly,



Edmund San

J. & S. Bjelos  
6100 Maple Road  
Richmond, BC  
V7E 1G5

April 29, 2010

City of Richmond  
6911 No. 3 Road  
Richmond, BC

Dear Sir/Madam:

RE: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to you to express our opposition and concerns regarding the above mentioned rezoning application. Please note the following concerns:

1. The proposed project at 3 stories does not conform to our neighbourhood's profile. The height of the buildings will impede on the homes around the project. **IT WOULD BE PREFERABLE THAT THE PROJECT BE KEPT TO 2 STORIES IN HEIGHT.** This would be a much better fit and keep the flow of the existing neighbourhood.
2. The Increase in density is of concern as well. The increase in traffic created by the project will affect the flow and congestion of both Maple & No. 2 Road in a negative fashion.
3. Privacy - The height of the project will negatively affect the levels of privacy that the residential home occupants have.

With reference to the foregoing , your decision to decline this rezoning application or at the very least, review and change to 2 storey application would be greatly appreciated.

Sincerely,

John & Stella Bjelos  
Owner

*John Bjelos*  
*Stella Bjelos*

To: BRIAN JACUSON  
(for attaching to the  
relevant staff report)

Div	
✓ GT	JS
KY	
DB	

PHOTOCOPIED

RECEIVED





Lee, Edwin

---

**From:** Al and Harriet [deboer1867@shaw.ca]  
**Sent:** August 24, 2010 9:04 PM  
**To:** Lee, Edwin  
**Cc:** Hingorani, Sonali  
**Subject:** Townhome proposal  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

Dear Edwin,

This e-mail concerns the townhome developement proposal at No. 2 Rd and Maple Rd. .  
 The file number is RZ10516267.

I was given your name to contact with my concerns.

My name is Harriet deBoer and I live at 9248 Romaniuk Drive which is just around the corner from the above. My husband and I are concerned about the traffic that will inevitably become much busier should this developement be allowed. Already, it is very difficult to make a left turn onto No. 2 Rd. and many in the neighborhood choose not to and make a right turn instead but then are also adding to their driving distance. Even turning right on this street can take awhile because of traffic volume on No. 2 Rd.. Maple Rd. turns into my street Romaniuk Drive at the barrier on Maple Rd. Therefore my way out is mainly at this point. An 18 unit townhome, will increase traffic significantly regardless of where the entrance to the developement is planned.

Also, this area is comprised of all single family homes, from Francis Rd. north to Woodward's Rd.. I think it should be kept that way. The other developements that are happening at this moment - 2 on Maple Rd. close to the above mentioned site are large single family homes. I am concerned that a townhouse developement will hinder the house values in this area.

The block - off in the mid point of Maple Rd between Gilbert and No.2 Rd. was created years ago due to traffic concerns, when our area was developed. People feared cars racing to Gilbert or No. 2 Rd. with young children living on Maple Rd. Now that No. 2 Rd. has become much busier and Gilbert less busy I would suggest opening up Maple Rd. again so we can travel either east or west to our destinations, whatever is prudent. A round-about in place of the barrier will prevent through traffic from speeding through. I think there is enough room, as on the east side of the barrier, the road is a large cul-de-sac.

I would appreciate your feed back on this matter.

Thank you in advance for your consideration to our concerns,

Sincerely,

Harriet deBoer

604-271-1867

**Lee, Edwin**

---

**From:** Aliard Lau [aliardlau@gmail.com]  
**Sent:** April 25, 2011 9:28 PM  
**To:** Lee, Edwin  
**Subject:** Folder # 10 516267 000 00 RZ - Rezoning of 9160 No 2 Road to 18 units townhouse  
**Follow Up Flag:** Follow up  
**Flag Status:** Purple

Hi,

Further to our phone conversation of April 14, 2011, I am emailing you my personal opinion on the above rezoning. I apologize of missing the public hearing last month.

I disagree to open up the barrier on Maple and I suggest the access to the townhouse through No 2 Road instead of Maple.

I live at 6100 Martyniuk Place, Richmond for more than 10 years. I like the setup in my area because there are 2 cul-de-sac and a few more near the park area, plus one barrier on Maple and the other one on Woodward's to block the traffic. The only entrance and exit to the whole area is the intersection at No 2 Road and Maple.

I believe this set up is to ensure road safety and to prevent car accident for the reasons below:

(1) walk / bike to elementary and secondary school

My son is currently 14 years old. His elementary school was Errington and secondary school Steveston-London. He has to walk through Maple, through the park area, cross the street to get to his school. It is a 20-30 minutes walk to Errington and 15-20 minutes to Steveston-London.

In addition to my son, I believe there are other kids walk to school or bike to school every day. Errington has about 200-250 students (Age 5 to 12) and Steveston-London about 1200-1300 students (Age 12 to 17). That is probably why we have barriers on both Maple and Woodward's to reduce the traffic in the area.

(2) walk / bike to the park

My mom is currently 83 years old. She walks to the park almost every day, again through Maple, to meet her friends from the neighbourhood. Her eyesight and hearing is not as good as before and she walks slow. Lesser traffic is for sure more encouraging for seniors to continue exercising and walk to the park as a daily routine. I believe there are other seniors and adults walk (with a dog) / bike to the park every day.

I prefer no change to the current set up in the area and I disagree to open up the barrier on Maple. The followings explain the probable impact if opened..

(1) Opening up the barrier on Maple could be attracting more traffic, from east of the barrier to the intersection of No 2 Road and Maple



If there is no barrier on Maple, people can choose which main road to take - Gilbert or No 2 Road. If the parent drives the kid to Steveston-London, probably will turn right on Gilbert. If the driver wants to go to Richmond Centre, Airport or Vancouver during peak hours, probably will turn right on No 2 Road, then No 2 Bridge to Vancouver.

During peak hours, people tend to turn right - less lanes and traffic to worry about before making the turn, and less chance to be held responsible if car accidents happen.

(2) Potential re-zoning to another townhouse directly across the street from the current site

I notice that the houses on Maple, directly across the street from this 18 units townhouse were recently sold. With the opening up of the barrier, it would enhance the developer to re-zone these single detached houses into another townhouse or condo next year. If this is the case, the traffic at this intersection of No 2 Road and Maple would become a serious issue.

The re-zoning of 9160 No 2 Road from 1 single detached home to 18 units townhouse in this 0.77 acres lot result in everything being 18 times more as compared to before - cars, garbage, visitors etc. It is a plus that each unit of the townhouse has double garage and there are 6 visitor parkings. However, if it snows and stays in winter times, the owners of these townhouse tend to park their cars along Maple for easy access. During holidays like Christmas and New year, the visitors to this same 0.77 acres lot become 18 times more than before and the overflow has to park along Maple. The 6 visitor parking could be just comparable to the driveway of the previous 1 single detached home.

Conclusion

The traffic increases as a result of this re-zoning into a 18 units townhouse. As explained above, the opening up of the barrier on Maple is not a good option. To minimize the impact on the neighbourhood, I suggest to have the townhouse accessed through No 2 Road instead of Maple. By the way, the official address of the site is **9160 No 2 Road**, Richmond. The City cannot sacrifice the intent of the current set up and the interests of the other owners (kids and seniors) in the whole area to accommodate 1 owner - the developer of 9160 No 2 Road.

In addition, there should be more visitor parking in this 18 unit townhouse complex to reduce the likelihood of cars parking along Maple.

The approval of current proposal plan could set a precedence for future rezoning and development, like the potential sites directly across the street from this 18 unit townhouse. As explained above, the opening up of the barrier on Maple and the entrance to the townhouse through Maple could increase the likelihood of car accident in the area with a probable result of holding Richmond City Hall responsible.

Please email me if you need any clarification. Hopefully, this email is not too late for consideration by Richmond City Hall.

Thanks.

April 28, 2010

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

Attn: Urban Development Division

Dear Sir / Madam:

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

We are writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

Owners and Occupants  
Maple Road  
Richmond BC

Encl. 37 Specimen Signatures for 33 owners/co-owners and occupants of Maple Road opposing this rezoning application. **PLN - 129**



SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

PLN - 130

<p><u>FANIA LIU</u></p> <p>Name 6191 MAPLE RD Address RICHMOND, B.C. V7E 1G4</p>	<p><u>Brandon Cheng</u></p> <p>Name 9151 Rodmanville Dr. Address Richmond BC V</p>	<p><u>Blaine Powell</u></p> <p>Name Blaine Powell Address 6360 Martyniuk Pl. Richmond</p>
<p><u>PETER CHENG</u></p> <p>Name 9091 MARTYNIUK GATE Address V7E 6L7</p>	<p><u>Mike Cheng</u></p> <p>Name Address 6135 Maple Rd. Richmond B.C.</p>	<p><u>May Zhu</u></p> <p>Name Address 6288 Martyniuk V7E 6K1</p>
<p><u>PEAN KWOK</u></p> <p>Name 6191 MARTYNIUK Address V7E 6E1</p>	<p><u>Michael Ng</u></p> <p>Name Address 6091 Maple Rd. Richmond BC</p>	<p><u>Edmond Lau</u></p> <p>Name 6320 Martyniuk Place Address Edmond Lau</p>
<p><u>Y. O. King</u></p> <p>Name 6231 MARTYNIUK Address PL V7E 6K1</p>	<p><u>Jason Au</u></p> <p>Name JASON AU Address 6200 MARTYNIUK PL V7E 6K1</p>	<p><u>Yu Xiong</u></p> <p>Name Address 6320 Martyniuk PL V7E 6K1</p>
<p><u>ZHI TANG. LI</u></p> <p>Name 6060 Maple Road Address V7E 1G5 778-889-2118</p>	<p><u>PIE HA CECILIA TANG</u></p> <p>Name 6291 Martyniuk Place Address V7E 6K1 778-889-2118</p>	<p><u>MAY YU</u></p> <p>Name 6329 Martyniuk Address V7E 6K1</p>

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p><u>MARY LOA</u></p> <p>Name <u>Mary Lee</u></p> <p>Address <u>6200 Maple Road</u> <u>Richmond BC V7E 1G5</u> <u>loamary@hotmail.com</u></p>	<p><u>John E. Cantello</u></p> <p>Name <u>John E. Cantello</u></p> <p>Address <u>6120 Maple Rd.</u> <u>Richmond B.C.</u> <u>V7E 1G5. elejohnce@telus.net</u></p>	<p><u>Eleanor Cantello</u></p> <p>Name <u>Eleanor Cantello</u></p> <p>Address <u>6120 Maple Rd.</u> <u>Richmond B.C.</u> <u>V7E 1G5</u></p>
<p><u>Man Ying Lee. Mytse</u></p> <p>Name <u>Man Ying Lee</u></p> <p>Address <u>6240 Maple Road.</u> <u>mytse28@hotmail.com</u></p>	<p><u>ALICE &amp; FELIX HO</u></p> <p>Name <u>ALICE &amp; FELIX HO</u></p> <p>Address <u>6140 Maple Rd.</u></p>	<p><u>Joyce &amp; Alan Wong Joyce Wong</u></p> <p>Name <u>Joyce &amp; Alan Wong</u></p> <p>Address <u>6240 MAPLE ROAD</u> <u>RICHMOND.</u></p>
<p><u>Chen Cuijuan JG</u></p> <p>Name <u>Chen Cuijuan</u></p> <p>Address <u>6160 Maple Road.</u></p>	<p><u>Richard Wang</u></p> <p>Name <u>Richard Wang</u></p> <p>Address <u>9111 Martyniuk Gate</u> <u>V7E 6L7</u></p>	<p><u>ALICE &amp; FELIX HO</u></p> <p>Name <u>ALICE &amp; FELIX HO</u></p> <p>Address <u>6315 MAPLE ROAD.</u> <u>RICHMOND V7E 1G4</u></p>
<p><u>Thomas Focke</u></p> <p>Name <u>Thomas Focke</u></p> <p>Address <u>6220 Maple Rd.</u></p>	<p><u>Terence Chan</u></p> <p>Name <u>Terence Chan</u></p> <p>Address <u>6231 Maple Rd Richmond</u> <u>V7E 1G4 BC</u></p>	<p><u>Ben Law</u></p> <p>Name <u>Ben Law</u></p> <p>Address <u>6291 MAPLE ROAD</u> <u>RICHMOND.</u></p>
<p><u>Mary Anne Focke</u></p> <p>Name <u>Mary Anne Focke</u></p> <p>Address <u>6220 Maple Rd.</u></p>	<p><u>STEVE HUONG STEVE NG</u></p> <p>Name <u>STEVE HUONG STEVE NG</u></p> <p>Address <u>9100 MARTYNIUK GATE</u></p>	<p><u>LAM</u></p> <p>Name <u>KWAI DIN LAM</u></p> <p>Address <u>9050 MARTYNIUK GT.</u> <u>RICHMOND BC</u></p>



SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<u>Esther Yu</u> Name Address 6333 MARTYNIUK PL	<u>Xiao Sa</u> Name Address 6333 Martyniuk PL	<u>WAN YIN FUANG</u> Name Address 6271 MARTYNIUK PLACE
<u>Woan Ming Duh</u> Name Address 6211 Maple Rd., Richmond	<u>Felicia Lee</u> Name Address 9226 Romanuk Dr.	
<u>XIA ZHANG</u> Name Address 9226 ROMANUK DR	<u>KENNETH Lee</u> Name Address 6240 maple Road V7E 1G5	
Name Address	Name Address	Name Address
Name Address	Name Address	Name Address

2011 April 08

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

Attention: City Clerks Department

Dear Sirs:

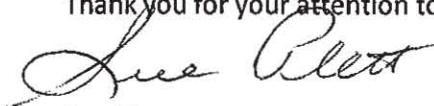
Re: Rezoning Application File No. RZ10-516267

Please find enclosed lists of signatures of homeowners/occupants opposing the above rezoning. Please note that a letter with a list of signatures, (attached) was sent to the Urban Development Division on 2010 April 28 and those signatures are now included in the new list provided along with a copy of the letter.

My husband and myself have lived on Maple Road for 38 years and have come up against a few developers wanting to change the zoning. This road should remain as single family residences, we have beautiful expensive (\$3,000,000 plus) homes being built and sold on our road and think townhouses are not suited to our neighbourhood.

The undersigned would like to be notified of any upcoming meetings regarding this property.

Thank you for your attention to this matter.



Sue Plett  
6611 Maple Road  
Richmond, BC V7E 1G4  
(604) 274-7302

cc: Urban Development Division, w/encls.

PLN - 133





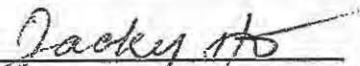

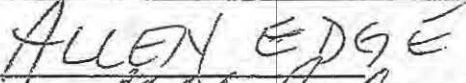

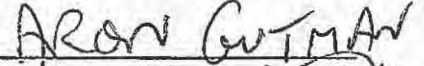

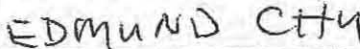
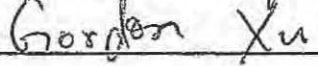
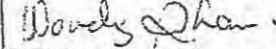
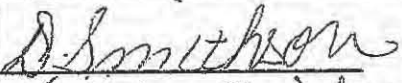
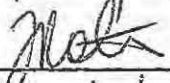

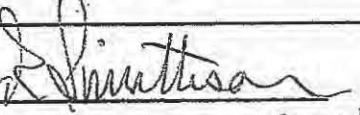


SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

PLN - 134

<p><u>[Signature]</u>  Name Selina Cheung  Address 6411 Juniper Dr.</p>	<p><u>[Signature]</u>  Name Sophia Chan  Address 6391 Juniper Drive</p>	<p><u>[Signature]</u>  Name TONY CHEUNG  Address 6571 Juniper Dr</p>
<p><u>[Signature]</u>  Name John C.W Cheung  Address 6411 Juniper Dr.</p>	<p><u>[Signature]</u>  Name U. DIAMFELD  Address 6511 JUNIPER DRIVE  RICHMOND</p>	<p><u>[Signature]</u>  Name Vai for cheung  Address 6571 Juniper Dr.</p>
<p><u>[Signature]</u>  Name Cheung Cho Fui Cheung  Address 6571 JUNIPER DR</p>	<p><u>[Signature]</u>  Name Sally Cheung  Address 6571 Juniper Drive</p>	<p><u>[Signature]</u>  Name Nelson cheung  Address 6571 Juniper DR</p>
<p><u>[Signature]</u>  Name Cheung Wai Fung  Address 6571 JUNIPER DR</p>	<p><u>[Signature]</u>  Name Michael Cheung  Address 6571 Juniper Drive</p>	<p><u>[Signature]</u>  Name Grace Cheung  Address 6571 Juniper Drive</p>
<p><u>[Signature]</u>  Name Lisa Young  Address 6580 Juniper Dr.  RICHMOND</p>	<p><u>[Signature]</u>  Name Samantha Cheung  Address 6571 Juniper Drive.</p>	<p><u>[Signature]</u>  Name Guillermo Schweber  Address 6451 Juniper Dr.</p>

<u>Jonathan Lee</u> Name <u>John.Lee0927@gmail.com</u> Address <u>5728 Maple Rd. Com</u>	<u>Alice Lee</u> Name Address <u>5380 maple Rd.</u> <u>604-667-8384</u>	<u>Aj Chag</u> Name Address <u>5260 maple Rd</u> <u>604-275-9022</u>
<u>Fabian Tam</u> Name <u>tam-fabian@hotmail.com</u> Address <u>5720 Maple Rd.</u>	<u>Gerald Lee</u> Name Address <u>5382 Maple Rd.</u>	<u>Linda Woy</u> Name Address <u>5120 Maple Road</u> <u>604-8123598</u>
<u>Raymond Chubb</u> Name <u>5660</u> Address <u>Maple Road.</u> <u>604 277 8710</u>	<u>Hong CHAO</u> Name <u>5388</u> <u>6044678886</u> Address <u>maple Rd.</u>	<u>Simon Chan, Wendy Co</u> Name <u>VITO Chan</u> Address <u>5091 Maple Rd</u> <u>604-6238062</u>
<u>Jim &amp; Frances MAKAM</u> Name <u>5460 MAPLE ROAD</u> Address <u>RICHMOND B.C.</u> <u>V7E1G3</u> <u>(604) 277-2479</u>	<u>Dolly BAINS</u> Name <u>5328 MAPLE</u> Address <u>604-275.0330</u>	<u>Wilson Zhu</u> Name <u>5253 Maple Rd</u> Address <u>788 883 3628</u>
<u>VINCENT CHAN</u> Name Address <u>5386 MAPLE ROAD</u> <u>RICHMOND B.C.</u> <u>V7E1G3</u> <u>604-271-8762</u>	<u>Kylie Lee</u> Name <u>kyky.lee@gmail.com</u> Address <u>5300 Maple Rd.</u>	<u>LL OYD Ho</u> Name <u>drloyd@live.ca</u> Address <u>5360 MAPLE BL.</u>



 Name Jacky Ho Address 9273 Romanuk Dr. Richmond 604-272-1383	 Name Tatiana Kraitman Address 9466 Romanuk Place	 Name Allen Edge Address 9299 Romanuk Dr.
 Name Laurie MacNeil Address 9444 Romanuk Pl.	 Name Aaron Gutman Address 9482 Romanuk Pl.	 Name Andy Chan Address 9433 Romanuk Place Richmond B.C.
 Name Edmund City Address 9462 Romanuk Pl.	 Name Gordon Xu Address 9439 Romanuk Pl.	 Name Wendy Tong Address 9277 Romanuk Dr. V7E 5G6
 Name Diane Smithson Address 9464 Romanuk Pl.	 Name Julie Robinson Address 9473 Romanuk Dr.	 Name Richard Blevins Address 9211 Romanuk Dr.
 Name R. SMITHSON Address 9464 Romanuk Pl.	 Name BERTRAND CHEN Address 9286 Romanuk Dr.	 Name M. Karl Address 6091 Maple Rd. 604 218 5828

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p><u>Hemer</u></p> <p>Name <u>Hemer</u></p> <p>Address <u>6095 Maple Rd</u></p>	<p><u>[Signature]</u></p> <p>Name <u>SONIL KARE</u></p> <p>Address <u>6026 MARTYNIUK PL</u> <u>RICHMOND, BC, V7E 6K1</u></p>	<p><u>[Signature]</u></p> <p>Name <u>TRACY LEE</u></p> <p>Address <u>6035 MARTYNIUK PLACE</u> <u>RICHMOND, BC V7E 6K1</u></p>
<p><u>BEE LEE ANG</u></p> <p>Name</p> <p>Address <u>6151 MARTYNIUK PL</u></p>	<p><u>H.M. Soo.</u></p> <p>Name <u>HUNG-NIN SOO.</u></p> <p>Address <u>6031 MARTYNIUK PL.</u></p>	<p><u>[Signature]</u></p> <p>Name <u>Jenny Jiang</u></p> <p>Address <u>6071 Martyniuk Place,</u> <u>Richmond, BC V7E 6K1</u></p>
<p><u>[Signature]</u></p> <p>Name <u><del>Mr. Chen</del></u></p> <p>Address <u>Alfred Lau</u> <u>6100 Martyniuk Place</u></p>	<p><u>[Signature]</u></p> <p>Name <u>PATRICK Au-Yang</u></p> <p>Address <u>6111 MARTYNIUK PLACE</u></p>	<p><u>P. Draper</u></p> <p>Name <u>Paul Draper</u></p> <p>Address <u>6280 Martyniuk Place</u> <u>Richmond, BC</u></p>
<p><u>Chun Hung Chan</u></p> <p>Name <u>CHUN HUNG CHAN</u></p> <p>Address <u>6138 Martyniuk Place</u></p>	<p><u>Ronn</u></p> <p>Name <u>[Signature]</u></p> <p>Address <u>6171 Martyniuk PL.</u></p>	<p>Name</p> <p>Address</p>
<p><u>[Signature]</u></p> <p>Name <u>6040 Martyniuk Place</u></p> <p>Address</p>	<p><u>Chun Yung</u></p> <p>Name <u>Chin-wei Kuo Wang</u></p> <p>Address <u>6051 Martyniuk Pl.</u></p>	<p>Name</p> <p>Address</p>



SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p><u>THEA &amp; ROBERT ROSKROCK</u></p> <p>Name _____</p> <p>Address 6560 JUNIPER DR. RICHMOND BC</p>	<p><u>Shirley Schwabe</u></p> <p>Name Shirley Schwabe</p> <p>Address 6600 Juniper Dr. Richmond B.C V7E4Z6</p>	<p><u>DARREL SESKIN</u></p> <p>Name <del>_____</del></p> <p>Address 9160 Juniper Gate Richmond BC V7E5A9</p>
<p><u>Li Xiang</u></p> <p>Name _____</p> <p>Address 6540 Juniper Dr. Richmond</p>	<p><u>Allen Woo</u></p> <p>Name Allen Woo</p> <p>Address 9000 Juniper Gate Richmond BC V7E5A9</p>	<p><u>Goy O'Loughlin</u></p> <p>Name _____</p> <p>Address 9297 Romanuk Dr Richmond BC V7E5G6</p>
<p><u>JOHN + KAREN WONG</u></p> <p>Name _____</p> <p>Address 6551 JUNIPER DR. RMD, BC V7E4Z4</p>	<p><u>AL + HARRIET DEBOER</u></p> <p>Name _____</p> <p>Address 9248 ROMANIUK DRIVE RMD V7E5K9 Al DeBoer Harriet DeBoer</p>	<p>Name _____</p> <p>Address _____</p>
<p><u>David Guo</u></p> <p>Name _____</p> <p>Address 6800 Juniper Dr</p>	<p><u>May Huang</u></p> <p>Name _____</p> <p>Address 6371 Juniper Dr.</p>	<p>Name _____</p> <p>Address _____</p>
<p><u>CHUNHUA WU</u></p> <p>Name _____</p> <p>Address 6760 JUNIPER DR.</p>	<p><u>Ben Chen</u></p> <p>Name _____</p> <p>Address 6371 Juniper Dr.</p>	<p>Name _____</p> <p>Address _____</p>


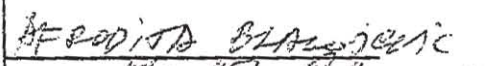
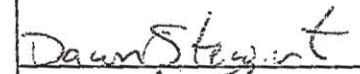
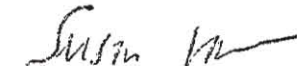
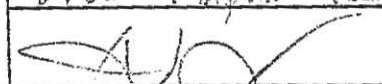
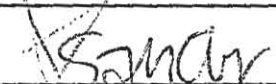
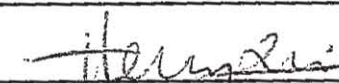
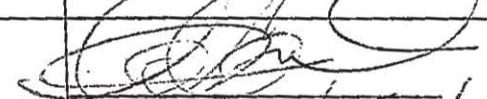
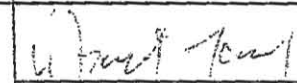
SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

PLN - 139

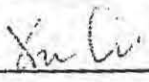
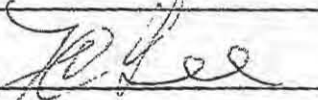


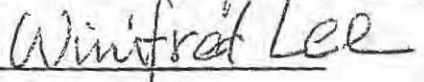


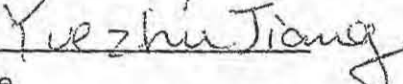


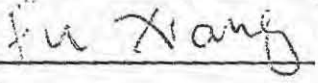


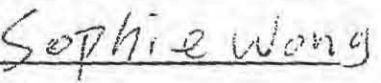

<p><u>KUT LEUNG WONG</u></p> <p>Name</p> <p>Address 6620 MAGNOLIA DR RICHMOND BC V7E 6M7</p>	<p><u>Gao Zhong wen</u></p> <p>Name</p> <p>Address 6531 Magnolia Dr Richmond BC V7E 6M7</p>	<p><u>SALLY KUO</u></p> <p>Name</p> <p>Address 6428 MAGNOLIA DR. RICHMOND V7E 6M7.</p>
<p><u>CHEUNG HAO CHSU</u></p> <p>Name</p> <p>Address 6560 MAGNOLIA DR Richmond B.C. V7E 6M7</p>	<p><u>Guo chang Hiu</u></p> <p>Name</p> <p>Address 6531 Magnolia Dr Richmond BC V7E 6M7</p>	<p><u>Rui zhi Fung</u></p> <p>Name</p> <p>Address 6555 Magnolia Dr Richmond V7E 6M7.</p>
<p><u>ALBERT NG KANTHY WONG</u></p> <p>Name</p> <p>Address 6471 MAGNOLIA DR RICHMOND BC</p>	<p><u>LEE CHUN</u></p> <p>Name</p> <p>Address 6500 Magnolia Dr. V7E 6M7</p>	
<p><u>DIANA WONG</u></p> <p>Name</p> <p>Address 6533 MAGNOLIA DRIVE RICHMOND. BC V7E 6M7</p>	<p><u>MOCK KIN WAI AU YEUNG SAU CHUN</u></p> <p>Name</p> <p>Address 6488 MAGNOLIA DR. Richmond BC V7E 6M7</p>	<p><u>Jessica Ye</u></p> <p>Name</p> <p>Address 6660 Magnolia Dr Richmond B.C. V7E 6M7</p>
<p><u>SIFCIY GOECHHALL</u></p> <p>Name</p> <p>Address 6577 MAGNOLIA DR RICHMOND BC V7E 6M7</p>	<p><u>JAMES &amp; NINA CHENG</u></p> <p>Name</p> <p>Address 6511 Magnolia Dr. Rmd - BC V7E 6M7</p>	<p><u>Dany Zhang</u></p> <p>Name</p> <p>Address 6677 Magnolia Dr Richmond BC V7E 6M7</p>



PLN - 140

 Name <u>PATRICK WONG</u> Address <u>6360 Maple Rd</u>	 Name <u>Aphodisa Blazovic</u> Address <u>6720 Maple Road</u>	 Name <u>Dawn Stewart</u> Address <u>6700 Maple Rd.</u>
Name <u>STEWART SIV</u> Address <u>6391 MAPLE ROAD</u>	 Name <u>Susan M.</u> Address <u>6740 Maple Rd.</u>	<u>TRUDIE LAI</u> Name <u>RL</u> Address <u>6571 Maple Rd.</u>
<u>PANG LAN-KIU</u> Name Address <u>6460 Maple Rd.</u>	<u>WENDELL TAN</u> Name <u>Wendell</u> Address <u>6800 MAPLE RD</u>	<u>MC LAI</u> Name <u>Lai Wai-j</u> Address <u>6571 Maple Rd</u>
 Name <u>JOCELYNE VAZANDO</u> Address <u>6520 Maple Rd.</u>	 Name <u>Sandy Cheng</u> Address <u>6751 Maple Rd.</u>	<u>SERTENA LAI</u> Name <u>Sing</u> Address <u>6571 Maple Rd.</u>
 Name <u>HENRY L.N.</u> Address <u>6626 MAPLE RD</u> <u>RICHMOND BC</u>	 Name <u>C.E. McFarlane</u> Address <u>6711 Maple Rd</u> <u>Richmond B.C. V7E 1G6</u>	 Name <u>Wai Yung</u> Address <u>6561 Magnolia</u>

PLN - 141

 Name Address 6566 Magnolia Dr.	 Name Address 6471 Maple Road	 Name Address 6280 Maple Rd.
 Name Address 6511 Maple Rd.	 Name Address 6471 Maple Road.	 Name Address 6440 Maple Rd.
 Name Address 6500 Maple Rd.	 Name Address 6451 MAPLE R.D.	 Name Address 6480 Maple Rd.
 Name Address 6491 Maple Rd.	 Name Address 6433 maple Rd.	 Name Address 6631 Maple Rd.
 Name Address 6471 Maple Rd.	 Name Address 6348 Maple	 Name <del>Wen</del> Address 6771 Maple Rd.



SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

PLN - 142

<u>George</u> Name Address 6820 Maple	<u>Chun Shih</u> Name Address 6411 Maple Rd.	<u>Paul Haverin 6328</u> Name Address
<u>Angus</u> Name Address 6340 Maple Rd.	<u>Elinor</u> Name Address 6340 Maple Rd.	<u>YEUNG WAICHUNG</u> Name Address 6480 Maple.
<u>Sue Plett</u> Name Address 6611 Maple Road	<u>Ting Man Mei</u> Name Address 6591 Maple Rd.	<u>Mei Hua Kuo</u> Name Address 6591 Maple Rd.
<u>NICHOLAS brown</u> Name Address 6731 MAPLE ROAD	<u>David Crue</u> Name Address 676 Maple Rd.	<u>Lucy. Qian</u> Name Address 676 Maple Rd
<u>Sherrie</u> Name 6600 Address Maple Rd	<u>Hwanq Hao Ming</u> Name 6600 Address Maple	<u>PAUL LY</u> Name Address 6571 MAPLE RD.

