



**Planning Committee
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road
Tuesday, July 5, 2022
4:00 p.m.**

Pg. # ITEM

MINUTES

Motion to adopt the minutes of the meeting of the Planning Committee held on June 21, 2022 (distributed separately).



NEXT COMMITTEE MEETING DATE

July 19, 2022, (tentative date) at 4:00 p.m. in Council Chambers.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY PAKLAND PROPERTIES FOR REZONING AT 11760 WILLIAMS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref No. RZ 21-938616) (REDMS NO. 6903531)

PLN-4

See Page PLN-4 for full report

Designated Speaker: Wayne Craig and Tolu Alabi

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10391, for the rezoning of 11760 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.



2. **APPLICATION BY SIMARBIR S. KHANGURA AND LAKHBIR S. KHANGURA FOR REZONING AT 6340 GRANVILLE AVENUE FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref. No. RZ 21-932253) (REDMS No. 6909436)

PLN-25

[See Page PLN-25 for full report](#)

Designated Speaker: Wayne Craig and Nathan Andrews

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10388, for the rezoning of 6340 Granville Avenue from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.



3. **APPLICATION BY MLK PROPERTIES LTD. TO ENTER INTO A HERITAGE REVITALIZATION AGREEMENT TO PROTECT THE R.G. RANSFORD HOUSE AND TO CONSTRUCT COACH HOUSE AT 10700 RAILWAY AVENUE**

(File Ref. No. HA 20-907706) (REDMS No. 6918755)

PLN-42

[See Page PLN-42 for full report](#)

Designated Speaker: Wayne Craig and Cynthia Lussier

STAFF RECOMMENDATION

- (1) *That Heritage Revitalization Agreement (10700 Railway Avenue) Bylaw No. 10386 to permit the City to enter into a Heritage Revitalization Agreement substantially in the form attached hereto, in accordance with the requirements of Section 610 of the Local Government Act, to protect the R.G. Ransford House and to construct a coach house at 10700 Railway Avenue, be introduced and given first reading.*

Planning Committee Agenda – Tuesday, July 5, 2022

Pg. #

ITEM

- (2) *That, following adoption of Heritage Revitalization Agreement (10700 Railway Avenue) Bylaw No. 10386, the Mayor and City Clerk be authorized to execute any further agreements contemplated in the Heritage Revitalization Agreement.*

☐

4. **MANAGER'S REPORT**

ADJOURNMENT

☐



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 21, 2022
File: RZ 21-938616

Re: **Application by Pakland Properties for Rezoning at 11760 Williams Road from the "Single Detached (RS1/E)" Zone to the "Compact Single Detached (RC2)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10391, for the rezoning of 11760 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be introduced and given first reading.

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

WC/TA:blg
Att. 6

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

Staff Report

Origin

Pakland Properties (Khalid Hasan) on behalf of the property owners (Muhammad A. Khan, Najia R. Khan) has applied to the City of Richmond for permission to rezone 11760 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit a subdivision to create two single-family lots. A location map and aerial photo are provided in Attachment 1. Each lot is proposed to have a single detached dwelling with a secondary suite and vehicle access from the rear lane.

Findings of Fact

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

Existing Site Condition and Context

A survey of the subject site and the proposed subdivision is included in Attachment 3. The subject site is located on the south side of Williams Road, between Seacote Road and No. 5 Road. Vehicle access to the subject site is currently via the existing rear lane.

Subject Site Existing Housing Profile

The subject site consists of a single lot containing a single-family dwelling that is occupied by the property owners. The applicant has identified that there is currently one secondary suite in the dwelling, which is being rented out. The existing dwelling is proposed to be demolished.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North: Across Williams Road, single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Williams Road.

To the South: Across the lane, a single-family dwelling on a lot zoned “Single Detached (RS1/E)” fronting Seabrook Crescent, with vehicle access off of Seabrook Crescent as well as the lane.

To the East: Across the lane, a Religious Assembly (Trinity Pacific Church) on a lot zoned “Assembly (ASY)” fronting on Williams Road. Access to the church is provided off of Williams Road and No. 5 Road.

To the West: Single-family dwellings on lots zoned “Compact Single Detached (RC2)” fronting Williams Road. The lots were rezoned and subdivided in 2018 (RZ 16-740422/SD 16-740424).

Existing Legal Encumbrances

There is a triparty statutory right-of-way (SRW) registered on title for utilities (City of Richmond, BC Telephone Company and BC Hydro/Gas). The applicant has been advised that their proposal must not conflict with the terms of the SRW unless otherwise discharged from Title.

Related Policies & Studies

Official Community Plan

The 2041 land use designation in the Official Community Plan (OCP) for the subject site is “Neighbourhood Residential”. The proposed rezoning and subdivision is consistent with this designation.

Arterial Road Land Use Policy

The subject property is identified as “Arterial Road Compact Lot Single Detached” on the Arterial Road Housing Development Map. The Arterial Road Land Use Policy requires all compact lot developments with single detached housing on lots greater than 9.0 m wide to be accessed from the rear lane only. The proposed rezoning and ensuing development are consistent with this Policy.

Single-Family Lot Size Policy 5434

The subject site is located within the area governed by Single-Family Lot Size Policy 5434, which was adopted by Council on February 19, 1990, and subsequently amended in 1991 and 2006 (Attachment 4). This Policy permits rezoning and subdivision of lots along this section of Williams Road in accordance with the provisions of “Single-Family Housing District (R1-06)” or “Coach House District (R9)” provided there is access to an operational rear lane. These Districts are equivalent to the “Compact Single Detached (RC2)” and “Coach House (RCH1)” zones of the current Zoning Bylaw 8500. This redevelopment proposal is consistent with Lot Size Policy 5434, as it would allow for the creation of two compact lots with vehicle access to the rear lane only.

Affordable Housing Strategy

Consistent with the City's Affordable Housing Strategy, the applicant has proposed to construct a two-bedroom secondary suite in each of the dwellings to be constructed on the new lots, for a total of two secondary suites. The applicant proposes that each of the two-bedroom secondary suites will have a minimum size of 51 m² (549 ft²). Prior to the adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no Building Permit inspection is granted until a minimum two-bedroom secondary suite as described above is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Site Access

The subject site is currently accessed via a rear lane which runs parallel to Williams Road. There is also a lane adjacent to the east property line, which connects the rear lane and Williams Road. In accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222, direct vehicle access to/from the proposed lots from/to Williams Road is not permitted. Vehicle access to/from the proposed lots is required to be from the rear lane only.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies off-site trees in close proximity to the subject site, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The survey provided by the applicant indicates that there are no bylaw-sized trees on the subject property. A site inspection by the City's Tree Preservation Coordinator noted a 22.9 cm (9.0 in.) caliper stump in the rear yard where a tree was removed without a permit by the previous property owner(s). The current owner(s) have paid fines totalling \$2,000.00 to resolve the unpermitted tree removal. They have also agreed to provide an additional tree on each new lot, so a total of three trees will be planted on each lot.

While there are no bylaw sized trees on the site, there is an undersized Fig tree and a perimeter hedge along the Williams Road frontage, east side yard and a portion of the rear yard. The applicant has submitted a tree retention plan (Attachment 5) that shows the undersized fig tree to be removed to accommodate the proposed development. The perimeter hedge is also to be removed in order to facilitate the construction of the required lane upgrades, storm and sewer connections.

The Arborist Report also assesses two trees in the boulevard on Williams Road on City-owned property. Parks Department arboriculture staff have reviewed the Arborist's Report and Tree Retention Plan (Attachment 5), and support the Arborist's findings, with the following comments:

- Two Liquidambar trees (tag # A and B) located on City property are to be retained and protected.
- A tree survival security for the two City trees (tag # A and B) is required prior to rezoning bylaw adoption in the amount of \$20,000.00. The security will be held until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of landscape inspection to ensure that the tree survives. To accompany the tree survival security, a legal agreement that sets the terms for release of the security must be entered into between the applicant and the City.

To ensure that the trees identified for retention are protected:

- The applicant is required to install tree protection fencing around all trees to be retained (Tree tags # A and B) prior to demolition of the existing dwelling on the subject site. Tree protection fencing must be installed to City standard in accordance with the Arborist's Report recommendations and the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.
- Prior to rezoning bylaw adoption, the applicant is required to submit a contract with a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (tag # A and B), including (but not limited to) the installation or removal of servicing infrastructure. The contract should include the scope of work to be undertaken, the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

Consistent with Zoning Bylaw regulations and the landscape guidelines for compact lots in the Arterial Road Land Use Policy, the applicant must plant and maintain two new trees per lot (a total of four trees). The City's Tree Preservation Coordinator has identified that two of the new trees must be a minimum 8.0 cm caliper for deciduous trees or 4.5 m high for coniferous trees.

The applicant proposes to plant two new trees in the front yard and an additional tree in the rear yard of each lot proposed for a total of three trees per lot.

To ensure that the new trees proposed are planted and maintained on each new lot and that the front yards of the proposed lots are enhanced, the applicant is required to complete the following prior to final adoption of the rezoning bylaw:

- Submit a Landscape Plan for the front yards prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development.

The Landscape Plan must comply with the guidelines of the Arterial Road Land Use Policy in the OCP, and must include the additional tree proposed in the rear yard of each new lot.

- Submit a Landscaping Security based on 100% of a cost estimate for the proposed Landscape Plan works provided by the Landscape Architect (including materials, installation, and a 10% contingency). The security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives. To accompany the landscaping security, a legal agreement that sets the terms for release of the security must be entered into between the applicant and the City.

Site Servicing

At subdivision stage, the applicant must enter into a Servicing Agreement for the design and construction of the required site servicing works as described in Attachment 6, including (but not limited to):

- Lane upgrades in accordance with City's design standards including a 5.1m wide pavement, roadway lighting and rollover curbs (on both sides of the abutting rear lane and the western half of the north-south lane to the east of the subject property);
- Installation of lane drainage with the north-south lane to the east of the subject property
- Water, storm, and sanitary service connections for the proposed lots;
- Pay \$29,026.54 for the cost recovery of rear lane drainage upgrades constructed as part of a City Capital Works program in accordance with Works and Services Cost Recovery Bylaw 8752.
- Pay Development Cost Charges (City and GVS & DD and TransLink), School Site Acquisition Charge, Address Assignment Fees, and the current year's taxes.

Financial Impact or Economic Impact

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

Conclusion

This application is to rezone the property at 11760 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone to permit the property to be subdivided to create two lots, with vehicle access from the rear lane.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the OCP and it complies with Single-Family Lot Size Policy 5434.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10391 be introduced and given first reading



Tolu Alabi
Planner 1
(604-276-4092)

TA:blg

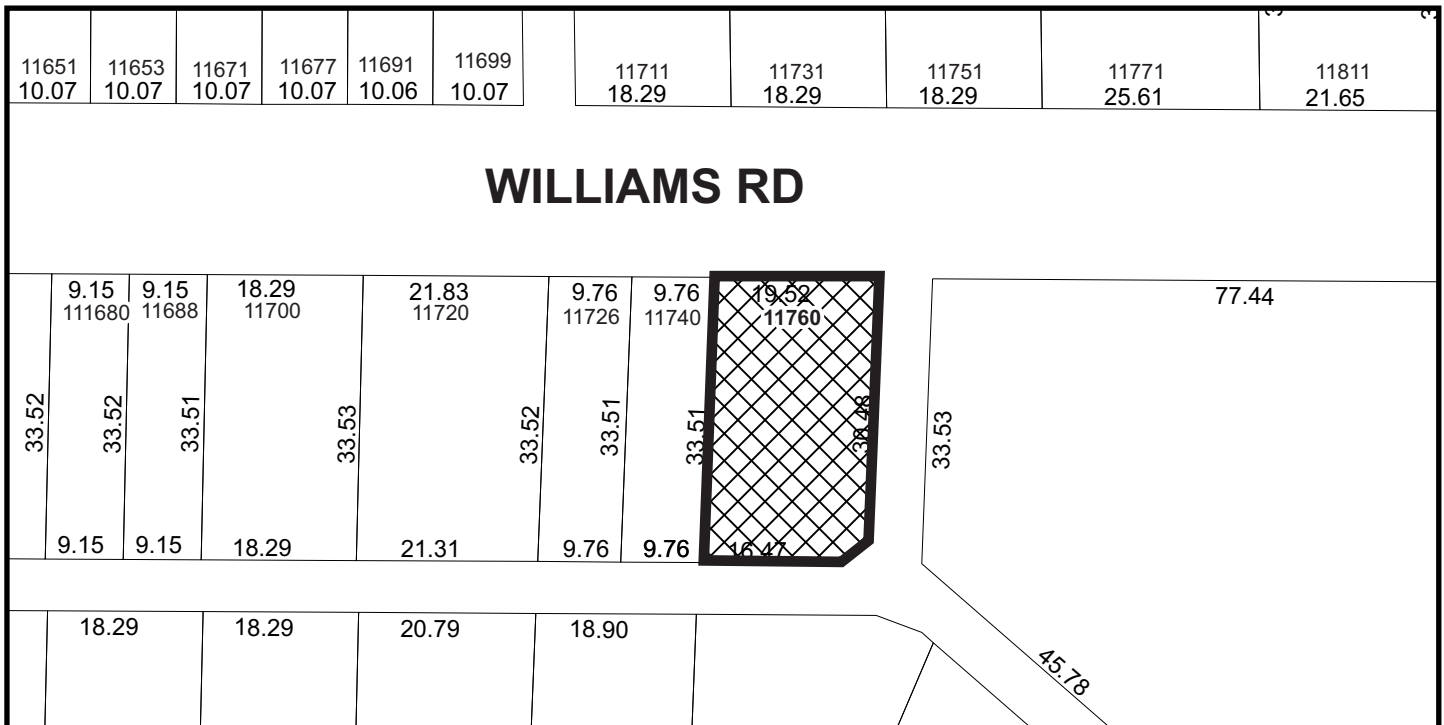
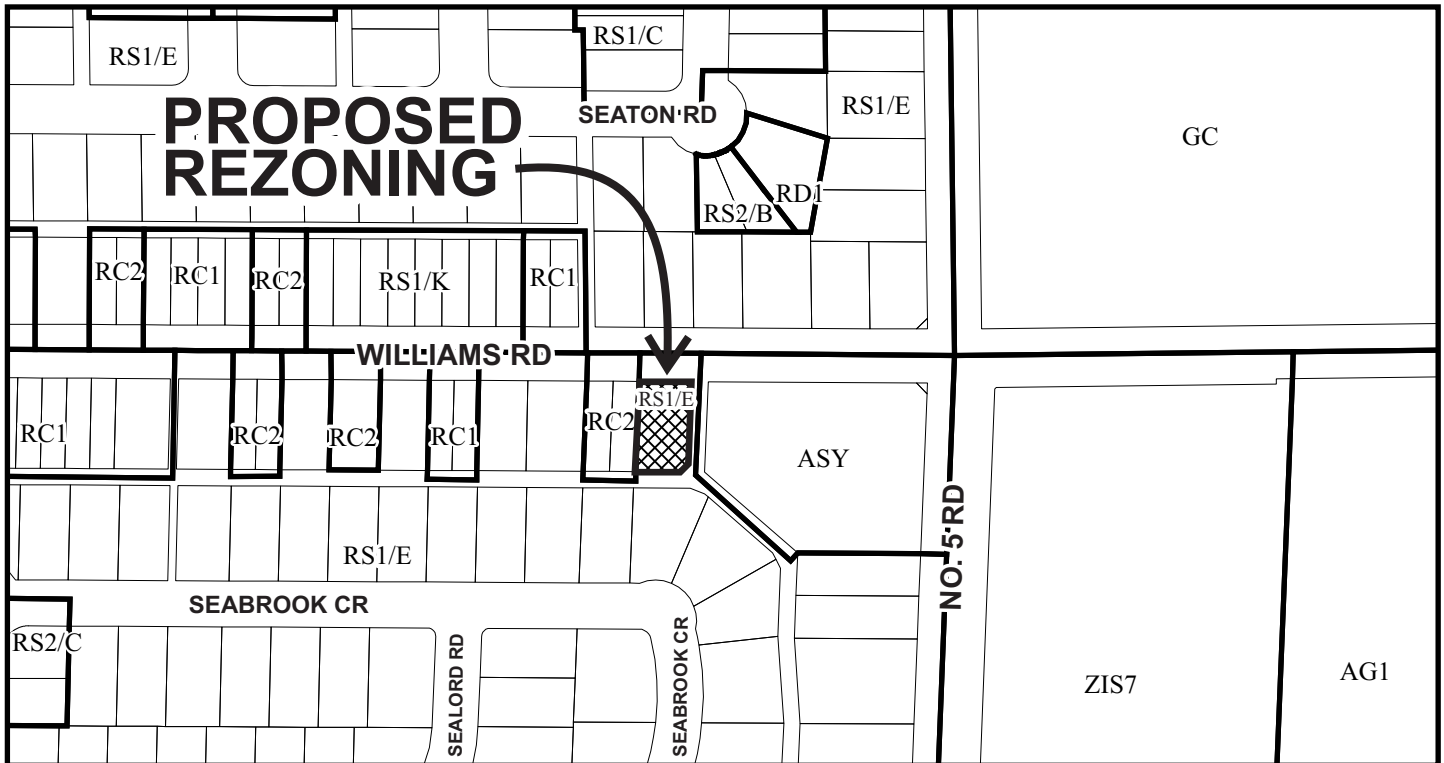
Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site Survey and Proposed Subdivision Plan
- Attachment 4: Single-Family Lot Size Policy 5434
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of Richmond

ATTACHMENT 1



RZ 21-938616

PLN - 11

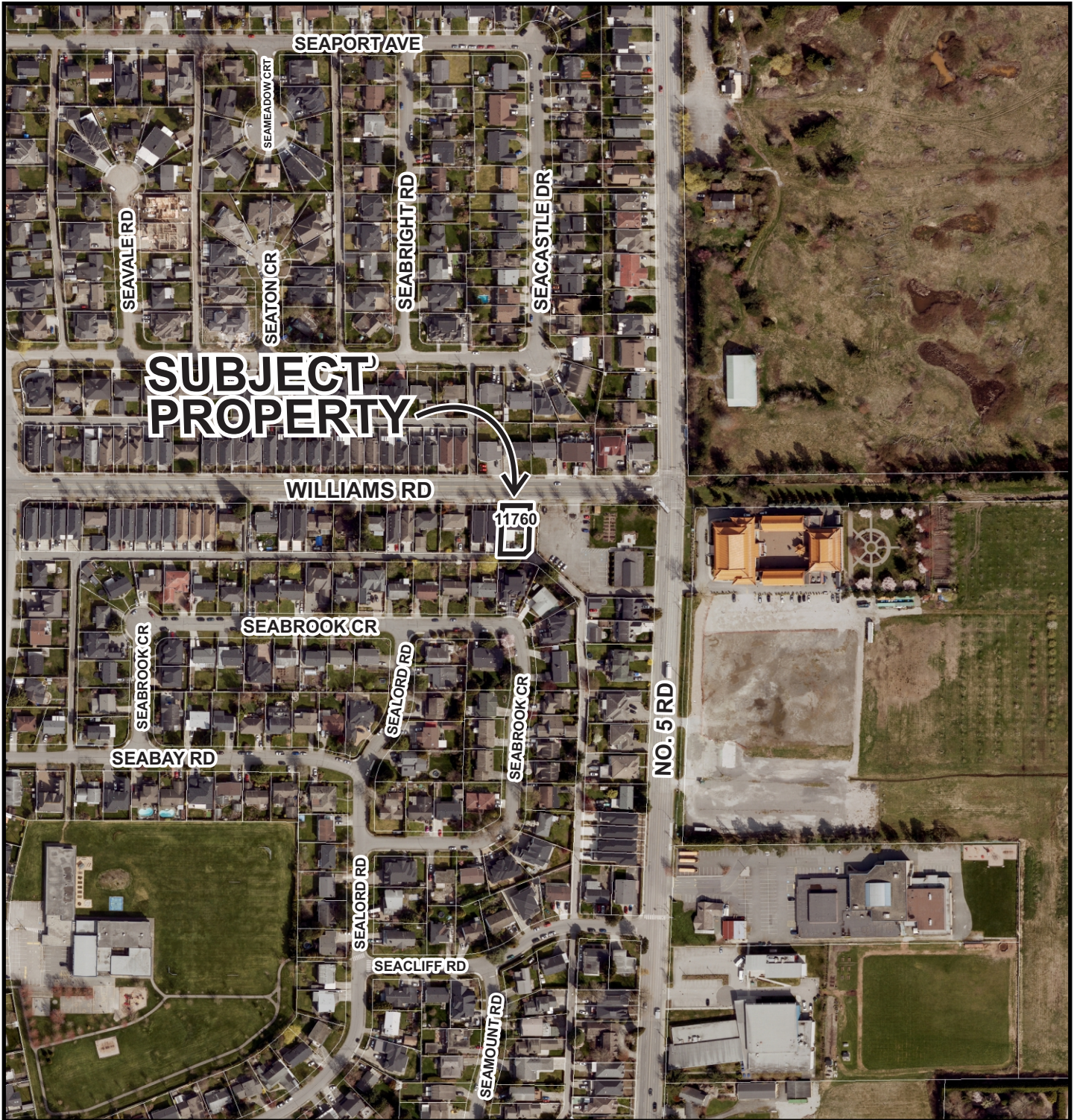
Original Date: 09/21/21

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 21-938616

PLN - 12

Original Date: 09/21/21

Revision Date:

Note: Dimensions are in METRES



RZ 21-938616

Address: 11760 Williams Road

Applicant: Pakland Properties (Khalid Hasan)

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Najia R Khan, Muhammad A Khan,	To be determined
Site Size (m²):	649.00m ²	Lot 1 (West) – 326.70 m ² (3,517 ft ²) Lot 2 (East) – 322.00 m ² (3,466 ft ²)
Land Uses:	Single-Family Dwelling	Two Residential Lots
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Single Family Lot Size Policy Designation:	Compact Single Detached (RC2) with rear lane access	Compact Single Detached (RC2) with rear lane access
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	The Arterial Road Land Use Policy designates the subject site for redevelopment to “Arterial Road Compact Lot Single Detached”	No change

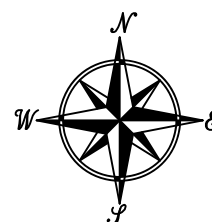
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	None Permitted
Buildable Floor Area (m ²):*	Lot 1 (West): Max. 196.02 m ² (2,110.2 ft ²) Lot 2 (East): Max. 193.20 m ² (2,079.60 ft ²)	Lot 1 (West): Max. 196.02 m ² (2,110.2 ft ²) Lot 2 (East): Max. 193.20 m ² (2,079.60 ft ²)	None Permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-Porous Surfaces: Max. 70% Live landscaping: Min. 20%	Building: Max. 50% Non-Porous Surfaces: Max. 70% Live landscaping: Min. 20%	None
Lot Size:	Min. 270 m ²	Lot 1 (West) – 326.70 m ² (3,517 ft ²) Lot 2 (East) – 322.00 m ² (3,466 ft ²)	None
Lot Dimensions (m):	Width: Min. 9.00 m	Width: 9.76 m	None
	Depth: Min. 24.00 m	Depth: 33.49 m	
Setbacks (m):	Front: Min. 6.00 m Rear: Min. 6.00 m Side: Min. 1.20 m	Front: Min. 6.00 m Rear: Min. 6.00 m Side: Min. 1.20 m	None
Max. Height (m):	2 ½ storeys	2 ½ storeys	None
Parking Spaces	Principal dwelling	2 spaces	None
	Secondary suite	1 space	

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

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
LOT 296 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 35779

#11760 WILLIAMS ROAD,
 RICHMOND, B.C.
 P.I.D. 004-294-858

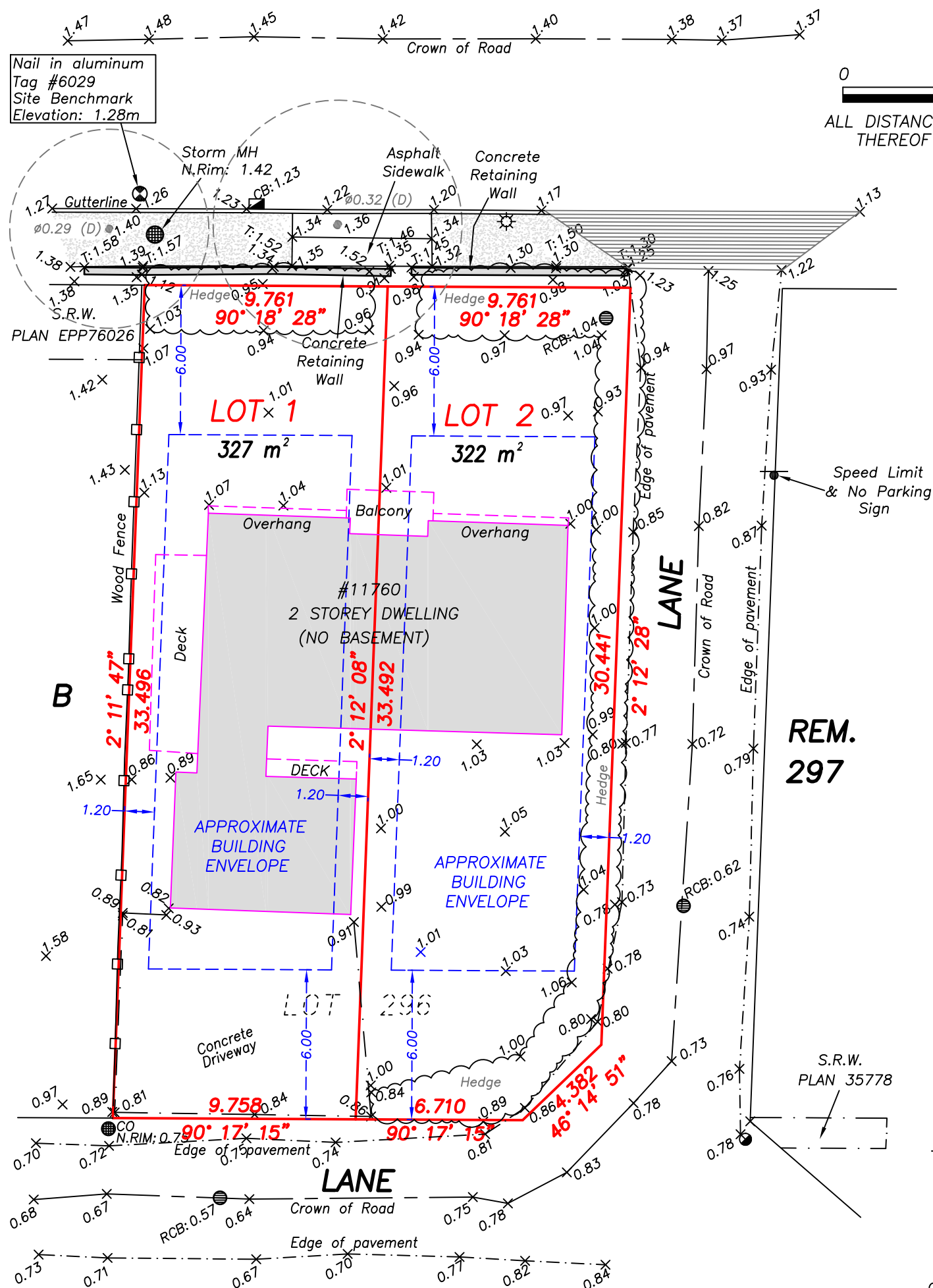
WILLIAMS ROAD



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED



LEGEND:

- T: denotes top of retaining wall
- (d) denotes deciduous
- denotes manhole
- ⊙ denotes lamp standard
- ⊙ denotes round catch basin
- ⊙ denotes catch basin
- co● denotes cleanout
- denotes sign
- denotes power post

NOTE:

Use site Benchmark Tag #6029 for construction elevation control.

CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

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

JUNE 16th, 2021.

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J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 Job No. 7723
 FB-402 P87-88
 Drawn By: KA

NOTE:

Elevations shown are based on
 City of Richmond HPN
 Benchmark network.
 Benchmark: HPN #190
 Control Monument 94H1624
 Elevation: 2.353m
 Benchmark: HPN #191
 Control Monument 02H2453
 Elevation: 1.664m

DWG No. 7723-TOPO

PLN - 14



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1990
 Amended by Council: November 18, 1991
 Amended by Council: October 16, 2006

POLICY 5434

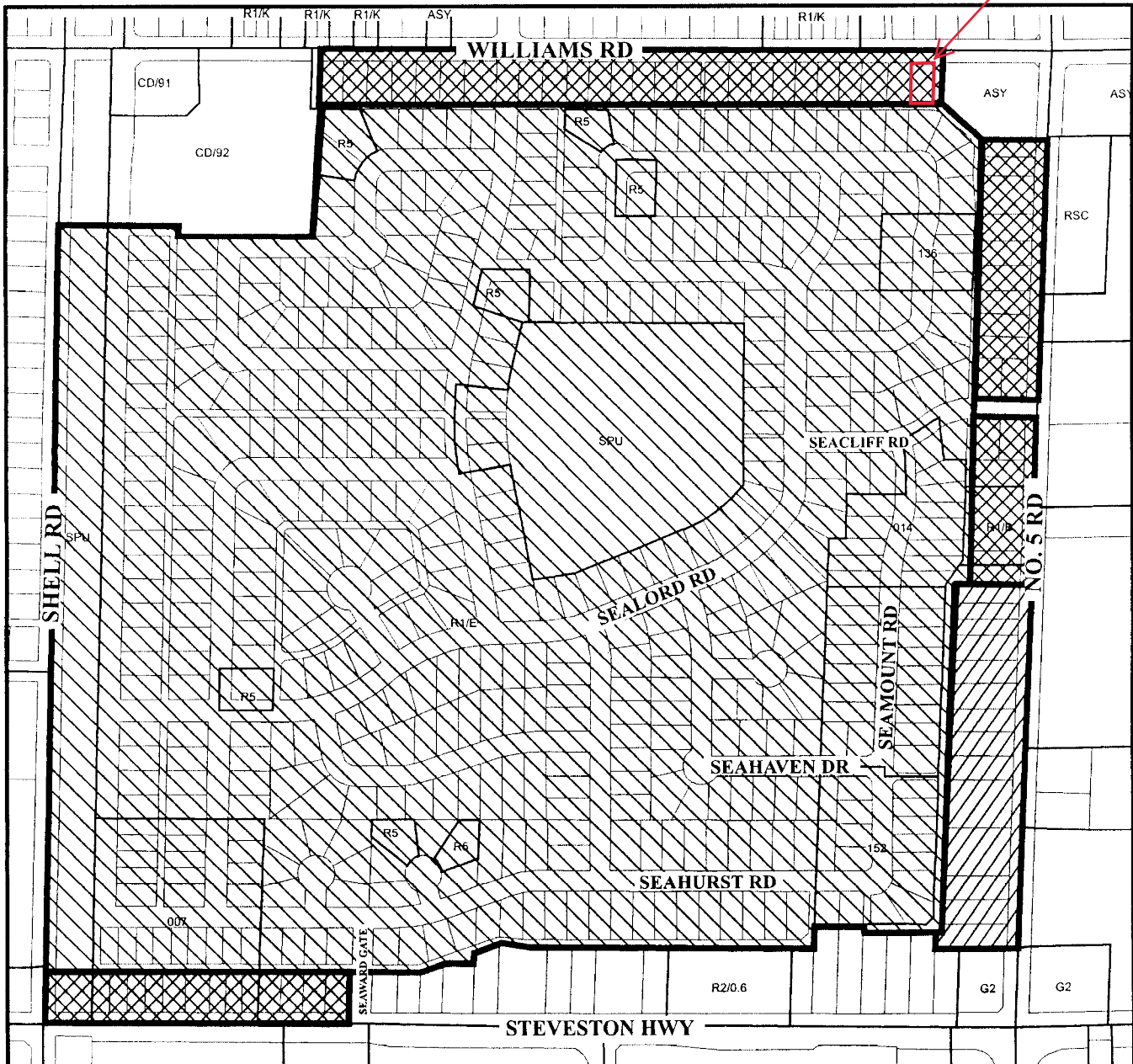
File Ref:

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
 - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seaclyff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seaclyff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development
is permitted.



Subdivision permitted as per **R1/B**



Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990

Amended Date: 11/18/1991
10/16/2006





Address: 11760 Williams Road

File No.: RZ 21-938616

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10391, the Applicant is required to complete the following:

1. 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 (tag # A and B), including (but not limited to) the installation or removal of servicing infrastructure. The Contract should include the scope of work to be undertaken, the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
2. Submission of a tree survival security for the two City trees (tag# A and B) in the amount of \$20,000.00. The security will be held until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of landscape inspection to ensure that the tree survives. To accompany the tree survival security, a legal agreement that sets the terms for release of the security must be entered into between the Applicant and the City.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including materials, installation, and a 10% contingency). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line (including the planting of two new trees in the front yard of each lot);
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
 - include the two additional trees proposed to be planted in the rear yards.
 - two of all the trees proposed must be a minimum of 8.0 cm deciduous caliper or 4.5 m high conifers.The City may retain a portion of the security for a one-year maintenance period from the date of landscape inspection to ensure that the tree survives. To accompany the landscaping security, a legal agreement that sets the terms for release of the security must be entered into between the Applicant and the City.
4. Registration of a flood indemnity covenant on title (2.9 m GSC – Area A).
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a minimum two-bedroom secondary suite is constructed on each of the two lots proposed, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Each of the proposed two-bedroom secondary suites must have a minimum size of 51 m² (549 ft²).

