



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, September 5, 2018
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-7 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on July 17, 2018.*



NEXT COMMITTEE MEETING DATE

September 18, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **HOUSING AGREEMENT BYLAW NO. 9896 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 6340 NO. 3 ROAD (KELTIC (BRIGHOUSE) DEVELOPMENT)**

(File Ref. No. 08-4057-05) (REDMS No. 5875608 v. 3)

PLN-11

See Page PLN-11 for full report

Designated Speaker: Monica Bennington

STAFF RECOMMENDATION

That Housing Agreement (6340 No. 3 Road) Bylaw No. 9896 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 17-773703.



2. **HOUSING AGREEMENT BYLAW NO. 9913 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 8620 RAILWAY AVENUE (1037533 BC LTD.)**

(File Ref. No. 08-4057-05) (REDMS No. 5932120 v. 5)

PLN-36

See Page PLN-36 for full report

Designated Speaker: Monica Bennington

STAFF RECOMMENDATION

That Housing Agreement (8620 Railway Avenue) Bylaw No. 9913 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement with 1037533 BC Ltd. substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-709884.



PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY ENRICH CUSTOM HOMES LTD. FOR REZONING AT 10320 LASSAM ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009905; RZ 18-810261) (REDMS No. 5885457)

PLN-60

See Page PLN-60 for full report

Designated Speakers: Wayne Craig and Jordan Rockerbie

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9905, for the rezoning of 10320 Lassam Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



4. **APPLICATION BY ALABASTER AEQUIN LIMITED PARTNERSHIP / PLLR 228 HOLDINGS LTD. FOR REZONING AT 8820, 8840, 8860, 8880, 8900, 8911 AND 8931 SPIRES ROAD AND THE SURPLUS PORTION OF THE SPIRES ROAD ROAD ALLOWANCE FROM SINGLE DETACHED (RS1/E) TO PARKING STRUCTURE TOWNHOUSES (RTP4), AND PROPOSED ZONING TEXT AMENDMENT TO THE PARKING STRUCTURE TOWNHOUSES (RTP4) ZONE**

(File Ref. No. 12-8060-20-009915; RZ 17-766525) (REDMS No. 5886910 v. 5)

PLN-77

[See Page PLN-77 for full report](#)

Designated Speakers: Wayne Craig and Edwin Lee

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9915, for a Zoning Text Amendment to the “Parking Structure Townhouses (RTP4)” zone, be introduced and given first reading; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, for the rezoning of 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road from “Single Detached (RS1/E)” to “Parking Structure Townhouses (RTP4)”, be introduced and given first reading.*



5. **APPLICATION BY 1105061 B.C. LTD. FOR REZONING AT 11480 AND 11482 KING ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLINGS (RD1)**

(File Ref. No. 12-8060-20-009918; RZ 17-785443; SC 17-775125) (REDMS No. 5868634)

PLN-127

[See Page PLN-127 for full report](#)

Designated Speakers: Wayne Craig and Steven De Sousa

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9918, for the rezoning of 11480 and 11482 King Road from “Single Detached (RS1/E)” to “Two-Unit Dwellings (RD1)”, be introduced and given first reading;*
- (2) *That the application for a Strata Title Conversion by 1105061 B.C. Ltd. for the property located at 11480 and 11482 King Road be approved on fulfillment of the following conditions:*
 - (a) *adoption of Bylaw No. 9918, rezoning the subject property from “Single Detached (RS1/E)” to “Two-Unit Dwellings (RD1)”;*
 - (b) *payment of all City utility charges and property taxes up to and including the year 2018; and*
 - (c) *submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and*
- (3) *That the City, as the Approving Authority, delegate the Approving Officer, the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 2 have been satisfied.*



6. **APPLICATION BY CLASSICO DEVELOPMENT LTD. FOR A STRATA-TITLE CONVERSION AT 10531 AND 10551 ANAHIM DRIVE**

(File Ref. No. SC 17-792263) (REDMS No. 5872980)

PLN-146

See Page PLN-146 for full report

Designated Speakers: Wayne Craig and Steven De Sousa

STAFF RECOMMENDATION

- (1) *That the application for a strata-title conversion by Classico Development Ltd. be approved on fulfillment of the following conditions:*
 - (a) *registration of a flood indemnity covenant on title;*
 - (b) *payment of all City utility charges and property taxes up to and including the year 2018;*

- (c) *submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and*
 - (d) *final inspection approval of Building Permits (B7 18-822793 and B7 18-828874) for previous construction without a permit at 10531 and 10551 Anahim Drive; and*
- (2) *That the City, as the Approving Authority, delegate the Approving Officer, the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.*



7. **APPLICATION BY IBI GROUP ARCHITECTS INC. FOR A TEMPORARY COMMERCIAL USE PERMIT AT 2980 NO. 3 ROAD**

(File Ref. No. TU 18-830948) (REDMS No. 5940049)

PLN-160

See Page PLN-160 for full report

Designated Speaker: Wayne Craig and Nathan Andrews

STAFF RECOMMENDATION

- (1) *That the application by IBI Group Architects Inc. for a Temporary Commercial Use Permit (TCUP) for the property at 2980 No. 3 Road be considered at the Public Hearing to be held October 15, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall; and*
- (2) *That the following recommendation be forwarded to that meeting for consideration:*

“That a Temporary Commercial Use Permit be issued to IBI Group Architects Inc. for the property at 2980 No. 3 Road to allow ‘Office’ as a permitted use for the marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road for a period of three years.”



8. **RICHMOND RESPONSE: METRO VANCOUVER PROPOSED REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018, AS REQUESTED BY THE TOWNSHIP OF LANGLEY FOR THE WILLIAMS NEIGHBOURHOOD PLAN**

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 5932114)

PLN-190

See Page PLN-190 for full report

Designated Speaker: Barry Konkin

STAFF RECOMMENDATION

That the Metro Vancouver Board be advised that the City of Richmond has no concerns with Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, which proposes to amend Metro Vancouver 2040: Shaping our Future, Metro Vancouver's Regional Growth Strategy, as requested by the Township of Langley for the Williams Neighbourhood Plan area.

☐

9. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, July 17, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au (entered at 3:56 p.m.)
Councillor Alexa Loo
Councillor Harold Steves
Mayor Malcolm Brodie (entered at 3:56 p.m.)

Also Present: Councillor Derek Dang
Councillor Carol Day (entered at 3:58 p.m.)

Call to Order: The Chair called the meeting to order at 3:55 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on July 4, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

Planning Committee
Tuesday, July 17, 2018

COMMUNITY SERVICES DIVISION

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

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

It was moved and seconded

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

CARRIED

Committee congratulated Coralys Cuthbert, Child Care Coordinator, on her upcoming retirement and commended her service to the City.

Mayor Brodie and Cllr. Au entered the meeting (3:56 p.m.).

PLANNING AND DEVELOPMENT DIVISION

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

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

Cllr. Day entered the meeting (3:58 p.m.).

It was moved and seconded

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

CARRIED

Planning Committee
Tuesday, July 17, 2018

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

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

Wayne Craig, Director, Development, and Jordan Rockerbie, Planning Technician, reviewed the application, noting that the proposed development will include a secondary suite and will provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund. It was also noted that the proposed development will include a convertible unit as well as ageing-in-place features.

It was moved and seconded

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

CARRIED

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

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

A memorandum with a corrected version of the proposed bylaw was distributed (Copy on-file City Clerk's Office).

It was moved and seconded

(1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9902, to incorporate revised accessible parking requirements within Section 7, Parking and Loading, be introduced and given first, second and third readings; and*

(2) *That notwithstanding the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902:*

(a) *If a Development Permit has been issued prior to the adoption of Bylaw 9902, the owner may, while the Development Permit remains valid, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902; and*

(b) *If an acceptable Development Permit application has been submitted to the City prior to the adoption of Bylaw 9902, the owner may, until December 31, 2019, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902.*

CARRIED

Planning Committee
Tuesday, July 17, 2018

5. **MANAGER'S REPORT**

Non-Farm Use Application for Mayberry Farms

Mr. Craig noted that the Agricultural Land Commission has denied the applicant's initial appeal and second request for appeal.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:06 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, July 17, 2018.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

To: Planning Committee **Date:** August 16, 2018
From: Kim Somerville **File:** 08-4057-05/2018-Vol
Manager, Community Social Development 01
Re: **Housing Agreement Bylaw No. 9896 to Permit the City of Richmond to Secure Affordable Housing Units located at 6340 No. 3 Road (Keltic (Brighthouse) Development)**

Staff Recommendation

That Housing Agreement (6340 No. 3 Road) Bylaw No. 9896 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the *Local Government Act*, to secure the Affordable Housing Units required by the Rezoning Application RZ 17-773703.

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

Att. 2

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

Staff Report

Origin

The purpose of this report is to recommend that Council adopt Housing Agreement Bylaw No. 9896 (Attachment 1) to secure 2,012 m² (21,664 ft²) or 27 affordable rental housing units in the proposed development located at 6340 No. 3 Road (Attachment 2).

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

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

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

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

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

Strategic Direction #1: Expand Housing Choices

As well, this report and bylaw are consistent with the Richmond Affordable Housing Strategy 2017-2027, adopted on March 12, 2018, which specifies the creation of affordable rental housing units as a key housing priority for the City. As the rezoning application was received prior to July 24, 2017, it is subject to grandfathering of the five percent affordable housing contribution rate. This rezoning introduces the development of 519 residential units, commercial and office space, and an Early Childhood Development Hub (RZ 17-773703).

An agreement was reached where Keltic (Brighthouse) Development Ltd. would register the City's standard Affordable Housing Agreement to secure 27 affordable rental housing units, clustered within the residential building.

At its June 11, 2018 Council Meeting, Council gave second and third readings to the Rezoning Application RZ 17-773703 for the redevelopment of 6340 No. 3 Road. The Development Permit is anticipated to be considered at the September 26, 2018 Development Permit Panel. The registration of a Housing Agreement and Housing Covenant are conditions of the Rezoning Application, which secures 27 affordable rental housing units with maximum rental rates and tenant income as established by the City's Affordable Housing Strategy.

The proposed Housing Agreement Bylaw for the subject development (Bylaw No. 9896) is presented as attached. It is recommended that the Bylaw be introduced and given first, second

and third readings. Following adoption of the Bylaw, the City will execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The subject development application involves a development consisting of approximately 69 residential units, including 27 affordable rental housing units. The affordable rental housing units anticipated to be delivered are as follows:

Unit Type	Affordable Housing Strategy Requirements			Project Targets	
	Min. Permitted Unit Area	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less	15%	4
1-BR	50 m ² (535 ft ²)	\$975	\$38,250 or less	33%	9
2-BR	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	26%	7
3-BR	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	26%	7
TOTAL		N/A	N/A	100%	27

The Housing Agreement restricts the annual household incomes and maximum rents for eligible occupants and specifies that the units must be made available at affordable rental housing rates in perpetuity. The Agreement includes provisions for annual adjustment of the maximum annual housing incomes and rental rates in accordance with City requirements. The Agreement also specifies that occupants of the affordable rental housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces (i.e., parking) and will not be charged additional costs (i.e., move in/move out fees). The applicant has agreed to the terms and conditions of the attached Housing Agreement, and to register notice of the Housing Agreement on title to secure the 27 affordable rental housing units.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9896 is required to permit the City to enter into a Housing Agreement, which together with the housing covenant will act to secure 27 affordable rental housing units that are proposed in association with Rezoning Application RZ 17-773703.

Monica Bennington
Affordable Housing Planner
(604-247-4946)

Att. 1: Bylaw No. 9896, Schedule A
Att. 2: Map of Subject Property



City of
Richmond

Bylaw 9896

Housing Agreement (Keltic (Brighthouse) Development Ltd.) Bylaw No. 9896

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID:000-586-919 Lot 169 Section 9 Block 4 North Range 6 West New Westminster
District Plan NWP41547

2. This Bylaw is cited as **"Housing Agreement (Keltic (Brighthouse) Development Ltd.) Bylaw No. 9896"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED for content by originating dept.
_____	APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 9896

To Housing Agreement (6340 No. 3 Road) Bylaw No. 9896

HOUSING AGREEMENT BETWEEN KLTIC (BRIGHOUSE) DEVELOPMENT LTD. AND
THE CITY OF RICHMOND

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference _____, 2018,

BETWEEN:

KELTIC (BRIGHOUSE) DEVELOPMENT LTD. (INC. NO. BC1069789), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at #150 – 4511 Viking Way, Richmond, BC V6V 2K9

(the “**Owner**” as more fully defined in section 1.1 of this Agreement)

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**” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

{00478061; 5 }

5510843

Housing Agreement (Section 483 Local Government Act)
Address: 6340 No. 3 Road
Application No. RZ 17-773703
Rezoning Consideration No. 24

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on March 12, 2018, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (b) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (c) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (d) **"Building Permit"** means the building permit authorizing construction on the Lands, or any portion(s) thereof;
- (e) **"City"** means the City of Richmond;
- (f) **"City Solicitor"** means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
- (g) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (h) **"Daily Amount"** means \$100.00 per day as of January 1, 2019 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2019, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (i) **"Development"** means the mixed-use residential, office, institutional and commercial development to be constructed on the Lands;
- (j) **"Development Permit"** means the development permit authorizing development on the Lands, or any portion(s) thereof;

{00478061; 5 }

*Housing Agreement (Section 483 Local Government Act)
Address: 6340 No. 3 Road
Application No. RZ 17-773703
Rezoning Consideration No. 24*

5510843

- (k) **“Director of Development”** means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (l) **“Dwelling Unit”** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (m) **“Eligible Tenant”** means a Family having a cumulative gross annual income of:
 - (i) in respect to a bachelor unit, \$34,650.00 or less;
 - (ii) in respect to a one-bedroom unit, \$38,250.00 or less;
 - (iii) in respect to a two-bedroom unit, \$46,800.00 or less; or
 - (iv) in respect to a three or more bedroom unit, \$58,050.00 or less

provided that, commencing January 1, 2019, the annual incomes set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant’s permitted income in any particular year shall be final and conclusive;

- (n) **“Family”** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (o) **“GST”** means the Goods and Services Tax levied pursuant to the *Excise Tax Act*, R.S.C., 1985, c. E-15, as may be replaced or amended from time to time;
- (p) **“Housing Covenant”** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands from time to time, in respect to the use and transfer of the Affordable Housing Units;

{00478061; 5 }

Housing Agreement (Section 483 Local Government Act)
 Address: 6340 No. 3 Road
 Application No. RZ 17-773703
 Rezoning Consideration No. 24

5510843

- (q) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (r) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (s) **"Lands"** means PID: 000-586-919, Lot 169 Section 9 Block 4 North Range 6 West New Westminster District Plan 41547, and including a building or a portion of a building, into which said lands are Subdivided;
- (t) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (u) **"LTO"** means the New Westminster Land Title Office or its successor;
- (v) **"Manager, Community Social Development"** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (w) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (x) **"Permitted Rent"** means no greater than:
 - (i) \$811.00 (exclusive of GST) a month for a bachelor unit;
 - (ii) \$975.00 (exclusive of GST) a month for a one-bedroom unit;
 - (iii) \$1,218.00 (exclusive of GST) a month for a two-bedroom unit; and
 - (iv) \$1,480.00 (exclusive of GST) a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2019, the rents set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (y) **“Real Estate Development Marketing Act”** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (z) **“Residential Tenancy Act”** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (aa) **“Strata Property Act”** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (bb) **“Subdivide”** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (cc) **“Tenancy Agreement”** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (dd) **“Tenant”** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;

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Housing Agreement (Section 483 Local Government Act)
 Address: 6340 No. 3 Road
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- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2

USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
 - (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;

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*Housing Agreement (Section 483 Local Government Act)
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- (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and
- (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is no otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

ARTICLE 3
DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than nine (9) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than nine (9) Affordable Housing Units.
- 3.3 If the Owner sells or transfers any Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.
- 3.4 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
 - (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces;

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- (d) the Owner will not require the Tenant or any permitted occupant to pay any of the following:
 - (i) move-in/move-out fees,
 - (ii) strata fees,
 - (iii) strata property contingency reserve fees;
 - (iv) extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities;
 - (v) extra charges or fees for the use of sanitary sewer, storm sewer, water; or
 - (vi) property or similar tax;

provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, the Owner may charge the Tenant the Owner's cost, if any, of:

- (vii) providing cable television, telephone, other telecommunications, or electricity fees (including electricity fees and charges associated with the Tenant's use of electrical vehicle charging infrastructure); and
 - (viii) installing electric vehicle charging infrastructure (in excess of that pre-installed by the Owner at the time of construction of the building), by or on behalf of the Tenant;
- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(m) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the

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Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;

- (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
- (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.4(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(m) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.4(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (i) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

- 3.5 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

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and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation contrary to section 3.4(d).
- 5.5 No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities contrary to section 3.4(d). Notwithstanding the foregoing, the strata corporation may levy parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units;
- 5.6 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except on the same basis that governs the use and enjoyment of these facilities by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan.

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**ARTICLE 6
DEFAULT AND REMEDIES**

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

**ARTICLE 7
MISCELLANEOUS**

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata

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corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.4 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands;

- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.8 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;

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- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

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

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours

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specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

[Execution blocks follow]

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

KELTIC (BRIGHOUSE) DEVELOPMENT LTD. (INC. NO. BC1069789)

by its authorized signatory(ies):

Per:  Anthony Lo
Name: _____

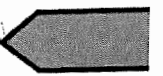
Per: _____
Name: _____

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer



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

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Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____, the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$ _____ per month;
 - (b) the rent on the date of this statutory declaration: \$ _____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$ _____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

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6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

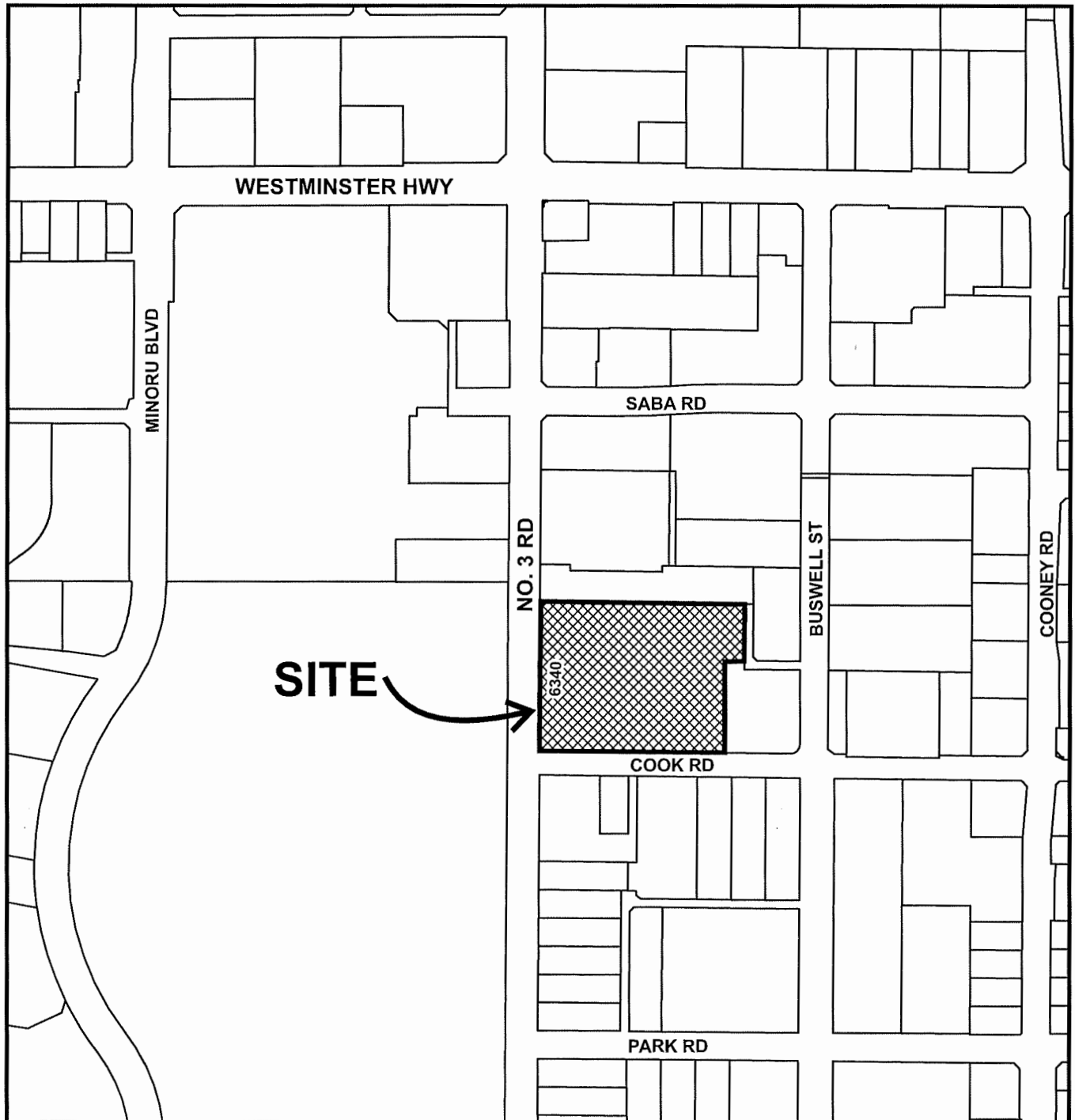
DECLARED BEFORE ME at the City of _____)
_____, in the Province of British)
Columbia, this _____ day of)
_____, 20____.)

A Commissioner for Taking Affidavits in the Province of British Columbia

DECLARANT



City of
Richmond



6340 No. 3 Road

Original Date: 06/19/18

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: Planning Committee **Date:** August 16, 2018
From: Kim Somerville **File:** 08-4057-05/2018-Vol
Manager, Community Social Development 01
Re: **Housing Agreement Bylaw No. 9913 to Permit the City of Richmond to Secure Affordable Housing Units located at 8620 Railway Avenue (1037533 BC Ltd.)**

Staff Recommendation

That Housing Agreement (8620 Railway Avenue) Bylaw No. 9913 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement with 1037533 BC Ltd. substantially in the form attached hereto, in accordance with the requirements of section 483 of the *Local Government Act*, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-709884.

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

Att. 2

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

Staff Report

Origin

The purpose of this report is to recommend that Council adopt Housing Agreement Bylaw No. 9913 (Attachment 1) to secure 282.61 m² (3,042 ft²) of net floor area or three affordable rental housing units in the proposed townhouse development located at 8620 Railway Avenue (Attachment 2).

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

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

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

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

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

Strategic Direction #1: Expand Housing Choices

As well, this report and bylaw are consistent with the Richmond Affordable Housing Strategy 2017-2027, adopted on March 12, 2018, which specifies the creation of affordable rental housing units as a key housing priority for the City. As the rezoning application was received prior to July 24, 2017, it is subject to grandfathering of the five percent affordable housing contribution rate.

This rezoning introduces the development of a total of 17 townhouse units (RZ 15-709884). An agreement was reached where 1037533 BC Ltd. would register the City's standard Affordable Housing Agreement to secure three affordable rental housing units.

On July 25, 2016, Council gave second and third readings to the Rezoning Application RZ 15-709884 for the redevelopment of 8620 Railway Avenue. The registration of a Housing Agreement and Housing Covenant are conditions of the Rezoning Application, which secures three affordable rental housing units with maximum rental rates and tenant income as established by the City's Affordable Housing Strategy.

The proposed Housing Agreement Bylaw for the subject development (Bylaw No. 9913) is presented as attached. It is recommended that the Bylaw be introduced and given first, second

and third readings. Following adoption of the Bylaw, the City will execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The subject development application involves a development consisting of approximately 17 residential units, including three affordable rental housing units. The affordable rental housing units anticipated to be delivered are as follows:

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)	
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	Unit Mix	# of Units
<i>Townhouse-Type Units (i.e., 1 or 2 storey units with private street-front entrances)</i>					
1-BR+den	50 m ² (535 ft ²)	\$975	\$38,250 or less	33%	1
3-BR	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	67%	2
TOTAL		N/A	N/A	100%	3

The Housing Agreement restricts the annual household incomes and maximum rents for eligible occupants and specifies that the units must be made available at affordable rental housing rates in perpetuity. The Agreement includes provisions for annual adjustment of the maximum annual housing incomes and rental rates in accordance with City requirements. The Agreement also specifies that occupants of the affordable rental housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces (i.e., parking) and will not be charged additional costs (i.e., move in/move out fees). The applicant has agreed to the terms and conditions of the attached Housing Agreement, and to register notice of the Housing Agreement on title to secure the three affordable rental housing units.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9913 is required to permit the City to enter into a Housing Agreement, which together with the housing covenant will act to secure three affordable rental housing units that are proposed in association with Rezoning Application RZ 15-709884.


 Monica Bennington
 Affordable Housing Planner
 (604-247-4946)

Att. 1: Bylaw No. 9913, Schedule A
 Att. 2: Map of Subject Property



City of Richmond

Bylaw 9913

Housing Agreement (1037533 BC Ltd. – 8620 Railway) Bylaw No. 9913

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 003-552-357 SEC 24 BLK4N RG7W PL NWP3285 Parcel A, Subsidy Lot 16,
(RD40234E).

This Bylaw is cited as “**Housing Agreement (1037533 BC Ltd. – 8620 Railway) Bylaw No. 9913**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED for content by originating dept.
_____	APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 9913

To Housing Agreement (1037533 BC Ltd. - 8620 Railway) Bylaw No. 9913

HOUSING AGREEMENT BETWEEN 1037533 BC LTD. AND THE CITY OF RICHMOND

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference 15 day of August, 2018,

BETWEEN:

1037533 B.C. LTD (INC. NO. BC1037533), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at 2240 – 4871 Shell Road, Richmond, British Columbia V6X 3Z6

(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” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

Housing Agreement (Section 483 *Local Government Act*)
8620 Railway Avenue
Application No. DP16-754735

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on March 12, 2018, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (b) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (c) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (d) **"Building Permit"** means the building permit authorizing construction on the Lands, or any portion(s) thereof;
- (e) **"City"** means the City of Richmond;
- (f) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (g) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (h) **"Development"** means the mixed-use residential and commercial development to be constructed on the Lands;
- (i) **"Development Permit"** means the development permit authorizing development on the Lands, or any portion(s) thereof;

- (j) **"Director of Development"** means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (k) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (l) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,650 or less;
 - (ii) in respect to a one-bedroom unit, \$38,250 or less;
 - (iii) in respect to a two-bedroom unit, \$46,800 or less; or
 - (iv) in respect to a three or more bedroom unit, \$58,050 or less

provided that, commencing January 1, 2019, the annual incomes set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (m) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (n) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands, dated for reference _____, 20____, and registered under number CA_____, as it may be amended or replaced from time to time;
- (o) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;

AST

- (p) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (q) **"Lands"** means lands with the Land Title Office legal description of Lot 1 Section 24 Block 4 North Range 7 West New Westminster District Plan EPP81318, and including a building or a portion of a building, into which said land(s) is or are Subdivided;
- (r) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (s) **"LTO"** means the New Westminster Land Title Office or its successor;
- (t) **"Manager, Community Social Development"** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (u) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (v) **"Permitted Rent"** means no greater than:
 - (i) \$811.00 a month for a bachelor unit;
 - (ii) \$975.00 a month for a one-bedroom unit;
 - (iii) \$1,218.00 a month for a two-bedroom unit; and
 - (iv) \$1,480.00 a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2019, the rents set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (w) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;

- (x) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (y) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (z) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;
- (aa) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (bb) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers.

Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;

- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
 - (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;
 - (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and

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- (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit a Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than three (3) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than three (3) Affordable Housing Units.
- 3.3 If the Owner sells or transfers one (1) or more Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.
- 3.4 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
 - (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces;

- (d) the Owner will not require the Tenant or any permitted occupant to pay any move-in/move-out fees, strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cable television, telephone, other telecommunications, gas, or electricity fees, charges or rates;
- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(l) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part.

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.4(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(l) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.4(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
 - (i) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.
- 3.5 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.

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- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation.
- 5.5 No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities, notwithstanding that the Strata Corporation may levy such parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units; provided, however, that the electricity fees, charges or rates for use of electric vehicle charging stations are excluded from this provision.
- 5.6 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except, subject to section 5.5 of this Agreement, on the same basis that governs the use and enjoyment of any common property, limited common property and other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations and related facilities, by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.

- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

Housing Agreement (Section 483 *Local Government Act*)
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7.4 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands;
- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;

- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.8 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

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

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

1037533 B.C. LTD.
(INC. NO. BC1037533)
 by its authorized signatory(ies):

Per: [Signature]
 Name:

Per: ASIT THALWAL
 Name:

CITY OF RICHMOND
 by its authorized signatory(ies):

Per: _____
 Malcolm D. Brodie, Mayor

Per: _____
 David Weber, Corporate Officer

CITY OF RICHMOND APPROVED for content by originating dept
APPROVED for legality by Solicitor
DATE OF COUNCIL APPROVAL

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____, the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$ _____ per month;
 - (b) the rent on the date of this statutory declaration: \$ _____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$ _____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

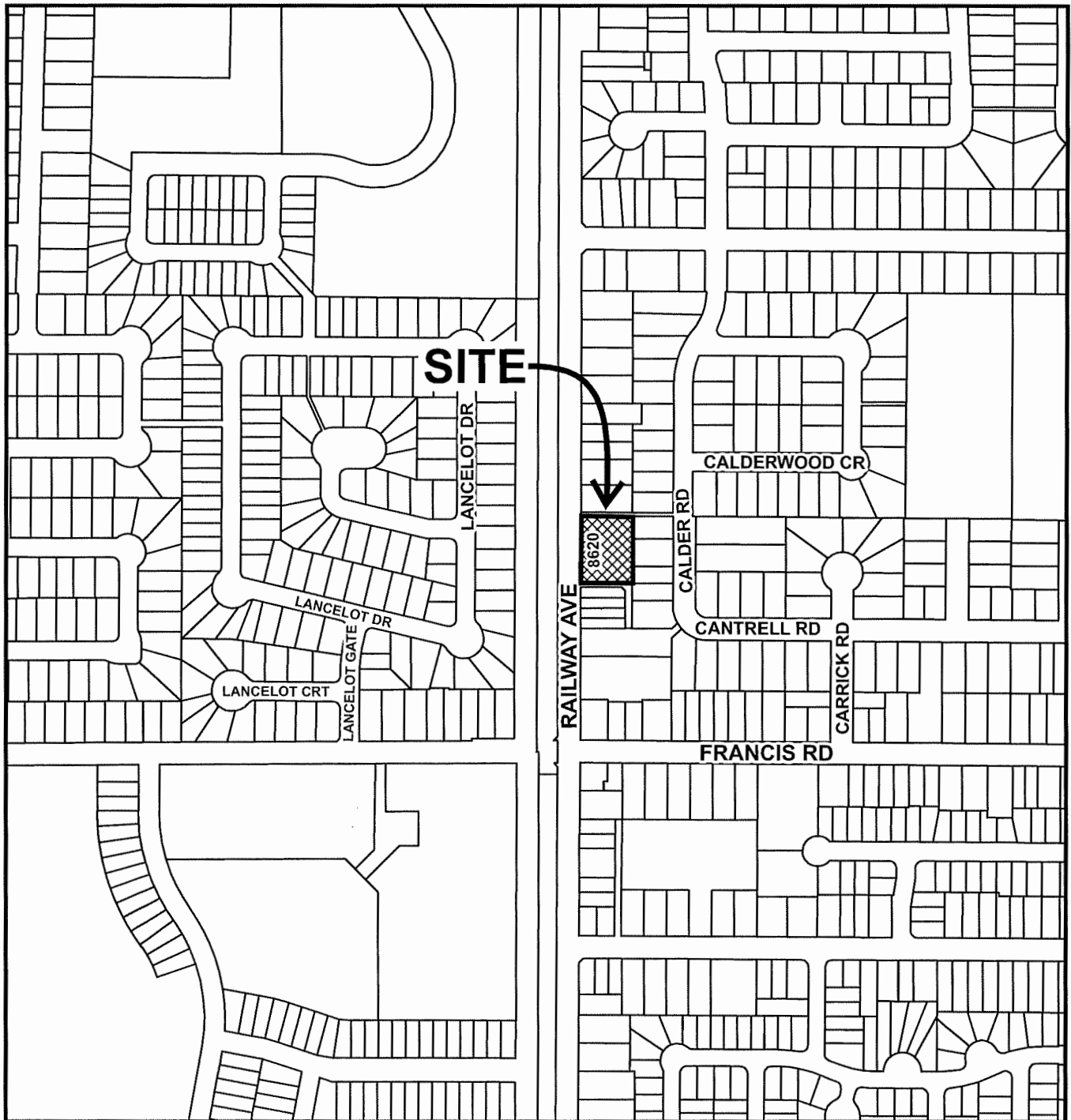
DECLARED BEFORE ME at the City of)
_____, in the Province of British)
Columbia, this _____ day of)
_____, 20____.)

_____)
A Commissioner for Taking Affidavits in the)
Province of British Columbia)

DECLARANT



City of
Richmond



8620 Railway Avenue

Original Date: 08/07/18

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

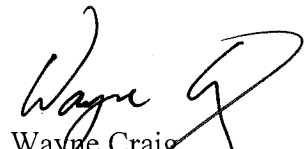
To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 28, 2018
File: RZ 18-810261

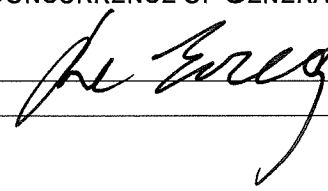
Re: Application by Enrich Custom Homes Ltd. for Rezoning at 10320 Lassam Road
from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9905, for the rezoning of 10320 Lassam Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director, Development
604-247-4625

WC:jr
Att. 6

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

Staff Report

Origin

Enrich Custom Homes Ltd. has applied to the City of Richmond for permission to rezone 10320 Lassam Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Lassam Road (**Attachment 1**). The proposed subdivision plan is shown in **Attachment 2**.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing legal non-conforming duplex on the property, which would be demolished. The applicant has indicated that each dwelling unit is currently vacant. The units were previously owner-occupied.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: A single-family dwelling on a lot zoned “Single Detached (RS1/E),” fronting Lassam Road.

To the South: Single-family dwellings on lots zoned “Single Detached (RS1/B),” fronting Lassam Road and Wallace Road.

To the East: A single-family dwelling on a lot zoned “Single Detached (RS1/E),” fronting Floyd Road.

To the West: Single-family dwellings on lots zoned “Single Detached (RS1/B),” fronting Lassam Road.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The subject property is located in the Steveston planning area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP). It is designated “Single Family” in the Steveston Area Plan. The proposed rezoning and subdivision are consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5420

The subject property is located in the area governed by Single-Family Lot Size Policy 5420, which was adopted on October 16, 1989, and subsequently amended by Council on August 17, 1992, and on August 21, 1995. (**Attachment 4**). The Lot Size Policy permits rezoning and subdivision as per the “Single Detached (RS2/B)” zone. The proposed rezoning and subdivision are consistent with this policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right of way (SRW) across the entire rear property line for the existing municipal sewer. The applicant has agreed to provide an additional 3.0 m wide SRW to align with current City standards for rear yard utility SRWs, for a total SRW width of 6.0 m. The applicant is aware that encroachment into the SRW area is not permitted.

Transportation and Site Access

Vehicle access to the proposed new lots is from Lassam Road, via two new driveway crossings located near the centre of the development site. The applicant has agreed to relocate the existing driveway crossings to better ensure the retention of significant trees in the front yard. The existing driveway crossings are to be removed and replaced with concrete curb and gutter, landscaped boulevard, and sidewalk, to current City standards.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 18 bylaw-sized trees and one hedgerow on the subject property, and one tree on a neighbouring property.

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

- Four trees located in the front yard of the development site, specifically Tree # 312 (115cm cal Silver Maple, southwest corner), Tree # 313 (64cm cal Pine, southwest corner), Tree # 319 (76cm cal Catalpa, northwest corner) and Tree # 320 (64cm caliper Pine, northwest corner) are all identified in very good condition and should be retained and protected.
- 14 trees (Tree # 311, 314, 315, 316, 317, 318, 321, 322, 323, 324, 333, 334, 335, 336) located on the development site have either been historically topped, exhibit large cavities in the upper canopy or are in conflict with the proposed buildings such that they cannot be retained and should be removed and replaced.
- A hedgerow comprised of 8 trees (Tree # 325-332) located on the development site have been historically topped and as a result, are not good candidates for retention. These trees should be removed and replaced.
- One untagged tree on the property to the north will not be impacted by construction and does not require tree protection fencing.
- Replacement trees should be provided at 2:1 ratio as per the OCP unless otherwise determined by City staff.