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

PLN - 143

<p><u>Rhoda</u></p> <p>Name RHODA YICK Address 6113 Maple Rd. Richmond VTE164</p>	<p><u>Wivian Yick</u></p> <p>Name WIVIAN YICK Address 6113 MAPLE RD, RICHMOND</p>	<p>_____ Name Address</p>
<p><u>Stephen Yick</u></p> <p>Name STEPHEN YICK Address 6113 MAPLE RD, RICHMOND VTE 164</p>	<p><u>M. Anne Ptucha</u></p> <p>Name M. Anne Ptucha Address 6420 Maple Rd., Richmond VTE165</p>	<p>_____ Name Address</p>
<p><u>霍楠</u></p> <p>Name 霍楠 Address 6115 Maple Rd. Richmond VTE164</p>	<p><u>John Ptucha</u></p> <p>Name JOHN PTUCHA Address 6420 MAPLE ROAD RICHMOND VTE165</p>	<p>_____ Name Address</p>
<p><u>Don Platt</u></p> <p>Name DON PLATT Address 6115 Maple Road Richmond VTE164</p>	<p><u>Don Platt</u></p> <p>Name DON PLATT Address 6611 MAPLE RD RICHMOND VTE164</p>	<p>_____ Name Address</p>
<p><u>Tina</u></p> <p>Name Tina Tong Address 6115 Maple Road Richmond VTE164</p>	<p>_____ Name Address</p>	<p>_____ Name Address</p>

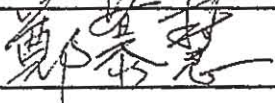


SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

PLN - 144

<u>Hang Lin Sun</u> Name Address 6668 Magnolia Dr. Richmond, B.C. V7E 6M7	<u>Michael Chan</u> Name Address 6520 Magnolia Dr. Richmond	 Name Address
<u>LI-JEN CHAO</u> Name 6688 MAGNOLIA DR Address V7E 6M7	<u>Wayne Tang</u> Name Address 6668 Magnolia Dr. Richmond	 Name Address
<u>Fung Kuo Shang</u> Name 6480 Magnolia Dr. Address V7E 6M7 Richmond	<u>CHUNG MAN (Sam)</u> Name Address 6633 Magnolia Dr. B.C. Richmond V7E 6M7	 Name Address
<u>JANTZEN PUN</u> Name Address 6460 MAGNOLIA DR RICHMOND BC	<u>LYLE WALTERS</u> Name Address 6551 MAGNOLIA DR V7E 6M7 Richmond BC	 Name Address
 Name 6491 Magnolia Dr Address Richmond B.C. V7E 6M7	<u>ERIC LIN</u> Name Address 6611 Magnolia Dr Richmond BC	 Name Address

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p></p> <p>Name _____</p> <p>Address 9080 Martignick Gate</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>
<p>Name 陳主蓮</p> <p>Address 9091 Martignick Gate</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>
<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>
<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>
<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>	<p>_____</p> <p>Name _____</p> <p>Address _____</p>





PLAN 146



# Open House Notification Area 9160 No. 2 Road - RZ 10-516267

Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES

**9160 No.2 Road (RZ 10-516267)**  
**Report on Public Information**  
**held on March 15, 2011 at the City Hall of Richmond, B.C.**

- A total of 152 invitations were delivered to the residents in the Maple Road and No.2 Road neighborhood, as per catchment plan provided by City Staff. Separate invitations were sent to the residents of the senior housing complex, Covenant Court.
- 19 persons (some are from the same family) attended the meeting.
- The developer, Wayne Fougere, the Architect and Masa Ito, the Landscape Architect were present.
- Edwin Lee from the City was also present.
- The meeting lasted from 5:30 to 7:30 pm.
- Plans, drawings and renderings were presented for viewing.

The following is the summary of the comments from the residents attended the meeting:

1. The townhouses do not conform to the single family housing in the neighborhood. The density is too high, the units are too small.
2. The 3 storey buildings are too tall.
3. The 18 units of townhouses will create traffic and parking problems on Maple Road and No.2 Road, particularly for cars trying to turn left from Maple Road onto No.2 Road in the morning.
4. The road block on the middle of Maple Road can be removed so that traffic can go from No.2 Road to Gilbert Road, hence easing the south-turn traffic from Maple Road onto No.2 Road.
5. The entrance to the townhouse project can be on No.2 Road.
6. A traffic light can be installed on the junction of No.2 Road and Maple Road, or on No.2 Road and Woodward.
7. The market value of the properties in the neighborhood will be adversely affected.

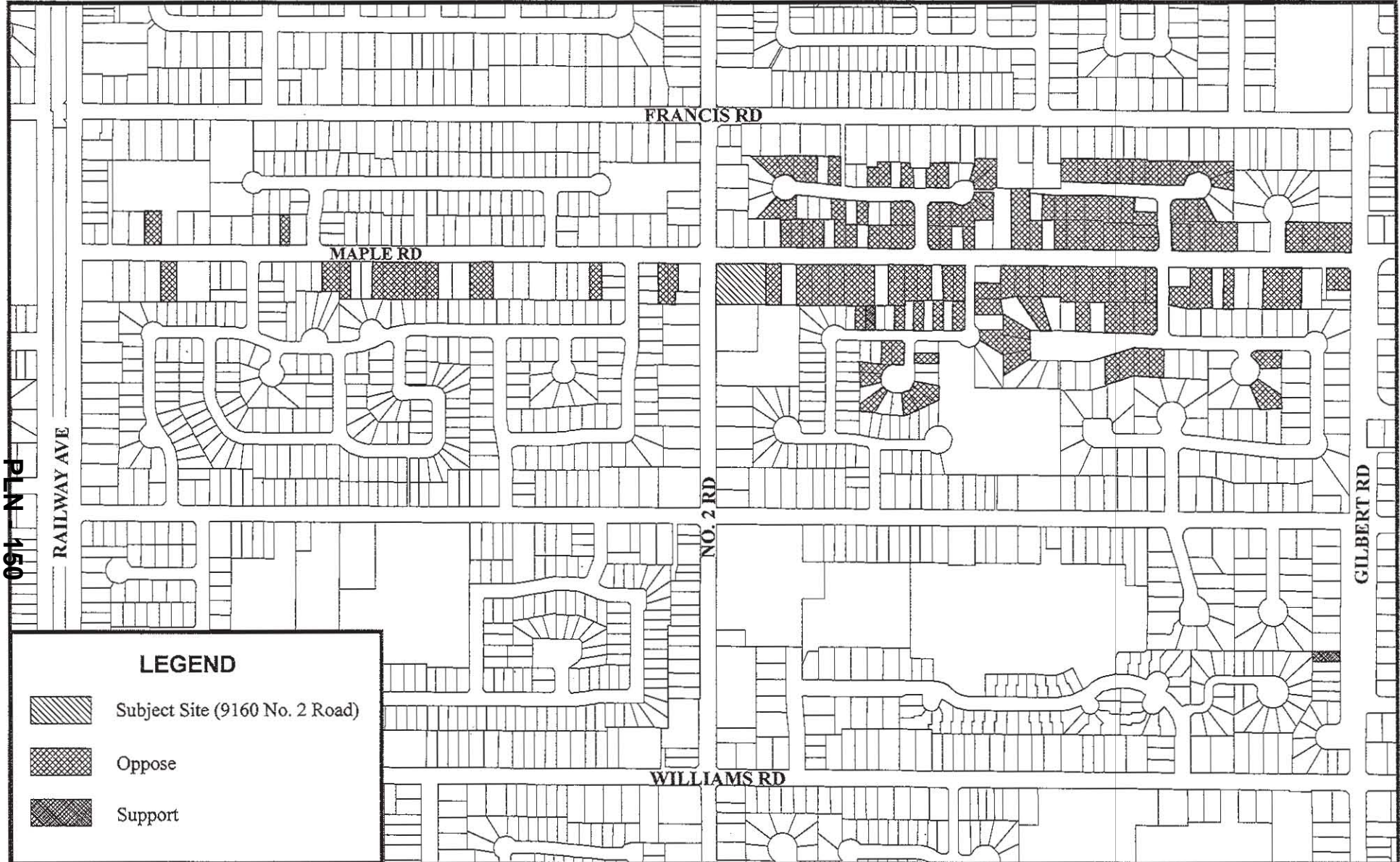


Our response to the above mentioned concerns are as follows:




1. Our property is situated on the south-eastern corner of No.2 Road and Maple Road. Immediately to our south is a senior housing apartment complex, and on our east is an older 2 storey house. In the immediate neighborhood, forms of development include, older small bungalows, older walk-out basement bungalows, new modest-sized two-storey homes (with double car garages facing the street, two storey entries and auto courts), newer large two-storey homes (with auto courts, three car garages and two storey entries), a three and a half storey apartment building, (the senior housing immediately to the south of the subject property), a church (with a large parking lot) and a small commercial development. Within a block radius of the property there are also several townhouse developments, duplexes and a small commercial centre.
2. Smaller homes in the neighborhood will provide affordable housing for young people and families, many of who would prefer to stay in the neighborhood they grew up in, close to their parents. Smaller homes will also allow long time area residents who find themselves empty nesters to downsize from a large family home without moving out of their neighborhood.
3. Along No.2 Road between Westminster Highway and Steveston Highway, there are 23 multi-family housing projects, some situated on corner properties, some in the middle of the block. The proposed project will be one of the most attractive ones among them.
4. Eighteen homes will generate a limited amount of traffic, base on the Traffic Study performed by Bunt and Associates.
5. All of the homes have a garage for parking two cars side-by-side. The City requires us to provide an extra four cars for visitor parking but potentially we may provide six visitor parking stalls (a 50% increase in the required visitor parking).
6. More street parking will be available due to our improved roadway frontage on Maple Road and the location of a single driveway crossing situated at the eastern property line.
7. The property east of our development will be screened with a row of tall trees and there is ample open space separating it from the townhouses.
8. Our three storey buildings will be built below the road elevation and will appear to be two and a half storey tall along our Maple Road Frontage. The windows in our homes will be the same types of windows in the homes on the north side of Maple Road (entry, living room, master bedroom and stair).
9. Garage doors will not face Maple Road.

10. As to the increase density. These new townhomes are of very high quality, with side-by-side double car garages and very modern and eye-pleasing exterior finishes. They will compare very well with the neighboring homes and certainly will add value to the area. A few more friendly people in the neighborhood will add to the quality of life, increase the number of residents keeping watch over the neighborhood and will deter the criminal elements by increasing the number of eyes on the street.





# LEGEND

-  Subject Site (9160 No. 2 Road)
-  Oppose
-  Support



## Public Consultation 9160 No. 2 Road - RZ 10-516267

Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES

**9160 No.2 Road (RZ 10-516267)**  
**Report on Public Information Meeting held on April 4, 2011**  
**at Covenant Court, 9260 No.2 Road, Richmond, B.C.**

The meeting was attended by 13 residents and the officials of the Christian Reformed Senior Housing Society, Nick Loenen and Simon Hanemaayer. The meeting was also attended by Edwin Lee of the City of Richmond.

After the assembly had a chance to view the plans, drawings and renderings. Wayne Fougere gave a brief run-down of the proposed townhouse project. The residents then took turn to ask questions and comment. A summary of the comments are as follows:

- The 3 units adjacent to the senior housing apartment building are too close and there are concerns of loss of privacy, sunlight and view.
- The density bonus given to the townhouse development is not justified and one unit in the middle of the project should be removed so that an open space becomes available.
- The driveway should not be too close to the senior housing.
- The playground, if there is one, should be situated away from the apartments and there should not be too many toys and games that will create excessive noise.
- The townhouses will create traffic problems.

Our response to the above mentioned concerns are as follows:

The above-mentioned concerns were presented to us over a year ago and we have since then made drastic changes to our design and site layout. The plans and renderings presented in this meeting have the following features:

- Only 3 units with east-west orientation are now situated adjacent to the neighboring apartment building, with no window opening and no deck looking onto any of their balconies and windows. The apartment is situated on the southern property line, and their residents are only looking onto the side-yards of the three townhouses.
- The original grade was maintained so that even though the townhouses are 3 storey in height, the top floor is of about the same height as the apartments' second floor. No townhouse residents will be looking onto the apartment units as the first floor of the apartment is a parkade, and the window openings of the townhouses are high and small.
- The entrance to the project is on Maple Road, away from the apartments.



- We agreed to plant some trees on the apartment property to create more shelter and pleasant look, as the services right-the-way on the project's property does not allow any tree planting along the property line.
- The exterior of the townhouse will be painted with light color and climbing plants and flowers will be planted on the fences. A new privacy fence with lattice will be built.
- The roof slopes have been reduced significantly.
- We will commission a traffic study to assess the future traffic impact and if needed implement remedies. (The traffic report was done)
- The density bonus was a result of our effort to save the trees along No.2 Road and Maple Road. In doing so, we need to build the townhouses on the present grade, requiring the construction of bridges to access the units fronting on No. 2 Road. Density bonus is also given to a project for its contribution in up-grading the underground services and road work, which will benefit the area. The project will incur substantial costs in this regard.

On a whole, the residents were pleased that we listened to their concerns and have made a good effort to make changes to accommodate their suggestions.

# Christian Reformed Seniors Housing Society

April 11, 2011

City of Richmond Planning Department

Att: Edwin Lee

Re: RZ-10-516267

Dear Mr. Lee:

Thank you for attending the information meeting. Following the presentation our residents agreed to submit this letter. It contains our corporate response while recognizing that each Strata Lease Holder is entitled to make a personal submission.

## **Covenant Court (9260 #2 Rd.,)**

Covenant Court, located adjacent to and south of subject property, is a 26 unit frame construction apartment building on 3 floors above a concrete parkade. It is designed for seniors 55 years and over.

The units are strata titled. Twenty-one units are owned by their occupants under a long term lease called Life-Estates. These Life-Estates are contracts between the non-profit Christian Reformed Seniors Society and the occupants. Life-Estates are registered against title. Five suites are rented to provide affordable housing to persons of limited financial means.

The governing bodies are the Society's Board of Directors and the Strata Council.

## **Impact on Covenant Court**

The developer proposes 18 units in 4 blocks or strips of townhouses, one parallel and adjacent to Maple, three parallel to # 2 Rd. Nine suites of Covenant Court face north. Residents of those suites will look at the end-walls of these blocks of townhouses. Those three end-walls will be 10 feet from the fence. Their height from existing grade is three levels plus a roof. The 10 feet setback is further reduced by a two foot cantilevered bay-window space, without glass. The Covenant Court building is 25 feet within the fence.



The potential negative impact of the proposed development includes:

- Loss of view
- Loss of daylight, making the north facing suites dark and dismal even during daytime.
- Loss of privacy, particularly for the 9 outside patios
- Increased noise, such as radios, car doors slamming, playground noise, basketball thumping, etc.
- Increased traffic congestion particularly at the Maple/#2 Rd. intersection and exiting the Covenant Court driveway will be more dangerous.

### **Relationship with Developer**

Since this application for rezoning was first made over a year ago, the developer, Mr. Thomas Leung and his staff, have been respectful, understanding, and helpful. Their attitude and approach is much appreciated. Twice there were private meetings. In addition, on April 4 the developer and his staff held an information meeting strictly for the residents of Covenant Court, Mr. Edwin Lee representing Richmond Planning was also in attendance.

As a result the current proposal incorporates significant changes that help address some of the concerns expressed by our residents. The changes include:

- Reduced total height.
- Reduced and relocated windows facing south and limiting their total area to reduce loss of privacy for Covenant Court suites.
- Reduced roof slope.
- An undertaking to apply light colours to outside finish on end walls.
- An undertaking to replace aging fence.

### **Remaining Concerns**

#### **1. Proximity of the middle block.**

The greatest deprivation of daylight and loss of view is for the centre most suites on the first and second floors of Covenant Court. We request that consideration be given to eliminating the southern most unit of the centre block, thus increasing the set-back from 10 to 30 feet, for that block only. That would reduce density and eliminate the density bonus the applicant has applied for. This seems only just, because why should a density bonus be allowed in exchange for preserving trees when Richmond's tree by-law

imposes a duty on all property owners to preserve trees?

So far, the developer has been hesitant to agree to this specific request on the basis that reducing density will make this project less profitable. Money is important but it is equally important for both sides. We ask the Planning Department and City Council to also consider the negative financial impact on the nine suites that face north. Is their financial well being not also important? And if so, what is the dollar value of their loss and how does that compare to the potential profit for the developer on just one unit?

It is our belief that rezoning is never a right, particularly where a development is allowed a mere 10 feet set-back when ours is 25 feet. A rezoning can only be justified if there is a public interest and if there is no harm inflicted on others. We ask you to consider the harm inflicted on our suites under the current proposal and to accept reasonable accommodations to off-set such harm. We respectfully submit that our request is reasonable and not unduly self serving or an excessive burden to the developer.

## **2. Traffic**

Traffic volume along #2 Rd. may require additional signals at the Maple Street intersection. West bound traffic turning left onto #2 Rd. is particularly at risk. In addition, our residents find it increasingly more difficult to exit and enter Covenant Court's driveway which is shared with the church next door.

Another improvement would be to move the existing bus stop along the east side of #2 Rd. from north of Maple to south of Maple and to move the #2 Road cross walk also to the south side of Maple. Most car traffic is on the north side of this intersection. Placing the cross walk and bus stop on the south side of the intersection would separate car and pedestrian traffic more effectively.

In the event it is not possible to move the bus stop, consideration should be given to move at least the cross walk to the south side. There is significantly more vehicular traffic on the north side of the intersection than on the south side. If the light-controlled sidewalk were on the south side, Maple vehicular traffic, both east and west, can turn onto #2 Road to go north, and south-bound #2 Road traffic can turn into Maple while the cross walk is occupied, without endangering pedestrians. Currently that is not possible



and yet cars are constantly tempted to do this, hoping to beat the pedestrians.

Moving that cross walk will make for a much safer intersection. For example, it will greatly help the residents of Covenant Court, all of whom are seniors and many of whom use the bus, and it will also help church traffic. That church operates a daycare, programs for youth, and is in use every day of the week. Currently, both Covenant Court residents and church users who come by bus south-bound on #2 Road must cross #2 Road, once, and Maple, twice. The Maple crossings are without the benefit of a light or crosswalk. By moving the cross walk south the two Maple crossings are eliminated for those persons. It is true that this gain is off-set by area residents who live north of Maple and now enjoy the benefit of not having to cross Maple twice. But that group is fewer in number and will be even more so when this proposed development is in place.

The primary reason for moving the crosswalk is that nearly all car traffic that comes out of or goes into Maple is on the north side of the intersection.

### **3. Noise**

Mindful that Covenant Court is home to seniors we ask that playground areas not be equipped with noise producing features such as a basketball hoop and special consideration be given to minimize noise emanating from playground areas.

Thank you for your consideration.

On behalf of all residents.

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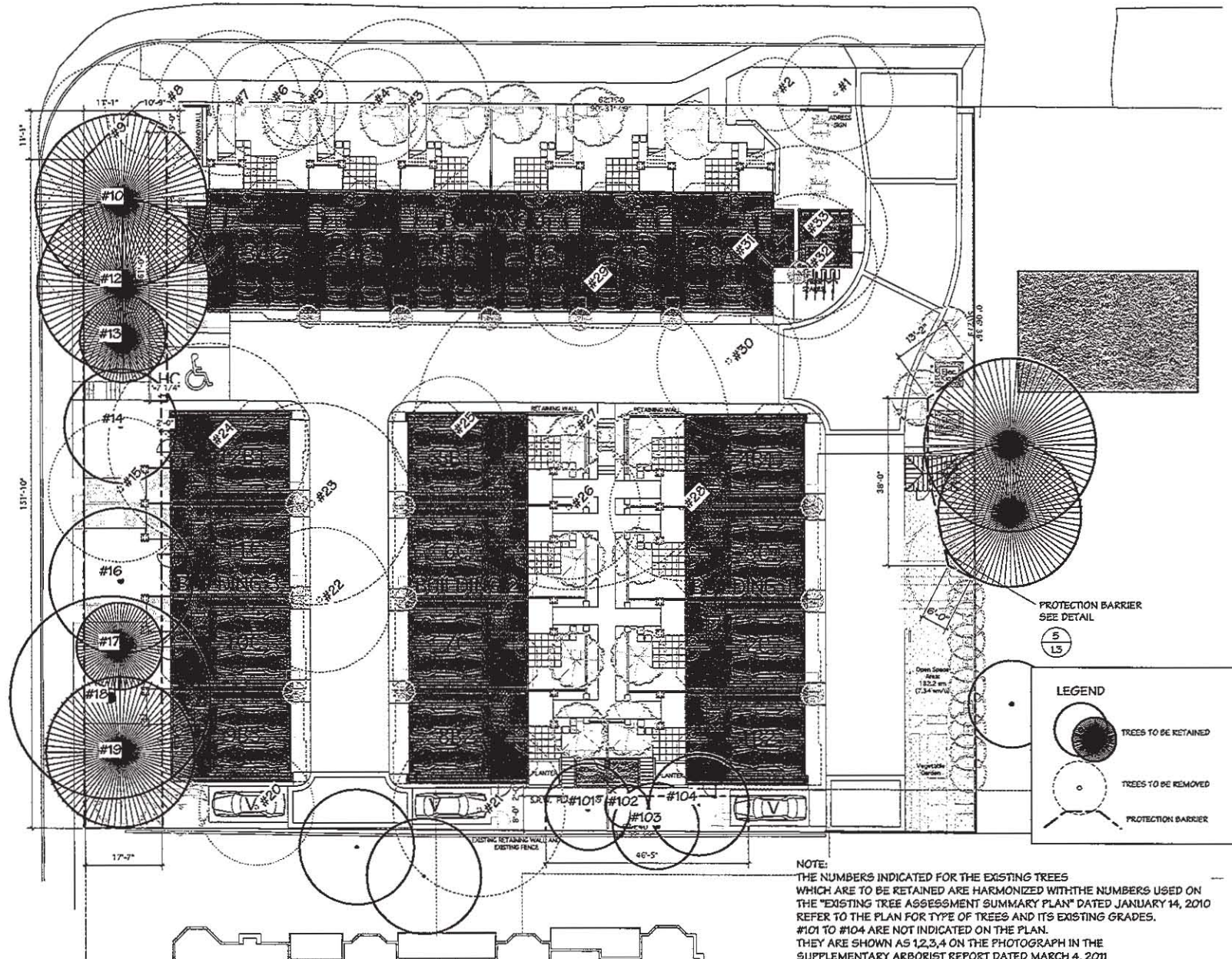
Dorinne Hudie  
President, Strata Council  
LMS 1251

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Nick Loenen  
President, Christian Reformed  
Seniors Housing Society

# Maple Road

N652 RD



MAY 16 2011:  
Hardscape modified  
Ec. Tree Preservation plan added,  
Reviewed for Redesign

MAY 6 2011:  
Hardscape modified  
Pkg area adjusted  
Reviewed for DP

MAY 1 2011:  
Ec. Tree adjusted  
Reviewed for DP

JAN 28 2011:  
Pkg. prepared  
Reviewed for DP

OCT. 2010:  
Hardscape modified  
Pkg area adjusted  
Reviewed for DP

SEP. 28 2010:  
Reviewed for DP

REVISIONS / ISSUES

**ITO**

& ASSOCIATES  
Landscape Architects  
1942 E 8th Ave.  
Vancouver, BC V6N 1M2  
T/F: (604) 255 5009  
Email: Itoen@mac.com

Project:

HARRINGTON COURT  
RICHMOND

Drawing Title:

EXISTING TREE  
PRESERVATION  
PLAN

Scale: 1" = 10'-0"  
Drawn: MB  
Checked: TT  
Date: SEP. 23, 2010  
Job: 101, 21  
Sheet:

L6 of 6



## Rezoning Considerations

**9160 No. 2 Road**

**RZ 10-516267**

Prior to final adoption of Zoning Amendment Bylaw 8769, the developer is required to complete the following:

1. Dedication of a 4m x 4m corner cut at Maple Road and No. 2 Road.
2. The granting of a 2.0 wide Public Rights-of-Passage (PROP) right-of-way along the entire west property line (No. 2 Road frontage) c/w a 4m x 4m corner cut at Maple Road for future road widening.
3. Registration of a flood indemnity covenant on Title. The minimum Flood Construction Level is 2.9 m (geodetic) or 0.3 m above the surveyed top of the crown of the adjacent public road.
4. City acceptance of the developer's voluntary contribution of \$2.00 per buildable square foot (e.g. \$47,003.23) to the City's Affordable Housing Reserve Fund.
5. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of eleven (11) replacement trees within the City.
6. Submission of a Tree Survival Security to the City in the amount of \$24,000 for the eight (8) protected trees to be retained on-site. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9160 No. 2 Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
7. Issuance of a separate Tree Cutting Permit for the removal of two (2) street trees along the Maple Road frontage. The City's Parks Division has reviewed the proposed tree removal and concurs with it. Identified compensation in the amount of \$3,250 is required.
8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site and off-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.
9. City acceptance of the developer's offer to voluntarily contribute \$3,000 towards the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection.
10. Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$18,000.
11. Submission and processing of a Development Permit application\* to the acceptance of the Director of Development.

Prior to issuance of Demolition Permit:

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on site and on adjacent properties to the north and east prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

Prior to issuance of Building Permit:

1. Enter into the City's standard Servicing Agreement to design and construct off-site works on both frontages. Works include, but are not limited to:
  - a. No 2 Road: (this ALL subject to the health & proximity of the existing trees along the No 2 Road edge)...Removal of the existing sidewalk, pouring a new 1.5m sidewalk at the new property line and establishing a grass and treed boulevard;
  - b. Maple Road:
    - i. Per the capacity analysis, upgrade the storm sewer across the Maple Road frontage to 900mm diameter on a manhole to manhole basis.
    - ii. Widen Maple Road to 11.2m, relocating the curb & gutter, creating a grass & treed boulevard c/w davit arm street lighting and installation a 1.50m sidewalk at the property line.
    - iii. It is noted that the Maple Road widening will be over a 150mm AC watermain. The design Engineer may recommend that the watermain be replaced as part of the design/construction process (all existing watermain breakages during construction are the clients sole responsibility).

Note: All works are at the clients sole cost; i.e. no DCC credits apply.

2. A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

\* Note: This requires a separate application.

[Signed original on file]

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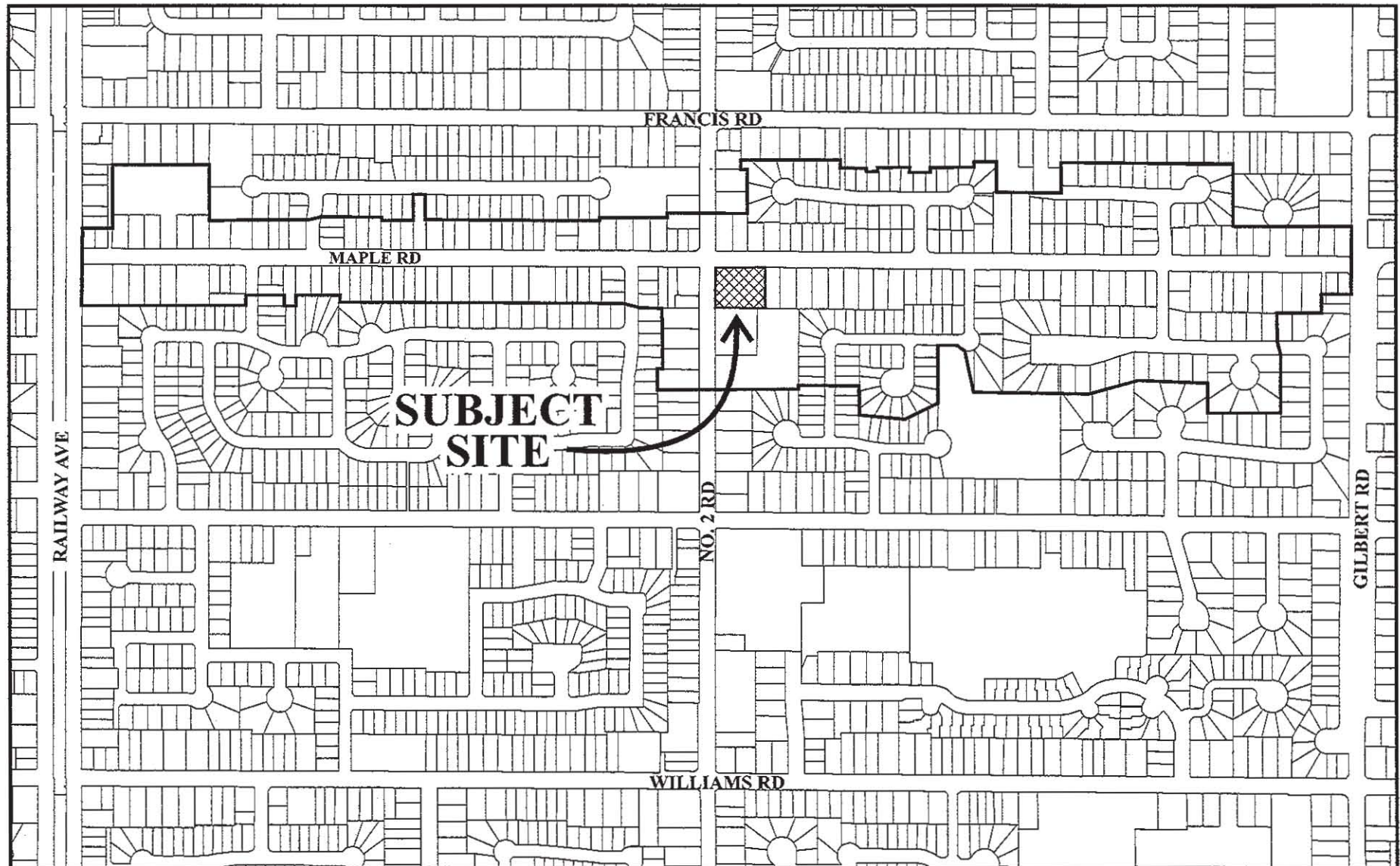
Signed

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Date



PLN - 160



Proposed Public Hearing Notification Area  
9160 No. 2 Road - RZ 10-516267

Original Date: 05/17/11

Revision Date: 06/07/11

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8769 (10-516267)  
9160 NO. 2 ROAD**

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

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

P.I.D. 010-776-443

Lot 1 Except: Firstly: Part Subdivided By Plan 31630

Secondly: Part Subdivided By Plan 38285, Block "B"

Section 30 Block 4 North Range 6 West New Westminster District Plan 2777

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8769**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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









**City of Richmond**  
Planning and Development Department

**Report to Committee**

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**To:** Planning Committee **Date:** June 13, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 10-557918  
Director of Development  
**Re:** Application by W. T. Leung Architects Inc. for Rezoning at 9099 Cook Road  
from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR8) – North  
McLennan (City Centre)"

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**Staff Recommendation**

1. That Bylaw No. 8782, to create "High Rise Apartment (ZHR8)– North McLennan (City Centre)" and for the rezoning of 9099 Cook Road from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR8) – North McLennan (City Centre)", be introduced and given first reading; and
2. That Bylaw No. 8782 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 pm, in the Council Chambers.