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

1. Installation of tree protection fencing around all trees to be retained (tags # A and B). Tree protection fencing must be installed to City standard in accordance with the Arborist's Report recommendations and the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* stage, the following must be completed:

1. Pay \$29,026.54 for the cost recovery of rear lane drainage upgrades constructed as part of a City Capital Works program in accordance with Works and Services Cost Recovery Bylaw 8752;
2. Pay Development Cost Charges (City and GVS & DD and TransLink), School Site Acquisition Charge, Address Assignment Fees, and the current year's taxes; **PLN - 18**

Initial: _____



3. Enter into a Servicing Agreement (SA), including providing a Letter of Credit or cash security for the value of the Service Agreement works, as determined by the city. The scope of work is to include (but is not limited to):

I. Frontage Improvements

- a) Design and construction of lane upgrades in accordance with City's design standards including (but not limited to): 5.10m wide pavement, roadway lighting and rollover curbs (on both sides of the abutting rear lane and the western half of the north-south lane to the east of the subject property).

II. Water Works:

- a) Using the OCP Model, there is 678.0 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) The Applicant is required to coordinate with Richmond Fire Rescue (RFR) to confirm whether fire hydrants are required along the proposed development's lane frontage. If required by RFR, the necessary water main and hydrant installations shall be reviewed by Engineering and added to the servicing agreement scope.
- c) At Applicant's cost, the Applicant is required to:
- i) Cut and cap the existing water service connection and install a new 25mm diameter water service connection complete with water meter and meter box for the west lot as per standard City drawings.
 - ii) Install a new 25mm diameter water service connection complete with water meter and meter box for the east lot as per standard City drawings.
 - iii) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - iv) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - v) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- d) At Applicant's cost, the City will:
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

III. Storm Sewer Works:

- a) At Applicant's cost, the Applicant is required to:
- i) Confirm the condition and capacity of existing north-east storm service connection. Retain if in good condition to service the east lot.



- ii) Install a new storm service connection extending from the south-face of the manhole on Williams Road to service the west lot.
- iii) Remove the existing north-south main and IC at the lane.
- iv) Create a new right of way with 3.0m clearance from Williams Road to contain the storm inspection chambers and water meters
- v) Install a new 1200mm diameter manhole at the south east junction
- vi) Install a new storm service main coming out from the north face of the proposed new 1200mm diameter manhole at the south east lane junction mentioned above. Tie it to the storm main on Williams Road via a new 1200mm diameter manhole.

b) At Applicant's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.

IV. Sanitary Sewer Works:

a) At Applicant's cost, the Applicant is required to:

- i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- ii) Install a new sanitary service connection at the centerline of the subject site, complete with inspection chamber and dual service leads.
- iii) Cut and cap the existing south-west sanitary service connection.

b) At Applicant's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.

V. Street Lighting:

a) At Applicant's cost, the Applicant is required to:

- i) Review street lighting levels along all road and lane frontages, and upgrade as required.

VI. General Items:

a) At Applicant's cost, the Applicant is required to:

- i) Complete other frontage improvements as per Transportation requirements.
- ii) Coordinate with BC Hydro, Telus and other private communication service providers:

(1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.



- (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- (3) To underground overhead service lines.
- iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
- BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- iv) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- v) Provide a video inspection report of the existing UTILITIES along the ROAD frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Applicant's cost.
- vi) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the Applicant's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- vii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- viii) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Applicant will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Applicant will be required to enter into a de-watering agreement



with the City wherein the Applicant will be required to treat the groundwater before discharging it to the City's storm sewer system.

- ix) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- x) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The applicant's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- xi) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

Note:

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



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

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

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

(Signed concurrence on file)

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10391 (RZ 21-938616)
11760 Williams 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 **“COMPACT SINGLE DETACHED (RC2)”**.

P.I.D. 004-294-858

Lot 296 Section 36 Block 4 North Range 6 West New Westminster District Plan 35779

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10391”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>[Signature]</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 14, 2022

File: RZ 21-932253

Re: Application by Simarbir S. Khangura and Lakhbir S. Khangura for Rezoning at 6340 Granville Avenue from the "Single Detached (RS1/E)" Zone to the "Compact Single Detached (RC2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10388, for the rezoning of 6340 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be introduced and given first reading.

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

WC/NA:blg
Att. 6

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

Staff Report

Origin

Simarbir S. Khangura and Lakhbir S. Khangura (subject property owners) have applied to the City of Richmond, on behalf of their numbered company (1281585 B.C. Ltd.), for permission to rezone the property at 6340 Granville Avenue from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone to permit subdivision into two compact lots with vehicle access from an extended rear lane on the south property line. The applicant is required to dedicate the lane to the City prior to final adoption of the rezoning bylaw and enter into a Servicing Agreement with the City for design and construction of the lane prior to subdivision approval. A map and aerial photograph showing the location of the subject site is included in Attachment 1. The site survey and proposed subdivision plan is provided in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

A two-storey dwelling which currently exists on the lot will be demolished. The subject site is owner-occupied and does not contain a secondary suite.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Across Granville Avenue, single-family lots on properties zoned “Single Detached (RS1/E)” fronting Granville Crescent.

To the South: Single-family lots zoned “Single Detached (RS1/B)” fronting Livingstone Place.

To the East: Single-family lots zoned “Single Detached (RS1/B)” with vehicle access from the rear lane.

To the West: Single-family lots zoned “Single Detached (RS1/E)” with vehicle access from Granville Avenue.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) designation of the subject site is “Neighbourhood Residential” (NRES). The proposed rezoning and subdivision is consistent with the OCP land use designation.

Arterial Road Policy

The Arterial Road Policy supports residential densification in certain areas along the City's Arterial Roads. The proposed redevelopment shown in Attachment 4 complies with the Arterial Road Development Map in the OCP Bylaw 9000, which identifies the subject site for future Arterial Road compact lot development.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the OCP's Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Existing Legal Encumbrances

There is an existing private restrictive covenant registered on title, restricting the building design on the subject property (150546C). The private covenant is intended to be discharged from title by the owner prior to final adoption of the rezoning bylaw.

A Statutory Right-of-Way (SRW) for sanitary sewer connection exists along the south end of the property (AA170128). The sanitary connection to the subject property will be reviewed through a Servicing Agreement as lane extension and dedication is also required.

Transportation and Site Access

The applicant is required to dedicate the lane to the City prior to final adoption of the rezoning bylaw and enter into a Servicing Agreement with the City for design and construction of the lane prior to subdivision approval. Vehicle access to both proposed lots is to be from a westward extension of the existing adjacent rear lane in accordance with Residential (Lot) Vehicular

Access Regulation Bylaw No. 7222. A Restrictive Covenant registered on title will be required prior to final adoption of the rezoning bylaw to ensure that vehicle access to the future lots is from the rear lane only.

Tree Review and Replacement

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

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

- One tree (tag# 0868) is a multi-stem 40 cm caliper Red Japanese Maple that has a structural defect at the lower connection point of the twin stemmed trunk which does not make the tree a good candidate for retention or relocation. Removal and replacement is recommended.
- One tree (tag# 0869) is a 40 cm caliper Mountain Ash in good condition but is in conflict with the required lane extension. Relocation was investigated but deemed to be not feasible. Removal and replacement is recommended.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement and Landscaping

The applicant wishes to remove two on-site trees (Trees # 0868 and 0869). The 2:1 replacement ratio would require a total of four replacement trees. The applicant has agreed to plant two trees on each lot proposed (one tree in the front yard and one tree in the rear yard); for a total of four trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

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

The applicant has submitted a tree management plan showing the trees to be removed and the reasons for their removal during development stage (Attachment 5). To ensure that the replacement trees identified for replacement are included at development stage, the applicant is required to submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the OCP's Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created through single-family rezoning and subdivision applications; a secondary suite or coach house on 50% of new lots created; and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of the total buildable area of the remaining lots; or a cash-in-lieu contribution of the total buildable area of all lots where a secondary suite cannot be accommodated in the development.

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a one-bedroom secondary suite of minimum 36.32 m² (391 ft²) in each of the dwellings to be constructed on the new lots; for a total of two suites. Prior to the adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no Building Permit inspection is granted until a minimum one-bedroom secondary suite of approximately 36.32 m² (391 ft²) is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant will be required to enter into a standard Servicing Agreement with the City for the design and construction of engineering and infrastructure upgrades along Granville Avenue and the rear lane extension as outlined in Attachment 6. Works will include water upgrades, storm sewer works, and sanitary sewer works and frontage improvements including infilling the existing ditch.

At the Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD and TransLink), School Site Acquisition Charge, Address Assignment Fees, and other costs associated with completion of the water, storm, and sanitary servicing works as described in Attachment 6.

Financial Impact or Economic Impact

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

Conclusion

This rezoning application to permit the subdivision of an existing lot into two lots zoned "Compact Single Detached (RC2)" complies with applicable policies and the land use designations outlined within the Official Community Plan (OCP), and with the Richmond Zoning Bylaw 8500.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) associated with this application listed in Attachment 6.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10388 be introduced and given first reading.



Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

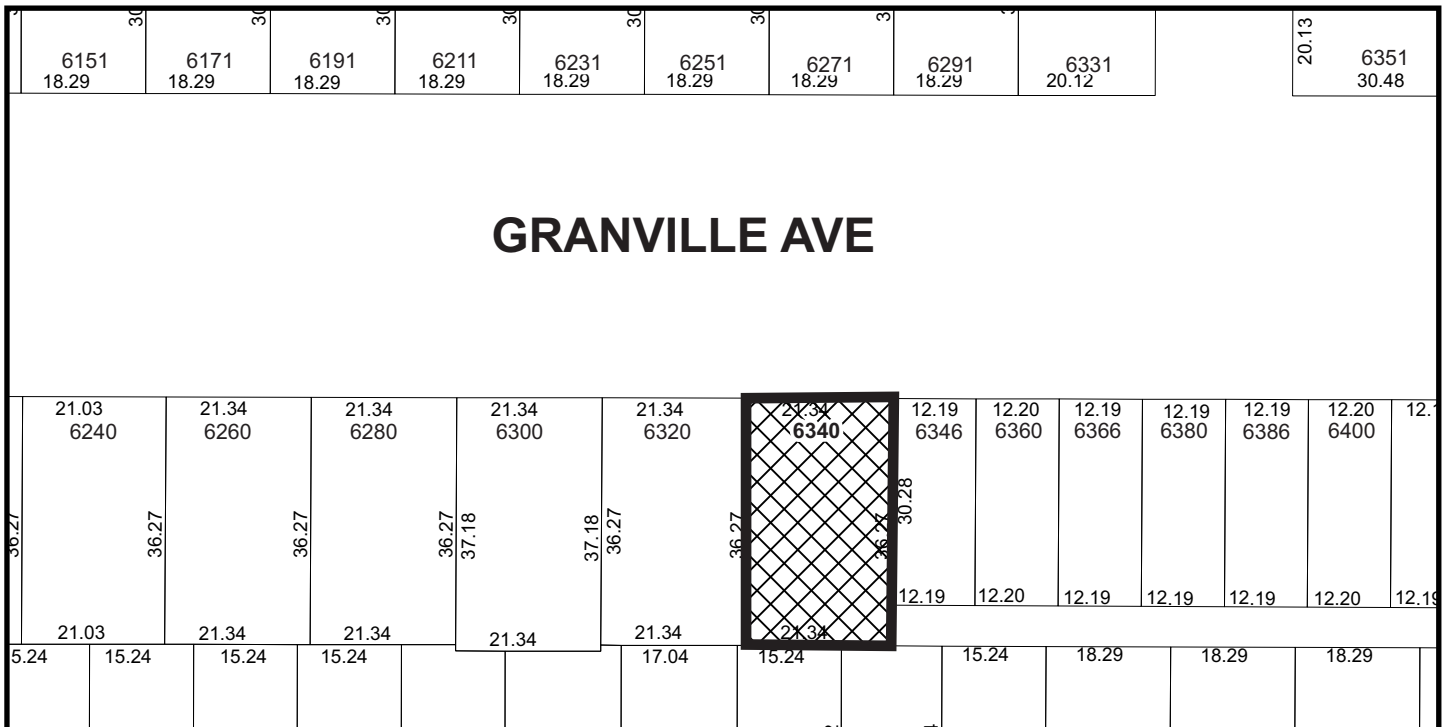
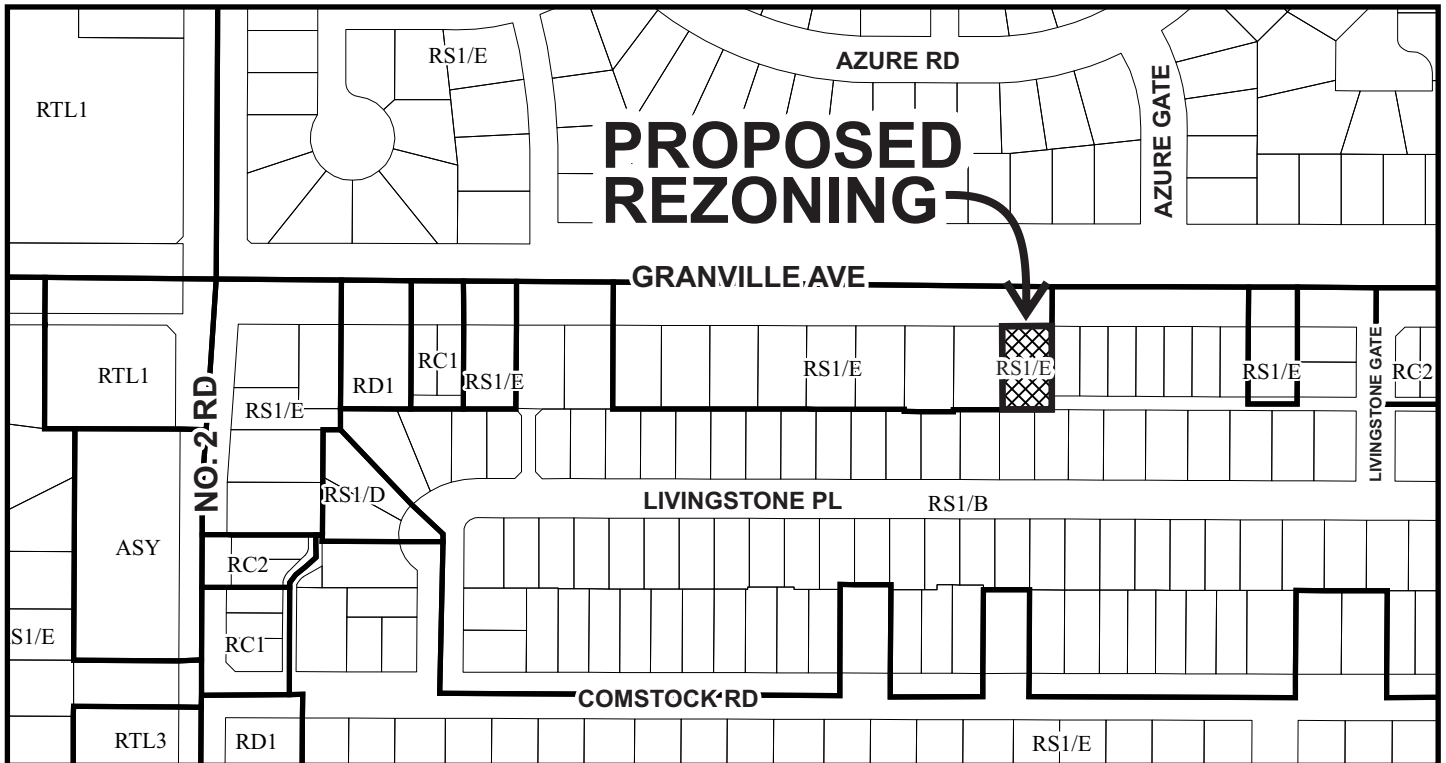
Attachments


- Attachment 1: Location Map
- Attachment 2: Site Survey and Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Conceptual Development Plan
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations



City of Richmond

ATTACHMENT 1





RZ 21-932253

PLN - 31

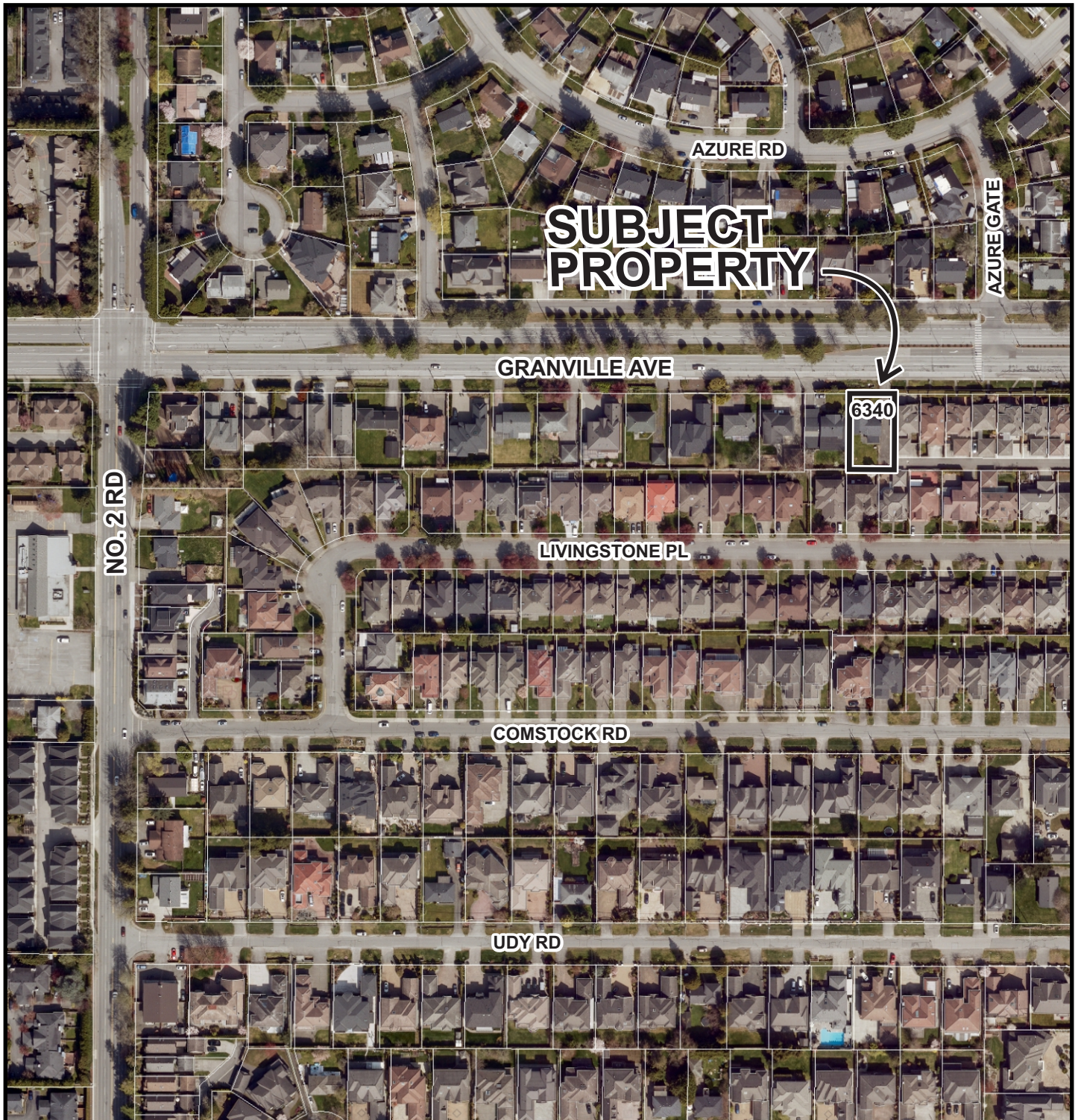
Original Date: 05/17/21

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 21-932253

PLN - 32

Original Date: 05/17/21

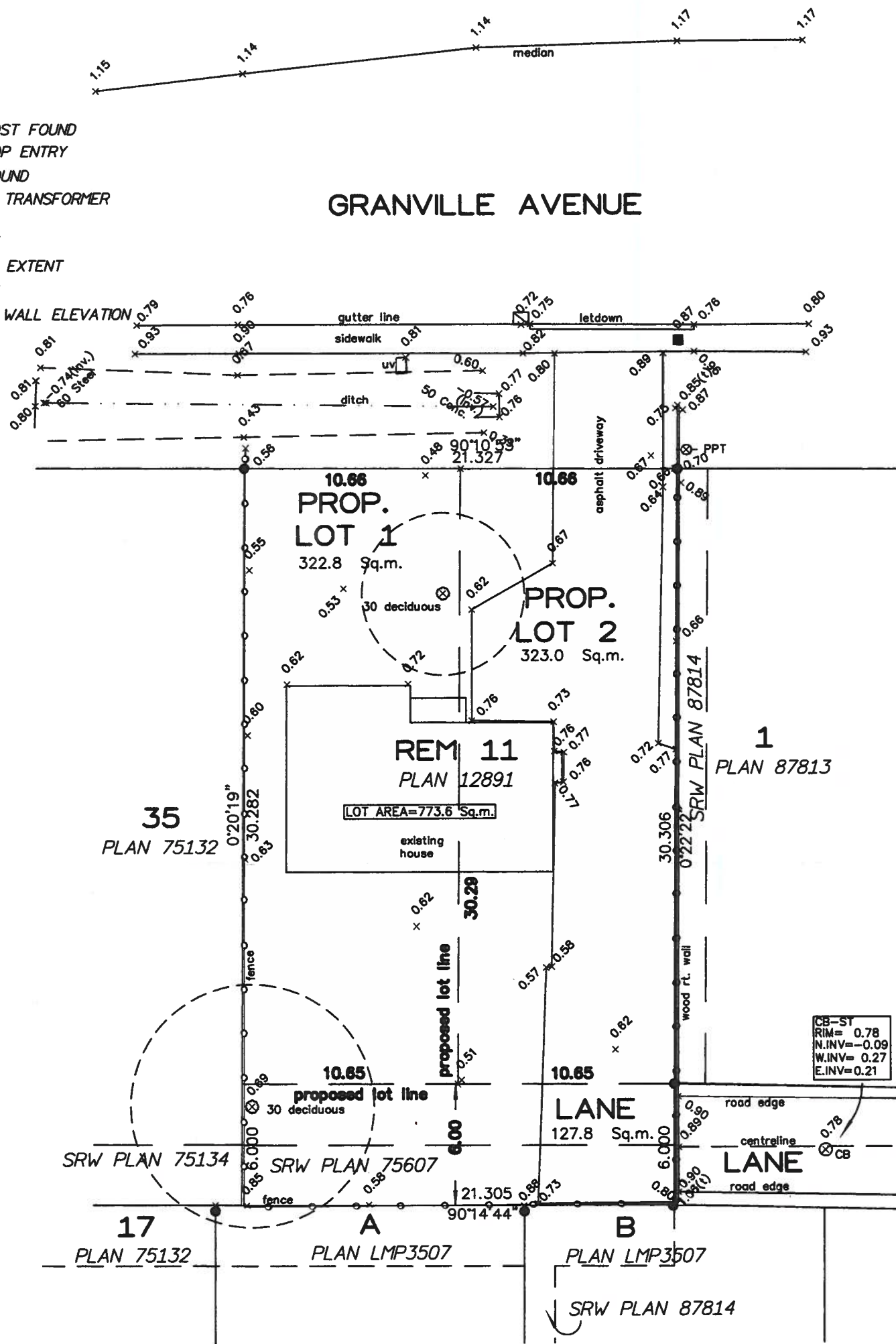
Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SITE PLAN OF LOT 11 EXCEPT: PART
SUBDIVIDED BY PLAN 74413, SECTION 18 BLOCK 4 NORTH
RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 12891

CIVIC ADDRESS:
6340 Granville Avenue, Richmond
P.I.D. 001-263-803

- LEGEND
- DENOTES LEAD PLUG FOUND
 - DENOTES STANDARD IRON POST FOUND
 - ☒ DENOTES CATCH BASIN - TOP ENTRY
 - CB DENOTES CATCH BASIN - ROUND
 - PPT DENOTES UTILITY POLE WITH TRANSFORMER
 - UV DENOTES UTILITY VAULT
 - MHS DENOTES SANITARY MANHOLE
 - ⊙ DENOTES TREE AND CANOPY EXTENT
 - × DENOTES GROUND ELEVATION
 - (t) DENOTES TOP OF RETAINING WALL ELEVATION



Lot dimensions are derived from FIELD SURVEY

Elevations are Geodetic (CVD28 GVRD-2018 - IN METERS)
Derived from HPN # 202 Elevation=1.452m


Invert elevations and offsets of services from property lines
are derived from municipal records and field survey.
Contractor to verify all service locations and inverts prior to
construction.

Spot elevations along curb are taken in gutter

Tree diameters are taken at 1.4m above grade and are
shown in cm.

This Plan was prepared for architectural design and permit
purposes, and is for the exclusive use of our client. The
signatory accepts no responsibility or liability for any
damages that may be suffered by a third party as a
result of reproduction, transmission or alteration to this
document without consent of the signatory.

CERTIFIED CORRECT
DATED THIS 16TH DAY OF JANUARY, 2021

 BCLS
Finny Philip





RZ 21-932253

Attachment 3

Address: 6340 Granville Avenue

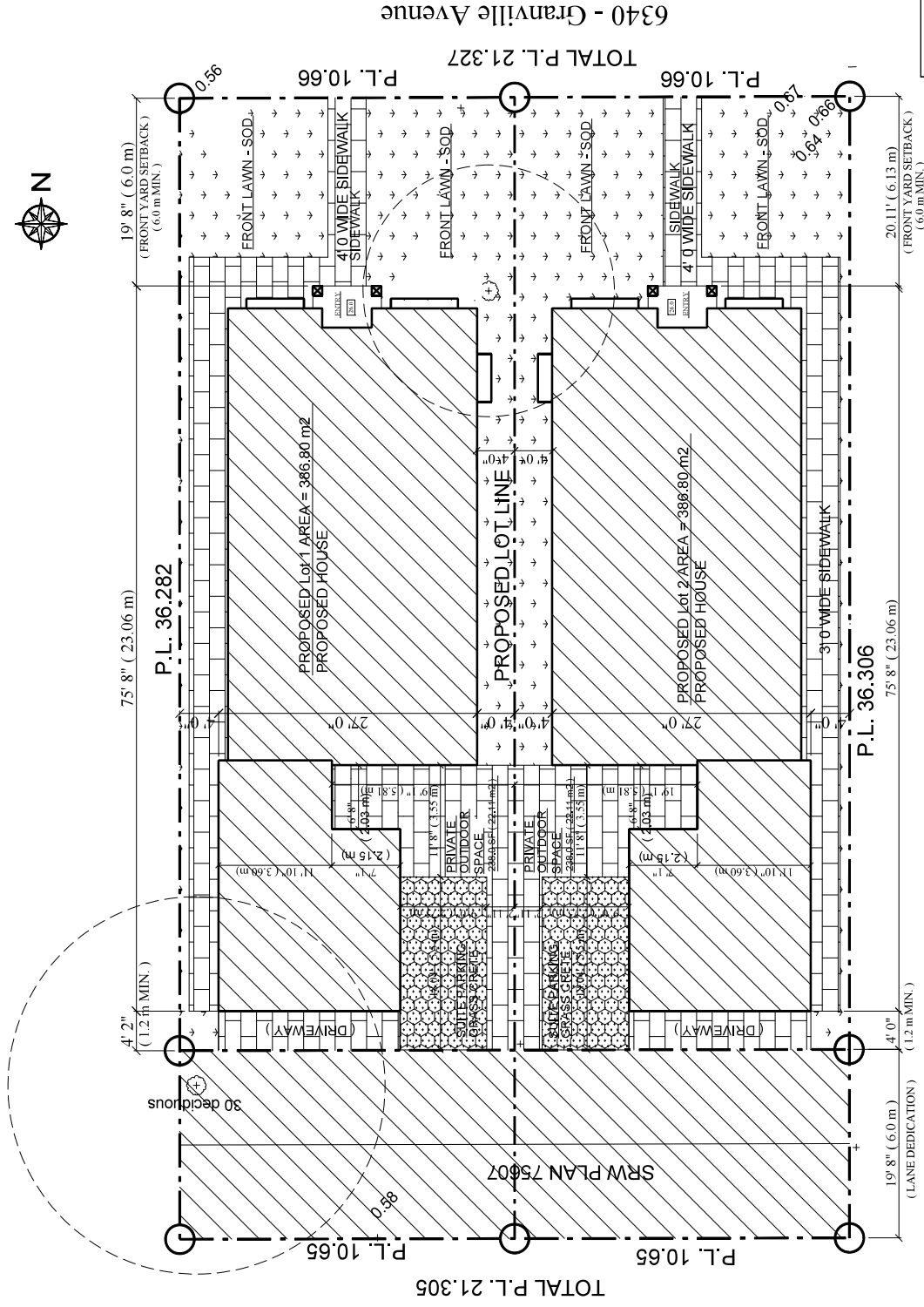
Applicant: Simarbir S. Khangura and Lakhbir S. Khangura

Planning Area(s): Blundell

	Existing	Proposed	
Owner:	1281585 B.C. Ltd.	To be determined	
Site Size (m²):	773.6 m²	Lot 1: 322.8 m² Lot 2: 323.0 m²	
Land Uses:	Single-Family residential	No change	
OCP Designation:	Neighbourhood Residential	No change	
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)	
Number of Units:	1	2	
Other Designations:	Arterial Road Policy designates the subject site for future compact lot development	Complies	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Buildable Floor Area (m²):*	Lot 1: Max. 193.68 m² (2084.7 ft²) Lot 2: Max. 193.8 m² (2086 ft²)	Lot 1: Max. 193.68 m² (2084.7 ft²) Lot 2: Max. 193.8 m² (2086 ft²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	none
Lot Size:	Min. 270 m²	Lot 1: 322.8 m² Lot 2: 323.0 m²	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Width: 10.65 m Depth: 30.28 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: 6.0 m Rear: 9.0 m Side: Min. 1.2 m	none
Height (m):	Max. 2.5 storeys	Max 2.5 storeys	none
Off-street Parking Spaces – Regular (R) / Suite (S):	2 (R) and 1 (S) per unit	2 (R) and 1 (S) per unit	none

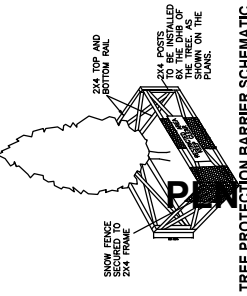
Other: Tree replacement compensation required for loss of significant trees.