Tree Protection

Four trees (Trees # 312, 313, 319, and 320) on the subject property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (**Attachment 5**). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

Tree Replacement

The applicant wishes to remove 14 on-site trees (Trees # 311, 314, 315, 316, 317, 318, 321, 322, 323, 324, 333, 334, 335, 336) and 8 trees in a hedgerow (Tree # 325-332). The 2:1 replacement ratio would require a total of 44 replacement trees. Staff recommend that a 1:1 replacement ratio

be applied to the 8 trees in the hedgerow, resulting in a total of 36 replacement trees. The applicant has agreed to plant four trees on each lot proposed, for a total of eight replacement 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	11 cm	6 m
4	10 cm	5.5 m

The applicant will contribute \$14,000 to the City's Tree Compensation Fund in lieu of the remaining 28 trees that cannot be accommodated on the subject property after redevelopment.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a suite or coach house on 50% of new lots created, together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

The applicant has proposed to provide a secondary suite in one of the new single-family dwellings, together with a \$12,297.76 contribution to the City's Affordable Housing Reserve Fund, consistent with the Affordable Housing Strategy.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to enter into a Servicing Agreement for the completion of site servicing and off-site improvements as described in **Attachment 6**. These works include, but are not limited to:

- Min. 1.5 m wide landscaped boulevard behind the existing curb, 1.5 m wide concrete sidewalk, and new driveway crossings.
- Removal of existing driveway crossings and replacement with curb, boulevard, and sidewalk as described above.
- Rear yard utility works.

Financial Impact

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

Conclusion

The purpose of this application is to rezone 10320 Lassam Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two single-family lots.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site.

The list of rezoning considerations is given in **Attachment 6**.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9905 be introduced and given first reading.



Jordan Rockerbie
Planning Technician
604-276-4092

JR:as

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single-Family Lot Size Policy 5420
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of Richmond



RZ 18-810261

Original Date: 03/01/18

Revision Date:

Note: Dimensions are in METRES

PLN - 67

**OGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
LOT 120 SECTION 36 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 35792**

#10320 LASSAM ROAD,
RICHMOND, B.C.
P.I.D. 007-244-665

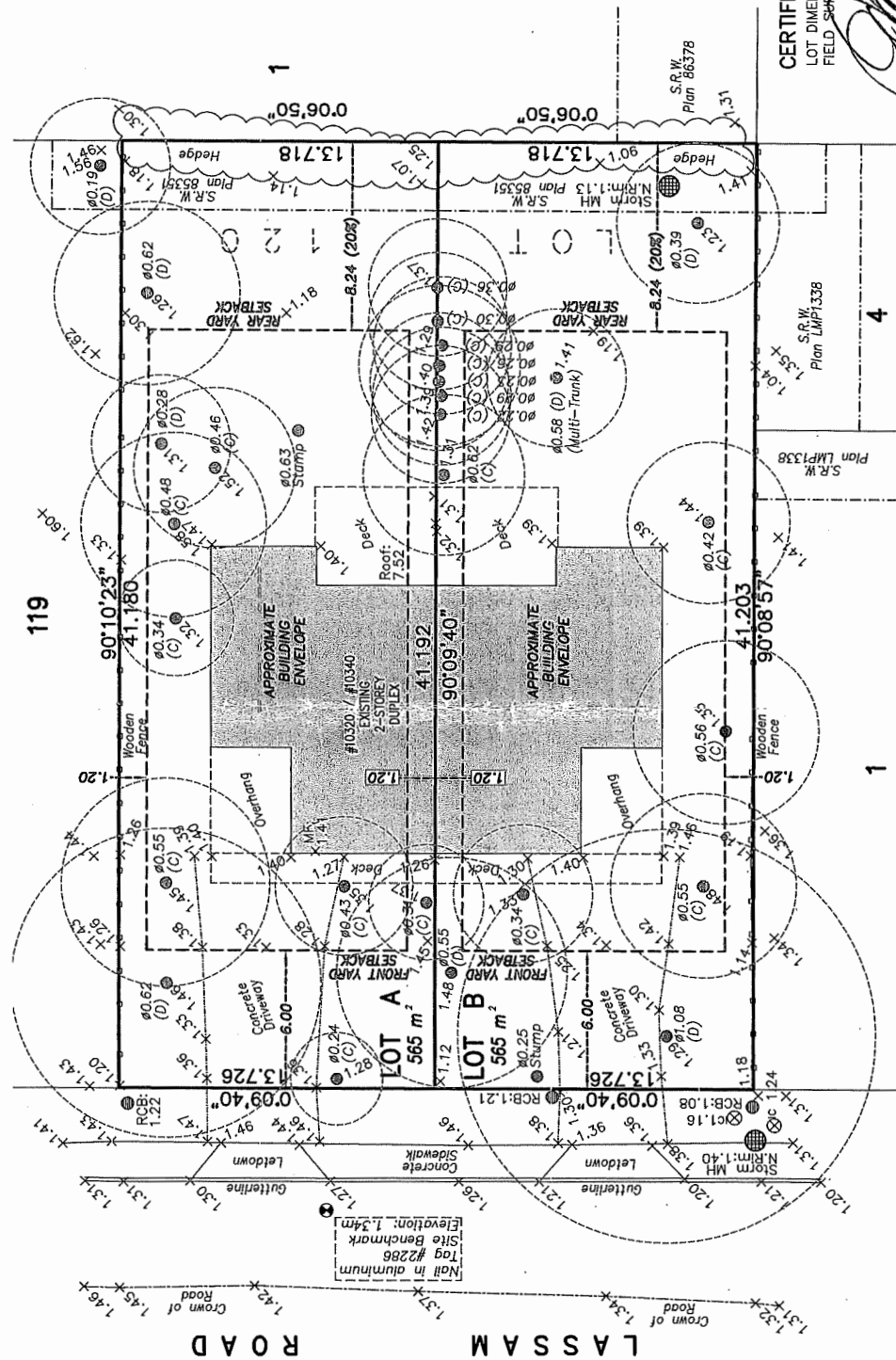
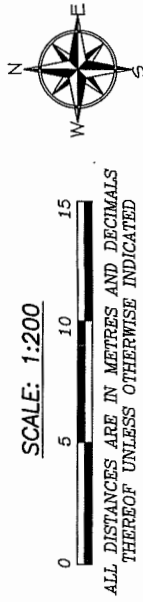
PLAN 68

LEGEND:
(C) denotes conifer
(D) denotes deciduous
● denotes round catch basin
● denotes manhole
○ denotes cleanout
⊗ denotes inspection chamber
MF denotes main floor

NOTE:
Elevations shown are based
on City of Richmond HPN
Benchmark network.
Benchmark: HPN #204
Control Monument 02H2452
Elevation: 1.559m
Benchmark: HPN #234
Control Monument 77H4891
Elevation: 1.125m

© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 7130
FB-342 P121-126
Drawn By: IO

DWG No. 7130-Topo



CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

John C. Tam
JOHNSON C. TAM, B.C.L.S., C.L.S.
DECEMBER 12th, 2017.

NOTE:
Use site Benchmark Tag #2286
for construction elevation control.



RZ 18-810261

Attachment 3

Address: 10320 Lassam Road

Applicant: Enrich Custom Homes Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Xin Ye	To be determined
Site Size (m²):	1,130 m ²	Lot A: 565 m ² Lot B: 565 m ²
Land Uses:	One duplex dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single Family	No change
702 Policy Designation:	Single Detached (RS2/B)	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	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 permitted
Buildable Floor Area (m ²)*	Max. 285 m ² (3,074 ft ²)	Max. 285 m ² (3,074 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	none
Lot Size:	Min. 360 m ²	565 m ²	none
Lot Dimensions (m):	Width: Min. 12.0 m Depth: Min. 24.0 m	Width: 13.73 m Depth: 41.18 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 8.2 for up to 60% of principal dwelling, 10.3 for remainder	none
Height (m):	Max. 2 ½ Storeys	Max. 2 ½ Storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: 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.



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.



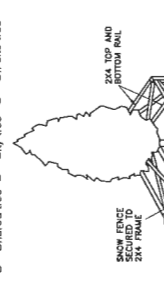
Policy 5420
Section 36-4-7

~~PLN - 71~~

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

LEGEND

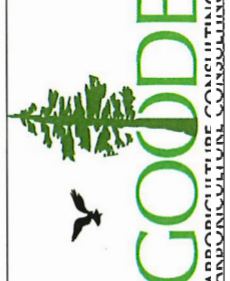
- TREE TO BE RETAINED
- TREE TO BE REMOVED
- ROOT PROTECTION ZONE (RPZ)
- TREE PROTECTION BARRIER (TPB)
- TREE CANOPY AREA (TCA)
- REPLACEMENT TREE
- BC HYDRO CONNECTION
- SANITARY CONNECTION
- STORM WATER CONNECTION
- GAS CONNECTION
- WATER CONNECTION
- ABBREVIATIONS
- S = Shared tree C = City tree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



TREE PROTECTION BARRIER SCHEMATIC

ARBORIST NOTES & RECOMMENDATIONS

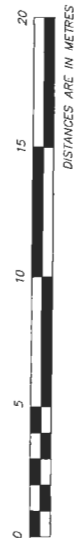
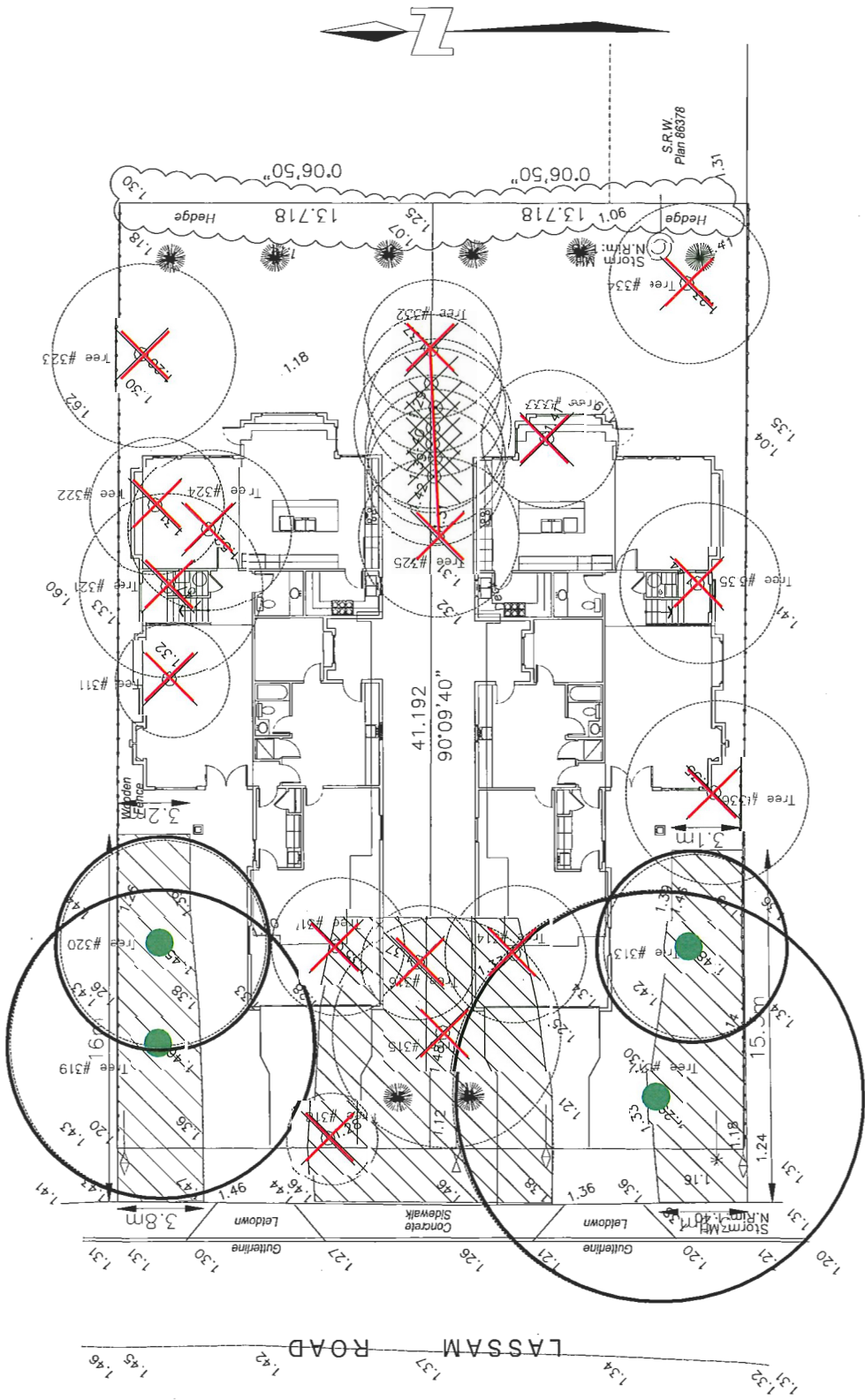
- All replacement trees should conform to and meet BCLMABCSLA landscaping & USA Standards.
- Replacement coniferous trees must be 3m in height and deciduous trees must be 8cm in caliper size.
- Small growing trees should not be planted within 3m of foundations, fences or outbuildings. Large growing species 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.
- Grass changes are not recommended within any tree protection barrier zone.
- 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.



GOODE ARBORICULTURE CONSULTING

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

SITE ADDRESS:	10320 Lassam Road, Richmond
PROJECT #:	232
DATE:	June 6, 2018
ARBORIST:	Stuart Goode
SCALE:	See above
REVISION #:	1





Address: 10320 Lassam Road

File No.: RZ 18-810261

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9905, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$4,000 (\$500/tree) to ensure that a total of 4 replacement trees are planted and maintained on each lot proposed (for a total of 8 trees); minimum 6 cm deciduous caliper or 3.5 m high conifers). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
4	10 cm	5.5 m

2. City acceptance of the developer's offer to voluntarily contribute \$14,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$40,000 for the 4 trees to be retained.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
7. The City's acceptance of the applicant's voluntary contribution of \$4.00 per buildable square foot of the single-family developments (i.e. \$12,297.76) to the City's Affordable Housing Reserve Fund.

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

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

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

1. 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.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.

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

Water Works:

- Using the OCP Model, there is 217.0 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.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
 - Install two new 25 mm water service connections to serve each of the two newly subdivided lots at the proposed development, complete with meters and meter boxes.
 - Cut and cap, at main, the existing water service connection serving the development site.

Storm Sewer Works:

- The Developer is required to:
 - Confirm which property the service connection STCN32407, which is located at the south property line of the development, is serving. Retain this service connection if it is serving the neighboring property, 10348 Lassam Road. If this connection is serving the proposed development, the City at the Developer's cost shall cut and cap this service connection at the inspection chamber STIC57905 and remove the service lateral and the inspection chamber STIC50193.
- At Developer's cost, the City is to:
 - Install a new storm service connection complete with inspection chamber and dual service laterals at the adjoining property line of the newly subdivided lots.
 - Cut, cap, and remove the existing service connections that are serving the development site.

Sanitary Sewer Works:

- The Developer is required to:
 - Widen the rear-yard sanitary SRW to 6.0 m.
 - Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
 - Replace approximately 14.0 m of existing sanitary lateral with a new 200 mm sanitary sewer from the existing manhole SMH6630, complete with a new manhole at the adjoining property line of the newly subdivided lots.
 - Install new dual service connections off of the new manhole located at the adjoining property line of the newly subdivided lots.
- At Developer's cost, the City is to:
 - Cut and cap the existing sanitary service connection serving the development site at manhole SMH6630.
 - Tie-in all the existing systems to the new system being installed.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:

- When relocating/modifying any of the existing power poles, guy wires and above ground structures within the property frontages.
- To determine if additional above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located on site.
- Complete frontage improvements including:
 - Construct new concrete curb and gutter as required, minimum 1.5 m wide landscaped boulevard behind the curb, and 1.5 m wide concrete sidewalk.
 - Removal of existing driveways crossings and replacement with frontage works as described above.
 - Construct two new driveway crossings at the centre of the development site to City standards.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - Not encroach into the rear yard sanitary SRW with proposed trees, retaining walls, non-removable fences, or other non- removable structures.

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 9905 (RZ 18-810261)
10320 Lassam Road

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

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

P.I.D. 007-244-665

Lot 120 Section 36 Block 4 North Range 7 West New Westminster District Plan 35792

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9905"**.

FIRST READING

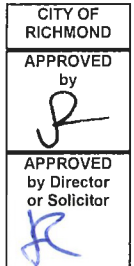
A PUBLIC HEARING WAS HELD ON

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

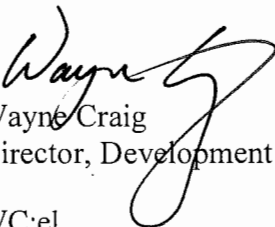
Date: August 24, 2018

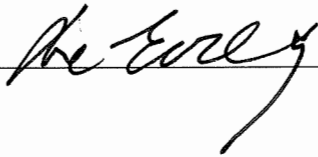
File: RZ 17-766525

Re: Application by Alabaster Aequin Limited Partnership / PLLR 228 Holdings Ltd. for Rezoning at 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance from Single Detached (RS1/E) to Parking Structure Townhouses (RTP4), and proposed Zoning Text Amendment to the Parking Structure Townhouses (RTP4) zone

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9915, for a Zoning Text Amendment to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given first reading.
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, for the rezoning of 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road from "Single Detached (RS1/E)" to "Parking Structure Townhouses (RTP4)", be introduced and given first reading.


Wayne Craig
Director, Development
WC:el
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Alabaster Aequin Limited Partnership and PLLR 228 Holdings Ltd. have applied to the City of Richmond for permission to rezone 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Parking Structure Townhouses (RTP4)” zone in order to permit the development of 63 townhouse units and two secondary suites with two common parking structures. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

Zoning Text Amendments to the “Parking Structure Townhouses (RTP)” zone are also being introduced to clarify zoning provisions as outlined in this report, in order to better support the development of high density townhouses with parking structures envisioned in the City Centre Area Plan.

Findings of Fact

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

Subject Site Existing Housing Profile

Six of the seven houses located on the subject site have been demolished. The applicants have advised that all of those houses were owner occupied; and there were no suites in the houses. The site currently contains one single family home, which will be demolished. This house is currently owner occupied; and there is no suite in the house.

Surrounding Development

The Spires Road Neighbourhood is identified in the City Centre Area Plan as an area intended to transition from a predominately single family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings with parking structures.

To the North: A rezoning application to develop 20 townhouse units at 8951 & 8971 Spires Road and 8991 Spires Gate (RZ 18-818420) has been received. This application is under staff review and will be brought forward for consideration in a separate report to Committee.

To the South: Two townhouse complexes and a single family home fronting Cook Road, all on properties zoned “Low Density Townhouses (RTL1)”.

To the East: Single family homes on lots zoned “Single Detached (RS1/E)”;

 these properties are designated for high density townhouse developments under the City Centre Area Plan.

To the West: Existing townhouse complexes, fronting Cooney Road, on lot zoned “Low Density Townhouses (RTL1)” and “Town Housing (ZT53) – Cooney Road (Brighthouse Village of City Centre)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

The subject development site is located within the Brighthouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 4). The site is in “Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial”, which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with common parking structure, generally complies with the Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines will take place at the Development Permit stage of the process.

The proposed rezoning is subject to a community planning implementation contribution for future community planning initiatives. Since the application was submitted prior to February 18, 2018 (adoption of Bylaw 9792 to update the amenity and planning contributions with inflation), the applicants will make a cash contribution of \$0.25 per buildable square foot as per the community planning implementation strategy, for a total contribution of \$18,897.60 prior to final adoption of the rezoning bylaw.

OCP Aircraft Noise Sensitive Development (ANSND) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on Title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At Development Permit stage, submission of an acoustic report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

Energy Step Code

Since the subject Rezoning application and the associated Development Permit application were received prior to the introduction of the BC Energy Step Code (approved by Council on July 16, 2018), this development project may not be subjected to the Energy Step Code requirements. The subject development will have until December 31, 2019 to submit an acceptable Building Permit application in order to build under previous energy efficiency requirements.

Since it is anticipated that the subject development project will not be subjected to the BC Energy Step Code, this townhouse development will have to comply with the previous Townhouse Energy Efficiency and Renewable Energy Policy under the OCP and Greening the Built Environment Policy under the CCAP:

- The applicants have committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. Registration of a legal agreement on Title to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developers will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.
- Prior to the Development Permit application being considered by the Development Permit Panel, the applicants will have to provide a list of sustainability features that may be incorporated into the development to ensure Leadership in Energy and Environmental Design (LEED) Silver equivalency is achieved.

Floodplain Management Implementation Strategy

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

Affordable Housing Strategy

As per the City's Affordable Housing Strategy, cash-in-lieu contribution of \$8.50 per buildable square foot towards the City's Affordable Housing Reserve Fund is required in exchange for the increased density proposed as part of a rezoning application for townhouse developments (i.e., 0.6 FAR vs. 1.2 FAR). While 63 townhouse units are proposed in the subject development, provision of affordable housing units is not required as it is only required in larger apartment rezoning applications for multi-family or mixed-use developments containing more than 60 residential units. The applicant proposes to make a cash-in-lieu contribution in the amount of \$642,518.40.

Public Art Program Policy

The applicants will be participating in the City's Public Art Program and will be making a voluntary contribution at a rate of \$0.83 per buildable square foot (2017 rate); for a total contribution in the amount of \$62,740.03. This voluntary contribution will be secured as a rezoning consideration.

Public Consultation

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

The applicants have also delivered a development notice (Attachment 5) to 25 properties in the immediate area (Attachment 6). The applicants reported that no feedback has been received.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Road Closure

A new road cross-section is being proposed for the Spires Road Neighbourhood to better support the development of high density townhouses with parking structures, the form of development specifically envisioned for this area in the City Centre Area Plan. The basic road cross-section would be reduced from 20.0 m to 16.0 m and the road closure areas resulting from the reduction would be sold to the developers of adjacent properties (approximately 2.0 m on each side of the street). This strategy provides a number of benefits to both developers and the City including:

- the creation of deeper development sites that can support more functional and livable townhouse configurations;
- development of more intimate streetscapes lined with active residential uses;
- leveraging of the subdivision and street pattern to create a unique, identifiable and highly urban townhouse neighbourhood; and
- funding for and construction of enhanced neighbourhood access, connectivity and public space improvements.

The proposed 16.0 m wide road cross-section would include a 1.5 m wide treed boulevard and 2.0 m wide sidewalk on each side of an 8.7 m pavement, at the tangent section of the road, incorporating two travel lanes and one parking lane. Around the curve section of the road, the pavement will be widened to accommodate opposing vehicle turning movements. The centre line of the new roads would follow the centre lines of the existing roads. This new road cross-section has been reviewed and is supported by Transportation, Engineering, Real Estate Services and Development Applications staff. Reduction of the road right of way width in the Spires Road neighbourhood is a unique situation that is being considered on a case specific basis; however, staff will undertake a city wide review of required road right of way width requirements in the future.

The new development sites would be able to accommodate site planning and building design improvements including:

- additional or varied front yard setbacks, as well as building projections or architectural features on the front façade, to enhance the streetscape;
- additional separations between buildings to increase sun penetration to the interior of the site;

- wider and larger landscaping areas in the interior of the site to improve privacy for facing units;
- larger and more functional habitable space on the ground level to both improve livability and animate the streetscape; and
- walkways along the back of development sites to create additional unit frontages and enhance pedestrian circulation within the neighbourhood.

Based on the proposed 16.0 m wide road cross-section and the preliminary functional road design reviewed and accepted by Engineering and Transportation Departments, 2.05 m of the existing Spires Road road allowance adjacent to the entire frontage of the subject development site and a portion of the existing curve section of Spire Road in front of the subject development site have been identified for road closure (Attachment 7). The area, which is 446.7 m² (4,808.4 ft²), is surplus to Engineering and Transportation needs.

In association with the subject rezoning, Real Estate Services has drafted Road Closure and Removal of Road Dedication Bylaw 9853; conditional on Council approval, it authorizes staff to undertake the closure of 446.7 m² (4,808.4 ft²) of road, which currently comprises a portion of Spires Road road allowance, and its sale to the applicants. The applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Senior Manager, Real Estate Services.

Road Closure and Removal of Road Dedication Bylaw 9853 must be adopted and the portion of Spires Road road allowance identified must be purchased prior to rezoning bylaw adoption.

Lane Dedication

Lane dedication is required along the west side of the site for the provision of the future north-south lane parallel to Cooney Road. This dedication will start at a width of 4.0 m at the north property line and taper over a length of 15.0 m to a 3.0 m wide dedication along the west property line to the south property line. The taper is required to tie into the future lane to the north that will be offset by 1.0 m. A 3.0 m x 3.0 m corner cut dedication is also required at the southwest corner of the subject development site for the future north-south and east-west lane intersection. No lane dedication is required along the south side of the site for the provision of the future east-west lane parallel to Cook Road; lane dedication will be required from the properties along Cook Road at the time of redevelopment.

Tree Retention and Replacement

The applicants have submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 13 bylaw-sized trees and four hedgerows on the subject development site, 14 trees and six hedgerows on neighbouring properties, and four street trees on City property.

The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- A multi-branching Deodar Cedar tree (specifically tag# 729), located by the proposed entry driveway, is identified in good condition and should be retained.
- Twelve bylaw-sized trees located on the development site (specifically tag# 268, 266, 728, 727 located on the eastern portion of the site, and tag # 724, 725, 720, 721, 717, 719, 716 and 718 located at the northeastern portion of the site) are identified in poor condition and are in conflict with the proposed building footprint. These trees should be removed and replaced.
- Four hedgerows located on the development site (identified as tag# 269, 267, 730 and 726) are in poor condition and should be removed.
- Fourteen trees on neighbouring properties are to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Four city trees including a Plum tree (14cm dbh), a Birch tree (30 cm dbh), a Western Red Cedar tree (54 cm dbh) and a Spruce tree (28cm dbh) located along the site frontage may be removed due to their condition and conflicts with proposed frontage improvements (i.e., ditch infill and new sidewalk). Compensation of \$5,850 is required for the removal of the four trees.

Tree Replacement

The applicants wish to remove twelve on-site trees. The 2:1 replacement ratio would require a total of 24 replacement trees. According to the Preliminary Landscape Plan provided by the applicants (Attachment 2), the applicants propose to plant 42 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

Fourteen trees and six hedgerows on neighbouring properties are to be retained and protected. The applicants have submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 8). To ensure that the trees identified for retention are protected at development stage, the applicants are required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to Development Permit issuance, submission to the City of a Tree Survival Security as part of the Landscape Letter of Credit. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

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

It is noted that three trees and one hedgerow located on the adjacent property to the north at 8951 Spires Road, along the common property line, may be removed as part of the proposed townhouse development to the north. Tree protection scheme will be reviewed at Development Permit stage again to confirm whether protection around these off site trees/hedge will still be warranted and whether the proposed building footprint will be located outside of the tree protection zone.

Built Form and Architectural Character

The applicants propose to consolidate the seven properties and the road surplus along the frontage of these properties into one development parcel with a total net site area of 5,852 m² (after lane dedication). The proposal is to build a high density, ground-oriented, four storey stacked townhouse project on the consolidated lot at 1.2 FAR.

The development will contain 63 units, including nine single-level units at grade, 53 two- and three- storey units over parking structures, and one four-storey unit. A total of seven basic universal housing units and two convertible units will be included in the proposal. Dwelling sizes are ranging from 49.5 m² (533 ft²) to 184.1 m² (1,982 ft²). All of the units will have private outdoor areas at grade, on the elevated podium overtop the parking structure, and/or on the roof deck.

Ten units will have street level entry with direct pedestrian access to Spires Road via individual stairways and patio; these homes will also have direct access to the parking area. All other units will be located above the parking structures and will have their main unit entry on the podium level; units located along the future lanes at the west and south edge of the site will also have direct access to the parking area.

Two ground-level secondary suites are also proposed to be included in this development proposal. These suites will be contained in two of the multi-level units proposed along Spires Road (see Attachment 2). The total floor area of these units ranges from approximately 138 m² (1,482 ft²) to 166 m² (1,784 ft²); and the size of each secondary suite is approximately 41 m² (442 ft²). No additional parking stall is required for the proposed secondary units since this site is not located on an arterial road.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on Title, stating that no Building Permit inspection granting occupancy will be completed until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.

Amenity Space

Indoor and outdoor amenity spaces will be provided on-site. Based on the preliminary design, the sizes of the proposed indoor and outdoor amenity spaces comply with the Official Community Plan (OCP) requirements (i.e., 100 m² of indoor amenity space for multiple family development projects of 40 units or more, and 6 m² of outdoor space per unit, respectively). Staff will work with the applicants at the Development Permit stage to ensure the configurations and designs of the indoor and outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

Transportation and Site Access

Vehicle access to the development will be from a new entry driveway off Spires Road, providing access to the two parking structures proposed on site. One loading area is proposed on site east of the vehicle access from Spires Road.

To enhance pedestrian circulation within the Spires Road Neighbourhood, the following walkways will be secured prior to final adoption:

- a 6.0 m wide SRW through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent, is required to allow for future pedestrian connection between Spires Road and Cook Road;
- 1.5 m wide SRWs along both the north and east side property lines are required for future pedestrian connections between Spires Road and the future back lanes; and
- a 1.5 m wide SRW along the entire west and south property lines is required for pedestrian circulation along the future back lanes.

Vehicle and Bicycle Parking On-site

The proposal will feature 63 units with a total of 76 resident parking spaces and 13 visitor parking spaces, which meet the minimum bylaw requirements. 32 resident parking spaces will be in a tandem arrangement (43% of total residential parking spaces provided), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that:

- where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit; and
- conversion of any of the tandem parking areas into habitable space is prohibited.

In addition, the proposal will feature seven basic universal housing units and two convertible units; and an accessible parking stall will be provided to each of these units. A restrictive covenant to reflect this arrangement is required prior to final adoption.

The proposal will feature a total of 113 bicycle parking spaces on site, which exceed the bylaw requirements. Some of the bicycle parking spaces will be provided within a bike storage room within the west parking structure and some of the spaces will be provided at various locations

throughout the two parking structures. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- conversion of any of the bicycle parking areas in this development into habitable space or general storage area is prohibited; and
- all of the bicycle parking areas must remain available for shared common use and for the sole purpose of bicycle storage.

Variance Requested

The proposed development is generally in compliance with the “Parking Structure Townhouses (RTP4)” zone except that a variance to reduce the minimum walkway setback along the new 6.0 m wide SRW through the site from north to south may be required to accommodate the proposed building footprints and proposed foot bridge across the public walkway. Staff support this variance recognizing that a new walkway through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent, is required; and that it is essential to provide direct pedestrian linkage between the two buildings, on the podium level, for easy access to various amenities proposed on site. This unique configuration will be further reviewed and refined in the context of the overall detailed design of the project, including architectural form, site design and landscaping, at the Development Permit stage. Prior to final adoption of the rezoning bylaw, language should be included in the SRW document to indicate that a pedestrian bridge across the 6.0 m wide SRW through the site may be permitted, if specified in a Development Permit approved by the City.

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the existing west and south property lines of the subject development site for an existing sanitary sewer line. The applicants are aware that no construction is permitted within this area.

Design Review and Future Development Permit Considerations

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan.
- Refinement of the proposed building form to achieve sufficient variety in design to create a desirable and interesting streetscape along Spires Road, along the future lanes abutting the development site, and along the internal walkways in the courtyard; to reduce visual massing of the buildings; and to address potential adjacency issues with adjacent residential uses.
- Refinement of the proposed site plan and site grading to ensure survival of all protected trees on site and on neighbouring sites; and to provide appropriate transition between the proposed development and adjacent existing developments.

- Refinement of the proposed site plan and building design to ensure operational requirements from emergency services and garbage & recycling collection service are met.
- Refinement of landscape design, including the configuration of the outdoor amenity space and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82 and LEED Silver equivalence.

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

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicants are required to:

- provide a cash-in-lieu contribution in the amount of \$172,800.00 for the construction of a new 750 mm storm sewer via the capital project works that will front the development. This is the cost required for the construction of the storm main fronting the development's property (approx. 87 m) and is a portion of the total cost of the system from the bend at Spires Road to Cook Gate (i.e., 189 m).
- enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage, back lane, public walkways onsite, storm sewer and sanitary sewer upgrades, fire hydrant, as well as service connections (see Attachment 9 for details). All works are at the client's sole cost (i.e., no credits apply).

The applicants are also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee at Building Permit stage.

Proposed Amendments to the "Parking Structure Townhouses (RTP)" zone

The "Parking Structure Townhouses (RTP)" zone was drafted and included in Zoning Bylaw 8500 (adopted on November 16, 2009) as a "shelf ready" zone. As of July 31, 2018, no site has been rezoned to "Parking Structure Townhouses (RTP)". The purpose of this zone is to facilitate high density town housing with a parking structure in the city centre, as envisioned in the City Centre Area Plan.

Currently, the City has received five rezoning applications proposing to rezone development sites in the city centre area to the "Parking Structure Townhouses (RTP)" zone. During the review process for these applications, staff and the applicants encountered a number of challenges in terms of zoning compliance; clarifications are also required in terms of density calculations, lot coverage calculations, building setbacks, permitted projections, and parking space configurations.

Density Calculations

Unlike conventional townhouses with individual garages, parking structure townhouse developments feature communal parking areas within parking structures, which is similar to the parking arrangement in apartment buildings. Parking structure townhouse developments also provide common stairwells and elevators for vertical circulations between the parking level and the podium level. Since the design of these components of the parking structure townhouse developments is similar to the design in apartment buildings, staff propose to include a number of floor area exemptions that are typically applied to apartment housing (i.e., enclosed parking area, common stairwells and elevators) in the “Parking Structure Townhouses (RTP)” zone. In addition, in order to maintain the livability of parking structure townhouses at a similar level as the conventional townhouses, staff propose to keep a number of floor area exemptions that are typically applied to town housing (i.e., covered porch and vertical circulation within a unit) in the “Parking Structure Townhouses (RTP)” zone. Collectively, the exemptions facilitate adequate circulation space for this unique built form.

Lot Coverage Calculations

Recognizing a landscaped podium is featured in parking structure townhouse developments, the lot coverage for buildings, for non-porous areas, and for landscaping with live plant materials need to be adjusted.

- The maximum lot coverage for building will remain at 50% but the landscaped roof over parking spaces will be excluded from the lot coverage calculation. This is consistent with the definition of *lot coverage* in the Zoning Bylaw 8500.
- The maximum lot coverage for buildings, structures and non-porous surfaces will remain at 75% but a slight increase to 80% will be allowed if specified in a Development Permit. This provision is to accommodate buildings which require a larger footprint in order to facilitate functional habitable space on the ground floor with parking in the middle, and a larger landscaped podium.
- The minimum lot coverage for landscaping with live plant materials will be increased from 15% to 20% as landscaped podium is anticipated in parking structure townhouse developments.

Building Setbacks and Permitted Projections

Staff propose to revise the minimum building setbacks to interior lot line, rear lot line, public walkway, and public lane to match the design guidelines for parking structure townhouses under the City Centre Area Plan (Section 3.2.5). The intent of the new provision is to require a 3.0 m setback where a townhouse unit is to front onto a walkway, and allow the setback to the side of the building/unit be reduced to 1.5 m, if specified in a Development Permit.

Recognizing that the “Parking Structure Townhouses (RTP)” zone will only be allowed in the City Centre area and that the required building setbacks to property lines will be smaller than those required in convention townhouse developments, staff propose to include a new set of

permitted projections in the “Parking Structure Townhouses (RTP)” zone to allow for building articulations. This set of permitted projections is based on what are currently allowed in typical convention townhouse developments, but are revised taking the smaller building setbacks into account.

Tandem Parking Space Configuration

The current zoning bylaw provisions related to tandem parking arrangements in townhouses only speak to tandem parking arrangements in individual garages and require additional lateral clearance space in the garages for functionality purposes. Since resident parking in parking structure townhouse developments will be provided in communal parking structures, the additional lateral clearance space for tandem parking arrangement will no longer be warranted. Staff propose to include a new provision in the “Parking Structure Townhouses (RTP)” zone to clarify the requirements that:

- tandem parking is limited to 50% of the resident spaces required;
- standard parking space dimensions are required when in tandem arrangement; and
- where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$7,800.00. This will be considered as part of the 2020 Operating budget.

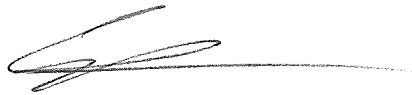
To facilitate the narrowing of Spires Road and the subject rezoning application proposal, the applicants propose to purchase a portion of the Spires Road road allowance for inclusion in the applicants’ development site. The total approximate area of City lands proposed to be sold and included in the development site is 446.7 m² (4,808.4 ft²). As identified in the attached rezoning considerations (Attachment 9), the applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council.

Conclusion

The proposed 63-unit townhouse development is consistent with the Official Community Plan (OCP) and the City Centre Area Plan. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 9; which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9914 be introduced and given first reading.

In response to the challenges encountered during the review of in-stream rezoning application for parking structure townhouse developments, text amendments to the Richmond Zoning Bylaw 8500 are required to fine tune the zoning requirements under the "Parking Structure Townhouses (RTP4)". It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9915 be introduced and given first reading.