Brian J. Jackson, MCIP  
Director of Development

DN:blg  
Att.

**FOR ORIGINATING DEPARTMENT USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**



## Staff Report

### Origin

W. T. Leung Architects Inc., on behalf of Concord Pacific Developments Inc., has applied to the City of Richmond to rezone 9099 Cook Road (**Attachment 1**) from “Single Detached (RS1/F)” to “High Rise Apartment (ZHR8) – North McLennan (City Centre)” to permit development of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, and a six-storey mid-rise building over a parking structure, and 11 two-storey townhouse units with ground level entry (**Attachment 2**).

### Findings of Fact

The subject area is characterized by adjacent existing residential towers, pedestrian and cyclist paths and greenways, and the Garden City Community Park. The development proposes to expand the existing public path and greenway system as part of the overall development, which includes a high-rise, a mid-rise and townhouse units. The high-rise building typology is established in adjacent developments and both high-rise and mid-rise developments are supported by the McLennan North Sub-Area Plan and City Centre Area Plan (CCAP). The development proposal’s inclusion of a variety of building components and generous provision of public space is an unique addition to the neighbourhood that is consistent with the intention of the area plan.

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

A Servicing Agreement is required as a condition of rezoning and will address off-site works.

### Surrounding Development

A vacant single-family home was recently removed from the site. The immediate context surrounding the site is as follows:

- To the north: A large multi-family development (Hampton Park) consisting of four (4) high-rise residential towers and associated townhouse units that incorporates east-west linkages to Garden City Road along the northern and southern edges of the development, and pedestrian boulevards that connect to the north-south pedestrian pathway system. The site is zoned “High Rise Apartment (ZHR1)” and designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.
- To the east: 9233 Cook Road, a vacant parcel zoned “Single Detached (RS1/F)”, designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.
- To the south: Cook Road, a large multi-family development (Lotus) consisting of two (2) high-rise towers, townhouse units along Cook Road, Katsura Street and Alberta Road, and commercial space fronting Garden City Road that is occupied by a Montessori Childcare Centre zoned “Residential/Limited Commercial (ZMU3)”, designated Mixed Residential/Retail/Community Uses in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.



- To the west: Garden City Road, an existing townhouse development zoned “Low Density Townhouses (RTL1)”, designated General Urban T4 (15m) in the CCAP Brighthouse Village Specific Land Use Map.

## **Related Policies & Studies**

### Official Community Plan (OCP)

In the Official Community Plan (OCP), the subject site is designated Mixed-Use, which supports residential use. The proposed land use and density are consistent with the plan.

### City Centre Area Plan (CCAP)

The CCAP designates the subject site Urban Centre T5 in the Generalized Land Use Map. The designation supports a range of density and use. The development proposal is responsive to the site's designation in the CCAP Generalized Land Use Map.

### McLennan North Sub-Area Plan

The site is designated Residential Area 1 in the McLennan North Sub-Area Land Use Map. The area plan specifies a base density but does not reference an associated maximum density. The designation references a base density of 1.6 Floor Area Ratio (FAR) and is identified for the highest density development within the neighbourhood area plan.

Similar to the approach previously applied within the neighbourhood, review of the proposed density is based on consideration of compliance with existing City policy and the area plan(s), as well as public amenities and benefits associated with the proposal.

## **Proposed Density Analysis**

Determination of a suitable density range for the subject site included consideration of:

- Terms articulated in the McLennan North Sub-Area Plan;
- General provisions in the CCAP;
- Existing adjacent development;
- Contributions associated with previous development within the neighbourhood and contributions proposed by the applicant;
- Policies and procedures that have evolved since the completion of adjacent development; and
- Design resolution to accommodate the proposed density.

Based on these considerations and conditional to thorough design resolution, a potential maximum density of 3.12 FAR has been identified as supportable.

### Amenity Package

The proposed development is associated with a comprehensive amenity package.

### *Public Path and Greenway Network*

- A path and greenway network that connects the Garden City Community Park and nearby schools with existing public paths and open spaces is a central characteristic of the



neighbourhood. The development proposal would contribute to the existing path and greenway network.

- North-south greenway on the eastern portion of the site

An 8 m (26 ft.) wide connection between existing components of the north-south pedestrian path and greenway system that links public open spaces, public uses, and community focal points within the neighbourhood would be introduced on the eastern portion of the site and secured through a public rights-of- passage (PROP) right-of-way (ROW). The features associated with the proposed greenway are discussed in a subsequent section of this report.

- Greenway adjacent to Garden City Road

In accordance with the area plan, development of the subject site would include continuation of the public greenway for pedestrians and cyclists along the east side of Garden City Road adjacent to the subject site in accordance with the McLennan North Sub-Area Plan and CCAP. This public trail is characterized by a 2.5 m wide sidewalk, inclusion of rest stops, landscaping, and pedestrian scale lighting.

#### *Garden City Community Park Enhancement*

- To further develop the public realm within this neighbourhood, the applicant has proposed to contribute to the following Garden City Community Park enhancements:
  - Tennis court paving: Paving the two (2) courts, which are scheduled for construction in 2011;
  - Arboretum: Expansion of the Arboretum with specimen trees, landscape development, pathways, site furniture and signage;
  - Signage: Design, fabrication and installation of a comprehensive signage system for the park;
  - Landscape development: Rejuvenation of the mixed Birch/Pine/Cottonwood forest by removing and managing invasive plants, and planting new trees; and
  - Shoreline enhancement: Construction of boardwalks to improve public access at the edge of the pond and planting of vegetation to enhance the shoreline habitat.
- The total value of these projects is approximately \$500,000, which corresponds to the applicant's proposed contribution toward enhancements within Garden City Community Park.
- The projects will be coordinated by Parks Department staff and consultants may be retained for various design aspects. Coordination, construction and installation will be undertaken by a combination of Parks and Public Works crews, as well as outside contractors as required.

#### *Road*

- Road construction within this neighbourhood was achieved through a combination of dedication and contributions for road acquisition, construction associated with development projects, and City funds. A catchment area benefiting from the road acquisition and construction was identified; the project proponent's share of accountability is \$1,174,371 (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, road construction: \$124,692) during the 2011 calendar year.
- The contribution value includes the application of an upward adjustment of 6% per annum for holding and carrying costs that applies during the 2011 calendar year and will



be adjusted upward by 6% per annum to account for holding and carrying costs if the full amount is not received during the 2011 or any subsequent calendar year.

### *Affordable Housing*

- Subsequent to completion of the two adjacent residential developments, the City adopted an Affordable Housing Strategy. The proposed development is required to comply with the terms of the Affordable Housing Strategy, which necessitates that 5% of the total permitted FAR is secured as affordable housing units.
- Within specific City Centre Village areas, density may be increased by 0.8 to 1.0 FAR based on compliance with the Affordable Housing Strategy. Based on the site's inclusion within the City Centre Area plan but exclusion from a specific Village Centre, the viability of additional density based on compliance with the Affordable Housing Strategy was considered in conjunction with the greater public benefit associated with the proposal.
- Seven (7) affordable housing units, consisting of four (4) two-bedroom, two-storey townhouse units, two (2) two-bedroom apartment units, and a one-bedroom apartment unit will be secured according to the terms of the Richmond Affordable Housing Strategy and detailed in a subsequent section of this report.

In addition to the proposed amenity package, the applicant proposes to voluntarily contribution (\$73,947.62) to the City's Public Art program.

### Accommodation of Proposed Density

The applicant has demonstrated that the proposed density can be accommodated on-site while complying with the building form and character intentions outlined in the McLennan North Sub-Area Plan.

- The proposed building elevations comply with the height referenced for mid-rise and high-rise development within Residential Area 1 of the McLennan North Sub-Area Plan land use map. A 16-storey high-rise and six-storey mid-rise are proposed on-site, which introduces variety to the height of buildings within the neighbourhood.
- The high-rise and mid-rise buildings have been strategically sited to minimize the effect on existing residential tower view corridors. In addition, the high-rise tower is designed as a linear slab with a north-south orientation and the west elevation is angled to further minimize effects on existing view corridors.
- In order to conceal the enclosed parking structure, townhouse units line the Garden City Road and Cook Road frontages. Similarly, townhouses on the eastern façade of the building will introduce an active interface adjacent to the proposed north-south greenway. Importantly, townhouse units wrap around the north-west and north-east corners of the proposed development. The north parking façade is treated with a variety of architectural materials to introduce texture and visual interest to the elevation and will be further considered during the Development Permit review process.
- The subject site and the adjacent eastern lot (9233 Cook Road) are the last two (2) remaining parcels with potential for high-density development within the McLennan



North Sub-Area Neighbourhood. The Hampton Park development, which is located north of the site, and the Lotus development, which is located on the south side of Cook Road, has a permitted density of 2.56 FAR and 2.45 FAR respectively. A four-storey apartment development is located north of the Hampton Park residences, and Garden City Community Park is located south of the Lotus development. The subject site's location at the centre of the plan's high-density designated core provides an unique opportunity to maximize the site's potential density. The adjacent existing developments effectively manage the transition to a lower density that recognizes nearby uses.

- The proposed design typology endeavours to advance the quality of design within the neighbourhood.
  - Hampton Park, located immediately north of the subject site and extending east to Katsura Road, consists of four (4) high-rise towers and two-storey townhouse units. Hampton Park's Garden City Road frontage is not treated with grade level residential units or an alternate active use; instead a landscaped berm screens the parking structure. In comparison, the proposed development uses ground level townhouse units to screen the parking podium on three (3) visually prominent elevations.
  - The Lotus residences, located on the south side of Cook Road, consist of two (2) towers, and townhouse units and commercial space along the property's road frontages. The north-south pedestrian linkage to the Garden City Community Park that bisects the site is located above the parking structure instead of at grade. The pathway's separation from grade, combined with the presence of mechanical equipment associated with the building and parking ventilation system, interferes with the public space experience. The proposed development would introduce an 8 m (26 ft.) wide grade level north-south greenway designed to maximize its use by the general public.

Based on the applicant's demonstration that the proposed density can be accommodated on-site in a supportable building scheme, and consideration of the public amenities associated with the project, the proposed density of 3.12 FAR is supported.

#### OCP Aircraft Noise Sensitive Development (ANSND) Policy

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

#### Affordable Housing Strategy

The Richmond Affordable Housing Strategy applies to the entire City. The intention is to secure a number of affordable housing units within a development. In this case, in accordance with the strategy, a minimum of 5% of the permitted FAR will be secured for affordable housing units, which will be secured according to the terms of the Richmond Affordable Housing Strategy.

Of the 142 units proposed on-site, seven (7) affordable housing units are proposed. The following units have been identified as future affordable housing units:

- Four (4) two-bedroom, two-storey townhouse units fronting Garden City Road; and



- Three (3) apartment units (2 two-bedroom units, and a one-bedroom unit) within the mid-rise building. The units are located within the first floor of the mid-rise apartment and are located on the Garden City Road elevation of the building.

**Attachment 2** indicates the location of affordable housing units within the proposed development with an “(A)”.

To secure affordable housing units within the proposed development, the applicant is required to enter into a Housing Agreement prior to final adoption of the rezoning bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. A report will be drafted by the Affordable Housing Coordinator, with a bylaw and associated Housing Agreement attached. To secure the affordable housing units, the following terms, among others, will be articulated in the Housing Agreement.

#### *Housing Agreement Terms*

Housing Agreement Terms

Rental Rate	<p>\$875 for one-bedroom units for an eligible tenant having an annual income of \$35,000 or less</p> <p>\$1,063 for two-bedroom units for an eligible tenant having an annual income of \$42,500 or less</p> <p>Including provision for income adjustment at the date of adoption</p>																		
Ownership	The Housing Agreement is to establish terms for block ownership of the affordable housing units																		
Duration of Agreement	Perpetuity																		
Allocation of Floor Area	<p>Two storey townhouse units fronting Garden City Road</p> <table><tr><th># of bedrooms</th><th>unit floor area</th></tr><tr><td>2</td><td>103.7 m<sup>2</sup> (1,117 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>88.8 m<sup>2</sup> (956 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>88.8 m<sup>2</sup> (956 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>87.4 m<sup>2</sup> (941 ft<sup>2</sup>)</td></tr></table> <p>1<sup>st</sup> floor apartment units within the mid-rise building fronting Garden City Road</p> <table><tr><th># of bedrooms</th><th>unit floor area</th></tr><tr><td>2</td><td>93.4 m<sup>2</sup> (1,006 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>75.9 m<sup>2</sup> (817 ft<sup>2</sup>)</td></tr><tr><td>1</td><td>64.5 m<sup>2</sup> (695 ft<sup>2</sup>)</td></tr></table>	# of bedrooms	unit floor area	2	103.7 m <sup>2</sup> (1,117 ft <sup>2</sup> )	2	88.8 m <sup>2</sup> (956 ft <sup>2</sup> )	2	88.8 m <sup>2</sup> (956 ft <sup>2</sup> )	2	87.4 m <sup>2</sup> (941 ft <sup>2</sup> )	# of bedrooms	unit floor area	2	93.4 m <sup>2</sup> (1,006 ft <sup>2</sup> )	2	75.9 m <sup>2</sup> (817 ft <sup>2</sup> )	1	64.5 m <sup>2</sup> (695 ft <sup>2</sup> )
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Significantly, six (6) of seven (7) units proposed to be secured as affordable housing units are large two-bedroom suites. Larger, multi-room dwellings are the most desired unit typology as they respond to the affordable housing needs of families within the City.

The legal agreement will secure full and unlimited access and use of the indoor amenity space provided on-site for all occupants of the rental units.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity restrictive covenant, specifying the minimum flood construction level (2.9 m GSC) is required prior to rezoning bylaw adoption.



## Consultation

The rezoning process includes the erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site.

## School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves 142 multiple-family housing units.

## Public Input

Staff received three (3) telephone calls from residents of Hampton Park (northern adjacent development), an e-mail from a neighbourhood resident, and met with a representative for the eastern adjacent parcel, 9233 Cook Road. No written correspondence expressing concerns associated with the subject application was received.

The calls and the email correspondence were requests for a copy of the architectural building plans; copies of the plans were forwarded electronically. The callers were interested in the effect of the proposed development on their views.

*The 16- storey tower is proposed to be located on the eastern portion of the subject site compared to the tower on the northern adjacent lot, which is located on the western portion of the property close to Garden City Road. A minimum 24 m (78 ft.) separation between the existing tower and the proposed tower has been maintained in accordance with the City's design guidelines.*

*The location of the proposed tower also considers the Lotus development, which is located on the south side of Cook Road. Although the parcels are substantially separated by the width of Cook Road and associated public boulevards, the siting and design of the tower minimizes the view corridor impact on Lotus residents.*

*The tower is designed as a linear slab with a north-south orientation. The west elevation of the tower is angled to maximize view opportunities for residents of Hampton Park with south facing units. Similarly, the building's angular design results in a narrow southern building profile, which minimizes the building's impact on north facing Lotus residents.*

One of the callers also expressed concern related to traffic congestion at the corner of Garden City Road and Cook Road.

*Upgrades to the traffic signals at the Garden City/Cook Road intersection will be undertaken in association with the proposed development and will include installation of an audible pedestrian signal.*



An architect, representing the interests of the owner of the adjacent eastern parcel, 9233 Cook Road, requested a meeting with staff to discuss the potential impact of the proposed development on the future development potential of 9233 Cook Road.

*Future development of 9233 Cook Road will be required to contribute toward the acquisition and construction of Cook Road and Katsura Road, respond to City policy and design guidelines, and contribute toward further enhancement of the north-south greenway that the subject development proposes to introduce.*

*The base density for 9233 Cook Road is 1.6 FAR, a supportable increase in density will be determined based on the quality of the proposal's response to City policy, the project's overall contribution to the neighbourhood, as well as the quality of the building design resolution and its success in accommodating the proposed density on-site.*

*9099 and 9233 Cook Road were recently consolidated then subdivided to create their current vertical separation (SD 08-450000). Prior to the consolidation and subdivision to create the current geometry of the parcels, the two (2) parcels were long horizontal lots, which could not be developed individually in accordance with the area plan. The catalyst for the subdivision was the inability of the owners to come together as a consolidated development proposal.*

## **Staff Comments**

### Project Description

- The applicant proposes approximately 142 units (seven (7) affordable housing units and 135 market units) within a building consisting of a high-rise, mid-rise, and associated enclosed parking that is screened by 11 townhouse units located along the site's roads and greenway frontage and wrapping around the building's north west and north east corners (**Attachment 2**). The development also proposes to introduce an 8 m (26 ft.) wide north-south public greenway; the width of the greenway will be further expanded in the future when the adjacent eastern parcel develops.
- The proposed development includes on-site provision of both indoor and outdoor amenity space in accordance with the OCP, provisions for improved accessibility, compliance with the Richmond Affordable Housing Strategy, introduction of a north-south greenway, and a significant contribution toward enhancement of Garden City Community Park.

## **Technical Review**

The following provides a synopsis of the issues identified through the technical review process and the associated actions. The Rezoning Considerations (**Attachment 6**) outline the various aspects to be addressed prior to the application being finalized.

### Road Dedications, Contributions, Transportation & Upgrades

The following conditions must be addressed prior to adoption of the rezoning bylaw:

- A 4 m x 4 m (13 ft. x 13 ft.) corner cut at the south west corner of the site is required.
- City acceptance of a \$15,300 contribution to upgrade traffic signals at the Garden City/ Cook Road intersection. The upgrade includes installation of an audible pedestrian signal.
- During the 2011 calendar year, a \$1,174,371 contribution toward the acquisition and construction of Katsura Road and Cook Road (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, road construction: \$124,692). The sum will be



adjusted upward by 6% per annum to account for holding and carrying costs if not provided within the 2011 or subsequent calendar year(s).

- The applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage works, which include but are not limited to the following:
  - A 2 m (6.5 ft.) wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m (5 ft.) wide landscaped boulevard;
  - To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road;
  - The design of the public greenway along the east side of Garden City Road is to include a meandering shrub border, a double row of trees, curb and gutter, black painted light poles and a minimum 2.5 m (8 ft.) wide pathway. Two (2) benches, similar to those located north of the site are to be included in the design. The pathway is required to connect to the east west sidewalk on the south side of Hemlock Drive;
  - Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.

#### Servicing Capacity & Upgrades

- Based on consortium-committed upgrades for the North McLennan drainage area, the applicant is required to contribute \$8,032. The site service connections must connect the site to Cook Road and the site analysis will be required on the Servicing Agreement drawings.
- Based on the sanitary analysis provided for review, as part of the Servicing Agreement, the applicant is required to construct a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street (MH10510). The applicant is also required to upgrade the existing sanitary between two manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter.
- Water analysis is not required; however, fire flow calculations confirming adequate flow are required at the Building Permit stage.

#### Parking

- The site meets the parking requirements associated with Parking Zone 3 (Part 7 of the Zoning Bylaw).
- A total of 196 residential and 29 visitor stalls are required on-site; 196 residential stalls and 26 visitor stalls are proposed.
- The number of parking spaces proposed is within the permitted reduction based on commitment to implement a Transportation Demand Management (TDM) strategy supported by Transportation Engineering.
- The TDM measures associated with the proposed development include a contribution of \$22,000 towards a bus shelter and completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.
- A medium size (9.1 m x 3 m) loading space is provided on-site. It is located adjacent to the eastern edge of the building within the north-south greenway and will remain outside the required public rights-of-passage (PROP) right-of-way (ROW). Design details associated with the loading space will be further developed in consultation with the Parks



Department to minimize the aesthetic and physical impact of the loading space on the public greenway experience.

- The internal parking ramp slopes, which are greater than 10%, are permitted subject to the provision of skid resistant treatment on each ramp.
- The functionality and safety of the visitor parking area are improved by the inclusion of a pedestrian corridor to separate pedestrians from vehicle traffic using the ramp.
- Due to site specific constraints, a corridor separating parking stalls and access to the three (3) townhouse units that front Cook Road could not be accommodated. To ensure access between parking and entrances to these units via the parkade, registration of a legal agreement specifying parking stalls (stall #3, 7, and 10 within the ground level of residential parking) for the sole use of these units is a requirement of rezoning.

## Analysis

### Proposed Bylaw

- The proposed site specific High Rise Apartment (ZHR8) – North McLennan (City Centre) bylaw is a tailored version of the high-density residential zones within the neighbourhood (ZHR1 and ZHR2), which have been customized in response to site-specific conditions and the McLennan North Sub-Area Plan.
- Provided that design and site constraints are appropriately addressed, the McLennan North Sub-Area Plan references a base density of 1.6 FAR but does not reference a maximum permitted density.
- Proposed ZHR8 permits a maximum density of 3.12 FAR and an additional 0.1 FAR may be excluded from the total density calculation provided that the space is used exclusively as indoor amenity by residents.
- The subject development accommodates the proposed density on-site while responding to the McLennan North Sub-Area Plan and CCAP design guidelines, and is associated with significant public benefits. In addition, the proposal complies with the City's Affordable Housing Strategy and will contribute to the City's Public Art program.
- The building setbacks proposed reference those applied elsewhere in the neighbourhood with consideration of the site-specific design of the development proposal.
  - The 3 m (9.8 ft.) setback proposed along Cook Road is compatible with similar setbacks in the neighbourhood. The building façade treatment is permitted to project a maximum 0.4 m (1 ft.) into the Cook Road setback based on the benefits associated with highlighting features of the building façade that interrupt and add interest to the building elevation.
  - The Garden City Road setback is generally 10 m (32 ft.) in this neighbourhood; however, based on the active townhouse frontage proposed and associated individual unit accesses and balconies, a 6 m (19 ft.) setback is supported. By introducing active uses along the road frontage and developing a relationship between the residential units and the pedestrian/cycling greenway along Garden City Road the space becomes more animated than the existing pattern of parkade elevations and side yard relationships.
  - The north lot line setback is a standard 3 m (9.8 ft.).
  - The east lot line setback is a generous 10 m (32 ft.) in order to facilitate the introduction of an 8 m (26 ft.) wide north-south greenway. Individual townhouse patios may encroach a maximum of 2 m (6.5 ft.) into the setback. By maintaining



a maximum 1.2 m (4 ft.) separation in grade between the townhouse unit patios and the north-south greenway, an active interface between uses is established.

- The patio encroachments proposed along the public road and east lot line setbacks are no greater than 1/3 of the required setback width, which is permitted by the bylaw.
- The maximum permitted height is 47 m geodetic (147 ft.), similar to the northern and southern adjacent developments.

### **Tree Retention and Replacement**

#### **Tree Review Synopsis**

<b>Tree Location</b>	<b># of trees</b>	<b>Retention/Removal</b>	<b>Compensation</b>
On-site trees	45		
	1	Retain and protect one (1) tree Douglas Fir located at the north/east corner of the site within the north/south pedestrian pathway.	The dense ground vegetation is to be carefully cleared by hand and the buttress roots inspected for velvet top fungus prior to any site preparation activity
	42	Remove 42 on-site trees. 21 of these trees are in marginal to good condition but are located either within the proposed building envelope or within immediate proximity of the building envelope and minor alternations to the footprint would not facilitate retention.	2:1 replacement in accordance with the OCP.
	2	Relocate two (2) trees to an alternate on-site location. A Japanese Hiba Arbor-Vitea and Colorado Spruce are good candidates for relocation on-site.	The trees are to be indicated on the landscape plans in an alternate location at Development Permit stage. A Letter of Undertaking, to the satisfaction of the Tree Preservation Coordinator is required from a reputable tree moving company to ensure that these two (2) trees are successfully relocated on-site prior to tree relocation.
Off-site trees	2	Protect and retain two (2) off-site trees	

- Landscape details, demonstrating the introduction of 84 trees on-site in accordance with the 2:1 replacement requirement, will be further evaluated and a landscaping Letter of Credit will be secured in association with the Development Permit.
- If the required number of replacement trees cannot be accommodated on the site, the applicant will provide a cash-in-lieu contribution or will be required to plant replacement trees on City-owned property in an alternate location.
- In accordance with the City's Rezoning and/or Development Permit process as it relates to the retention and replacement of trees, the applicant has responded to the terms outlined to facilitate removal of on-site trees in advance of rezoning bylaw adoption and subsequent to successful Public Hearing:
  - The number of on-site trees to be removed has been reviewed and accepted by the City Tree Preservation Officer (see Tree Review Synopsis above);
  - The development site plan is generally acceptable and will be further articulated in association with the Development Permit;
  - An active Development Permit (DP 10-557920) is in process on the subject site;
  - A preliminary landscape plan (**Attachment 4**) has been submitted to the City for consideration and will be improved upon in association with DP 10-557920;



- A landscape security is required prior to issuance of the tree removal permit. The security is based on the number of on-site trees identified for removal at a 2 to 1 replacement ratio ( $42 \times (2 \times \$500) = \$42,000$ ); and
- If removal of trees located on City property is subsequently determined to be necessary, removal is to occur after the rezoning bylaw is adopted or as otherwise agreed to by the City Parks Department.

#### North-South Green Way

- Introduction of a north-south greenway on the eastern portion of the site is a significant feature contributing to the quality of both the proposed development and the McLennan North neighbourhood generally. The design of the greenway both compliments and expands the existing pedestrian/cyclist network.
- The grade level greenway will facilitate movement of pedestrians, cyclists and wheelchairs through a landscaped boulevard.
- With the exception of the greenway abutting Garden City Road, the McLennan North Sub-Area Plan does not specify the location of neighbourhood paths and greenways. The introduction of north-south path and greenway linkages has occurred in conjunction with individual developments. The subject application proposes to introduce one of the few remaining required linkages. Further, the proposed location of the north-south greenway is ideally located to connect the pedestrian avenues located north and south of the site.
- A preliminary design for the north-south greenway is attached to the report (**Attachment 4**).
- Due to site-specific constraints, including the restriction of vehicle access via Garden City Road and limited frontage on Cook Road, the on-site loading requirement will be accommodated along the eastern edge of the building on a western portion of the greenway.
- The preliminary design for the north-south greenway will be further developed collaboratively with the applicant's architect, landscape architect, and City Parks and Planning staff as part of the Development Permit review process.
- The ultimate desired width and location of the hard surface path may not achieve the full 3 m (9.8 ft.) width through this development on its own. The width at the north end of the greenway may be restricted to minimize impacts on the existing Douglas Fir that is identified for retention. At the south end of the path, the need to accommodate a loading space and landscaping along the eastern property line may necessitate a reduced width. If a full 3 m (9.8 ft.) wide hard surface path cannot be achieved initially, opportunities to shift or expand the width of the hard surface path will be undertaken in association with development of the eastern adjacent site, 9233 Cook Road.
- Irrespective of whether future adjustments to the hard surface path are required in the future, widening of the greenway and enhancement of the public space will be required in association with development of the eastern adjacent property (9233 Cook Road).
- The proposed north-south greenway will secure public right-of-passage (PROP) through a privately owned, publicly accessible right-of-way. The following summarizes the terms associated with the agreement, which is required to be registered as a condition of rezoning:
  - A right-of-way will be registered on the entire 8 m (26 ft.) width of the greenway, with the exclusion of the loading area located along the western edge of the greenway;



- The City will be accountable for maintenance and liability of the hard surface path;
- Maintenance and liability associated with the remaining landscaped width of the north-south greenway will remain with the private landowner(s);
- The minimum width of the hard surface path will be 3 m (9.8 ft.) with the exception of necessary narrowing, such as at the northern end of the greenway to minimize impacts on the existing tree's root system; and
- Appropriate signage will be installed and retained at the north and south end of the north-south greenway to identify the space as accessible to the public.

#### Amenity Space

- The proposed development will provide both indoor and outdoor common amenity space on-site, 243 m<sup>2</sup> (2,615 ft<sup>2</sup>) and 876 m<sup>2</sup> (9,429 ft<sup>2</sup>) respectively, which complies with the requirements of the OCP.
- Indoor amenity space is provided on the fourth storey fronting Cook Road with direct access to the outdoor amenity space located above the parking podium.
- The indoor amenity space includes an exercise room, entertainment rooms, a multifunction space that includes full kitchen facilities and washroom facilities.
- The outdoor amenity space is accessible through the indoor amenity space and through both residential buildings. The space will include a terraced area directly associated with the indoor amenity space, a designated children's play area and a larger multipurpose outdoor area. Further development of the space will be undertaken as part of the Development Permit review process.

#### Public Art

- In response to the city's commitment to Public Art, the developer proposes to provide a voluntary contribution at a rate of approximately \$0.60/ft<sup>2</sup> based on the maximum permitted FAR. The Public Art contribution value is approximately \$77,839 based on a maximum building FAR of 3.12.

#### Barrier-free Access

- On-site accessibility provisions are depicted in **Attachment 5**, and include barrier –free access from the street to the lobby of the residential mid-rise and high-rise and from the buildings to the on-site indoor and outdoor amenity space.
- Ten (10) one-bedroom and den units located on the east side of the high-rise building on floors 5-14 will be constructed as accessible units. These units include the provisions outlined in the City's Convertible Unit Features Checklist. Units within the mid-rise and high-rise can be converted into an accessible unit with plumbing and carpentry adjustments.
- Provisions for aging in place will be incorporated into all units. Features include backing for grab bars in bathrooms, lever style door handles, tactile numbering of suites, etc.
- Further, the proposed north-south greenway is located at grade level to maximize accessibility.