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



LEGEND

- TREE TO BE RETAINED
- TREE TO BE REMOVED
- ROOT PROTECTION ZONE (RPZ)
- TREE PROTECTION BARRIER (TPB)
- TREE CANOPY AREA (TCA)
- REPLACEMENT TREE
- BC HYDRO CONNECTION
- SANITARY CONNECTION
- STORM WATER CONNECTION
- GAS CONNECTION
- WATER CONNECTION
- ABBREVIATIONS
- S = Shared tree C = City tree O = Off-site tree



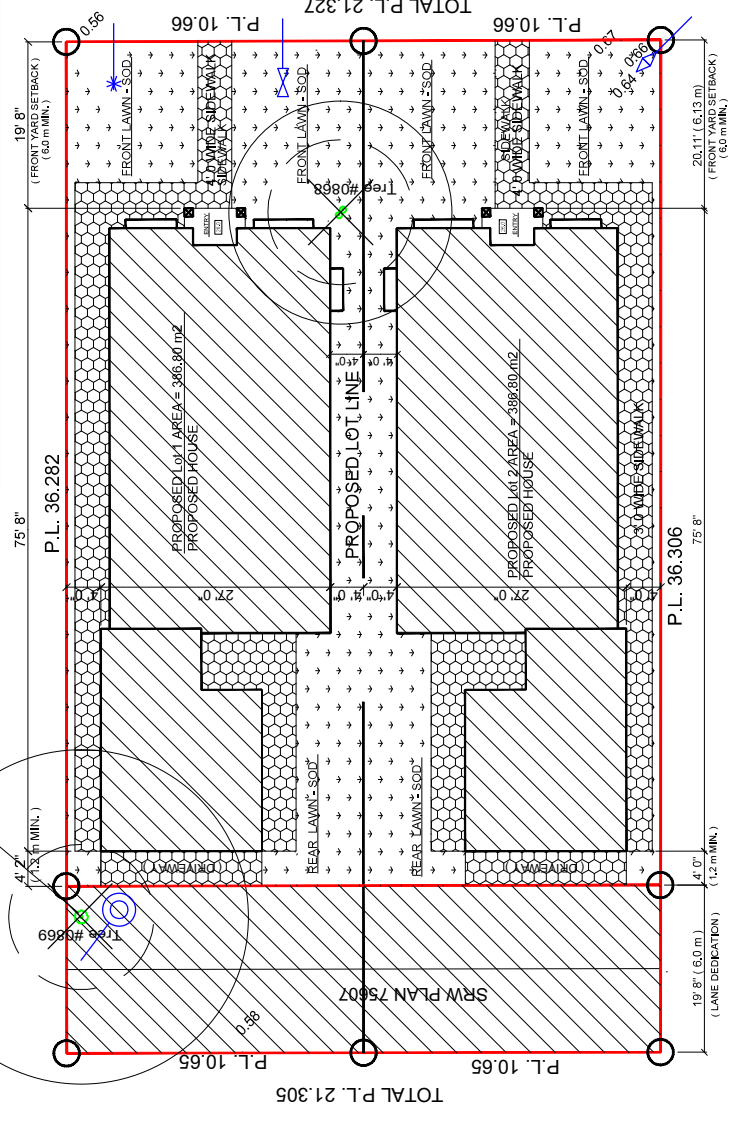
TREE PROTECTION BARRIER (TPB) ARBORIST NOTES & RECOMMENDATIONS

- All replacement trees should conform to and meet BC LNA/BCLA landscaping & ISA Standards.
- Replacement trees must be 3m in height and 50mm in caliper size.
- Small growing trees should not be planted within 3m of foundations, fences or outbuildings. Large growing species should be planted 4m away from building foundations.
- Replacement trees should also be planted 1m away from property lines and 3m away from another tree and not planted in a hedge like manner.
- Trees with mature heights greater than 5m should not be planted under overhead utility lines and within 3m of the power lines.
- Grounds should be protected within any tree protection barriers unless specified in Arborist Tree Preservation Report.
- Arborist supervision is required any time work is carried out within any tree protection barrier.
- Tree stumps are not to be removed by excavator around retained onsite and neighboring trees.
- Remove stumps with a stump grinder.



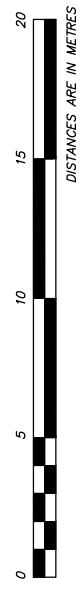
Tag #	Surveyed	Location	Common & Botanical Name	DBH (cm)	Ht (m)	LCR (%)	Observations	Recommendations	Retention Suitability	Retain/Remove	Protection zone (m)
0868	Yes	Onsite	Japanese Maple <i>Acer sp.</i>	20+	5	75	Multi-stemmed specimen that is visually in good health and condition.	Remove due to proposed site plans encroaching into root protection zone of basement, as shown on Tree Preservation Plan.	Medium	Remove	2.6
0869	Yes	Onsite	Mountain Ash <i>Sorbus sp.</i>	40	10	60	Multi-stemmed specimen that is visually in good health and condition.	Remove due to proposed laneway and sanitation connection, as shown on the Tree Preservation Plan.	Medium	Remove	2.6

Tree #0869
Tree within proposed laneway.
Next to sanitation connection.



6340 - Granville Avenue

SPECIES	SIZE
Japanese Snowbell <i>Styrax japonica</i>	6-8cm Caliper
Paperbark Maple <i>Acer griseum</i>	6-8cm Caliper
Sweetgum <i>Liquidambar styraciflua</i>	4-6m in Height
Shade Tree <i>Cypripedium pubescens</i>	6-8cm Caliper
Paper Birch <i>Betula papyrifera</i>	6-8cm Caliper
Siberian Spruce <i>Picea amurica</i>	3-4m in Height



GOODE ARBORICULTURE CONSULTING

161 172nd Street, Surrey B.C.
7783174360
info@goodearboriculture.com

SITE ADDRESS:	6340 Granville Avenue, Richmond BC
PROJECT #:	0323
DATE:	May 5, 2021
ARBORIST:	Stuart Goode
SCALE:	
REVISION #:	



Address: 6340 Granville Avenue

File No.: RZ 21-932253

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10388, the developer is required to complete the following:

1. 6 m wide lane dedication along the entire south property line.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the four required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	8 cm		4 m

3. Registration of a flood indemnity covenant on title (2.9 m GSC – Area A).
4. Registration of a legal agreement on title ensuring that the only means of vehicle access is to be from the future lane extension and that there be no vehicle access to Granville Avenue.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a one-bedroom secondary suite of approximately 36.32 m² (391 ft²) is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

At Demolition Permit* Stage, the developer must complete the following requirements:

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required frontage works, and water, storm, and sanitary service connections.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

Water Works:

- a) Using the OCP Model, there is 328.0 L/s of water available at a 20 psi residual at the ROAD frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Install a new 25mm diameter water service connection complete with water meter and meter box for the east lot as per standard City drawings.

- ii) Remove the existing water service connection and install a new 25mm diameter water service connection complete with water meter and meter box for the west lot as per standard City drawings.
 - iii) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - iv) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
- c) At Developer's cost, the City will:
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
- i) Install approximately 12m of new 600mm diameter storm sewer complete with headwall. Storm sewer to terminate at the west property line of 6340 Granville Ave. Per the City's Watercourse Protection and Crossing Bylaw No. 8441, a watercourse crossing permit is required. Please contact watercoursecrossings@richmond.ca to obtain a permit.
 - ii) Install a new storm sewer service connection complete with inspection chamber to service the west lot.
 - iii) Confirm the condition and capacity of the existing northeast storm sewer service connection. Retain if in good condition to service the east lot.
 - iv) Extend the existing rear lane storm sewer main approximately 29m west until the west PL of the west lot.
- e) At Developer's cost, the City will:
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- f) At Developer's cost, the Developer is required to:
- i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
 - ii) Extend the existing rear lane sanitary sewer main approximately 38m west until the west PL of the west lot.
 - iii) Install a new dual chamber sanitary service connection at the shared PL. Connection to extend from the newly proposed rear lane sanitary main to service the east and west lot.
 - iv) Cut and cap the existing south west sanitary service connection.
- g) At Developer's cost, the City will:
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

General Items:

h) At Developer's cost, the Developer is required to:

i) Complete other frontage improvements as per Transportation requirements:

- Granville Ave behind the existing curb/gutter, provide a new landscaped/treed boulevard (minimum 1.5m wide) and a concrete sidewalk (minimum 2.0m wide). Ditch infill to be completed to ensure frontage improvements are provided.
- Vehicle access is to be from the rear lane only.
- 6m lane dedication required across the south PL.
- Rear lane – upgrade the lane to provide a roll-over curb on north side; provide 5.1m wide pavement width. Lane design to be in accordance with Engineering design specifications. Works to match and tie into existing lane to the east.
- A functional design of the frontage is to be provided.
- On-site parking is to be provided per zoning bylaw requirement. An additional parking space is required for the secondary suite, either in tandem arrangement or adjacent to the garage.

ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

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

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

Note:

* This requires a separate application.

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading,

ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10388 (RZ 21-932253)
6340 Granville Avenue**

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 **“COMPACT SINGLE DETACHED (RC2)”**.

P.I.D. 001-263-803

Lot 11 Except: Part Subdivided By Plan 74413, Section 18 Block 4 North Range 6 West
New Westminster District Plan 12891

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10388”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 20, 2022

File: HA 20-907706

Re: **Application by MLK Properties Ltd. to enter into a Heritage Revitalization Agreement to protect the R.G. Ransford House and to construct coach house at 10700 Railway Avenue**

Staff Recommendation

1. That Heritage Revitalization Agreement (10700 Railway Avenue) Bylaw No. 10386 to permit the City to enter into a Heritage Revitalization Agreement substantially in the form attached hereto, in accordance with the requirements of Section 610 of the *Local Government Act*, to protect the R.G. Ransford House and to construct a coach house at 10700 Railway Avenue, be introduced and given first reading.
2. That, following adoption of Heritage Revitalization Agreement (10700 Railway Avenue) Bylaw No. 10386, the Mayor and City Clerk be authorized to execute any further agreements contemplated in the Heritage Revitalization Agreement.

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

WC/CL:js
Att. 8

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

Staff Report

Origin

MLK Properties Ltd. (Director/Authorized Agent: Lloyd Kinney), on behalf of the property owner (Ari Burstein), has applied to the City of Richmond to enter into a Heritage Revitalization Agreement (HRA) with the City to formally protect the R.G. Ransford House and to permit the construction of a detached garage and coach house at 10700 Railway Avenue (Attachment 1). The coach house is not intended to be strata-titled and the applicant is required to register a covenant to prohibit stratification as part of the HRA. The HRA is contained in Schedule A to Bylaw No. 10386, and the terms have been agreed to by the applicant.

A Development Application Data Sheet providing details about the development proposal is included in Attachment 2. The proposed site, building and landscape plans for the proposal are included in Attachment 3.

Background

Heritage Revitalization Agreements

A HRA is a tool available under the provincial *Local Government Act* to enable a municipality to enter into a formal legal agreement with an applicant (by bylaw) on a site-specific basis to provide long-term heritage protection and maintenance of a building or property. It is a flexible tool that can contain incentives for heritage conservation and that can have the same effect as the creation of a site-specific zone without the need for the property to be rezoned. The type of protection secured is outlined in the HRA, and could include minimum standards of maintenance and repair, and prohibiting demolition or exterior renovations not anticipated by the HRA or the Heritage Conservation Plan (as in this case). A HRA may also vary or supplement bylaws including land use, density, siting and lot size requirements; and specify the duties, obligations and benefits of the respective parties. Where a HRA varies use or density (as in this case), a Public Hearing is required.

The specific HRA for this development proposal would protect the R.G. Ransford House and would vary Richmond Zoning Bylaw 8500 to permit a detached garage and coach house under the existing “Single Detached (RS1/E)” zone, with site-specific requirements for the coach house floor area, parking layout, building setbacks, and building height. There is no additional density in terms of the maximum permitted floor area proposed over what is permitted under the existing (RS1/E) zone. The specific HRA for this development proposal ensures the following:

- Prohibits demolition of the principal dwelling (R.G. Ransford House).
- Requires maintenance of the principal dwelling and allows minor exterior repairs in keeping with the Heritage Conservation Plan attached to the HRA, unless otherwise approved by City Council.
- Allows interior renovations that do not impact the exterior of the principal dwelling.

Should Council grant first reading to the Heritage Revitalization Agreement Bylaw No. 10386, the bylaw will be forwarded to the next available Public Hearing.

R.G. Ransford House & Richmond's Heritage Inventory

The R.G. Ransford House is a two and a half storey single-detached Craftsman-inspired dwelling located northeast of the intersection of Railway Avenue and Steveston Highway at 10700 Railway Avenue. The house is named after Robert Gilbert Ransford, husband to Mary Spargo, whose father James Spargo had built the dwelling for them (c. 1932) on the Ransford family farm property, owned by Robert's parents, James and Maude Ransford. Members of the Ransford family occupied the farm property (later subdivided) continually for the remainder of the 20th century. The neighbouring property to the south at 10720 Railway Avenue is still owned by members of the Ransford family.

R.G. Ransford House is listed on Richmond's Heritage Inventory, but is not formally protected. Richmond's Heritage Inventory is a list of heritage resources that are of a physical, cultural or social nature that are unique to and valued by the community. Some resources listed on the Inventory have been formally protected through other means, such as through a Heritage Designation Bylaw or specifically identified in a Heritage Conservation Area, while others are not. Examples of why something might be listed on the Heritage Inventory include its association with an important person, event or historical time period. For every resource listed on the Heritage Inventory, there is a Statement of Significance that describes its specific characteristics and heritage value based on an accepted list of criteria. The 2005 Statement of Significance for the R.G. Ransford House from Richmond's Heritage Inventory is included in Attachment 4. The applicant has provided an updated Statement of Significance prepared by Shueck Heritage Consulting in the proposed Conservation Plan for the dwelling, included in Appendix "B" to the Heritage Revitalization Agreement.

Existing Site Condition and Context

A survey of the subject site is included in Attachment 5. The subject site is located on the east side of Railway Avenue, north of Steveston Highway. The subject site is currently accessed via a driveway crossing on Railway Avenue.

The property was purchased by the current property owner almost 20 years ago because they were interested in the Craftsman-inspired house and in restoring it back to its original condition. Renovations over the years have included refurbishing all of the original wood-framed windows and fabricating replica wood-framed windows to replace all of the lower floor vinyl windows. The Heritage Conservation Plan notes that these efforts taken by the applicant follow heritage conservation-first principles and is to be commended.

Subject Site Existing Housing Profile

The subject site consists of a large lot containing a single-family dwelling occupied by the property owner and their family, as well as accessory buildings such as a detached garage and shed. There are no secondary suites in the dwelling. The existing dwelling is proposed to be retained and protected as part of the HRA. The existing detached garage and shed will be removed as part of the redevelopment of the site.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North: Is a single-family dwelling on a lot zoned “Single Detached (RS1/C)”.
- To the South: Is a single-family dwelling on a lot zoned “Single Detached (RS1/E)”.
- To the East: Is a 9-unit townhouse complex on a lot zoned “Low Density Townhouses (RTL4).
- To the West: Immediately across Railway Avenue, is the Railway Greenway trail and single-family dwellings on lots zoned “Single Detached (RS1/E)” beyond that.

Existing Legal Encumbrances

There is an existing statutory right-of-way registered on Title of the property for the sanitary sewer located along the east property line. The applicant has been advised that encroachment into the right-of-way is not permitted.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

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

The OCP also contains policies to celebrate heritage by preserving, promoting and commemorating tangible and intangible elements, including the conservation of heritage resources by using incentives where appropriate to private owners of heritage resources, such as the subject proposal to enter into a HRA to protect an existing heritage resource and to permit new construction that is compatible within the existing and surrounding context.

The proposed HRA also supports Council’s Strategic Plan 2018-2022 Strategy 6.4 to recognize Richmond's history and heritage through preservation, protection and interpretation.

Arterial Road Land Use Policy

The subject site is designated for “Arterial Road Townhouses” under the Arterial Road Land Use Policy. Since this proposal to protect the existing heritage resource on-site and to construct a detached secondary dwelling in the rear yard does not involve rezoning, is in keeping with the City’s policies on heritage conservation, and does not limit the ability of the neighbouring sites to the north and south to redevelop consistent with the Arterial Road Land Use Policy, it has been assessed as not being in conflict with the Arterial Road Land Use Policy.

Single-Family Lot Size Policy 5420

The subject site is located within the area governed by Single-Family Lot Size Policy 5420, which was adopted by Council on October 16, 1989 and subsequently amended in 1992 and 1995 (Attachment 6). The Policy restricts properties along Railway Avenue to the Single Detached (RS1/E) zone unless access exists to a lane or internal road.

This development proposal is consistent with the Lot Size Policy, as the property is zoned “Single Detached (RS1/E)” and there is no rezoning or subdivision proposed.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required as part of the HRA.

Public Consultation

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

Staff have received comments from some of the existing neighbouring property owners directly to the south and to the east in response to the applicant reaching out to them about this development proposal.

Mr. Bob Ransford (grandson of R.G. Ransford, after whom the heritage building is named), who is one of the owners of the neighbouring property directly to the south at 10720 Railway Avenue, has submitted a letter of support for the proposed HRA and construction of the detached garage and coach house (Attachment 7).

Ms. Julia Tian, who is one of the owners of a townhouse unit located on the neighbouring property to the east at 5071 Steveston Highway, has submitted a letter of opposition to an earlier version of the proposed coach house drawings due to potential privacy and shadowing concerns, and requesting further adjustments (Attachment 8). In response to Ms. Tian’s concerns, the applicant revised their drawings to: relocate an upper level window from the east elevation to the north elevation; to shift the proposed coach house further to the west such that it is located an equal distance away from the common property line as the townhouses on the neighbouring site (i.e., min. 3.9 m); and to plant evergreen hedging and solid privacy fencing in the rear yard along the east property line to assist with screening the proposed development.

Should the Planning Committee endorse this application and Council grant first reading to the HRA bylaw, the application will be forwarded to the Richmond Heritage Commission for review and comment, the outcome of which will be included in a memo to Council prior to the Public Hearing. Also prior to the Public Hearing, any area resident or interested party will have an opportunity to comment on the application. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Site Planning, Vehicle Access, and Variances

This development proposal involves the construction of a new detached garage and coach house in the southeast portion of the rear yard of the existing lot, while retaining and protecting the principal heritage building. Vehicle access to/from the site is off Railway Avenue via the existing driveway crossing. As part of the HRA, a legal agreement is required to be registered on Title to ensure that vehicles are able to turn around on-site to avoid backing out onto Railway Avenue.

The detached building is to contain a one-storey garage, a portion of the coach house consisting of a living area, powder room and staircase on the ground floor; a family room, kitchen, two bedrooms and full bathroom on the second floor. The total floor area of the coach house (not including garage) is approximately 130 m² (1,400 ft²).

The detached garage can accommodate four parking spaces, including the two required parking spaces for the principal dwelling and the required parking space for the coach house.

The building has been designed with its primary west-façade oriented towards the principal dwelling and is visible from the driveway crossing. The building has been carefully designed to provide visual interest while being sensitively integrated into the existing surrounding low-density neighbourhood. Facades closest to the neighbouring properties to the south and east have been designed with minimal windows on the second floor. Some of the character-defining elements of the heritage building are proposed to be used in the design of detached garage and coach house, such as the gable roof with shed roof dormers, the shape and pattern of the windows, and the exterior cladding of horizontal siding and shingles.

The existing heritage building complies with the existing RS1/E zoning, and the proposed addition of the detached garage and coach house will also comply zoning as it relates to the overall permitted floor area and lot coverage. The HRA would enable a number of variances to Richmond Zoning Bylaw 8500 to permit (but not limited to):

- A detached garage and coach house to be constructed in the south east corner of the lot, with a 3.9 m (12.8 ft.) rear yard setback for a portion of the ground and upper floor levels of the building, a 2.0 m (6.6 ft.) south side yard setback for both floor levels, and a 6.0 m (19.7 ft.) north side yard setback for both floor levels.
- The maximum floor area of the coach house to be 131 m² (1,410 ft²), with at least 30% of the coach house floor area to be located on the ground floor and no more than 70% on the upper floor level.
- The detached garage and coach house to have a height of two storeys or 8.17m (26.8 ft.).
- The coach house to be located above no more than four parking spaces in the detached garage.

Staff support the proposed development through the HRA as the addition of the coach house supports the formal protection of the heritage building.

Tree Protection and Landscaping

The survey submitted by the applicant shows:

- One bylaw-sized tree located on the common property line between the subject site and the adjacent property to the north at 10680 Railway Avenue (which is planted on the neighbour's side of the fence), and one undersized tree on-site in the north portion of the rear yard.
- Two bylaw-sized trees on the adjacent property to the south at 10720 Railway Avenue (one in the front yard and one in the rear yard).
- Three undersized trees in the boulevard along Railway Avenue on City-owned property.

All trees are to be retained with the development proposal.

The City's Tree Preservation Coordinator has reviewed the proposal and advised that to ensure protection of the closest bylaw-sized tree located in the rear yard of the adjacent site to the south at 10720 Railway Avenue, the applicant is required to submit to the City a contract with a Certified Arborist prior to Building Permit issuance for the supervision of all works conducted within or in close proximity to the tree protection zone and to undertake any necessary pruning of overhanging limbs. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

Prior to demolition of the existing detached garage and shed on the subject site, the applicant must install tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

A Landscape Plan has been provided by the applicant to illustrate how the rear yard around the detached garage and coach house is to be enhanced and to provide screening of the proposed development through hedging and solid wood privacy fencing. As part of the HRA, the applicant is required to submit a Landscaping Security to the City in the amount of \$5,600.00 (based on 100% of the cost estimate for the proposed landscaping provided by the landscape designer). The security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives. To accompany the landscaping security, a legal agreement that sets the terms for release of the security must be entered into between the applicant and the City.

Future Redevelopment Potential of 10720 Railway Avenue

The applicant has prepared a conceptual plan showing how the property to the south at 10720 Railway Avenue could redevelop for low-density townhouses consistent with the Arterial Road Land Use Policy.

Should this be the case, it is possible for vehicle access to be considered either directly to/from Railway Avenue or via the existing statutory right-of-way for public right-of-passage registered on title of the property to the east at 5071 Steveston Highway that is intended for potential shared access to adjacent lots. A copy of this conceptual plan is on file.

Site Servicing and Frontage Improvements

Site servicing is to be determined as part of the standard Building Permit application review process.

The applicant is also required to provide surveyed dimensions of the existing driveway crossing width and design prior to Building Permit issuance to enable City staff to determine whether the crossing needs to be brought up to current City standard as per the Residential Lot (Vehicular) Access Regulation Bylaw 7222 (via work order).

Financial Impact

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

Conclusion

This application is to permit the City to enter into a HRA with the property owner at 10700 Railway Avenue to formally protect the existing heritage resource on-site, known as the R.G. Ransford House and to permit the construction of a second dwelling unit on the property in the form of a detached garage and coach house in the rear yard, with vehicle access from Railway Avenue.

This application complies with the land use designations and applicable policies for the subject site that are contained within the OCP and it complies with Single-Family Lot Size Policy 5434.

The Heritage Revitalization Agreement is contained in Schedule A to Bylaw No. 10386, and the terms have been agreed to by the applicant.

It is recommended that Heritage Revitalization Agreement (10700 Railway Avenue) Bylaw No. 10386 be introduced and given first reading.



Cynthia Lussier
Planner 2
(604-276-4108)

CL:js

Attachments

Attachment 1: Location Map/Aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Proposed Site Plan, Building Elevations, and Landscape Plan

Attachment 4: R.G. Ransford House Statement of Significance - Richmond's Heritage Inventory

Attachment 5: Site Survey

Attachment 6: Single-Family Lot Size Policy 5420

Attachment 7: Letter of support from Bob Ransford (10720 Railway Avenue)

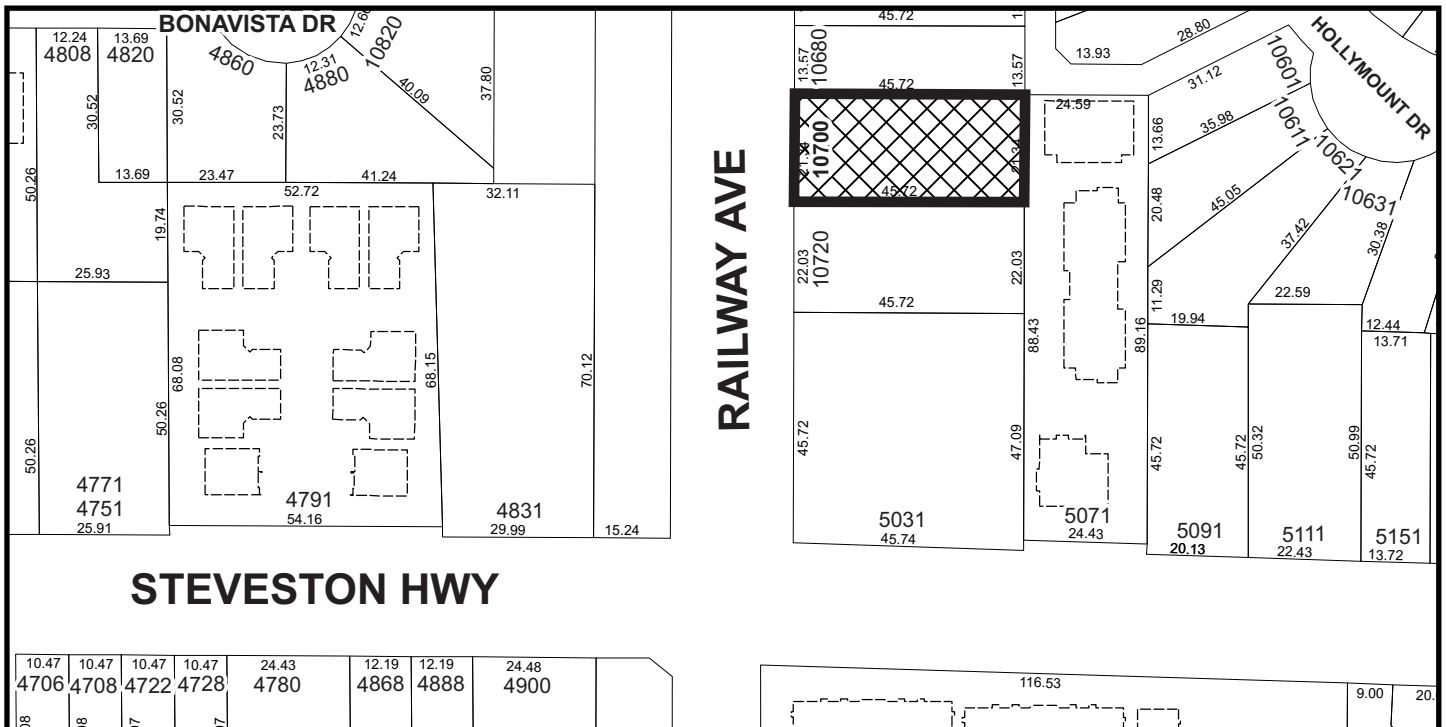
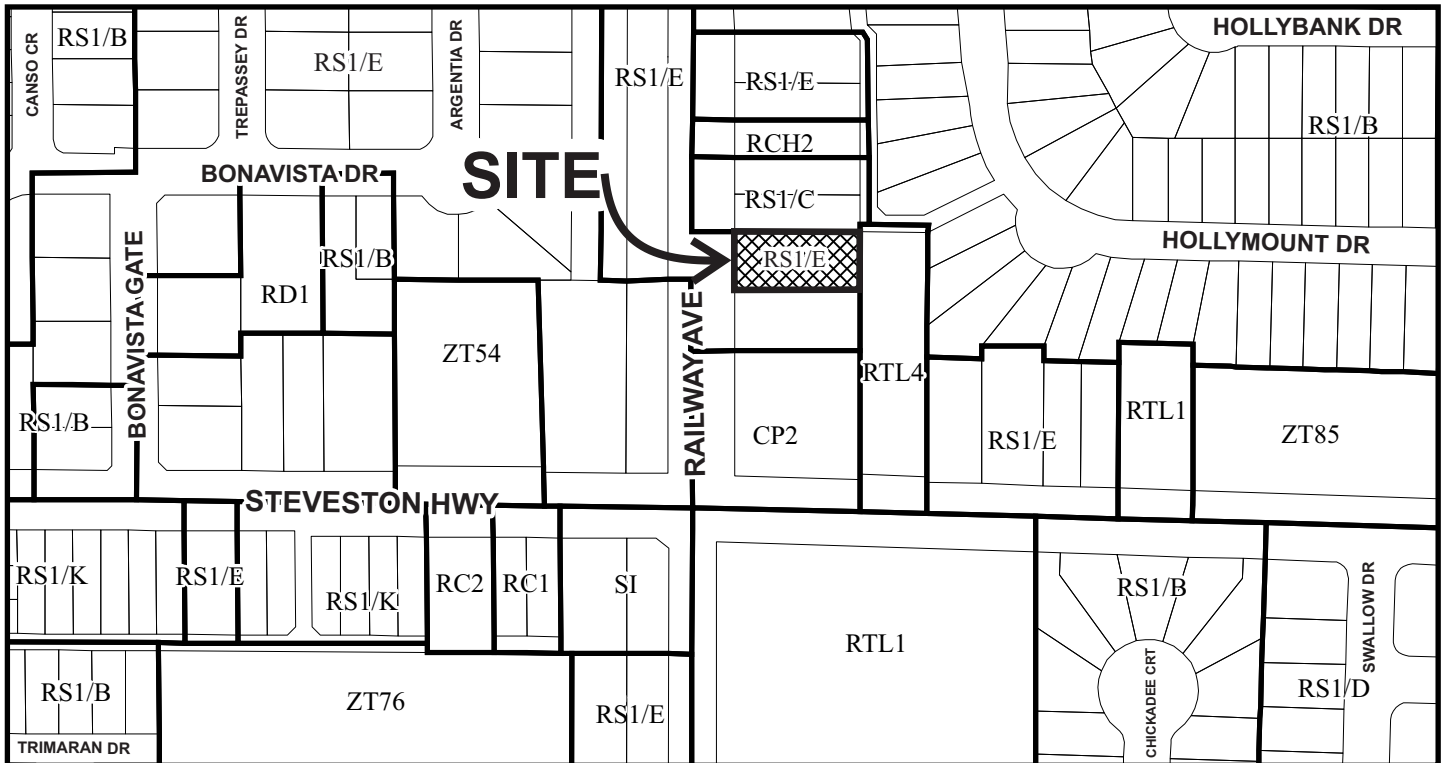
Attachment 8: Letter of opposition from Julia Tian (#9-5071 Steveston Highway)

Prior to issuance of a Demolition Permit for the existing detached garage and shed on the subject site, the applicant is required to complete the following:

- Install tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Prior to issuance of a Building Permit for the proposed detached garage and coach house, the applicant is required to complete the following:

- Submit to the City a Contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to the tree protection zone of the Cherry tree to the south at 10720 Railway Avenue and to undertake any necessary pruning of overhanging limbs. The Contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Submit an updated survey prepared by a registered BC land surveyor including (but not limited to) dimensions of the existing driveway crossing width and design to enable City staff to determine whether the crossing needs to be brought up to current City standard as per the Residential Lot (Vehicular) Access Regulation Bylaw 7222 (via work order).