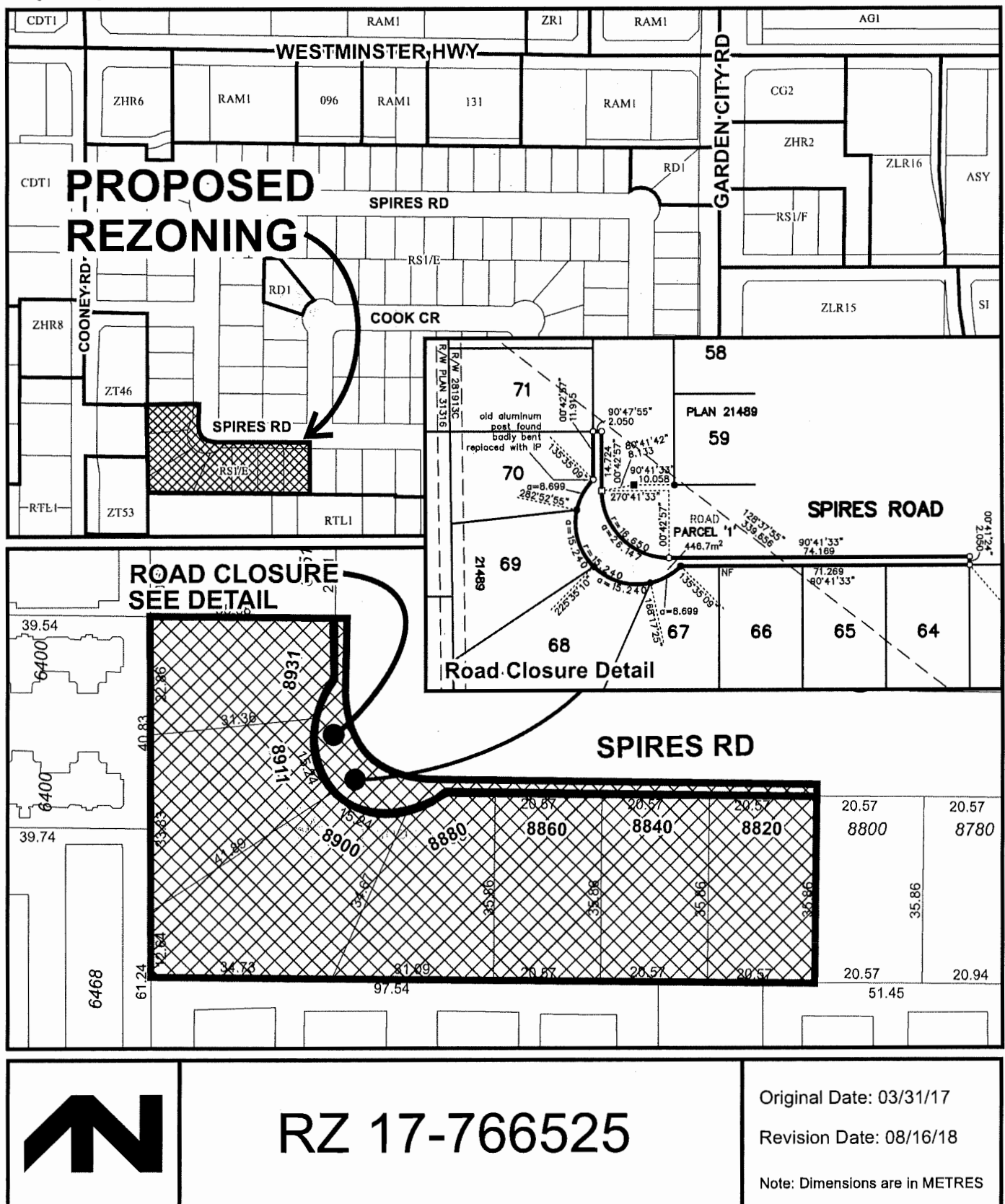


Edwin Lee
Planner 1

EL:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Specific Land Use Map: Brighthouse Village (2031)
- Attachment 5: Development Notice
- Attachment 6: Notification Area
- Attachment 7: Proposed Road Closure Plan
- Attachment 8: Tree Protection Plan
- Attachment 9: Rezoning Considerations

City of
Richmond



PLN - 91



City of
Richmond

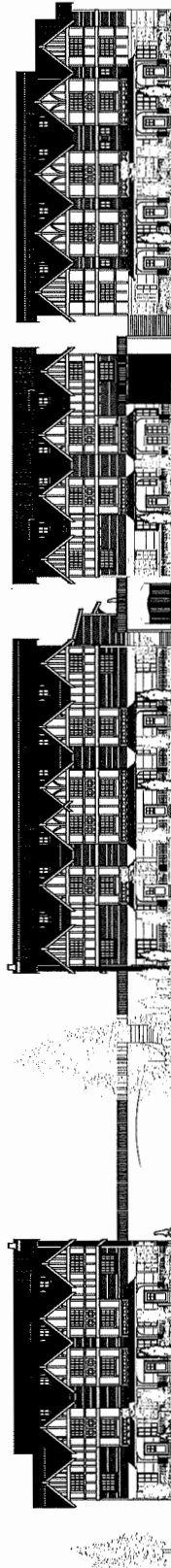


RZ 17-766525

Original Date: 03/31/17

Revision Date: 08/15/18

Note: Dimensions are in METRES

PLN - 93

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ISSUED FOR REZONING	MAR. 14, 2017
RE-SSUED FOR REZONING	NOV. 16, 2017
RE-SSUED FOR REZONING	JUN. 08, 2018
RE-SSUED FOR REZONING	JUL. 12, 2018
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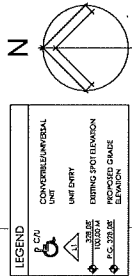
1625 West 5th Ave., Vancouver, BC V6J 1N5
Phone 683-5441
Fax 685-2076

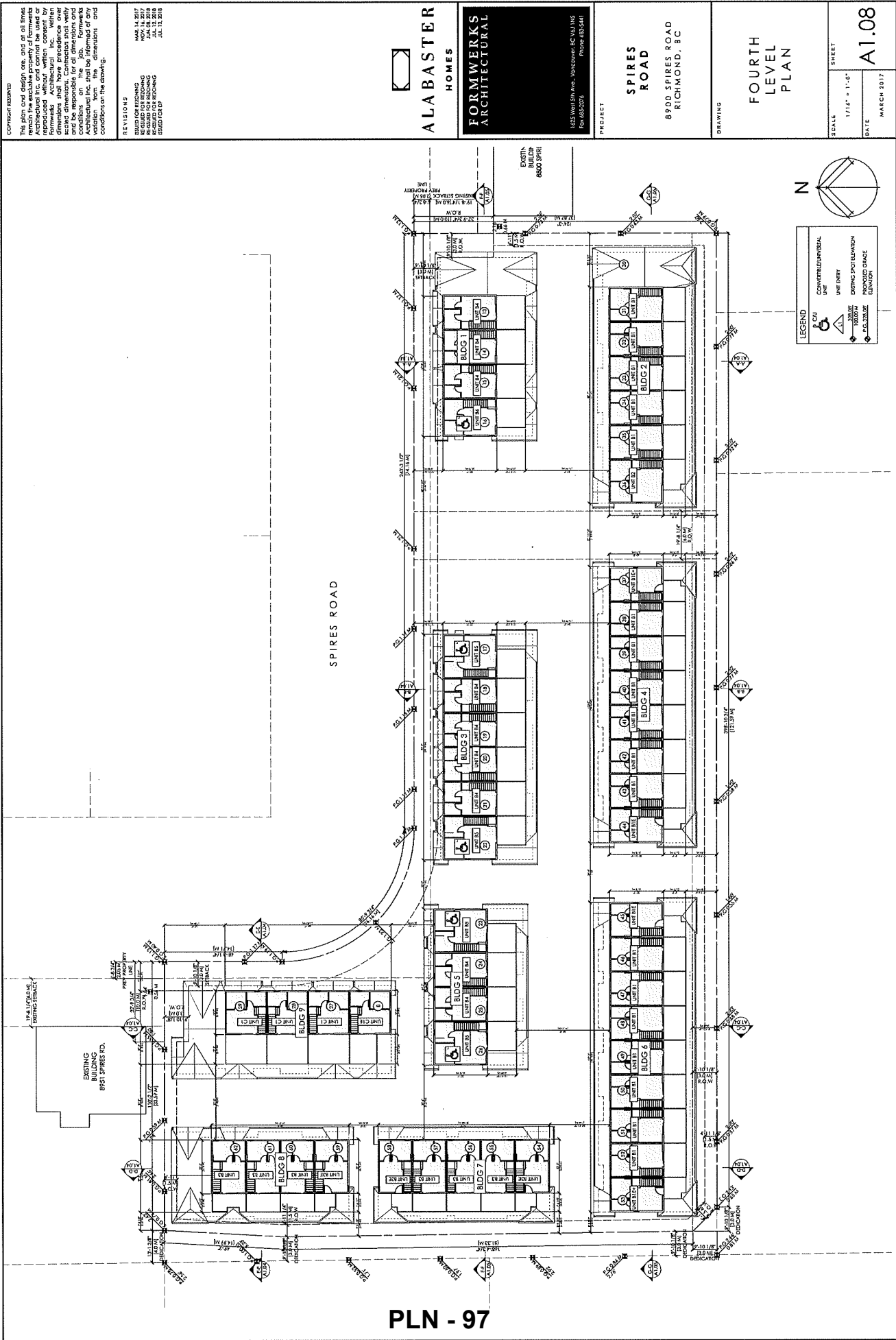
8900 SPIRES ROAD
RICHMOND, BC

SECOND
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0-1 = 91/1

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	MARCH 2017

**PLN - 95**



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REVISIONS
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MADE 14.2017
JAN 10.2018
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ALABASTER HOMES
FORMWERKS ARCHITECTURAL

PROJECT
SPIRES ROAD
8900 SPIRES ROAD
RICHMOND, BC

DATE
MARCH 2017

SCALE
1/16" = 1'-0"

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LEGEND
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CORRECTIONS

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REVISIONS

NO. 14, 2017
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ALABASTER HOMES

FORMWERKS ARCHITECTURAL

1025 KING ST. AND VICTORIA ST. N. W.
 EDMONTON, ALBERTA T6A 1K4
 PHONE 463-5444

PROJECT

SPIRES ROAD
 8900 SPIRES ROAD
 RICHMOND, BC

DRAWING

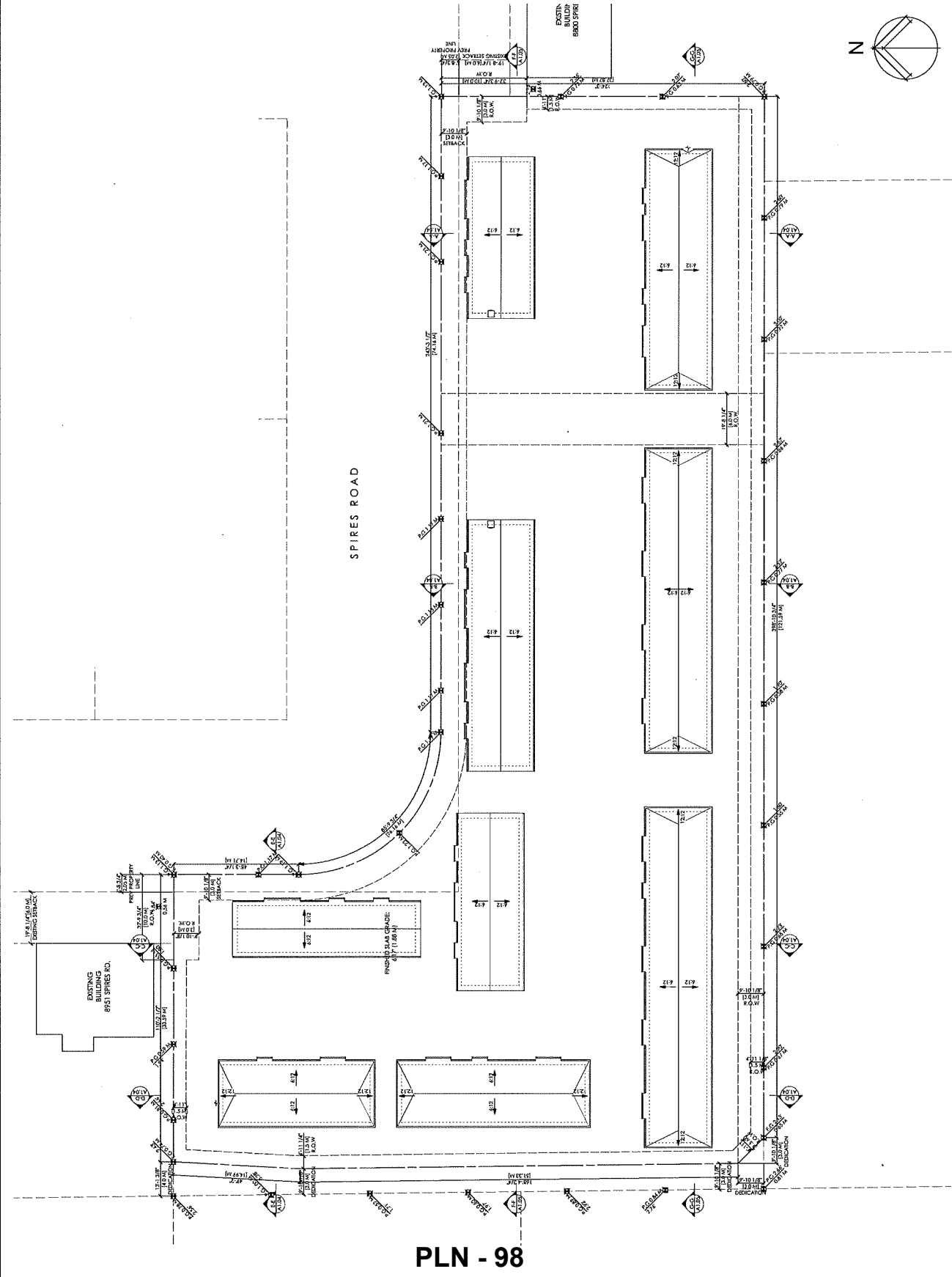
ROOF PLAN

SHEET

A1.09

SCALE 1/16" = 1'-0"

DATE MARCH 2017



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REVISIONS	DATE
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RE-ISSUED FOR REWORK	NOV. 14, 2017
RE-ISSUED FOR REWORK	JUN. 08, 2018
RE-ISSUED FOR REWORK	JUL. 12, 2018
ISSUED FOR DP	JUL. 12, 2018

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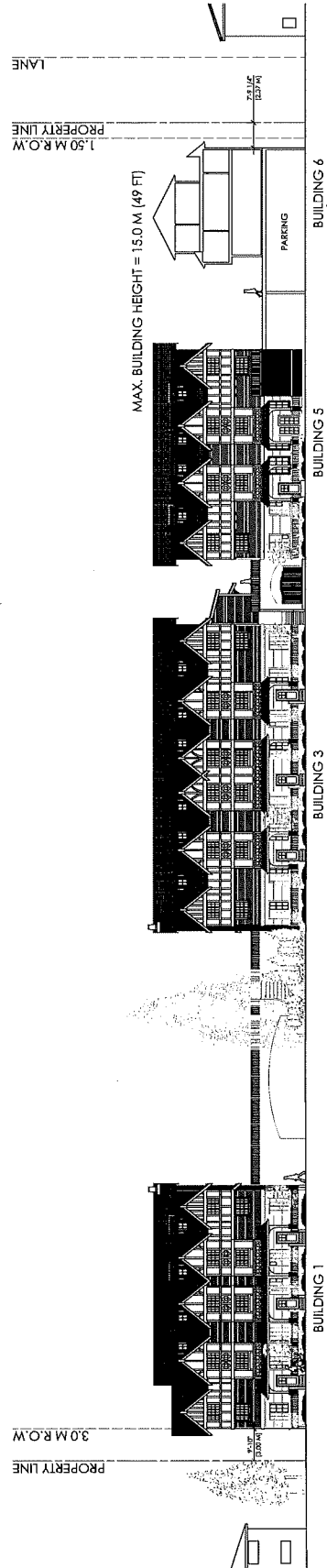
FORMWORKS
ARCHITECTURAL

1235 West 5th Ave., Vancouver BC V6J 1N5
Fax 604-2076 Phone 604-5441

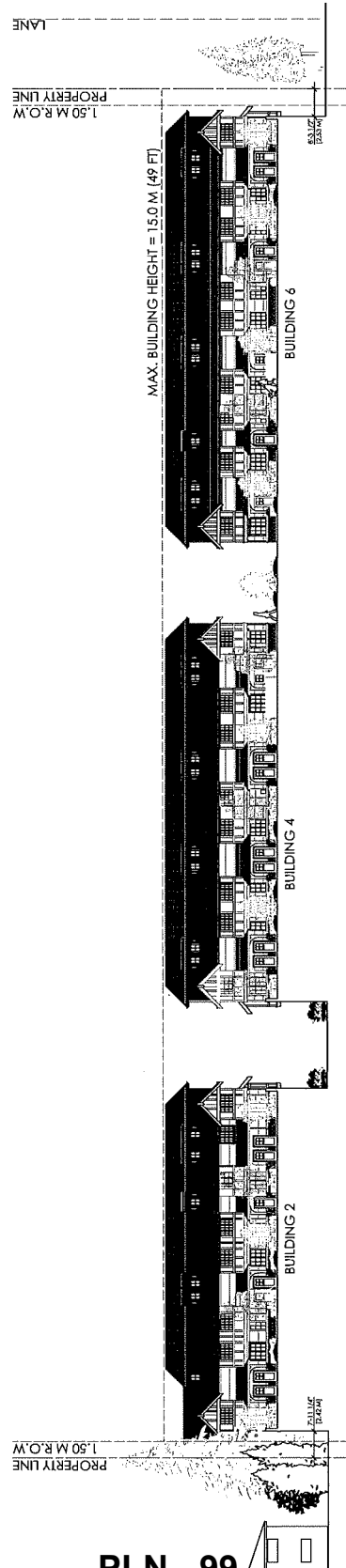
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8900 SPIRES ROAD
RICHMOND, BC

DRAWING
STREETSCAPES

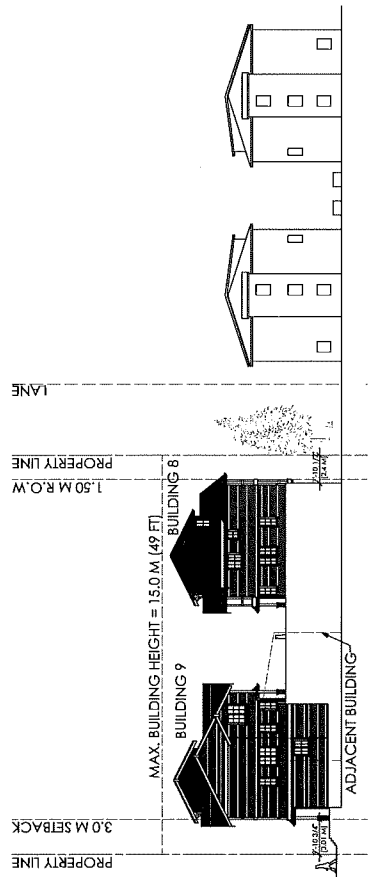
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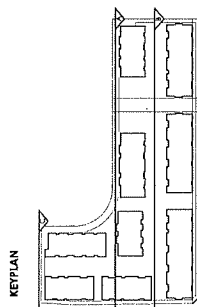
A - NORTH STREETSCAPE (SPIRES ROAD)
1/16" = 1' 0"



1
B - NORTH STREETSCAPE (COURTYARD)
1/16" = 1' 0"



C - NORTH STREETSCAPE
1/16" = 1' 0"



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ISSUED FOR REZONING	MAR. 14, 2017
RE-ISSUED FOR REZONING	NOV. 14, 2017
RE-ISSUED FOR REZONING	JUN. 08, 2018
RE-ISSUED FOR REZONING	JUL. 12, 2018
ISSUED FOR DP	JUL. 12, 2018

ISSUED FOR REZONING	MAILED
RE-ISSUED FOR REZONING	NOV. 14, 2017
RE-ISSUED FOR REZONING	JUN. 08, 2018
RE-ISSUED FOR REZONING	JUL. 12, 2018
ISSUED FOR DP	JUL. 12, 2018



**FORMWORKS
ARCHITECTURAL**

1625 West 5th Ave., Vancouver, BC V6J 1H5
Phone 683-5441
Fax 683-2076

PROJECT

8900 SPIRES ROAD
RICHMOND, BC

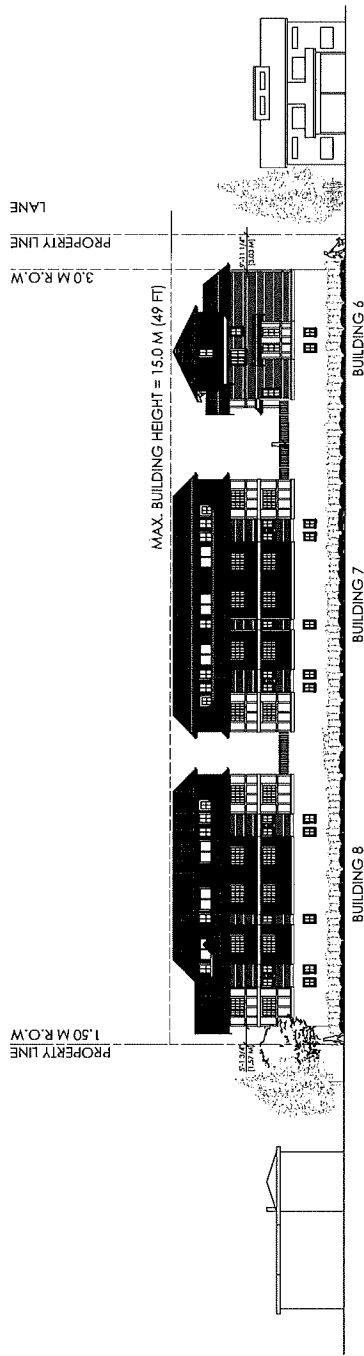
OPTIONAL

STREETSCAPES

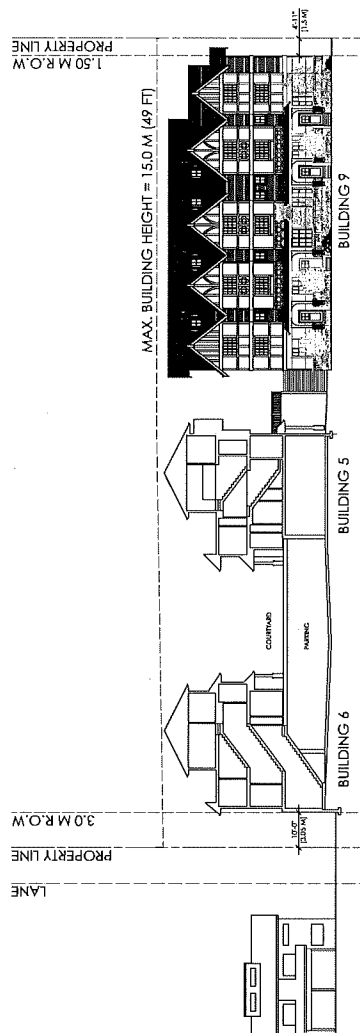
SCALE	SHEET
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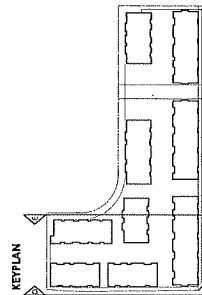
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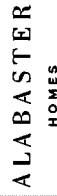
D - WEST STREETSCAPE (LANE)
1/16" = 1' 0"



E - WEST STREETSCAPE (SPIRES RD)
1/16" = 1' 0"

**PLN - 100**

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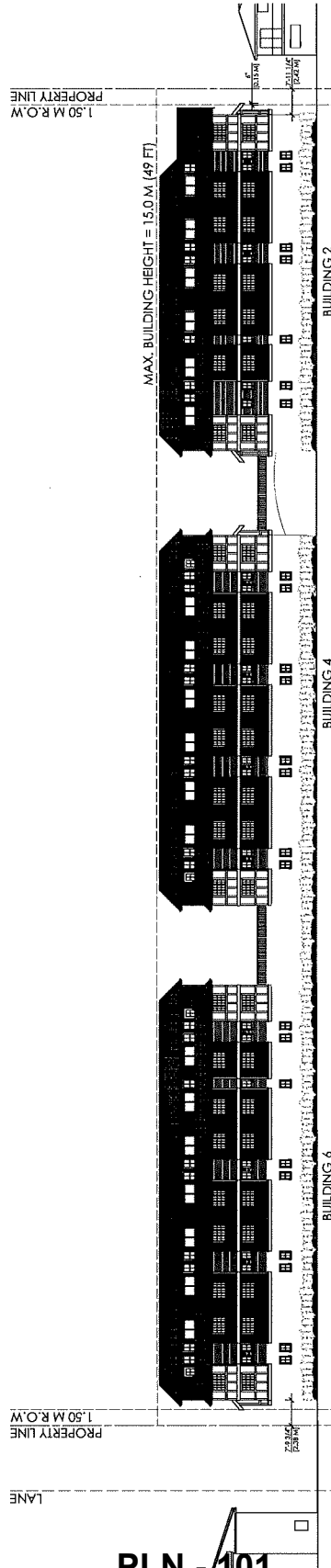
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1625 West 51st Ave., Vancouver, BC V6J 1H5
 For 685-2076 Phone 683-5461

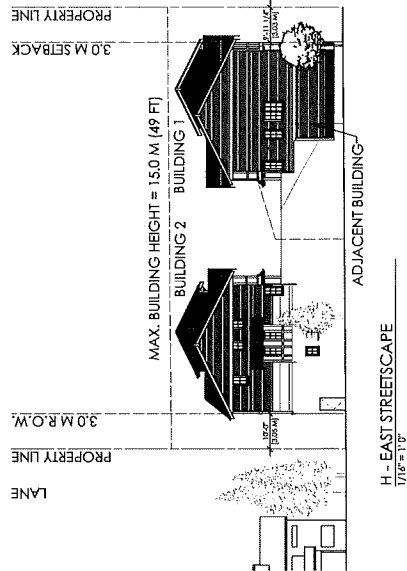
8900 SPIRES ROAD
RICHMOND, BC

STREETSCAPES

A2.03



G - SOUTH STREETSCAPE (LANE)



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REVISIONS	
ISSUED FOR REWORK	MAR. 14, 2017
RE-REQUIRED FOR REWORK	NOV. 14, 2017
RE-REQUIRED FOR REWORK	JUN. 04, 2018
RE-REQUIRED FOR REWORK	JUL. 12, 2018
ISSUED FOR DP	AUG. 12, 2018

ALABASTER
HOMESFORMWORKS
ARCHITECTURAL

1625 West 5th Ave., Vancouver, BC V6J 1N5
Fax (604) 685-2076 Phone (604) 683-5441

PROJECT

**SPIRES
ROAD**

DRAWING

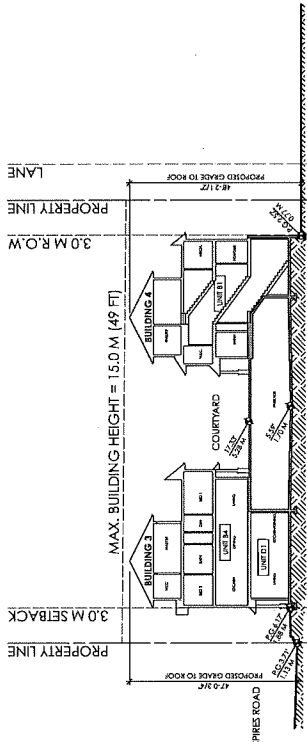
SITE SECTIONS

SCALE SHEET

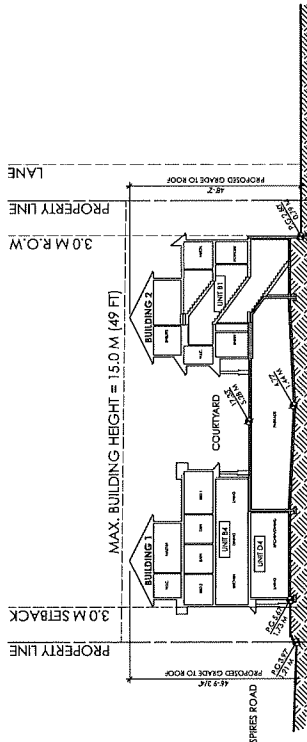
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02-1-2011

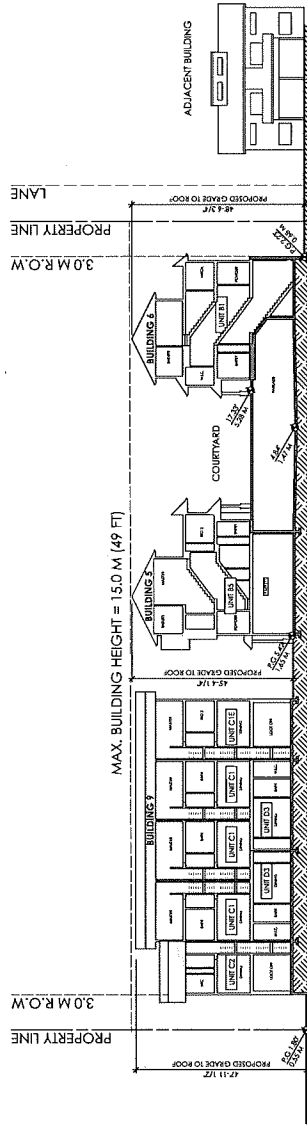
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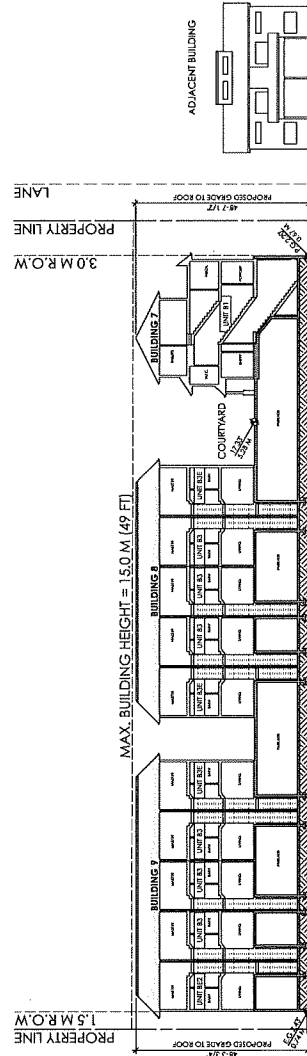
SITE SECTION B-B
1/16" = 1'-0"



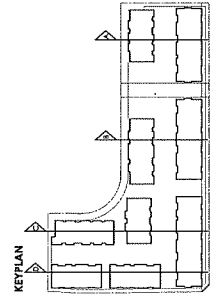
SITE SECTION A-A
1/16" = 1'-0"



SITE SECTION C-C
1/16" = 1'-0"



SITE SECTION D-D
1/16" = 1'-0"





RZ 17-766525

Attachment 3

Address: 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road and the surplus portion of the Spires Road road allowance

Applicant: Alabaster Aequin Limited Partnership / PLLR 228 Holdings Ltd.

Planning Area(s): City Centre

	Existing	Proposed
Owner:	PLLR 228 Holdings Ltd.	No Change
Site Size (m²):	6,075 m ²	5,852 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	City Centre Area Plan: General Urban T4 Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Parking Structure Townhouses (RTP4)
Number of Units:	7	63
Other Designations:	N/A	No Change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	1.20 Max.	none permitted
Lot Coverage – Building:	Max. 50%	50% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 80%	80% Max.	none
Lot Coverage – Landscaping:	Min. 20%	20% Min.	none
Setback – Front Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Side Yard – North (m):	Min. 1.5 m	1.5 m Min.	none
Setback – Side Yard – East (m):	Min. 1.5 m	1.5 m Min.	none
Setback – Lane (South) (m):	Min. 1.5 m	1.5 m Min.	none
Height (m):	Max. 15.0 m (4 storeys)	15.0 m (4 storeys) Max.	none
Lot Depth:	Min. 30.0 m	33.59 m	none
Site Area:	Min. 2,400 m ²	5,852 m ²	none

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V)	1.25 (R) and 0.20 (V) per unit	none
Off-street Parking Spaces – Total:	76 (R) and 13 (V)	79 (R) and 13 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces (76 x Max. 50% = 38)	32	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (92 x Max. 50% = 46)	8	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (92 x 2% = 2 spaces)	9	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.20 (Class 2) per unit	1.58 (Class 1) and 0.20 (Class 2) per unit	none
Off-street Parking Spaces – Total:	78 (Class 1) and 10 (Class 2)	100 (Class 1) and 13 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m ² or Cash-in-lieu	104 m ²	none
Amenity Space – Outdoor:	Min. 6 m ² x 63 units = 378 m ²	432 m ²	none

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

Map Legend:

- General Urban T4 (15m)** (Yellow)
- Urban Centre T5 (25m)** (Orange)
- Urban Core T6 (45m)** (Red)
- Park** (Green)
- Park-Configuration & location to be determined** (Green diamond)
- Village Centre: No. 3 Road & Cook Road Intersection** (Circle)
- School** (Light blue)
- Village Centre Bonus** (Hatched)
- Institution** (Black diamond)
- Pedestrian Linkages** (Dotted line)
- Enhanced Pedestrian & Cyclist Crossing** (Blue star)
- Bus Exchange** (B)
- Transit Plaza** (P)
- Proposed Streets** (Dark blue line)
- Pedestrian-Oriented Retail Precincts-High Street & Linkages** (Red line)
- Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages** (Light blue line)
- Canada Line Station** (Red circle)

Map Labels: WESTMINSTER HWY, GRANVILLE AVE, GILBERT RD, GARDEN CITY RD, NO. 3 RD, SUBZ SIT.