#### Sustainability

- The applicant has provided a synopsis of the sustainability measures proposed to be incorporated into the project. The list includes, but is not limited to the following provisions:



- Projecting slab fins and balcony overhangs on the west façade of both the tower and the mid-rise building, which function as shading devices;
- Brise soleils (permanent sun shading architectural features) are incorporated into the curtain wall windows on the south façade of the amenity space to reduce solar heat gain;
- Installation of a green roof over the indoor amenity space to reduce heat gain/loss over an air conditioned space;
- Low-e coatings on glazing to reduce ultraviolet penetration;
- Water conserving plumbing fixtures and Energy Star appliances will be considered;
- Installation of drought tolerant plants to reduce irrigation requirements;
- High efficiency irrigation system; and
- Soft landscaping at the ground level and at the fourth level outdoor amenity space to absorb rainwater and reduce runoff into the storm system.
- The applicant has advised that installation a geothermal system is not viable in this context. The applicant expressed concerns associated with maintaining geothermal loops that are located beneath a building. Further, the applicant has advised that the maximum benefit of a geothermal system is associated with uses, such as retail, commercial or institution, that require air conditioning throughout the year and that the costs associated with installation of a system in this context are prohibitive.

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

- The townhouse units along the perimeter of the building have been designed with consideration of the relationship between the individual units and the adjacent street frontage and north-south greenway. Individual entries contribute to establishing a strong street presence and facilitate opportunities for passive surveillance.
- The indoor amenity space is sited to provide opportunities for passive surveillance of the outdoor amenity space area and the Cook Road frontage.
- CPTED principles will be further reviewed as part of the Development Permit review process. Recommendations include:
  - Use of reflective white paint and minimizing the amount of solid walls in the parking levels;
  - Incorporation of fenestrations on the north elevation parkade wall to facilitate penetration of natural light;
  - Labelling of glazing used at elevator lobbies and vision panels in all doors leading to publicly accessible areas (exit stairs); and
  - Incorporation of low-level lighting within the courtyard and along the north-south greenway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.

#### Proposed Development Permit (DP 10-557920)

- The proposed building design will be reviewed by the Advisory Design Panel (ADP) as part of the Development Permit review process. The Panel's comments will be considered in association with the following comments from staff, which identify items highlighted for further discussion and/or design development. The review process will consider:
  - Introduction of more texture to the façade of the enclosed garbage/recycling area;



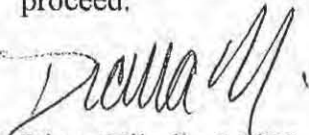
- Design development of the relationship between the mid-rise and high-rise buildings on the Cook Road elevation;
- Design development of the roof parapet to declare the termination of the building;
- Design development of the mid-rise roof treatment to minimize overlook concerns;
- Opportunities for further development of the north parkade elevation, including building articulation and introduction of large growing tree species;
- The color to be applied to the box-rib corrugated metal siding above the tower lobby entrance, the east side of the lobby and the northeast façade;
- Relocation of the children's outdoor play area with consideration of its relationship to the indoor amenity space and amenity terrace. Based on the proportion of two-bedroom to one-bedroom units proposed, it is anticipated the development will attract many families and the outdoor amenity programming should respond to this need. In addition, any potential safety conflict between the children's outdoor amenity area and the water features is to be addressed;
- Adjustment of landscaping at the podium level to minimize expansion of semi-private space into the common outdoor amenity area;
- Minimizing the visual impact of the outdoor garbage/recycling holding space through the use of strategic landscaping;
- Details associated with the relocation of on-site trees;
- Reduction of the width of the hard surface treatment associated with the vehicle entry drive aisle;
- Minimizing the visual and physical impact of the loading space on the north-south greenway; and
- Details associated with the width and location of the hard surface path within the north-south greenway.

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

No financial or economic impact is anticipated as a result of the proposed development.

**Conclusion**

The applicant has demonstrated the feasibility of accommodating the proposed density within a building that responds to its immediate context by including a range of building typologies and sensitively interfacing with its adjacencies while responding to the McLennan North and CCAP design guidelines for the area. Additionally, the proposed development provides a series of benefits for the immediate neighbourhood including a significant contribution to the north-south greenway system and to the enhancement of the Garden City Community Park. Based on these fundamental considerations, staff recommend that the proposed development be approved to proceed.



Diana Nikolic, MCIP  
Planner II (Urban Design)  
(604-276-4040)

DN:blg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

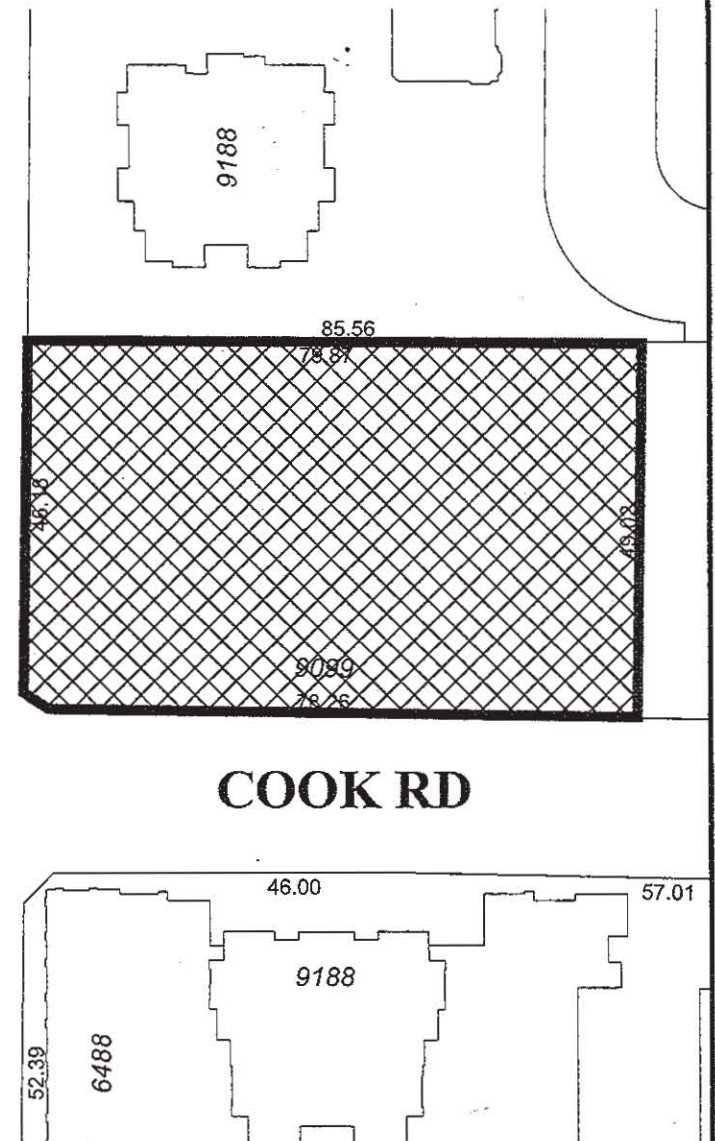
Attachment 3: Development Application Data Sheet

Attachment 4: Preliminary Landscape Plan (including preliminary north-south greenway)

Attachment 5: Onsite Accessibility Provisions

Attachment 6: Rezoning Considerations Concurrence





RZ 10-557918

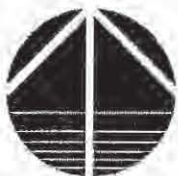
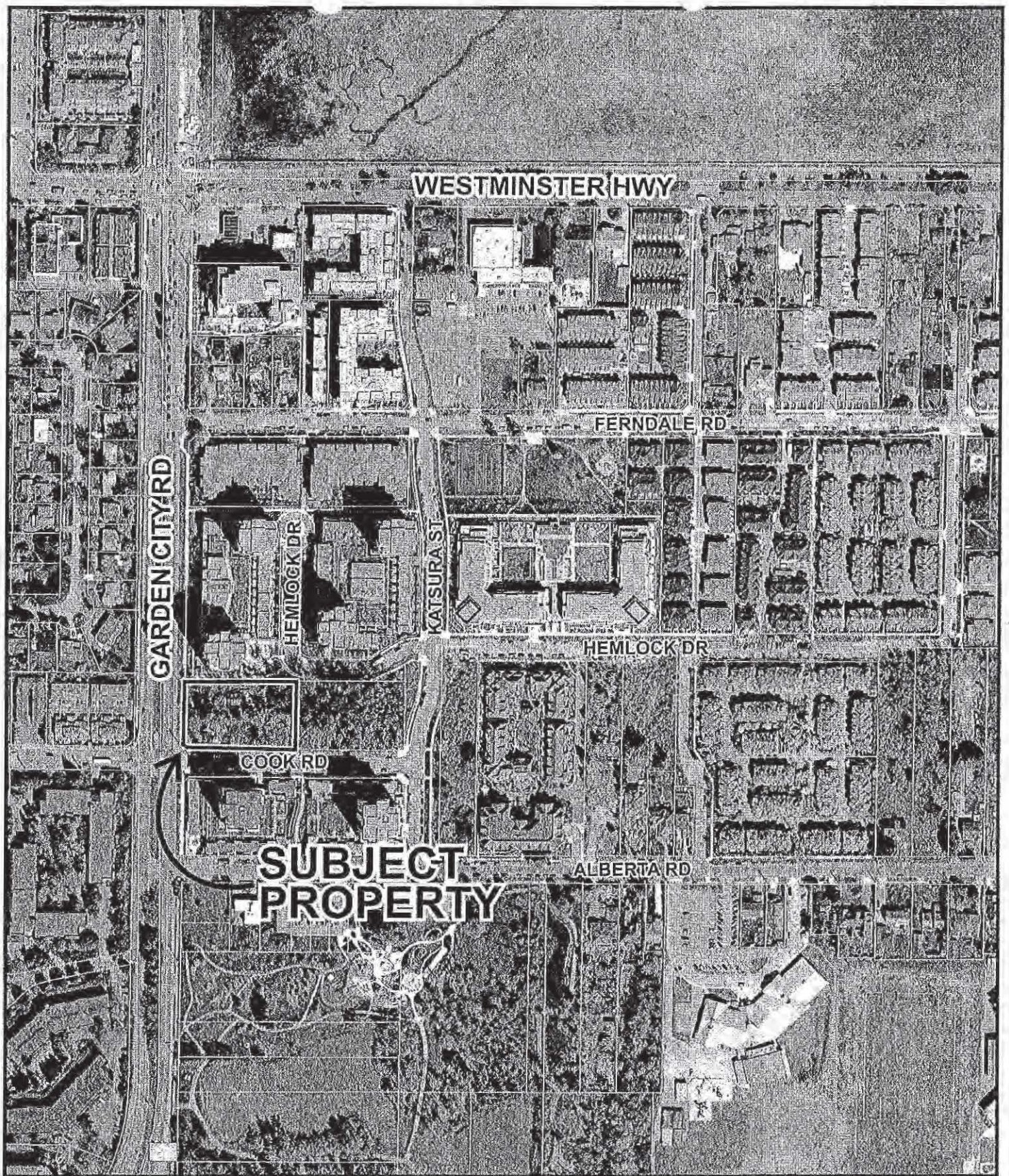
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Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1





RZ 10-557918

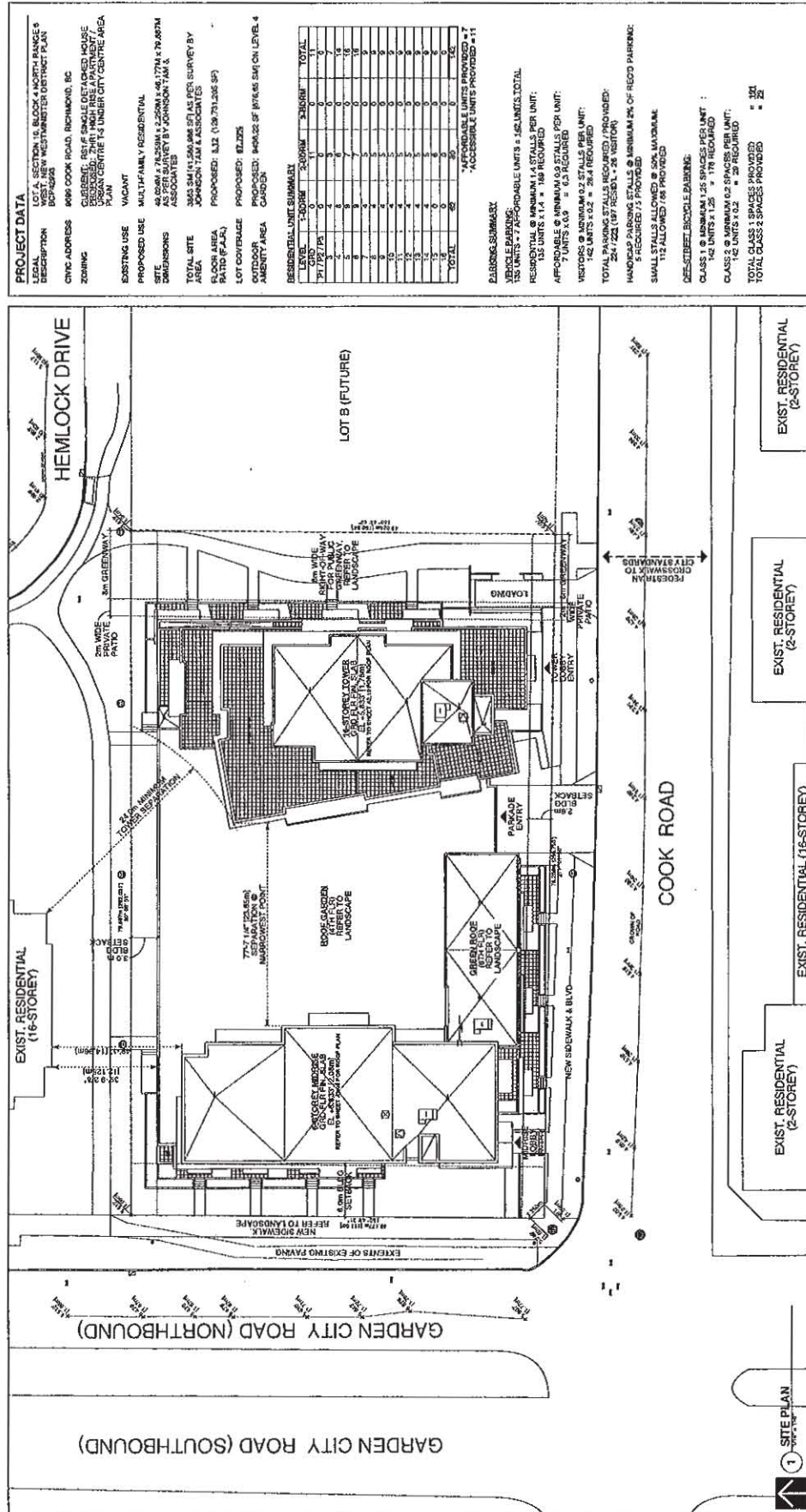
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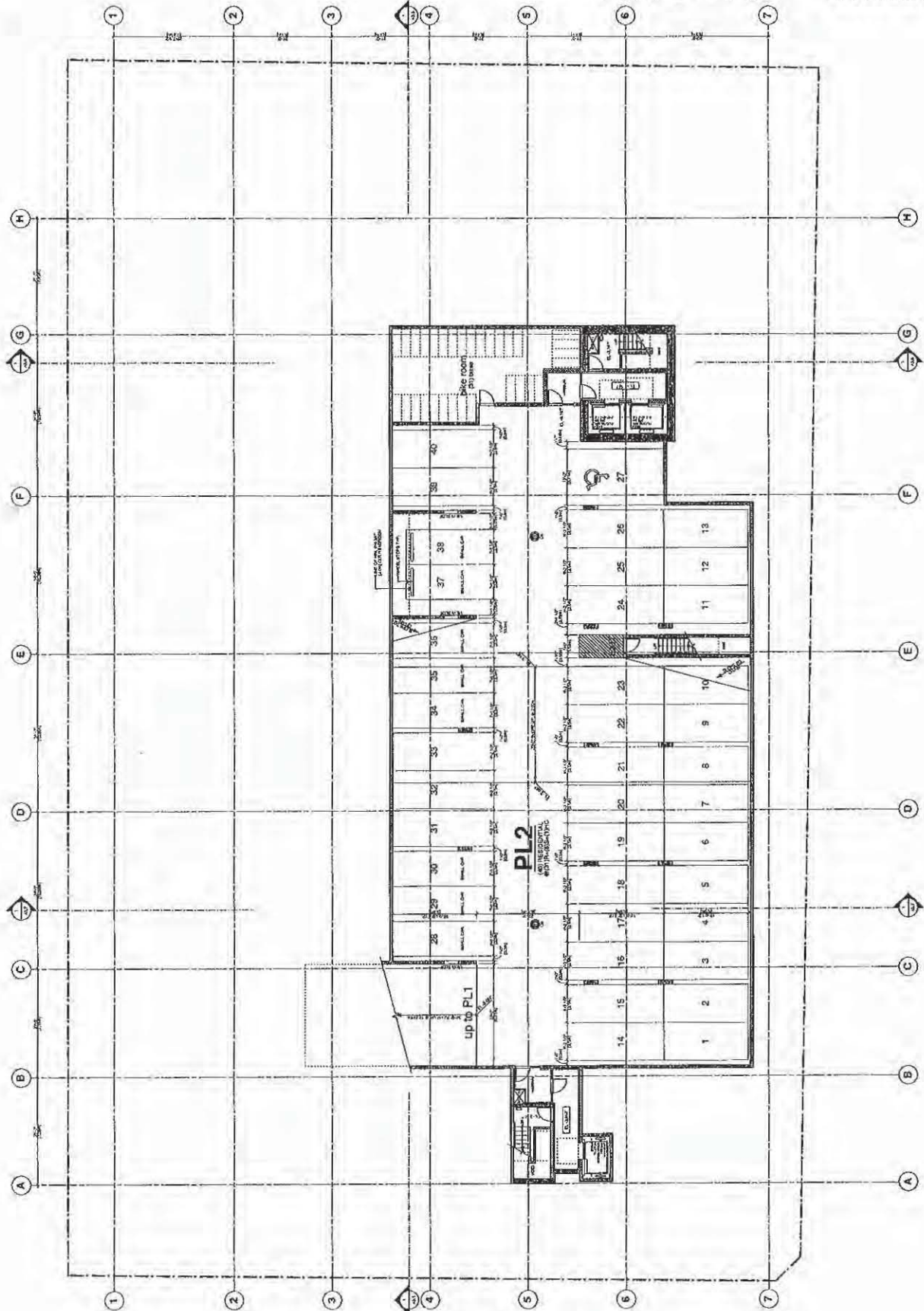
Revision Date:

Note: Dimensions are in METRES





The site plan shows a rectangular lot labeled 'LOT B (FUTURE)' and 'SITE'. The lot is bounded by Hemlock Drive to the north, Cook Road to the east, Alberta Road to the south, and Gadden City Road to the west. To the west of Gadden City Road is a street labeled 'KATSURA STREET'. To the north of Hemlock Drive is a street labeled 'HEMLOCK DRIVE'. To the east of Cook Road is a street labeled 'ALBERTA ROAD'. To the south of Alberta Road is a street labeled 'GADDEN CITY ROAD'. The site is located between Gadden City Road and Katsura Street. The lot is shaded with a cross-hatch pattern. Surrounding the site are several existing buildings, all labeled 'EXIST. RESID. (16-STOREY)'. One building is located to the west of the site, another to the north, and two to the east. The site is also labeled 'LOT B (FUTURE)' and 'SITE'. A north arrow is located in the bottom right corner of the plan, pointing towards the top right. The plan is titled 'CONTEXT PLAN' and '2' in the bottom right corner.



3	PLAN 201	HEMLOCK DRIVE
4	PLAN 202	HEMLOCK DRIVE
5	PLAN 203	HEMLOCK DRIVE
6	PLAN 204	HEMLOCK DRIVE
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38	PLAN 236	HEMLOCK DRIVE

9099 COOK ROAD  
RICHMOND, BC  
VANCOUVER DISTRICT OFFICE  
VANCOUVER DISTRICT OFFICE

PARKING PL2  
FLOOR PLAN

SCALE  
1:100  
AS NOTED  
1" = 10'-0"

DATE  
10/10/2011  
BY  
WTL  
CHECKED  
WTL  
APPROVED  
WTL

A2.00



GARDEN CITY ROAD

PLN - 184

79.867m (262.031')  
90° 06' 51"

PL1

(20) VISITOR/RECEPTION  
SL - 1.833'

P1

(19) RESIDENTIAL UNIT  
SL - 0.305'

GREENWAY  
REFER TO LANDSCAPE DRAWING

1. ALL IN S.P. RELEASED FOR RECORDING  
2. ALL IN S.P. RELEASED FOR RECORDING  
3. ALL IN S.P. RELEASED FOR RECORDING & S.T.  
DATE: 10/1/14

9099 COOK ROAD  
RICHMOND, BC

GARDEN CITY & COOK ROAD

GROUND  
FLOOR PLAN



DATE: 10-18  
BY: JCL  
CHK: AS NOTED  
SCALE: 1/8" = 1'-0" U.S.D.  
PROJECT: WTL  
DRAWING: A2.01  
SHEET: 1 OF 1  
REVISIONS:

A2.01

COOK ROAD

A

A

B

C

D

E

F

G

H

DWG

1.50m

1.50m

1.50m

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CROWN OF ROAD

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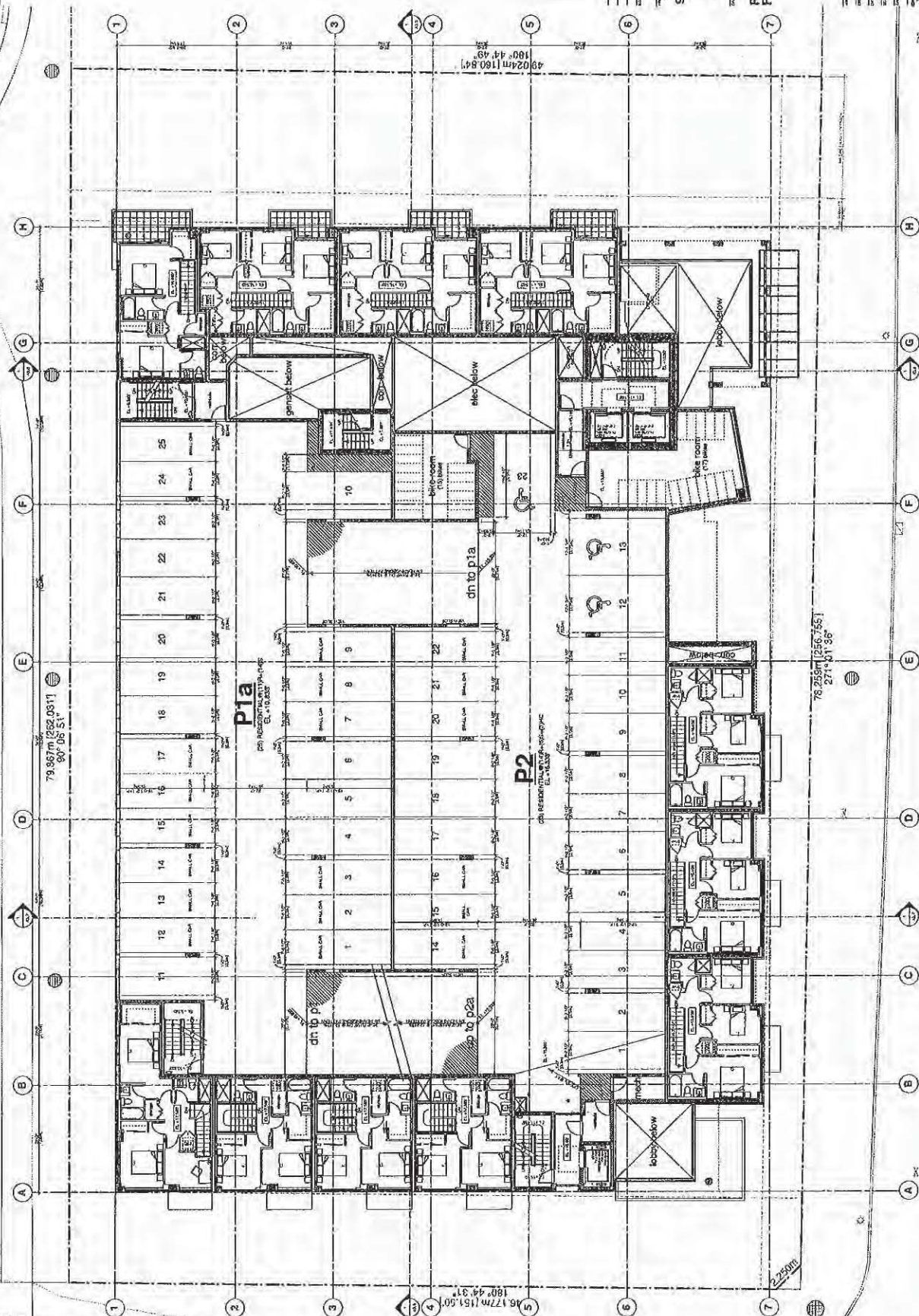
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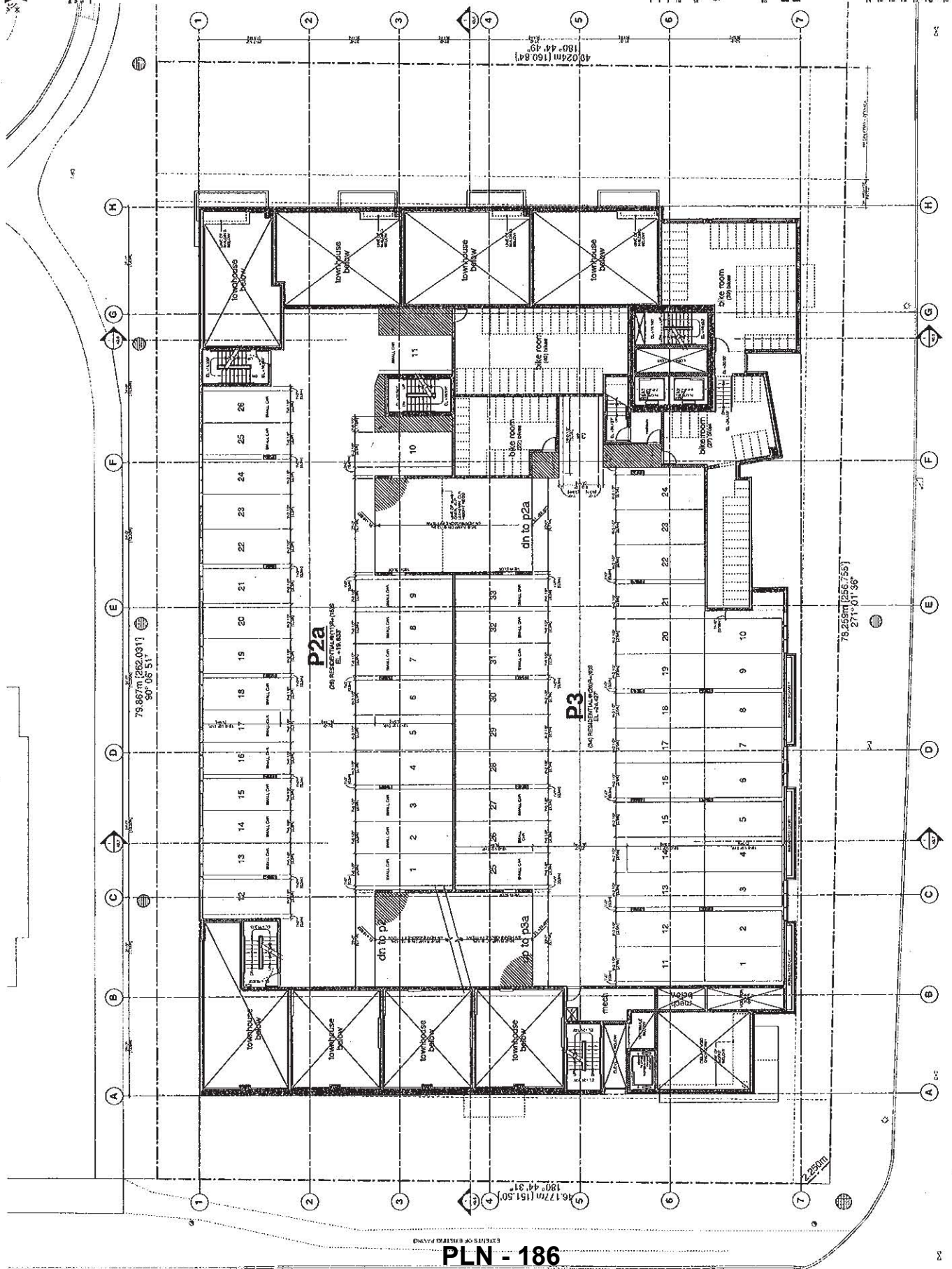
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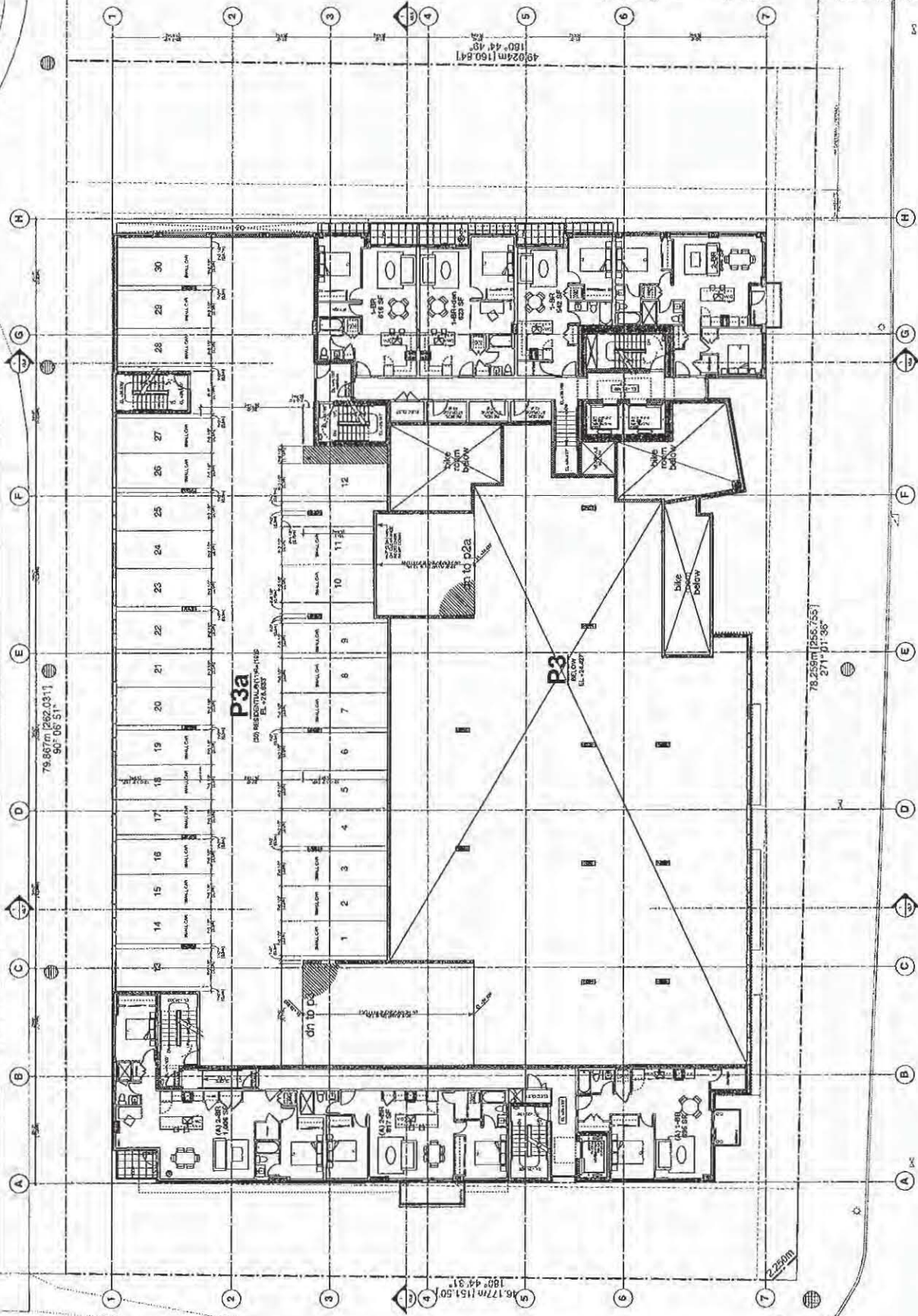