HA 20-907706

PLN - 51

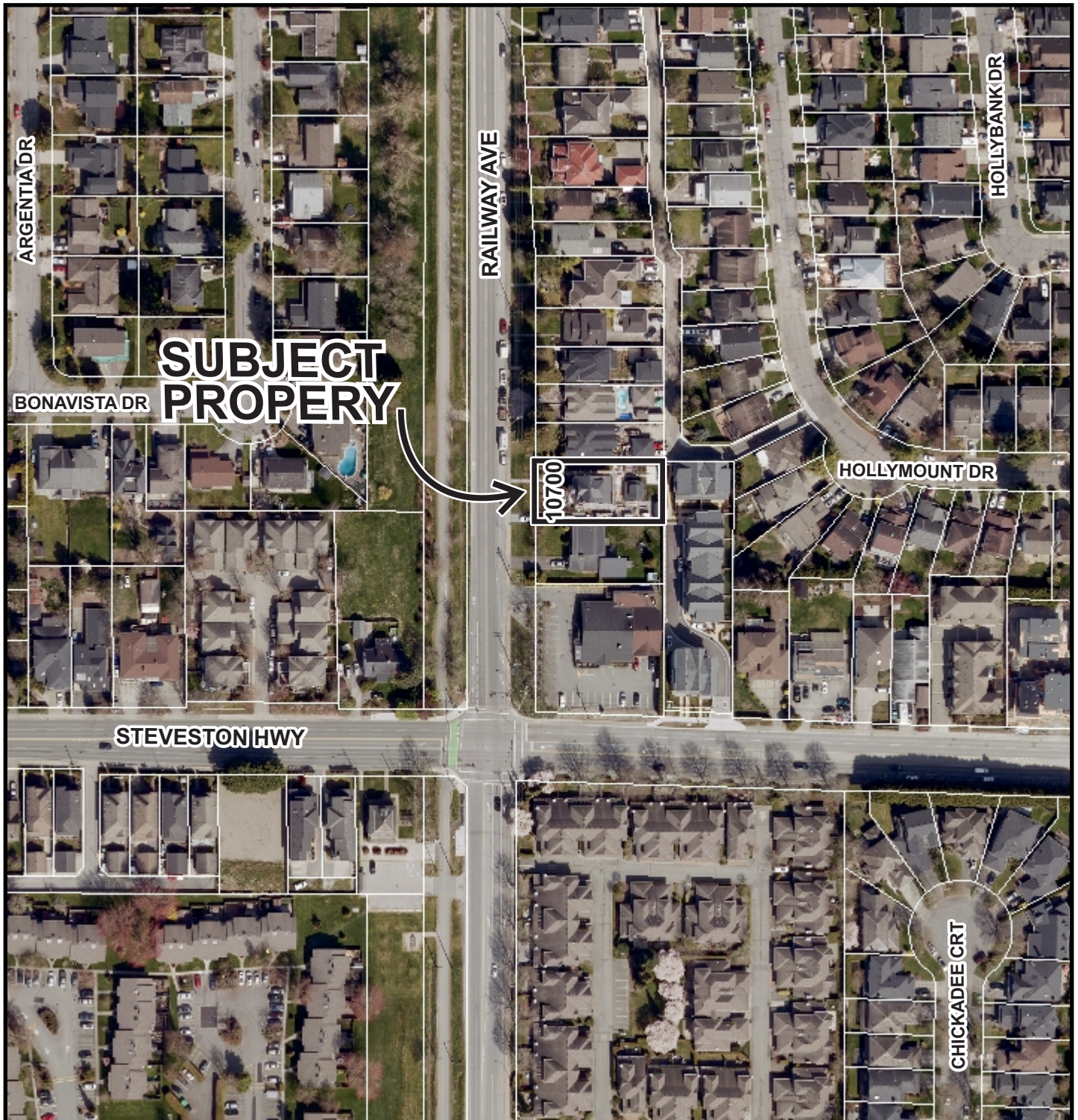
Original Date: 09/01/20

Revision Date: 12/16/20

Note: Dimensions are in METRES



City of Richmond



HA 20-907706

PLN - 52

Original Date: 09/01/20

Revision Date: 12/16/20

Note: Dimensions are in METRES



HA 20-907706

Address: 10700 Railway Avenue

Applicant: MLK Properties Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Ari Burstein	No change
Site Size (m²):	975 m ²	No change
Land Uses:	Single-family dwelling and detached garage	Single-family dwelling, and detached garage and coach house
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Multiple-Family	No change
Single-Family Lot Size Policy 5420 Designation:	Single Detached (RS1/E)	No change
Zoning:	Single Detached (RS1/E)	No change
Number of Units:	1	2
Other Designations:	The Arterial Road Land Use Policy Designation for the property is "Arterial Road Townhouses" through rezoning	This development proposal is consistent with the Arterial Road Land Use Policy as it does not involve rezoning and is not limiting the ability of adjacent properties to redevelop consistent with the Arterial Road Land Use Policy designation in the future

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	None
Buildable Floor Area (m ²):	Max. 408.32 m ² (of which 50 m ² may be exempt for garage) Total: 458.32 m ² (4,933 ft ²)	Principal Dwelling: 261.70 m ² (2,817 ft ²) Coach House: 130.35 m ² (1,403 ft ²) Garage: 66.10 m ² (711.5 ft ²) Total: 458.15 (4,933 ft ²)	None

	Bylaw Requirement	Proposed	Variance
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live landscaping: Min. 30%	Building: 24% Non-porous Surfaces: 58% Live landscaping: 40%	None
Min. Lot Size:	550 m ² (5,920 ft ²)	975 m ² (10,494 ft ²)	None
Lot Dimensions (m):	Width: 18.0 m Depth: 24.0 m	Width: 21.3 m Depth: 45.7 m	None
Principal Dwelling Setbacks (m):	Front: Min. 6.0 m Rear: Min. 9.14 m Side: Min. 2.0 m	Front: 11.5 m Rear: 17.0 m Side: 6.3 m	Variance through HRA development requirements
Coach House Setbacks (m):	N/A	Front: 30.0 m Rear: 3.9 m South Side: 2.0 m North Side: 6.6 m	
Principal Dwelling Height (m):	Max. 2 storeys (9.0 m)	Max. 2 storeys (9.0 m)	Variance through HRA development requirements
Coach House Height (m):	N/A	2 storeys (8.17 m)	
On-site Parking Spaces:	Principal Dwelling: Min. 2 Coach House: Min. 1	Principal Dwelling: 3 Coach House: 1	None
Tandem Parking Spaces:	Permitted for the required Principal Dwelling parking spaces	Four parking spaces (each set of two spaces provided in a tandem arrangement) within the detached garage	Variance through HRA development requirements

**DESIGN
SANTOMA**

604-771-4018
santoma@info.com

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Notes:
THESE PLANS ARE DESIGNED IN
ACCORDANCE WITH CURRENT BC
BUILDING CODES

**Issued:
FOR REVIEW**

Project:
NEW GARAGE & COACH HOUSE
ADDITIONS

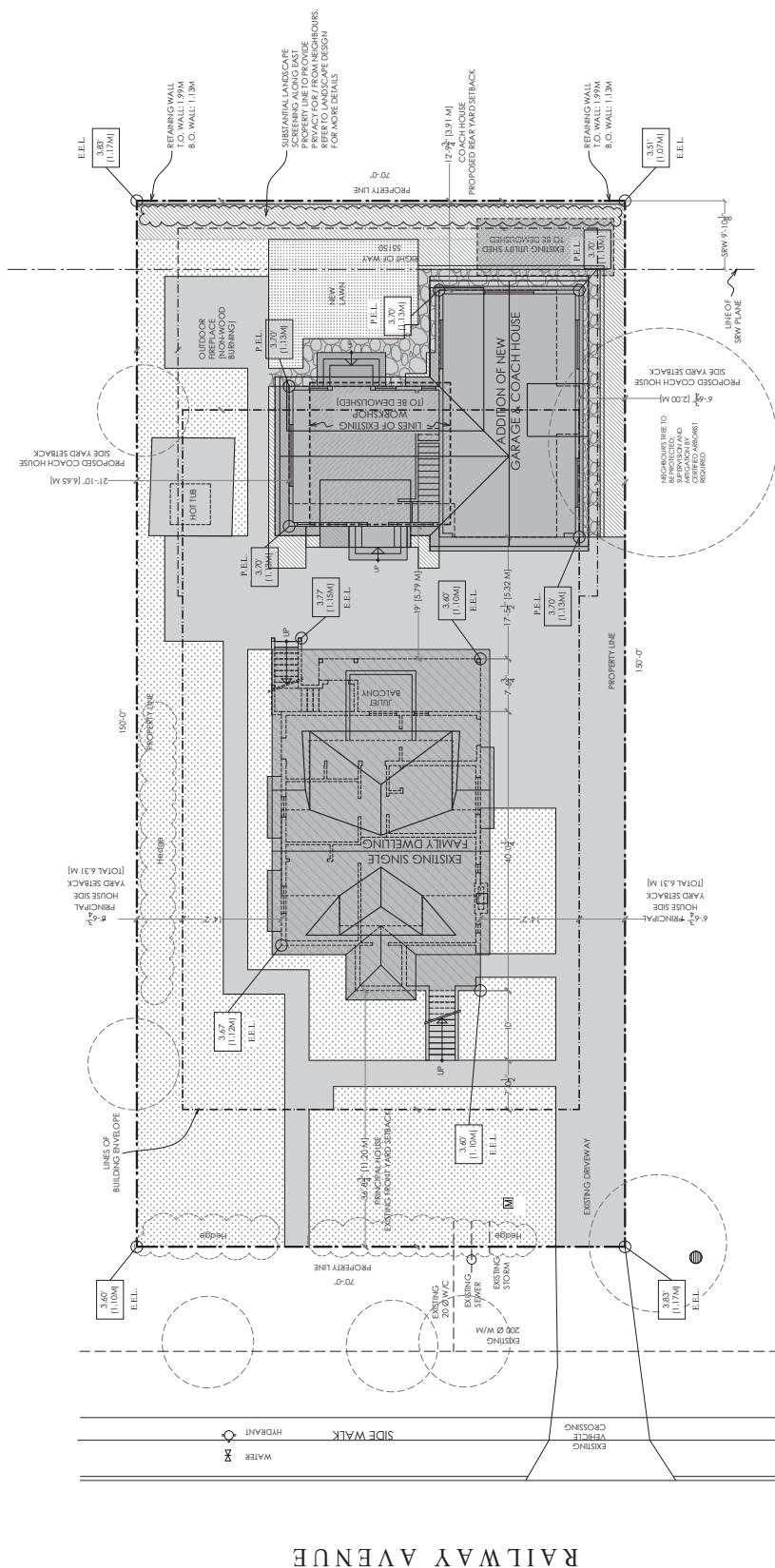
Civic Address:
10700 RAILWAY AVENUE,
RICHMOND, BC

Legal Description:
LOT 76
SECTION 36
BLK 4N RG7W

SITE PLAN SETBACKS & GRADING

Scale - $\frac{1''}{8'} = 1'$

A1.1	Date: June 22, 2022
	Drawings #



SITE PLAN- SETBACKS & GRADING

TOTAL AREA: 974 M² (10,484 F⁺2)

ZONING: RS1 / E

LEGEND

LIVE PLANT MATERIAL

PAVED AREAS

BUILDING STRUCTURES

- 1 BLACK WOOD FRAME WINDOW W/ 4" WHITE TRIM TO MATCH EXISTING
 - 2 ASPHALT ROOF SHINGLES
 - 3 DARK GREY TO MATCH EXISTING
 - 3 WOOD BOARD SIDING- SAGE GREEN TO MATCH EXISTING
 - 4 SAGE GREEN WOOD SHAKES WALL CLADDING
 - 5 WHITE COLOUR BOARD & BATTEN SIDING
 - 6 WINDOW PLANTER
 - 7 DECORATIVE ROOF VENT
- WALL LIGHTING FIXTURE (DOWNWARD FACING)
- ADDRESS LIGHTING FIXTURE (DOWNWARD FACING)



29, 7250 - 144th Street, Surrey, BC
604-771-4018 samstoma@bidna.com
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Notes:
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Issued:
FOR REVIEW

Project:
NEW GARAGE & COACH HOUSE ADDITIONS

Civic Address:
10700 RAILWAY AVENUE,
RICHMOND, BC

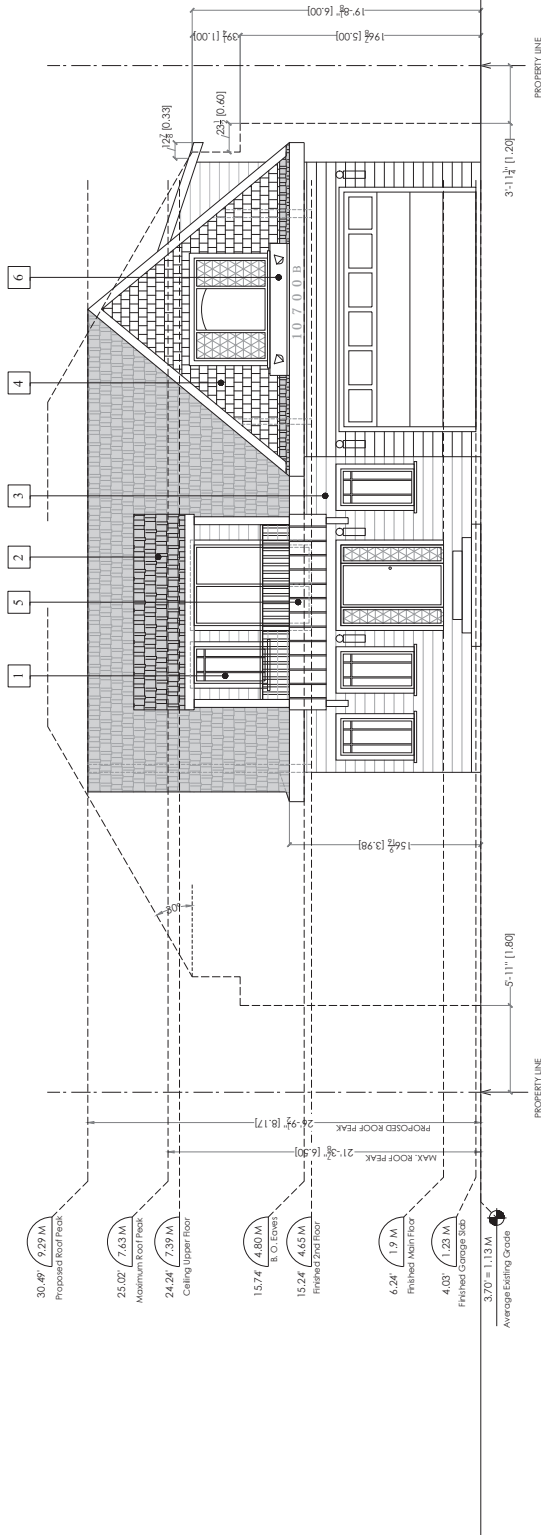
Legal Description:

**LOT 76
SECTION 56
BLOCK 4N R07W**

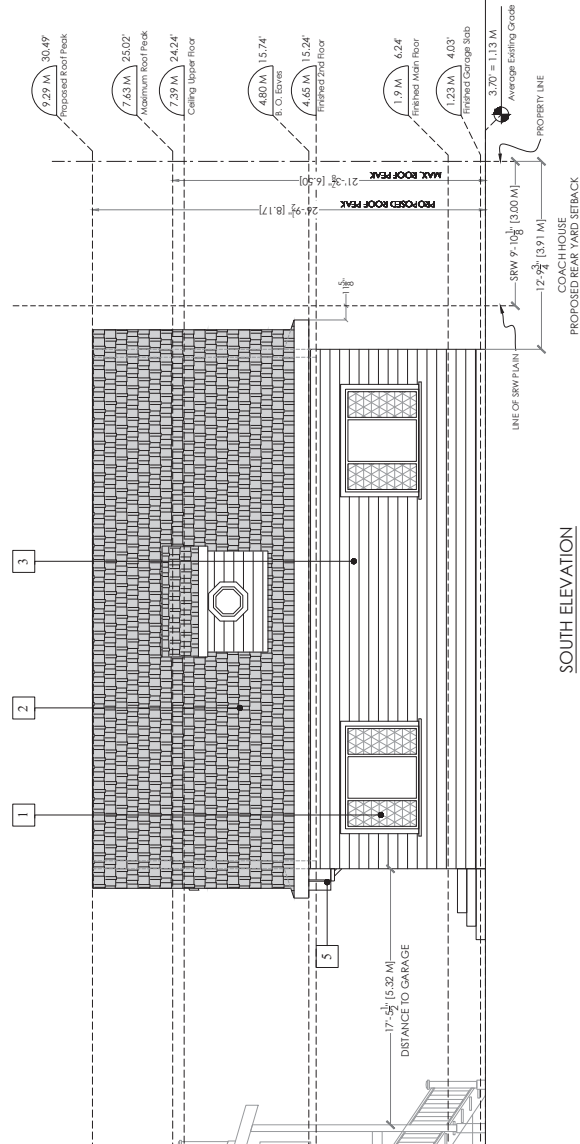
WEST & SOUTH ELEVATIONS

Scale - $\frac{1}{4}" = 1'$

Date: June 22, 2022
Drawings #
A4



WEST ELEVATION



SOUTH ELEVATION

- | | |
|---|--------------------------------------------------|
| 1 | BLACK WOOD FRAME WINDOW W/ 4" |
| 2 | WHITE TRIM TO MATCH EXISTING |
| 3 | ASPHALT ROOF SHINGLES |
| 4 | DARK GRAY TO MATCH EXISTING |
| 5 | WOOD BOARD SIDING - SAGE GREEN TO MATCH EXISTING |
| 6 | SAGE GREEN WOOD SHAKES WALL CLADDING |
| 7 | WHITE COLOUR BOARD & BATTEN SIDING |
| 8 | WINDOW PLANTER |
| 9 | DECORATIVE ROOF VENT |

- | WALL LIGHTING FIXTURE (DOWNWARD FACING) | ADDRESS LIGHTING FIXTURE (DOWNWARD FACING) |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|  |  |



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14-771-4018 sams@msa@yahoo.com

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EAST ELEVATION

PLN - 57

Notes:
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ACCORDANCE WITH CURRENT BC
BUILDING CODES

**Issued:
FOR REVIEW**

Project:
NEW GARAGE & COACH HOUSE
ADDITIONS

Civic Address:
0700 RAILWAY AVENUE,
RICHMOND, BC

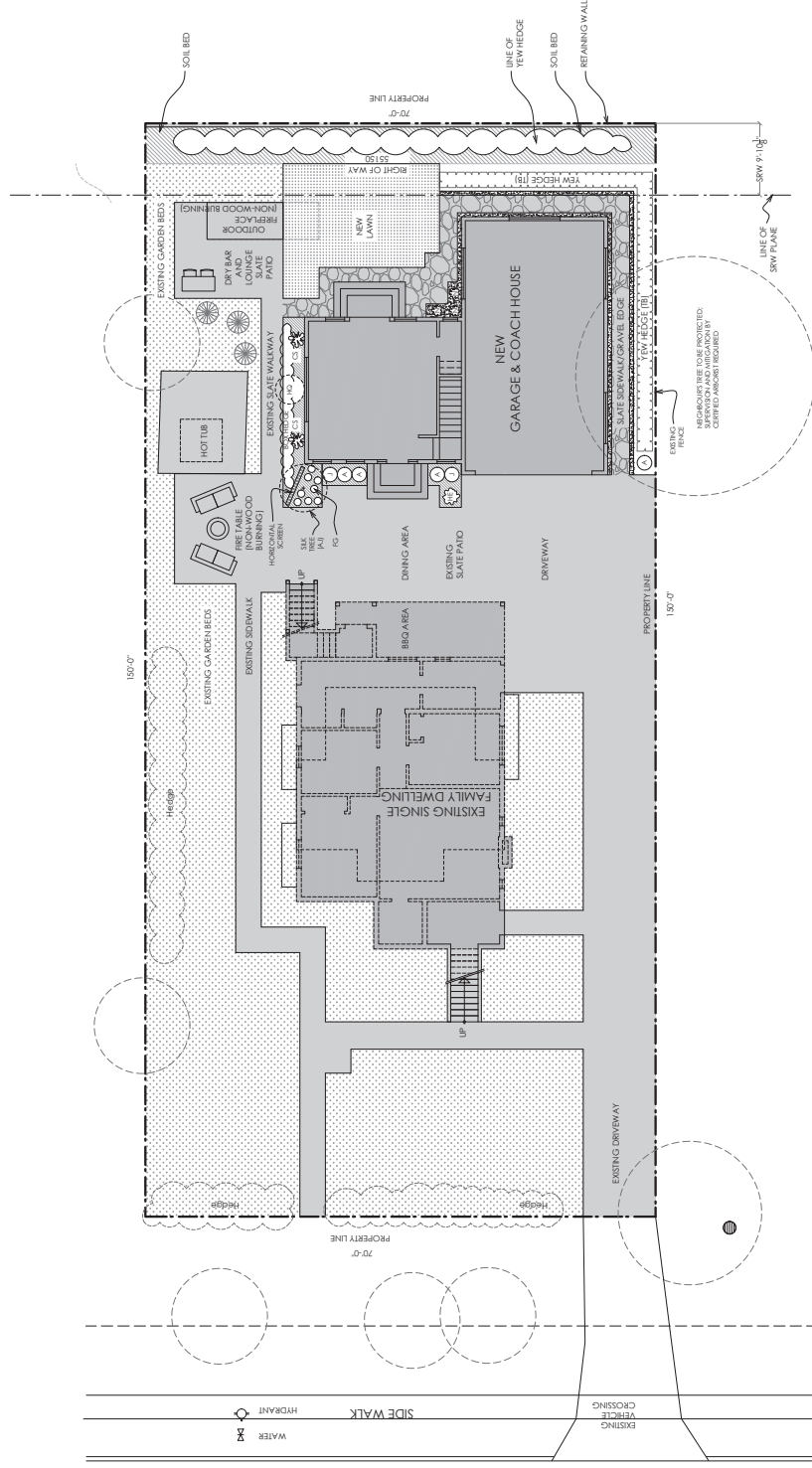
Legal Description:
LOT 76
SECTION 36
BLK 4N RG7W

EAST & NORTH ELEVATIONS

Scale - $\frac{1}{4}" = 1'$

A5	Date: June 22, 2022
	Drawings #

NORTH ELEVATION



SITE PLAN- LANDSCAPE

LOT AREA: 974 M² (10,484 Ft²)

ZONING: RS1 / E

PLANTS ABBREVIATION KEY

TB	UPRIGHT YEW	(3 ft) x 60
AJ	WIMOSA SILK TREE	(6-10 ft) x 1
FG	BLUEFLUE GRASS	(#2 pot) x 8
HS	OAKLEAF HYDRANGEA	(#1 5 pot) x 1
CQ	ITALIAN CYPRESS	(#1 2 pot)
BOX	DWARF BOXWOOD	(#1 2) x 24
A	EVERGREEN AZALEA	(#2 pot) x 4
N	DWARF NANDINA	(#2 pot) x 3
J	JUNIPER	(#1 2) x 2
HE	PURPLE CORAL BELLS	(#2 pot) x 5

REFER TO COST ESTIMATE PROVIDED BY JAN SHORT OF
GREENSPACE DESIGNS LTD. PLANTS AND LABOUR INSTALL \$5,600

DESIGN
SANTO
SANTO

N 29 - 7250 - 144th Street, Surrey, BC
604-771-4018 samstoia@yahoo.com

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**Issued:
FOR REVIEW**

Project:
**NEW GARAGE & COACH HOUSE
ADDITIONS**

Civic Address:
10700 RAILWAY AVENUE,
RICHMOND, BC

Legal Description:

LOT 76
SECTION 36
BLK 4N RG7W

SITE PLAN LANDSCAPE

Scale - $\frac{1''}{8'} = 1'$

					A1.6
					Date: June 22, 2022
					Drawings #

City of Richmond, British Columbia, Canada

> [Home](#) > [Planning, Building & Development](#) > [Planning & Zoning](#) > [Heritage](#) > [Online Heritage Inventory](#) > Location Details

ONLINE HERITAGE INVENTORY

R.G. Ransford House

General Information

Type of Resource: Building

Common Name: Ransford House

Address: 10700 Railway Avenue

Neighbourhood (Planning Area Name): Steveston

Construction Date: c. 1931

Current Owner: Private

Designated: No



[Click to see full image](#)

Statement of Significance

Description of Site

The house at 10700 Railway Avenue is a two-storey, rectangular, Craftsmen inspired farmhouse bungalow, with a side gable roof, hipped gable front dormer, and modest proportions. It is oriented towards the major thoroughfare of Railway Avenue and has a detached garage of the same style and era.

Statement of Values

Constructed between 1931 and 1936, the house at 10700 Railway Avenue evokes a sense of place reminiscent of a time in Richmond's history when the construction of modest farmhouses and the aspirations of the middle class were creating new and distinct neighbourhoods in Richmond. Originally located on a large tract of farmland at the corner of Steveston Highway and Railway Avenue, and oriented towards Railway Avenue the B.C. Electric Railway, and Branscombe Station, the house reflects the historical pre-World War I small-lot residential subdivision occurring in parts of the municipality.

The house and garage structures are important as the last traces of the original agricultural pattern prevalent in West Richmond in the early 20th century, and the transition from farming to residential land use. Both buildings are in their original locations while the surrounding lands have been subdivided, land uses changed, and characteristic internal circulation patterns have been developed.

The house has heritage value in its connection to Robert G. Ransford and the Ransford family's

PLN - 59

commitment to their community through both politics and business enterprise. It also represents a connection to the small-scale agricultural pursuits of modest farming families in the 1930s and 1940s, as well as a connection to the fishing industry which was so important to the Steveston community. Now becoming rare, the house is a good representative example of a Craftsman-influenced bungalow, a housing type both compact and convenient, that became popular in Richmond in the first decades of the twentieth century. The house represents the modest and hard working farming and fishing families in Richmond, at a time when the Arts and Crafts movement was making good design available to the middle class. The two storey, rectangular form of the building moderately pitched gable roof, dormer windows and decorative leaded glazing reflect these Craftsman origins.

Character Defining Elements

- Its setting, which still retains traces of mature trees and the original subdivision layout
- Its location of the house in Steveston, and its proximity to Steveston Townsite which reflects its agricultural roots and the settlement patterns in Steveston, its relationship to Steveston Highway and Railway Avenue, and its proximity to the B.C. Electric Railway route and, originally, Branscombe Station
- The setback of the building from the street, which recognizes its original context of farmhouse with open fields and agriculturally related buildings to the rear
- The rectangular form, horizontal massing and modest scale of the house that reflect both its Craftsman influenced style and its small farmhouse origins
- Wood construction as expressed by its wood frame and exterior cladding of horizontal lapped siding above and cedar shingles below
- Decorative elements that reflect the Craftsman style, including wide painted fascia boards and scrolled brackets below the shed dormers
- The roof, which is a moderately pitched side gable overall transitioning to a shed roof at the rear and with a shed roof with hipped porch overhang on the front façade
- Numerous dormer windows, including a prominent hipped roof dormer on the front façade, and shed dormers on the two side façades and the rear roof
- The two offset right brick chimneys
- Window fenestration, which is symmetrical on the front façade, asymmetrical on the remaining facades, and which indicate the interior layout of the house
- Mix of decorative window styles, which include vertical casement, two sashes, 1/1 with vertical leaded glass pattern; horizontal casement, one sash with diamond leaded glass pattern; and casement windows with one pane and sidelights with diamond leaded glass pattern
- Molded trim around the windows
- Landscape features including mature trees, detached garage and front hedge

History

The house at 10700 Railway Avenue is a two-storey, rectangular, Craftsmen inspired farmhouse bungalow, with a side gable roof, hipped gable front dormer, and modest proportions. It is oriented towards the major thoroughfare of Railway Avenue and has a detached garage of the same style and era.

PLN - 60

Architectural Significance

Architectural Style

Craftsman influenced bungalow

Building Type

Domestic

Name of Architect or Builder

James Spargo, carpenter

Design Features

The house is rectangular in plan with a concrete foundation. The roof is a side gable with a hipped roof dormer on the front façade, and which transitions to a shed roof extension at the rear. The house is symmetrical from the front, with windows spaced equally on either side of the hipped porch roof, and one centred above; the front door has been realigned which interrupts the symmetry of the front façade. The north façade has two symmetrically spaced shed dormers, each with a horizontal window, with a vertical casement centred above. The south façade has a concrete enclosed brick chimney with one vertical window on each side and a shed dormer with horizontal double hung, wooden sash window. All of the windows except for the wooden sash window have decorative leaded glass detailing, in diamond or vertical patterns. The windows in the front façade are horizontal with diamond patterned leaded glass sidelights.

The building cladding is horizontal lapped siding on the first floor, with a course of cedar shingles below. The roof cover is asphalt shingles, presumably covering original cedar shingles. It is painted grey-green with white black and white trim.

Construction Method

Wood frame construction

Landscape Significance

Landscape Element

While the shrub planting and garden structures surrounding the house are recent, the place exhibits traces of its early roots, including mature trees to the rear and traces of agricultural structures including the detached garage and small shed on a neighbouring lot.

Integrity

Alterations

The house is virtually the same in appearance on the exterior as when it was first built, with the exception of the front staircase and vestibule which were re-aligned and enclosed in the late 1950s and

PLN - 61

the addition of a rear sun deck. The rear garage was built the same time as the house. The roof line of that building was modified in the 1980s to accommodate the suite. Both buildings are in their original locations.

While the interior of the house has not been investigated, it is known that the original hardwood floors remain.

The house retains much of its original character, and alterations are considered to be minor.

Original Location

Yes

Condition

The house is in very good condition.

Lost

No

Documentation

Evaluated By

Denise Cook, BLA, PBD (Public History)

Date

Friday, October 28, 2005

Documentation

Personal Communication with Bob Ransford, October 2005

"Robert Gilbert Ransford 1912-1985", City of Richmond Archives Biography Files

City of Richmond Archives Reference Files, Heritage Buildings

Historical airphotos from the Geographic Information Centre, UBC

British Columbia Directories

Waterworks Atlas 1936, CRA

History of Canadian Architecture, Hal Kalman

"Steveston Recollections, the History of a Village" at www.virtualmuseum.ca/

Steveston Cannery Row by Mitsuo Yesaki/Harold and Kathy Steves

Richmond, Child of the Fraser by Leslie J. Ross 1979

[Back to Search Results](#)

[Back to Search](#)

Richmond City Hall: [6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1](#)

Hours: 8:15 am to 5:00 pm, Monday to Friday. Tel: 604-276-4000

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TOPOGRAPHIC SURVEY OF LOT 76 SECTION 36 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 26017

#10700 RAILWAY AVENUE,
RICHMOND, B.C.
P.I.D. 008-796-700

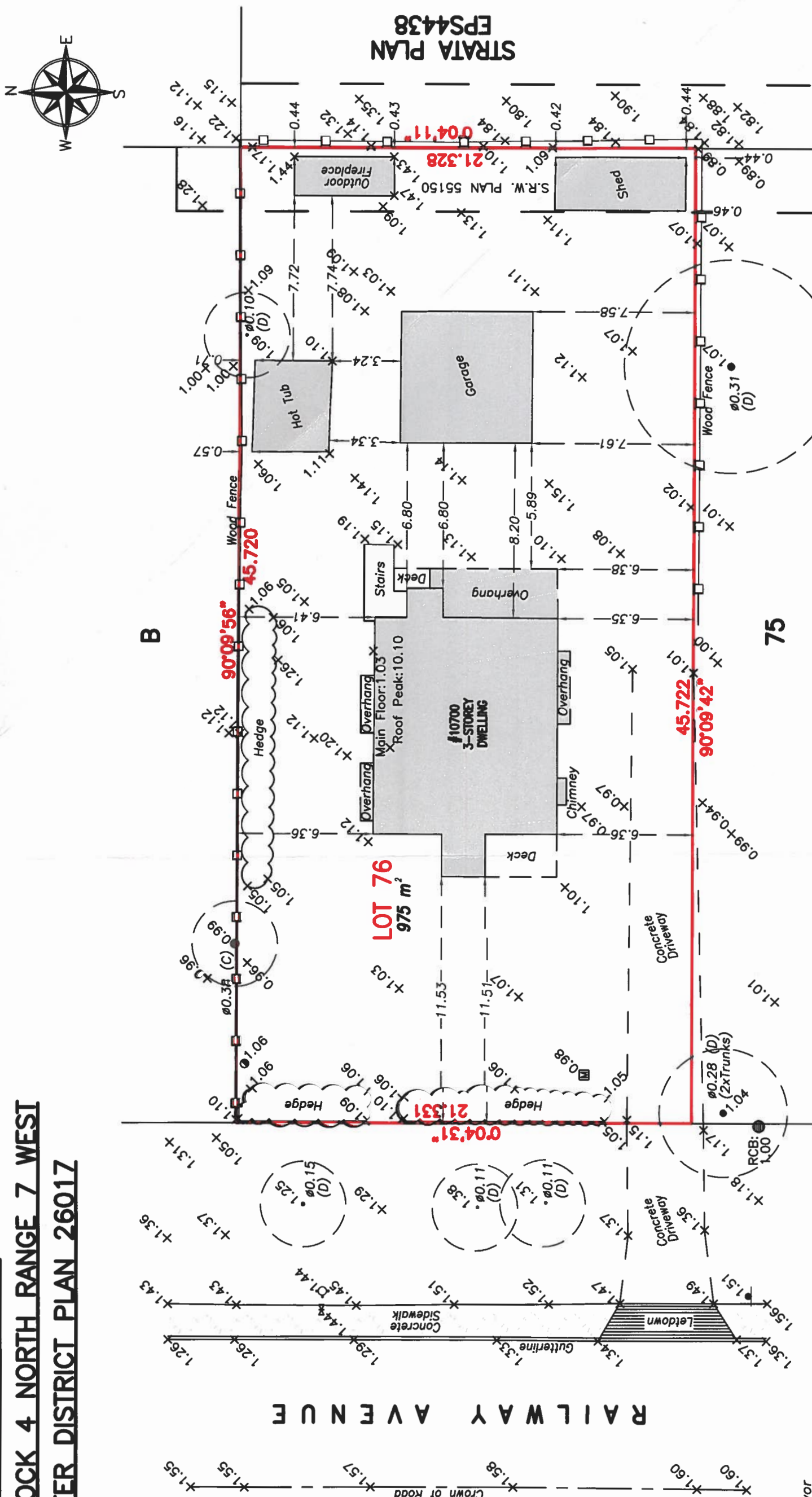
Nail in aluminum
Tag #3354
Site Benchmark
Elevation: 1.71m

PLN - 64

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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: (604) 214-8928
Fax: (604) 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 7507
FB-387
Drawn By: WK

DWG No. 7507-Topo

NOTE:
Use site Benchmark Tag #3354 for
construction elevation control.



- LEGEND:
- (c) denotes conifer
 - (d) denotes deciduous
 - denotes round catch basin
 - ⊠ denotes water valve
 - ⊡ denotes water meter
 - ⊕ denotes fire hydrant
 - ⊖ denotes sign
 - ⊙ denotes power post

SCALE: 1:200



CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

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

JUNE 25th, 2020.