Scale: 0 50 100 200 300 400 Meters



ALABASTER

HOMES

JUNE 11, 2018

Dear Neighbour,

RE: Proposed Development – Rezoning file no. RZ 17-766525

We are writing with regards to a proposed development in your area located at 8900 Spires Road, Richmond, BC. The site is being rezoned from single-family use to multi-family use in accordance with the Official Community Plan. The development will be comprised of a mix of townhouses on an above-ground parking structure, with garden condominium at grade. Preliminary project statistics as follows:

Townhouses: 54 units
Condominiums: 9 units
Site Area: 63, 215 square feet
Net Floor Area: 75, 804 square feet
Floor Space Ratio: 1.2

As developer of this project, Alabaster Homes is committed to responsible community planning and construction practices. The City of Richmond will be fielding any questions from neighbours. If you have any questions or comments regarding this proposal, please contact:

Edwin Lee
Development Applications Department
City of Richmond
604-276-4395

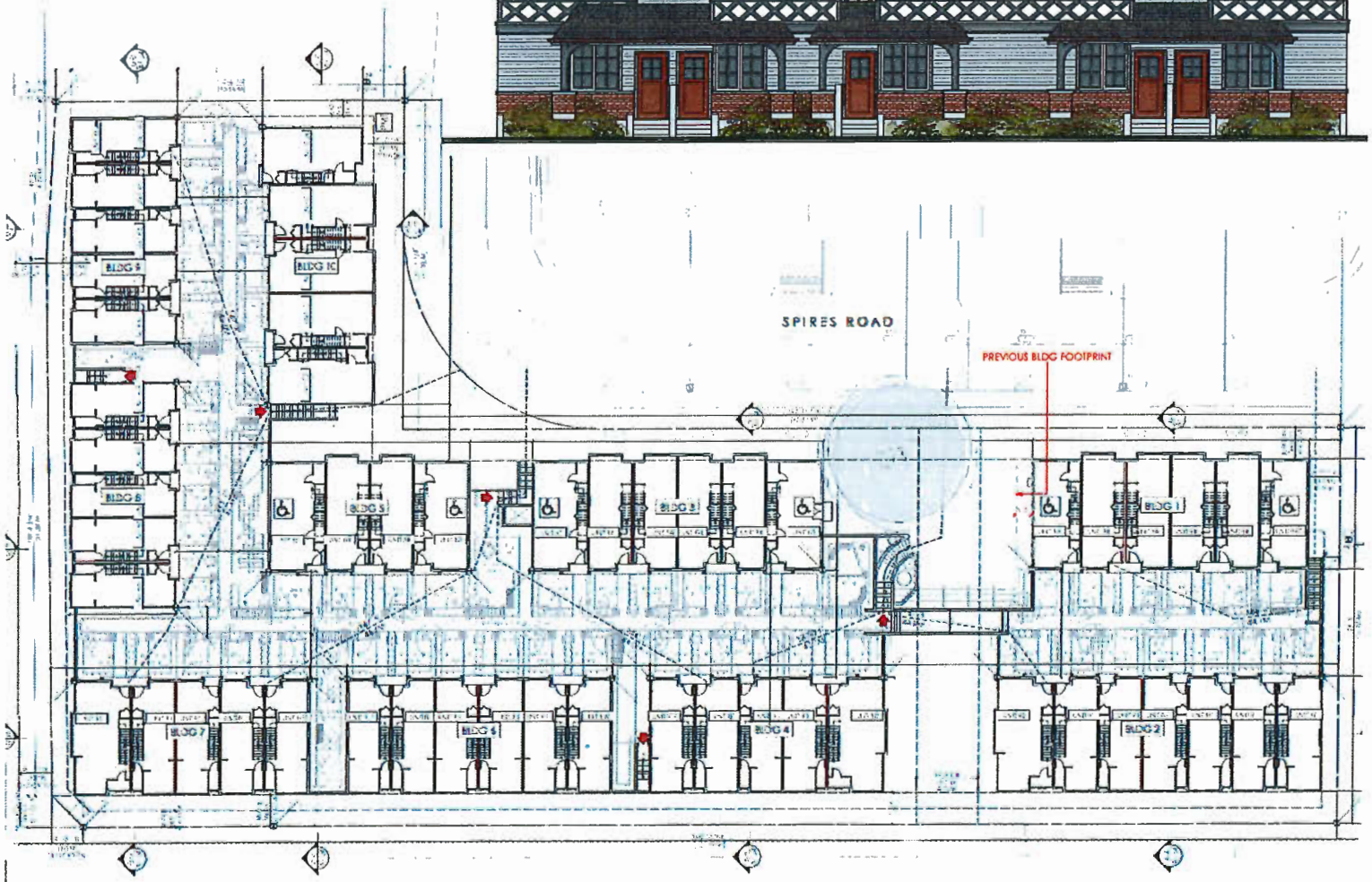
Sincerely,

ALABASTER HOMES



ALABASTER HOMES

Proposed Elevation and Site Plan:




PLN - 108



PLN - 109

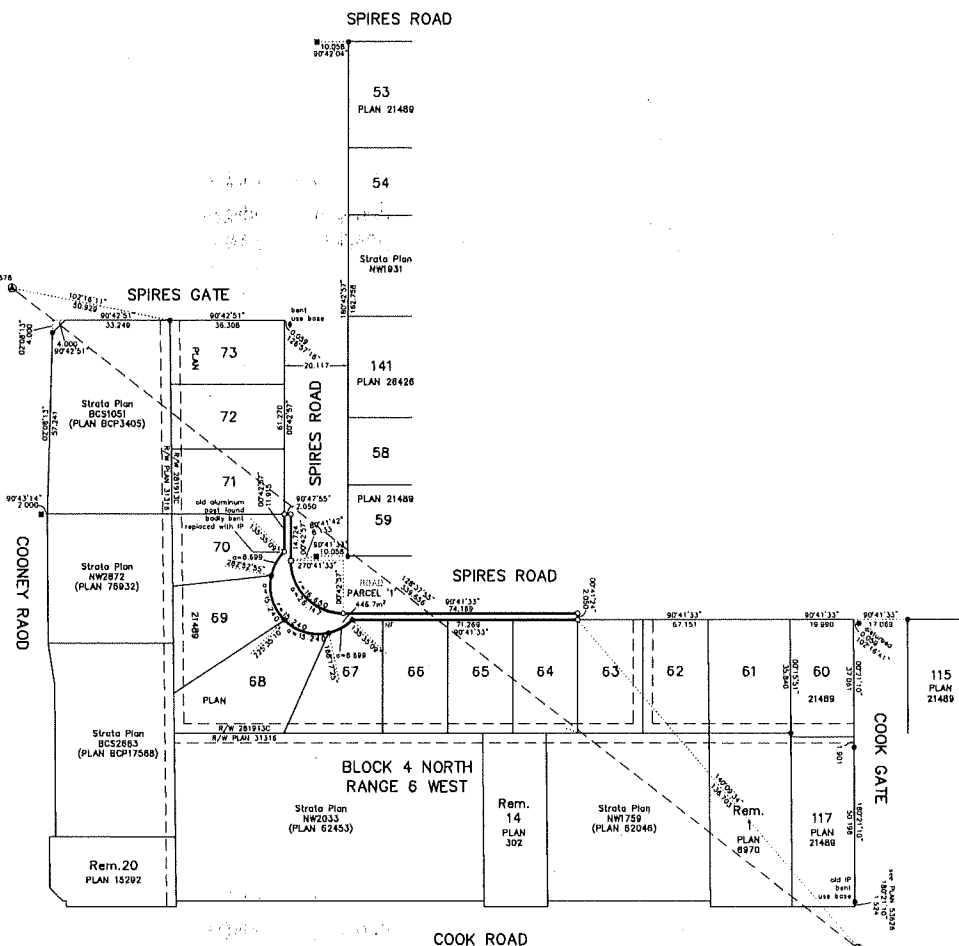
Pursuant to Section 120, Land Title Act and Section 40, Community Charter
BCGS 92G.015

SCALE 1 : 750



All distances are in metres.

The intended plot size of this plan is 864mm in width by 560mm in height (0 size) when plotted at a scale of 1 : 750.



UTM Zone to Coordinates		
Datum: NAD83(CRS)4.0 B.C. LVRD		
Point Identifier	77H4878	91H4879
UTM Northing	5448173.88	5445981.01
UTM Easting	490415.93	490561.15
Point combined factor	0.9999041	0.9998038
Estimated horizontal	0.01m	0.01m

LEGEND:

Integrated survey area No 18, Richmond, NA083(CMS)4.00BC1.GVD
Grid bearings are derived from observations between geodetic control monuments 7744678 and 9149829
The UTM coordinates and estimated horizontal positional accuracy achieved are derived from the NAD83 published coordinates for geodetic control monuments 7744678 and 9149829
This plan shows horizontal ground-level distances unless otherwise specified to compute grid distances, multiply ground-level distances by the combined factor of 0.9998049 which has been derived from geodetic

- control monument 7744575
- Ⓐ denotes control monument found
⬇ denotes aluminum post found
● denotes standard iron post found
○ denotes standard iron post placed
■ denotes lead plug found
□ denotes lead plug placed

This plan lies within the jurisdiction of the
Approving Officer for City of Richmond

The field survey represented by this plan was completed on the 28th day of June, 2018
LORIS MOGAN, BCIS #743

This plan lies within the
Metro Vancouver Regional District

L N L S METRO VANCOUVER
LAND SURVEYORS

4932 VICTORIA DRIVE, VANCOUVER, BC, V5P 3T6
T 604.327.1535 WEB WWW.LNLS.CA





City of Richmond

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

Address: 8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires Road

File No.: RZ 17-766525

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9914, the developer is required to complete the following:

1. Council approval of the road closure bylaw for a portion of Spires Road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Senior Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
2. Consolidation of all the lots and the portion of Spires Road mentioned above into one development parcel (which will require the demolition of the existing dwellings).
3. Dedication along the entire west property line of the subject development site for the provision of the future north-south lane parallel to Cooney Road. This dedication will start at a width of 4.0 m at the north property line and taper over a length of 15.0 m to a 3.0 m wide dedication along the west property line to the south property line. The taper is required to tie into the future lane to the north that will be offset by 1.0 m.
4. Dedication of a 3.0 m x 3.0 m corner cut at the southwest corner of the subject development site for the future north-south and east-west lane intersection.
5. Granting of statutory right-of-way for access as follows:
 - a) 6.0 m wide through the site from north to south, with a center line aligned with the common property line between 8920 Spires Road and 8635 Cook Crescent; a concrete walkway with width ranging from 1.5 m to 3.0 m will be required within this SRW (as per the Development Permit for the site); the developer is required to build this walkway; a pedestrian bridge across the 6.0 m wide SRW through the site may be permitted if specified in a Development Permit approved by the City.
 - b) 1.5 m wide along the entire north property line of 8931 Spires Road; a 1.5 m wide concrete walkway will be built over the total 3.0 m wide SRW (a similar 1.5 m wide SRW will be secured from the adjacent site to the north); the developer may be required to build this walkway; any fences and other improvements installed within this SRW must be removed when the other 1.5 m wide SRW is secured from the adjacent site to the north and that the required 1.5 m wide concrete walkway can be constructed;
 - c) 1.5 m wide along the entire east side property line of 8820 Spires Road; a 1.5 m wide concrete walkway will be built over the total 3.0 m wide SRW (a similar 1.5 m wide SRW will be secured from the adjacent site to the east); the developer is required to build this walkway; any fences and other improvements installed within this SRW must be removed when the other 1.5 m wide SRW is secured from the adjacent site to the east and that the required 1.5 m wide concrete walkway can be constructed; and
 - d) 1.5 m wide along the entire south and new west property lines of the subject development site; a 1.5 m wide concrete sidewalk will be required within this SRW (as per the Servicing Agreement for this site); any fences installed within this SRW must be removed when the future lanes located to the south and/or west of the subject development site has become operational; the developer is required to build this sidewalk.

The owners are responsible for all maintenance of improvements, including but not limited to the public walkways/sidewalks and landscaping, within the SRWs, and are responsible for all liability of SRW areas.

6. Registration of an aircraft noise sensitive use covenant on title.
7. Registration of a flood indemnity covenant on title.
8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating, unless the subject development is subject to BC Energy Step Code requirements.

PLN - 113

Initial: _____

9. Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
 - b) The secondary suites cannot be stratified or otherwise held under separate title.
10. Registration of a legal agreement on title ensuring that:
 - a) where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit; and
 - b) conversion of tandem parking area into habitable space is prohibited.
11. Registration of a legal agreement on title ensuring that a parking stall with minimum dimensions of 3.7 m wide and 5.5 m long will be assigned to each of the basic universal housing units and convertible units contained within the proposed townhouse development. No accessible parking signage or pavement markings will be required on these parking spaces.
12. Registration of a legal agreement on title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
 - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
 - c) the required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
13. Registration of a legal agreement on title ensuring that:
 - a) conversion of any of the bicycle parking areas within the parking structure into habitable space or general storage area is prohibited; and
 - b) all of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.
14. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
15. Submission of a Contract entered into between the applicants and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
16. City acceptance of the developer's voluntary contribution in the amount of \$18,897.60 (i.e. \$0.25/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
17. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$642,518.40) to the City's affordable housing fund.
18. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$62,740.03) to the City's public art fund.
19. City acceptance of the developer's offer to voluntarily contribute \$5,850.00 to Parks Division's Tree Compensation Fund for the removal of four (4) trees located on the City boulevard in front of the site.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicants.
20. City acceptance of the developer's offer to voluntarily contribute \$172,800.00 towards the construction of a new 750mm storm sewer via the capital project works that will front the development (from the bend at Spires Road to Cook Gate).

21. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
22. Enter into a Servicing Agreement* for the design and construction of frontage beautification along the site frontage, storm sewer and sanitary sewer upgrades, fire hydrant, as well as service connections. Works include, but may not be limited to,

Water Works:

- a. Using the OCP Model, there is currently 102 L/s of water available at a 20 psi residual at the Spires Road frontage. Once Capital Program upgrades are installed there will be 254L/s of water available at a 20 psi residual at the Spires Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s
- b. At the developer's cost, the City is to:
 - i. Install one new water service connection off of the proposed 200mm water main (that will be installed through the City's Capital project along Spires Road) complete with meter and meter box in a right of way which will be provided by the developer. The dimensions and location of the right of way shall be finalized through the servicing agreement process.
 - ii. Cut and cap all existing water service connections at main off of the existing 150mm AC water main.
 - iii. Relocate the existing fire hydrant as required by the proposed frontage improvements. Fire department approval is required for all fire hydrant relocations.

Storm Sewer Works:

- a. At the developer's costs, the developer is required to:
 - i. Install a new 750mm diameter storm sewer at the north-south aligned Spires Road from the north property line of 8931 Spires Road to 22 meters south. Tie-in to the south shall be to the new manhole at the bend at Spires Road that will be built through the City's Capital project. An appropriately sized manhole is required at the north end. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
 - ii. Install a new 750mm diameter storm sewer from the new manhole in Spires Road at the north property line of 8931 Spires Road then tie-in to the existing ditch fronting 8951 Spires Road. Tie-in to the existing ditch shall be via a headwall.
 - iii. Install lane drainage 200 mm diameter along the entire west property line and along the entire north property line of 8931 Spires Road then tie-in to the new manhole at Spires Road.
- b. At the developer's cost, the City is to install a new storm service connection complete with inspection chamber connecting to the new 750mm storm sewer along Spires Road.

Sanitary Sewer Works:

- a. At the developer's costs, the developer is required to:
 - i. If the proposed 250mm sanitary main on Spires Road (to be built via the City's Capital project) is not in service at the time of connection, the developer will be required to construct a temporary connection from the site to the existing 200mm sanitary main located between 8780 & 8760 Spires Road at the developer's cost. If required, the interim connection shall be removed (at developer's costs) once the ultimate sanitary lines and manhole under the City's Capital project are constructed and the proposed site's ultimate service connection is connected to the ultimate sanitary system.
 - ii. Design the proposed development to accommodate future access, maintenance, repair or replacement of the existing sanitary sewer along the south and west property lines of the proposed development without impact to the development site, to the satisfaction of the City.
 - iii. Provide a pre and post pre-load and construction surveys and CCTV of the existing sanitary sewer along the west property line. Any damage to be repaired and any required replacement shall be done at the developer's sole cost.

- iv. Ensure that the existing sanitary sewer along the south and west property lines remains operational during any preload and/or construction phase (the sewer will remain active despite new works proposed for Spires Road). If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the servicing agreement, at the developer's costs, after completion of the site preparation and/or building construction works.
 - v. Ensure no soil fill or building encroaches into the existing sanitary right of way along the west property line.
 - vi. Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the rezoning staff report and the development process design review.
 - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the south and west property lines) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the edge of the existing sanitary main as recommended by a professional geotechnical engineer.
 - That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the existing sanitary main along the west property line. Impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing sanitary main needs to be determined by the Geotechnical Engineer. If the existing sanitary main will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures need to be done prior to start of the site preparation works at developer's cost.
- b. At the developers cost, the City is to:
- i. Cut and cap at main all existing connections and remove inspection chambers along the south and west property lines.
 - ii. Install a new sanitary service connection c/w inspection chamber at the north east property line connecting to the proposed 300mm sanitary main (to be built through the City's Capital project) along Spires Road.

Frontage Improvements:

- a. Road Works and Frontage improvements
- i. Road works and frontage improvements (tangent sections of road)
 - Spires Road along the entire frontage of the subject development site is to be widened to provide 8.7 m wide pavement (one parking lane and two traffic lanes). The road works are also to include tie-in tapers (20:1) to the existing sections of Spires Road to the east and north of the site. The following are the road and behind the curb frontage improvement cross section elements to be designed and constructed by the developer. The existing ditch is to be filled to accommodate these frontage improvements. More details of the functional design requirements are described below.
 - new property line of road right-of-way along development frontage;
 - 2.0 m wide concrete sidewalk;
 - 1.5 m wide landscaped boulevard with street trees;
 - 0.15 m wide curb;
 - 8.7 m wide pavement; and
 - 1.0 m wide gravel shoulder (with no-post low barriers per TAC standards).

- ii. Road works and frontage improvements (curve section of road)
 - The overall cross section described above would apply to the curve section of Spires Road along the development frontage. The dimensions of the cross section elements may vary and will be determined as part of the functional road design exercise. In particular, the pavement along the curve is expected to be wider to provide minimum design turn radii (9.0 m and 13.0 m for inside and outside curve radius respectively). More details of the functional design requirements are described below.
- iii. Treatments of north and east sides of Spires Road opposite site frontage
 - The developer shall retain a Geotechnical Engineer to determine the requirement for filling in the existing ditch, or installing retaining walls to support the widened pavement. The developer shall advise the City of the outcome of the geotechnical investigation.
- iv. Existing driveways along the Spires Road site frontage
 - All existing driveways along the Spires Road development frontage are to be closed permanently. The developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described above.
- v. Existing driveways on the opposite side of the Spires Road development frontage
 - All existing driveways on the opposite side of the Spires Road development frontage are to be kept during and post construction. Consultation and co-ordination with adjacent property owners would be required if their driveways are altered as part of the proposed road works.
- vi. New development driveway and truck access to loading area
 - Driveway design standards - Construct a single new driveway to the site to City design standards (6.7 m wide at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard). The site plan is to show the driveway configuration with dimensions (in metric).
 - Design standards for curb access to truck loading area – A separate truck access, located immediately to the east of the proposed driveway, is to be provided. Design standards: minimum 3.25 m wide rollover curb measured from the east edge of the driveway flare; 10.0 m minimum depth measured from the P/L; grass rete driving surface; and back-in truck access only with on-site signage to prohibit back-out movements.
- vii. Sidewalk/Walkway
 - A 1.5 m wide concrete sidewalk is to be built within the 1.5 m wide SRW along the site's entire south and west property lines. The elevation of the sidewalk is to take into consideration the elevation of the future lane and is to be confirmed with Engineering. The developer is to bear the cost of the sidewalk construction.
 - A 1.5 m wide walkway is to be built along the entire north property line of 8931 Spires Road within the 1.5 m SRW on site and the similar 1.5 m wide SRW to be secured from the adjacent development site to the north. The responsibility of the developer is dependent on the sequence of Final Adoptions of the Rezoning Bylaws for the two sites:
 - If the Rezoning Bylaw for the site to the north were to receive Final Adoption before the Rezoning Bylaw for subject development site, the developer is required to construct a walkway over the total 3.0 m wide SRW. The cross-section is to consist of a 1.5 m wide concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.
 - If the Rezoning Bylaw for the subject development site were to receive Final Adoption first, then the developer is responsible for providing a grass surface treatment over the 1.5 m wide SRW in the interim.

- A 1.5 m wide walkway is to be built along the entire east property line of 8820 Spires Road within the 1.5 m SRW on site and the similar 1.5 m wide SRW to be secured from the adjacent development site to the east. The responsibility of the developer is dependent on the sequence of Final Adoptions of the Rezoning Bylaws for the two sites:
 - If the Rezoning Bylaw for the site to the east were to receive Final Adoption before the Rezoning Bylaw for subject development site, the developer is required to construct a walkway over the total 3.0 m wide SRW. The cross-section is to consist of a 1.5 m wide concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.
 - If the Rezoning Bylaw for the subject development site were to receive Final Adoption first, then the developer is responsible for providing a grass surface treatment over the 1.5 m wide SRW in the interim.

viii. Interim lane treatments

- The following works, at the full cost of the Developer, are required over the dedicated section of the lane along the subject site's new west property line:
 - A 1.8 m tall solid fence is to be erected across the entire new west property line of the subject site.
 - The dedicated section of the lane is to have a gravel surface. Consult Engineering on the required design standards. The final roadworks to be designed and constructed for the interim lane will be finalized through the servicing agreement.

ix. Parks consultation

- Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.

x. Engineering consultation

- Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.

xi. Design and construction standards

- All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.

b. Functional Road Design Plan

Prepare a functional road design plan with cross-sections (interim and ultimate) to show the road works and behind the curb frontage improvements described above. The functional design plan is to be approved by Transportation. The following elements are to be incorporated in the functional design exercise.

i. General comments

- Use metric scale.
- Provide basic geometric design information, e.g. curve radii, taper ratios, etc.
- Identify the width of road and frontage elements.
- The pavement should be presented without shaded background so as not to obscure any road element information.
- Provide cross sections for both interim and ultimate road and frontage configurations.
- The center line of the widened pavement is to follow the existing center line of Spires Road.
- The location of underground utilities must be confirmed with Engineering and the road cross sections must show the correct underground utility locations.

- ii. Tangent sections of Spires Road - The design considerations, among others, are to include:
 - Full road and frontage improvement cross sections including edge of pavement treatments along the north and east sides of the road;
 - Provide 20:1 taper sections to tie-in the widened section of Spires Road along the development frontage to the existing roadway; and
 - As parking is permitted on Spires Road, the maximum cross slope for the boulevards and sidewalk is 2%.
- iii. Curve section of Spires Road - The design considerations, among others, are to include:
 - Full road and frontage improvement cross section including edge of pavement treatments along the inside of the curve;
 - The design is to show: appropriate road width; turning radius for the inside and outside curves (9.0 m and 13.0 m for inside and outside curve radius respectively); and approach and departure flares/off-sets along the outside curve;
 - The design is to permit the movements of two SU-9 vehicles travelling in opposite directions to pass one another; and
 - As part of the Servicing Agreement detailed design process, include any required speed and other signs in the signage and pavement marking plan. The minimum requirements are: turn advisory signs with 30km/h speed limit tab, painting of center line 15.0 m from start of tangent on both sides of the curve, and "No Parking" signs along the curve section of Spires Road.
- iv. Engineering consultation - As part of the review and approval process of the functional plan, Engineering is to be consulted on the following design issues, among other requirements:
 - Vertical alignment - The elevation of the centre line of Spires Road along the development frontage is to take into considerations drainage requirements and to ensure there is no conflict with district energy equipment and other underground utilities.
 - Horizontal alignment - A new underground utility corridor is planned for 2017/2018 construction in the Spires Road area. Engineering is to be consulted to ensure that the establishment of the road alignment along the development frontage and the alignment of the underground utility corridor are coordinated.
- v. Above ground hydro and telephone kiosks must not be placed within any frontage works area including sidewalk and boulevards. On-site SRW's or dedications are to be secured for the placement of this equipment.
- c. At the developer's costs, the developer is required to coordinate with BC Hydro, Telus and other private communication service providers to undertake the following:
 - To provide underground service lines and private utility lines for the proposed development along Spires Road, at the Developer's cost.
 - To coordinate the removal of the existing overhead lines along the south and west property line.
 - To provide the private utility companies (e.g., BC Hydro, Telus and Shaw) rights of ways in the proposed site to facilitate transition from the existing rear yard overhead private utility service to an underground service at Spires Road frontage. The private utility servicing (i.e., transition from rear yard overhead service to underground service at the fronting streets) shall be coordinated with the private utility companies and the servicing plan showing such transition shall be included in the development process design review. The purpose of this is to ensure that all private utility above ground cabinets that are required to facilitate the transition from rear yard overhead system to underground system at the fronting streets are determined and placed onsite and the required rights of ways are secured via the Development Permit process.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

- To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 2mW X 1.5m (deep)
 - Traffic signal UPS – 1mW X 1m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- d. Review the existing street lighting levels along Spires Gate, Spires Road and Cook Gate frontages and upgrade lighting along the developments frontage.
- e. A geotechnical assessment (complete with recommendations) is required to confirm that the existing road base structures are adequate to support the required road upgrades at Spires Road frontage.

General Items:

- a. At the developers cost, the Developer is required to:
 - Not encroach (e.g., footing foundations, trees, patios, etc.) into the rear yard sanitary right of way. Please note fence along south property line should be a standard wooden fence.
 - 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.
- b. Due to the Capital Project being constructed along Spires Rd and Spires Gate, the occupancy permit for this development will not be issued until the capital project is completed by the City and in service. If the developer wishes to proceed prior to completion of the Capital Project, the developer may have the option to complete Capital Project works required to service their development and enter into a latecomer agreement.

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

1. Complete an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. Submission of a final LEED strategy report/summary confirming that the proposed development will achieve LEED Silver equivalency, to the satisfaction of the City, unless the subject development is subject to BC Energy Step Code requirements.
3. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

Initial: _____

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that all trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
Note: Should the applicants wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicants will be required to obtain a Tree Permit and submit landscaping security (i.e. \$13,000 in total) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed _____

Date _____
PLN - 121



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9914 (RZ 17-766525)
8820, 8840, 8860, 8880, 8900, 8911 and 8931 Spires 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 **“PARKING STRUCTURE TOWNHOUSES (RTP4)”**.

P.I.D. 010-472-835

Lot 64 Section 9 and 10 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-113-110

Lot 65 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 007-521-324

Lot 66 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 010-472-843

Lot 67 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-707-176

Lot 68 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-081-382

Lot 69 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-066-057

Lot 70 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

and a closed portion of Spire Road dedicated by Plan 21489 Sections 9 and 10, Block 4 North Range 6 West New Westminster District as shown in Reference Plan EPP 84198.

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9914**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by E.L.
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9915 (RZ 17-766525)**

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

1. Richmond Zoning Bylaw 8500 is amended
 - i. by inserting the following new sections directly after section 8.9.4.2.:
 - “3. Notwithstanding section 4.2.2 and section 4.4.1 of this bylaw, the following items are not included in the calculation of maximum **floor area ratio** for **town housing**:
 - a) **enclosed parking** within a **building** or **structure** located on **site**;
 - b) bicycle, loading, garbage and recycling facilities located within an **enclosed parking** area;
 - c) common mechanical, heating, ventilation, electrical, telephone and air conditioning service rooms that are not intended as **habitable space** and located within an **enclosed parking** area;
 - d) common stairwells and common elevator shafts; however, the ground level of common stairwells and common elevator shafts are included in the calculation of maximum **floor area ratio** for **town housing**;
 - e) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of the **principal building** which are open on two or more sides and are never enclosed;
 - f) an area of up to 10 m² per principal dwelling unit used exclusively for staircase purposes; and
 - g) an area of up to 10 m² per principal dwelling unit on the highest storey of a principal dwelling unit that is open to the staircase area below.
 4. Notwithstanding section 4.4.2 of this bylaw, any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 5.0 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density**.”

- ii. by repealing section 8.9.5 and replacing it with the following:

“8.9.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 50% for **buildings**;
2. No more than 75% of the **lot** may be occupied by **buildings, structures and non-porous surfaces**, except that the reference to “75%” may be increased to 80%, as specified in a Development Permit approved by the **City**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material.”

- iii. by repealing sections 8.9.6.2 and 8.9.6.3 and replacing them with the following:

- “2. The minimum **interior side yard, rear yard and walkway setback** shall be 3.0 m; except that an **interior side yard, rear yard and walkway setback** may be reduced to 1.5 m, as specified in a Development Permit approved by the **City**.
3. The minimum **setback** from a **lane** is 1.5 m.
4. Notwithstanding section 4.9 of this bylaw, the following projections shall be permitted in this zone and are subject to the *Building Code*:
 - a) portions of the **principal building** which are less than 5.0 m in **height** and are open on those sides which face a **road** or **walkway** may project into the **road setback** and **walkway setback** a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a **road** and **walkway**;
 - b) **balconies, bay windows, porches** may project into the **road setback** and **walkway setback** a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a **road** and **walkway**;
 - c) entry stairs may project into the **road setback** and **walkway setback** a distance of not more than 2.0 m, but shall be no closer than 0.6 m to a **road** and **walkway**; and
 - d) gateways, pergolas and similar landscape **structures** that do not form part of the **principal building** may be located within the **setbacks**, but shall be no closer than 2.0 m to a **lot line** or a **walkway**.”

iv. by inserting the following new section directly after section 8.9.10.1:

- “2. Notwithstanding section 7.5.6 and section 7.5.6A,
- a) where residents of a principal dwelling unit intend to use two **parking spaces**, the spaces may be provided in a **tandem arrangement** with one standard **parking space** located behind another one standard **parking space**, and both standard **parking spaces** may be set perpendicular to the **adjacent** manoeuvring aisle; and
 - b) a maximum of 50% of the required resident parking spaces may be provided in a **tandem arrangement**.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9915**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: August 24, 2018

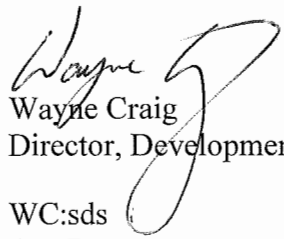
From: Wayne Craig
Director, Development

File: RZ 17-785443
SC 17-775125

Re: **Application by 1105061 B.C. Ltd. for Rezoning at 11480 and 11482 King Road from Single Detached (RS1/E) to Two-Unit Dwellings (RD1)**

Staff Recommendation

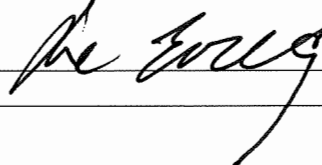
1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9918, for the rezoning of 11480 and 11482 King Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading.
2. That the application for a Strata Title Conversion by 1105061 B.C. Ltd. for the property located at 11480 and 11482 King Road be approved on fulfillment of the following conditions:
 - a) Adoption of Bylaw No. 9918, rezoning the subject property from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)".
 - b) Payment of all City utility charges and property taxes up to and including the year 2018.
 - c) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.
3. That the City, as the Approving Authority, delegate the Approving Officer, the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 2 have been satisfied.


Wayne Craig
Director, Development

WC:sds
Att. 7

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

1105061 B.C. Ltd. has applied to the City of Richmond for permission to rezone the properties at 11480 and 11482 King Road from the “Single Detached (RS1E)” zone to the “Two-Unit Dwellings (RD1)” zone, in order to legitimize the existing legal non-conforming duplex and facilitate a Strata Title Conversion (Attachment 1). A site survey, showing the existing duplex to remain, is included in Attachment 2. The applicant has also submitted a Strata Title Conversion application for the existing duplex (SC 17-775125). The applicant wishes to strata-title the duplex in order to sell each unit to future owners.

Findings of Fact

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

Existing Housing Profile

The proposal will retain the existing duplex on-site, no demolition is proposed. More information regarding the status of the existing duplex is provided in the Analysis section of this report.

Surrounding Development

Development immediately surrounding the subject site as follows:

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

To the South: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Seaport Avenue.

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

To the West: Two-unit dwelling on a lot zoned “Two-Unit Dwellings (RD1)” fronting King Road.

Related Policies & Studies

Official Community Plan

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

Single-Family Lot Size Policy 5409

The subject property is located within the area governed by Single-Family Lot Size Policy 5409 (adopted by Council on April 10, 1989 and last amended in 2013) (Attachment 4). The Policy permits identified properties to be rezoned and subdivided in accordance with specific single-family zones. As discussed further in the Analysis section of this report, the proposed rezoning and Strata Title Conversion does not preclude future rezoning and subdivision potential.

Council Policy 5042

The proposal is subject to Council Policy 5042 “Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings” (adopted by Council on March 29, 2005 and last amended in 2018) (Attachment 5). The Policy establishes a protocol to guide staff in the review of applications of this nature. A summary of this review is provided in the Analysis section of this report.

Floodplain Management Implementation Strategy

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

Public Consultation

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

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m (10 ft.) wide utility Statutory Right-of-Way (SRW) located along the rear property line for sanitary sewer services. The SRW will not be impacted by the proposal.

Proposed Rezoning and Strata Title Conversion

The applicant is proposing to rezone the subject property from the “Single Detached (RS1/E)” zone to the “Two-Unit Dwellings (RD1)” zone in order to legitimize the existing non-conforming duplex and facilitate a Strata Title Conversion. The applicant has also submitted a Strata Title Conversion application for the existing duplex. No new buildings, structures or demolition is proposed. Existing vehicular access to each unit of the duplex is via separate driveways from King Road, which will be maintained.

There is one existing tree on the property in the rear yard and a significant hedge in the front yard. No tree removal is proposed as part of this application. Council Policy #5032 for Tree Planting (Universal) (adopted by Council on July 10, 1995 and amended in 2015) encourages a minimum of two trees to be planted and maintained on every lot. The applicant has agreed to plant one additional tree in the front yard. In order to ensure the tree is planted, a Landscaping Security in the amount of \$500 is required prior to final adoption of the rezoning bylaw.

The application has been reviewed in accordance with Council Policy 5042 “Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings” (Attachment 5). Based on this review, the following information is provided:

- The applicant has submitted a legal survey plan (Attachment 2) indicating that the existing duplex complies with all regulations of the proposed zone.
- On November 21, 2017, Building Approvals staff conducted an inspection of the existing duplex and found minor interior alterations completed without a Building Permit. The applicant has since submitted Building Permit applications (P7 18-798149 & P7 18-798150) to legitimize the existing construction, which have been issued and received final inspection. The applicant has also submitted Building Permits for interior renovations, which have also been issued.
- A written statement has been provided by the applicant, which indicates that the side-by-side duplex is 44 years old, currently existing non-conforming, and is in livable condition. The applicant is proposing renovations to update the interior space with a more modern design.
- The existing duplex is currently vacant and not rental housing at this time. The proposed conversion does not impact the availability of rental units. The duplex has been vacant since the owners acquired the property in July 2017. The duplex was previously rented prior to acquisition.
- The purpose of the Strata Title Conversion is to sell each unit of the duplex independently.
- The external building condition of the duplex appears to be in original condition, is generally consistent with the neighbouring dwellings, and is in good condition. No external renovations are proposed, other than repainting.
- Engineering and servicing improvements have been identified and are included in Attachment 7. In order to ensure the works are completed, the applicant is required to provide a contribution amount based on 100% of the cost estimate for the works, prior to final adoption of the rezoning bylaw.
- Lot Size Policy 5409 permits duplexes to be rezoned and subdivided into two single-family lots (approximately 12 m wide). The proposed rezoning and Strata Title Conversion of the existing duplex would not preclude future development potential.
- The applicant has submitted a preliminary strata plan (Attachment 6). The proposed plan meets City requirements, and is in a form acceptable to the City’s Approving Officer.
- The applicant is aware that Council’s endorsement of the Strata Title Conversion will lapse in 180 days, and has committed to meet all requirements within this time period.

Site Servicing

Prior to final adoption of the rezoning bylaw, the applicant is required to pay a contribution amount for the engineering and servicing improvements identified in Attachment 7. The works are to be done at the developer's sole cost via City Work Order.

Financial Impact or Economic Impact

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

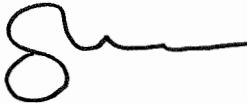
Conclusion

The purpose of this rezoning application is to rezone the property at 11480 and 11482 King Road from the "Single Detached (RS1E)" zone to the "Two-Unit Dwellings (RD1)" zone, in order to legitimize the existing legal non-conforming duplex and facilitate a Strata Title Conversion.

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

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9918 be introduced and given first reading, and that the application for Strata Title Conversion be approved.