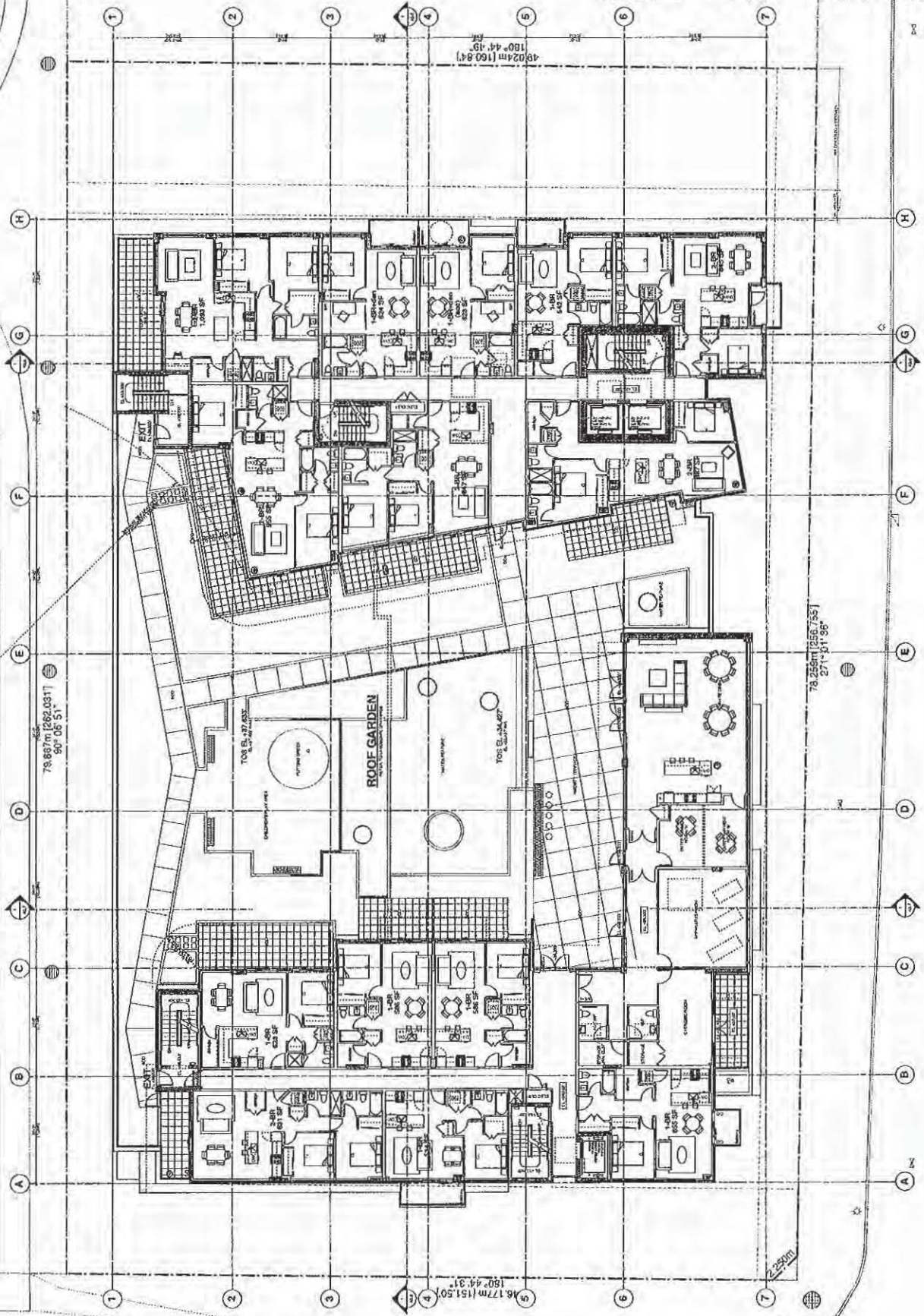
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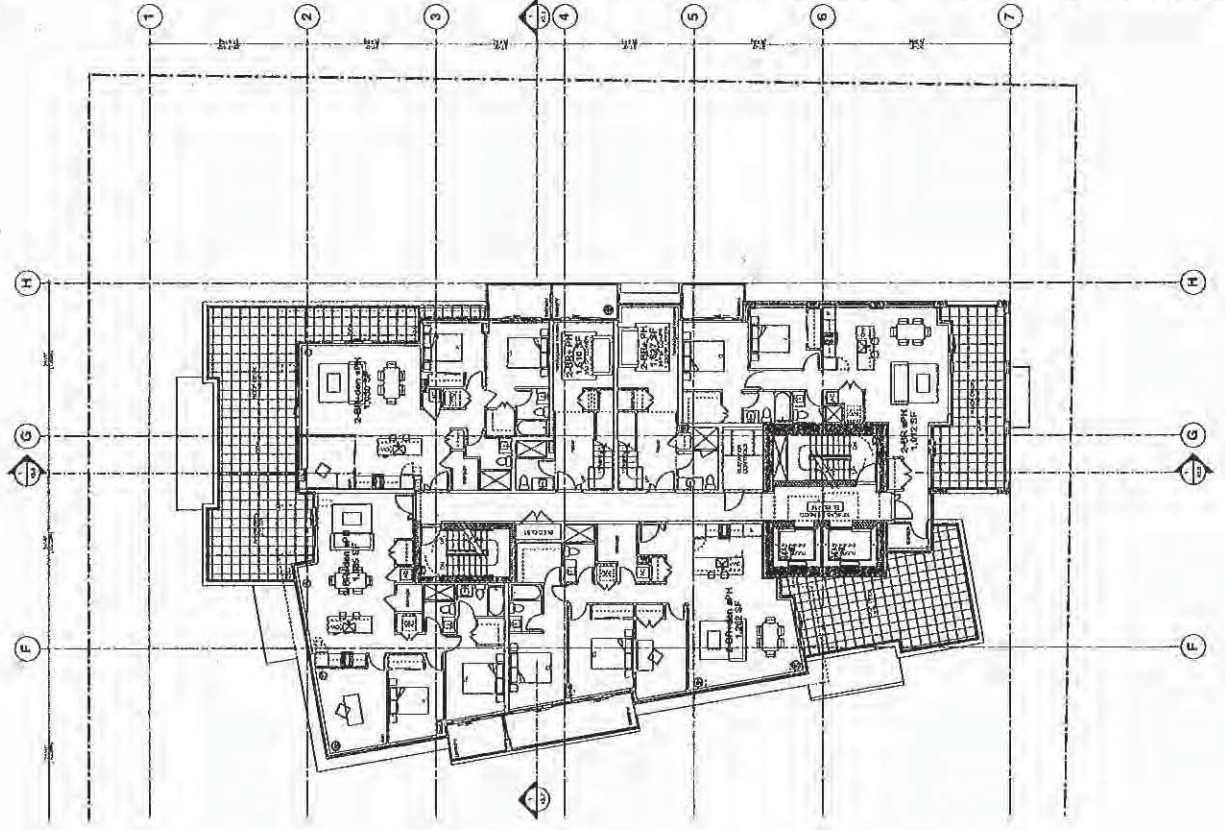




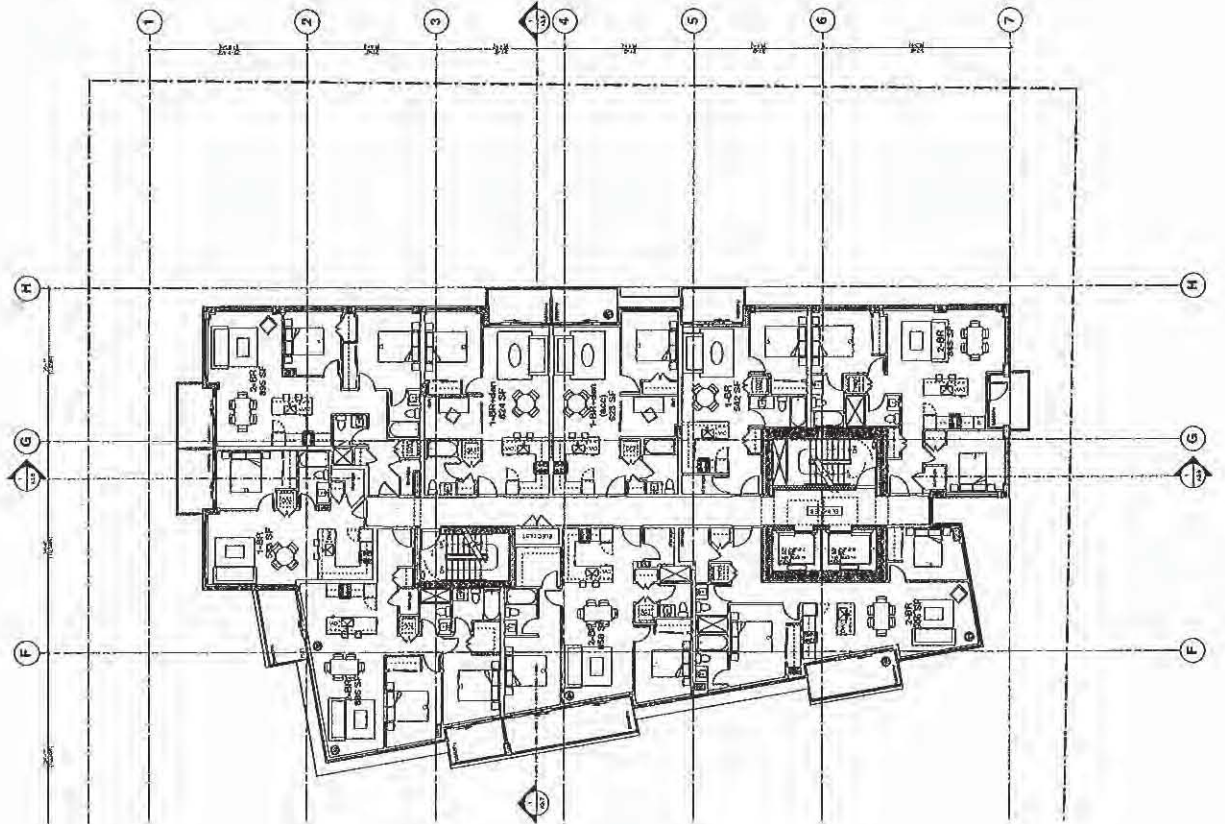




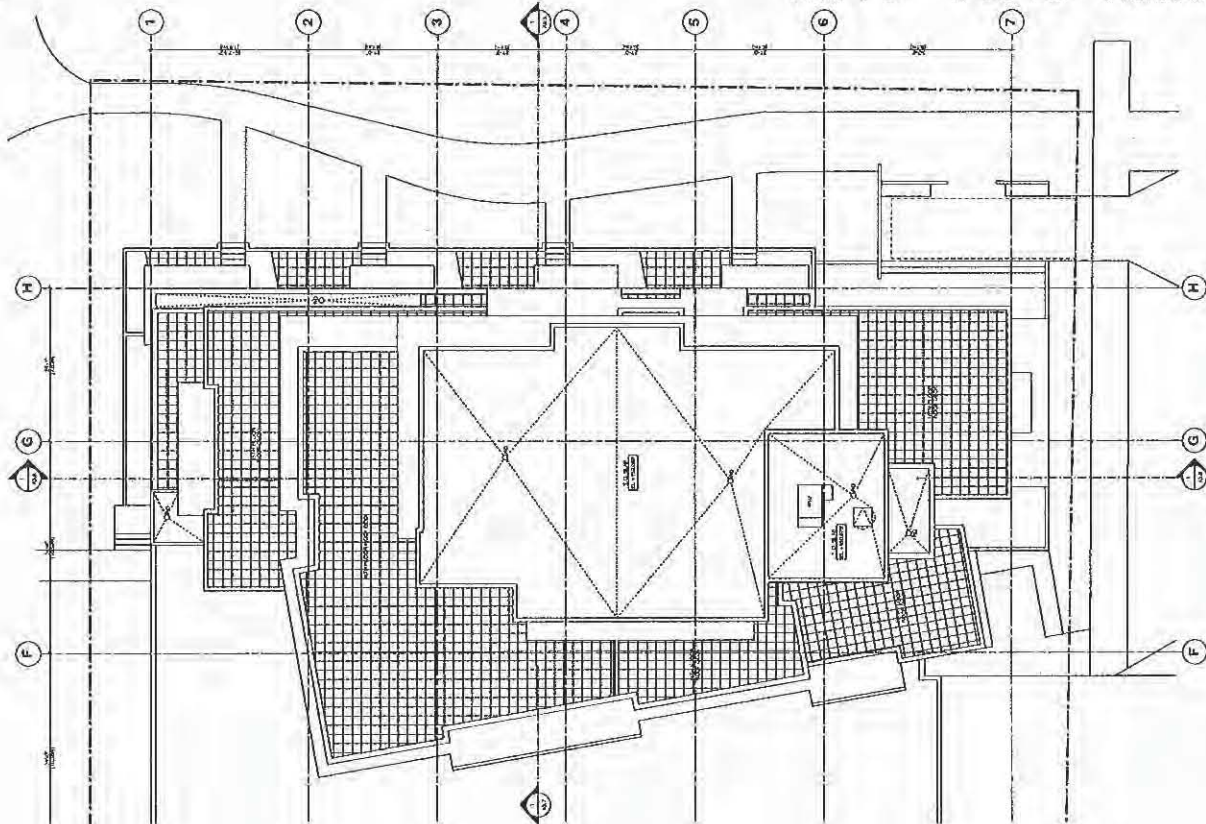




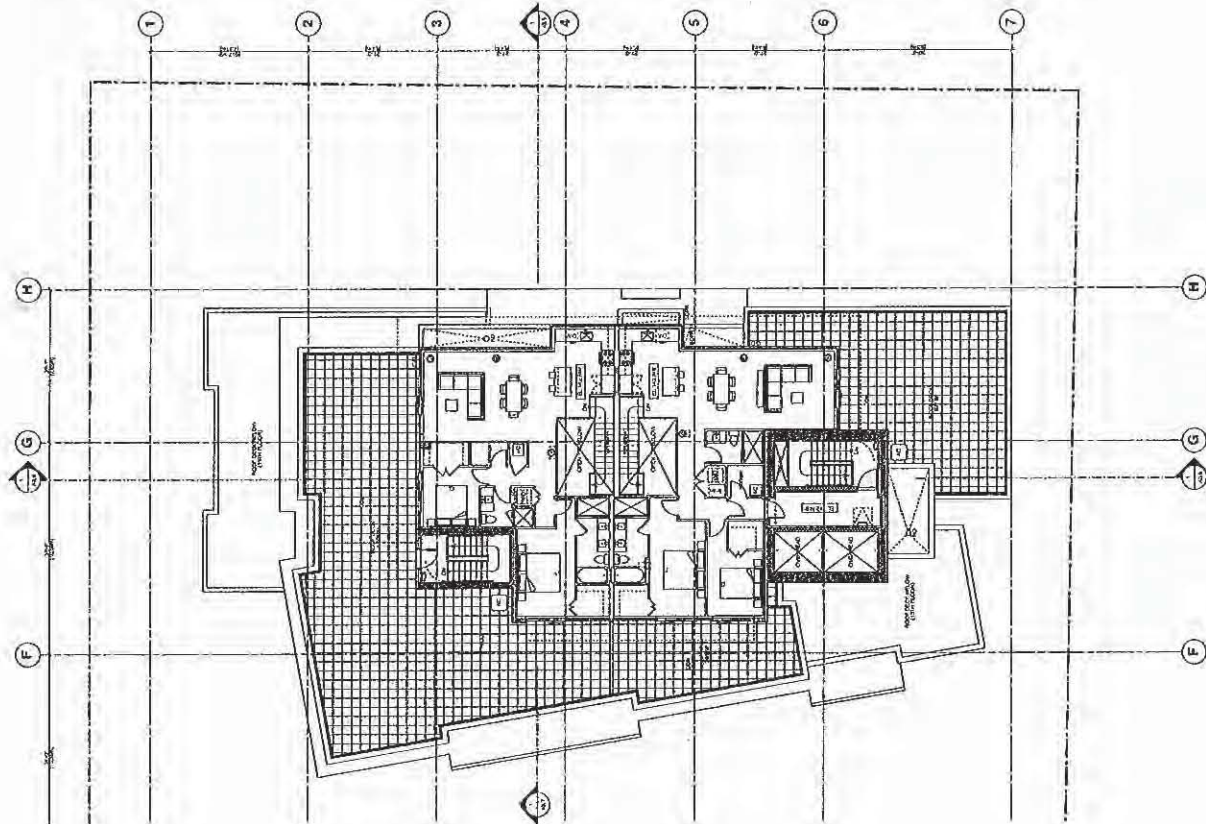
2. 15TH FLOOR PLAN



1. TYPICAL FLOOR PLAN (LVLS 8-14)



2 TOWER ROOF PLAN  
VP-102



1 16TH FLOOR PLAN  
1/8" = 1'-0"



GENERAL LEGEND	
1	WALL FINISH
2	CEILING FINISH
3	FLOOR FINISH
4	DOOR FINISH
5	WINDOW FINISH
6	ROOF FINISH
7	LANDSCAPE FINISH
8	PAVING FINISH
9	CONCRETE FINISH
10	BRICK FINISH
11	STONE FINISH
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13	WOOD FINISH
14	STEEL FINISH
15	PLASTER FINISH
16	PAINT FINISH

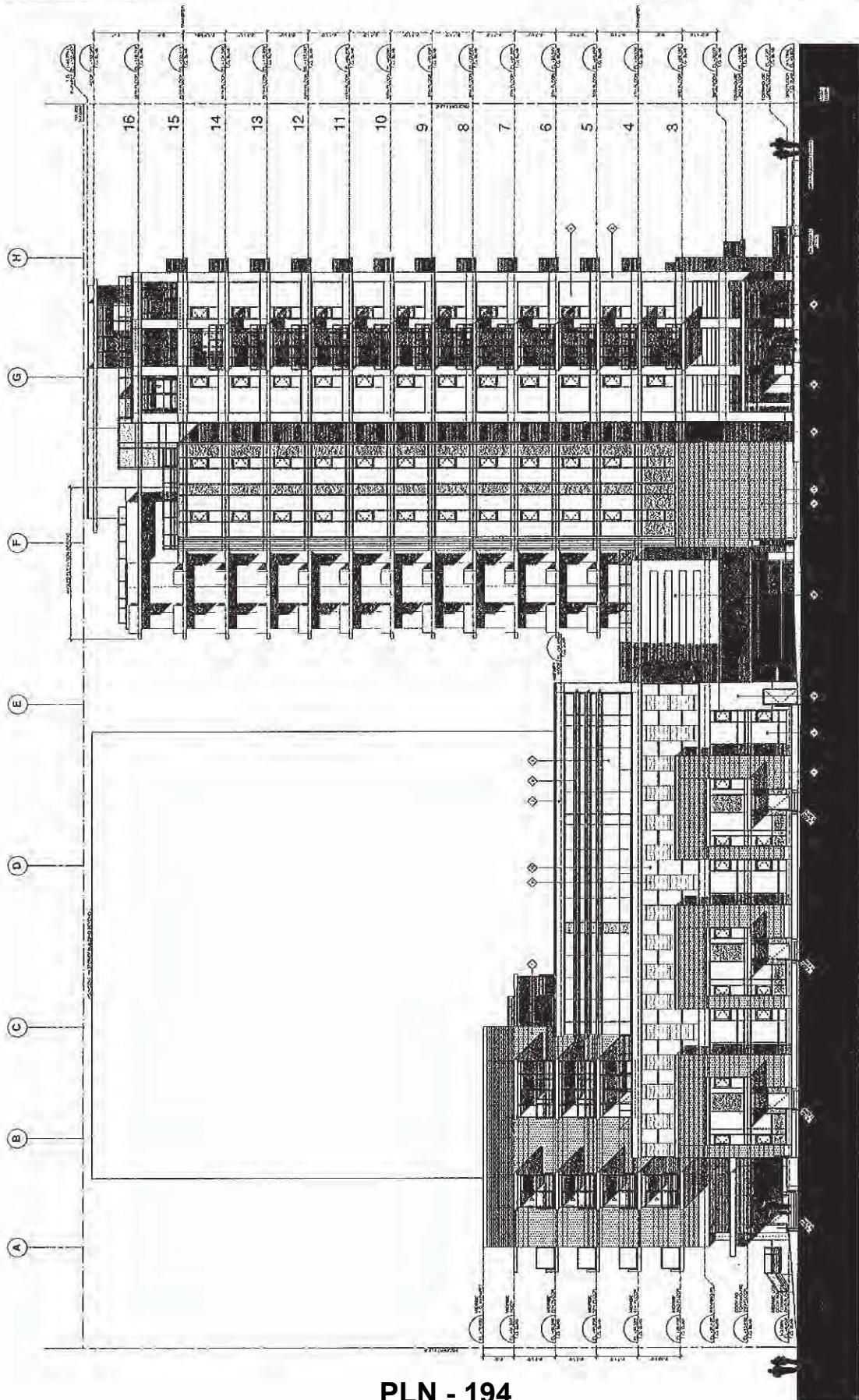
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16	PAINT FINISH

9099 COOK ROAD  
RICHMOND, BC  
GARDEN CITY & COOK ROAD

SOUTH  
ELEVATION  
(COOK ROAD)

DATE	15-10-18
BY	WTL
CHECKED	WTL
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A3.0





FINISH MATERIAL LEGEND	
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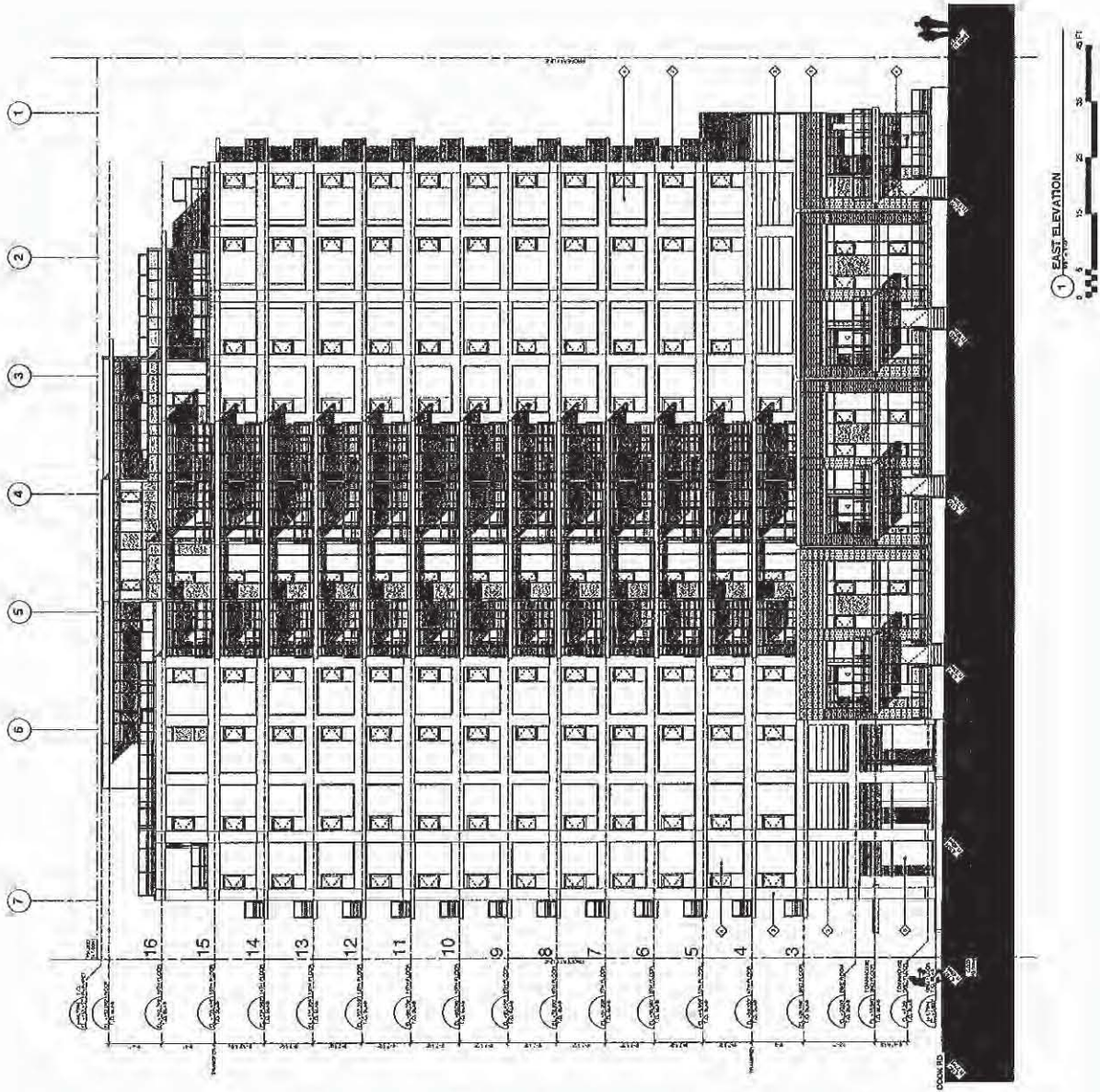
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9089 COOK ROAD,  
RICHMOND, BC  
CITY OF RICHMOND, BC  
ARCHITECTURAL DRAWING

EAST  
ELEVATION

1	GLASS CURTAIN WALL
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3	APR 27 2011	RELEASED FOR RECORD
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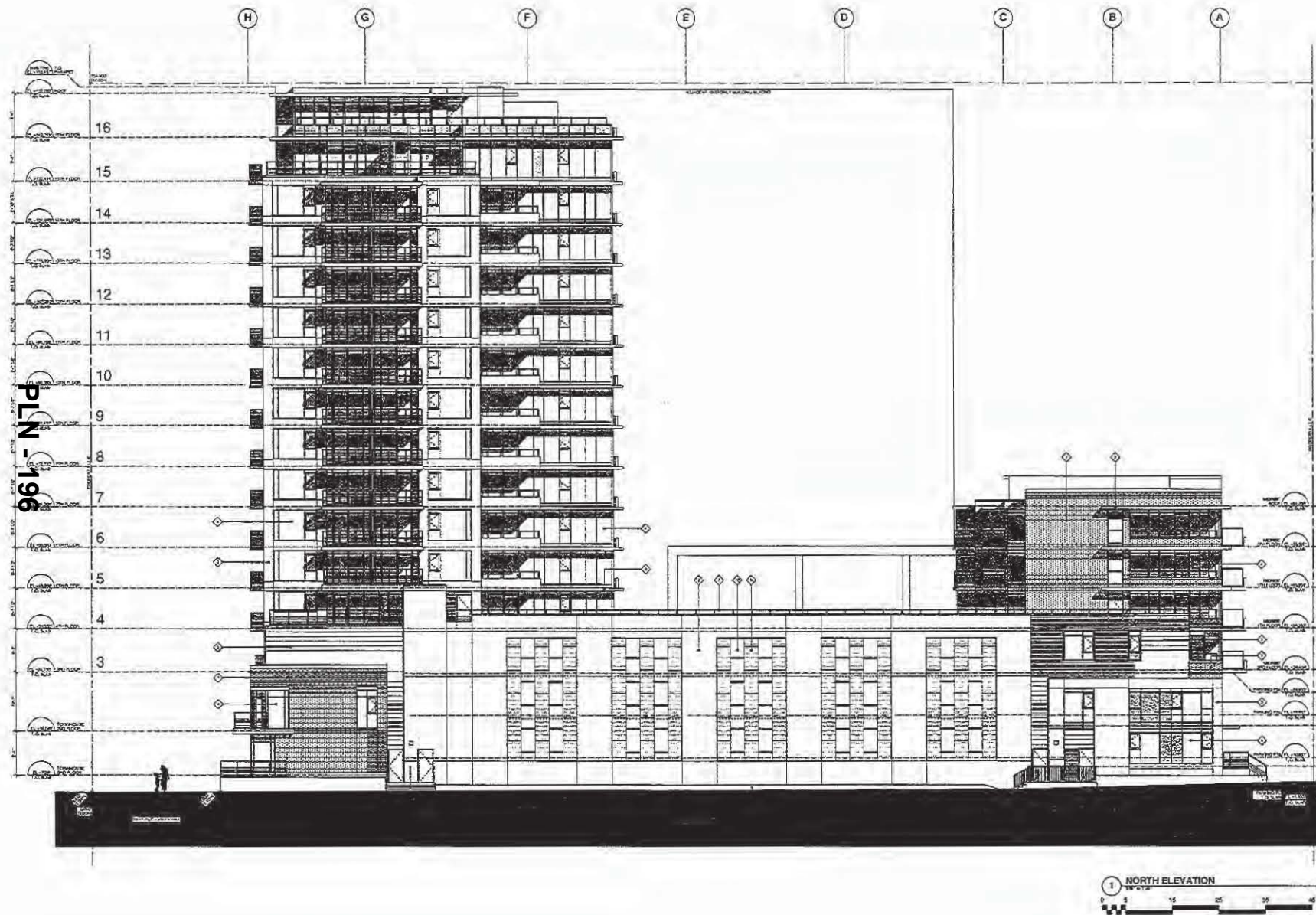
**9099 COOK ROAD  
RICHMOND, BC**

**NORTH  
ELEVATION**

GEN ID:	15-12
LOCUS:	27
DATE:	AS NOTED
SCALE:	1.0" = 1'-0"
SPECIES:	WTL

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 and Mapping Division of the U.S. Army Corps of Engineers  
 shall retain all rights in this work.