City of Richmond

Policy Manual

Page 1 of 2

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

POLICY 5420

File Ref: 4045-00

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

POLICY 5420:

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

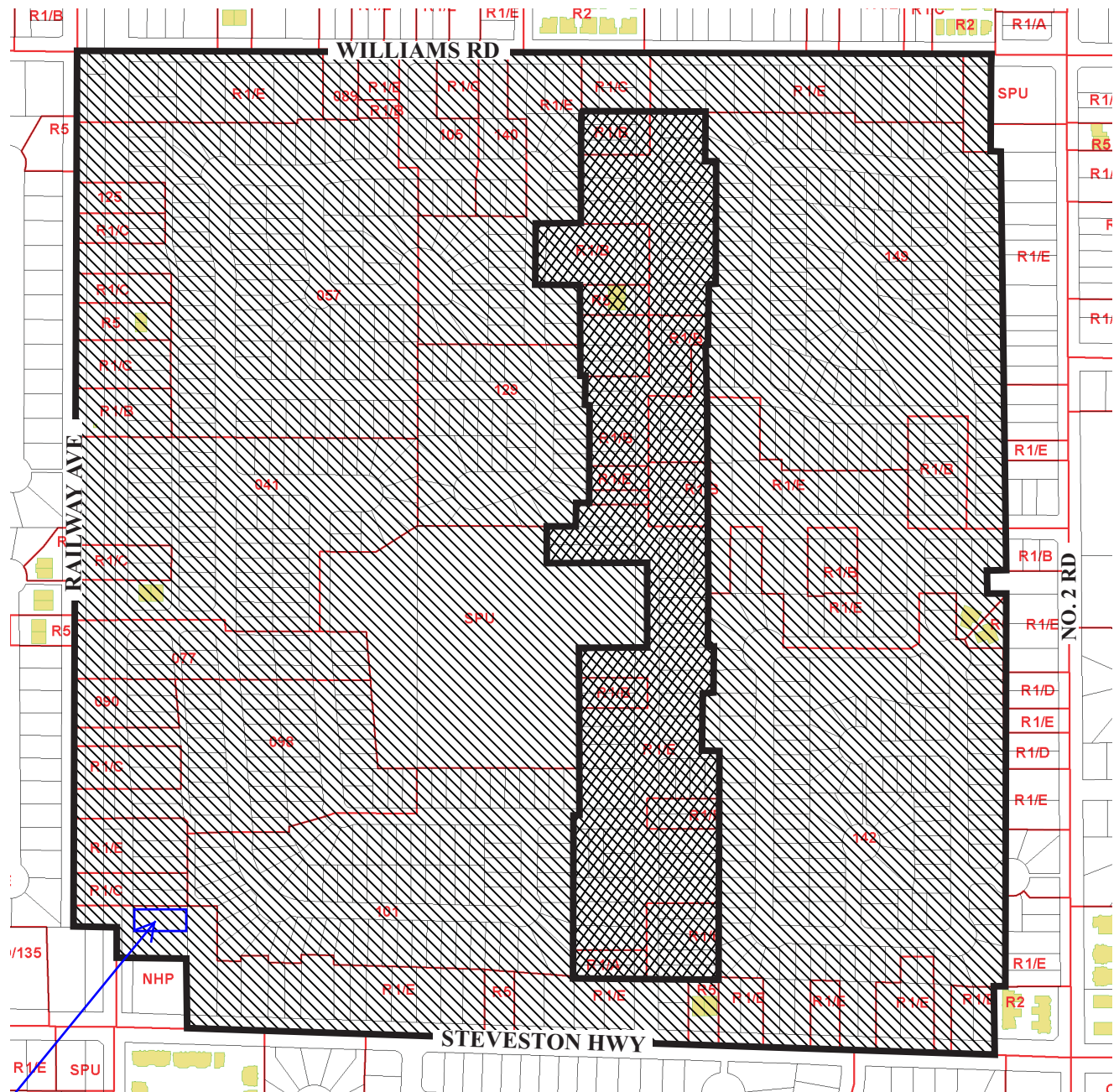
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development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

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

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

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

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



Subject
Site



Subdivision permitted as per **R1/B** (date of adoption 08/21/95).



Subdivision permitted as per **R1/B** (date of adoption 10/16/89).

1. Williams Road - R1/C unless there is a lane or internal access then R1/B
2. Railway Avenue & Steveston Highway - R1/E unless there is lane or internal access then R1/B.



Policy 5420 Section 36-4-7

PLN - 66

Adopted Date: 10/16/89
Amended Date: 08/17/92
Lassam Rd.
Adopted Date: 08/21/95
Note: Dimensions are in METRES

Lussier, Cynthia

From: Bob Ransford <bobransford@telus.net>
Sent: September 9, 2021 4:50 PM
To: Lussier, Cynthia
Cc: lkinney@mlkproperties.ca
Subject: Re: HA 20-907706 at 10700 Railway Avenue

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

I am the owner of a residential property at 10720 Railway Avenue, immediately adjacent to and south of the subject property.

I have been made aware of a pending application to the City of Richmond for a Heritage Revitalization Agreement between the City and the owner of the subject property that will permit development on the property of an infill cottage residence and parking garage. I have reviewed schematic architectural drawings for the infill residence. I'm also led to understand that this Heritage Revitalization Agreement will require the property owner to designate as Heritage, pursuant to the Heritage Conservation Act and/or the Local Government Act, the existing 1930s era residential building that is identified on Richmond's Heritage Inventory.

Given these facts as I understand them, I have no objection to the City of Richmond approving a Heritage Revitalization Agreement for the subject property.

Thank you for your attention to this matter.

Bob Ransford
1- 866-824-8337
sent from my iPhone

From: [Julia Tian](#)
To: [DevApps](#)
Subject: Disagreement on 10700 RAILWAY AVENUE RENOVATION NO.HA20-907706
Date: March 16, 2022 2:34:23 PM

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Dear Sir or Madam,

This is Julia, the owner of unit 9- 5071 Steveston Hwy, Richmond, BC V7E 2K5. The new revitalization address is right beside my property. The proposed building is too high which would hinder all the sunlight into my house. Also our privacy will largely be influenced. I am writing to request your further adjustment.

Thank you for your consideration. Looking forward to hearing from you soon.

Kind Regards,
Julia



**Heritage Revitalization Agreement
(10700 Railway Avenue) Bylaw No. 10386
(HA 20-907706)**

Whereas:

- A. The Council of the City of Richmond (“Council”) may by by-law pursuant to Part 15 of the *Local Government Act*, R.S.B.C. 2015, Chapter 1, as may be amended from time to time, enter into a heritage revitalization agreement with the owner of heritage property;
- B. Council has identified R.G. Ransford House (the “Heritage Building”) located at 10700 Railway Avenue, legally described as:
P.I.D. 008-796-700
Lot 76 Section 36 Block 4 North Range 7 West
New Westminster District Plan 26017
(the “Lands”),
as a heritage property which has heritage value and heritage character, and ought to be conserved, and has listed it on the City of Richmond’s Heritage Inventory;
- C. The owner of the Lands and the City of Richmond (the “City”) have agreed on the nature, character and extent of the heritage value and heritage character of the Heritage Building and the Lands and on the nature, extent and form of conservation necessary to protect the heritage value and heritage character of the Heritage Building and the Lands;
- D. Council agrees that the Heritage Building has sufficient heritage value to justify its conservation through variance of certain bylaws; and
- E. The owner of the Lands has agreed to conserve the Heritage Building in good repair and appearance in accordance with, and to build a detached garage and coach house on the Lands in accordance with the development guidelines as set out in, a heritage revitalization agreement;

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

- 1. The City is authorized to enter into a Heritage Revitalization Agreement in respect of the Lands, substantially in the form set out as Schedule “A” attached to and forming part of this Bylaw (the “Heritage Revitalization Agreement”).
- 2. The Mayor and City Clerk are authorized to sign the Heritage Revitalization Agreement and attend to the registration of a notice on title to the Lands.

3. This Bylaw may be cited as “Heritage Revitalization Agreement (10700 Railway Avenue) Bylaw No. 10386”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER

Schedule "A" to Bylaw 10386
(Section 610, *Local Government Act*)

HERITAGE REVITALIZATION AGREEMENT

THIS AGREEMENT is dated for reference _____, 2022,

BETWEEN:

ARI PAULUS BURSTEIN
10700 Railway Avenue
Richmond, British Columbia, V7E 2B8

(the "**Owner**")

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "**City**")

WHEREAS:

- A. The Owner is the registered and beneficial owner of certain lands and premises located at 10700 Railway Avenue within the City of Richmond, British Columbia, and legally described as:
- P.I.D. 008-796-700
Lot 76 Section 36 Block 4 North Range 7 West New Westminster District Plan 26017
(the "**Lands**");
- B. The residential building known as the R.G. Ransford House (the "**Heritage Building**") is situated on the Lands;
- C. The City and the Owner agree that the Heritage Building has *heritage value* and *heritage character* and should be conserved;
- D. The Heritage Building is listed on Richmond's Heritage Inventory;
- E. The improvements or features on the Lands which have *heritage value* and *heritage character* which both the Owner and the City desire to conserve have been described by text, photographs, plans, and drawings attached to this Agreement as Appendix "A" (the "**Conservation Plan**");

- F. The Owner and the City wish to, *inter alia*, preserve and protect the heritage value of the Heritage Building, and to provide certain variances to Richmond Zoning Bylaw 8500 to allow for the development of a detached garage and coach house the Lands, on the terms and conditions more particularly set out in this Agreement;
- G. Section 610 of the *Local Government Act* authorizes a local government to enter into a Heritage Revitalization Agreement with the owner of a heritage property, and to allow variations of, and supplements to, the provisions of a bylaw or a permit issued under Part 14 or Part 15 of the *Local Government Act*; and
- H. The Owner and the City have agreed to enter into this Heritage Revitalization Agreement setting out the terms and conditions by which the heritage value of the Heritage Building is to be preserved and protected, in return for specified supplements and variances to City bylaws;

NOW THEREFORE THIS AGREEMENT is evidence that in consideration of the sum of ten (\$10.00) dollars now paid by the Owner to the City, and for other good and valuable consideration (the receipt of which is hereby acknowledged) the Owner and the City each covenant with the other, pursuant to Section 610 of the *Local Government Act*, as follows:

1. Development of Garage and Coach House on Lands

- a. The Owner wishes to retain the Heritage Building and to develop a new detached garage and secondary dwelling on the Lands in the form of a coach house (together, the “**Garage and Coach House**”), which will require variation of certain provisions of Richmond Zoning Bylaw 8500.
- b. The Owner covenants and agrees that the construction of the proposed Garage and Coach House shall comply substantially with the plans attached hereto as Appendix “C” (the “**Plans**”). It is understood that the City may approve minor amendments to or variations from the Plans, provided that such variations or amendments do not fundamentally alter the design objectives of the Plans or the variances to the Richmond Zoning Bylaw 8500 set out in Appendix “B”.
- c. Prior to construction of the Garage and Coach House, and no later than six (6) months following the execution of this Agreement by both parties, the Owner covenants and agrees to:
 - i. Pay to the City funds in the amount of \$5,600.00 in the form of bank draft or letter of credit to secure the completion and survival of the landscaping shown in the landscape plan attached hereto as Appendix “D” and to execute a landscape security agreement satisfactory to the City;
 - ii. Register against title to the Lands a covenant satisfactory to the City to ensure that the coach house cannot be stratified;
 - iii. Register against title to the Lands a flood covenant satisfactory to the City; and

- iv. Register against title to the Lands a covenant requiring there to be turn-around space provided on the Lands such that vehicles do not need to back out onto Railway Avenue.

2. Conservation of Heritage Building

- a. The Owner shall complete the restoration, renovation and conservation of the Heritage Building (the “**Work**”) in accordance with approved architectural drawings, plans, and specifications as set out in the Conservation Plan. To the extent that the text, photographs, plans and drawings constituting the Conservation Plan require interpretation, the City shall be, in the first instance, the interpreter of the Conservation Plan and shall determine the matter.
- b. The Conservation Plan includes the following sections:
 - i. Part 1 through Part 6 of the Conservation Plan identifies, details, and describes the character, extent and nature of the improvements and features on the Lands that have heritage value and heritage character.
 - ii. Part 7 of the Conservation Plan provides a brief summary of the resource, and Part 8 describes the current condition of the resource and describes the proposed conservation strategies.
 - iii. Parts 9 and 10 describes the plans and specifications for restoration, rehabilitation, replication, repair, replacement or maintenance to be undertaken and completed pursuant to this agreement.
 - iv. The Conservation Plan includes elevations and plans that provide further detail of the Work, research resources used and historic information.
- c. Prior to commencement of the Work, the Owner shall obtain from the City all necessary permits and licenses.
- d. The Work shall be done at the Owner’s sole expense in accordance with generally accepted engineering, architectural, and heritage conservation practices. If any conflict or ambiguity arises in the interpretation of the Conservation Plan, the parties agree that the conflict or ambiguity shall be resolved in accordance with the “Standards and Guidelines for the Conservation of Historic Places in Canada”, published by Parks Canada in 2010.

3. Construction and Maintenance

Wherever under this Agreement the Owner relocates, restores, rehabilitates, replicates, repairs, replaces, maintains or in any way alters improvements on or features of the Lands identified in the Conservation Plan as having *heritage value* and/or *heritage character* or constructs or maintains other works to protect or conserve such improvements or features, all such work shall be done at the Owner’s sole expense strictly in accordance with the Conservation Plan and as agreed by the City in writing and all improvements or

features shall be diligently and continuously maintained in good repair and efficient operating condition by the Owner at the Owner's sole expense in accordance with good engineering, design, heritage and conservation practice. The Owner shall maintain the Heritage Building and frontage of the Lands in good appearance and repair during the conservation process, including the Work, and the construction of the Garage and Coach House and shall not allow unsightly materials or debris to accumulate.

4. Timing and Phasing of Restoration

The Owner shall commence and complete all actions required for the completion of the Work, if any, as set out in the Conservation Plan in Appendix "A", within three (3) years following the execution of this Agreement.

5. Owner's Obligation to Maintain

- a. No improvements on the Lands identified in the Conservation Plan as having *heritage value* or *heritage character* shall be altered, including alterations required or authorized by this Agreement, except as agreed to in writing by the City and subject to a heritage alteration permit.
- b. All improvements identified in the Conservation Plan as having *heritage value* or *heritage character* shall be maintained to the minimum standards and in accordance with the guidelines and requirements set out in the Conservation Plan.

6. Reasonable Care and Risk

The Owner shall at all times, in complying with the restrictions or requirements of the Agreement, take reasonable care not to injure any person or cause or allow damage to any property, and shall take reasonable care not to cause, suffer, permit, or allow any condition to exist that might reasonably lead to, cause, or result in injury to any person or property including persons and property on adjacent lands. It shall be the sole responsibility of the Owner to comply and maintain compliance with the restrictions and requirements in a safe manner, and without reasonably foreseeable risk to person or property. Compliance with the restrictions and requirements in this Agreement shall be at the sole and exclusive risk and cost of the Owner.

7. Modification

If, in fulfilling its responsibilities and obligations pursuant to this Agreement, the Owner perceives or becomes aware of any unreasonable risk of injury to persons or damage to property or other potential loss that cannot be reasonably avoided, alleviated, reduced, or eliminated except by measures that would be a breach of the restrictions or requirements of this Agreement, the Owner shall notify the City in writing of the nature and extent of the risk and of the measures proposed by the Owner to be undertaken at its sole cost to reduce, alleviate, avoid, or eliminate the risk. The risk shall remain with the Owner.

8. Variations to City's Zoning Bylaw

Richmond Zoning Bylaw 8500 is varied and supplemented in its application to the Lands in the manner and to the extent provided and attached as Appendix "B".

9. Conformity with City Bylaws

The Owner acknowledges and agrees that, except as expressly varied by this Agreement, any development or use of the Lands, including any construction, restoration and repairs of the Heritage Building, any demolition of the existing garage, and any construction, alteration, addition, renovation and repair of the Garage and Coach House, must comply with all applicable bylaws of the City.

10. Future Alterations Require New Heritage Alteration Permit

- a. Following completion of the Work, if any, in accordance with this Agreement, the Owner shall not alter the *heritage character* or the exterior appearance of the Heritage Building, except as permitted by a heritage alteration permit issued by the City.
- b. The Owner acknowledges and agrees that, except as expressly varied by this Agreement, any development, subdivision, or use of the Lands will be at the discretion of the City, including City Council, the City's Chief Building Inspector, and the City's Approving Officer, and be subject to, and must comply with, all applicable federal, provincial, and municipal statutes, regulations, and bylaws, including without limitation, the *British Columbia Building Code*, the *Zoning Bylaw*, and all other City bylaws, regulations, and requirements.

11. Statutory Authority Retained

Nothing contained or implied in this Agreement shall fetter in any way the discretion of the City or the Council of the City. Further, nothing contained or implied in this Agreement shall derogate from the obligation of the Owner under any other agreement with the City or, if the City so elects, prejudice or affect the City's rights, powers, duties or obligation in the exercise of its functions pursuant to the *Community Charter* or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the City's discretion, and the rights, powers, duties and obligations of the City under all public and private statutes, by-laws, orders and regulations, which may be, if the City so elects, as fully and effectively exercised in relation to the Lands as if this Agreement had not been executed and delivered by the Owner and the City, except for the variations to Richmond Zoning Bylaw 8500 set out herein.

12. Damage or Destruction of Heritage Building

- a. If the Heritage Building is damaged, the Owner shall repair the damage in accordance with the standards and specifications contained in the Conservation Plan and Sections 2 and 3 herein and to restore the damaged portion or portions of the House to its original condition. The Owner is required to apply for and to hold

- a heritage alteration permit specifying the measures to be taken to restore the damaged portion or portions of the Heritage Building. The restoration of the House shall reflect the character-defining elements and design components.
- b. The Owner shall use their best efforts to commence and complete any repairs or reconstruction of the Heritage Building with reasonable dispatch.
 - c. In the event the Heritage Building is destroyed, the Owner of the Lands accepts the obligation to undertake all necessary construction to create a replica of the Heritage Building that is acceptable to the City in its sole discretion, unless otherwise required by Council. Council shall consider the input of the Richmond Heritage Commission in making their determination. The Owner is required to apply for and to hold a heritage alteration permit specifying the measures to be taken to restore the damaged or destroyed portion or portions of the Heritage Building. The construction of the replica of the Heritage Building shall reflect the character-defining elements and design components including, but not limited to: building massing, material, trim, moldings, porch, cladding, window style and placement, and location of entrances.

13. Heritage Building Vacant

- a. If the Heritage Building becomes Vacant, the Owner of the Lands agrees to maintain the integrity and security of the building and site including but not limited to, on-site security, monitored security alarm system, perimeter fencing and lighting, and boarding of windows and doors. The Owner of the Lands agrees to advise the City of any periods during which the Heritage Building will be Vacant for 30 days or more, provide in writing a 24-hour emergency contact number and confirm the security measures are in place. If the Owner fails to secure the Heritage Building, the City may and is authorized to undertake the necessary works to secure the Heritage Building, and the cost shall be at the expense of the Owner and the City shall be at liberty to recover the costs in a like manner as City property taxes on the Lands, and any authorized agent of the City may enter the Lands with reasonable notice for the purpose of undertaking the necessary works to secure the Heritage Building and to conduct an inspection to determine that the security measures continue to be in place.
- b. For the purpose of this Section 13, “Vacant” means where the Heritage Buildings is substantially and consistently empty of occupants and personal property necessary to sustain normal occupancy for a period of more than 30 days, or where there are no longer any occupants consistently living in the Heritage Building and there is no set date for when occupant(s) will return to living in the property.

14. Indemnity

- a. The Owner hereby releases, indemnifies and saves the City, its officers, employees, elected officials, agents and assigns harmless from and against any and all actions, causes of action, losses, damages, costs, claims, debts and demands whatsoever by any person, arising out of or in any way due to the existence or effect of any of the restrictions or requirements in this Agreement, or the breach or non-performance by the Owner of any term or provision of this Agreement, or by reason of any work or action of the Owner in performance of its obligations under this Agreement or by reason of any wrongful act or omission, default, or negligence of the Owner.
- b. In no case shall the City be liable or responsible in any way for:
 - i. any personal injury, death or consequential damage of any nature whatsoever, howsoever caused, that be suffered or sustained by the Owner or by any other person who may be on the Land; or
 - ii. any loss or damage of any nature whatsoever, howsoever caused to the Land, or any improvements or personal property thereon belonging to the Owner or to any other person,

arising directly or indirectly from compliance with the restrictions and requirements in this Agreement, wrongful or negligent failure or omission to comply with the restrictions and requirements in this Agreement or refusal, omission or failure of the City to enforce or require compliance by the Owner with the restrictions or requirements in this Agreement or with any other term, condition, or provision of this Agreement.

15. No Waiver

No restrictions, requirements, or other provisions of this Agreement shall be deemed to have been waived by the City unless a written waiver signed by an officer of the City has first been obtained, and without limiting the generality of the foregoing, no condoning, excusing or overlooking by the City on previous occasions of any default, nor any previous written waiver, shall be taken to operate as a waiver by the City of any subsequent default or in any way defeat or affect the rights and remedies of the City.

16. Inspection

Without limiting the City's power of inspection conferred by statute and in addition to that power, the City may, at all reasonable times and upon reasonable notice to the Owner, enter onto the Lands from time to time for the purpose of ensuring that the Owner is fully observing and performing all of the restrictions and requirements in this Agreement to be observed and performed by the Owner, and carrying out all work in compliance with the requirements set out in the Agreement.

17. Enforcement of Agreement

- a. In addition to any remedies available to the City under the *Local Government Act*, if the Owner defaults in observing or performing any obligation under this Agreement, the Owner will rectify such default within thirty (30) days after receipt of notice from the City, except that if the Owner, by reason of the nature of the default, cannot in the opinion of the City, rectify such default within thirty (30) days, the Owner will have a further reasonable period to rectify so long as the Owner proceeds promptly and diligently. If the Owner fails to rectify such default within the permitted time period or if the City, in case of emergency, does not consider that it has time to deliver such notice, the City may rectify the default on the Owner's behalf, although the City will be under no obligation to do so. If any default by the Owner results in the need for the Owner to take positive action to rectify such default, the Owner will take such positive action as the City considers necessary, and if the Owner fail so do so, the City may apply to court for a mandatory injunction requiring the Owner take such action.
- b. The Owner will pay to the City on demand the aggregate of all the City's costs and expenses of rectifying any default of the Owner, plus a sum equal to 20% of those costs and expenses on account of the City's overhead, plus any other amounts the Owner may owe to the City from time to time pursuant to this Agreement. If the Owner does not pay the City within thirty (30) days after the date the Owner receives demand from the City, the arrears will bear interest from the date the demand to the date of payment at the Prime Rate (as defined below) plus 3% per annum, calculated and compounded monthly not in advance. If any amount due and owing by the Owner to the City pursuant to this Section 16 are unpaid on the 31st day of December in the year such amounts came due, the City may, without limiting the City's other remedies, add such amounts to the taxes payable in respect of the Lands as taxes in arrears.
- c. "**Prime Rate**" means the rate of interest equal to the floating interest rate established from time to time by the Scotiabank, 6300 No. 3 Road, Richmond, British Columbia, as the base rate that will be used to determine rates of interest charged by it for Canadian dollar loans to customers in Canada and designated by the Scotiabank as its prime rate.
- d. The Owner further acknowledges and agrees that in any action to enforce this Agreement in which any court determines that the position of the City will prevail, the City will be entitled to any court costs on a solicitor and client basis.

18. Alternative Remedies

Any performance by the City pursuant to a statutory right to perform the obligations of an Owner arising out of this Agreement may be exercised fully in accordance with the *Local Government Act* and the *Community Charter*, and shall be without prejudice to any and all other remedies at law and equity available to the City, and no reference in this

Agreement to, or exercise of any specific right or remedy by the City, shall preclude the City from exercising any other right or remedy.

19. Damages

The Owner covenants and agrees that the measure of damages for any breach of the restrictions or requirements of this Agreement shall include, but shall not be limited to, the actual cost and expense of all administration, labour, materials, equipment, services and work required for all remedial acts necessary to fully restore, rehabilitate, repair, or maintain the building, structure, improvements on or features of the Lands having *heritage value* and/or *heritage character* to be protected, conserved, preserved, or kept in its natural state. The nature and extent of any breach of the said restrictions and requirements, and the nature and extent of any restoration, rehabilitation, replacement, maintenance, or remedial work or action of any nature required to remedy such breach shall be determined by the City by reference to the Conservation Plan, and sections 3 and 5 of this Agreement.

20. Successors Bound

All restrictions, rights and liabilities herein imposed upon or given to the respective parties shall extend to and be binding upon their respective heirs, executors, administrators, successors and assigns.

21. Interpretation

The following provisions apply to this Agreement:

- a. In this Agreement, "Owner" shall mean all registered owners of the Lands or subsequent registered owners of the Lands, as the context requires or permits;
- b. The headings in this Agreement are inserted for convenience only and shall not affect the interpretation of this Agreement or any of its provisions;
- c. The laws of British Columbia are to govern its interpretation and enforcement;
- d. Each of the City and Owner accepts the jurisdiction of the courts of British Columbia;
- e. Time is of the essence;
- f. If a court finds any provision invalid, illegal, or unenforceable, and severs it from the remainder of this Agreement, the remaining provisions are to remain in force and effect;
- g. Waiver of a default by the City or Owner or failure or delay by the City or Owner in exercising a right or remedy does not mean that the City or Owner waives any other default or that the City or Owner has waived its right to exercise such right or remedy;

- h. This Agreement represents the entire agreement between the City and Owner regarding the matters set out in this Agreement, and supersedes all prior agreements, letters of intent, or understandings about such matters;
- i. Any reference to a statute or bylaw is to the statute or bylaw and the regulations made pursuant thereto in force on the reference date, and to subsequent amendments to or replacements of the statute, bylaw, or regulations;
- j. All appendices to this Agreement are incorporated into and form part of this Agreement;
- k. If the Owner consists of more than one person, firm, or corporation, the Owner obligations under this Agreement shall be joint and several;
- l. Whenever the singular or masculine or neuter is used in this Agreement, the same shall be construed to mean the plural or feminine or body corporate where the context so requires; and
- m. No amendment or modification is to have any force or effect unless the City and the Owner have signed.

22. Notice

Any notice to be given under this Agreement shall be in writing and may be either delivered personally or sent prepaid mail or facsimile and if so mailed shall be deemed to have been given five (5) days following the date upon which it was mailed and on the following business day after transmission if sent by facsimile. The address of the parties for the purpose of notice shall be:

- a. To the City:

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

Attention: City Clerk
Fax: 604-276-5139

with a copy to the General Manager, Planning and Development and to the City Solicitor; and

- b. To the Owner, to the address as set out on the title for the Lands,

or to such other address or fax number as any party may in writing advise. If title to the Lands is transferred to a new Owner, the new Owner shall provide notice in writing to the City within fifteen (15) days of such a transfer providing the name of the new Owner, the contact for notice if it is different than the Owner and the new address to which notices are to be sent.

23. Counterparts

This Agreement may be signed by the parties hereto in counterparts and by facsimile or pdf email transmission, each such counterpart, facsimile or pdf email transmission copy shall constitute an original document and such counterparts, taken together, shall constitute one and the same instrument.

(The Remainder of this Page is Intentionally Blank)

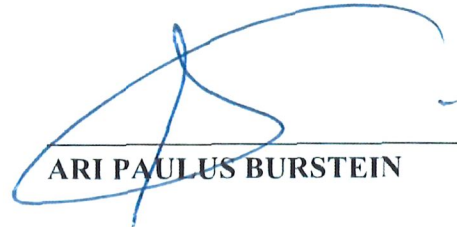
IN WITNESS WHEREOF the Owner and the City have executed this Agreement as of the date written above.

Signed, Sealed and Delivered in the)
presence of:)

Duncan Bohlmann)
Name)

417 E 48th Ave, Vancouver, V5W 2E6)
Address)

Civil Engineer)
Occupation)


ARI PAULUS BURSTEIN

CITY OF RICHMOND, by its authorized)
signatories:)

Malcom D. Brodie, Mayor)

Claudia Jesson, Corporate Officer)

CITY OF RICHMOND
APPROVED for content by originating dept.
Legal Advice
DATE OF COUNCIL APPROVAL (if applicable)

APPENDIX A
CONSERVATION PLAN

(see attached.)

Ransford House

10700 Railway Avenue, Richmond, British Columbia



HERITAGE CONSERVATION PLAN

March 2020
Updated May 2022

Schueck
HERITAGE CONSULTING 
julie@schueckconsulting.com

Contents

1.0	Introduction	2
2.0	Report Scope	2
3.0	Definitions	3
4.0	Location and Site Context	5
5.0	Policy Context	6
6.0	Historic Context	7
7.0	Statement of Significance	10
8.0	Conservation Plan	16
8.1	Heritage Conservation Standards	16
8.2	Site	17
8.3	Form, Scale and Massing.....	17
8.4	Roof.....	18
8.5	Chimney	19
8.6	Fascia Boards.....	19
8.7	Soffit.....	20
8.8	Flood Alarm.....	20
8.9	Windows	21
8.10	Exterior Cladding.....	23
8.10a	Horizontal Wood Lap Siding.....	23
8.10b	Wood Shingles.....	24
8.11	Colour Scheme	25
8.12	Non-Character-Defining Elements.....	26
8.12a	Gutters and Rain-Water Leaders	26
8.12b	Front Porch and Stairs.....	26
9.0	Maintenance Plan	27
10.0	General Standards for Preservation, Rehabilitation and Restoration Approaches	29
11.0	Research Resources	31
12.0	Historic Information.....	37

1.0 Introduction

The subject site is located at 10700 Railway Avenue in Richmond, BC. It is situated on the east side of Railway Avenue, close to the intersection of Railway Avenue and Steveston Highway, in the neighbourhood of Steveston. Constructed circa 1932, the primary building is a single-family house, behind which is a garage from the same era. The site is being considered for a Heritage Revitalization Agreement which, if approved by Council, would allow for habitable space in the new garage. The main dwelling (the Ransford House) would retain its current location and size and is being respectfully restored and rehabilitated as part of the overall project scope.



2.0 Report Scope

The intent of this Heritage Conservation Plan is to provide guidance for the rehabilitation of the exterior of the R.G. Ransford House in accordance with the "Standards and Guidelines for the Conservation of Historic Places in Canada"¹ (*Standards and Guidelines*). A detailed approach to the restoration, repair and/or replacement of each character defining element is provided, as well as a general maintenance schedule.

A Heritage Conservation Plan also includes a Statement of Significance (SOS), which describes why the place, in this case a building, has heritage significance. An SOS is a values-based assessment that considers any aesthetic, cultural, historic, scientific, social and/or spiritual importance of a place. It also identifies the specific elements of the building that should be retained in order for the heritage significance to remain.

A site visit was conducted on November 6, 2019 at which point the building was visually assessed and photographed, the general condition of the building and the overall project was discussed.

Photographs included in this report are by the report author unless otherwise indicated.

¹ The *Standards and Guidelines for the Conservation of Historic Places in Canada* is a consistent, pan-Canadian set of conservation principles and guidelines that provides sound, practical guidance to achieve good conservation practice. *The Standards and Guidelines for the Conservation of Historic Places in Canada*, Second Edition, 2010 www.historicplaces.ca

3.0 Definitions

The heritage conservation approach to an historic place first requires an understanding of why that place is important. As part of this understanding, there are some key definitions, taken from the *Standards and Guidelines*, that are helpful to know, and which are used in this report.

Conservation: all actions or processes that are aimed at safeguarding the character-defining elements of an historic place so as to retain its heritage value and extend its physical life. This may involve Preservation, Rehabilitation, Restoration, or a combination of these actions or processes.

Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place, or of an individual component, while protecting its heritage value.

Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.

Restoration: the action or process of accurately revealing, recovering or representing the state of an historic place, or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Replication: the action of copying exactly a particular element or building and replacing the original with it (this action is not defined in the *Standards and Guidelines* but is included here as this action may form part of the work carried out on this building).

Historic Place: a structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

Heritage Conservation Plan: a document that provides direction in the heritage conservation of a place, with guidance on specific elements of the place - often forms part of the legal documentation for a Heritage Revitalization Agreement.

Statement of Significance: a statement that describes the historic place and that identifies the heritage value and character-defining elements of the historic place.

Character-defining Element: the materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of an historic place, which must be retained to preserve its heritage value.

Heritage Value: the aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present and future generations. The heritage value of an historic place is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

The following definitions of heritage value are quoted directly from the "Canadian Register of Historic Places: Writing Statements of Significance" guide²:

Aesthetic value refers to the sensory qualities of a historic place (seeing, hearing, touching, smelling and tasting) in the context of broader categories of design and tradition. A place may have aesthetic significance because it evokes a positive sensory response, or because it epitomizes a defined architectural style or landscape concept. Visual aesthetic value is typically expressed through form, colour, texture or materials. It is possible for historic places to have other aesthetic values as well, such as auditory ones. Historic places with aesthetic significance may reflect a particular style or period of construction or craftsmanship, or represent the work of a well-known architect, planner, engineer or builder.

Historical and Cultural values are sometimes combined and refer to the associations that a place has with past events and historical themes, as well as its capacity to evoke a way of life or a memory of the past. Historical or cultural value may lie in the age of a heritage district, its association with important events, activities, people or traditions; its role in the development of a community, region, province, territory or nation; or its patterns of use. Historical or cultural value can lie in natural or ecological features of the place, as well as in built features.

Scientific value refers to the capacity of a historic place to provide evidence that can advance our understanding and appreciation of a culture. The evidence is found in the form, materials, design and/or experience of the place. Scientific value can derive from various factors, such as age, quality, completeness, complexity or rarity. Scientific value may also be present when the place itself supplements other types of evidence such as written sources, as in archaeological sites.