Steven De Sousa
Planner 1

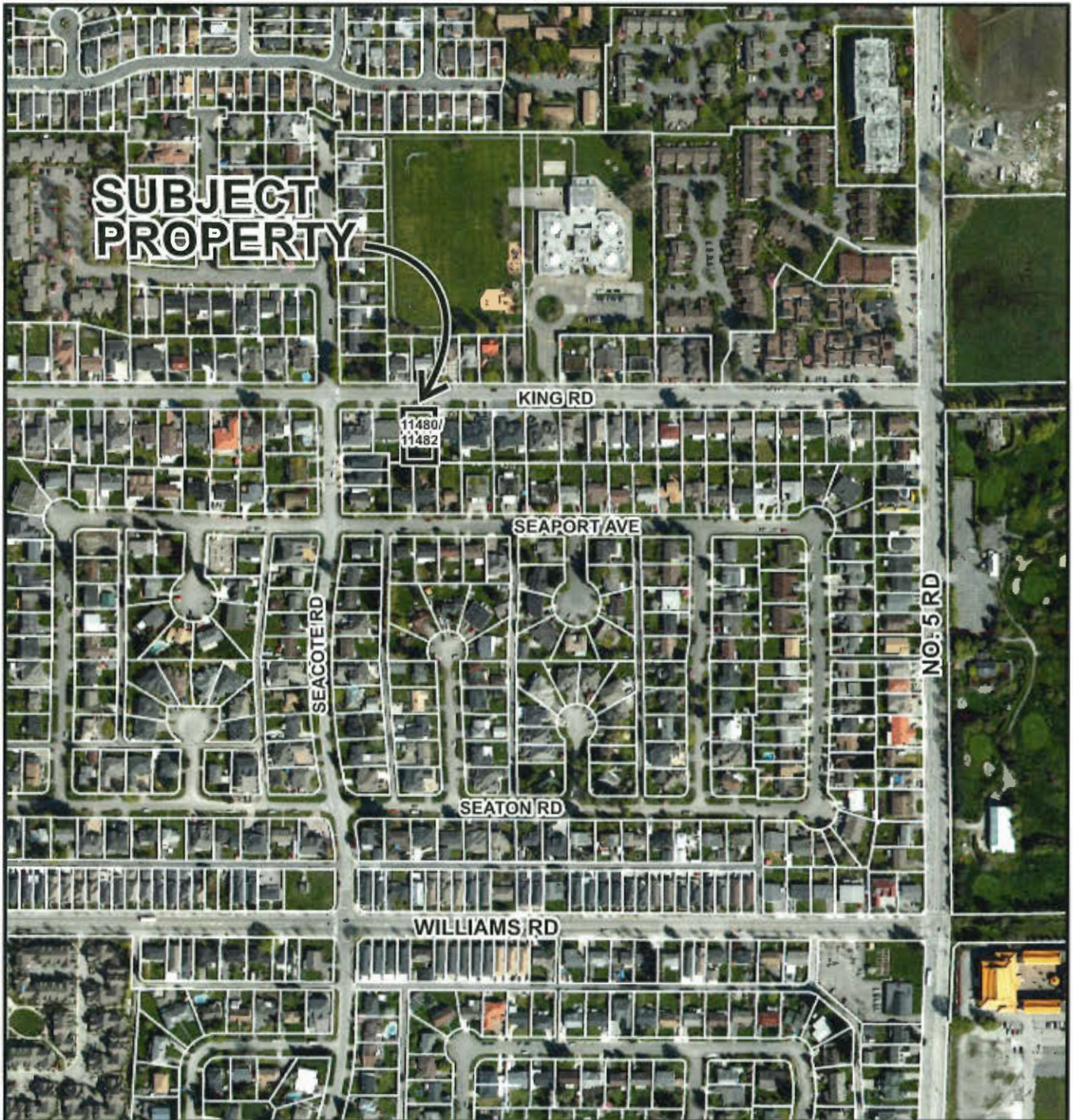
SDS:cas

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Legal Survey Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single-Family Lot Size Policy 5409
- Attachment 5: Council Policy 5042
- Attachment 6: Preliminary Strata Plan
- Attachment 7: Rezoning Considerations

[illegible]



City of
Richmond



RZ 17-785443

Original Date: 09/29/17

Revision Date:

Note: Dimensions are in METRES

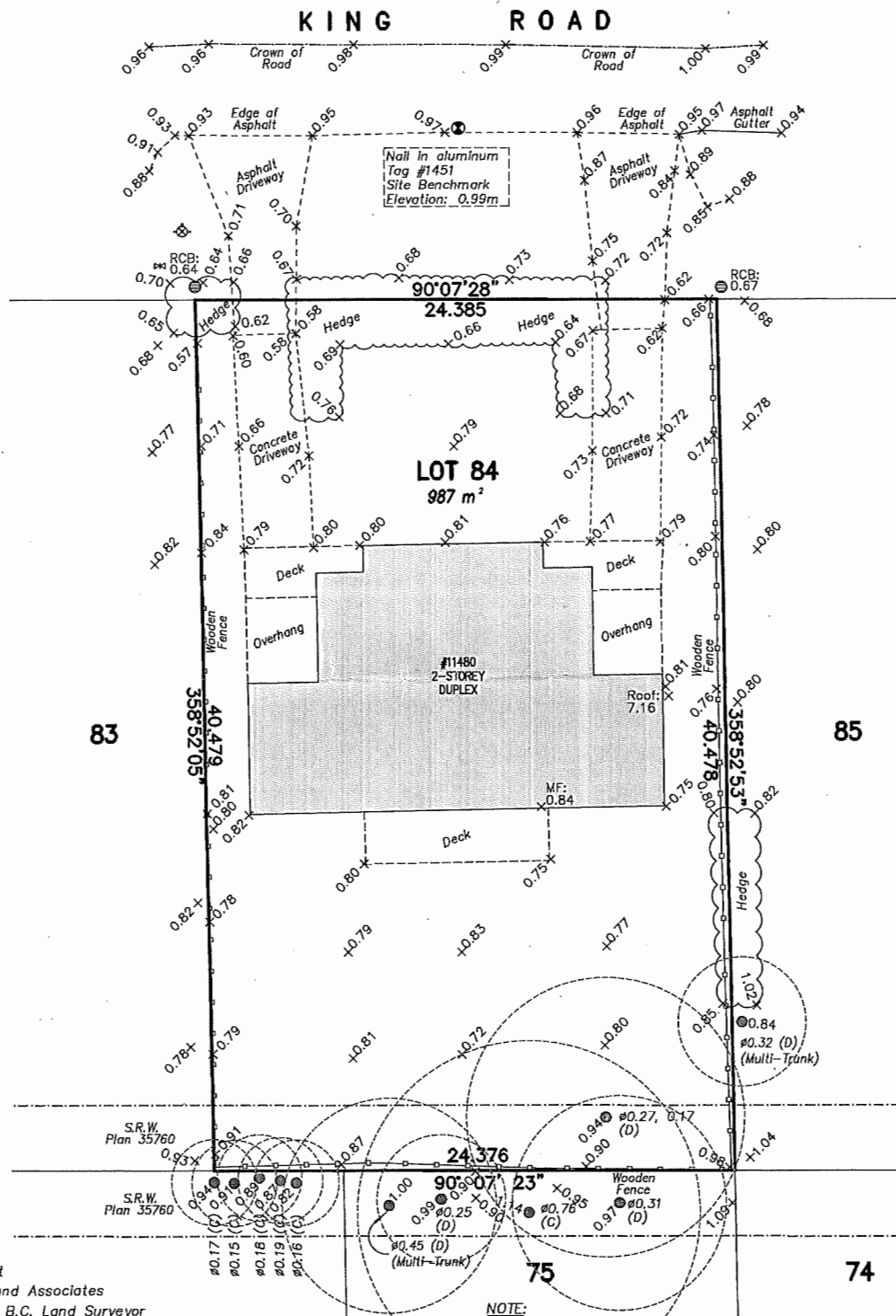
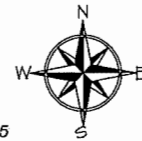
PLN - 133

TOPOGRAPHIC SURVEY OF LOT 84
SECTION 25 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 35759

#11480 KING ROAD,
 RICHMOND, B.C.
 P.I.D. 007-178-328

SCALE: 1:200

ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED



© copyright
 J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 Job No. 7012
 FB-338 P121-124
 Drawn By: IO

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

NOTE:
 Use site Benchmark Tag #1451
 for construction elevation
 control.

LEGEND:
 (C) denotes conifer
 (D) denotes deciduous
 e denotes round catch basin
 w denotes water valve
 d denotes drainage
 MF denotes main floor

CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

Johnson C. Tam
 JOHNSON C. TAM, B.C.L.S., C.L.S.
 JULY 25th, 2017.

DWG No. 7012-Topo

PLN 134



RZ 17-785443

Attachment 3

Address: 11480 and 11482 King Road

Applicant: 1105061 B.C. Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	1105061 B.C. Ltd.	To be determined
Site Size:	987 m ² (10,624 ft ²)	No change
Land Uses:	Two-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Permitted to be rezoned and subdivided into two lots	No change
Zoning:	Single Detached (RS1/E)	Two-Unit Dwellings (RD1)
Number of Units:	2	No change

	Bylaw Requirement	Existing	Variance
Floor Area Ratio:	Max. 0.55 for 929 m ² of lot area plus 0.3 for remainder	0.40	None permitted
Buildable Floor Area:	Max. 528 m ² (5,687 ft ²)	399.2 m ² (4,297 ft ²)	None permitted
Lot Coverage:	Building: Max. 45% Non-porous: Max. 70% Landscaping: Min. 30%	Building: 27% Non-porous: 35% Landscaping: 65%	None
Lot Size:	Min. 864.0 m ²	987 m ²	None
Lot Dimensions:	N/A	Width: 24.3 m Depth: 40.4 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: 11.2 m Rear: 14.2 m Side: 2.0 m	None
Height :	Max. 2 ½ storeys	2 ½ storeys	None

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

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: April 10, 1989
 Amended by Council: October 16, 1995
 Amended by Council: July 16, 2001*
 Amended by Council: October 21, 2013

POLICY 5409

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 25-4-6

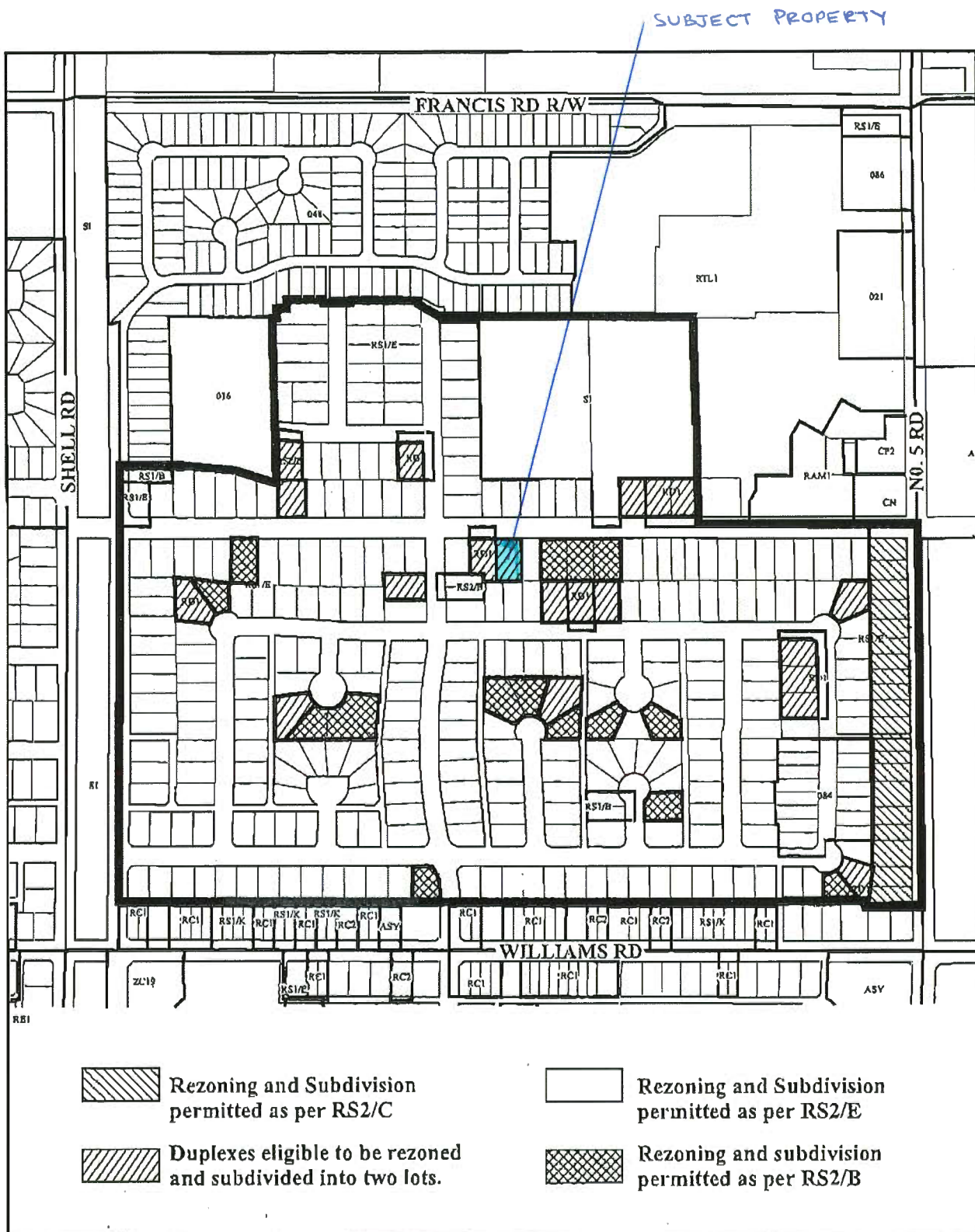
POLICY 5409:

The following policy establishes lot sizes for the area generally bounded by **Shell Road, King Road, No. 5 Road** and **properties fronting onto Seaton Road**, in a portion of Section 25-4-6:

1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
 - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
 - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
 - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future single-family rezoning applications in this area for a period of not less than five years, unless changed by the amending procedures contained in Richmond Zoning Bylaw 8500.

* Original Adoption Date In Effect



Policy 5409 Section 25,4-6

Adopted Date: 04/10/89
Amended Date: 07/16/01
Amended Date: 10/21/13



Page 1 of 1	Rezoning Applications for Two-Family Housing Districts – Involving Existing Non-Conforming Two-family Dwellings Adopted by Council: March 29, 2005 Amended by Council: May 14, 2018	Policy 5042
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POLICY 5042:

It is Council policy that:

Rezoning applications seeking a rezoning to “Two-Unit Dwellings Zone (RD1)”, involving existing non-conforming two-family dwellings, must be supported with adequate information to assist Council assess all potential impacts arising from the rezoning application in the following areas:

1. A certificate prepared by a registered B.C. Land Surveyor showing the location, dimensions, and setbacks of all buildings and structures presently on the property, together with a floor area ratio calculation is required to verify Zoning Bylaw compliance.
2. An inspection of the existing structure by City Staff is required to confirm no alterations have been made without a Building Permit.
3. The property owner shall provide a written statement on the following items:
 - a) The building's age, quality, general conditions and any measures proposed to upgrade or alter the buildings appearance; and
 - b) The occupancy of the existing structure and what impact the proposed rezoning may have on the existing residents of the two-family dwelling.
4. Where as a result of the normal rezoning process, the public has raised concerns over the design of an existing structure or construction of a new two-family dwelling on the subject site, staff will present to Council a summary of the public concerns along with options available to address the concerns.
5. Each application shall be reviewed to determine if there are any off-site improvements required to bring the site up to City standards. Should any off-site improvements be required, such improvements are required as a condition of final adoption of a rezoning bylaw.
6. Where a Council approved 702 Single Family Lot Size Policy would permit the subject site to be subdivided, Council will be advised of the site's future subdivision potential.
7. Rezoning applications intended to facilitate a strata title conversion of the existing structure shall be accompanied by a Strata Title Conversion Application and such application forwarded to Council concurrently with the rezoning proposal.

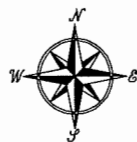
STRATA PLAN OF LOT 84 SECTION 25
BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 35759

SHEET 1 OF 4 SHEETS
FIRST SHEET
STRATA PLAN EPS4734

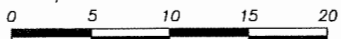
BCGS 92G.015

CITY OF RICHMOND

#11480 KING ROAD, (STRATA LOT 1)
 #11482 KING ROAD, (STRATA LOT 2)
 RICHMOND, B.C.
 P.I.D. 007-178-328



The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 300



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

LEGEND:

- Control Monument Found
- Iron post placed
- Lead plug placed
- L.C.P. denotes limited common property
- PT.S.L. denotes part strata lot
- Wt. denotes witness

77H4969
 UTM Zone 10 coordinates
 Datum: NAD83(CSRS) 4.0.0.BC.1.GVRD
 UTM Northing 5443503.979
 UTM Easting 492843.861
 Point combined factor: 0.9996036
 Estimated Horizontal Positional Accuracy: 0.009m

77H4954
 UTM Zone 10 coordinates
 Datum: NAD83(CSRS) 4.0.0.BC.1.GVRD
 UTM Northing 5443495.818
 UTM Easting 493151.579
 Point combined factor: 0.9996035
 Estimated Horizontal Positional Accuracy: 0.009m

Integrated Survey Area No. 18 (Richmond),
 NAD83(CSRS) 4.0.0.BC.1.GVRD.
 Grid bearings are derived from observations between geodetic control monuments 77H4954 and 77H4969.

The UTM coordinates and estimated horizontal positional accuracy achieved are derived from the MASCO published coordinates and standard deviations for geodetic control monuments 77H4954 and 77H4969.

This plan shows horizontal ground level distance except where otherwise noted. To compute grid distance, multiply ground-level distance by the combined factor of 0.99960355 which has been derived from 77H4954 and 77H4969.

This plan lies within the City of Richmond.

This plan lies within the Greater Vancouver Regional District.

The building included in this strata plan has been previously occupied.

The building shown hereon is within the external boundaries of the land that is the subject of the strata plan.

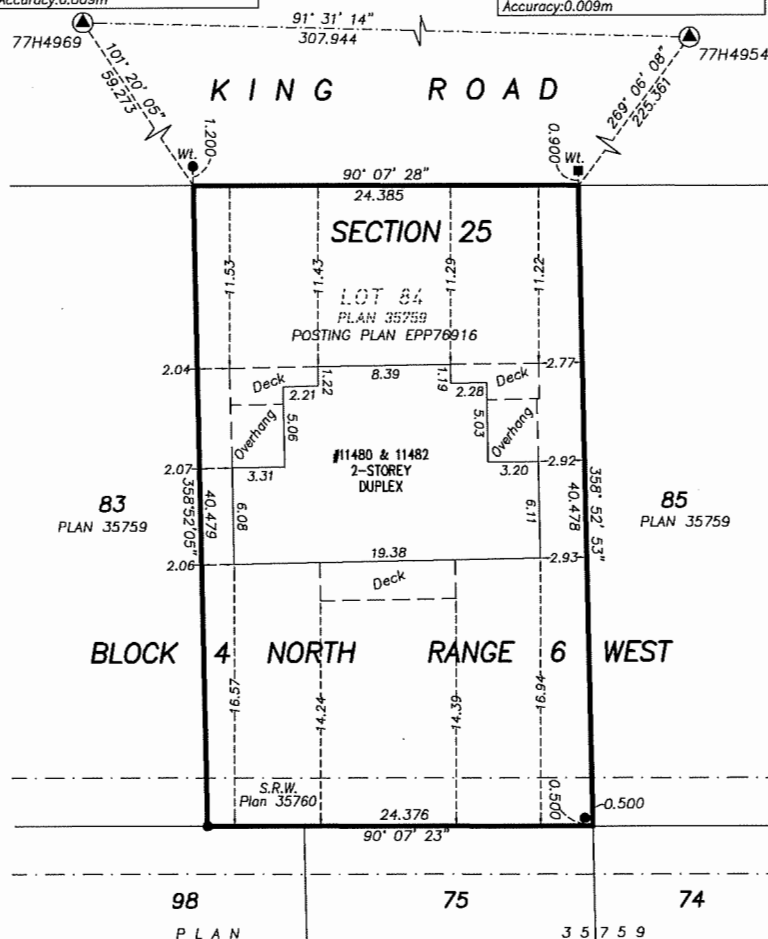
NOTE:

Offsets shown are to exterior of foundation wall unless otherwise noted.
 All angles deflect by multiples of 45 degrees unless otherwise indicated.

Note:

This plan shows one or more witness posts which are set along the production of the property boundary unless otherwise noted.

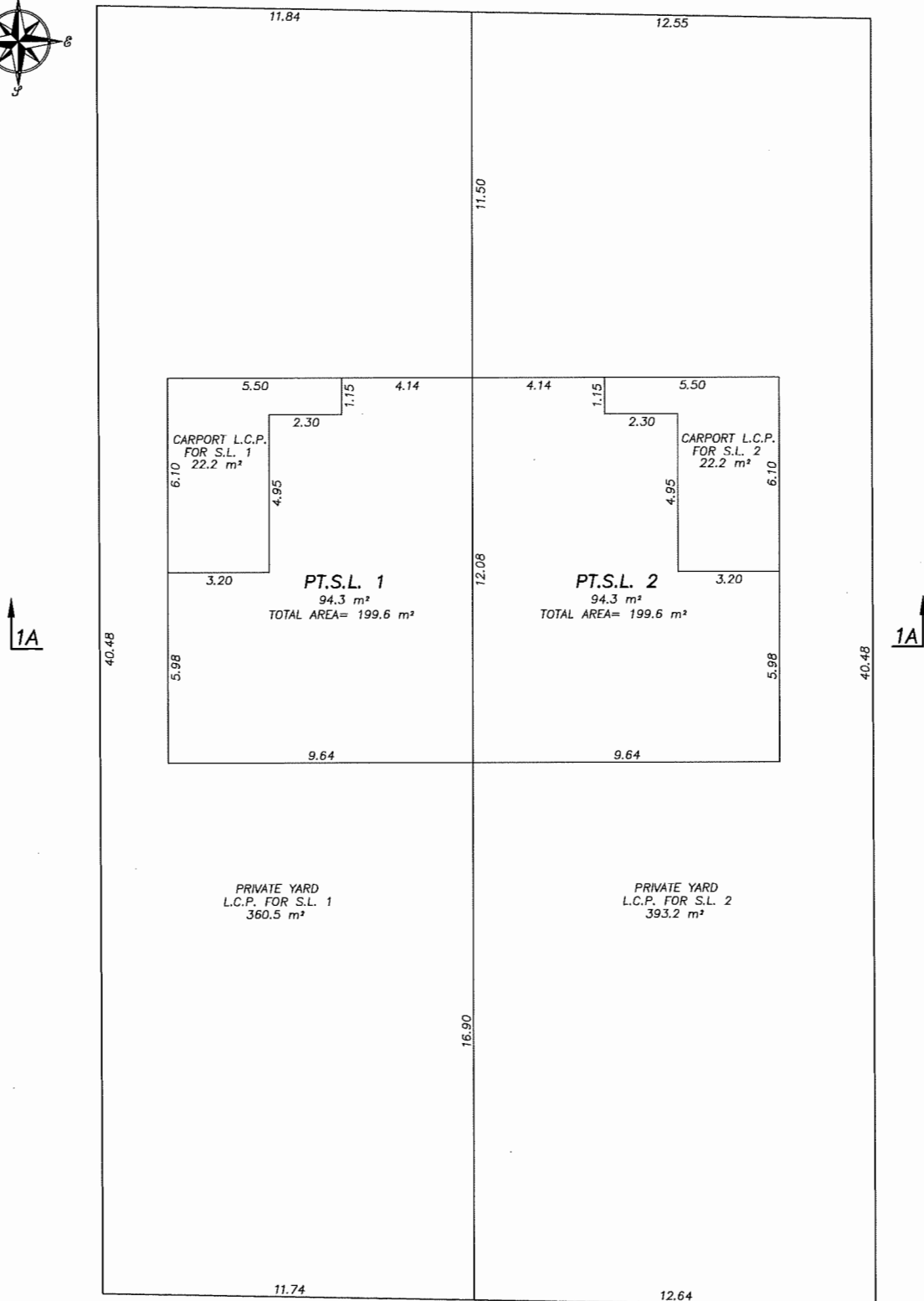
J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 File: 7012-FS



PLN - 139

The field survey represented by this plan was completed on the 24th day of November, 2017.
 Johnson C. Tam, B.C.L.S 711.

PART STRATA LOTS 1 AND 2



1B

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

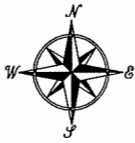
November 28th, 2017.

SECOND FLOOR

PART STRATA LOTS 1 AND 2

SHEET 3 OF 4 SHEETS

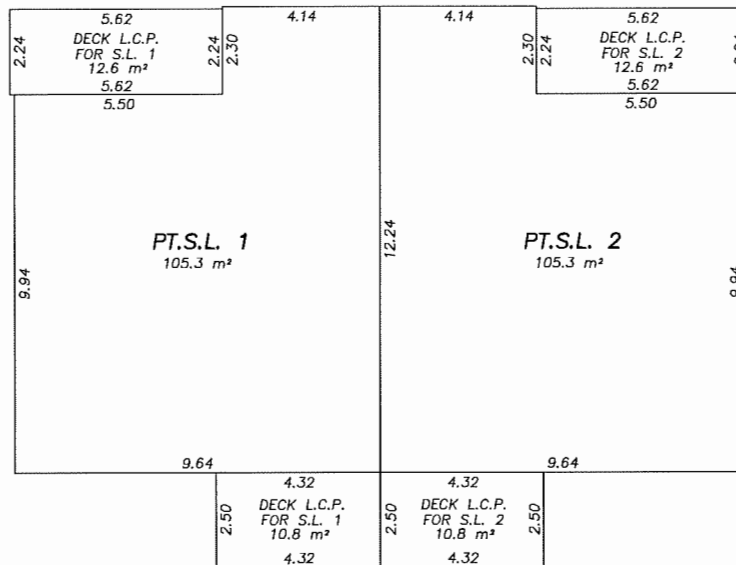
STRATA PLAN EPS4734



1B

1A

1A

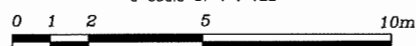


1B

NOTE:
Dimensions are shown to centreline of all walls except where otherwise noted.
Section arrows on this plan point in the direction of view.

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
File: 7012-FS

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

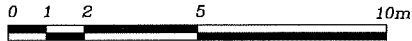
JOHNSON C. TAM, B.C.L.S.
November 28th, 2017.

BUILDING SECTIONS

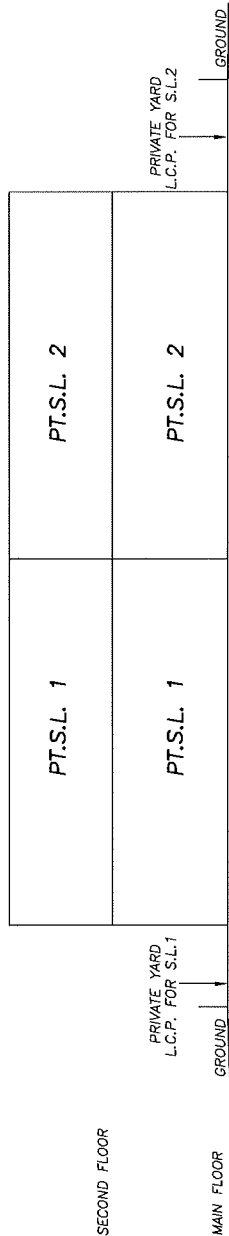
SHEET 4 OF 4 SHEETS

STRATA PLAN EPS4734

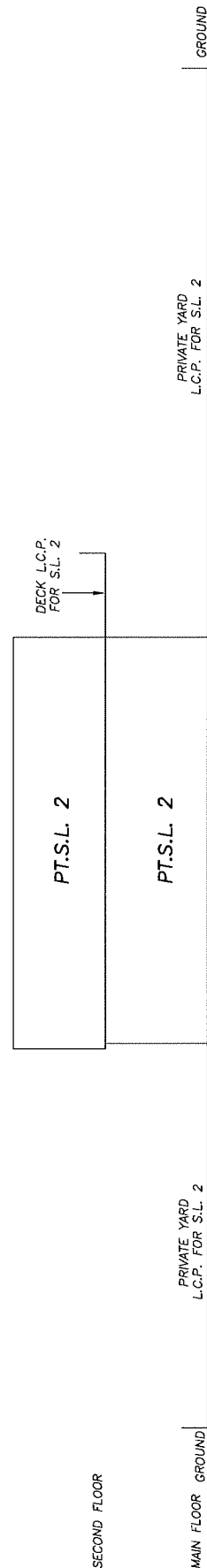
The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED



SECTION 1A - 1A



SECTION 1B - 1B

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
File: 7012-FS

PLN - 142

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

November 28th, 2017.



City of Richmond

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

Address: 11480 and 11482 King Road

File No.: RZ 17-785443 / SC 17-775125

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9918, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Submission of a Landscaping Security in the amount of \$500 to ensure one tree is planted in the front yard (minimum size of 6 cm dbh minimum). The security will not be released until a landscaping inspection is passed by City staff.
3. Submission of a contribution amount based on 100% of the cost estimate for the following servicing works and off-site improvements via a City Work Order:

Water Works:

- Using the OCP Model, there is 127.0 L/s of water available at a 20 psi residual at the King Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
 - Install 2 new water service connections to serve the proposed development, complete with meters and meter boxes.
 - Cut and cap, at main, the existing water service connection to the development site.

Storm Sewer Works:

- The Developer is required to:
 - Video inspect the existing storm service connections and inspection chambers to confirm condition and adequate capacity. If a connection is acceptable to the City, that connection may be retained. If a connection is not acceptable to the City, the service connection and inspection chamber shall be replaced by the City at the Developer's cost, as described below. If one of the existing connections is not in use by the existing development, that connection shall be capped at the inspection chamber.
- At Developer's cost, the City is to:
 - If one or more storm connection is not in a condition to be reused, replace that connection with a new service connection and inspection chamber. Reconnect service to 11460 or 11500 King Road, as appropriate.

Sanitary Sewer Works:

- The Developer is required to:
 - Video inspect the existing sanitary service connection and inspection chamber to confirm condition and adequate capacity to serve the proposed development. If the connection is acceptable to the City, that connection may be retained. If the connection is not acceptable to the City, the service connection and inspection chamber shall be replaced by the City at the Developer's cost, as described below.
- At Developer's cost, the City is to:
 - If the existing sanitary connection is not in a condition to be reused, replace that connection with a new service connection and inspection chamber. Reconnect service to 11500 King Road.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.

Initial: _____

- Complete other frontage improvements as per Transportation's requirements.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to approval of a Strata Title Conversion, the developer must complete the following:

1. Adoption of Zoning Bylaw 8500, Amendment Bylaw 9918, rezoning the subject property from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)".
2. Payment of all City utility charges and property taxes up to and including the year 2018.
3. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.

Note:

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

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

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

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

[Signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9918 (RZ 17-785443)
11480 and 11482 King 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 **"TWO-UNIT DWELLINGS (RD1)"**.

P.I.D. 007-178-328

Lot 84 Section 25 Block 4 North Range 6 West New Westminster District Plan 35759

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9918"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

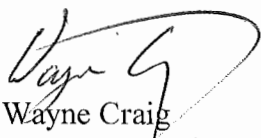
To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 24, 2018
File: SC 17-792263

Re: **Application by Classico Development Ltd. for a Strata-Title Conversion at 10531 and 10551 Anahim Drive**

Staff Recommendation

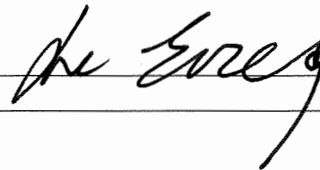
1. That the application for a strata-title conversion by Classico Development Ltd. be approved on fulfillment of the following conditions:
 - a. Registration of a flood indemnity covenant on title.
 - b. Payment of all City utility charges and property taxes up to and including the year 2018.
 - c. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.
 - d. Final inspection approval of Building Permits (B7 18-822793 & B7 18-828874) for previous construction without a permit at 10531 and 10551 Anahim Drive.
2. That the City, as the Approving Authority, delegate the Approving Officer, the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.


Wayne Craig
Director, Development

WC:sds
Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Classico Development Ltd. has applied to the City of Richmond to facilitate a Strata-Title Conversion of an existing duplex at 10531 and 10551 Anahim Drive, currently zoned “Two-Unit Dwellings (RD1)” (Attachment 1). A site survey, showing the existing duplex to remain, is included in Attachment 2. The applicant wishes to strata-title the duplex in order to sell each unit to future owners.

Findings of Fact

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

Existing Housing Profile

The proposal will retain the existing duplex on-site, no demolition is proposed. More information regarding the status of the existing duplex is provided in the Analysis section of this report.

Surrounding Development

Development immediately surrounding the subject site as follows:

To the North, South, East & West: Single-family dwellings on lots zoned “Single Detached (RS1/E)”.

Related Policies & Studies

Official Community Plan

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

Council Policy 5042

The subject application is for a Strata-Title Conversion of an existing duplex, with no rezoning required. However, Council Policy 5042 “Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings” (adopted by Council on March 29, 2005 and last amended in 2018) (Attachment 4) is used for the purposes of guiding staff in the review of applications of this nature. A summary of this review is provided in the Analysis section of this report.

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 approval of the Strata Title Conversion.

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m (10 ft.) wide utility Statutory Right-of-Way (SRW) located along the rear property line for sanitary sewer services. The SRW will not be impacted by the proposal.

There is also an existing restrictive covenant registered on Title restricting the use of the subject property to a maximum of two units (document #BE119606). If the applicant wishes to construct secondary suites in each unit of the duplex, the covenant will be discharged through the Building Permit process.

Proposed Strata Title Conversion

The applicant is proposing to facilitate a Strata-Title Conversion of an existing duplex, currently zoned "Two-Unit Dwellings (RD1)". No new buildings, structures or demolition is proposed. Existing vehicular access to each unit of the duplex is via separate driveways from Anahim Drive, which will be maintained.

There are two existing trees on the property, one in the front yard and one in the rear yard. No tree removal is proposed as part of this application.

The application has been reviewed in accordance with Council Policy 5042 "Rezoning Applications for Two-Family Housing Districts, Involving Existing Non-Conforming Two-Family Dwellings" (Attachment 4). Based on this review, the following information is provided:

- The applicant has submitted a legal survey plan (Attachment 2) indicating that the existing duplex complies with all regulations of the proposed zone.
- On June 28, 2018, Building Approvals staff conducted an inspection of the existing duplex and found interior alterations completed without a Building Permit. The applicant has since submitted Building Permit applications to legitimize the existing construction and for interior renovations (B7 18-822793 & B7 18-828874), which are currently in-circulation. Final inspection approval of the Building Permits is a condition of the Strata-Title Conversion approval.
- A written statement has been provided by the applicant, which indicates the side-by-side duplex is 43 years old and is in livable condition. The applicant is proposing renovations to update the interior space with a more modern design.
- The existing duplex is currently vacant and not rental housing at this time. The proposed conversion does not impact the availability of rental units. The duplex has been vacant since the owners acquired the property in April 2018. The duplex was previously rented prior to acquisition.

- The purpose of the Strata Title Conversion is to sell each unit of the duplex independently.
- The external building condition of the duplex appears to be in original condition, is generally consistent with the neighbouring dwellings, and is in good condition. No external renovations are proposed, other than repainting.
- No off-site engineering or servicing improvements have been identified.
- The subject site could be subdivided into two single-family residential lots in accordance with Section 2.3.7 of the Richmond Zoning Bylaw, which allows existing duplex sites to be rezoned and subdivided into no more than two lots. The proposed Strata Title Conversion of the existing duplex would not preclude further development potential.
- The applicant has submitted a preliminary strata plan (Attachment 5). The proposed plan meets City requirements, and is in a form acceptable to the City's Approving Officer.
- The applicant is aware that Council's endorsement of the Strata Title Conversion will lapse in 180 days, and has committed to meet all requirements within this time period.

Financial Impact or Economic Impact

None.

Conclusion

The purpose of this application is to facilitate a Strata-Title Conversion of an existing duplex at 10531 and 10551 Anahim Drive, currently zoned "Two-Unit Dwellings (RD1)".

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

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

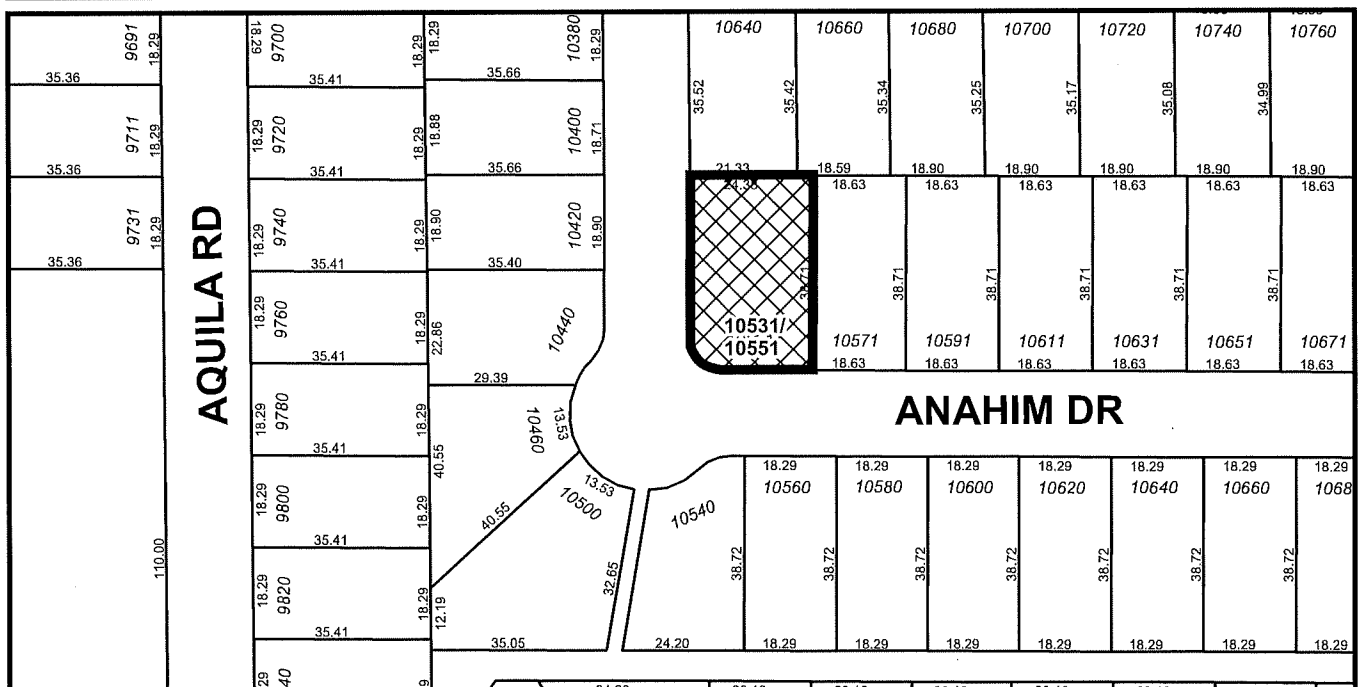
On this basis, it is recommended that the application for Strata-Title Conversion be approved.