### A3.2



**ENGLISH MATERIAL LEGEND**

1	1. <b>STORY</b>
2	2. <b>CHARACTER</b>
3	3. <b>SETTING</b>
4	4. <b>PROBLEM</b>
5	5. <b>SOLUTION</b>
6	6. <b>THEME</b>
7	7. <b>CONFLICT</b>
8	8. <b>CLIMAX</b>
9	9. <b>ENDING</b>
10	10. <b>FORESHADOWING</b>
11	11. <b>FLASHBACK</b>
12	12. <b>FLASHFORWARD</b>
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100	100. <b>POUNCE</b>

DATE	DESCRIPTION	AMOUNT
10/1/00	DEPOSIT	100.00
10/2/00	DEPOSIT	100.00
10/3/00	DEPOSIT	100.00
10/4/00	DEPOSIT	100.00
10/5/00	DEPOSIT	100.00
10/6/00	DEPOSIT	100.00
10/7/00	DEPOSIT	100.00
10/8/00	DEPOSIT	100.00
10/9/00	DEPOSIT	100.00
10/10/00	DEPOSIT	100.00
10/11/00	DEPOSIT	100.00
10/12/00	DEPOSIT	100.00
10/13/00	DEPOSIT	100.00
10/14/00	DEPOSIT	100.00
10/15/00	DEPOSIT	100.00
10/16/00	DEPOSIT	100.00
10/17/00	DEPOSIT	100.00
10/18/00	DEPOSIT	100.00
10/19/00	DEPOSIT	100.00
10/20/00	DEPOSIT	100.00
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10/22/00	DEPOSIT	100.00
10/23/00	DEPOSIT	100.00
10/24/00	DEPOSIT	100.00
10/25/00	DEPOSIT	100.00
10/26/00	DEPOSIT	100.00
10/27/00	DEPOSIT	100.00
10/28/00	DEPOSIT	100.00
10/29/00	DEPOSIT	100.00
10/30/00	DEPOSIT	100.00
10/31/00	DEPOSIT	100.00
TOTAL		3000.00

9099 COOK ROAD  
RICHMOND, BC

GARDEN CITY &amp; COOK ROAD

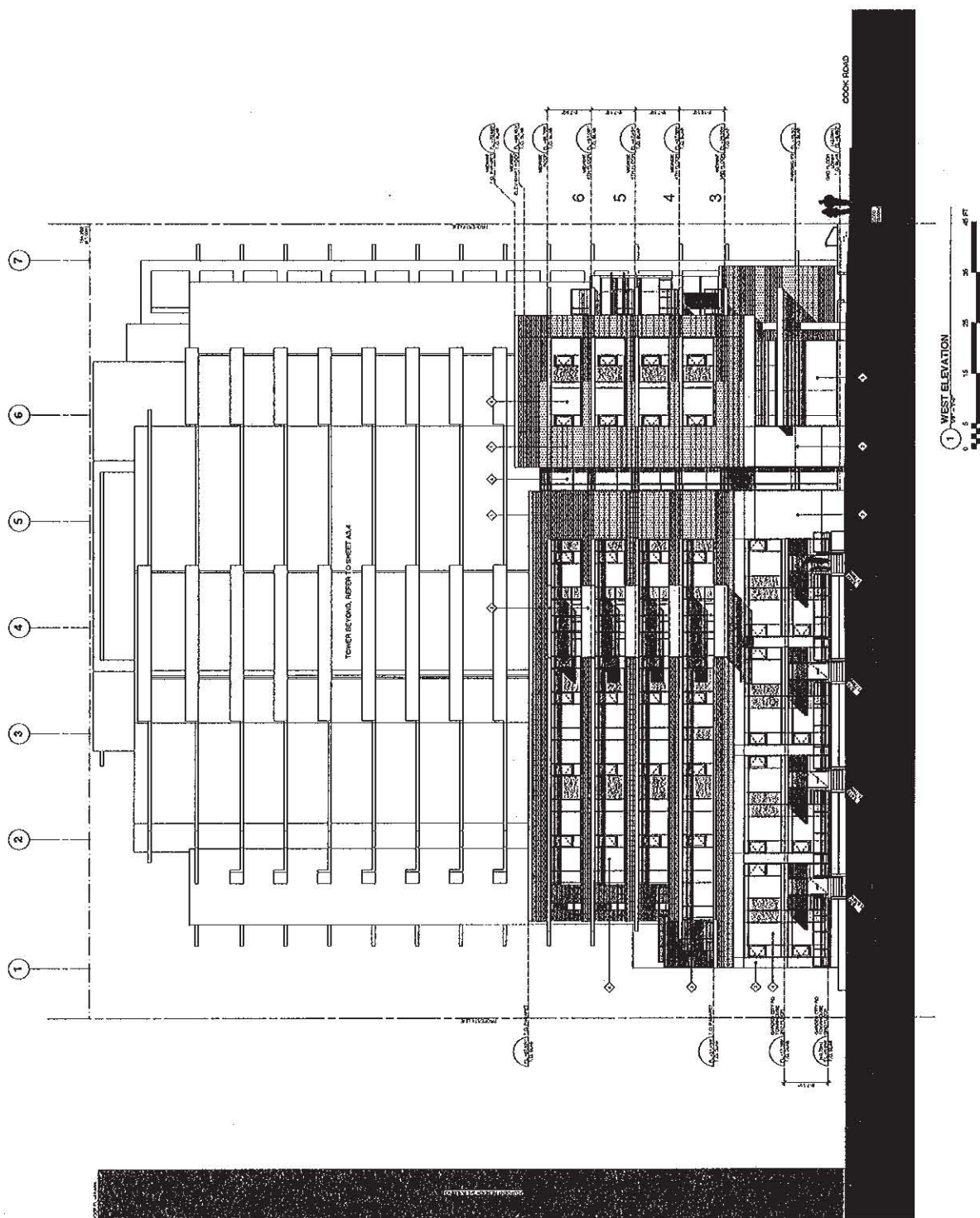
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White Paper

WEST  
ELEVATION  
(GARDEN CITY  
ROAD)

DATE	10-19
BY	NT
AS NOTED	
WFL	

### A3.3





### FINISH MATERIAL LEGEND

- 1 BRICK MASONRY
- 2 1/2" MIN FIBER REINFORCED CONCRETE (SLAB ON GROUND) CONTING
- 3 1/2" MIN CONCRETE RETAINING WALL
- 4 1/2" MIN CONCRETE RETAINING WALL
- 5 1/2" MIN CONCRETE RETAINING WALL
- 6 1/2" MIN CONCRETE RETAINING WALL
- 7 1/2" MIN CONCRETE RETAINING WALL
- 8 1/2" MIN CONCRETE RETAINING WALL
- 9 1/2" MIN CONCRETE RETAINING WALL
- 10 1/2" MIN CONCRETE RETAINING WALL
- 11 1/2" MIN CONCRETE RETAINING WALL

5	JUN 08 2017	RECEIVED FOR RECORDS
2	APR 27 2014	RECEIVED FOR RECORDS
1	DEC 25 2010	RECEIVED FOR RECORDS



**9099 COOK ROAD  
RICHMOND, BC**

**GARDEN CITY & COOK ROAD**

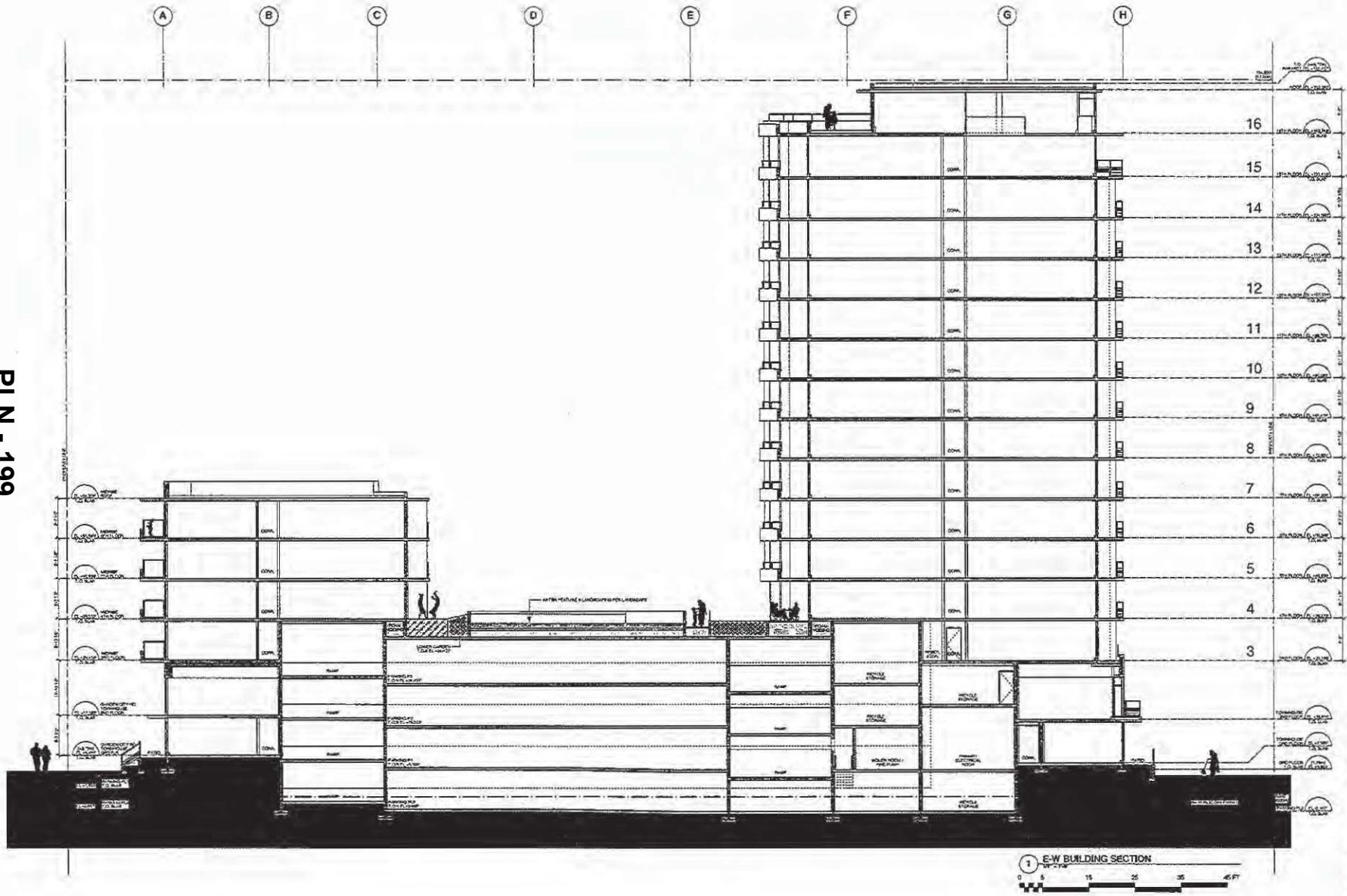
**TOWER - WEST  
ELEVATION**

AGE MG	10-10
Company	KT
Drugs	AS NOTED
SCALE	1/8" = 1'-0"
Contractor	WTL

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### A3.4

PLN - 199



1	1/4" = 1' 0"	REVISIONS TO RECORD
2	1/4" = 1' 0"	REVISIONS TO RECORD
3	1/4" = 1' 0"	REVISIONS TO RECORD

9099 COOK ROAD  
RICHMOND, BC  
GARDEN CITY & COOK ROAD

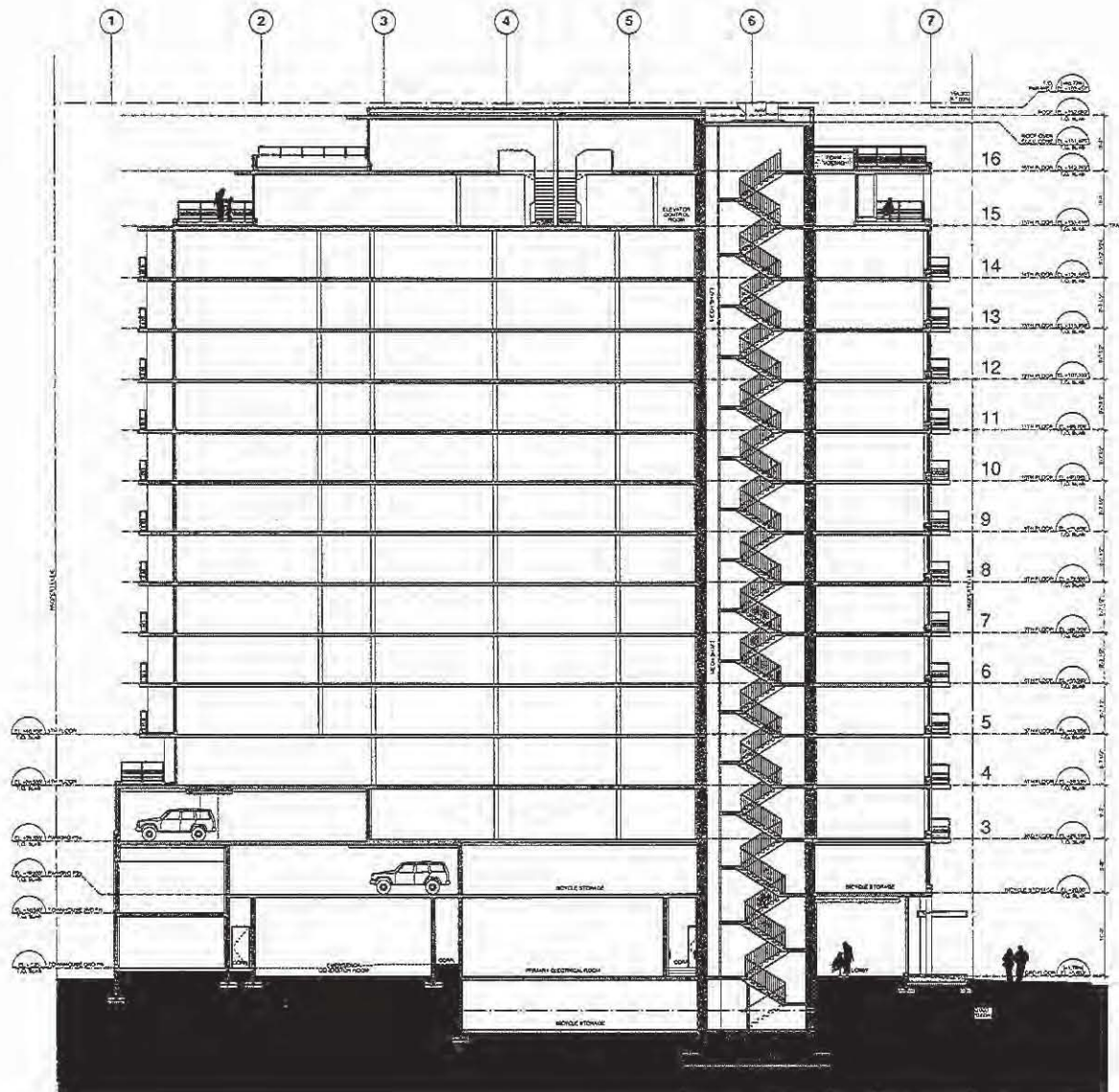
EAST-WEST  
BUILDING  
SECTION

DATE	10-10
BY	WTL
CHKD	AS NOTED
SCALE	1/4" = 1' 0"
DESIGN	WTL

A3.5



PLN - 200



1 N-S BUILDING SECTION  
1/8" = 1'-0"

1	APR 20, 2011	REVISION FOR RECORD
2	MAY 10, 2011	REVISION FOR RECORD
3	OCT 10, 2011	REVISION FOR RECORD & E.P.

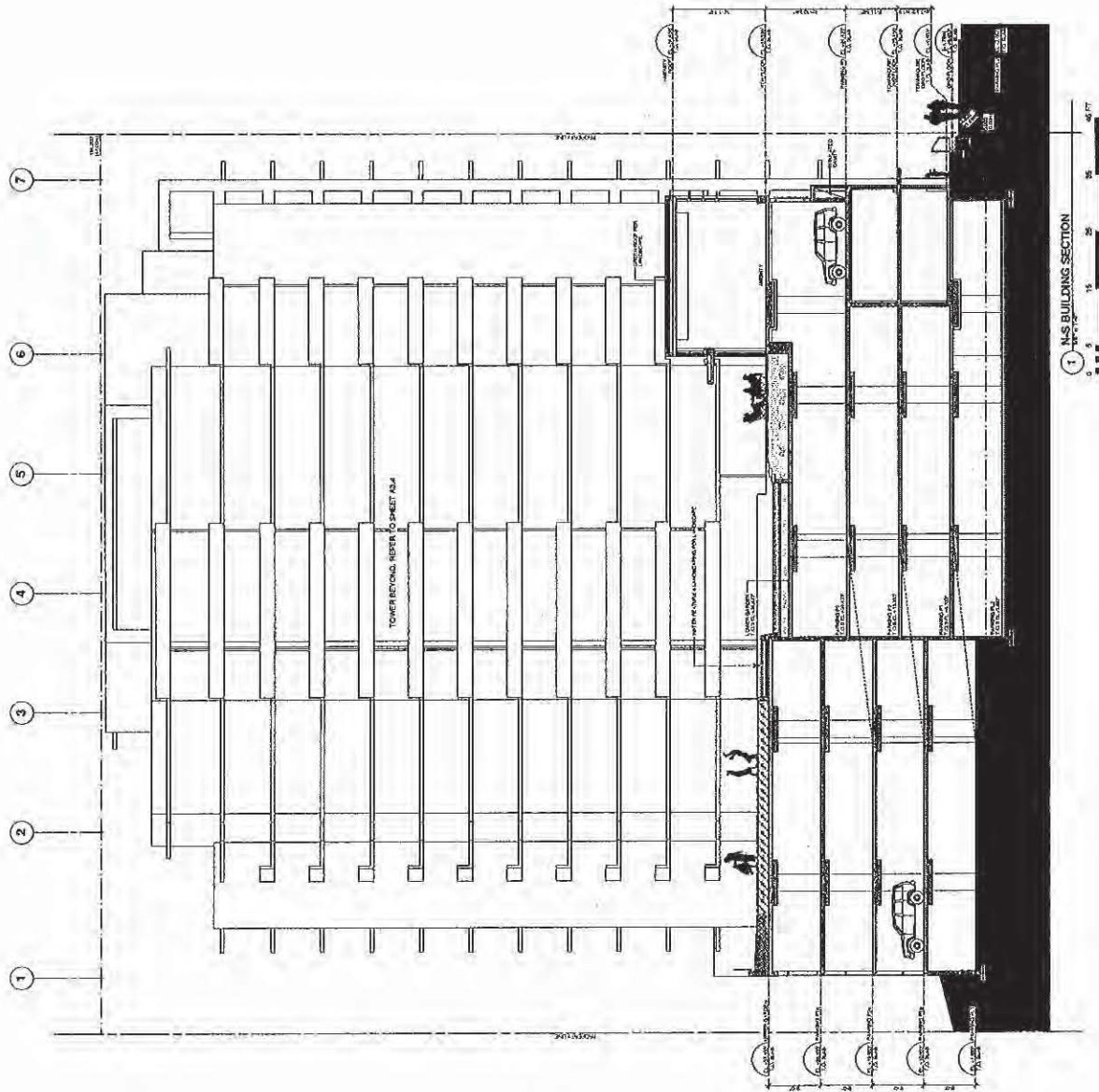
9099 COOK ROAD  
RICHMOND, BC  
CARDEN CITY & COOK ROAD

NORTH-SOUTH  
BUILDING  
SECTION

DATE	10-19
DESIGN	WTL
DATE	AS NOTED
SCALE	3/8" = 1'-0"
CONTRACT	WTL

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A3.6







## City of Richmond

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

## Development Application Data Sheet

**RZ 10-557918**

**Attachment 3**

Address: 9099 Cook Road

Applicant: W. T. Leung Architects Inc.

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

	Existing	Proposed
<b>Owner:</b>	Concord Pacific Developments Inc.	Concord Pacific Developments Inc.
<b>Site Size (m<sup>2</sup>):</b>	3,863 m <sup>2</sup>	3,863 m <sup>2</sup>
<b>Land Uses:</b>	vacant lot	multi-family consisting of approximately 142 units
<b>OCP Designation:</b>	Mixed Use	Multi-family residential, which is supported by the Mixed Use designation
<b>Area Plan Designation:</b>	Residential Area 1 in the McLennan North Sub-Area Land Use Map	Residential Area 1 in the McLennan North Sub-Area Land Use Map
<b>Zoning:</b>	Single Detached (RS1/F)	High Rise Apartment (ZHR8) – North McLennan (City Centre)
<b>Number of Units:</b>	1 demolished single-family dwelling	approximately 142 units including 11 townhouse units and 7 affordable housing units
<b>City Centre Area Plan (Generalized Land Use Map):</b>	Urban Centre T5	Urban Centre T5

On Future Subdivided Lots	Proposed High Rise Apartment (ZHR8) – North McLennan (City Centre) Bylaw 8782	Proposed	Variance
Floor Area Ratio:	Max. 3.12 FAR (provided 5% of the permitted FAR is secured as affordable housing in accordance with City policy; otherwise, the maximum density is no greater than 2.4 FAR)	3.12 FAR	none permitted
Lot Coverage – Building:	Max. 70%	67.79%	none
Lot Size (min. dimensions):	3,800 m <sup>2</sup>	3,863 m <sup>2</sup>	none
Setback – Garden City Road (m):	Min. 6 m	6 m	none

On Future Subdivided Lots	Proposed High Rise Apartment (ZHR8) – North McLennan (City Centre) Bylaw 8782	Proposed	Variance
Setback – Cook Road (m):	Min. 3 m Building façade treatment may encroach up to 0.4 m	3 m Feature building façade: 2.6 m	none
Setback – east lot line (m):	Min. 10 m Porches may encroach 2m	10 m Porches encroach 2 m	none
Setback – north lot line (m):	Min. 3 m	3 m	none
Height (m):	47.0 m geodetic	46.7 m geodetic	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4/residential unit, 0.9/affordable housing unit and 0.2 per unit for visitors  Residential: 196 Visitor: 29	Residential: 196 Visitor: 26	none  Shortfall address through TDM strategy
Tandem Parking Spaces:	Permitted	23 tandem stalls (providing 46 parking spaces)	none
Amenity Space – Indoor:	100 m <sup>2</sup>	243.84 m <sup>2</sup>	none
Amenity Space – Outdoor:	852 m <sup>2</sup>	876.65 m <sup>2</sup>	none

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



**ekford + associates**  
landscape architecture  
1000 North 1st Avenue, Suite 200  
Richmond, BC V6X 1A6  
Tel: 604.271.1111  
Fax: 604.271.1112

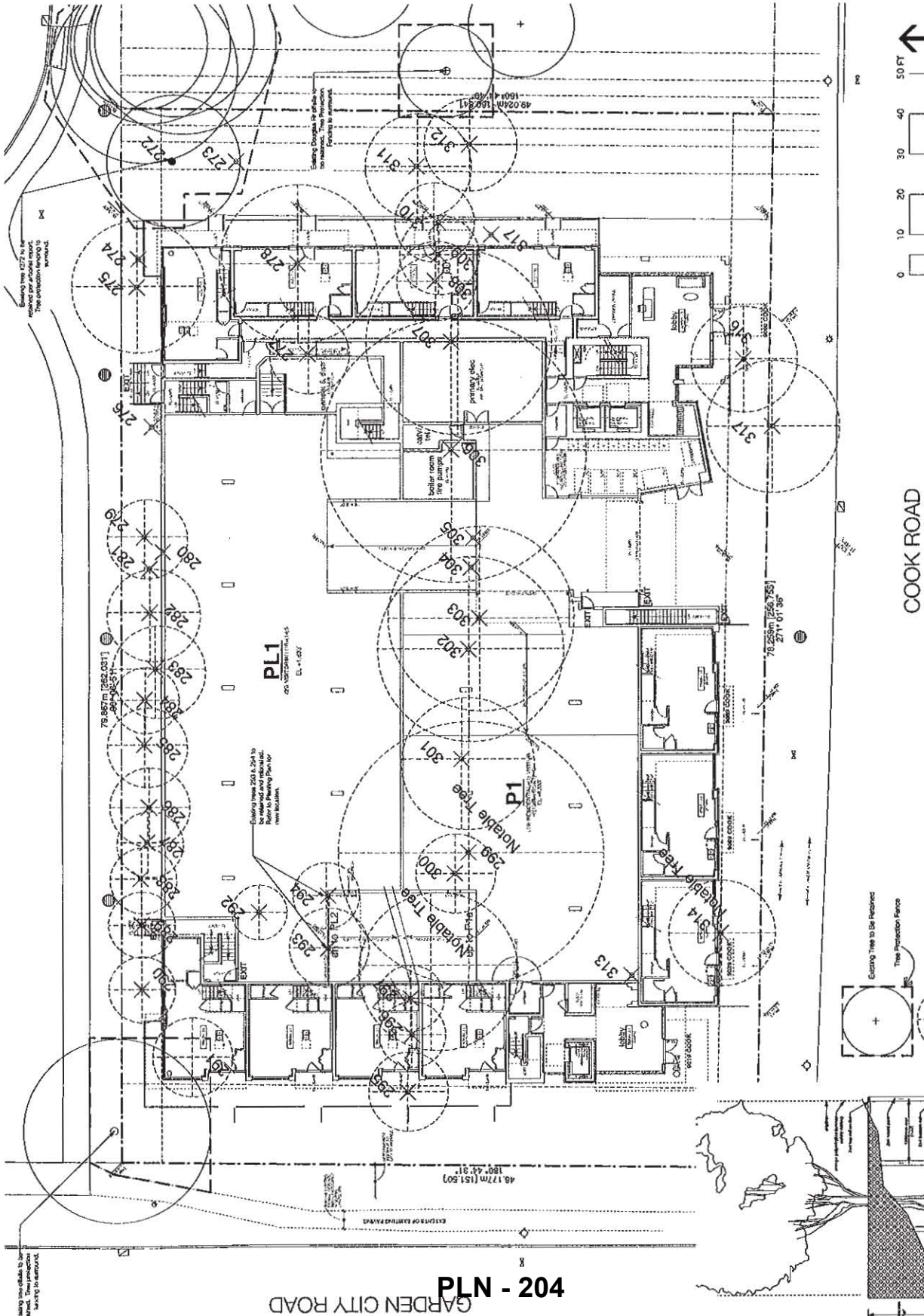
No.	Date	Revision Notes
1	4/23/11	Revised per City Comments
2	6/1/11	Revised per City comments

No.	Date	Revision Notes
A	8/15/10	Revised for DP
B	10/27/10	Revised for Review
C	11/10/10	Revised for Review
D	12/20/10	Revised for Review
E	4/23/11	Revised for Review
F	6/1/11	Revised for Review

Garden City +  
Cook Road  
Richmond, BC

Tree Management  
Plan

Project Name	Garden City + Cook Road
Client	City of Richmond
Scale	1" = 10'
Sheet No.	1.1
Sheet Count	7



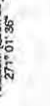
NOTE: Refer to Abstract report for full details.