Social value considers the meanings attached to a place by a community in the present time. It differs from historical or cultural value in that the value may not have an obvious basis in history or tradition and relates almost entirely to the present time. Social value may be ascribed to places that perform a key role within communities, support community activities or traditions, or contribute to the community's sense of identity. Places with social value include sites that bring the community together and create a sense of shared identity and belonging.

Spiritual value is ascribed to places with religious or spiritual meanings for a community or a group of people. Sacred and spiritual places could include places of mythological significance, landscape features associated with myth and legends, burial sites, rock cairns and alignments, fasting/vision quest sites etc., places representing particular belief system(s) or places associated with sacred traditions, ceremonial practices or rituals of a community/group of people.

² Historic Places Program Branch, "Canadian Register of Historic Places: Writing Statements of Significance," Parks Canada, November 2006, pp. 12-13.

4.0 Location and Site Context

The subject property (identified on the map below with a red rectangle) is located at 10700 Railway Avenue, near the intersection of Railway Avenue and Steveston Highway, in the Steveston neighbourhood of Richmond, British Columbia. Across the street is a wide right-of-way and pedestrian walking/cycling path. There are single-family detached houses on either side of the property and behind it. At the corner is a commercial property (currently a restaurant and liquor store).



The property is not protected with a Heritage Designation or any other heritage Bylaw. It is listed on the Heritage Inventory, having been added to the list in about 2005.



5.0 Policy Context

Official Community Plan

The City of Richmond and Steveston both have extensive policies covering the protection and use of heritage sites. The City of Richmond Official Community Plan, re-adopted in 2012, encourages the adaptive reuse of heritage buildings to maintain them for the future and incorporates special conservation strategies for identified heritage areas, including Steveston.

Objective 3 states:

"With a network of unique, historic assets, an excellent archive, vibrant heritage programs and a new destination museum, Richmond will be in a unique position to become the leading museum and heritage destination in the Metro Vancouver region. Celebrate heritage by preserving, promoting and commemorating tangible and intangible elements.

Policies:

- a. Enhance and update the directions adopted in the 2007 Richmond Museum & Heritage Strategy;
- b. Position and brand Richmond as the leading museum and heritage destination in the Metro Vancouver region;
- c. Improve the conservation of heritage resources by updating heritage inventories, incorporating special conservation policies for identified areas (e.g., Steveston, city-wide), conserving known archaeological sites in accordance with provincial legislation and offering incentives where appropriate to private owners of heritage resources;
- d. Enhance, preserve and celebrate the built, natural and cultural heritage of Richmond and ensure it is visible and accessible;
- e. Encourage the preservation and celebration of community heritage;
- f. Where possible, encourage the adaptive reuse of heritage buildings to maintain them for the future;
- g. Continue to engage the private and volunteer sectors and take advantage of the partnership opportunities with senior levels of government;
- h. Integrate a broad interpretation of heritage into festivals and celebrations unique to Richmond."³

Richmond recognizes Steveston as a "historic site of prime importance in Canadian history,"⁴ particularly for its significance as a settlement at the mouth of the Fraser River and its role as a hub for the fishing industry.

Zoning

The property is zoned RS1/E and allows for single detached housing and a range of compatible secondary uses (boarding, home business, secondary suite, etc.). The standards for subdivision depend on the sub-category on each property, which identify the minimum frontage, width, depth and area of the lot. The maximum floor area ratio is 0.55 when applied to a maximum of 464.5 square metres of lot area, together

³ "Section 4: Vibrant Cities," City of Richmond Official Community Plan, https://www.richmond.ca/_shared/assets/OCP_9000_vibrantcities34168.pdf, p. 4-6

⁴ "Summary of the SVCP", https://www.richmond.ca/_shared/assets/summary_122547.pdf, p. 2.

with 0.30 applied to the balance of the lot area that is in excess of 464.5 square metres. The maximum allowable lot coverage is 45% and not more than 70% of the lot may be occupied by buildings, structures and non-porous surfaces.⁵

The above information is only a summary and does not include all aspects of this zone. Detailed information can be found by contacting the City of Richmond directly.

6.0 Historic Context

Written by Christine Hagemoen, Research Assistant and edited by Julie Schueck.

The subject property is located in the Steveston neighbourhood of Richmond, British Columbia. Steveston is a historic farming and fishing community on the southwest corner of Lulu Island at the mouth of the Fraser River. The first European family to settle permanently on the southwest corner of Lulu Island was Manoah and Martha Steves and their six children: Josephine, aged 21 in 1878, William Herbert 19, Mary Alice 17, Joseph Moore 15, Ida Bertha 9, and Walter Taylor 4. The family left Coverdale, New Brunswick in 1868, farmed a few years in Chatham, Ontario, and moved to Cambridge, Maryland in 1875 where most of the family got malaria. In 1877, seeking a warmer farm on tidal flats similar to his home in New Brunswick, Steves visited William Ladner, a farmer in Delta, B.C. Manoah then bought 400 acres half a mile north of Garry Point.

The house at 10700 Railway was built ca.1932 by James Spargo, a carpenter, for his daughter Mary and her husband Robert G. Ransford. It was built on the Ransford family farm property, which stood on the corner of Railway and Steveston Highway. Interurban service started in the area in 1905, and in 1909 the



Branscombe Station ca. 1950, with subject house on the right. Source: City of Richmond Archives, Photograph #1978 21 30

⁵ <https://www.richmond.ca/cityhall/bylaws/zoningbylaw8500/zoning8500Part8.htm>

B.C. Electric Railway Company built Branscombe Station on Railway Avenue directly west of the Ransford farm property. The station was named after one of Steveston's pioneering families, the Branscombes, headed by brothers Solomon and David Branscombe who came from Ontario to Lulu Island in 1888. David Branscombe had a store on Second Avenue in Steveston. Solomon and his wife Eleanor had a homestead at the corner of Railway Avenue and Steveston Highway, kitty-corner to the Ransford family property. The Edwardian Branscombe house still stands and is now owned by the City of Richmond.

Robert Gilbert (R.G.) Ransford was born in Steveston on October 10, 1912 the third child to James Arthur Ransford and Maude (nee Frith-Smith). Ransford had an older brother, George and older sister Molly, both born in Manitoba. James Arthur and Maude Ransford first settled in Steveston in 1910 where James worked as a tallyman at the Richmond Cannery, a salmon cannery near the foot of Number Two Road. At that time the family lived in the rear half of a rented farmhouse at 1136 Railway Avenue near the foot of Garry Street.

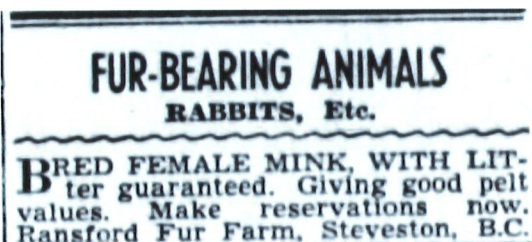
In 1917, James Ransford purchased a house with a modest farm property at the northeast corner of Steveston Highway and Railway Avenue where the family settled. Members of the Ransford family occupied this property (later subdivided) continually for the remainder of the 20th Century. By 1919, James Ransford took up poultry farming under the name of Ransford & McCleary Poultry Breeding. Ten years later he was operating a fur farm on his Railway Avenue & Steveston Highway property.

James' son, R.G. Ransford attended Steveston Public School, leaving in Grade 8, which was common at that time. He entered the commercial fishing industry at the age of fifteen. Like the community of Steveston where he grew up, commercial fishing would dominate much of his life.

In 1930, R.G. Ransford met Mary Spargo, whose family had just settled on a small farm on Lassam Road. The couple married in October 1932 at St. Marks Anglican Church in Vancouver. It appears the young couple lied about their ages on the marriage certificate, which states that Ransford was 22 and his bride Mary was 21. In actuality, Ransford had just turned 20 and therefore was under the age of consent in B.C., which at that time was 21. Though the date of her birth is unknown, it is likely that Mary was also under the age of 21 at their marriage, which explains the story of the newlyweds living separately with their own families for almost a year, ostensibly afraid to reveal the marriage to their families. Fairly soon after, however, the couple settled into their new house, built for them by Mary's father, on the Ransford family farm property. This is where they raised their only child, Robert Gary Ransford, born in 1936.

Through the Depression, R.G. Ransford worked hard to support his young family and assist his parents with their fur farm. Up until 1942, Ransford fished salmon and operated collector boats for the Phoenix and Colonial Canneries. In the mid-1930s, he started a lead battery business, Ransford Battery Service, manufacturing storage batteries for the fishing fleet in a small shop at 719 No. 1 Road.

In 1942, R.G. Ransford became Production Manager for Nelson Bros. Fisheries. At the same time, he had taken over the family's fur farm business and developed it into one of British Columbia's largest mink fur farms, Richmond Fur Farms. An entrepreneur most of his life, the fur farm was the first (of many) large scale entrepreneurial ventures for Ransford. For a few years he also owned Steveston Taxi, which was operated by his wife, Mary.



Ad for the Fur Farm, The Province, dated Saturday January 24, 1942. Source: City of Richmond Archives

In 1946, R.G. Ransford was elected to Richmond Municipal Council. He served as a municipal councilor from 1946 to 1958 (with a brief gap in 1949 to 1952 when he ran for Reeve of Richmond and lost). During this hiatus from Municipal Council, Ransford became a regular columnist for the Richmond-Marpole Review, writing a weekly column on municipal affairs. Ransford served the community in other ways as well: as president of the Richmond Board of Trade, vice-president of the Kiwanis Club, and Master of the Orange Lodge in Richmond. He was also founder of the Steveston Community Society and a driving force behind the establishment of the Steveston Salmon Festival in 1945.



Mr. Robert G. Ransford thinks

R.G. Ransford. the Richmond Review, December 12, 1951.

Source: City of Richmond Archives

In 1951, R.G. Ransford established Robt. Ransford Ltd., a private company in which he remained active until his death. The company first introduced nylon fishing gillnet to Canada in the early 1950s, when Ransford became one of the first post-war Canadian importers of Japanese products. He operated this business from his home at 10700 Railway for almost 25 years. For more than 35 years (from the 1950s through the 1970s), Ransford was actively involved with British Columbia's thoroughbred horse racing industry as an owner and breeder. His horses raced at Landsdowne Park, at Vancouver's Exhibition Park and at Sandown Park in Saanich.

When in his 60s, in the mid-1970s, R.G. Ransford launched a market garden business, farming approximately seven acres and selling the harvest produce at a roadside stand at Steveston Highway and Railway Avenue. At the same time, he started a business casting lead troll fishing weights, operating a small smelter on his property. In his 70s, he launched R&R Metals, a scrap metal salvaging business based in Steveston.

In 1980, he re-developed a portion of the family property (the site of the original Ransford family home) at the Steveston and Railway corner, building the Windsor Pub, a neighbourhood pub he operated for approximately 10 years. R.G. Ransford was active in business and community affairs right up to his sudden death from a heart attack, at the age of 82, on February 10, 1995.

R.G Ransford's grandson, Robert J. (Bob) Ransford, born in 1961, "is a fourth-generation resident of Richmond and the grandson of Richmond councillor and businessman, Robert G. Ransford (1912-1995). He began reporting on municipal council meetings for Richmond Community Television in 1977 and joined the founding staff of CISL radio in 1980 as a news reporter and announcer. He then went on to work as a part-time reporter for CKWX Radio and Broadcast News. In late 1980, he began writing a weekly opinion column for the Richmond News, joining their editorial staff through 1981. From 1982 to 1988, Ransford worked in federal and provincial politics, before returning to Richmond for a career in real estate development. Ransford has been active in community life in Richmond, serving as a member of organizations such as the Richmond Heritage Advisory Committee, and the Richmond Hospital Foundation."⁶

7.0 Statement of Significance

A Statement of Significance (SOS) concisely describes the heritage value of a place and identifies the character-defining elements that must be retained in order for that heritage value to remain. The heritage value is determined by assessing the property for aesthetic, cultural, historic, scientific, social, and/or spiritual importance or significance for past, present and future generations. Listed alphabetically, these value categories hold equal importance, but each property may have value in only one or some of the categories.

A Statement of Significance was written by Denise Cook in 2005 for the City of Richmond and has been updated by Julie Schueck in 2020 for this Heritage Conservation Plan, at the request of the City.

It is important to note that consultation has not taken place with local First Nations; therefore, it is unknown if this building or the land upon which it sits holds any significance to local First Nations.

Description:

The house at 10700 Railway Avenue is a two-and-one-half storey, Craftsman-inspired house with a side gable roof and hipped gable front dormer. The front of the house is oriented towards the major thoroughfare of Railway Avenue and is set back approximately one-third from the front of the property. There is a detached garage of the same style and era at the rear of the property.

Heritage Values:

The Ransford House, constructed circa 1932, is valued for its aesthetic, cultural, historic, and social significance.

Aesthetic value: The Ransford House has aesthetic value for its Craftsman-inspired design, in particular for its overall form, the fenestration pattern and variety of window styles, the exterior cladding that is a combination of wood shingles on the base and horizontal wood lap siding above, and the texture that these two materials create. Additionally, there is aesthetic value in the garden setting of the house.

⁶ <https://www.memorybc.ca/bob-ransford-fonds>

Cultural value: the property has cultural value for its association with four generations of the Ransford family. A pioneer of Steveston, James Arthur Ransford (deceased in 1942) moved to Steveston in 1910 with his wife Maude (nee Frith-Smith), where they lived in the rear half of a rented farmhouse located at what was then 1136 Railway Avenue, before purchasing some farming property at the corner of Railway Avenue and Steveston Highway, part of which comprises the subject property.

The second generation of Ransfords is represented by Robert Gilbert Ransford (1912- 1995) and his wife Mary. Robert G. was one of three children born to James and Maude Ransford. Robert G. married Mary Spargo in 1932. His career included working in local canneries, fishing, manufacturing, farming, and even owning a taxi service. His entrepreneurial skills and community involvement led to a successful political career. He was a council member (and ran for Reeve in 1949) on the Richmond Council for most of the time between 1946 and 1958. He was Chairman of the Richmond Water Committee, Representative on the Vancouver Water Board, and was President of the Richmond Board of Trade and of the Steveston Community Association.

The third generation of Ransfords is represented by Robert Gary Ransford (born 1936) and the fourth generation is represented by Robert J. Ransford (born 1961), who, like his grandfather, is very active in the local community, having a career in the broadcasting industry, in provincial and federal politics, and more recently in real estate development.

As a pioneer family to Steveston and Richmond, and with their multi-generational involvement in various businesses, the community, and in local politics, the Ransfords have been and continue to be an important Richmond family.

Historic value: The subject property has historic value for the age of the house (ca. 1932), for the contribution of the Ransford family to Steveston and to Richmond, and for the link this property has to an important time-period in Steveston's history and to an important pioneer family.

Social value: The Ransford House and property has social value for the way in which it contributes to the community's sense of identity, through the retention, since the 1930s, of the look and location of the house, and for its connection to the Ransford family. Together, the house and property contribute to the community's sense of a shared identity, through retaining its simple but elegant farmhouse style.

Character-defining Elements

The character-defining elements are comprised of the following:

- The setting
- Its location in Steveston
- Its relationship to Railway Avenue and Steveston Highway
- The overall form, massing and scale of the house
- The moderately pitched side Gable roof of the house that transitions to a shed roof at the rear and that has a hipped roof over the front porch
- Exterior brick chimney

- The Craftsman-inspired style, specifically the decorative elements of wide painted fascia boards, tongue-in-groove wood soffits, and molded trim around the windows
- Flood Alarm, located on the southwest corner of the house, just under the eaves
- The location, number, style and fenestration pattern of the windows
- Exterior cladding of horizontal siding above and cedar shingles below

Photographs – House



West (Front) Elevation



East (Rear) Elevation

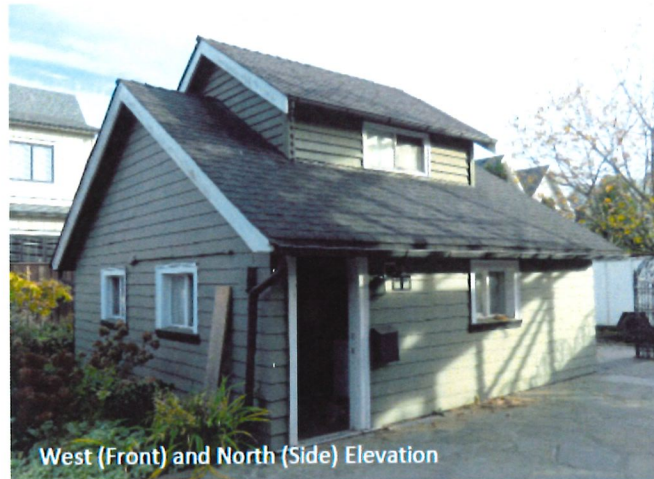


North (Side) Elevation



South (Side) Elevation

Photographs – Existing Garage



West (Front) and North (Side) Elevation



East (Rear) Elevation



South (Side) Elevation

15

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8.0 Conservation Plan

8.1 Heritage Conservation Standards

The work on the Ransford House will follow the “Standards and Guidelines for the Conservation of Historic Places in Canada” (The Standards and Guidelines), developed by Parks Canada as a pan-Canadian approach to heritage conservation. A copy of this document can be found on-line at: www.historicplaces.ca.

There are three main approaches to heritage conservation which can be applied to the place as a whole and to its individual elements. These are defined in the Standards and Guidelines as follows, and while they have been defined above, it is worth repeating:

Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place, or of an individual component, while protecting its heritage value.

Restoration: the action or process of accurately revealing, recovering or representing the state of an historic place, or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.

The overall conservation approach for the house will be a combination of preservation and rehabilitation for the exterior of the building. The interior is being completely renovated. The general standards for these approaches may be found at the end of this document.

The following section will identify which approach or approaches are most suitable for the character-defining elements.

8.2 Site

Character-defining Element

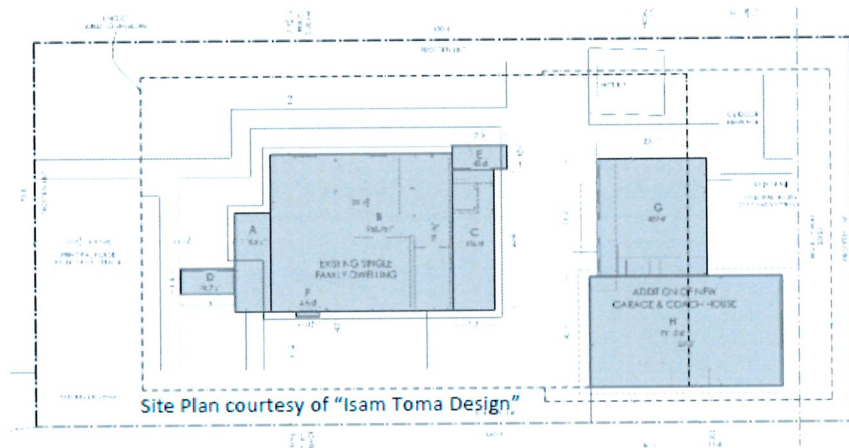
The location of the house and a garage on the lot and their orientation to Railway Avenue, are character-defining elements. The setback of the house from Railway Avenue is also a character-defining element.

Conservation Approach

Preservation

Description

The project intends to retain the location, orientation and setback of the house, and replace the existing garage with a new one that reflects and respects the house.



8.3 Form, Scale and Massing

Character-defining Element

The rectangular form, scale and horizontal massing of the house are character-defining elements.

Conservation Approach

House - Rehabilitation

Garage – New

Description

The overall historic form, scale and massing of the house is being retained. Some new work is being carried out to the rear of the house, which is the least visible elevation and therefore an appropriate location to add to the house in order to make it more liveable for today's preferences.

The existing garage will be replaced with a new garage that will accommodate both a liveable unit and parking.



Existing house



Existing garage

8.4 Roof

Character-defining Element

The roof of the house, a moderately-pitched side gable roof that transitions to a shed roof at the rear, is a character-defining element. The shed roof with a hipped porch overhang on the front elevation is also a character-defining element.

Conservation Approach

Preservation/Rehabilitation

Description

The roof of the house has been re-clad in asphalt shingles. It was not possible to inspect the condition of the roof for this report, but from the ground the material appears to be in good condition. A qualified person with the proper equipment should inspect the asphalt shingles for wear and tear, damage, and for missing pieces as part of the maintenance routine.



When the roof is ready to be re-clad, it is reasonable to use asphalt shingles again. Appropriate colours are identified in the colour scheme chart.

A new garage will be constructed, with a roof that matches the existing roof. It

should be clad in material that matches the house, in order to retain the historic relationship of the two buildings.

8.5 Chimney

Character-defining Elements

The external brick chimney on the south elevation is a character-defining element.

Conservation Approach

Preservation/Rehabilitation

Description

Chimneys are important elements of historic buildings and should be maintained; however, for historic accuracy, it does not actually need to be a working chimney. The chimney appears to be in good condition, but it should be inspected by a qualified mason who can assess the condition of the bricks, the grout, the flashing, and whether or not there is any moss growth.

Any repointing should match the current in terms of colour, width and consistency. Any new bricks should be of a matching size and colour to the existing. If the flashing needs replacement, ensure that there is a counterflashing. Any moss growth on the chimney should be carefully removed, and if needed, the bricks can be cleaned using a natural bristle brush and a mild rinse detergent. Do not power wash, sand blast or use abrasive cleaning methods.

Currently the brick on the chimney that is adjacent to the house is covered with stucco. This approach may be continued, or the brick may be revealed by removing the stucco. Either approach is reasonable provided that the removal of the stucco does not damage the underlying brick. A test of a small and hidden spot should be conducted to determine if the stucco can be removed safely.



8.6 Fascia Boards

Character-defining Elements

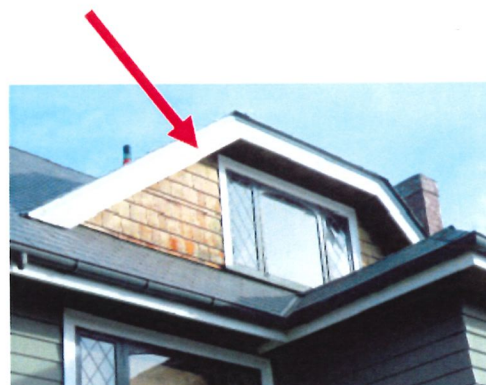
The wide fascia boards on the house are character-defining elements.

Conservation Approach

Preservation/Rehabilitation

Description

The wide fascia boards contribute to the overall Craftsman-inspired style of the house and appear to be in good condition. They should be regularly assessed for condition, and when they need to be replaced, should be replaced with pieces that match the existing in design, size, profile, material and location. When they need painting, any nicks or other damage to them should be filled and sanded prior to painting.



19

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8.7 Soffit

Character-defining Elements

The tongue-in-groove wood material in the soffits of the house are character-defining elements.

Conservation Approach

Preservation/Rehabilitation

Description

The tongue-in-groove material of the soffits should be retained. The material appears to be in good condition. When necessary, repairs to pieces or sections should be carried out in-place. Any pieces or sections that are beyond repair should be replaced with pieces that match the original in design, size, profile and material. Avoid the appearance of patching.



8.8 Flood Alarm

Character-defining Elements

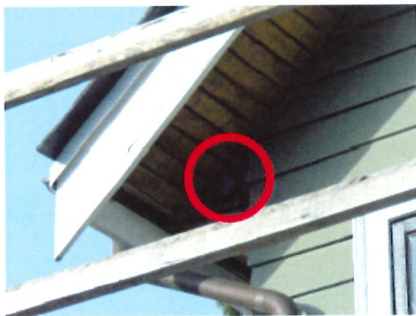
The original flood alarm located under the soffit on the southwest corner of the house is a character-defining element.

Conservation Approach

Preservation

Description

This alarm is an interesting feature of the house and should be retained in place. It is a reminder of a period when potentially dangerous flooding could be identified to residents by these alarms. According to the City of Richmond Website, "the highest freshets [spring thaw] occurred in 1894, 1948, and 1972. In each of these instances, no flooding occurred on Lulu or Sea Islands. In 1948, there was minimal flooding on Mitchell Island (where dikes had not yet been constructed)."⁷



⁷ <https://www.richmond.ca/services/rdws/dikes.htm#HistoryofFlooding>

8.9 Windows

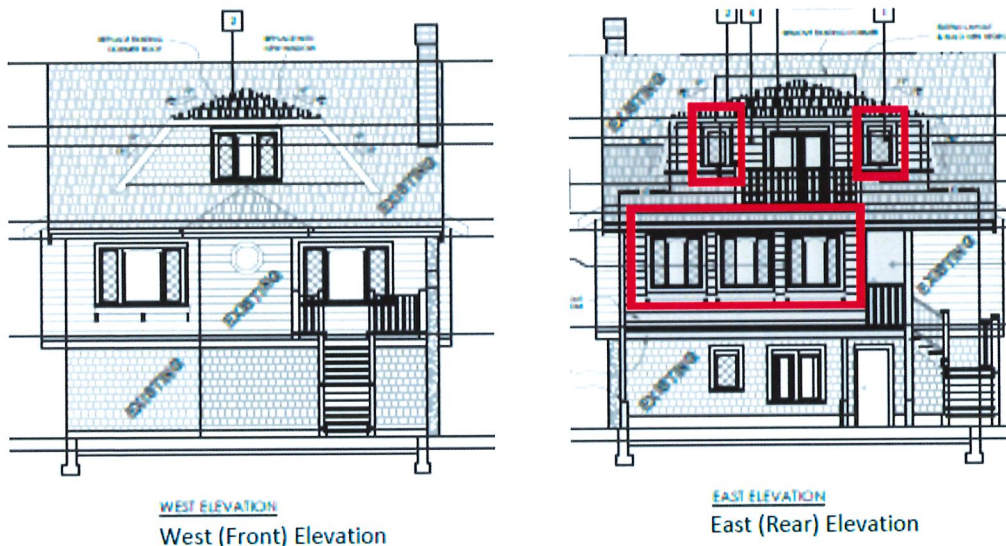
Character-defining Element

The windows in a building are important character-defining elements. The heritage value of the windows on the house can be found in the variety of styles, age, moulded trim, pattern and location.

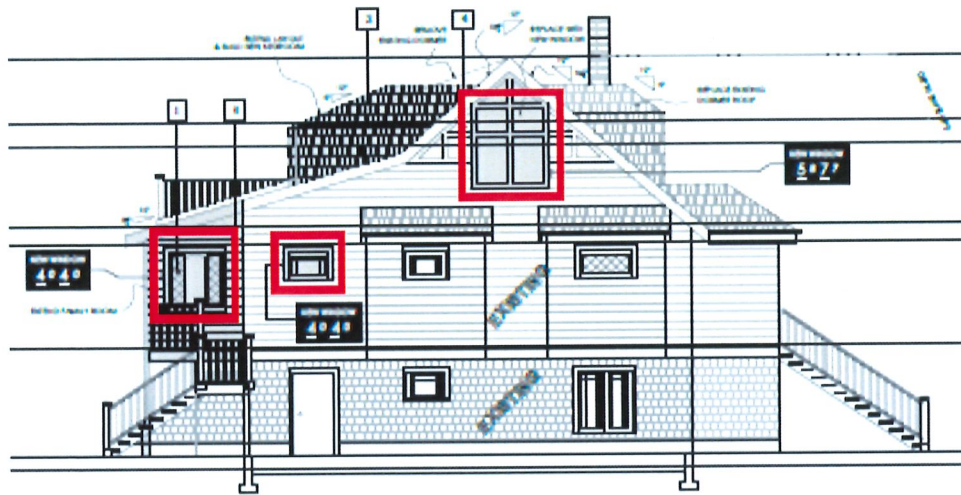
Most of the original windows have been retained and refurbished, but the owner has chosen to, and been given permission to, install some replica, wood-frame windows with single-pane glass. This approach follows heritage conservation first principles and is to be commended.

Because the windows are already installed, they will be documented with the architectural plans in this Heritage Conservation Plan. New windows are identified with red outlines. For more detail, please refer to the architectural plans.

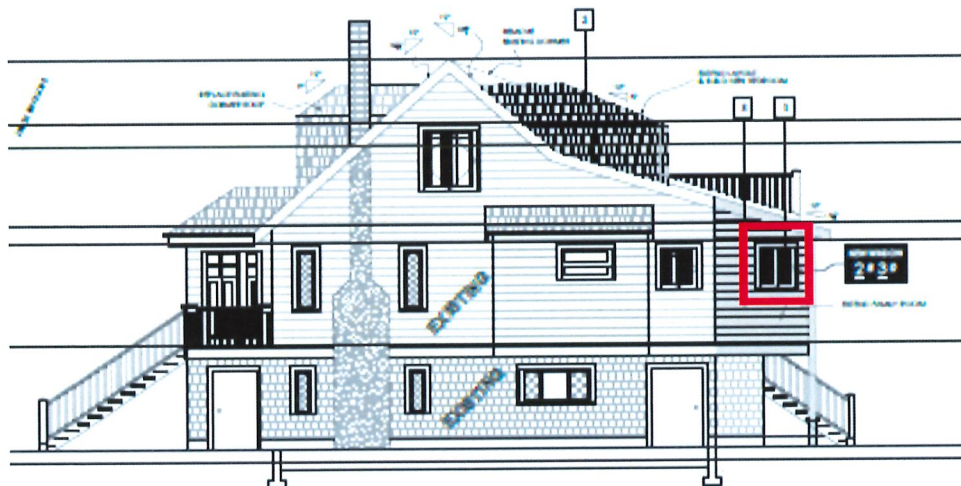
Should any of these windows need replacement in the future, the same approach should be used for the next generation of windows.



All windows on the West Elevation are existing.



NORTH ELEVATION
North (Side) Elevation



SOUTH ELEVATION
South (Side) Elevation

8.10 Exterior Cladding

Character-defining Element

The exterior cladding of the house is a character-defining element. The house is clad in a combination of cedar wood shingles on the lower half, and horizontal wood lap siding on the upper half, with the exception of the dormers, which are clad in cedar shingles to match the lower part of the house. (Note that when the house was raised approximately eight years ago, a new 'skirting' was added and clad in new material.)

8.10a Horizontal Wood Lap Siding

Conservation Approach

Preservation/Repair

Description

The upper part of the house is clad in horizontal wood lap siding, with a wide profile. The siding appears to be in good condition. It should be examined as part of the regular maintenance cycle. If individual pieces become damaged or fail in some way over time, it may be possible to repair or replace just those individual pieces.



Wood siding on house

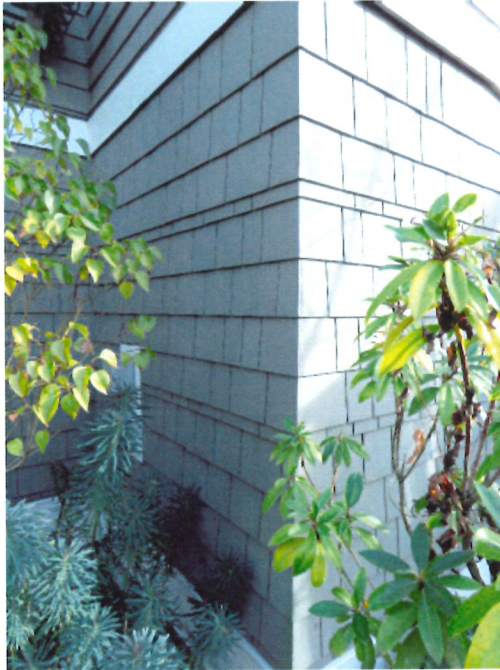
Any replacement pieces should match the existing in terms of design, size, profile and material. The goal is to avoid the appearance of patching.

It is also reasonable to completely replace the lap siding if the overall condition of it eventually becomes too poor to patch and provided that the replacement siding matches the existing in terms of design, size, profile and material.

Special attention should be given to the condition of the material underneath to determine if there is any water damage or damage to the underlying material that needs to be repaired or replaced with new.

8.10b Wood Shingles

Conservation Approach Retention



Description

The original cedar shingles on the lower part of the house remain, but a new section was added at the bottom when the house was raised approximately eight years ago. The shingles appear to be in excellent condition. The shingles should be regularly examined as part of the regular maintenance cycle.

If individual shingles become damaged over time, it may be possible to repair or replace them individually. Any replacement shingles should match the existing in terms of design, size, profile and material. The goal is to avoid the appearance of patching.

It is also reasonable to completely replace the shingle siding if the overall condition of the shingles eventually becomes too poor to patch and provided that the replacement shingles match the existing in terms of design, size, profile and material.

Special attention should be given to the condition of the material underneath to determine if there is any water damage or damage to the underlying material that needs to be repaired or replaced with new.

8.11 Colour Scheme

Character-defining Element

The colour scheme of an historic building is a character-defining element. If the original colour scheme can be accurately determined, then it is recommended that it be considered as an option. Other reasonable options are colour schemes that were typical for that type of building during the era that the building was constructed.