Steven De Sousa
Planner 1

SDS:cas

Attachment 1: Location Map/Aerial Photo
Attachment 2: Legal Survey Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Council Policy 5042
Attachment 5: Preliminary Strata Plan
Attachment 6: Strata Title Conversion Considerations

[illegible]

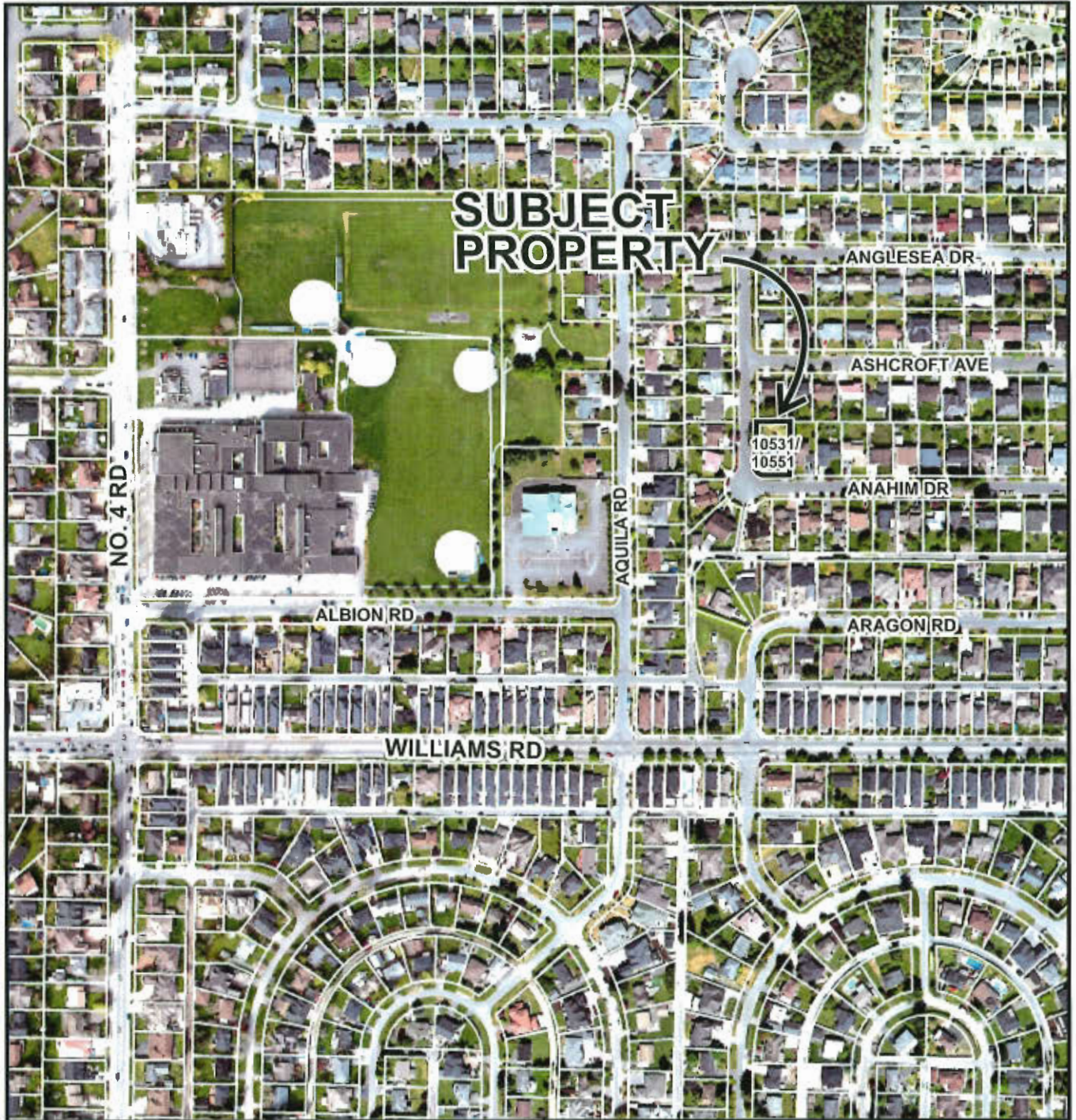
SC 17-792263

Revision Date:

Note: Dimensions are in METRES



City of Richmond



SC 17-792263

Original Date: 12/05/17

Revision Date:

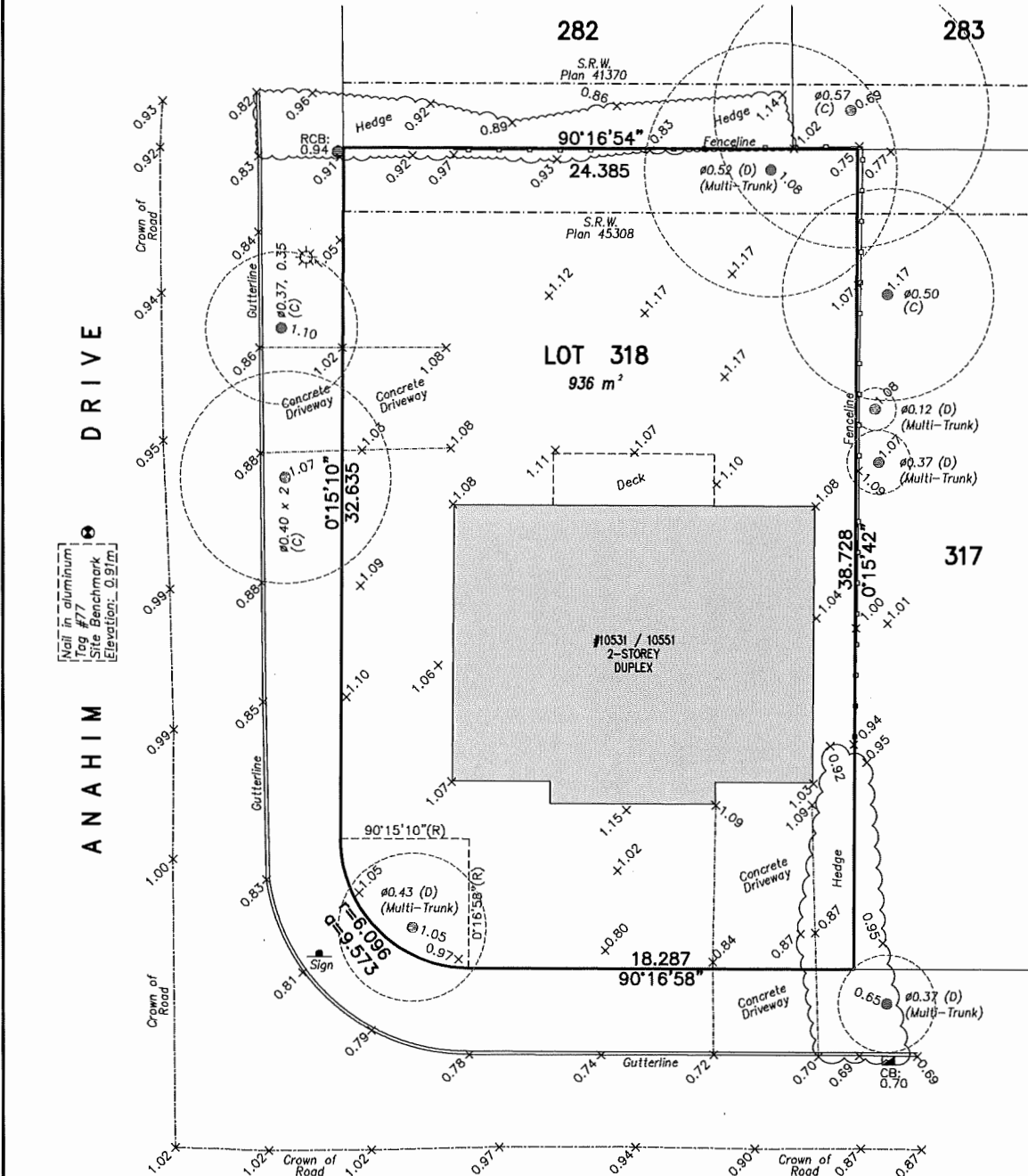
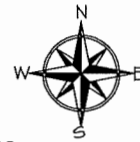
Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY OF LOT 318
SECTION 26 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 45307

#10531 / #10551 ANAHIM DRIVE,
 RICHMOND, B.C.
 P.I.D. 003-857-841

SCALE: 1:200

ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED



© copyright
 J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 Job No. 7116
 FB-340 P161-162
 Drawn By: IO

NOTE:

Elevations shown are based
 on City of Richmond HPN
 Benchmark network.
 Benchmark: HPN #190
 Control Monument 94H1624
 Elevation: 2.353m
 Benchmark: HPN #202
 Control Monument 77H1623
 Elevation: 1.452m

LEGEND:

- (c) denotes conifer
- (D) denotes deciduous
- ☐ denotes catch basin
- ⊙ denotes lamp standard
- denotes sign
- (R) denotes radiol bearing

NOTE:

Use of Benchmark Tag #77
 for construction elevation control.

CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

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

DECEMBER 7th, 2017.

DWG No. 7116-Topo

PLN 152



SC 17-792263

Attachment 3

Address: 10531 and 10551 Anahim Drive

Applicant: Classico Development Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	1105061 B.C. Ltd.	To be determined
Site Size:	936 m ² (10,075 ft ²)	No change
Land Uses:	Two-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Two-Unit Dwellings (RD1)	No change
Number of Units:	2	No change

	Bylaw Requirement	Existing	Variance
Floor Area Ratio:	Max. 0.55 for 929 m ² of lot area plus 0.3 for remainder	0.48	None permitted
Buildable Floor Area:*	Max. 513 m ² (5,522 ft ²)	451 m ² (4,855 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous: Max. 70% Landscaping: Min. 30%	Building: 26% Non-porous: 30% Landscaping: 60%	None
Lot Size:	864.0 m ²	936 m ²	None
Lot Dimensions:	N/A	Width: 24.3 m Depth: 38.7 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Interior Side: Min. 1.2 m Exterior Side: Min. 3.0 m	Front: 7.7 m Rear: 16.8 m Interior Side: 1.9 m Exterior Side: 5.2 m	None
Height:	Max. 2 ½ storeys	2 ½ storeys	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.



Page 1 of 1	Rezoning Applications for Two-Family Housing Districts – Involving Existing Non-Conforming Two-family Dwellings Adopted by Council: March 29, 2005 Amended by Council: May 14, 2018	Policy 5042
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POLICY 5042:

It is Council policy that:

Rezoning applications seeking a rezoning to “Two-Unit Dwellings Zone (RD1)”, involving existing non-conforming two-family dwellings, must be supported with adequate information to assist Council assess all potential impacts arising from the rezoning application in the following areas:

1. A certificate prepared by a registered B.C. Land Surveyor showing the location, dimensions, and setbacks of all buildings and structures presently on the property, together with a floor area ratio calculation is required to verify Zoning Bylaw compliance.
2. An inspection of the existing structure by City Staff is required to confirm no alterations have been made without a Building Permit.
3. The property owner shall provide a written statement on the following items:
 - a) The building's age, quality, general conditions and any measures proposed to upgrade or alter the buildings appearance; and
 - b) The occupancy of the existing structure and what impact the proposed rezoning may have on the existing residents of the two-family dwelling.
4. Where as a result of the normal rezoning process, the public has raised concerns over the design of an existing structure or construction of a new two-family dwelling on the subject site, staff will present to Council a summary of the public concerns along with options available to address the concerns.
5. Each application shall be reviewed to determine if there are any off-site improvements required to bring the site up to City standards. Should any off-site improvements be required, such improvements are required as a condition of final adoption of a rezoning bylaw.
6. Where a Council approved 702 Single Family Lot Size Policy would permit the subject site to be subdivided, Council will be advised of the site's future subdivision potential.
7. Rezoning applications intended to facilitate a strata title conversion of the existing structure shall be accompanied by a Strata Title Conversion Application and such application forwarded to Council concurrently with the rezoning proposal.

**STRATA PLAN OF LOT 318 SECTION 26
BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 45307**

SHEET 1 OF 4 SHEETS
STRATA PLAN EPS5095

BCGS 92G.015

CITY OF RICHMOND

#10531 ANAHIM DRIVE, (STRATA LOT 1)

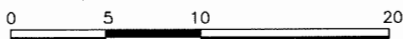
#10551 ANAHIM DRIVE, (STRATA LOT 2)

RICHMOND, B.C.

P.I.D. 003-857-841



The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 250



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

LEGEND:

- ▲ Control Monument Found
- Iron post Found
- Iron post Placed
- Lead plug Placed
- L.C.P. denotes limited common property
- PT.S.L. denotes part strata lot
- Wt. denotes witness

Integrated Survey Area No. 18 (Richmond), NAD83(CSRS) 4.0.0.BC.1.GVRD.
Grid bearings are derived from observations between geodetic control monuments 77H4909 and 77H4955.
The UTM coordinates and estimated horizontal positional accuracy achieved are derived from the MASCOT published coordinates and standard deviations for geodetic control monuments 77H4909 and 77H4955.
This plan shows horizontal ground level distance except where otherwise noted. To compute grid distance, multiply ground-level distance by the combined factor of 0.99960365 which has been derived from 77H4909 and 77H4955.

This plan lies within the City of Richmond.

This plan lies within the Greater Vancouver Regional District.

The building included in this strata plan has been previously occupied.

The building shown hereon is within the external boundaries of the land that is the subject of the strata plan.

NOTE:

Offsets shown are to exterior of foundation wall unless otherwise noted.
All angles deflect by multiples of 45 degrees unless otherwise indicated.

Note:

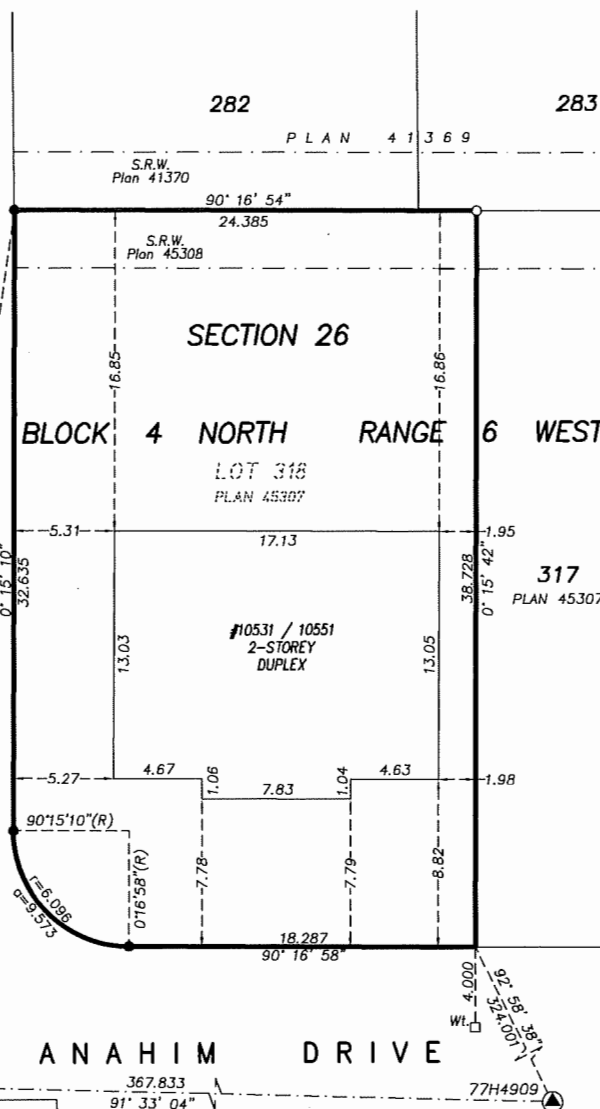
This plan shows one or more witness posts which are set along the production of the property boundary unless otherwise noted.

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
File: 7116-FS

ANAHIM DRIVE

77H4955

77H4955
UTM Zone 10 coordinates
Datum: NAD83(CSRS) 4.0.0.BC.1.GVRD
UTM Northing 5443295.903
UTM Easting 492116.417
Point combined factor: 0.9996037
Estimated Horizontal Positional Accuracy: 0.009m



77H4909
UTM Zone 10 coordinates
Datum: NAD83(CSRS) 4.0.0.BC.1.GVRD
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UTM Easting 492483.970
Point combined factor: 0.9996036
Estimated Horizontal Positional Accuracy: 0.009m

PLN - 155

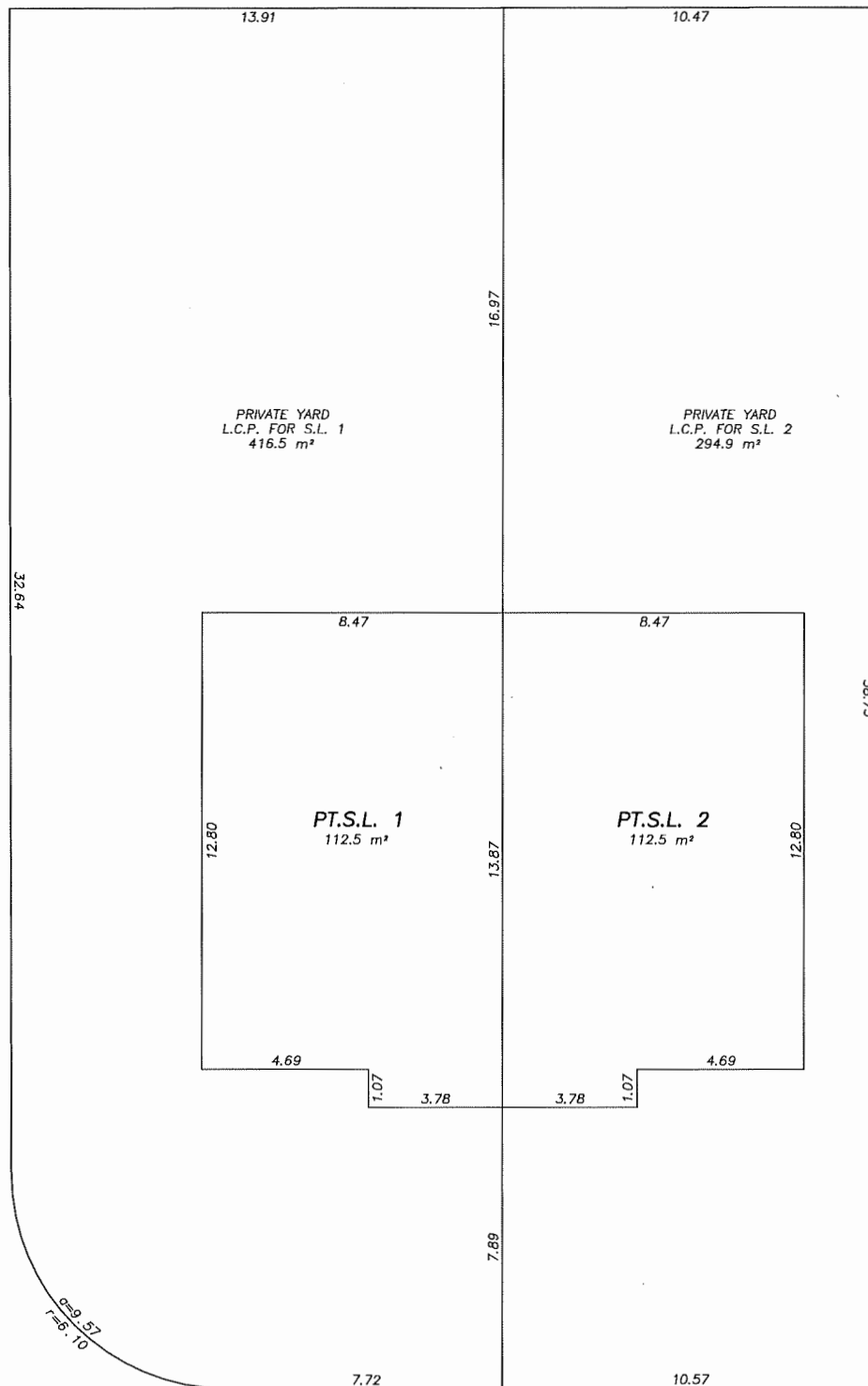
The field survey represented by this plan was completed on the 30th day of May, 2018.
Johnson C. Tam, B.C.L.S. 711.

MAIN FLOOR**STRATA PLAN EPS5095****PART STRATA LOTS 1 AND 2**

1B

1A

1A



1B

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
File: 7116-FS

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125

0 1 2 5 10m

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

NOTE:
Dimensions are shown to centreline of all walls except where otherwise noted.

Section arrows on this plan point in the direction of view.

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

May 30th, 2018

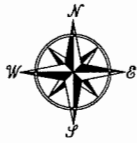
PLN-156

SECOND FLOOR

PART STRATA LOTS 1 AND 2

SHEET 3 OF 4 SHEETS

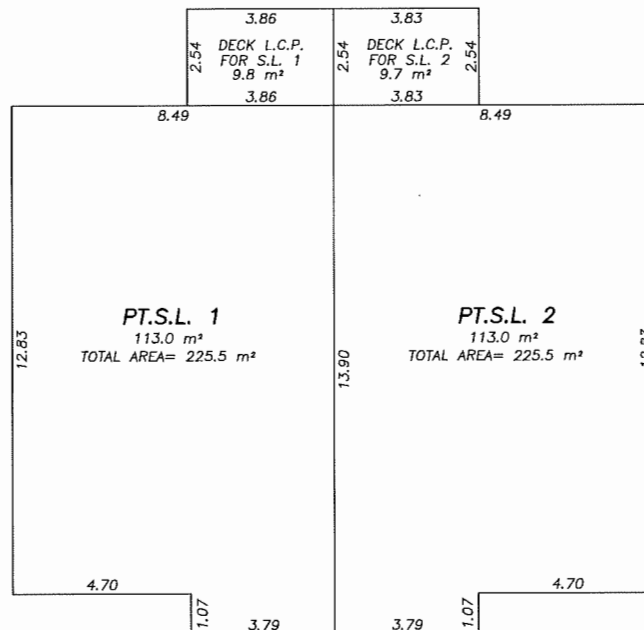
STRATA PLAN EPS5095



1B

1A

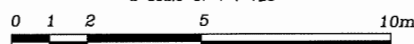
1A



1B

J. C. Tam and Associates
Conada 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
File: 7116-FS

The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

NOTE:
Dimensions are shown to centreline of all walls except where otherwise noted.

Section arrows on this plan point in the direction of view.

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

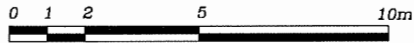
May 30th, 2018

BUILDING SECTIONS

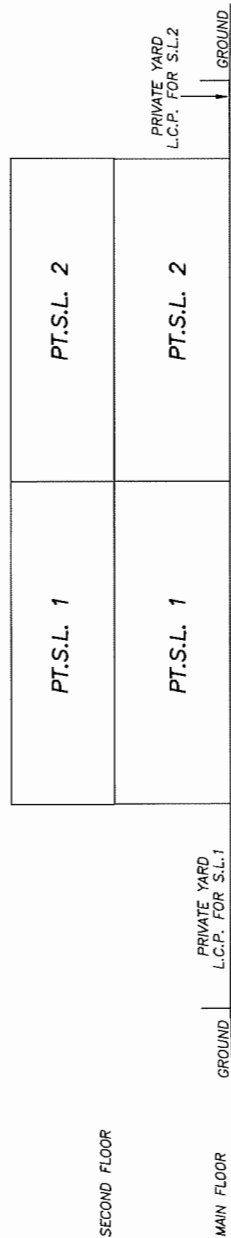
SHEET 4 OF 4 SHEETS

STRATA PLAN EPS5095

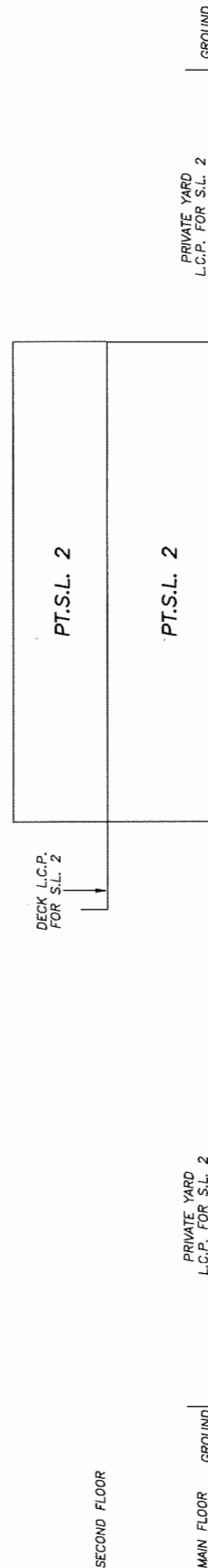
The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1 : 125



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED



SECTION 1A - 1A



SECTION 1B - 1B

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
File: 7116-FS

PLN - 158

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

May 30th, 2018



**City of
Richmond**

Strata Title Conversion Considerations

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

Address: 10531 and 10551 Anahim Drive

File No.: SC 17-792263

Prior to approval of a Strata Title Conversion, the developer must complete the following:

1. Registration of a flood indemnity covenant on title.
2. Payment of all City utility charges and property taxes up to and including the year 2018.
3. Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.
4. Final inspection approval of Building Permits (B7 18-822793 & B7 18-828874) for previous construction without a permit at 10531/10551 Anahim Drive.

Note:

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

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

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

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

[Signed copy on file]

Signed _____

Date _____



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

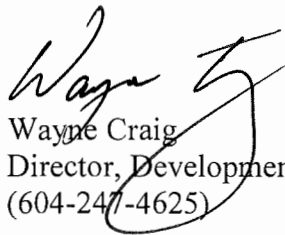
Date: August 28, 2018
File: TU 18-830948

Re: Application by IBI Group Architects Inc. for a Temporary Commercial Use Permit
at 2980 No. 3 Road

Staff Recommendation

That the application by IBI Group Architects Inc. for a Temporary Commercial Use Permit (TCUP) for the property at 2980 No. 3 Road be considered at the Public Hearing to be held October 15, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall; and that the following recommendation be forwarded to that meeting for consideration:

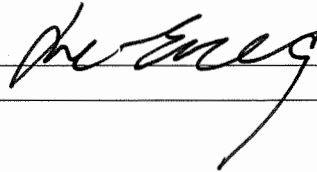
“That a Temporary Commercial Use Permit be issued to IBI Group Architects Inc. for the property at 2980 No. 3 Road to allow ‘Office’ as a permitted use for the marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road for a period of three years.”


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

WC:na
Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

IBI Group Architects Inc. has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow “Office” as a permitted use at 2980 No. 3 Road (**Attachment 1**). The subject site is zoned “Light Industrial (IL)” and the TCUP will allow for the marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road. The applicant proposes to maintain the existing single storey building that was previously used for a salvage yard business and convert approximately 130 m² (1,400 ft²) of the available 316 m² (3,400 ft²) of interior space into a showroom. Minor exterior cosmetic improvements to the building will be made as well as the demolition of an existing shed structure on the western portion of the site to allow for additional sales centre surface area parking (**Attachment 2**).

If approved, the TCUP would be valid for a period of up to three years from the date of issuance, at which time an application for an extension of the Permit may be made and issued for up to three additional years. Only one extension is permitted, after which a new application is required. The *Local Government Act* allows Council to consider TCUP issuance on its own merits and does not limit the number of TCUP issuances allowed on a site.

Findings of Fact

A Development Application Data Sheet providing details about the proposal is provided as **Attachment 3**.

Surrounding Development

The subject site is located in the City Centre planning area. Development immediately surrounding the subject site is as follows:

To the North: A vacant salvage yard, on a property zoned “Light Industrial (IL)”.

To the South: Across Bridgeport Road, a retail shopping centre with multiple drive-thru restaurants, on a property zoned “Auto-Oriented Commercial (CA)”.

To the East: Across the access lane, an automotive service building on property zoned “Light Industrial (IL)”.

To the West: Across No. 3 Road, two recently constructed commercial buildings (RZ 11-566630 and DP 14-659747) on property zoned “Auto-Oriented Commercial (CA)” and the Canada Line overpass.

Related Policies & Studies

Official Community Plan and City Centre Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Commercial”. The OCP allows TCUPs in areas designated “Industrial”, “Mixed Employment”, “Commercial”, “Neighbourhood Service Centre”, “Mixed Use”, “Limited Mixed Use”, and “Agricultural” (outside of the Agricultural Land Reserve, only), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The Bridgeport Village (2031) Specific Land Use Map within the City Centre Area Plan designates the subject site as “Urban Centre T5 (45m)”, which allows for medium and high density office, restaurant, arts, culture, entertainment, hospitality and various other land uses including retail sales and services.

The proposed temporary Office use is consistent with the “Commercial” land use designation in the Official Community Plan (OCP), and the Urban Centre T5 (45m) designation in the City Centre Area Plan.

Richmond Zoning Bylaw 8500

The subject site is zoned “Light Industrial (IL)”, which allows for a range of general industrial uses. The applicant proposes to use approximately 130 m² (1,400 ft²) of the existing space as a showroom for the marketing of office and industrial strata units associated with the 9466 Beckwith Road development. Richmond Zoning Bylaw 8500 defines “Office” as a facility that provides professional, management, administrative, consulting or monetary services in an office setting including real estate. The attached Temporary Commercial Use Permit would limit the Office use to the marketing and sale of office and industrial strata units.

Local Government Act

The *Local Government Act* states that TCUPs are valid for a period of up to three years from the date of issue, and that an application for one extension to the Permit may be made and issued for up to three additional years. After that a new TCUP application would be required.

Public Consultation

Should the Planning Committee endorse this application and Council resolve to move the staff recommendation, the application will be forwarded to a Public Hearing on October 15, 2018, 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

Sales centres for marketing residential developments are permitted in all zones except in the agricultural and golf zones and in any site specific zones that permit farm business. Given that the proposed sales centre is not for residential purposes the applicant must request a TCUP to allow for the business to operate at 2980 No. 3 Road.

Minor exterior renovations are planned for the site, including the removal of an existing shed, improvements to the on-site landscaping and minor cosmetic changes to the building façade. Given that the previous property use of Industrial General is similar to the proposed, no modifications are needed besides the specification of Office as the type of business use. A Development Permit is not required as the exterior alterations will be less than \$75,000.

The existing building is approximately 316 m² (3,400 ft²) in size with the majority of the leasable space allocated to retail/showroom/office 130 m² (1,400 ft²) and storage 139 m² (1,500 ft²), which will not be used by the applicant. The remainder of the indoor space will be utilized as corridor space and therefore not part of the gross leasable area. Apart from the 130 m² of office space for the sales centre and the existing and proposed parking, the rest of the subject site will be left in its current state.

Building and Landscape

The subject site is largely paved, with a grassy area between the building and curb along Bridgeport Road. To enhance the appeal of the building, the applicant is proposing landscape design elements including shrubs and flowers along the south facing wall and a portion along No. 3 Road. Improvements to the existing façade will also be realised by adding a new layer of paint and door awnings to highlight the entrance. Additional considerations to improve the site include enhancing the south side of the property with signage and connecting the laneway parking and access to the sales centre by means of internal corridor from the back. Signage on the façade will comply with the Sign Bylaw and the necessary permits will be requested prior to installation. Lastly, as part of landscaping plan, bicycle parking will be integrated into the design to help connect all modes of travel to and from the site.

The applicant has provided a Landscape Plan showing the proposed improvements to the landscaped area (**Attachment 5**). Prior to issuance of the TCUP at the Public Hearing, the applicant is required to provide a Landscape Security based on the cost estimate of the Landscape Plan, plus a 10% contingency, to ensure that the agreed upon landscaping is installed. The total Landscape Security for the installation and maintenance of landscaping for the TCUP is \$11,953.96.

Site Access and Parking

Transportation Staff have reviewed the site conditions and are satisfied that no major upgrades to City infrastructure are required. Prior to the issuance of a Building Permit for interior and exterior renovations, a Work Order for an asphalt walkway along the Bridgeport Road frontage and service connections is required. In addition to the Work Order, a construction parking and traffic management plan is to be provided to the Transportation Division for further analysis.

Parking and loading must be provided consistent with the requirements of Richmond Zoning Bylaw 8500. Vehicle parking is required at a rate of 3.75 parking spaces per 100 m² of gross leasable floor area for Office use, based on the Zone 1 City Centre blended parking requirements, and 0.5 parking spaces per 100 m² of leasable floor area for Storage use.

A total of eight parking spaces will be provided on the subject property which is above the Bylaw requirement for the uses on the subject site of five parking spaces. Currently, the site

provides a total of two parking spaces on the west side of the building. An additional two new parking spaces are proposed in place of the existing shed, which is to be removed from the north west side of the main building, and a further four parking spaces along the east side of the property accessed by the lane. Garbage and recycling services will be provided along the lane next to the additional laneway parking to accommodate ease of access and waste management requirements.

Class 1 and Class 2 bicycle parking is required at a rate of 0.27 spaces per 100 m² of gross leasable floor area greater than 100 m², for a total of one Class 1 and one Class 2 bicycle parking space. Both vehicle and bicycle parking signage is required for clear direction to parking options.

Financial Impact

None.

Conclusion

IBI Group Architects Inc. has applied to the City of Richmond for a Temporary Commercial Use Permit to allow "Office" limited to marketing and sale of office and industrial strata units associated with the development at 9466 Beckwith Road, as a permitted use at 2980 No. 3 Road, zoned "Light Industrial (IL)".

The proposed use at the subject property is acceptable to staff, on the basis that it is consistent with the land use designations in the Official Community Plan and is temporary in nature.

If endorsed by Council, the applicant is required to submit the security described in the attached Temporary Commercial Use Permit prior to consideration at the Public Hearing on October 15, 2018.

Staff recommend that the attached Temporary Commercial Use Permit be issued to the applicant to allow "Office" at 2980 No. 3 Road for a period of three years.