1. Final Tree Protection Fence  
Scale: 1/8" = 1'-0"







[illegible][illegible]



**eckford + associates**  
landscape architecture

1400 West 10th Street, Suite 100  
Portland, Oregon 97204  
Phone: 503.228.1100  
Fax: 503.228.1101

Project Name: **Franklin House**

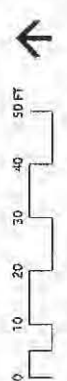
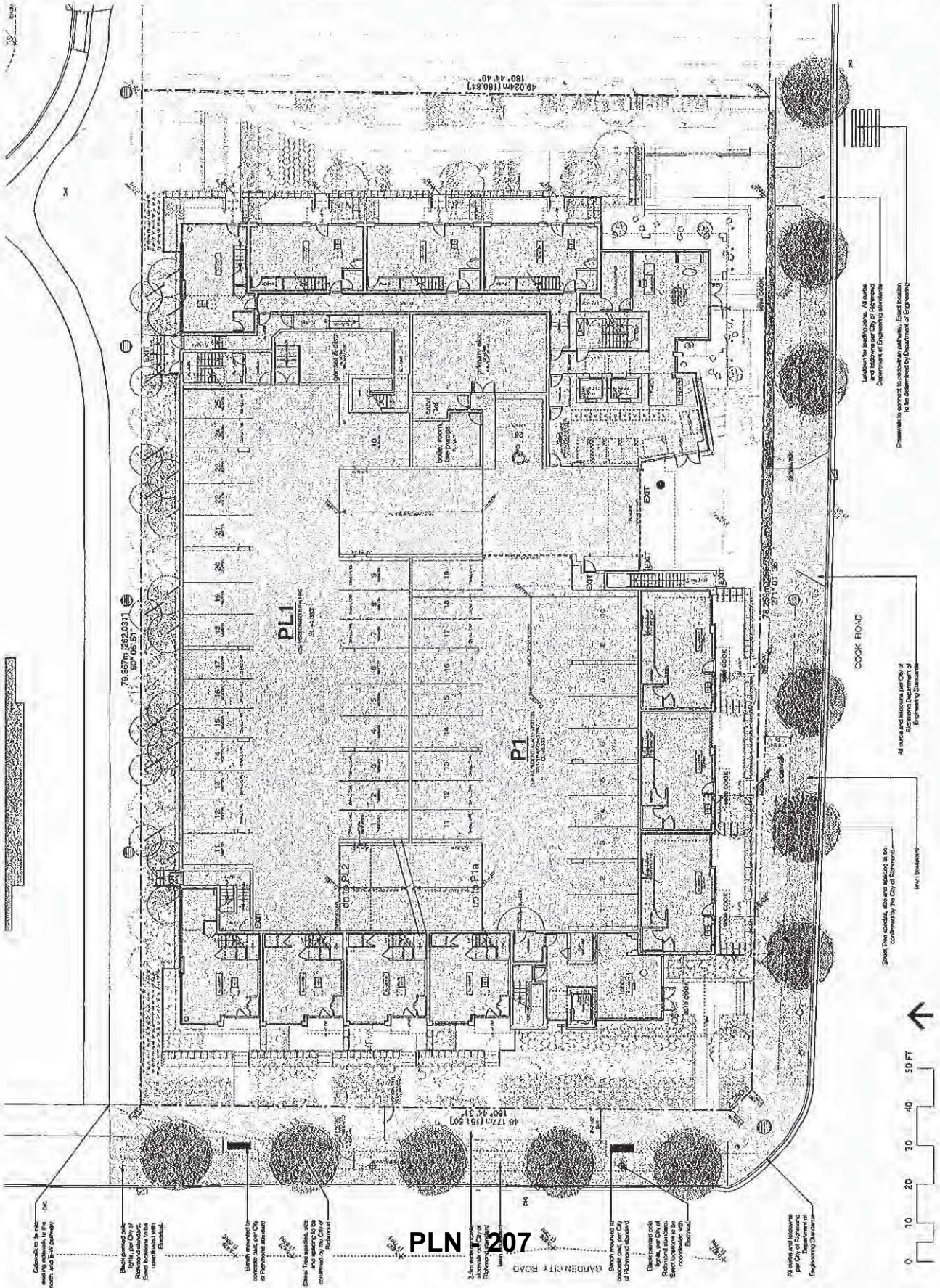
1. 4/28/11 Prepared per City Comments  
2. 5/1/11 Revised per City Comments

No.	Date	Revisions
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2	5/1/11	Issue for City
3	5/1/11	Issue for City
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100	5/1/11	Issue for City

**Garden City + Cook Road**  
Richmond, BC

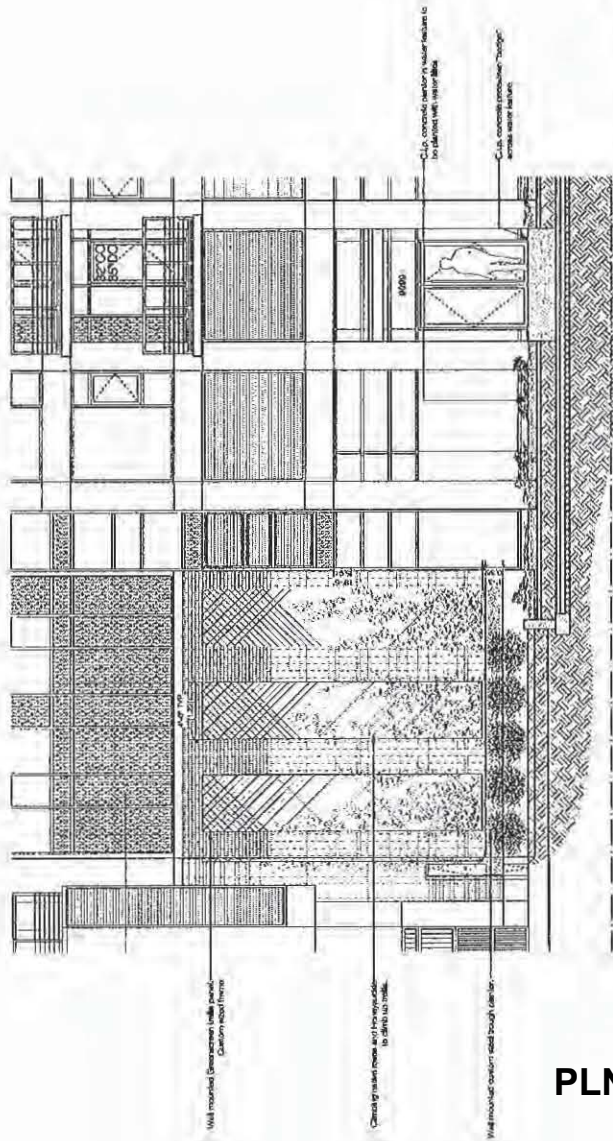
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Ground Level  
Offsite Works

Project Name	Franklin House
Project No.	21003
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Sheet No.	12.1
Sheet Total	2



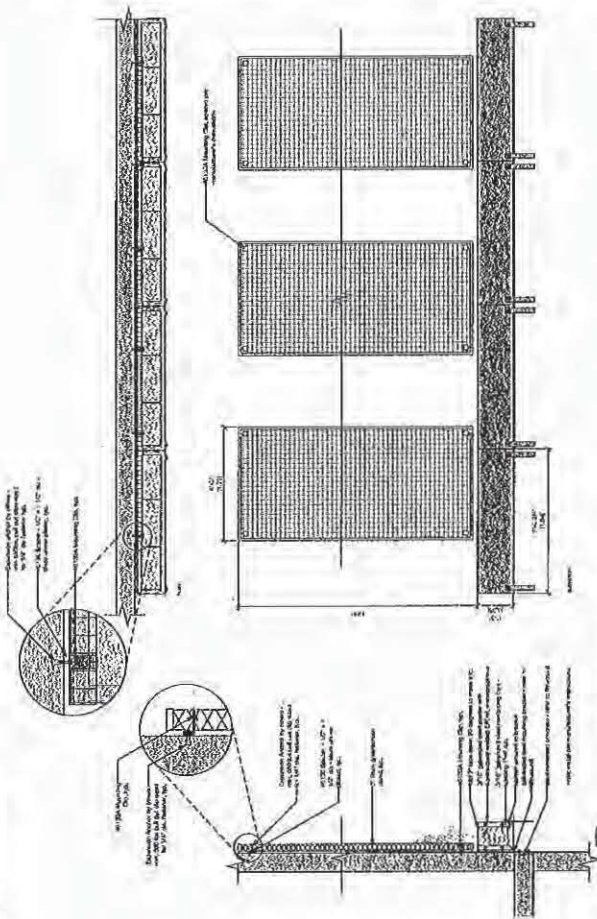
North Arrow



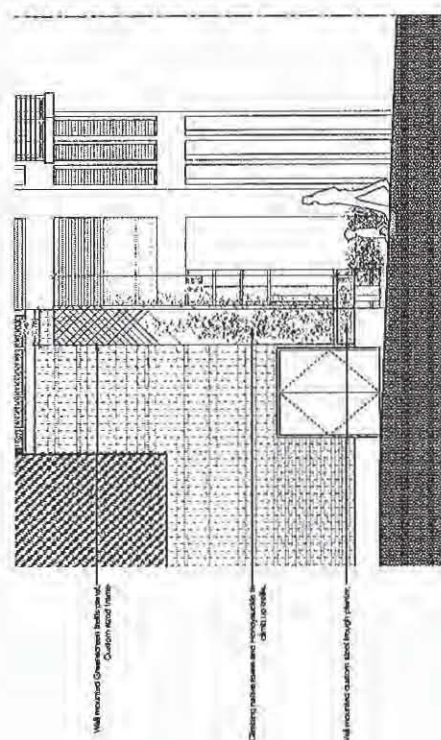


1 South Elevation, Main Turret at Tower Lobby Entrance  
Scale: 1/4" = 1'-0"

PLN - 208

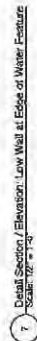


2 Detail: Cross-Section Installation  
Scale: 1/4" = 1'-0"



3 West Elevation, Main Turret at Tower Lobby Entrance  
Scale: 1/4" = 1'-0"





**PLN - 209**

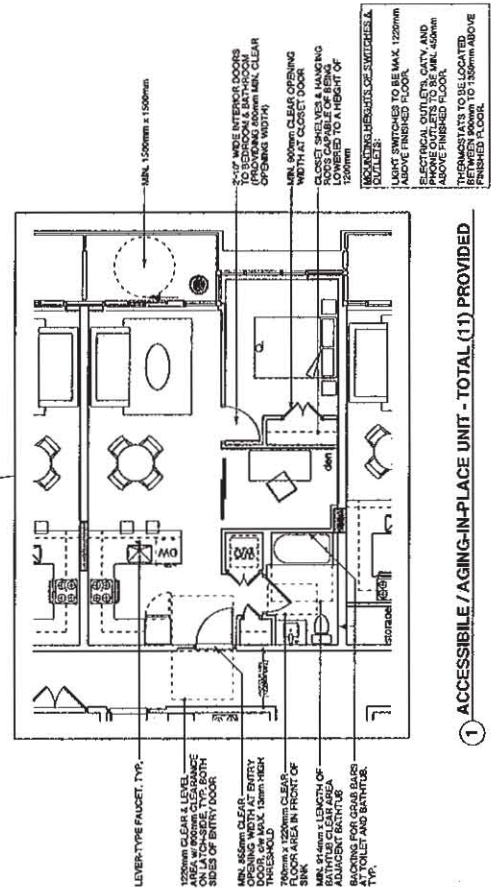








**5th - 14th FLOORS, TYP.**



1 ACCESSIBLE / AGING-IN-PLACE UNIT - TOTAL (11) PROVIDED





**Rezoning Considerations**  
**9099 Cook Road**  
**RZ 10-557918**

Prior to final adoption of Zoning Amendment Bylaw 8782, the developer is required to complete the following:

1. 4 m x 4 m corner cut at southwest property line (Garden City/Cook Road);
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 for the following:
  - a. \$5,000 for the one (1) tree to be retained on-site;
  - b. \$2,500 per tree for each of the two (2) trees to be relocated on-site. In addition to the security, a letter of undertaking, from a reputable tree moving company, is required to ensure that the two (2) trees identified for relocation are successfully transferred to an alternate on-site location.

The security will be held subject to the Tree Preservation Coordinator's satisfaction that the long-term survival of the trees is established
4. 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;
5. Registration of an aircraft noise indemnity covenant on title;
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC;
7. City acceptance of a voluntary contribution by the applicant of \$1,174,371 (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, and road construction: \$124,692). Land cost repayments are to be deposited into the Industrial Use Reserve and road construction repayments are to be deposited into an account as determined by Transportation Engineering. This non-refundable sum applies during the 2011 calendar year and will be adjusted upward by 6% per annum to account for holding and carrying costs if the full amount is not received during the 2011 or any subsequent calendar year.
8. Voluntary contribution of \$15,300 to upgrade traffic signals at the Garden City/Cook Road intersection that includes an audible pedestrian signal;



9. City acceptance of a voluntary contribution of \$8,032 (to City Account 2221-10-000-14905-0000) based on consortium committed upgrades for the North McLennan drainage area;
10. City acceptance of a voluntary contribution of \$73,947 to the City's Public Art fund (based on a rate of \$0.60/ft<sup>2</sup> applied to the maximum permitted market Floor Area Ratio (FAR)), or provision of a legal agreement confirming provision of the public art and the terms of the contribution;
11. City acceptance of a voluntary contribution of \$500,000 to contribute to the following Garden City Community Park enhancements:
  - a. Tennis court paving
  - b. Arboretum
  - c. Signage
  - d. Landscape development; and
  - e. Shoreline enhancement.

Projects will be coordinated by Parks staff and consultants may be retained for various design aspects. Coordination, construction and installation will be undertaken by a combination of Parks and Public Works crews, as well as outside contractors as required;

12. Registration of the City's standard Housing Agreement to secure 7 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area (based on the total permitted residential FAR). 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 bedroom	1	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$875	\$35,000 or less
2 bedroom	6	70 m <sup>2</sup> (753 ft <sup>2</sup> )	\$1,063	\$42,500 or less

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

13. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit;
14. Registration of a legal agreement on title specifying the allocation of specific parking stalls (stall #3, 7, and 10 within the ground level of residential parking) for the sole use of the Cook Road fronting townhouse units;
15. Registration of an 8.0 m wide Public Right of Passage (PROP) Right-of Way (ROW) along the eastern portion of the subject site, which exempts the loading space area, to secure the introduction of a north-south greenway. The terms associated with the agreement include:
  - a. Following satisfactory completion, the City will be accountable for maintenance and liability of the hard surface path;



- b. The minimum width of the hard surface path will be 3 m, with the exception of necessary narrowing;
  - c. Maintenance and liability associated with the landscaped width of the north-south greenway will remain with the private landowner(s); and
  - d. Installation of appropriate signage at both ends of the greenway to notify users that the path is available for public use; and
- 16. Enter into the City's standard Servicing Agreement to design and construct comprehensive offsite works. Works include, but are not limited to:
  - a. A 2 m wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m wide landscaped boulevard;
  - b. To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road;
  - c. The design of the north-south Garden City Road greenway is to include a meandering shrub border, a double row of trees, curb and gutter, black painted light poles and a minimum 2.5 m wide pathway. Two (2) benches, similar to those located north of the site are to be included in the design. The pathway is required to connect to the Garden City Road east-west sidewalk on the south side of Hemlock Drive;
  - d. Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road in accordance with the terms agreed with Transportation Engineering as part of the Transportation Demand Management (TDM) strategy approved by Transportation Engineering;
  - e. Construction of a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street (MH10510); and
  - f. Upgrade the existing sanitary between two manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter.

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

- 1. Contribute \$22,000 toward a bus shelter in accordance with the terms of the Transportation Demand Management (TDM) strategy approved by Transportation Engineering;
- 2. Undertake design development of the proposed north-south greenway to the satisfaction of Planning and Parks;

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

- 1. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails;

2. Certification by a registered professional that any required noise insulation measures may be installed according to recommendations in the required acoustic report;
3. Fire flow calculations based on the Fire Underwriter Survey confirming adequate available flow is required at the Building Permit stage.
4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 (<http://www.Richmond.ca/services/ttp/special.htm>)
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

\* ***This requires a separate application.***

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

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

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

---

Signed (original on file)

---

Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8782 (RZ 10-557918)  
9099 COOK ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 19.8 thereof the following:

**19.8 High Rise Apartment (ZHR8) – North McLennan (City Centre)**

**19.8.1 Purpose**

The **zone** provides for high-rise apartments, mid-rise apartments, **town housing** and compatible **uses**.

**19.8.2 Permitted Uses**

- child care
- housing, apartment
- housing, town

**19.8.3 Secondary Uses**

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

**19.8.4 Permitted Density**

1. The maximum **floor area ratio** is 3.12, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.

**19.8.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 70% for **buildings** and **landscaped** roofs over **parking spaces**.

**19.8.6 Yards & Setbacks**

1. The minimum public **road setback** is:
  - a) 6.0 m from Garden City Road;
  - b) 3.0 m from Cook Road; and
  - c) **Building** façade treatment may project into the Cook Road public **road setback**, but shall be no closer to the **lot line** than 2.6 m. Such an encroachment must be treated as specified in a Development Permit approved by the **City**.
2. The minimum **setback** from the east **lot line** is 10.0 m. Unenclosed **porches** may project into the required **setback** for a distance of not more than 2.0 m.
3. The minimum **setback** from the north **lot line** is 3.0 m.

**19.8.7 Permitted Height**

1. The maximum **height** for a **principal building** is 47.0 m geodetic.
2. The maximum **height** for **accessory structures** is 5.0 m.

**19.8.8 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot size** is 3,800.0 m<sup>2</sup>.

**19.8.9 Landscaping & Screening**

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

**19.8.10 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.

**19.8.11 Other Regulations**

1. 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 area and by designating it **HIGH RISE APARTMENT (ZHR8) – NORTH McLENNAN (CITY CENTRE)**.

P.I.D. 028-103-327

Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan BCP42993

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8782”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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


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







**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee **Date:** June 16, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 10-539727  
Director of Development  
**Re:** **Application by Xue Yan and Han Liu for Rezoning at 7531 and 7551 Bridge Street from Single Detached (RS1/F) to Single Detached (ZS14) - South McLennan (City Centre)**

**Staff Recommendation**

1. That Bylaw No. 8783, for the rezoning of a portion of 7531 and 7551 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) - South McLennan (City Centre)", be introduced and given first reading; and
2. That Bylaw No. 8783 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011 at 7:00 pm in the Council Chambers.

Brian J. Jackson, MCIP  
Director of Development

CL:blg  
Att.

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



## Staff Report

### Origin

Xue Yan and Han Liu have applied to the City of Richmond for permission to rezone a portion of 7531 and 7551 Bridge Street from “Single Detached (RS1/F)” to “Single Detached (ZS14) - South McLennan (City Centre)” in order to permit the site to be subdivided to create five (5) lots, two (2) of which are to front Bridge Street and three (3) of which are to front a new extension of Armstrong Street (**Attachments 1 and 2**). Access to the three (3) proposed backland lots will be from an extension to the portion of Armstrong Street that has been constructed to-date, south of Breden Avenue. The two (2) proposed large lots fronting Bridge Street are to remain under “Single Detached (RS1/F)” zoning as the applicants intend to continue residing in their respective dwellings on this portion of the lots.

### Findings of Fact

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

### Surrounding Development

The subject site is located on the west side of Bridge Street, between General Currie Road and Blundell Road. The surrounding area consists mainly of single-detached dwellings on large lots zoned “Single Detached (RS1/F)”, with some newer single-detached dwellings on small lots created through rezoning and subdivision. Existing development immediately surrounding the subject site is as follows:

- To the north, are seven (7) new single detached dwellings fronting Breden Avenue;
- To the east, directly across Bridge Street, are two (2) single detached dwellings on large lots zoned “Single Detached (RS1/F)”;
- To the south, is an older character dwelling on a large lot zoned “Single Detached (RS1/F)”, fronting Bridge Street; and,
- To the west, are two (2) older character single-family dwellings on large lots zoned “Single Detached (RS1/F)”, fronting Ash Street;

### Related Policies & Studies

#### Official Community Plan (OCP)

The subject site is located in the City Centre Planning Area. The OCP’s Generalized Land Use Map designation for this site is “Neighbourhood Residential”. The McLennan South Sub-Area Plan’s Land Use Map designation for this site is “Residential, Historic Single Family, 2½ storeys maximum 0.55 FAR” (**Attachment 4**). The Sub-Area Plan designation also identifies minimum lot sizes for redevelopment along Bridge Street and along new roads, i.e. large-sized lots fronting Bridge Street (minimum 18 m frontage and 550 m<sup>2</sup> area), and medium-sized lots fronting Armstrong Street (minimum 11.3 m frontage and 320 m<sup>2</sup> area). This redevelopment proposal is consistent with these designations.

**PLN - 220**



The Sub-Area plan also identifies new roads to be constructed with redevelopment. Dedication and construction of half of the road width for the Armstrong Street extension south of Breden Avenue is required to be completed with this proposal. A Servicing Agreement for the required road works will be entered into by the applicants prior to rezoning adoption.

#### Affordable Housing Strategy

Consistent with the City's Affordable Housing Strategy, the applicants voluntarily propose to provide a legal secondary suite on three (3) of the five (5) new lots created (i.e. the three (3) lots fronting Armstrong Street).

To ensure that the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicants are required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption.

#### Flood Management

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

#### **Public Input**

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

#### **Staff Comments**

##### Background

This neighbourhood has undergone some redevelopment through rezoning and subdivision to smaller lot sizes and townhouses in recent years, consistent with the Sub-Area Plan. This proposal is consistent with the pattern of redevelopment established in the neighbourhood.

##### Trees & Landscaping

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

The Report identifies a total of 55 bylaw-sized trees located either on-site, off-site within close proximity to shared property lines, or on city-owned property in the Bridge Street boulevard.

The City's Tree Preservation Coordinator and Parks' Arborist have reviewed the Arborist's Report and Addendums and conducted Visual Tree Assessments on-site. The following table summarizes the outcome of the overall tree retention and removal strategy associated with the proposed development:



<b>TREES</b>	<b>RETENTION/ REMOVAL</b>	<b>RATIONALE</b>
<b>11 Trees On-Site</b> (# 444, 450, 462, and 468 to 475)	To be retained	Good condition and suitable locations for retention (e.g. within required front yard setbacks, or elsewhere on the Bridge Street lots where they will not be impacted due to the existing dwellings that are to remain on-site).
<b>23 Trees On-Site</b> (# 437 to 443, # 445 to 448, # 451 to 453, 455, 456, 459, 461, and # 463 to 467)	To be removed	Poor to very poor condition (e.g. dead or dying); structural defects as a result of previous topping.
<b>5 Trees On-Site</b> (# 449, 454, 457, 458, 460)	To be removed	Good condition; located in the middle of the proposed building envelopes of the three (3) lots to front Armstrong Street.
<b>13 Trees Off-Site</b> (B, C, D, E, F, G, H, I, J, K, # 476, 477, 478)	To be retained	Mostly moderate or good condition; located on neighbouring properties at 7600 Ash Street, 7571 Bridge Street, and city-owned property in the Bridge Street boulevard.
<b>3 Trees Off-Site</b> (A, # 479, 480)	To be removed	Tree A (7600 Ash St) – dead, hazardous; Trees 479, 480 (city-owned) – moderate condition; within proposed sidewalk along Bridge Street.
<b>Total # trees on-site to be retained:</b>	<b>11</b>	
<b>Total # trees off-site to be retained</b>	<b>13</b>	
<b>Total # trees on-site to be removed:</b>	<b>28</b>	
<b>Total # trees off-site to be removed:</b>	<b>3</b>	

A Tree Retention Plan that reflects the final outcome of tree retention and removal and the required tree protection fencing is attached (**Attachment 5**).

Prior to demolition of any buildings on the subject site, tree protection fencing is required to be installed to City standards around on-site and off-site trees to be retained, as detailed in the Certified Arborist's Report and Addendums prepared by Pacific Sun Tree Services and as shown on the Final Tree Retention Plan (i.e. Trees # 444, 450, 462, 468 to 478, B, C, D, E, F, G, H, I, J, K). Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.

To ensure that retained trees are protected, the applicants are required to submit the following items prior to rezoning adoption:

- A Contract with a Certified Arborist for supervision of any works to be conducted in close proximity to protected trees. The Contract should: a) identify the trees to be protected and supervised; b) include details on the scope of work required (including at which stages of development); and c) include a provision for a post-construction impact assessment report to be submitted to the City for review; and



- A survival security in the amount of \$14,000 for the 11 on-site trees and three (3) off-site trees on city-owned property (reflects the 2:1 replacement tree ratio at \$1,000 per tree; i.e. \$1,000 x 14 trees). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the trees have survived.

Written authorization from neighbouring property owners for removal of Tree "A" off-site and trees on common property lines (Trees # 445, 446, 447, 467) has been obtained by the applicants and is on file. A Tree Removal Permit must be obtained by the applicants for removal of Tree "A" off-site in the future.

To compensate for removal of Trees # 479 and 480 from the Bridge Street boulevard on City-owned property, the City will accept a contribution of \$2,600 (\$1,300/tree) to the Tree Compensation Fund prior to rezoning adoption for the planting of replacement trees within the City. Formal authorization from the City's Parks department must be obtained directly by the applicants prior to future tree removal to enable signage to be posted on the property.

Based on the 2:1 on-site tree replacement ratio goal in the OCP, a total of 56 replacement trees are required to be planted and maintained on the future lots. Considering the available space in the yards of the future lots and the effort to be taken by the applicants to retain 11 bylaw-sized trees on-site, staff recommend that only 37 replacement trees be required (i.e. a reduction of 19 trees).

The applicants propose to plant and maintain 17 replacement trees with a minimum of 6 cm deciduous calliper or 3.5 m coniferous height (i.e. three (3) replacement trees per lot in the proposed rear yards of the Armstrong Street lots, five (5) replacement trees on 7531 Bridge Street, and three (3) replacement trees on 7551 Bridge Street). The applicants also propose to provide a voluntary contribution prior to rezoning adoption in the amount of \$10,000 to the City's Tree Compensation Fund in-lieu of planting the remaining 20 required replacement trees on-site (\$500 per tree).

To ensure that the proposed replacement trees are planted and maintained on the future lots, the applicant is required to submit a landscaping security to the City in the amount of \$8,500 prior to rezoning adoption (\$500 per tree). The security would be released upon request following an inspection to verify that the landscaping has been installed after development is complete.

#### Site Servicing, Road Dedication & Vehicle Access

Prior to rezoning adoption, the applicants are required to dedicate 9 m of property along the entire west property lines of the subject properties for the Armstrong Street extension.

Vehicle access to the three (3) future west lots will be off the Armstrong Street extension, while access to the east lots will be off Bridge Street. Driveway crossings for the lots fronting Armstrong Street must be located and designed to enable protection of retained trees. The existing driveway crossing locations for the lots fronting Bridge Street are proposed to be retained.



Prior to rezoning adoption, the applicants will be required to enter into a Servicing Agreement for the design and construction of frontage improvements along Bridge Street, and half the road width for the Armstrong Street extension along the entire west property line of the subject properties to connect to the existing road and services to the north.

Frontage improvements along Bridge Street are to include, but not be limited to: curb and gutter, pavement widening, creation of a 3.85 m wide treed/grass boulevard (trees to be "Red Horse Chestnut"), including a 2.6 m wide utility corridor, "Zed" street lights, and a 1.5 m wide concrete sidewalk along Bridge Street, connecting to the existing road improvements to the north.

Road works along the new Armstrong Street extension are to include, but not be limited to: peat removal and appropriate replacement material, storm sewer, sanitary sewer (to connect to existing manhole at Armstrong Street and Breden Avenue), curb and gutter, asphalt pavement, a treed/grass boulevard (9 m on centre) incorporating a utility corridor with hydro, telephone, and cable, "Zed" street lights, and a 1.5 m wide concrete sidewalk along Armstrong Street. Note: the design should include proposed driveway crossings, water, storm, and sanitary connections for each lot.

A Servicing Capacity Analysis was prepared by Core Concept Consulting Ltd and submitted by the applicants. The City's Engineering department has reviewed the analysis and accepts the consultant's recommendations to:

- Upgrade the storm sewer along the Bridge Street frontage to 600 mm from manhole to manhole;
- Install a 600 mm diameter storm sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site; and
- Extend the 200 mm sanitary sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site.

The City also accepts the consultant's conclusion that the proposed development with automatic sprinkler protection has adequate water flow available to meet fire flow requirements combined with the maximum day demand and that no upgrades are required.

The storm, sanitary sewer, and water analyses calculations must be included on the Servicing Agreement design drawings.

#### Subdivision

At subdivision stage, the applicants will be required to:

- Ensure proposed service connections and driveway crossings for the proposed lots are located and designed to enable protection of retained trees along both Armstrong Street and Bridge Street (Trees # 444, 450, 462, 474, 475, 476, 477, 478);
- Register a covenant on title to ensure the proposed new homes on Armstrong Street have a fire sprinkling system installed [the length of the Armstrong Street extension creates a road which is greater than 110 m without a secondary (emergency) access];
- Register a Right-of-Way for Public-Right-of-Passage over a portion of the driveway of the proposed south lot on Armstrong Street for temporary turnaround purposes; the driveway is to be located along the south property line to enable tree protection;

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees; and
- Provide underground hydro, telephone, and cable.

**Analysis**

This redevelopment proposal is consistent with the McLennan South Sub-Area Plan land use designation and minimum lot size requirements, and is located in an established residential neighbourhood that has seen recent redevelopment to smaller lot sizes. This proposal will enable subdivision to create three (3) smaller lots fronting a new extension of Armstrong Street (each 12.8 m wide and 480.0 m<sup>2</sup> in area), and two (2) large lots fronting Bridge Street (each 19.2 m wide and 877.0 m<sup>2</sup> in area).

**Financial Impact**

None.

**Conclusion**

This rezoning application to permit subdivision of two (2) existing large lots into five (5) lots complies with applicable policies and land use designations contained within the OCP, and is consistent with the pattern of redevelopment in the surrounding neighbourhood.