Conservation Approach

Retention

When determining which paint brand to purchase, it is important to note that the brand of the paint is less important than the quality of the paint. Additionally, the proper preparation of the surfaces, and the expertise with which the paint is applied, are critical. A professional painter with experience painting historic buildings, and in particular wood shingles and siding, should be retained when the building is ready to be painted. If the painter suggests replacing any material on the building because it “would be easier” or “look better”, find another painter.

Exterior Colour Scheme

Element	Colour	Finish
Horizontal siding and shingles	Benjamin Moore Webster Green HC-130 (half strength)	Flat
Fascia boards Window frames Door frames Front steps Front porch *** Gutters/downspouts	Benjamin Moore Cloud White CC40	Satin
Doors Window casings	Benjamin Moore Black HC-190	Satin
Roof (asphalt)	Dark grey	n/a

8.12 Non-Character-Defining Elements

The following are not considered to be character-defining elements and may be removed or replaced provided that their removal or replacement does not impact the overall heritage value of the building. If in doubt, please confer with the heritage consultant before beginning work.

8.12a Gutters and Rain-Water Leaders



Description

The intention of a gutter system is to convey water away from the building and is an important and necessary feature of the building.

When required, a new gutter system may be installed using, for example, a standard rectangular profile, 5" pre-finished continuous metal type.

The colour of any new gutters and rain-water leaders should match or blend in with the exterior colour scheme so that they 'disappear'.

8.12b Front Porch and Stairs



Description

According to the Statement of Significance written in 2005, the front porch was reconfigured at some point. Its design, therefore, is not a character-defining element.

The rehabilitation work being carried out on the house in 2020, and the work carried out when the house was raised approximately eight years ago, have treated the front porch and stairs in a sympathetic and respectful manner. The work proposed in 2020 (new material for the steps, for example) is appropriate.

9.0 Maintenance Plan

At least once per year, a complete inspection of the inside and outside of the building should be carried out and all deficiencies identified. All repair work should be carried out promptly and according to the *Standards and Guidelines*.

A good rule of thumb is to ensure that each approach or method will not harm or remove any of the character-defining elements identified in this document. If damage to any of the building elements is found, be sure to treat the cause as well as the symptom. For example, if some fascia fell off, is it because it was weak from water damage? If so, then determine why the water was able to damage it and take steps to correct it.

Following is a basic maintenance checklist.

Site:

- Keep vegetation, especially plants that are invasive or clingy, away from the building
- Do not plant invasive plant or tree species on the property
- Choose trees that, when mature, will not negatively impact the building
- Ensure that the site is well-drained and/or that run-off is directed away from the building

Foundation:

- Watch for signs of unexpected or significant settlement, deformation, cracking
- Inspect for signs of moisture, efflorescence (white powder on concrete), staining

Wood Shingle and Horizontal Lap Siding Cladding:

- Inspect wood shingles and siding for water damage/ingress, vegetative damage (moss, vines, etc.), insect damage, rot, warping, etc.
- Inspect paint finishes for cracking, peeling, etc.

Front and Rear Porches:

- Check underneath for any signs of creatures
- Look for any signs of water damage, softness, or rot of the wooden elements

Roof, Chimney and Gutters:

- Inspect for loose, missing or damaged roofing material
- Inspect shingles for cracks, blisters or curling
- Remove moss and other vegetative growth
- Check flashing for cracks, holes or looseness
- Inspect grouting and re-point as necessary
- Regularly clean bricks using a natural bristle brush and a mild rinse detergent. Do not power wash, sand blast or use abrasive cleaning methods.
- Inspect soffits for any openings where creatures could get in

- Inspect and clean gutters, checking for cracks and other damage
- Flush downpipes

Windows and Doors:

- Inspect for broken or cracked glass
- Ensure that windows and doors are operating smoothly and properly
- Check the alignment of the doors regularly
- Check all wood casings for dampness, softness and rot
- Inspect weather stripping and replace as necessary

Cleaning of Windows:

From: "Rehab It Right! Historic Windows & Doors", p 17 By the Utah Heritage Foundation, 2011
[www.utahheritagefoundation.com/images/Historic Windows and Doors Property Owners Guide.pdf](http://www.utahheritagefoundation.com/images/Historic%20Windows%20and%20Doors%20Property%20Owners%20Guide.pdf)

Cleaning must be done carefully and correctly. Seek the advice of an expert if you suspect painted areas are unstable. They can give you advice on how to remove surface dirt without harming materials or compromising any decoration.

To maintain stained and leaded glass windows:

- Dust them occasionally with a soft dry cloth.
- If that seems to be leaving behind some grime, dampen the cloth with distilled water (soft water.) Individually clean each piece of glass before moving on to the next.
- The cloth should be rinsed often or replaced when dirty as potentially abrasive particles may stick to it.
- Use a cotton swab to clean around the edges of the glass and in the corners.
- After you finish cleaning a piece of glass dry it with another soft cloth.
- If you are still seeing a dirty residue, try cleaning using a pH neutral cleaning solution mixed with distilled water.
- Never use household detergents, abrasives, scouring powders or steel wool scrubbers.
- Repeat the process on the outside of the window if it is accessible.

Gentle cleaning examples include diluted TSP, Simple Green, or D/2 Biological Solution.

10.0 General Standards for Preservation, Rehabilitation and Restoration Approaches

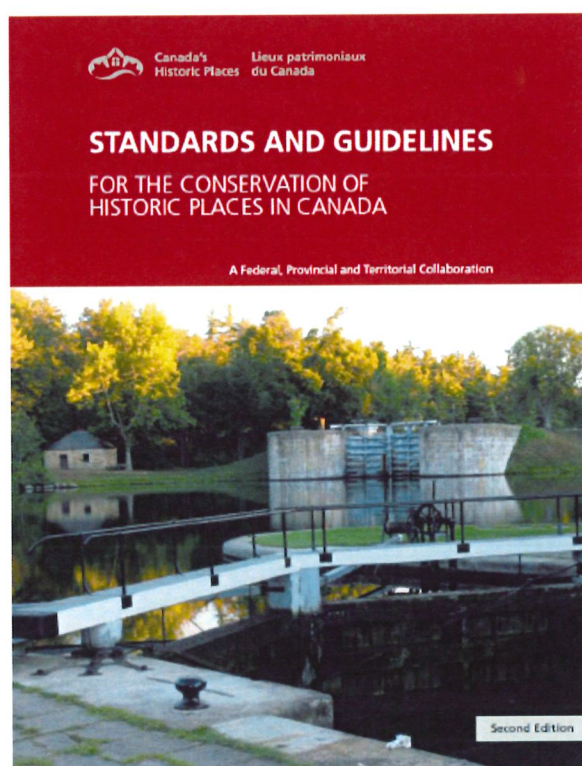
The following is taken directly from the Standards and Guidelines.

1. Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of an historic place if its current location is a character-defining element.
2. Conserve changes to an historic place that, over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.
5. Find a use for an historic place that requires minimal or no change to its character-defining elements.
6. Protect and, if necessary, stabilize an historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information. *(Note that the Provincial Archaeology Branch must be notified before any work is undertaken if archaeological resources are discovered.)*
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close inspection. Document any intervention for future reference.
10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

12. Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future.

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.



11.0 Research Resources

BC Directories (1919 – 1999)

Canada Census

City of Richmond website
www.richmond.ca

City of Richmond Archives

McAlester, Virginia Savage. *A Field Guide to American Houses*. Alfred A. Knopf, New York, 2018.

Rehab It Right! Historic Windows & Doors, p 17 By the Utah Heritage Foundation, 2011
[www.utahheritagefoundation.com/images/Historic Windows and Doors Property Owners Guide.pdf](http://www.utahheritagefoundation.com/images/Historic%20Windows%20and%20Doors%20Property%20Owners%20Guide.pdf)

The Standards and Guidelines for the Conservation of Historic Places in Canada, Second Edition, 2010
www.historicplaces.ca

Resources Used by Christine Hagemoen

BC Directories (1919 – 1999)

Canada Census

City of Richmond BC - R.G. Ransford House.pdf – City of Richmond online heritage inventory – R.G. Ransford House, 2005.

Source: <https://www.richmond.ca/plandev/planning2/heritage/HeritageInv/details.aspx?ID=183>

OH-Ransford_Bob-Transcription36232.pdf – Oral History Robert “Bob” G Ransford, Interviewed on March 28, 1972.

Source: City of Richmond Archives,

OH-Ransford_Bob36231(1).pdf - Ransford, Bob . Interviewed on March 17, 1976. Summary only.

Source: City of Richmond Archives

1989-0011-00001.pdf - Map of Richmond Municipality, [Richmond, B.C.] : Thomas W. McKenzie & Son, 1938. Map shows blocks, ranges, sections, and lot numbers. Produced for inclusion in the Richmond Directory and Service Guide.

Source: City of Richmond Archives, Item no. 1989 11 1.

Richmond_Review_Wed__Dec_12__1951_.jpg Richmond_Review_Wed__Dec_12__1951_port.jpg -

The_Province_Thu__Dec_8__1955_.jpg – Candidates in municipal elections, Ransford was running for Richmond Council.

Source: The Province, Dec. 8, 1955 p23.

Richmond_Review_Wed__Jul_9__1947_.jpg – Ad for Richmond Fur Farm – Bob Ransford Prop.

Source: Marpole Richmond Review July 9, 1947

The_Province_Sat__Jan_24__1942_.jpg – Classified ad for Ransford fur farm.

Source: The Province, Jan. 24, 1942.

The_Province_Sun__Aug_3__1930_.jpg – Classified ad for Ransford's Fur Farm.

Source: The Province August 3 1930.

The_Province_Sun__Dec_21__1930_.jpg – Classified ad for Ransford fur farm.

Source: The Province Dec 21 1930.

Richmond_Review_Wed__Nov_30__1949_.jpg - Candidates in municipal elections, Ransford was running for Richmond Council.

Source: Marpole-Richmond Review November 30 1949

Richmond_Review_Wed__Nov_30__1949_ad.jpg Political ad for Robert G. (Bob) Ransford.

Source: Marpole-Richmond Review November 30 1949

Richmond_Review_Wed__Nov_7__1951_.jpg – Newspaper story about fire aboard Bob Ransford's fishing vessel.

Source: Marpole-Richmond Review November 7 1951

Richmond_Review_Wed__Dec_12__1951_.jpg – Election Meetings Packed As Candidates Speak Nightly. Newspaper story about Richmond civic election issues and candidates' opinions.

Source: Marpole Richmond Review December 12, 1951

Richmond_Review_Wed__Dec_20__1950_.jpg – Obit for Ransford's mother Maud Ransford who lived at the house at 1070 Railway when she died.

Source: Marpole Richmond Review, Dec 20 2019

Richmond_Review_Wed__Dec_2__1942_.jpg – Obit for JA Ransford.

Source: Marpole Richmond Review Dec 2 1942

Richmond_Review_Feb_15_1995_p11 – Prominent Local Passes. Obit for Robert (Bob) G. Ransford.

Source: Richmond Review Feb 15 1995

The_Province_Fri__Dec_4__1936_.jpg – Birth Announcement for Robert Garry Ransford, later known as Garry (sometimes spelled as Gary).

Source: The Province, Dec 4, 1936.

Richmond_Review_Wed__May_14__1947_.jpg – Ransford goes on fur buying trip. He has fur farm on Lulu Island and is associated with Nelson Canneries.

Richmond_Review_Wed__Mar_8__1950_p2.jpg & Richmond_Review_Wed__Jun_21__1950_.p2.jpg – Opinions on Municipal Affairs by “Bob” Ransford. – For a time, RG Ransford had his own column in the Marpole-Richmond Review newspaper.

Source: Marpole-Richmond Review March 8 1950, p2; June 21, 1950 p2

Richmond_Review_Feb_15_1995_p11.png – Obituary for Robert Ransford.

Source: Richmond Review Feb 15 1995.

004401591_02408.jpg – Marriage certificate for Robert Gilbert Ransford & Mary Rose Spargo – October 25 1932.

Source: BC Archives Vital Stats

1985 146 1 to 1985 146 38 – Insurance plan of the Township of Richmond BC - 1960. (detail of study area)

Note: Shows Ransford Rd. running north/south west of Railway between Williams and Steveston Hwy.

Source: City of Richmond Archives

<https://richmondarchives.ca/2017/06/29/richmond-150-from-bog-to-city/> - history of Richmond – from 1867 to today.

Source: City of Richmond Archives

The_Vancouver_Sun_Fri__Jan_27__1961_.jpg – Obit for Tina Spargo, wife of James Spargo.

Source : Vancouver Sun, Jan 27, 1961.

Richmond_Review_Wed__Jun_23__1971_.jpg – Obit for James Spargo.

Source: Richmond Review, June 23 1971.

004479319_00389JamesSpargo.jpg – Death Certificate for James Spargo – occupation – carpenter.

Source: BC Archives, Vital Stats

Folder: RobertGilbertRansfordBiographyfile – Ransford, Bob Biography files. “Robert Gilbert Ransford 1912-1985”, City of Richmond Archives Biography Files. 1st page contains a 2019 email from Bob Ransford (grandson) that clarifies some aspects of the Ransford Property including the date and builder of the house at 10700 Railway.

Source: City of Richmond Archives

[1991-0040-00029.pdf](#) - **Waterworks Atlas 1936**, Waterworks atlas map of areas along Railway Avenue and No.1 Road south and north from Steveston Highway – Item number 1991 40 29. Shows Ransford property and indicates building uses. Detail images in colour (IMG_7009.jpg; IMG_7010.jpg; IMG_7011.jpg) were taken in person at the Archives.

Source: City of Richmond Archives, Item number 1991 40 29.

Insurance plan of the Township of Richmond, B.C. - 1 -- 1960. - Atlas consists of area maps (folded) and detail maps, produced for fire insurance purposes. Detail maps show construction types and materials; alarm and sprinkler systems; type of heating and power in various buildings and businesses; and water main and hydrant locations.

Source: City of Richmond Archives, Item number 1985 146

LT_4219_1928.jpg – Land Title information for the property for 1928. The owner's signature is unclear.
Source: BC Land Title Office.

LT_5852_1937.jpg- Land Title information for the property for 1937 – owner: JA Ransford
Source: BC Land Title Office.

LT_20724_1959.jpg - Land Title information for the property for 1959 – owner: R.G. Ransford.
Source: BC Land Title Office.

FT_26017_1963.jpg - Land Title information for the property for 1963 – owner R.G. Ransford.
Source: BC Land Title Office.

cdm.gvrdmaps.1-0134094full.jpg - Subdivision & Development : Richmond, 1971-06. Greater Vancouver Regional District Planning Department. (1971, June 30). Subdivision & Development : Richmond [M]. <http://dx.doi.org/10.14288/1.0134094>
Source: UBC Open Collections.

cdm.gvrdmaps.1-0134516full.jpg - Land Use : Richmond. Greater Vancouver Regional District Planning Department Jun 30, 1980. 1 map : black and white ; 76 x 78 cm. Greater Vancouver Regional District Planning Department. (1980, June 30). Land Use : Richmond [M]. <http://dx.doi.org/10.14288/1.0134516>
Source: UBC Open Collections

“Steveston Recollections, the History of a Village” at Virtual Museum.

History of Steveston in photographs: The Steveston Historical Society invites you to take a journey through time. This chronicle tells the story of the village of Steveston, a unique farming and fishing community at the mouth of the Fraser River.

Link: www.virtualmuseum.ca

Steveston Cannery Row: An Illustrated History - Mitsuo Yesaki, Harold Steves, Kathy Steves - 2005 - Cannery Row (Steveston, B.C.)

Link: <https://books.google.ca/books?id=jttxn6JbiskC&pg>

Archival Images:

1999-4-3-2583.jpg - Branscombe -- [ca. 1950]. Photograph of the Branscombe BCER Station, Richmond, on the Vancouver - Steveston Line, portion of the Ransford house can be seen on right.

Source: City of Richmond Archives, Photograph #1999 4 3 2583

1999-4-2-431.jpg - BCER 1217 and 1223, Branscombe, May 12 1952 - Photograph slide of interurban tram cars 1217 and 1223 pulling into the Branscombe Station, Richmond, May 12 1952. The cars are operating on the Vancouver - Steveston Line. Portion of house on right.
Source: City of Richmond Archives, Photograph #1999 4 2 431

1999-4-2-22.jpg - Branscombe Station, May 12 1952 - Photograph slide of the Branscombe BCER Station on the Vancouver - Steveston Line, Richmond.
Source: City of Richmond Archives, Photograph #1999 4 2 22

1978-0021-00030.jpg - Branscombe Station -- [ca 1950] - Photograph depicts the train tracks leading to Branscombe Station and the passenger platforms.
Source: City of Richmond Archives, Photograph #1978 21 30

1977-0001-00146.jpg - Richmond Town Council -- 1957. - Photograph depicts the new council chambers at the Municipal Hall with Reeve E.R. Parsons in the chair, Municipal Clerk Ted Youngberg seated below him and Councillor R.A. McMath in the foreground, Councillor H.D. Hudson seated on the far left, and Councillor **Robert G Ransford** at the far right.
Source: City of Richmond Archives, Photograph #1977 1 146

1977-0001-00149.jpg - Meeting of Richmond Council -- 1957. - Photograph depicts a meeting of Richmond Council in the new council chambers with Reeve E.R. Parsons in the chair, Municipal Clerk Ted Youngberg (5th from the left), Councillor **Robert G. Ransford** (centre right), Councillor R.A. McMath (2nd from the right) and Councillor J. Stolberg (3rd from the right).
Source: City of Richmond Archives, Photograph #1977 1 149

Richmond_Review_Wed__Dec_12__1951_port.jpg - Newspaper portrait of Robert G. Ransford. Source: Richmond Review, Dec. 12, 1951

BO-47-1466detail.png & BO-47-1466detail2.png - Vintage Air Photos -BO-47-1466 - 1947, Air Photo, View-NorthEast Steveston Overview. You can see the farm buildings and house in this photo.
Source: <http://vintageairphotos.com/bo-47-1466/>

2008-36-3-81.jpg - Steveston Highway and Railway, Richmond, June 1976. Photograph slide of an aerial view of the area around the intersection Steveston Highway and Railway Avenue, Richmond, October 1976. The roads meet at the in the foreground, far left. The subject house is not in the image (the intersection is cut off) but this image show the development of the area in 1976.
Source: City of Richmond Archives, Photograph #2008 36 3 81

1988-0010-00021.jpg - North from Steveston Highway. Aerial photograph taken at an altitude of 4,000 feet, looking north from Steveston Highway between No. 1 Road and Railway Avenue towards Sea Island.
Source: City of Richmond Archives, Photograph #1988 10 21

IMG_6974.jpg - Detail of Railway at Steveston Hwy. From controlled mosaic part of the Municipality of Richmond, Victoria, B.C. : Department of Lands and Forests [producer], 1954. Series consists of vertical air

photographs of Richmond that constitute a contiguous area map. Each image provides detailed visual information relating to buildings, artificial geographic features and natural geographic features, Series no. 518.

Source: City of Richmond Archives, 1987 44

12.0 Historic Information

10700 Railway Ave. Research Summary Sheet: R.G. Ransford House
By Christine Hagemoen

Street Address: 10700 Railway Ave., Richmond BC (previously 1070 Railway Ave.)

Legal Address: Lot 76 Block 4N Plan NWP26017 Section 36 Range 7W Land District 36

Type of Resource: residential building

Name: Ransford House (R.G. Ransford House)

Date of Construction: circa 1932

Source: Ransford, Bob Biography files (2019 email from Bob Ransford)

Original Owner: Robert "Bob" Ransford

Source: OH-Ransford_Bob-Transcription36232.pdf

Architect: n/a

Builder: James Spargo, carpenter (for his daughter Mary Ransford and her husband R.G. Ransford)

Source: Ransford, Bob Biography files (2019 email from Bob Ransford)

Additional Information:

Branscombe Station

Type: BCER Station

Origin: Branscombe, Solomon

History: Solomon and Eleanor Branscombe were married in Picton, Ontario in 1875 and moved to Lulu Island in 1889. They settled on the property at 4900 Steveston Highway in 1906 and officially gained title to the land in 1908. The Canadian Pacific Railway put in the railway line in 1902, which was leased by the B.C. Electric Railway Company in 1905 for the start of the interurban service. Branscombe Station was built in 1909, close to the homestead, and was spelt without the 'e' for some years. The Branscombe house is now owned by the City of Richmond.

Source: City of Richmond Archives, Branscombe house project records, 1991 15, 1991 21

Solomon and David Branscombe were brothers who came from Ontario to Lulu Island in 1888. On November 23, 1889, David and Sarah Branscombe's daughter, Mae, was born. The Victoria Colonist newspaper reported: 'Baby Branscombe is the first arrival in the new town of Steveston, and Her Babyship has been presented with a town lot in honor of her claim to public recognition.' David Branscombe had a store on Second Avenue. Solomon and Eleanor built this Edwardian home at the corner of Railway Avenue and Steveston Highway. Solomon was a farmer who used his wagon and 4 horses to haul gravel for road building, and drove a steamroller and grader.

Source: STEVESTON RECOLLECTIONS, The History of a Village, <http://www.virtualmuseum.ca/> - page 37.

Ransford Gate

Type: Road

Origin: Ransford, James Arthur and Maude (assumed)

History: Named at Council Meeting of April 8, 1947, res. 9635, pg. 102. Descriptor: Runs North and South between Steveston Hwy. and Williams Road, one eighth of a mile East of Number One Road, Sec. 35, Block 4 North, Range 7 West.

Source: City of Richmond Council Minutes, April 8th, 1947, res. 9635, 102. City of Richmond Archives, Vol 35, 1947.

Steveston Highway used to be known as No. 9 Road.

Source: Waterworks Atlas for 1936

No. 9 Road (Steveston Highway)

Type: Road

Origin: Municipal Council of the Corporation of Richmond

History: See No. 1 Road. The notice published in the British Columbia Gazette April 23 1881 described No. 9 Road as follows :-; 9. Commencing at the South-west corner of Lot 35, B. 4 N., R. 7 W.; thence due East, along the survey line between Blocks 3 and 4 North, to the Fraser River; By-law no. 45 which was enacted in September 1892 extended No. 9 Road as follows:-; Commencing on Road no. 9 at a point about 20 chains east of the Northeast corner of Section 6 Block 3 North Range 5 West New Westminster District and within one chain of the bank of the slough [Hartnell] intersecting the said road at that point; thence easterly along the bank of the said slough with a width of 66 feet to where the said slough leaves the said No. 9 Road on its northern bank, within one chain of the bank of the slough intersecting the said road at that point; thence easterly along the bank of the said slough with a width of 66 feet to where the said slough leaves the said No. 9 Road on its northern bank; No. 9 Road eventually became known as the Steveston Highway, possibly in 1929 when the road was reclassified as a secondary highway, and the No. 9 Road designation was reassigned to Ewen Road.

Source: City of Richmond Council Minutes 1880-1885. City of Richmond Archives, Vol 1, 1880-1885.; City of Richmond By-Laws 1881-1892. City of Richmond Archives, By-Law No. 1-45, Vol 1, 1881-1892.

Steveston Highway

Type: Road

Origin: Steves Family

History: Manoah Steves researched and then visited Lulu Island area in 1877. Liking what he saw, he sent for his family and purchased large tracts of land and settled the area which became known as Steveston. Manoah Steves served as Councillor in 1880 and various members of this family have served the community in a similar capacity since then. Steveston Highway was formerly known as No. 9 Road.

Source: Ross, Leslie J. "Richmond Child of the Fraser". Richmond: Richmond '79 Centennial Society and The Corporation of the Township of Richmond, 1979.

Summary:

Since R.G. Ransford also known as Bob Ransford (not to be confused with his grandson also called Bob Ransford) was in civic politics and participated in community affairs references to him (and Ransford

family) are found in the local press. The Ransford family, led by James A. Ransford, is also considered one of the pioneering families in Steveston/Richmond.

The early directories do not provide full address information, nor is there street lookup, only an alphabetical listing of names. It is not until 1938 when house numbers appear in the listings. The address (house number) for 10700 Railway has gone through a few changes over the years. Originally it was 638 Railway (from 1938 to mid 1940s), by 1947 the address changed to 1070 Railway. In the mid to late 1970s, it changed again when a zero was added to the end of 1070 to make it 10700 Railway. Both of the changes could be a result of growth of population and subdivision of land in Richmond.

Land title information, obtained from the BC Land Titles office, was printed out by the Archivist at Richmond Archives for the purpose of searching through the property tax scrolls, as the information for the legal address is quite confusing. This was done as a courtesy and he wanted to make sure that it was clear that the information was not from the Richmond Archives, but from the Land Titles Office. These surveys show the subdivision of the property owned by the Ransford family at Railway and Steveston Hwy from 1928 to 1963.

The only way to pinpoint the year the house was constructed is to look through the property tax rolls, which are on microfilm. This would require more time to complete.

RG Ransford and Mary Spargo were married in 1932; this would coincide with the information from their grandson, Bob Ransford, that the house, now at 10700 Railway, was built in 1932 by Mary's father for the young couple. However, also in the RG Ransford biography file, the story seems to be that the couple married in secret and lived separately in their own family homes for almost a year before telling their parents of their marriage. After that the story says they lived in a rented house on the corner of Railway & Steveston Hwy – no mention of a house built by James Spargo as indicated by their grandson's version. There are a few discrepancies, like this, in the various oral histories included in this research (as is expected when people are relying on their memory for facts).

No Fire Insurance Plans of the area to show the buildings and other details were available, however there was a Waterworks Atlas for 1936 that does show the property and structures in detail. The map is a little strange as it shows two views of the property along Railway and No. 9 Road (Steveston Hwy) parallel to each other instead of at a right angle to each other. It takes a little time to orient oneself to the layout of the information.

There is a Fire Insurance Plan from 1960, but it does not provide detailed (only an area map) for the section at Steveston Hwy and Railway. However, the area map does show a street called Ransford Road that runs parallel to Railway from Williams to Steveston Highway and between Railway and No. 1 Road. The land has since been subdivided and a cul de sac development replaced the open farmland. Today only a stub of the original road remains, and it is called Ransford Gate.

RICHMOND FUR FARM
(BOB RANSFORD)
1070 Railway Avenue Stev. 163

•

This farm at present cares for 1200 Mink. Pelted on the place with buyers coming from New York and other far away markets to purchase.

•

A growing industry, fostered and developed by a local boy

Source: Marpole Richmond Review July 9, 1947

test the election for Reeve.

ROBERT G. (BOB) RANSFORD—
Born and raised in Richmond, Bob is the youngest of three candidates to date. A member of the Council for the past three years Bob has a background of experience as an executive in one of the large fishing companies and in addition is a successful fur farmer. Past president of the Richmond Board of Trade he was the prime mover behind their Brief to request the construction of a boat basin at Steveston which is shortly to be started by the Federal Government.

For Council there are five candidates to date and many others are being mentioned as likely candidates. Those who have already publicly declared their intention are:

MARY CAMERON—Publisher of the

Source: Marpole-Richmond Review November 30, 1949

Wednesday, November 30, 1949

A MESSAGE

to the
CITIZENS OF RICHMOND

Dear Fellow Citizens:



As a candidate for the office of Reeve of Richmond Municipality, I would like to take this opportunity to state my platform to those of you who will not have the time to attend an election meeting.

I consider the following to be the things which most of us consider need immediate attention:

DRAINAGE—

Our whole drainage system must be surveyed by a competent Drainage Engineer and a programme set in motion to efficiently drain all sections of the Municipality.

Robert (Bob) Ransford

MARPOLE BRIDGE — I shall continue Reeve Grauer's fight to have the Provincial Government improve the present bridge without delay or interruption of traffic and without any cost to Richmond. I shall also fight for a new North Arm Bridge to be built as soon as possible but without Richmond having to share the cost.

BUS SERVICE — Present bus service which was set up in accordance with a Plebiscite of several years ago does not now appear satisfactory to many people. We must have a new Plebiscite and once and for all settle the question in the manner desired by the majority of the people. I also feel that better service on the No. 2-5 Bus line is now essential.

A RICHMOND HOSPITAL — With our fast-growing population, now is the time to start considering a hospital for Richmond. I have reason to believe that sufficient Government assistance could be obtained to provide us with a hospital at very small cost.

Road improvements, street lighting, sidewalks, garbage collection, etc., are other things that are considered an urgent necessity by many. Street lighting and road improvements are already projected for many parts of the Municipality, in fact work is already under way in some sections. However, we must not spend too much money before we can see where it is coming from.

With three years experience as a Councillor, coupled with my business experience in a large corporation, I believe I can, with the assistance of a hard-working Council and the permanent municipal staffs, give you an efficient, economical, business-like administration.

I earnestly solicit your support on December 10th.

Yours sincerely,

ROBERT G. (Bob) RANSFORD

Source:

Marpole-Richmond Review November 30, 1949

MRS. MAUD RANSFORD PASSES IN 73RD YEAR

Mrs. Maud Ransford passed away quietly Monday morning December 18th at the home of her son Robert Ransford, 1070 Railway Ave. Mrs. Ransford had been in failing health for over a year and was bed-ridden for the past four months. She was the widow of J. A. Ransford, who predeceased her in 1942. They came to Richmond in 1910 and settled at the corner of Steveston Highway and Railway Ave. right at Branscombe Station.

She leaves to mourn her passing

one daughter Molly Ransford of Vancouver and two sons George H. and Robert G. both of Steveston, one sister, Mrs. H. Stewart of Vancouver and three brothers Harry Frith-Smith of Vancouver, Robert and Thomas Frith-Smith, of Verdun, Manitoba, as well as one granddaughter and two grandsons.

The funeral will take place Thursday at 1:30 p.m. from T. Edwards Undertaking Parlours, 10th Ave. at Granville. Interment in the family plot: Ocean View Cemetery.

Source: Marpole Richmond Review, Dec 20, 2019

J. A. Ransford Dies Suddenly At Home

Death claimed a well known resident of Richmond Sunday when James Arthur Ransford, 143 Steveston Highway (corner Railway Avenue) succumbed to a heart attack at his home.

Mr. Ransford has been in Richmond thirty-two years, having come from Gloucestershire, England. He has specialized in mink, and his farm is one of the best known in the province.

His two sons, George and Robert, reside nearby, and are expected to continue the business their father instituted. One daughter, Molly, resides at home with her mother. There are three grandchildren here, and one brother, William, resides in England.

The funeral will be held today at 1:30 o'clock from the T. Edwards Funeral Parlors, Rev. W. E. Gilbert officiating.

Mr. Ransford and family have lived quietly in Richmond during their long stay here, but they have many personal friends who are expressing their genuine sympathy.

Source:
Marpole Richmond Review Dec 2
1942

Community

Prominent local passes


Robert (Bob) G. Ransford, a life-long Richmond resident, died last Friday in Richmond Hospital after a sudden heart attack.

Born in Steveston in 1912, he dedicated his life to his family and to building the community in which he was raised. Ransford served as a Richmond councillor from 1946 to 1958, and president of the Richmond Board of Trade, predecessor to today's chamber of commerce. He was a founding member of the Steveston Community Society and served as its president in its early days. Ransford was also vice-president of the Richmond Kiwanis Club, master of the Orange Lodge in Richmond and a regular columnist for The Review in the 1950s. In 1951, he established Robt. Ransford Ltd., a private company he was active with until his

death. The company first introduced nylon fishing gillnet to Canada in the early 1950s, when Ransford became one of the first post-war Canadian importers of products from Japan.

Ransford is survived by his loving wife of 62 years, Mary and by his son Gary, four grandchildren Bob, Ken, Lisa and Ellen and two great-grandchildren Alexandra and Meghan.

A memorial service, celebrating Ransford's life, was scheduled for today (Wednesday) at 3 p.m. at St. Anne's-Steveston Anglican Church at 4071 Francis Rd. Donations in lieu of flowers may be made to the Richmond Foundation.