Nathan Andrews
Planning Technician
(604-247-4911)

NA:as

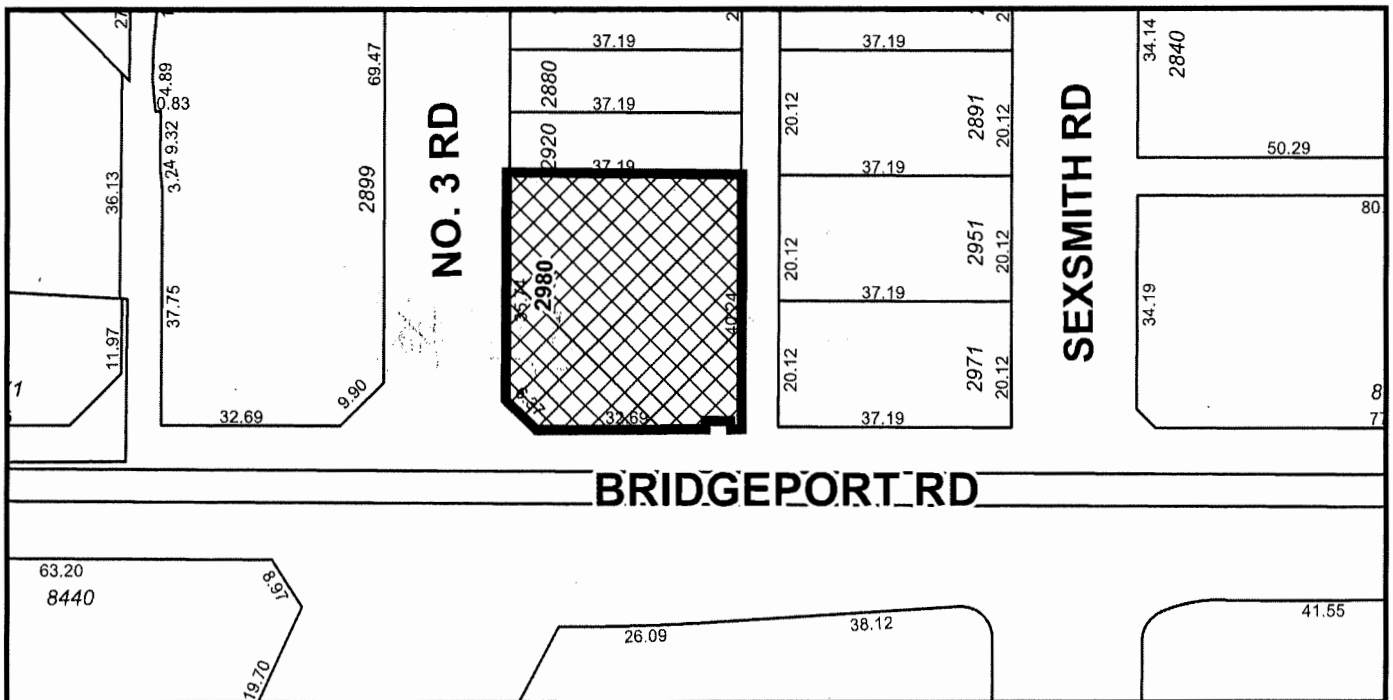
Attachments:

- Attachment 1: Location Map
- Attachment 2: Survey Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Site Plan
- Attachment 5: Building and Landscape Plan



City of Richmond

ATTACHMENT 1



TU 18-830948

Original Date: 08/13/18

Revision Date:

Note: Dimensions are in METRES

PLN - 165



City of
Richmond

ATTACHMENT 1



TU 18-830948

Original Date: 08/13/18

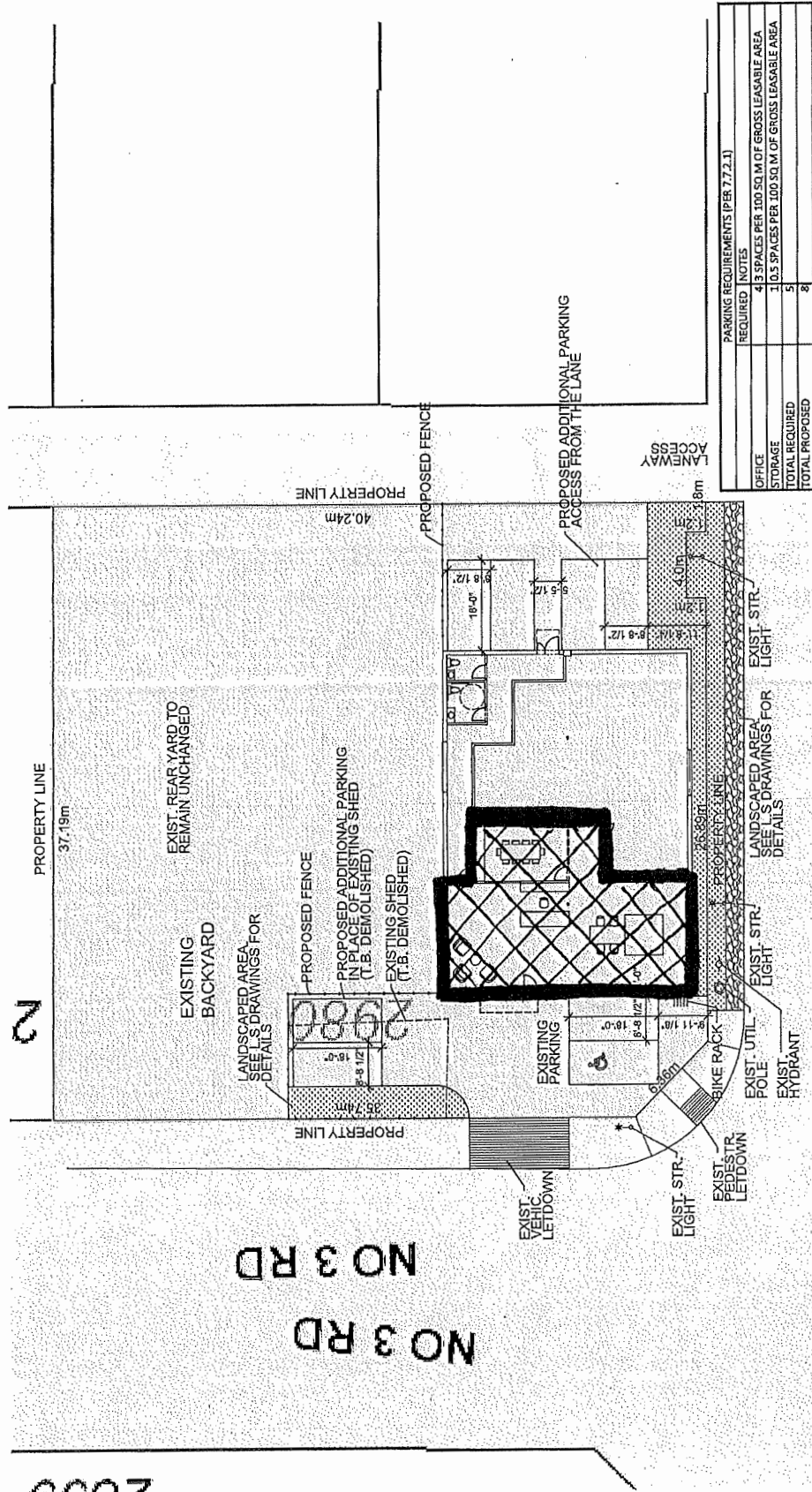
Revision Date:

Note: Dimensions are in METRES

PLN - 166

SITE PLAN

SUBMITTED FOR TUP - AUG. 17 2018



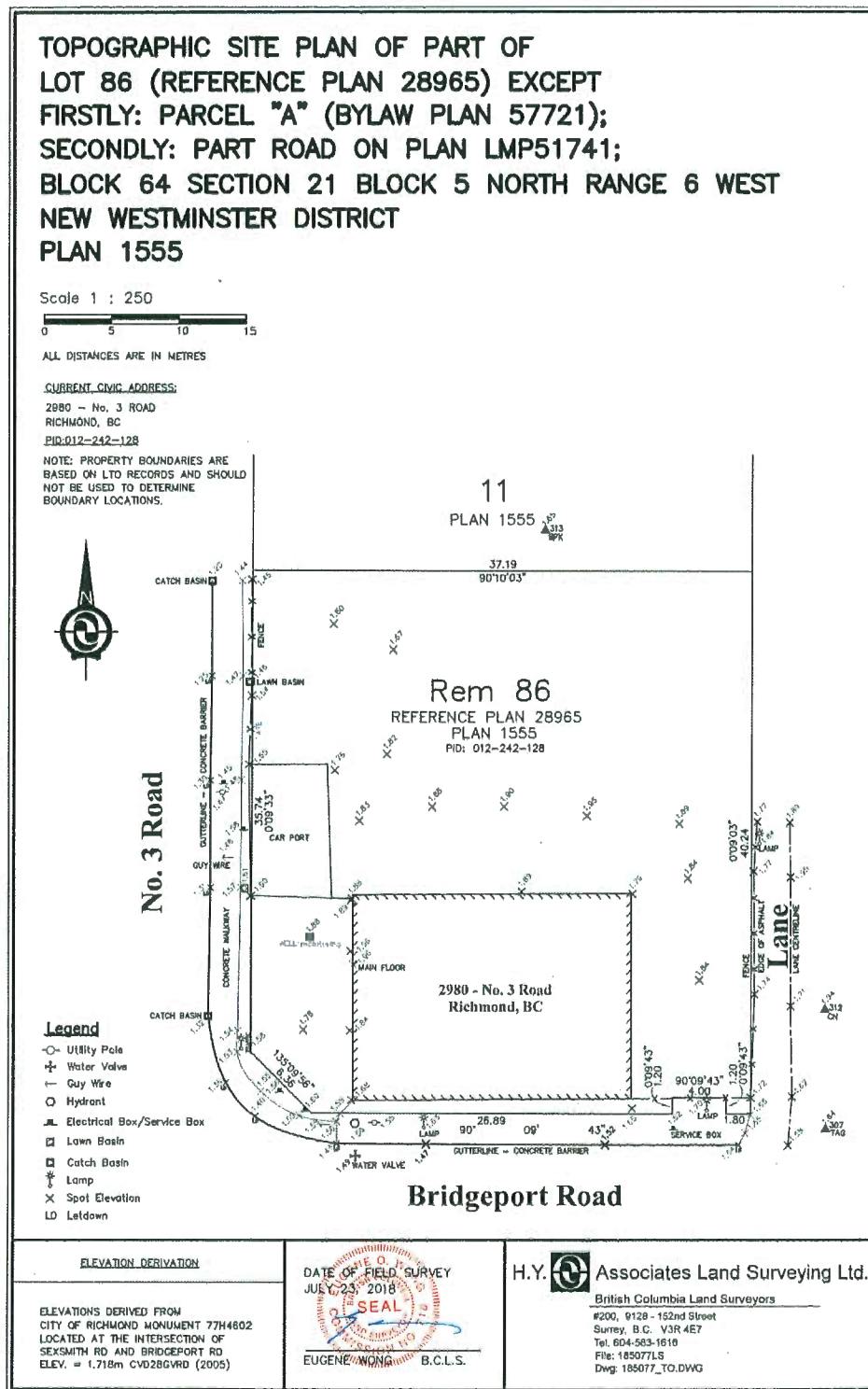
* ADDITIONAL PARKING CAN BE SECURED ON THE ADJACENT SITE IF REQUIRED

IBI
 IBI GROUP
 ARCHITECTS (CANADA) INC.
 700 - 1225 West Pender Street
 Vancouver BC V6E 4B1 Canada
 tel 604 683 8797 fax 604 683 0492
 ibigroup.com

SALES CENTRE - 2980 No 3 ROAD

APRIL 26, 2017

1/20" = 1'-0"





TU 18-830948

Attachment 3

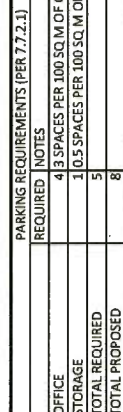
Address: 2980 No. 3 Road

Applicant: IBI Group Architects Inc.

Planning Area(s): City Centre Area Plan – Bridgeport Village

	Existing	Proposed
Owner:	Chen's North America Holdings No. 2 Ltd	No change
Site Size (m ²):	1,480 m ²	No change
Land Uses:	Industrial General	Office, limited to the marketing and sale of commercial and industrial strata units
OCP Designation:	Commercial	No change
CCAP Designation:	Urban Centre T5	No change
Zoning:	Light Industrial (IL)	No change

On Development Site	Bylaw Requirement	Proposed	Variance
On-site Vehicle Parking:	5	8	None
On-site Bicycle Parking:	Min. 1 Class 1 Min. 1 Class 2	1 Class 1 4 Class 2	None



* ADDITIONAL PARKING CAN BE SECURED ON THE ADJACENT SITE IF REQUIRED

SALES CENTRE - 2980 No 3 ROAD

APRIL 26, 2017



1/20" = 1'-0"

SALES CENTER

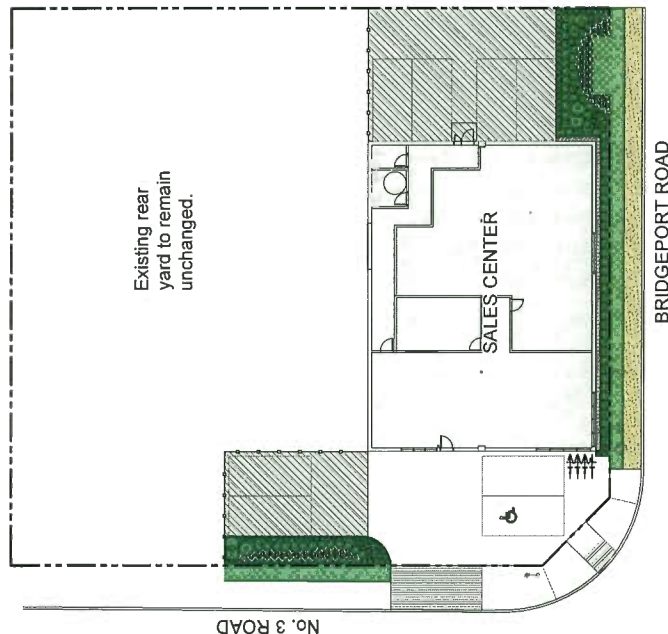
Issued for Building Permit

Contact Information	Other Key Contacts:
van der Zalm + associates inc. Project Lead/Architect Suite 1 - 20177 87th Avenue L 604 882 0024 F 604 882 0024 Primary project contact: Andrew Davidson a 604 882 0024 Alternate contact (please email): Mark van der Zalm mvdz@vzassociates.com a 604 882 0024 x22	IBI Group Architects Inc. Project Building Architect 700-1245 West Pender Street Vancouver, BC V6E 4G1 p 604 683 1797

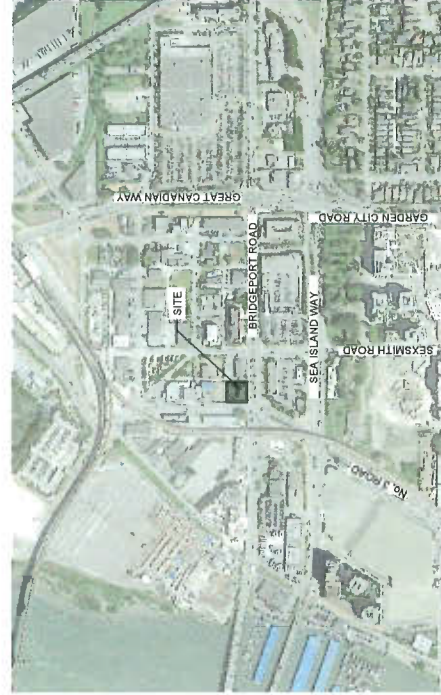
Sheet List Table

Sheet Number	Sheet Title
L-01	COVER PAGE
L-02	SITE PLAN
LD-01	DETAILS
LN-01	LANDSCAPE NOTES

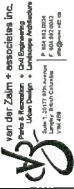
PLN - 171



1 SITE PLAN OVERVIEW
Scale: 1:50



2 LOCATION MAP
NTS



van der Zalm + associates inc.
Project Lead/Architect
Suite 1 - 20177 87th Avenue
L 604 882 0024 F 604 882 0024
Primary project contact:
Andrew Davidson
a 604 882 0024
Alternate contact (please email):
Mark van der Zalm
mvdz@vzassociates.com
a 604 882 0024 x22

Drawing #: L-01
VZD Project #: DP2017-72
Drawing Title: COVER PAGE



No	By	Description	Date
1	AD	Issued for Building Permit	Aug 28, 2018
2	AD	Issued for Building Permit	Aug 17, 2018

No	By	Description	Date
1	AD	Issued for Building Permit	Aug 28, 2018
2	AD	Issued for Building Permit	Aug 17, 2018

Project:	SALES CENTER
Location:	2880 No. 3 Road Richmond, BC
Drawn:	AD
Checked:	MDZ
Approved:	MDZ
Scale:	AS SHOWN
Original Sheet Size:	24" x 36"
Notes:	CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.

GENERAL LANDSCAPE NOTES:

PROJECT CONTACT:

1.1 Inquiries regarding landscape drawings should be addressed to the person(s) identified in the contact information on the cover page.

PROJECT COORDINATION:

2.1 The contractor(s) responsible for completing the landscape scope of work shall conform to the reference standards, submittals process, coordination standards, specifications, and works as defined under the "General Scope" of the master specification (complete).

DRAWINGS AND SPECIFICATIONS:

3.1 The contractor, sub-contractor, and coordinating trades/suppliers responsible for completing the landscape scope of work is responsible for reviewing the master specification package for the project in conjunction with all consultant drawings, inclusions of landscape.

3.2 Should any drawing or detail conflict with the master specification file the contractor must immediately notify the design team for coordination prior to order, preparation or installation of said conflicting works (typ).

3.3 The contractor(s) responsible for completing servicing, hard and soft landscape works are responsible for providing the landscape architect with a complete "project record copy" of mark-ups or changes to works defined in the Landscape Drawings. This is in addition to any record drawing requests defined under the general scope. The project record copy must be submitted as a PDF. If submitted as a hard copy or in red coloured notes if submitted as a PDF.

LANDSCAPE CONCRETE WORK:

4.1 All concrete shall conform to all standards identified under the master specification and specifications by the Civil Engineer (refer to civil drawings, with references to MMCO specs) (complete). All concrete pour-in-place (work) to be installed as per section 03 30 of the latest MMCO unless otherwise specified indicated in drawing package.

4.2 Concrete reinforcing for vertical landscape east in place walls shall comply with details and specifications. The general contractor will be responsible for providing an engineer's stamp on shop drawings for all vertical concrete higher than 1.2m (typ).

4.3 All horizontal exterior concrete surfaces shall have a light broom finish or approved equal unless specified otherwise.

4.4 All vertical concrete surfaces inclusive of cast in place walls shall have a light sand blast finish or approved equal unless specified otherwise.

4.5 The contractor should confirm the locations of control joint splitting and expansion joints with the landscape architect prior to installation for concrete paving surfaces and walls. The contractor is to provide control joints chaulked in place for inspection and approval by the landscape architect prior to installation.

UNIT PAVING:

5.1 Precast concrete unit pavers or natural stone unit pavers must be provided in a 2m x 2m "mock-up" on site a minimum 2 weeks prior to order of materials for approval by the landscape architect. The mock-up should be installed in a location that is representative of the actual paving material, pavers, grouts or mortar specified in project drawing or specifications. Grouts, mortars, sealers, or products that require drying time must have been installed a minimum 48 hours prior to the time of review by the landscape architect.

5.2 All approved unit paving and bedding or joining materials should be installed as per manufacturers specifications.

5.3 Professionals should be qualified and experienced (minimum 5 years) in installing paving products specified in landscape drawings.

METALS:

6.1 All metal work shall conform to the master specification for the project (complete)

6.2 Additional references that apply to metal work (may not necessarily be included under the master specification):

SPEC NOTE: See the following for specific project:

- 1. American Society for Testing and Materials International, (ASTM), Hot Dipped Zinc Coated Steel, Black and
- 2. ASTM A121 [99], Specification for Zinc Coated (Galvanized)

- 3. ASTM D5116 [97], Standard Guide For Small, Scale Environmental Chamber Determinations of Organic Emissions From Indoor Materials/Products.
- 2. Canadian General Standards Board (CGSB).
- 1. CAN/CSA-G-10 [99], Ready-Mix House Paint.
- 2. CAN/CSA-G-10 [99], Ready-Mix House Paint.
- 3. CAN/CSA-G-10 [99], Ready-Mix House Paint.

- 4. CAN/CSA-G-10 [99], Ready-Mix House Paint.
- 3. Canadian Standards Association (CSA International).
- 2. CAN/CSA-G-10 [99], Ready-Mix House Paint.
- 1. CAN/CSA-G-10 [99], Ready-Mix House Paint.

- 2. CSA G42 (1964/1983), Galvanized (Zinc Coated) Steel.
- 1. Farm Field Wire Fencing.
- 3. CSA G40 Series [97], Wood Preservation.
- 4. Environmental Choice Program (ECP).
- 2. CDC-476-1961, Stains, Surface Coatings.
- 3. CDC-476-1961, Stains, Surface Coatings.
- 4. CDC-476-1961, Stains, Surface Coatings.

- 3. All fences, fasteners and railings shall be submitted via shop drawing and submitted for approval by the landscape architect prior to purchase or installation.
- 6.4 All fasteners used in wood connections (i.e. screws, nails, etc) are to be countersunk and prefinished to prevent wood splitting unless specified otherwise.
- 6.5 All anchor plates, hangers, and affiliated fastener joining materials must meet flush between joining surfaces without gaps, unless specified otherwise.

- 6.6 All metal work shall be treated for protection from corrosion (i.e. Aluminum must be anodized and steel must be galvanized or stainless steel) prior to additional coatings of paints or sealers. This is inclusive of fasteners.
- 6.7 All metal bonding (i.e. welding or soldering) must be completed and metal work should be treated for protection from corrosion. Bonding work should be concealed by the finishes of the metal work. Sanding or handwork needed to provide a smooth and consistent finish along the bonded metal material should be done to match the finish of the metals used for joining.

- 6.8 All railing heights, picket spacing, and rail spacing should be in accordance with the British Columbia Building Code, CAN/CSA - Z544-07 and affiliated ASTM standards.
- 6.9 Install a guardrail and on all fences, metal posts or rails taller than 6' (1800mm) in height through the direction of the project electrical engineer. Contractor to confirm the location(s) of said work at the time of project start-up with the electrical engineer and landscape architect.

IRRIGATION:

- 7.1 Irrigation work should be completed to comply with the Canadian Electrical Code and Canadian Plumbing Code.
- 7.2 Irrigation work should be completed by and installer with over 5 years experience in irrigation work.
- 7.3 Refer to irrigation drawings for additional specifications.

PLANTING AND SOFTSCAPES:

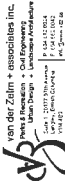
- 8.1 All landscape materials, planting and softscaping shall conform to standards defined under the master specification and BC Landscape Standards, latest edition.
- 8.2 Warranty of plant material shall conform to BC Landscape Standards, latest edition.
- 8.3 The contractor is responsible to have the landscape architect inspect the site for fine grading in areas where slopes, berms or mounds are used as part of soft landscaping features prior to the installation of plant material. A minimum 7 days notice is required for this review.
- 8.4 The contractor is responsible to have the landscape architect inspect the site for fine grading in areas where sod or seed are used as part of soft landscaping features prior to the installation of sod or seed. A minimum 7 days notice is required for this review. Preparation of sod and seed areas shall conform to BC Landscape Standards, No 1 Turfgrass and No. 1 Sod. Sod and seed areas shall be installed in accordance with BC Landscape Standards, installation and maintenance specifications of sod and seed shall apply as defined through BC Landscape Standards.

- 8.5 Establishment maintenance must be completed by the landscape contractor through the course of construction/installation, substantial completion and until the time of final acceptance once all deficiencies are deemed as complete. Establishment maintenance practice and procedures are defined under the BC Landscape Standards, latest edition. This should be in compliance with Local 2, and ground landscapes.
- 8.6 Establishment watering must be completed by the landscape contractor through the course of construction/installation, substantial completion and until the time of final acceptance once all deficiencies are deemed as complete. Establishment watering practice and procedures are defined under the BC Landscape Standards, latest edition. This should be in compliance with Local 2, and ground landscapes.
- 8.7 The landscape contractor should provide the landscape architect with one week's notice to perform a review at local nurseries who are supplying major plant orders to the site. The landscape architect reserves the right to inspect the plants prior to delivery and to request a replacement if the plants do not meet the BC Landscape Standards at any time, despite any review of said materials.
- 8.8 The landscape contractor must submit a soil report/test report to that shows that growing mediums comply with the standards identified in the BC Landscape Standards, latest edition for Local 2, and ground landscapes.
- 8.9 The general contractor shall pay for a minimum two (2) random tests will be performed during the course of construction to confirm that the growing medium being installed on site matches the test approved by the landscape architect. The landscape architect will notify the general contractor of the test results and the contractor shall be required to replace the material within 48 hours of this notice. Failure to have soil match approved material could result in removal, amendment or reinstallation of appropriate material at the contractor's expense. Soil tests should be sent to Pacific Soil Analysis Incorporated or approved equal testing center.

- 8.9 The general contractor shall pay for a minimum two (2) random tests will be performed during the course of construction to confirm that the growing medium being installed on site matches the test approved by the landscape architect. The landscape architect will notify the general contractor of the test results and the contractor shall be required to replace the material within 48 hours of this notice. Failure to have soil match approved material could result in removal, amendment or reinstallation of appropriate material at the contractor's expense. Soil tests should be sent to Pacific Soil Analysis Incorporated or approved equal testing center.
- 8.10 Landscape mulch shall conform to BC Landscape Standards and be installed at depths specified under BC Landscape Standards, 7th edition. Mulch shall be applied in a uniform layer and shall be free of debris and coloured mulch is not permitted unless specified otherwise.
- 8.11 Filler fabric must be provided in any areas where drain rock is used as a much substitute or landscape feature, with the exception of drip strips (unless noted otherwise).

EXTERIOR SITE FURNISHINGS:

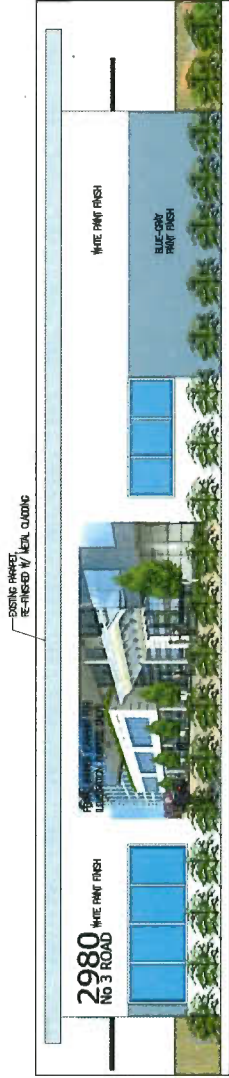
- 9.1 Site furnishings shall all be provided via shop drawing submittals through the submittal processes defined under the master specification.
- 9.2 It is expected that the landscape architect shall see a shop drawing for every piece of landscape site furnishing specified in landscape drawings. It is the contractor's responsibility to receive approval from the landscape architect on all colours, installation options and affiliated finishes through shop drawing submittals prior to the purchase or installation of site furnishings.
- 9.3 All site furnishings should be installed as per the manufacturer's specifications.
- 9.4 It is the contractor's responsibility to notify the landscape architect if a conflict or change to the submittal is required. The landscape architect, manufacturers and the landscape site plan, specifications, or details.



PROPOSED ELEVATIONS

SUBMITTED FOR TUP - AUG. 20 2018

* SIGNAGE OR PROPOSED BANNER(S) MUST COMPLY WITH SIGN BYLAW 9700 AND SEPARATE PERMITS REQUIRED



SOUTH ELEVATION

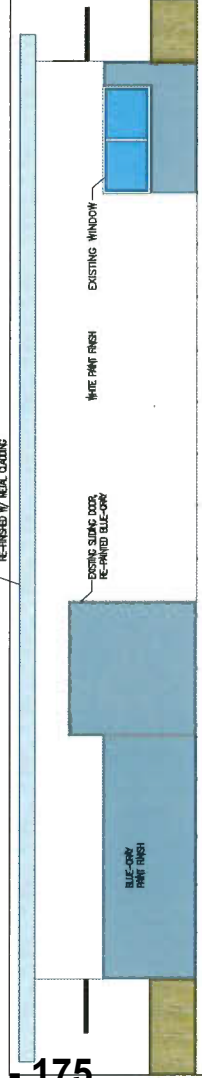
BRIDGEPORT ROAD

PLN - 175

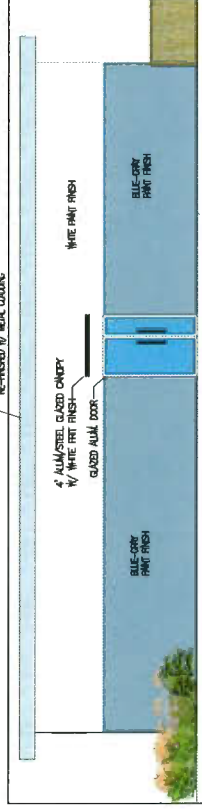


WEST ELEVATION

No 3 ROAD



NORTH ELEVATION



EAST ELEVATION

IBI GROUP
ARCHITECTS (CANADA) INC.
700 - 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8737 fax 604 683 0492
ibigroup.com



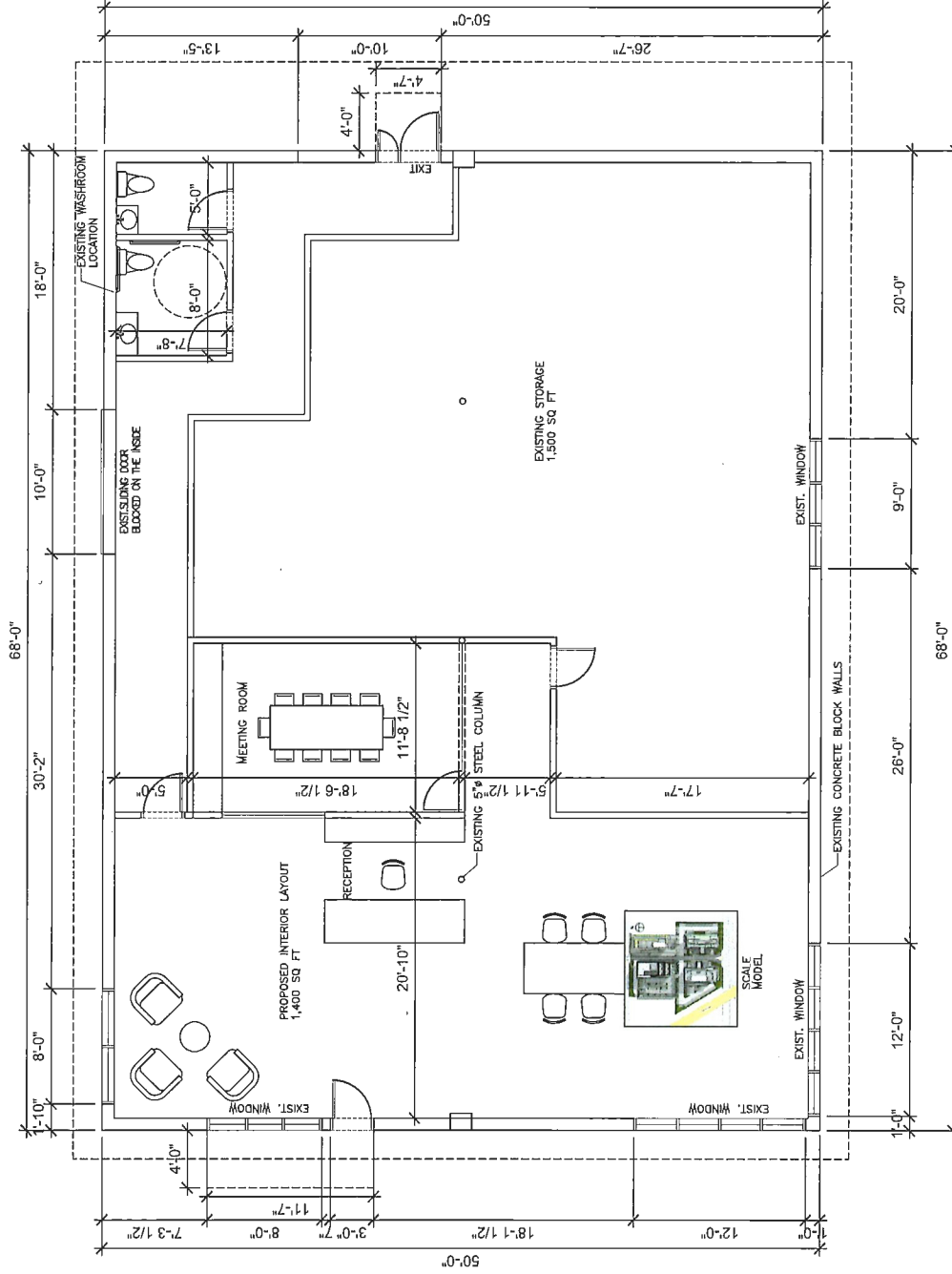
SALES CENTRE - 2980 No 3 ROAD

APRIL 26, 2017

1/8" = 1'-0"

PROPOSED LEVEL 1 LAYOUT

SUBMITTED FOR TUP - AUG. 20 2018



PLN - 176

IBI GROUP
ARCHITECTS (CANADA) INC.
700 - 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492
ibi@group.com



SALES CENTRE - 2980 No 3 ROAD



1/8" = 1'-0"

CONTEXT IMAGES

SUBMITTED FOR TUP - AUG. 20 2018



PLN - 177

IBI GROUP
ARCHITECTS (CANADA) INC.
700 - 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492
ibigroup.com



SALES CENTRE - 2980 No 3 ROAD

NTS



No. TU 18-830948

To the Holder: IBI GROUP ARCHITECTS INC.

Property Address: 2980 NO. 3 ROAD

Address: C/O MARTIN BRUCKNER & SALIM NARAYANAN
IBI GROUP ARCHITECTS INC.
700 – 1285 WEST PENDER STREET
VANCOUVER, BC V6E 4B1

1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and to the portion of the building shown cross-hatched on the attached Schedule "B".
3. The subject property may be used for the following temporary Commercial uses:

Office, limited to the marketing and sale of office and industrial strata units.
4. The permitted use shall be limited to the sale of commercial and industrial strata units only, and shall not include the sale of motor vehicles, commercial equipment, or industrial equipment.
5. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
6. As a condition of the issuance of this Permit, the City is holding a Landscape Security in the amount of \$11,953.96 for the landscape works described in Schedule "D". The City will release 90% of the security upon inspection, and 10% of the security will be released one year after the inspection to ensure that the agreed upon planting has survived.
7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
8. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

This Permit is not a Building Permit.

No. TU 18-830948

To the Holder: IBI GROUP ARCHITECTS INC.

Property Address: 2980 NO. 3 ROAD

Address: C/O MARTIN BRUCKNER & SALIM NARAYANAN
IBI GROUP ARCHITECTS INC.
700 – 1285 WEST PENDER STREET
VANCOUVER, BC V6E 4B1

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

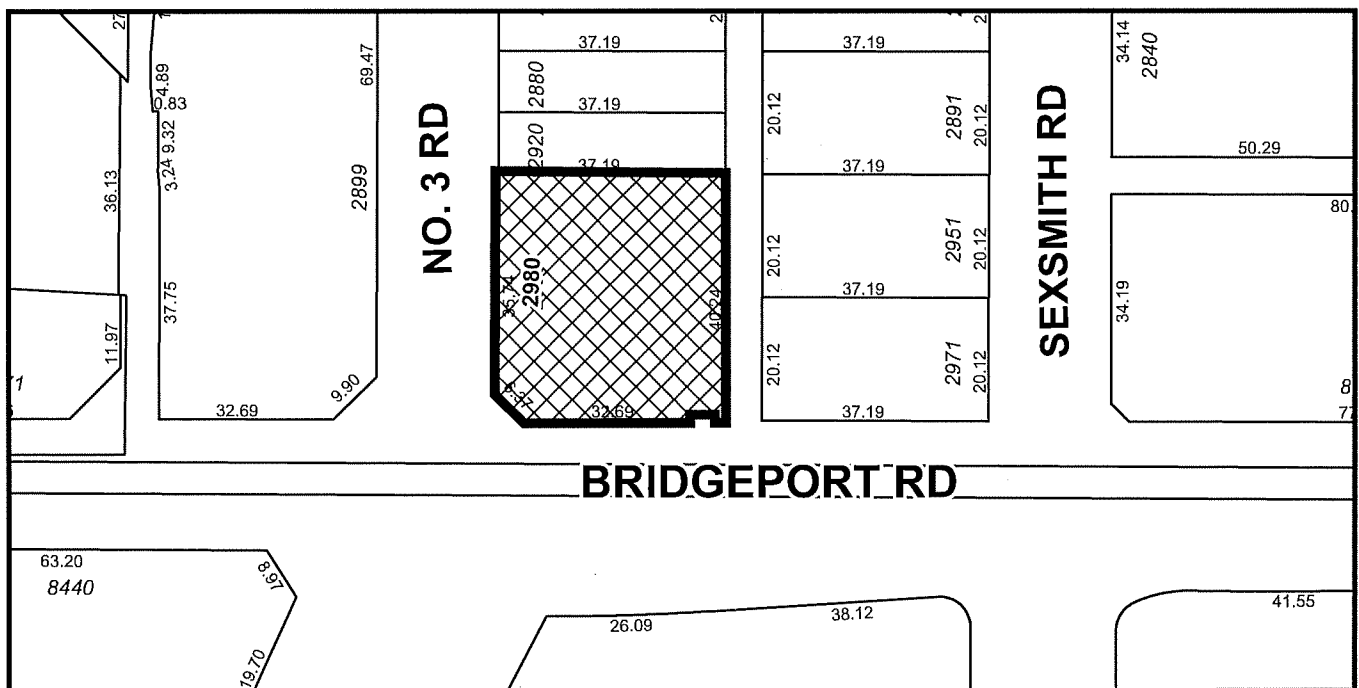
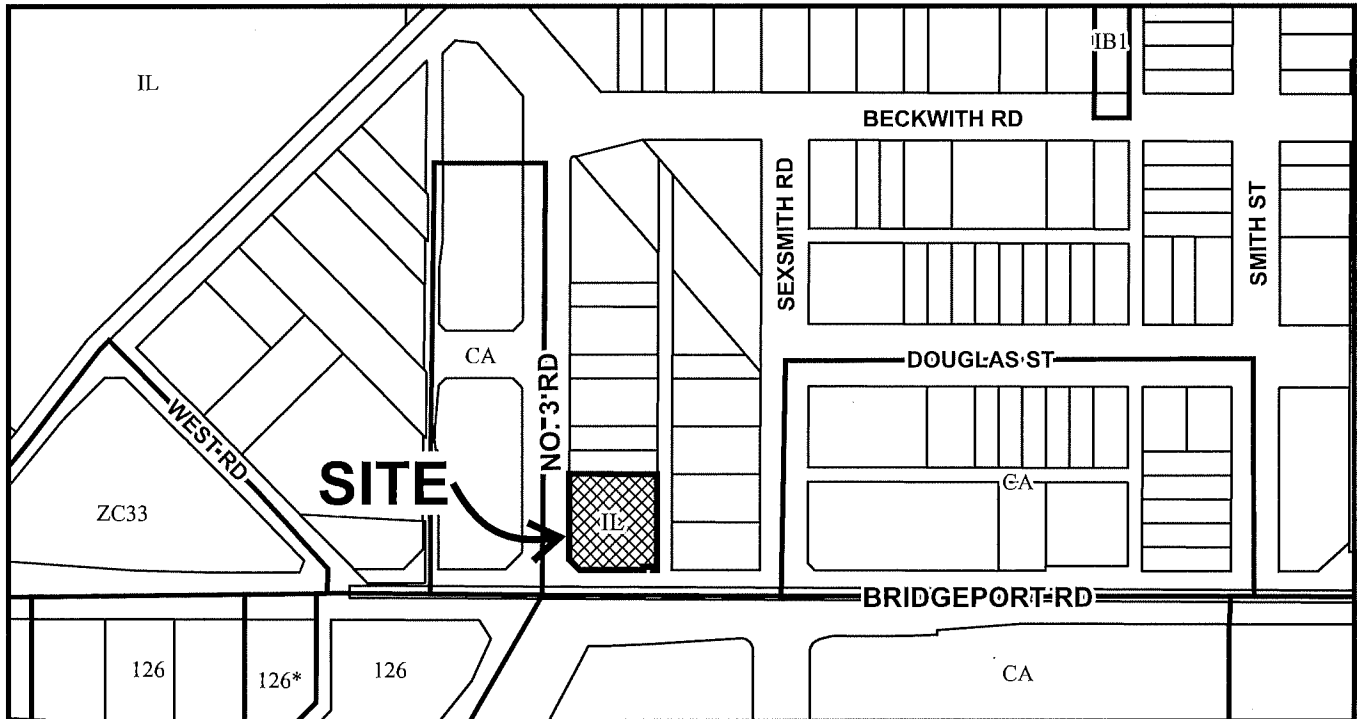
MAYOR

CORPORATE OFFICER



City of Richmond

Schedule A



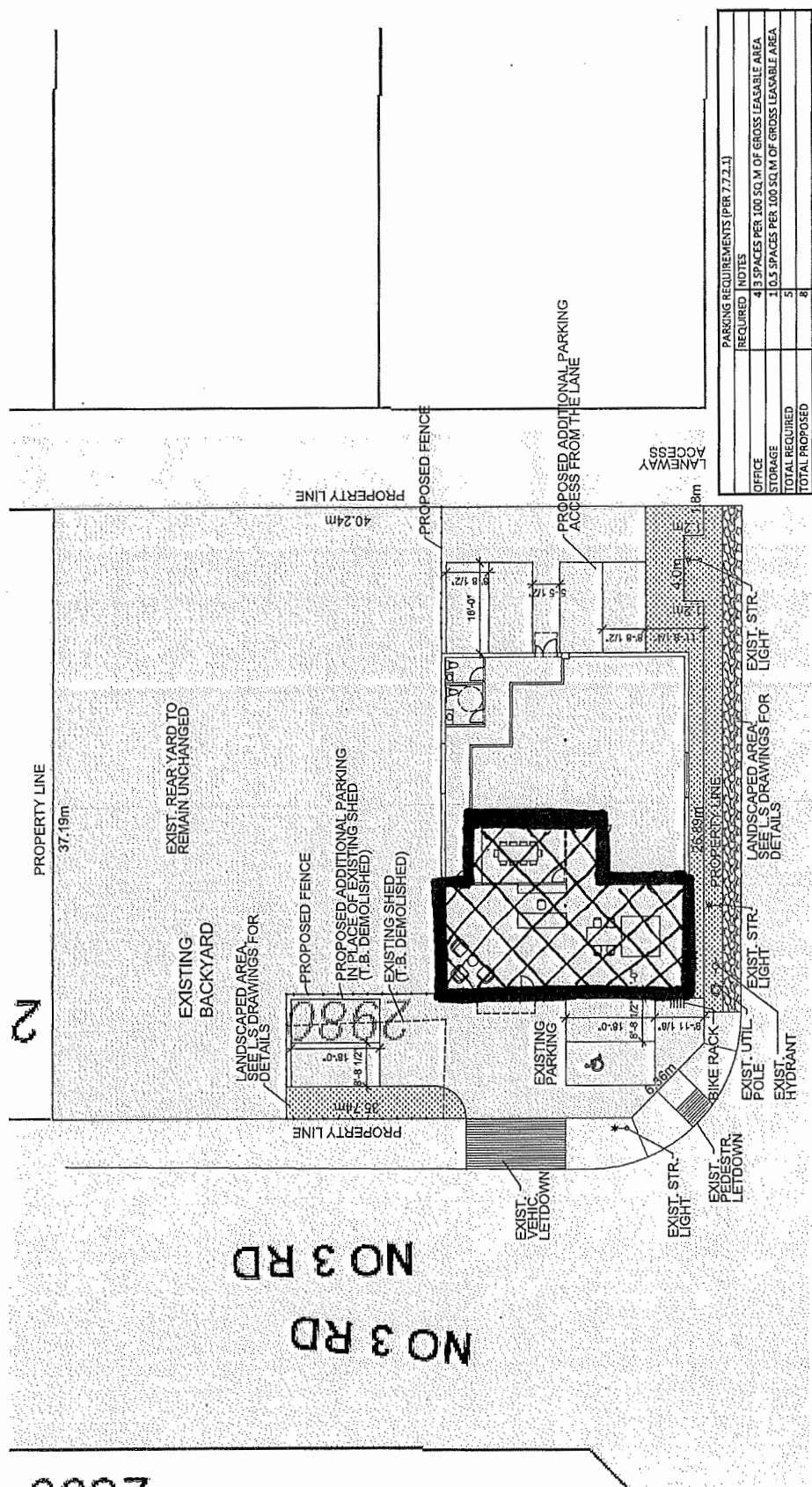
TU 18-830948

Original Date: 08/13/18

Revision Date: 08/15/18

Note: Dimensions are in METRES

PLN - 180



* ADDITIONAL PARKING CAN BE SECURED ON THE ADJACENT SITE IF REQUIRED

Schedule "C"

Undertaking

In consideration of the City of Richmond issuing the Temporary Commercial Use Permit, we the undersigned hereby agree to demolish or remove any temporary buildings, structures and signs; to restore the land described in Schedule A; and to maintain and restore adjacent roads, to a condition satisfactory to the City of Richmond upon the expiration of this Permit or cessation of the permitted use, whichever is sooner.