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, staff recommends support for the application.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

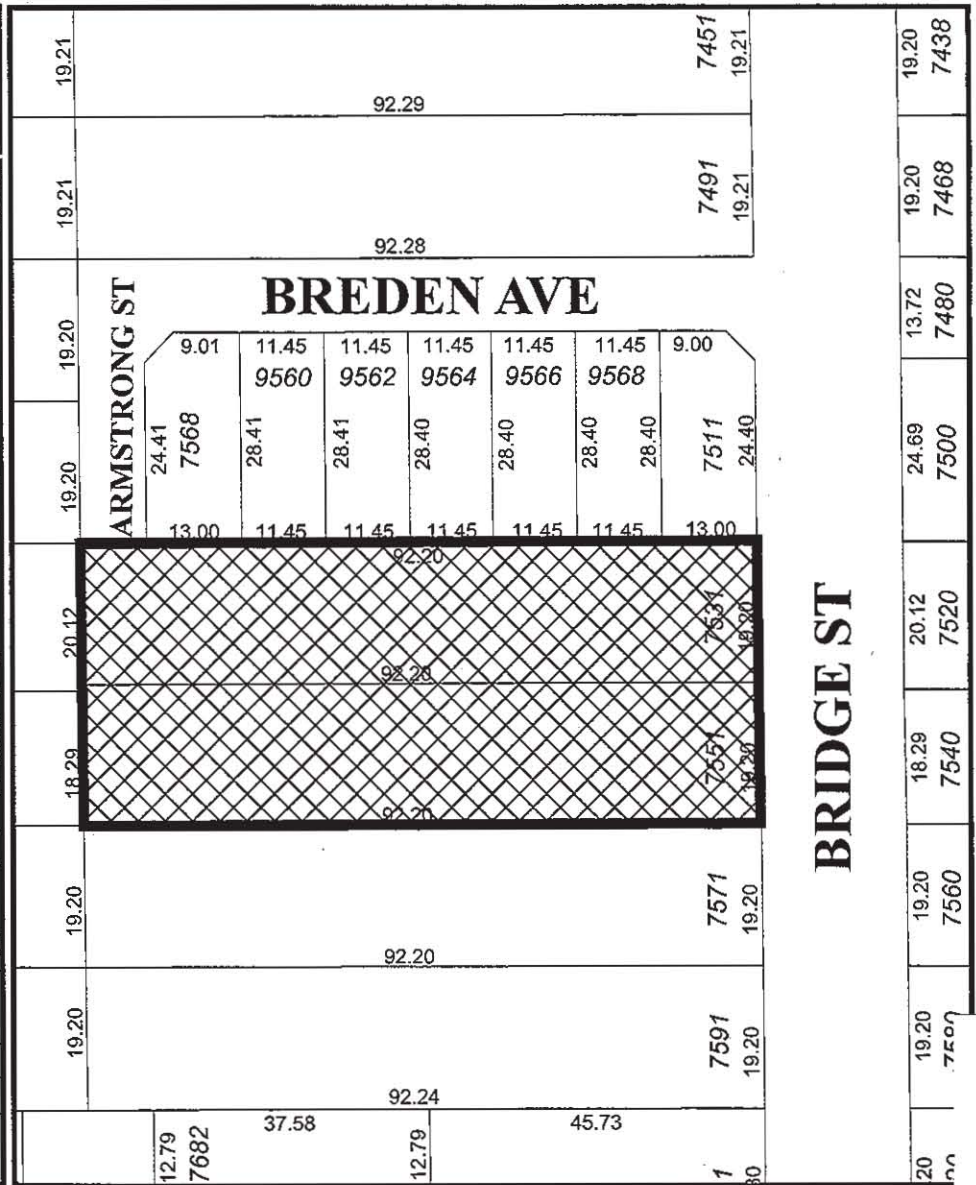
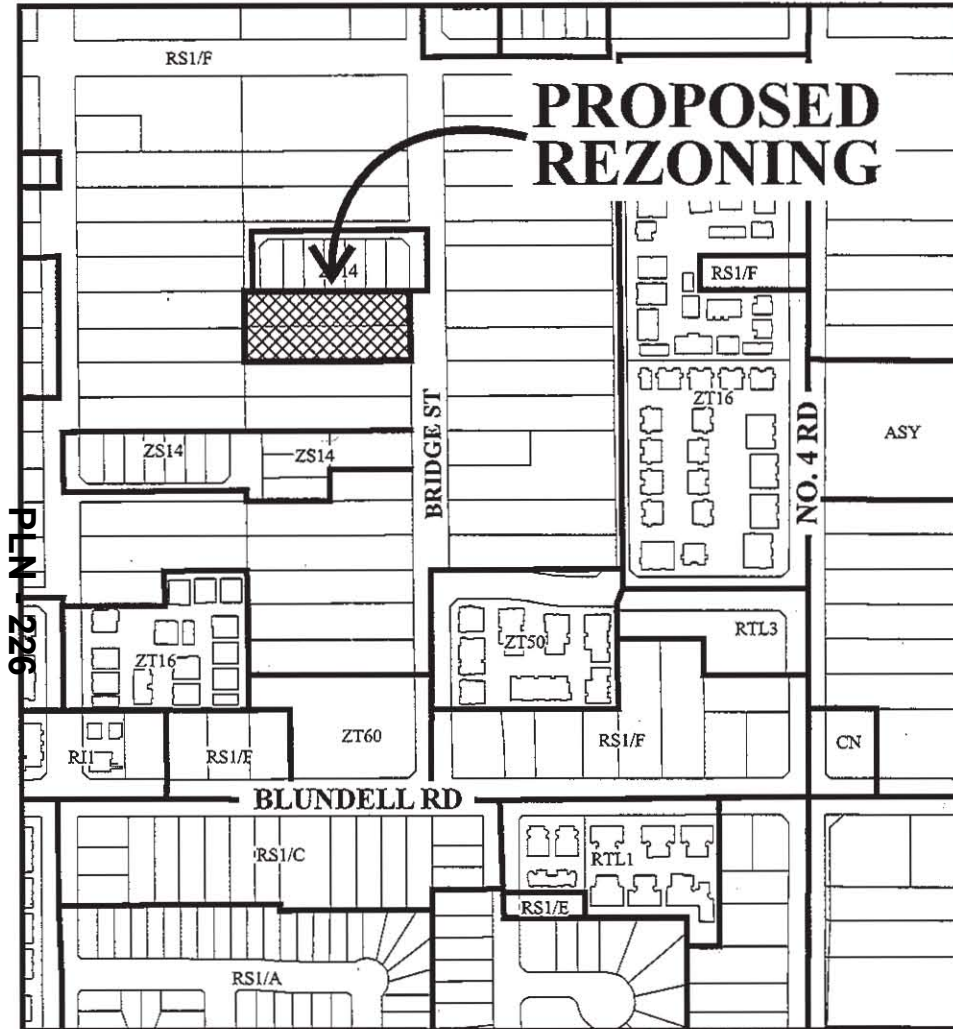
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Attachment 1: Location Map/Aerial Photo  
Attachment 2: Proposed Subdivision Plan  
Attachment 3: Development Application Data Sheet  
Attachment 4: McLennan South Sub-Area Plan Land Use Map  
Attachment 5: Final Tree Retention Plan  
Attachment 6: Rezoning Considerations Concurrence





# City of Richmond



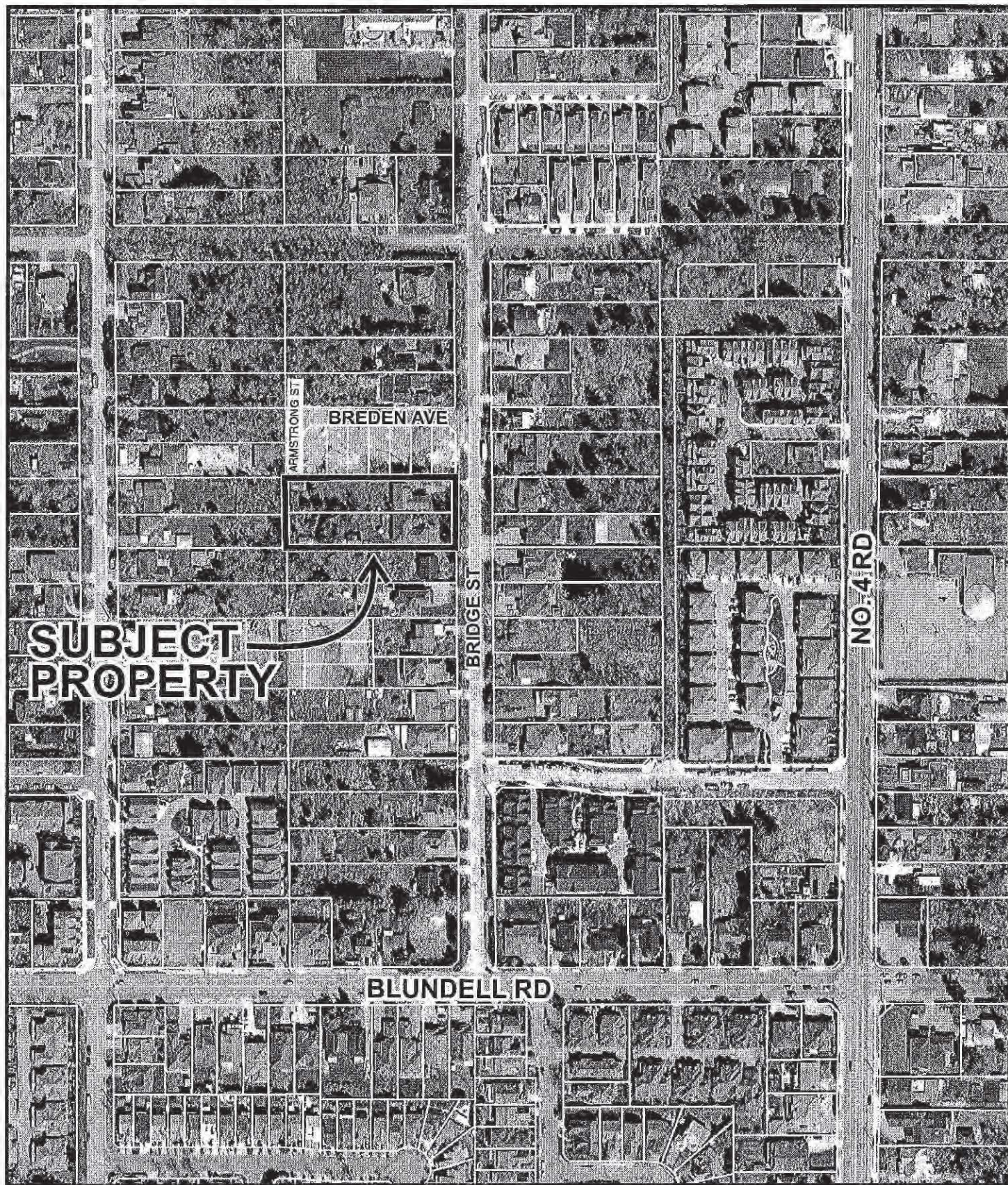
RZ 10-539727

Original Date: 07/30/10

Revision Date:

Note: Dimensions are in METRES





**SUBJECT  
PROPERTY**



**RZ 10-539727**

**PLN - 227**

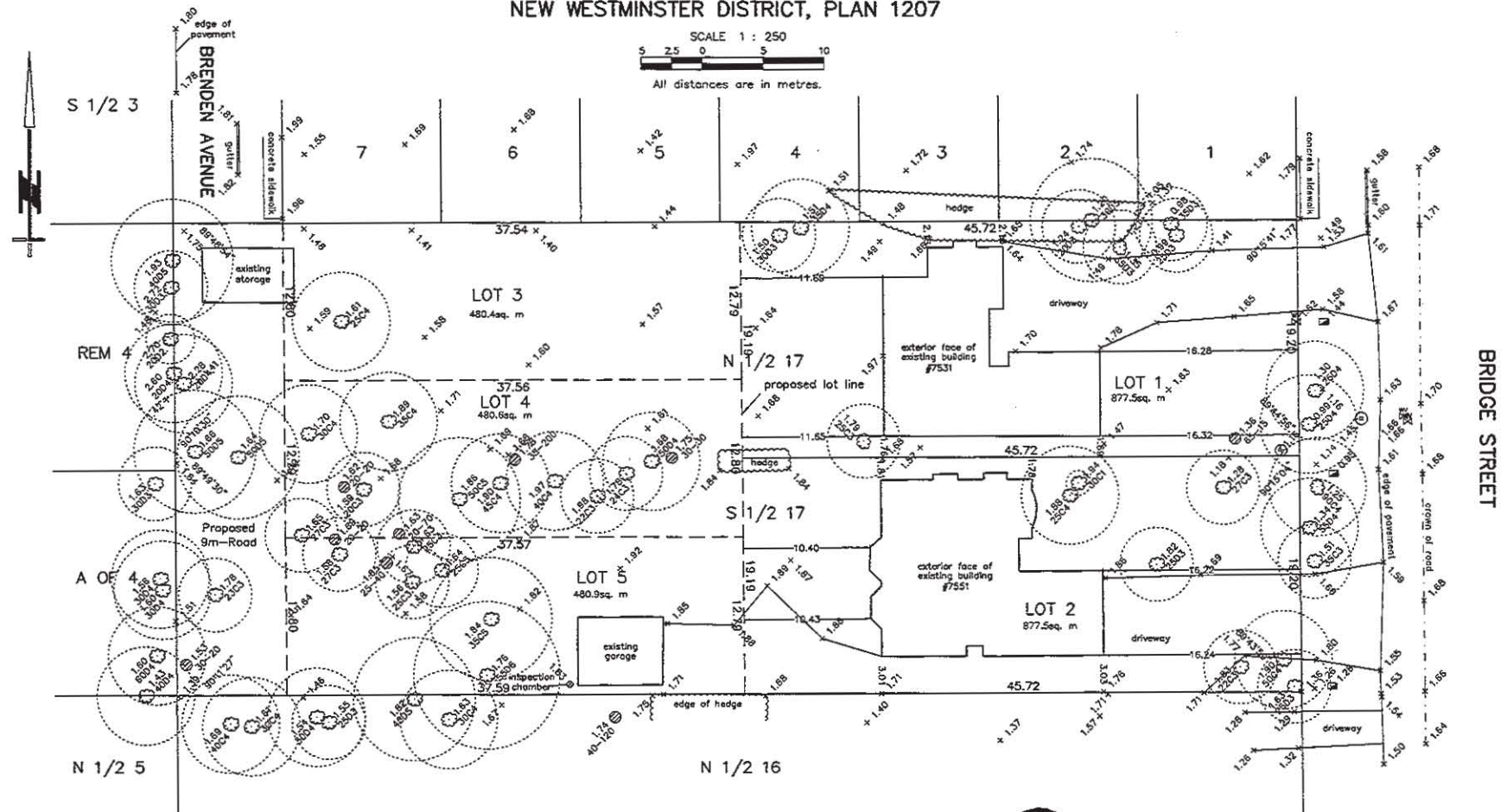
Original Date: 07/30/10

Amended Date:

Note: Dimensions are in METRES



SURVEY PLAN OF THE NORTH 1/2 OF LOT 17 AND SOUTH 1/2 OF LOT 17  
BOTH OF SECTION 15, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 1207



NOTES:

- Lot dimensions are derived from field survey.
- Elevations are based on the Geodetic Datum of Richmond and are derived from HPN#202(77H4623) situated at the intersection of No. 3 Road and Bennett Road. Elevation = 1.45 metres.
- All trees and stumps have been plotted as required.
- All elevations along curb lines are gutter levels.

- ⊙ denotes hydrant pole.
- ⊠ denotes catch basin
- ⊙ denotes manhole
- ⊠ denotes water valve
- ⊙ denotes hydrant
- ⊠ denotes tree stump.
- 8-10 L height (centimetres)
- ⊙ diameter (centimetres)
- ⊙ denotes tree.
- 8-10 L drip line radius (metres)
- ⊙ = coniferous
- ⊙ = deciduous
- ⊙ diameter (centimetres)

© LOUIS NGAN LAND SURVEYING INC., 2010

CIVIC ADDRESS

7531/7551 BRIDGE STREET  
RICHMOND, B.C.

ZONING: RS-1/F

CERTIFIED CORRECT.  
DATED THIS 19TH DAY OF JULY, 2010

IVAN NGAN B.C.L.S.

LOUIS NGAN LAND SURVEYING

N 1/2 LOT 17 PID:004-151-682  
S 1/2 LOT 17 PID:001-435-418  
FILE:RBR-7531TP

4938 VICTORIA DRIVE  
VANCOUVER, B.C. V5P 3T6  
(604) 327-1535

BRIDGE STREET



## City of Richmond

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

## Development Application Data Sheet

**RZ 10-539727**

**Attachment 3**

Address: 7531 and 7551 Bridge Street

Applicant: Han Liu and Xue Yan

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

	Existing	Proposed
<b>Owner:</b>	7531 Bridge St - Yu Tan 7551 Bridge St - Han Liu	<ul style="list-style-type: none"> <li>• 7531 Bridge St – Yu Tan</li> <li>• 7551 Bridge St – Han Liu</li> <li>• 3 lots proposed on Armstrong Street – to be determined</li> </ul>
<b>Site Size (m<sup>2</sup>):</b>	3,542 m <sup>2</sup> (38,127 ft <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Three (3) lots, each approx. 480.0 m<sup>2</sup> in area</li> <li>• Two (2) lots, each approx. 877.0 m<sup>2</sup> in area</li> <li>• Road dedication, approx. 345 m<sup>2</sup> in area</li> </ul>
<b>Land Uses:</b>	Two (2) single-family dwellings	Five (5) single-family lots
<b>OCP Designation:</b>	Generalized OCP Land Use Map Designation – "Neighbourhood Residential"	No change
<b>Area Plan Designation:</b>	Residential, Historic Single Family, 2½ storeys maximum 0.55 FAR	No change
<b>702 Policy Designation:</b>	N/A	N/A
<b>Zoning:</b>	Single Detached (RS1/F)	Single Detached (RS1/F), and Single Detached (ZS14) – South McLennan (City Centre)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage <ul style="list-style-type: none"> <li>• Building:</li> <li>• Building, structures and non-porous surfaces:</li> <li>• Live plant material:</li> </ul>	Max. 45%  Max. 70% Min. 25%	Max. 45%  Max. 70% Min. 25%	none

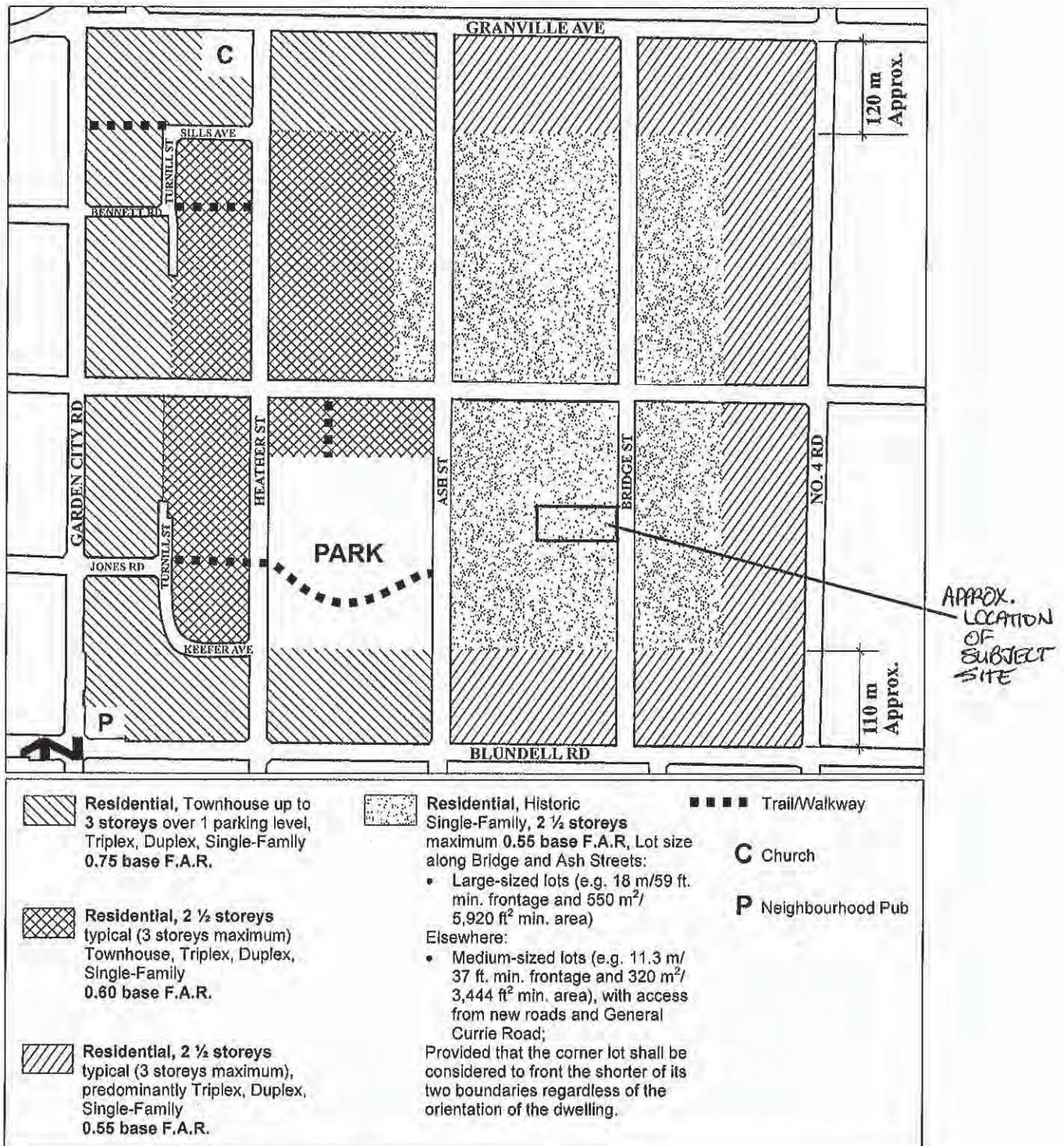


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	Armstrong Street: <ul style="list-style-type: none"> <li>• Min. lot width 11.3 m</li> <li>• Min. lot depth 24.0 m</li> <li>• Min. lot area 320.0 m<sup>2</sup></li> </ul> Bridge Street: <ul style="list-style-type: none"> <li>• Min. lot width 18.0 m</li> <li>• Min. lot area 550.0 m<sup>2</sup></li> </ul>	Armstrong Street: <ul style="list-style-type: none"> <li>• Three (3) lots, each approx. 12.8 m wide and 480.0 m<sup>2</sup> in area</li> </ul> Bridge Street: <ul style="list-style-type: none"> <li>• Two (2) lots, each approx. 19.2 m wide and 877.0 m<sup>2</sup> in area</li> </ul>	none
Setback – Front Yard (m):	Buildings and structures: Min. 6 m Parking pads, garages and carports: Min. 6 m	Buildings and structures: Min. 6 m Parking pads, garages and carports: Min. 6 m	none
Setback – Side & Rear Yards (m):	Side Yard - Min. 1.2 m Rear Yard – Min. 6 m	Side Yard - Min. 1.2 m Rear Yard – Min. 6 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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

City of Richmond

## Land Use Map

Bylaw 7892  
2005/04/18

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

PLN - 231





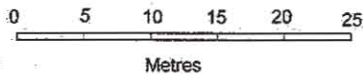
Pacific Sun  
Tree Services

604-323-4270

andermatt.forest@shaw.ca  
www.pacificsuntree.com

## Final Tree Location and Protection Plan

Scale: 1:500



Date: June 2011

Client:

Project:

Project Address: 7531 & 7551 Bridge Rd.  
Richmond B.C.

Tree Recommended  
For Preservation

○ 1

Tree Recommended  
For Removal

x 1

Tree To Be  
Transplanted

△ 1

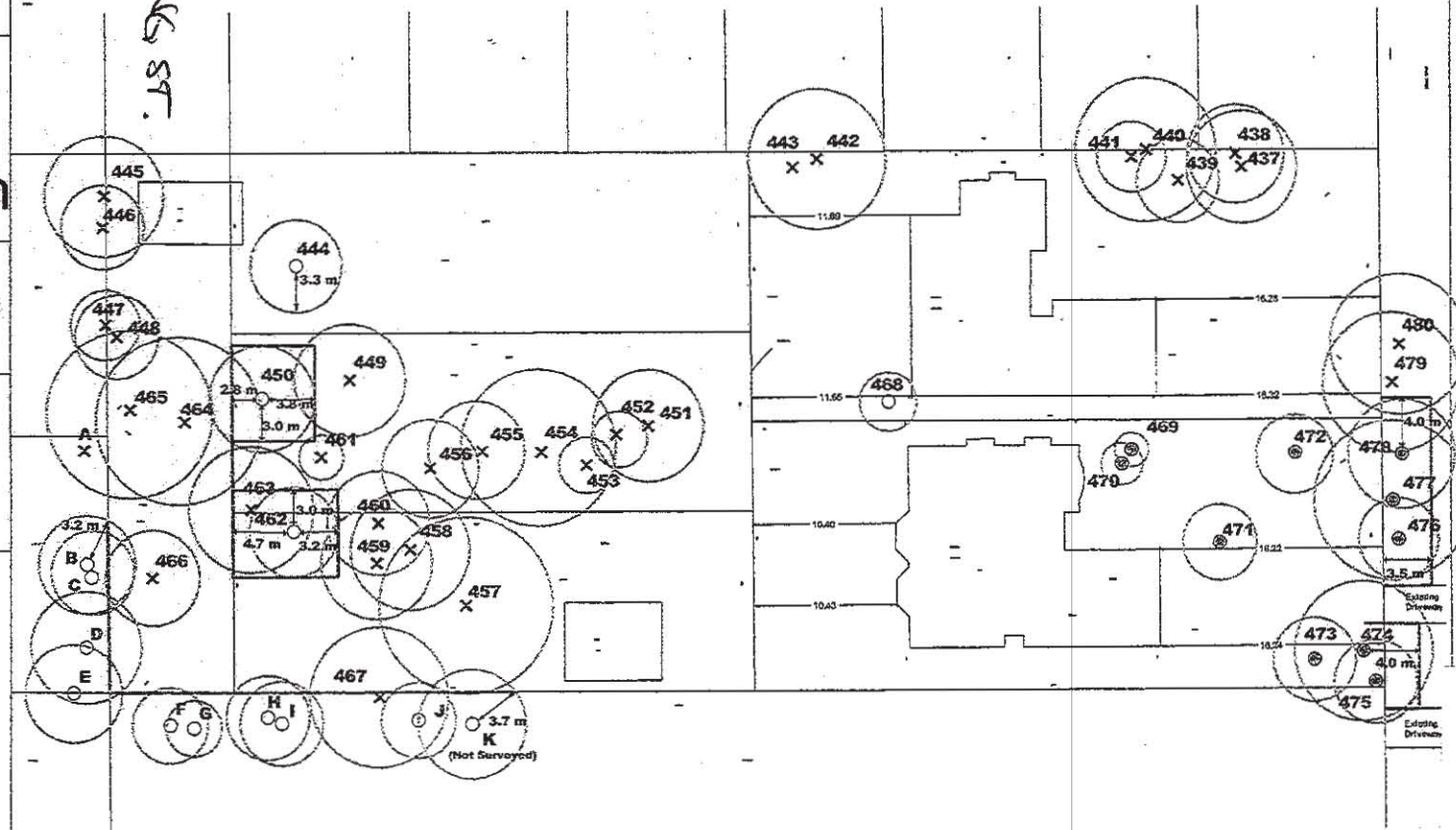
Actual Crown Dripline



Protection Barrier



ARMSTRONG ST.



BRIDGE ST.

## Rezoning Considerations

### 7531 and 7551 Bridge Street RZ 10-539727

Prior to final adoption of Zoning Amendment Bylaw 8783, the following items are required to be completed:

1. Dedication of 9 m of property along the entire west property line of the subject site for the proposed Armstrong Street extension.
2. Submission of a Contract with a Certified Arborist for supervision of any works to be conducted in close proximity to protected trees. The Contract should: a) identify the trees to be protected and supervised; b) include details on the scope of work required (including at which stages of development); and c) include a provision for a post-construction impact assessment report to be submitted to the City for review.
3. Submission of a Survival Security in the amount of \$14,000 for the 11 on-site trees and three (3) off-site trees on city-owned property (reflects the 2:1 replacement tree ratio at \$1,000 per tree; i.e. \$1,000 x 14 trees). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) later, subject to inspection, to ensure the trees have survived.
4. Submission of a Landscaping Security in the amount of \$8,500 (\$500/tree) to ensure that the proposed 17 replacement trees with a minimum of 6 cm deciduous calliper or 3.5 m coniferous height are planted and maintained on the future lots (i.e. three (3) replacement trees per lot in the proposed rear yards of the Armstrong Street lots, five (5) replacement trees on 7531 Bridge Street, and three (3) replacement trees on 7551 Bridge Street). The security would be released upon request following an inspection to verify that the landscaping has been installed after development is complete.
5. The City's acceptance of the applicants' voluntary contribution in the amount of \$10,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the remaining 20 required replacement trees on-site (\$500 per tree).
6. The City's acceptance of the applicants' voluntary contribution in the amount of \$2,600 (\$1,300/tree) to the City's Tree Compensation Fund for the planting of replacement trees within the City, to compensate for the removal of Trees # 479 and 480 from the Bridge Street boulevard on City-owned property.
7. Registration of a flood indemnity covenant on Title;
8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on the three (3) new lots fronting Armstrong Street, on a portion of the subject site as shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8783".



9. Entrance into a Servicing Agreement for the design and construction of:

- Bridge Street frontage improvements, to include but not limited to: curb and gutter, pavement widening, creation of a 3.85 m wide grass and treed blvd. (trees to be "Red Horse Chestnut"), including a 2.6 m wide utility corridor, "Zed" street lights, and a 1.75 m wide concrete sidewalk at or near the west property line of Bridge St., connecting to existing road improvements to the north;
- Armstrong Street (half road) along the entire west property line of the subject site connecting to the existing road and services to the north. Works are to include, but not be limited to: peat removal and appropriate replacement material, storm sewer, sanitary sewer (connect to existing manhole at Armstrong Street and Breden Avenue), curb and gutter, asphalt pavement, a grass and treed (9 m on centre) boulevard incorporating a utility corridor with hydro, telephone, gas and cable, "Zed" street lights, and a 1.5 m concrete sidewalk at or near the new east property line of Armstrong Street.

The Servicing Agreement design must include driveway crossings, water, storm and sanitary connections for each lot, which must be located to enable protection of retained trees along both Armstrong Street and Bridge Street (Trees # 444, 450, 462, 474, 475, 476, 477, 478).

The Servicing Agreement design must include the following items based on the capacity analysis:

- Upgrading of the storm sewer along Bridge Street to 600 mm from manhole to manhole;
- Installation of a 600 mm diameter storm sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site;
- Extension of the 200 mm sanitary sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site;

The storm sewer, sanitary sewer, and water analyses calculations must be included on the Servicing Agreement design drawings.

Prior to Demolition stage\*, the following items are required to be completed:

- Installation of tree protection fencing around on-site and off-site trees to be retained, as detailed in the Certified Arborist's Report and Addendums prepared by Pacific Sun Tree Services and as shown on the Final Tree Retention Plan (i.e. Trees # 444, 450, 462, 468 to 478, B, C, D, E, F, G, H, I, J, K).

Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.

Prior to off-site tree removal stage\*, the following items are required to be completed:

- A Tree Removal Permit must be obtained by the applicants for removal of Tree "A" at 7600 Ash Street;
- Formal authorization from the City's Parks department must be obtained directly by the applicants for removal of Trees # 479 and 480 from the Bridge Street boulevard on City-owned property to enable signage to be posted on the property

At Subdivision stage\*, the following items are required to be completed:

- Registration of a covenant on title to ensure the proposed new homes on Armstrong Street have a fire sprinkling system installed [the length of the Armstrong Street extension creates a road which is greater than 110 m without a secondary (emergency) access];
- Registration of a Right-of-Way for Public-Right-of-Passage over a portion of the driveway of the proposed south lot on Armstrong Street for temporary turnaround purposes; the driveway is to be located along the south property line to enable protection of Tree # 462;
- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees; and
- Arranging for all lots to be serviced by underground hydro, telephone, and cable;

\* This requires a separate application.

[Signed original on file]

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Signed

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Date





# City of Richmond

## Bylaw 8783

### Richmond Zoning Bylaw 8500 Amendment Bylaw 8783 (RZ 10-539727) PORTION OF 7531 AND 7551 BRIDGE STREET

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 (ZS14) – SOUTH MCLENNAN (CITY CENTRE)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8783"

This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8783".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____



\_\_\_\_\_  
MAYOR

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



**SUBJECT SITE**



RZ 10-539727

Note: Dimensions are in METRES