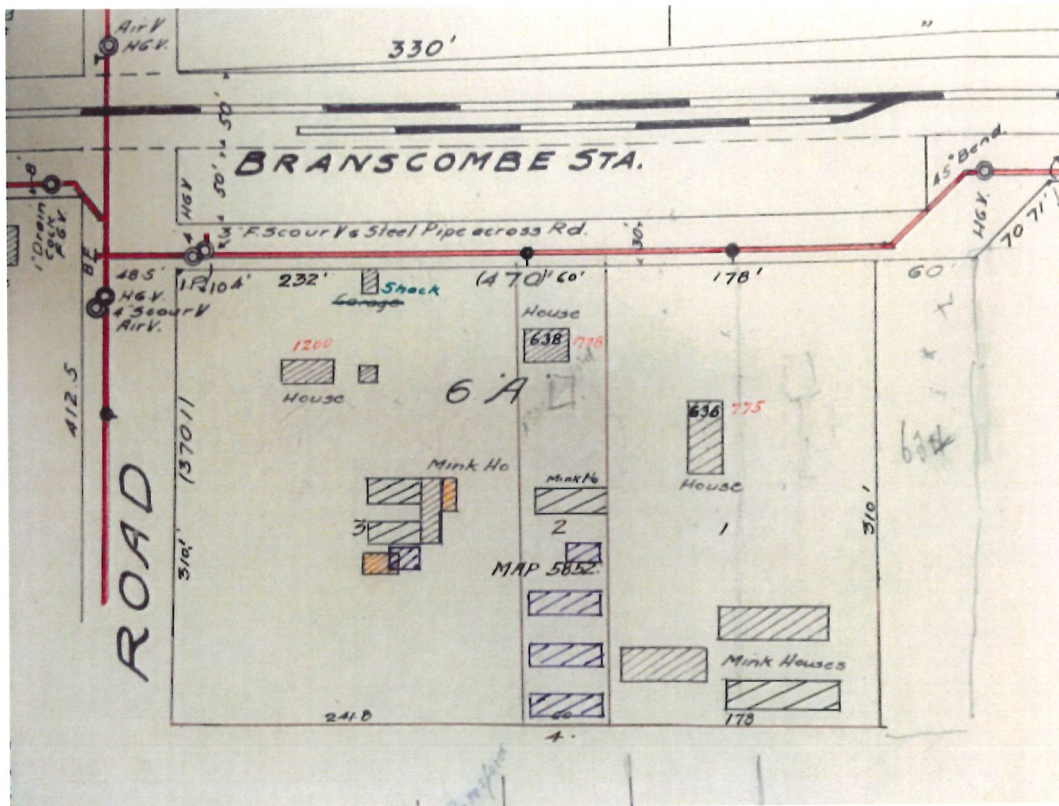


RANSFORD

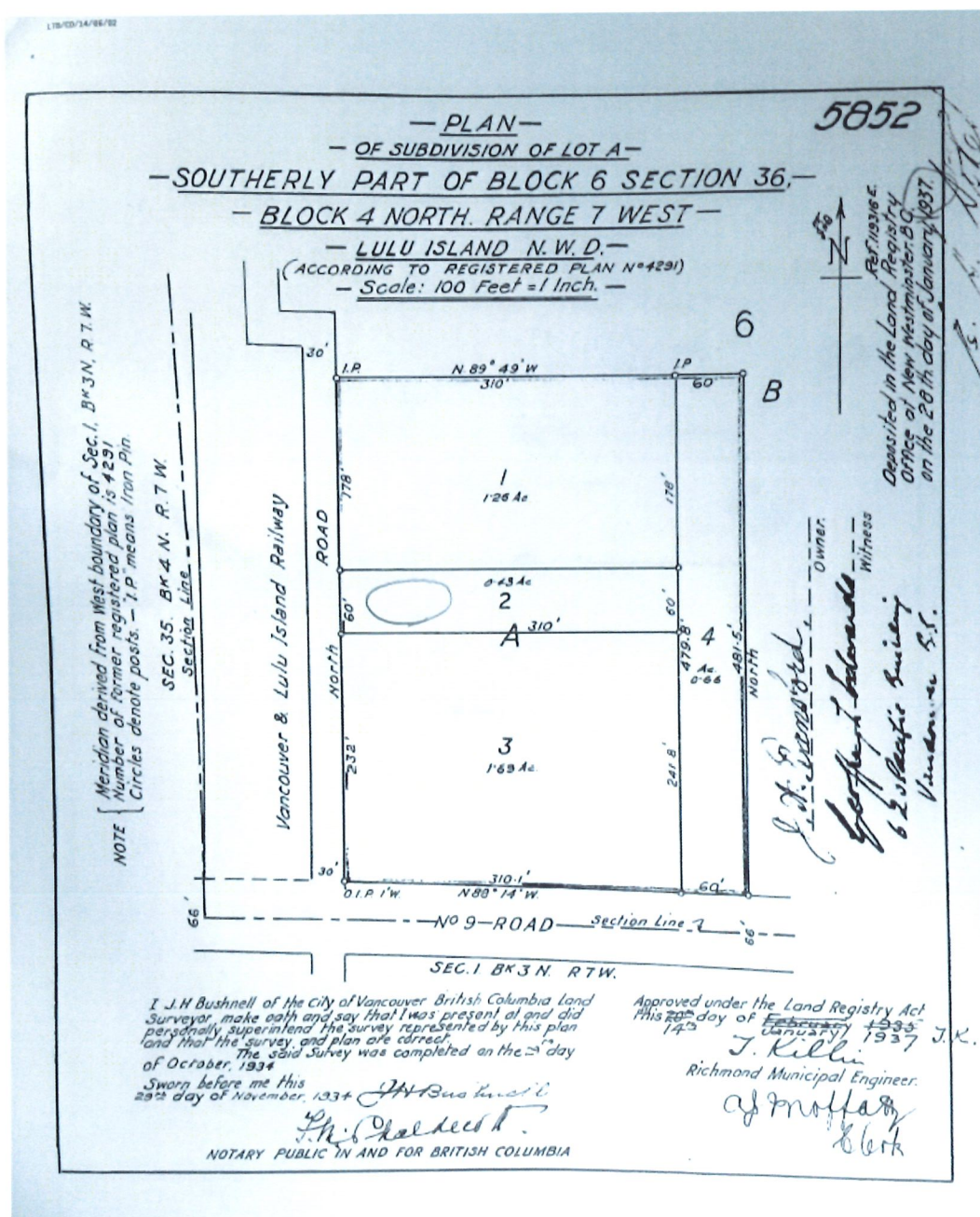
Source: Richmond Review Feb 15, 1995



Source: City of Richmond Archives: Folder on Robert Gilbert Ransford. Article from The Richmond News, dated February 15, 1995, p. 13.



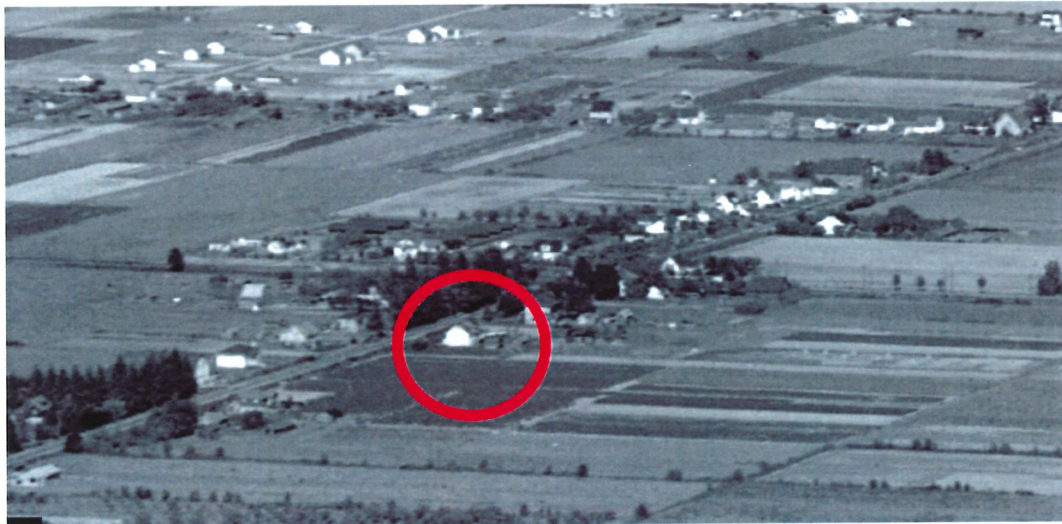
Waterworks Atlas 1936. Close-up photograph by C. Hagemoen 2019, of Item number 1991 40 29 of the Waterworks atlas map of areas along Railway Avenue and No. 1 Road south and north from Steveston Highway, showing the Ransford property and indicating building uses.



Source: BC Land Title Office, dated 1937, owner J.A. Ransford



Source: City of Richmond Archives, photograph #1999 4 2 431. Branscombe BC Electric Railway Station, Richmond, the Vancouver-Steveston Line. Circa 1950. Ransford House circled in red.



Source: Vintage Air Photos BO-47-1466-1947. Aerial Photograph from 1947 with Ransford House circled in red.

APPENDIX B
DEVELOPMENT GUIDELINES AND ZONING BYLAW

The following development guidelines and variances to Richmond Zoning Bylaw 8500 in respect of the Lands are included in this Agreement:

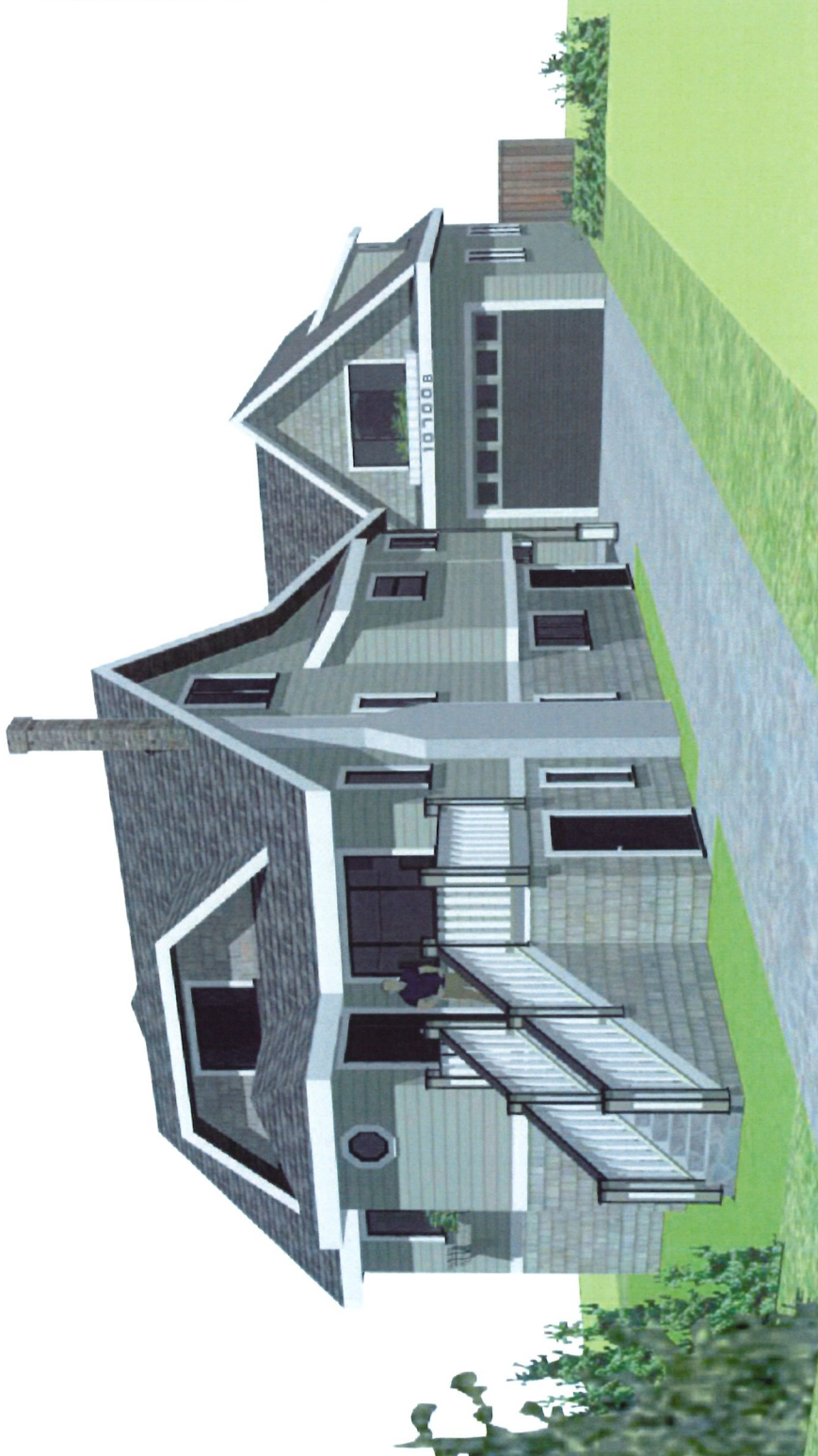
1. The exterior of the Heritage Building will be restored in accordance with the Heritage Conservation Plan by Schueck Heritage Consulting dated May 2022, attached to this Agreement as Appendix "A".
2. The accessory building containing the Garage and Coach House shall be developed, constructed and maintained substantially in accordance with the plans attached as Appendix "C" hereto.
3. The **Permitted Use** for the Lands will be **Housing, single detached**, with a detached **coach house**
4. Notwithstanding the definition of **coach house** in the Richmond Zoning Bylaw 8500, for the Lands the coach house shall have a maximum of 70% of its floor area located above the ground floor;
5. The maximum **density** for the Lands is limited to one **principal dwelling unit** and one **coach house**.
6. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **coach house**.
7. The **coach house** must have a minimum **floor area** of at least 33 m² and must not exceed a total **floor area** of 131 m².
8. The minimum **front yard setback** for the **garage** and **coach house** is 30.0 m.
9. The minimum **setback** to the north **lot line** for an **accessory building** containing a detached **coach house** is 6.0 m.
10. The minimum **setback** to the south **lot line** for an **accessory building** containing a detached **coach house** is 2.0 m.
11. The **accessory building** containing a detached **coach house** shall be located within 3.9 m and 15.2 m of the **rear lot line**.
12. The minimum **building separation space** between the Heritage Building, being the principal **single detached housing** unit and the **accessory building** containing a **coach house** is 5.3 m, except that a **coach house** balcony may project 0.45 m into the **building separation space**.

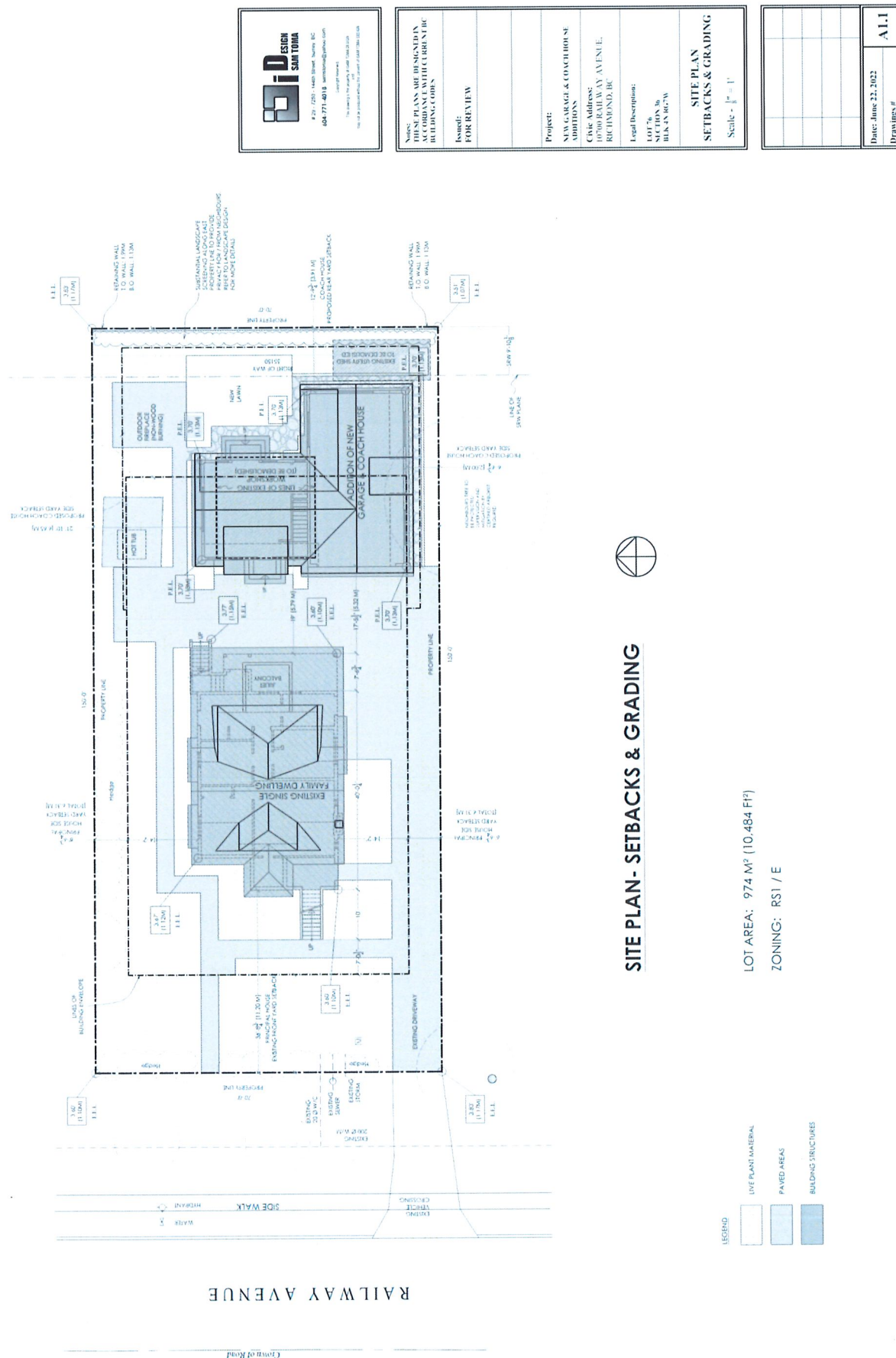
13. The maximum **height** for an **accessory building** containing a **coach house** shall be 2 **storeys** or 8.17 m, whichever is less, measured to the roof ridge.
14. The required on-site **parking spaces** for the **single detached housing** may be provided in a **tandem arrangement**, with the required on-site **parking spaces** for the **coach house** located to one side and provided in a **tandem arrangement**.
15. A **coach house** may not be located above more than 4 **parking spaces** in the detached **garage**.
16. In all other respects, any new development on the Lands will be required to comply with Richmond Zoning Bylaw 8500.

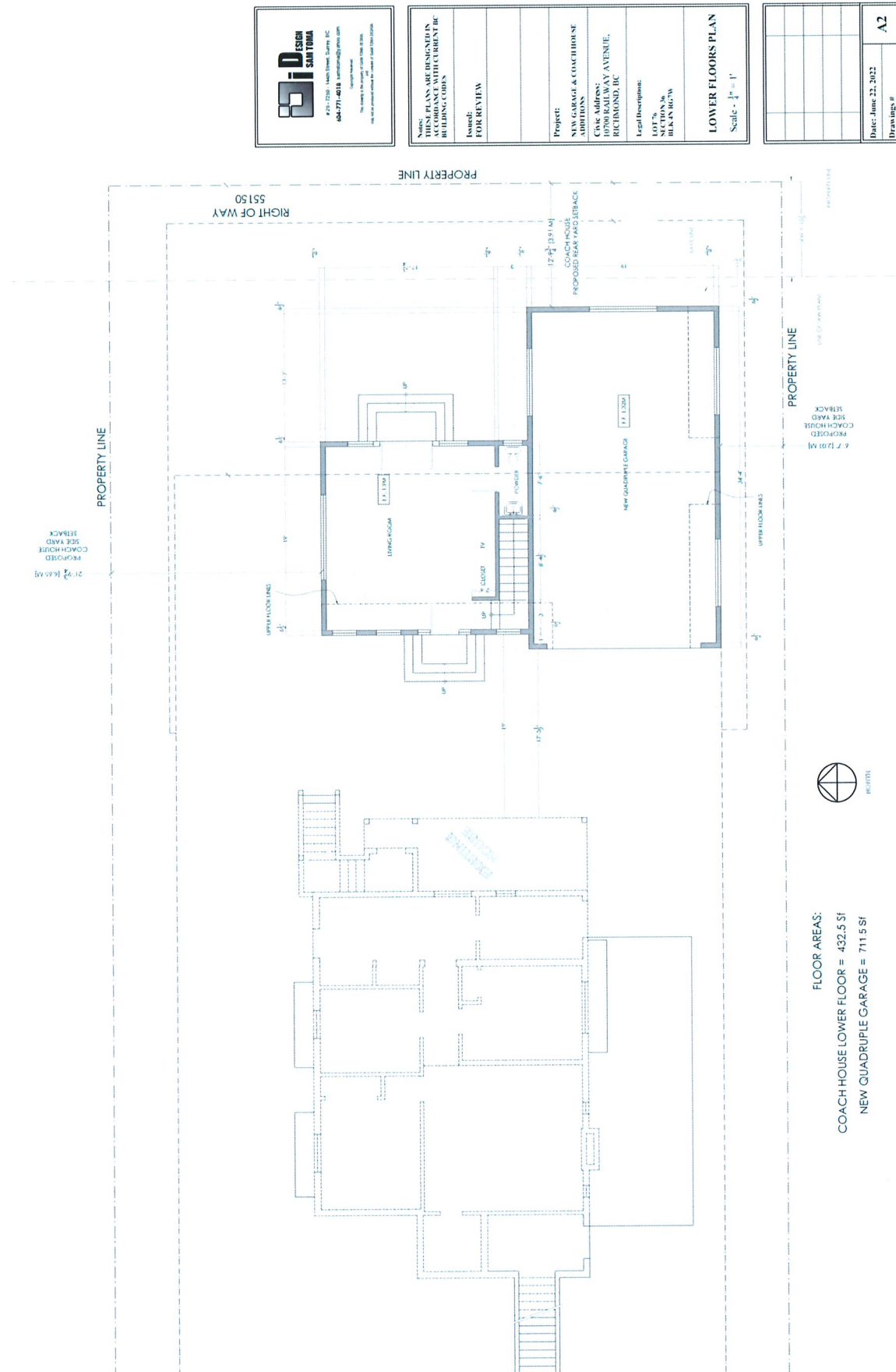
APPENDIX C
PLANS GARAGE AND COACH HOUSE

(see attached.)

10700 RAILWAY AVENUE, RICHMOND, BC
NEW GARAGE & COACH HOUSE

[illegible]



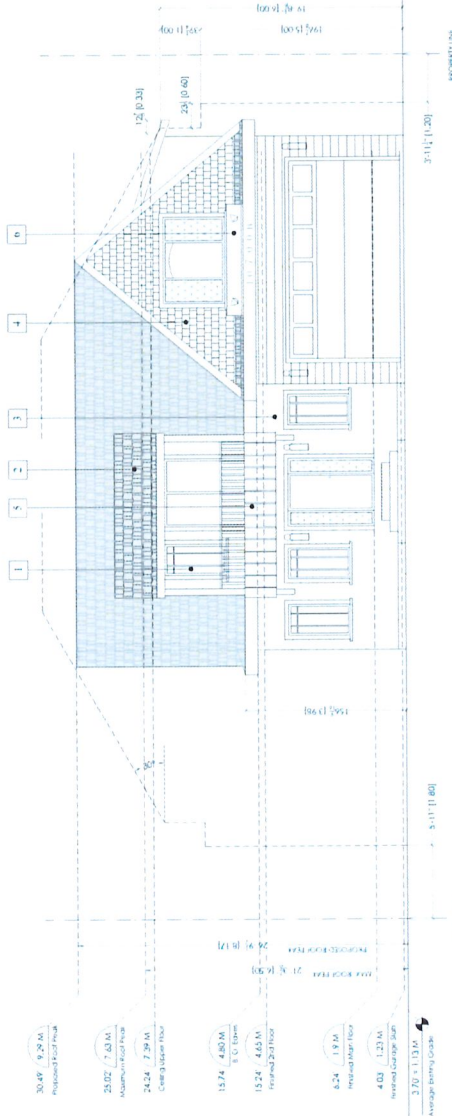


- 1 BLACK WOOD FRAME WINDOW W-4"
- 2 WHITE TRIM TO MATCH EXISTING
- 3 MATCH EXISTING ROOFING MATERIAL
- 4 DARK GREY TO MATCH EXISTING
- 5 WOOD BOARDS SHINGLES- SAGE GREEN
- 6 TO MATCH EXISTING
- 7 SAGE GREEN WOOD
- 8 SHAKES WALL CLADDING
- 9 WHITE COLOR RE
- 10 MATCH EXISTING SHINGLES
- 11 WINDOW PLASTER
- 12 DECORATIVE ROOF VENT
- 13 WALL LIGHTING FIXTURE (DOWNWARD FACING)
- 14 ADDRESS LIGHTING FIXTURE (DOWNWARD FACING)

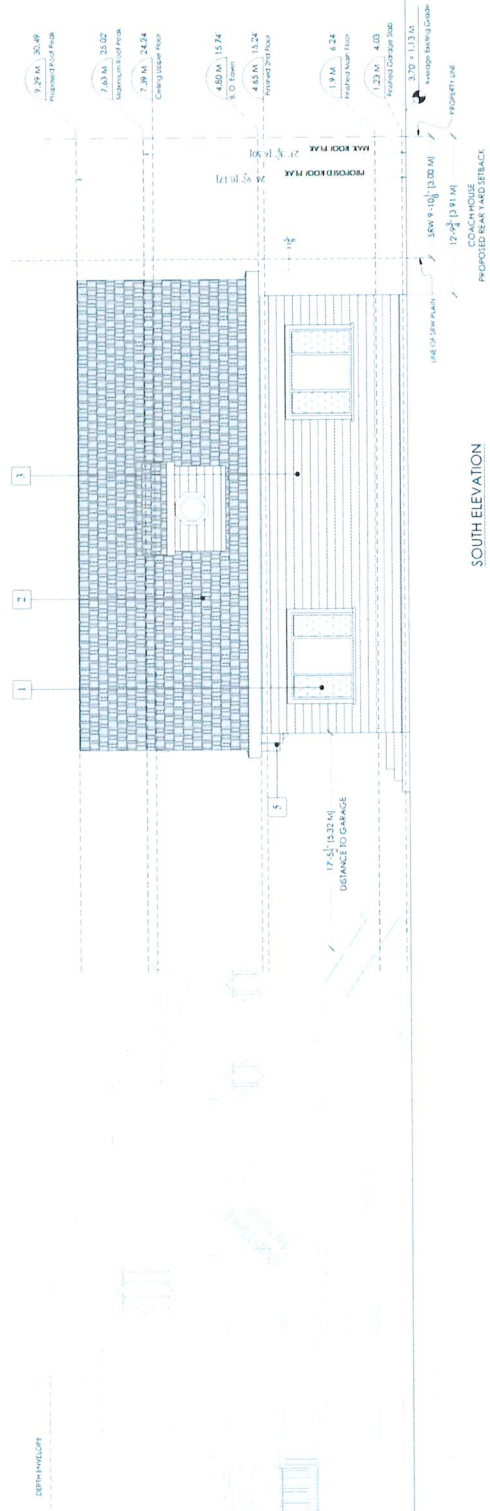


NOTES: THIS PLAN IS A DESIGNATION IN ACCORDANCE WITH CURB CUT BUILDING CODES
Project: FOR REVIEW
Project: NEW GARAGE & COACH HOUSE ADDITIONS
Client Address: 10700 RAILWAY AVENUE, RICHMOND, BC
Legal Description: LOT 76, SECTION 36, RICHMOND, BC
WEST & SOUTH ELEVATIONS Scale - 1/8" = 1'

Date: June 22, 2022	A4
Drawing #	

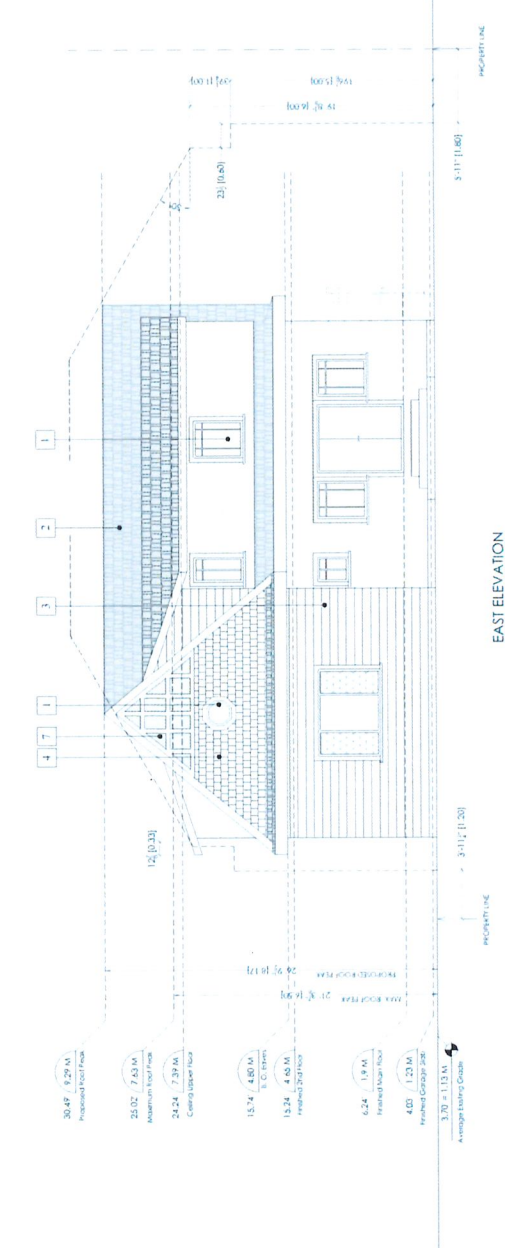


WEST ELEVATION

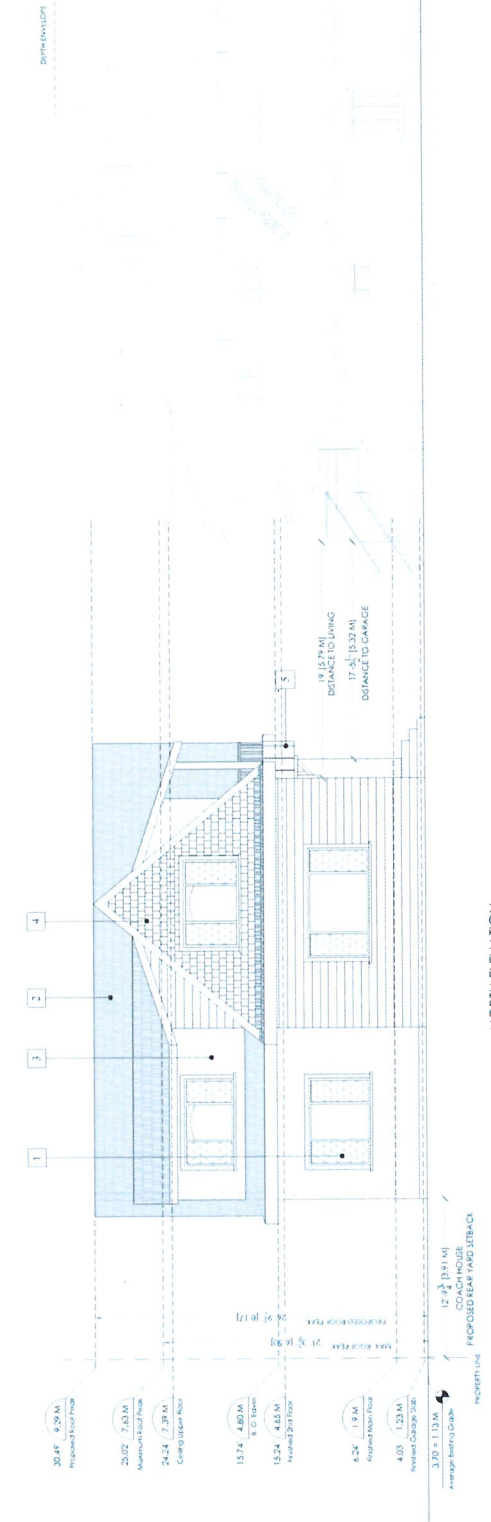


SOUTH ELEVATION

- 1 WHITE TRIM TO MATCH EXISTING
- 2 ASPHALT ROOF SHINGLES
- 3 DARK GREY TO MATCH EXISTING
- 4 WOOD BOARD SIDING - SAGE GREEN TO MATCH EXISTING
- 5 WOOD SHAKES TO MATCH EXISTING
- 6 WHITE COLOR
- 7 BOARD & BATTEN SIDING
- 8 WINDOW PLASTER
- 9 DECORATIVE ROOF VENT
- 10 WALL LIGHTING FIXTURE (DOWNWARD FACING)
- 11 ADORNED LIGHTING FIXTURE (DOWNWARD FACING)



EAST ELEVATION



NORTH ELEVATION

2iD DESIGN
 SANITARIUM
 #211 1225 - 1440 Street, Suite 100
 604-771-6218
 1000-1000 Street, Suite 100
 604-771-6218

NOTES:
 THESE PLANS ARE DESIGNED IN
 ACCORDANCE WITH CURRENT BC
 BUILDING CODES

FOR REVIEW

Project:
 SUN GARAGE & COACH HOUSE
 ADDITION
 10777 107th Street, Suite 100
 RICHMOND, BC

Legal Description:
 LOT 76
 SECTION 36
 T14S 12R 06W

**EAST & NORTH
 ELEVATIONS**
 Scale: 1/4" = 1'

Date: June 22, 2022
Drawings #
A5

APPENDIX D
LANDSCAPE PLAN

(see attached.)