IBI Group Architects Inc.
by its authorized signatory

Martin D.

Martin D. B. L. L. L.

Aug - 27/18

*2980 NO. 3 ROAD
RE: TU 18-830948*

Issued for Building Permit

Sheet List Table

Sheet Number	Sheet Title
-01	COVER PAGE
-02	SITE PLAN
LD-01	DETAILS
LN-01	LANDSCAPE NOTES



1 SITE PLAN OVERVIEW

2 LOCATION MAP
NTS

[illegible]

VDZ Project #:
DP2017-72

Drawing #: 10-7



van der Zalm + associates inc.
Plants & Recreation + Civil Engineering
Urban Design + Landscape Architecture

P 454 182 2026
P 854 182 0032
info@vz.vz.ca

Suite 1, 22177 47th Avenue
Langley, British Columbia
V3V 4J9






COVER PAGE

PLANT SCHEDULE

GENUS	CITY	ROTATIONAL NAME / COMMON NAME	CONT.	SPACING
46	7	<i>Monarda punctata</i> "Campanium" / Spotted Red Monarda	42	1m
47	7	<i>Monarda punctata</i> "Campanium" / Campaniform Silver Grass	42	1m
48	110	<i>Nauclea domestica</i> "Honey Dew" / Dwarf Heavenly Bamboo	42	0.40m
49	20	<i>Syringa x bursata</i> "Goldmine" / Double-flowered Syringa	43	0.80m
SUBURBAN AREAS	CITY	ROTATIONAL NAME / COMMON NAME	CONT.	SPACING
50	20	<i>Heliochloa scariosa</i> "Sagittifolius" / Sagittifolius Blue Oak Grass	47	800mm

1. All plant material shall meet or exceed standards required by Canadian Landscape Standards guidelines.
2. Topsoil supplied shall come from a reputable source. A fill analysis of the growing medium shall be provided to the client. The fill analysis shall include the following:
 - a. Amend growing medium per soil analysis recommendations prior to spreading on site.
 - b. Amend growing medium per soil analysis recommendations prior to spreading on site.
 - c. Rejected growing medium shall be removed off site immediately at the landscape contractors expense.
4. Growing medium depths for planting as follows:
 - a. Shrubs: 450mm
 - b. Sod: 150mm
 - c. Tree pits: 1000mm with 300mm (root ball)
 - d. Tree pits: 1000mm with 300mm (root ball)
5. All landscaped areas to be irrigated.
 - a. Irrigation system shall be installed in all shrub planting areas.
 - b. All tree pits shall be irrigated.

LEGEND

KEY	REF.	DESCRIPTION
	1 LD-01	CRUSHED GRANITE PATH
		ASPHALT PAVING Paved to Industry Standards
		SOO
	2 LD-01	DRIP STRIP
	3 LD-01	WOOD FENCE

NOTE:
Temporary irrigation to be installed for all planting areas. Irrigation is to be design/built. Contractor to provide shop drawing showing layout of irrigation system and all components to be used.

No.	By	Description	Date
-----	----	-------------	------

Project:SALES CENTERLocation:

2980 No. 3 Road
Richmond, BC

Drawn:	Stamps:
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AD

Checked:	
Signature	

7204W	Original Sheet Size:
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MVDZ	24"x36"
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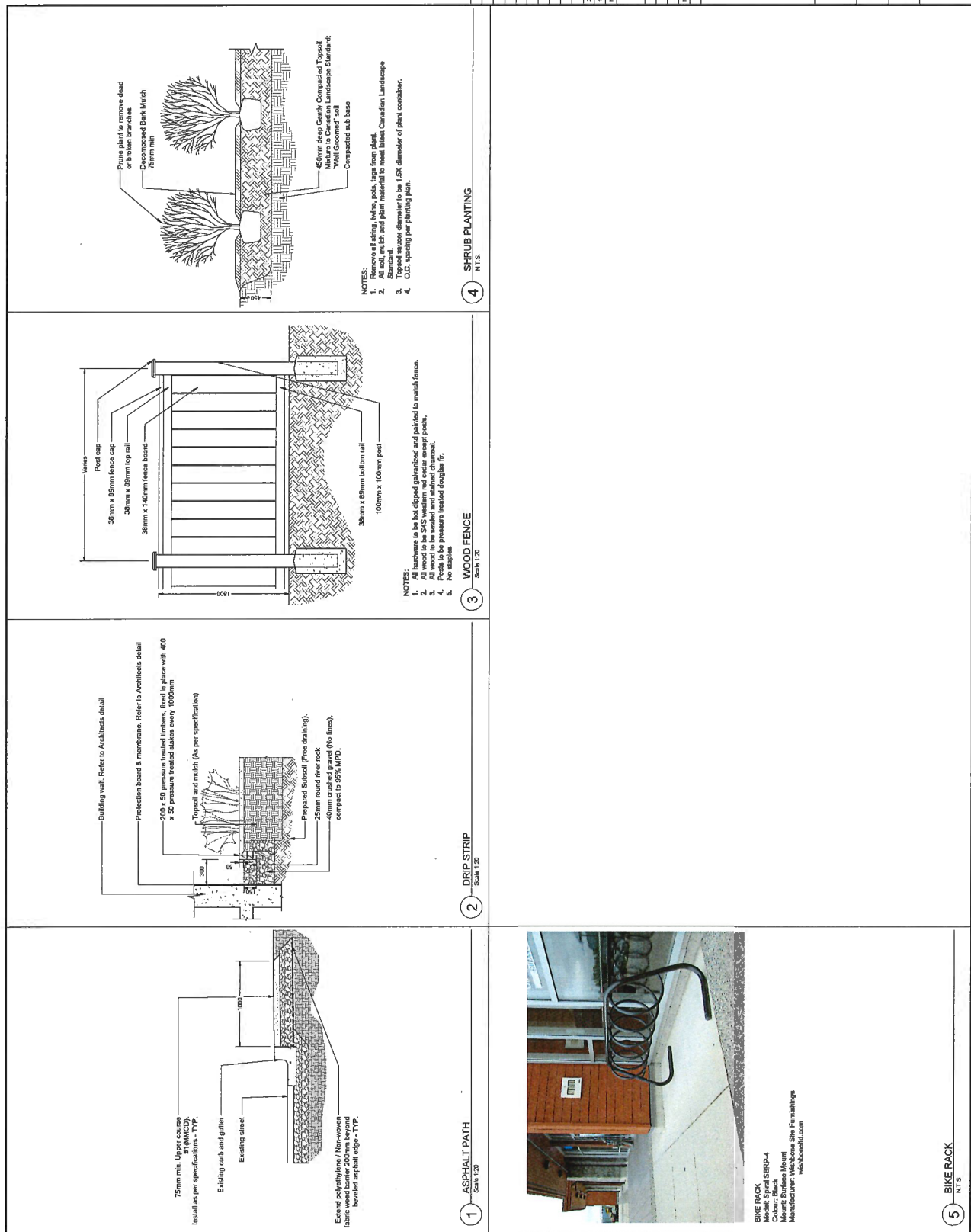
Scale:
1:100

THE WORKS ARE ALLOWING THE COMPLETION OF THE PROJECTS. THE WORKS ARE ALLOWING THE COMPLETION OF THE PROJECTS. THE WORKS ARE ALLOWING THE COMPLETION OF THE PROJECTS.



To be completed via Work Order prior to Building Permit Issuance

1:100



SCHEDULE "D"



von der Zalm + associates inc.
Landscape Architect
100-10100 166th Avenue
Richmond, BC V6V 2G6
Tel: 604.273.9292
Fax: 604.273.9293
www.vdzalm.com

GENERAL LANDSCAPE NOTES:

PROJECT CONTACT:
1.1 Inquiries regarding landscape drawings should be addressed to the person(s) identified in the contact information on the cover page.

PROJECT COORDINATION:

2.1 The contractor(s) responsible for completing the landscape scope of work shall coordinate with the landscape architect to ensure that all drawings, specifications, standards, specifications, and work as defined under the "General Scope" of the master specification (complete).

DRAWINGS AND SPECIFICATIONS:

3.1 The contractor, sub-contractor, and coordinating trades/suppliers responsible for completing the landscape scope of work is responsible for reviewing the master specification package for the project in conjunction with all consultant drawings, inclusive of landscape.

3.2 Should any drawing or detail conflict with the master specification (ie the contractor must immediately notify the design team for coordination prior to order, preparation or installation of said conflicting works (typ).

3.3 The contractor(s) responsible for completing servicing, hard and soft landscaping shall be responsible for ensuring that all drawings, specifications, standards, specifications, and work as defined under the "General Scope" of the master specification (complete). The project record copy mark-ups should be completed with red pen if submitted as a hard copy or in red coloured notes if submitted as a PDF.

LANDSCAPE CONCRETE WORK:

4.1 All concrete shall conform to all standards identified under the master specification and specifications by the Civil Engineer (refer to civil drawings, with reference to the concrete specifications section 03.20 of the latest MMCD unless otherwise specified indicated in drawing package).

4.2 Concrete reinforcing for vertical landscape cast in place walls shall comply with details and specifications. The general contractor will be responsible for ensuring that all drawings, specifications, standards, specifications, and work as defined under the "General Scope" of the master specification (complete). The project record copy mark-ups should be completed with red pen if submitted as a hard copy or in red coloured notes if submitted as a PDF.

4.3 All horizontal exterior concrete surfaces shall have a light broom finish or approved equal unless specified otherwise.

4.4 All vertical concrete surfaces inclusive of cast in place walls shall have a light sand blast finish or approved equal unless specified otherwise.

4.5 The contractor should confirm the locations of control joint patterning and expansion joints with the landscape architect prior to installation for all concrete work. The contractor shall ensure that all drawings, specifications, standards, specifications, and work as defined under the "General Scope" of the master specification (complete). The project record copy mark-ups should be completed with red pen if submitted as a hard copy or in red coloured notes if submitted as a PDF.

UNIT PAVING:

5.1 Precast concrete unit pavers or natural stone unit pavers must be provided in a 2m x 2m "mock-up" on site a minimum 2 weeks prior to order of materials for approval by the landscape architect. The mock-up should be installed as per manufacturer's specifications and include any bedding material, pedestals, grouts or mortar specified in project drawings or specifications. Grout, mortar, bedding or products that require drying time shall be installed a minimum 48 hours prior to the time of review by the landscape architect.

5.2 All approved unit paving and bedding or jointing materials should be installed as per manufacturer's specifications.

5.3 Professionals should be qualified and experienced (minimum 5 years) in installing paving products specified in landscape drawings.

METALS:

6.1 All metal work shall conform to the master specification for the project (complete).

6.2 Additional references that apply to metal work (may not necessarily be included under the master specification):

- SPEC NOTE: See the following for the specific project:**
- 1 American Society for Testing and Materials International (ASTM), Hot Dipped Zinc Coated, Welded and Seamless.
 - 2 ASTM A121, J99, Specification for Zinc Coated (Galvanized)

Steel Barbed Wire.
• 3 American Society for Testing and Materials International (ASTM), Standard Guide For Small Scale Environmental Chamber Determinations of Organic Emissions From Indoor Materials/Products.

- 2 Canadian General Standards Board (CGSB).
- 1 CAN/CGSB 1.28 [98], Alkyd, Exterior House Paint.
- 1 CAN/CGSB 1.89 [98], Aluminum Paint.
- 1 CAN/CGSB 1.161 [99], Ready-Mixed Organic Zinc-Rich Coatings.
- 4 CAN/CGSB 1. GP_138M [97], Paint Exterior Latex Type Flat.
- 3 Canadian Standards Association (CSA International).
- 1 CAN/CSA-A-231.1-00/A232-F00, Concrete Materials and Methods of Construction and Control of Test for Concrete.
- 2 CSA 6.4 (1984) (1989), Coated Steel (Zinc-Coated) Steel Form, Field Weld Fencing.
- 3 CSA, 080 Series [97], Wood Preservation.
- 4 Environmental Choice Program (ECP).
- 1 CCD-047a-1981, Paints, Surface Coatings.
- 3 CCD-47-1981, Varnishes, Surface Coatings.
- 4 CCD-046-195, Surface Coatings-Recycled Water-Borne.

6.3 All fences, fasteners and railings shall be submitted via shop drawing and submitted for approval by the landscape architect prior to purchase or installation.

6.4 All fasteners used in wood connections (i.e. screws, nails, etc) are to be countersunk and predrilled to prevent wood splitting unless specified otherwise.

6.5 All anchor plates, langleys, and affixed fastener joining materials must meet flush between joining surfaces without gaps, unless specified otherwise.

6.6 All metal work shall be treated for protection from corrosion (i.e. galvanizing, powder coating, etc) and shall be submitted via shop drawing and submitted for approval by the landscape architect prior to purchase or installation.

6.7 All metal bonding (i.e. welding or soldering) must be completed and metal work should be treated for protection from corrosion. Bonding work shall be submitted via shop drawing and submitted for approval by the landscape architect prior to purchase or installation.

6.8 All piling heights, picket spacing, and rail spacing should be in accordance with the British Columbia Building Code, CAN/CSA - Z514-07 and affixed ASTM standards.

6.9 Install a grounding rod on all fences, metal posts or poles taller than 6' (1800mm) in height through the foundation of the project structural engineer. Consult with the electrical engineer for details. The grounding rod shall be start-up with the electrical engineer and landscape architect.

6.10 Landscape mulch shall conform to BC Landscape Standards and be installed at depths specified under BC Landscape Standards, 7th edition. Mulch must be non-toxic. Mulch should be dark brown or black in colour; red coloured mulch is not permitted unless specified otherwise.

6.11 Filter fabric must be provided in any areas where drain rock is used as a mulch substitute or landscape feature. With the exception of drip strips (unless noted otherwise).

EXTERIOR SITE FURNISHINGS:

9.1 Site furnishings shall all be provided via shop drawing submittals through the submittal processes defined under the master specification.

9.2 It is expected that the landscape architect shall see a shop drawing for every piece of landscape site furnishing specified in landscape drawings. It is the contractor's responsibility to receive approval from the landscape architect on all colours, installation options and affiliated finishes through shop drawing submittals prior to the purchase or installation of site furnishings.

9.3 All site furnishings should be installed as per the manufacturer's specifications.

9.4 It is the contractor's responsibility to notify the landscape architect if a conflict occurs between the installation requirements defined by manufacturers and the landscape site plan, specifications, or details.

6.5 Establishment maintenance must be completed by the landscape architect and submitted via shop drawing and submitted for approval by the landscape architect prior to purchase or installation. Establishment maintenance is defined as complete establishment maintenance practice and procedures are defined under the BC Landscape Standards, latest edition. This should be complete with 1.5 m x 2 m wet ground landscapes.

6.6 Establishment watering must be completed by the landscape architect through the course of construction/installation, substantial completion and until the time of final acceptance once all deficiencies are deemed as complete. Establishment watering practice and procedures are defined under the BC Landscape Standards, latest edition. This should be complete with 1.5 m x 2 m wet ground landscapes.

6.7 The landscape contractor should provide the landscape architect with one week's notice to perform a review at local nurseries who are supplying major plant orders to the site. The landscape architect reserves the right to reject plant material that does not meet drawing specification or BC Landscape Standards at any time, despite any review of said materials.

6.8 The landscape contractor must submit a soil test/report to the landscape architect prior to the start of construction. The soil test/report should be submitted via shop drawing and submitted for approval by the landscape architect prior to purchase or installation.

6.9 The general contractor shall pay for a minimum two (2) random tests will be performed during the course of construction to confirm that the growing medium being installed on site matches the test approved by the landscape architect. The landscape architect will notify the general contractor of when said tests will occur and soil samples should be mailed to the landscape architect. The landscape architect reserves the right to reject material could result in removal, amendment or installation of appropriate material at the contractor's expense. Soil tests should be sent to Pacific Soil Analysis Incorporated or approved equal testing center.

Pacific Soil Analysis Inc.
Suite S-11720 Vaynour Way, RICHMOND, BC V6X 3G9
Telephone 604-273-9293

8.10 Landscape mulch shall conform to BC Landscape Standards and be installed at depths specified under BC Landscape Standards, 7th edition. Mulch must be non-toxic. Mulch should be dark brown or black in colour; red coloured mulch is not permitted unless specified otherwise.

8.11 Filter fabric must be provided in any areas where drain rock is used as a mulch substitute or landscape feature. With the exception of drip strips (unless noted otherwise).

REVISIONS TABLE FOR DRAWINGS

No.	By	Description	Date
1	AD	Issued for Bidding Period	Aug 17, 2013
2	AD	Issued for Bidding Period	Aug 28, 2013

REVISIONS TABLE FOR SHEET

Project:
SALES CENTER

Location:
2980 No. 3 Road
Richmond, BC

Drawn:
AD

Checked:
MVDZ

Approved:
MVDZ

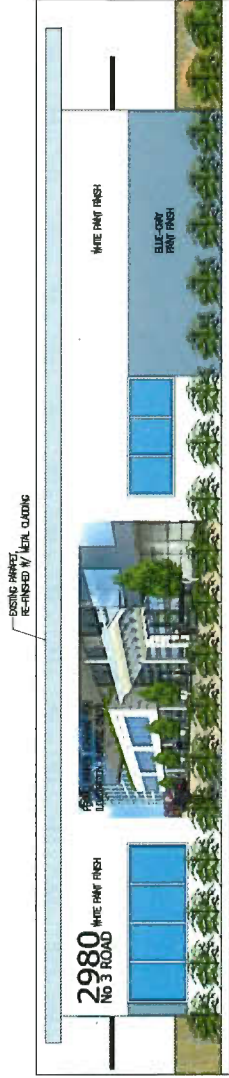
Original Sheet Size:
24"x36"

Scale:
1"=10'-0"

PROPOSED ELEVATIONS

SUBMITTED FOR TUP - AUG. 20 2018

* SIGNAGE OR PROPOSED BANNER(S) MUST COMPLY WITH
SIGN BYLAW 9700 AND SEPARATE PERMITS REQUIRED

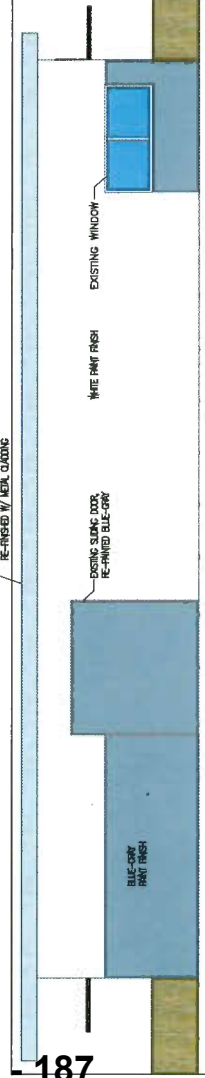


SOUTH ELEVATION

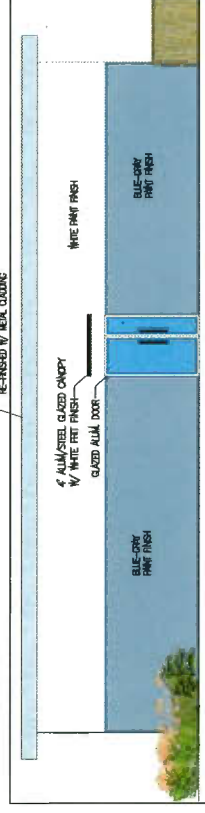
BRIDGEPORT ROAD

No 3 ROAD

WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



No 3 ROAD

WEST ELEVATION

PLN - 187

IBI GROUP
ARCHITECTS (CANADA) INC.
7100 - 1265 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492
ibi@group.com



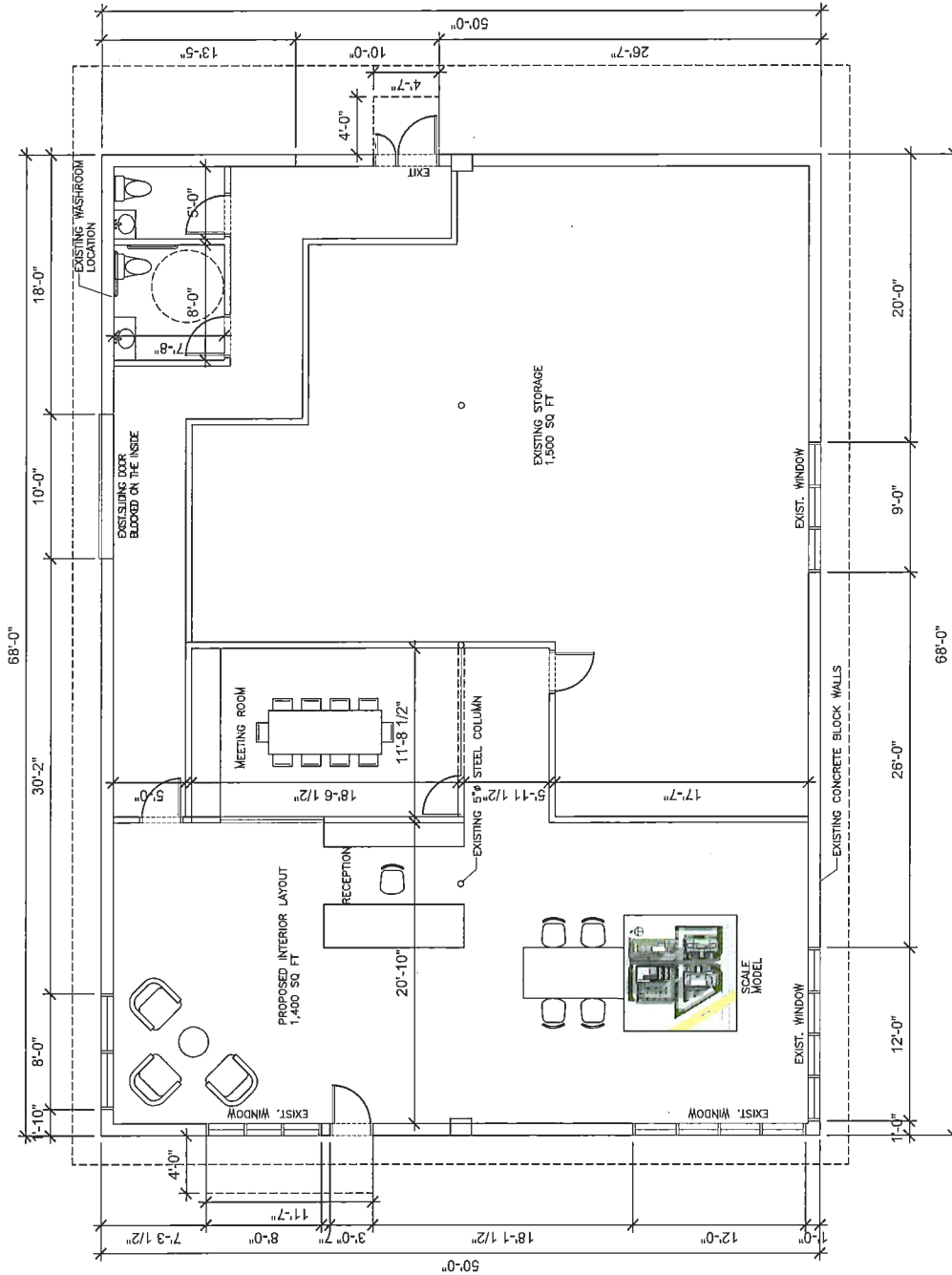
SALES CENTRE - 2980 No 3 ROAD

APRIL 26, 2017

1/8" = 1'-0"

PROPOSED LEVEL 1 LAYOUT

SUBMITTED FOR TUP - AUG. 20 2018



PLN - 188

IBI GROUP
ARCHITECTS (CANADA) INC.
700 - 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492
ibigroup.com



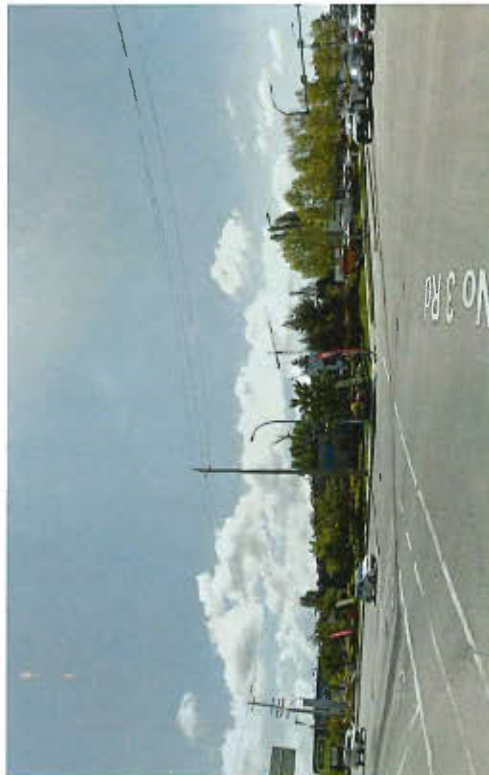
SALES CENTRE - 2980 No 3 ROAD



1/8" = 1'-0"

CONTEXT IMAGES

SUBMITTED FOR TUP - AUG. 20 2018





City of Richmond

Report to Committee

To: Planning Committee
From: Barry Konkin
Manager, Policy Planning
Date: August 29, 2018
File: 01-0157-30-
RGST1/2018-Vol 01
Re: **Richmond Response: Metro Vancouver Proposed Regional Growth Strategy Amendment Bylaw No. 1266, 2018, as requested by the Township of Langley for the Williams Neighbourhood Plan area**

Staff Recommendation

That the Metro Vancouver Board be advised that the City of Richmond has no concerns with Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, which proposes to amend Metro Vancouver 2040: Shaping our Future, Metro Vancouver's Regional Growth Strategy, as requested by the Township of Langley for the Williams Neighbourhood Plan area.

Barry Konkin
Manager, Policy Planning
(604-276-4139)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

On July 30, 2018, the City of Richmond received a letter from the Metro Vancouver Board inviting the City of Richmond, and other affected local governments and agencies, to comment by September 14, 2018, on Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, to amend Metro Vancouver 2040: Shaping our Future, Metro Vancouver's regional growth strategy, as requested by the Township of Langley for the Williams Neighbourhood Plan area.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

5.1. Advancement of City priorities through strong intergovernmental relationships.

Background

On July 29, 2011, with the consent of the City of Richmond and other local governments, the Metro Vancouver Board adopted a regional growth strategy titled: Metro Vancouver 2040: Shaping Our Future (Metro 2040), to guide and co-ordinate regional growth, land use, transportation, infrastructure and environmental protection to the year 2040. As part of Metro 2040, there are provisions for local governments to request amendments to regional land use designations, in addition to an agreed upon amendment process.

On April 8, 2018, the Township of Langley requested Metro Vancouver to amend land use designations in Metro 2040 in the Williams Neighbourhood Plan area from General Urban to Mixed Employment and from Mixed Employment to General Urban. The request would enable implementation of the Williams Neighbourhood Plan which was recently completed by the Township of Langley. On June 22, 2018, the Metro Vancouver Board agreed to initiate the Metro 2040 minor amendment process by introducing an amendment bylaw and directing staff to notify affected local governments as per Metro 2040. This is considered a Metro 2040 Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing.

Analysis

According to a Metro Vancouver staff report to the Regional Planning Committee dated May 29, 2018 (Attachment 1), the Williams area in the Township of Langley is one of a number of areas within the Township's Willoughby Plan area where semi-rural land uses within the Metro 2040 Urban Containment Boundary are planned for future urban development. The Williams area is not within the Agricultural Land Reserve (ALR) and is designated for a mix of General Urban and Mixed Employment uses. Table 1 summarizes the proposed amendment to the Metro 2040 plan.

Table 1: Summary of Proposed Amendments to the Metro 2040 Plan

Type of Metro 2040 Amendment	The proposal is for a Metro 2040 Type 3 amendment requiring a 50% + 1 weighted vote of the Board.
Description of Area	The Williams Neighbourhood Plan incorporates a 110 hectare area, encompassing three districts for employment uses, residential uses, and a transition area. The proposed amendment would affect a 6 ha (14.8 ac.) area.
Inside the Urban Containment Boundary?	Yes, it is in the Urban Containment Boundary.
Part of the Agricultural Land Reserve?	No, it is not in the Agricultural Land Reserve.
Existing Regional Growth Strategy Designation	A mix of General Urban and Mixed Employment
Township of Langley's Request	To re-designate a 2 ha (4.9 ac.) area from General Urban to Mixed Employment and a 4 ha (9.9 ac.) area from General Urban to Mixed Employment, resulting in a net decrease of 2 ha (4.9 ac.) of Mixed Employment lands.
Township of Langley's Reason	To implement the finalized version of the Williams Neighbourhood Plan which requires fine tuning of Metro 2040's land use plan to appropriately buffer the proposed General Urban residential uses from the proposed light industrial/commercial uses within the Mixed Employment designated area of the Williams plan.

City of Richmond staff do not have any concerns regarding this amendment as it does not jeopardize City interests.

Financial Impact

None.

Conclusion

City of Richmond staff have reviewed proposed Regional Growth Strategy Amendment Bylaw 1266, 2018, and have no concerns as it does not jeopardize City interests. It is recommended that Council advise the Metro Vancouver Board that the City of Richmond has no concerns with the proposed amendment to the Metro 2040 plan.



John Hopkins
Senior Planner
(604-276-4279)

JH:cas

Att. 1: Metro Vancouver Report to Regional Planning Committee dated May 29, 2018 regarding proposed Metro Vancouver Regional Growth Strategy Amendment Bylaw 1266, 2018

To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation
Parks, Planning and Environment Department

Date: May 29, 2018 Meeting Date: June 8, 2018

Subject: ***Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley – Williams Neighbourhood Plan***

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2040* minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
 - b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
 - c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.
-

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the Township of Langley's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the Williams Neighbourhood Plan area (Attachment 1).

BACKGROUND

Metro 2040 includes provisions for member jurisdictions to request amendments to regional land use designations. On April 8, 2018, the Township of Langley Council gave first and second reading to Langley *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334*. The amendment bylaw will implement the newly minted Williams Neighbourhood Plan completed by the Township.

At the April 8, 2018 meeting, Township Council also passed the following resolution:

That Council submit a request to Metro Vancouver for amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334;

A public hearing for the Williams Amendment was held on April 23, 2018, and Township of Langley Council read *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334* a third time on May 7, 2018. A Council decision on final adoption of the Bylaw will be

scheduled following a Metro Vancouver Regional District (MVRD) Board decision on the requested *Metro 2040* amendment.

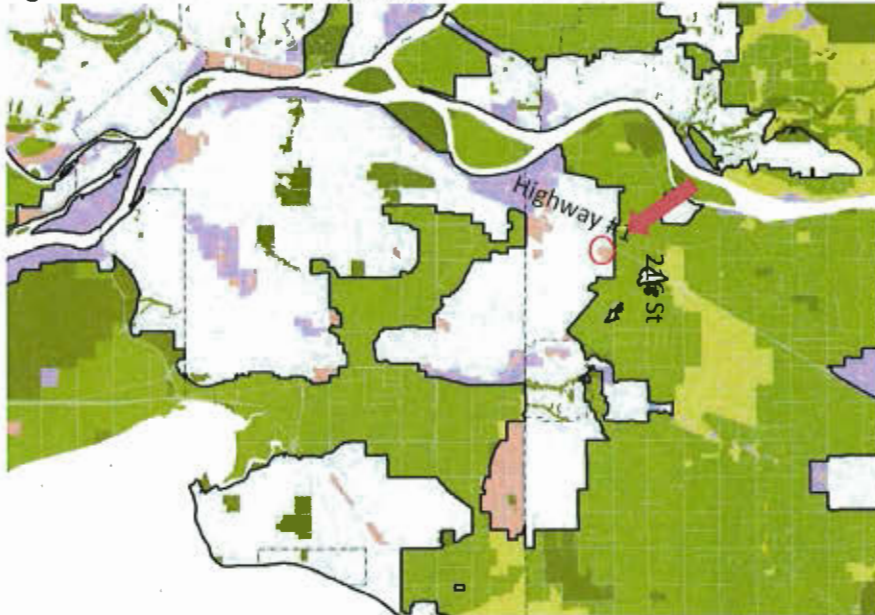
PROPOSED METRO 2040 LAND USE DESIGNATION AMENDMENT

The proposed amendment includes lands with a General Urban and Mixed Employment regional land use designation. On May 8, 2018 Metro Vancouver received a written request from the Township of Langley to consider a *Metro 2040* amendment for the Williams Neighbourhood Plan area (Attachment 2). This is a *Metro 2040* Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing.

DETAILS OF THE PROPOSED AMENDMENT

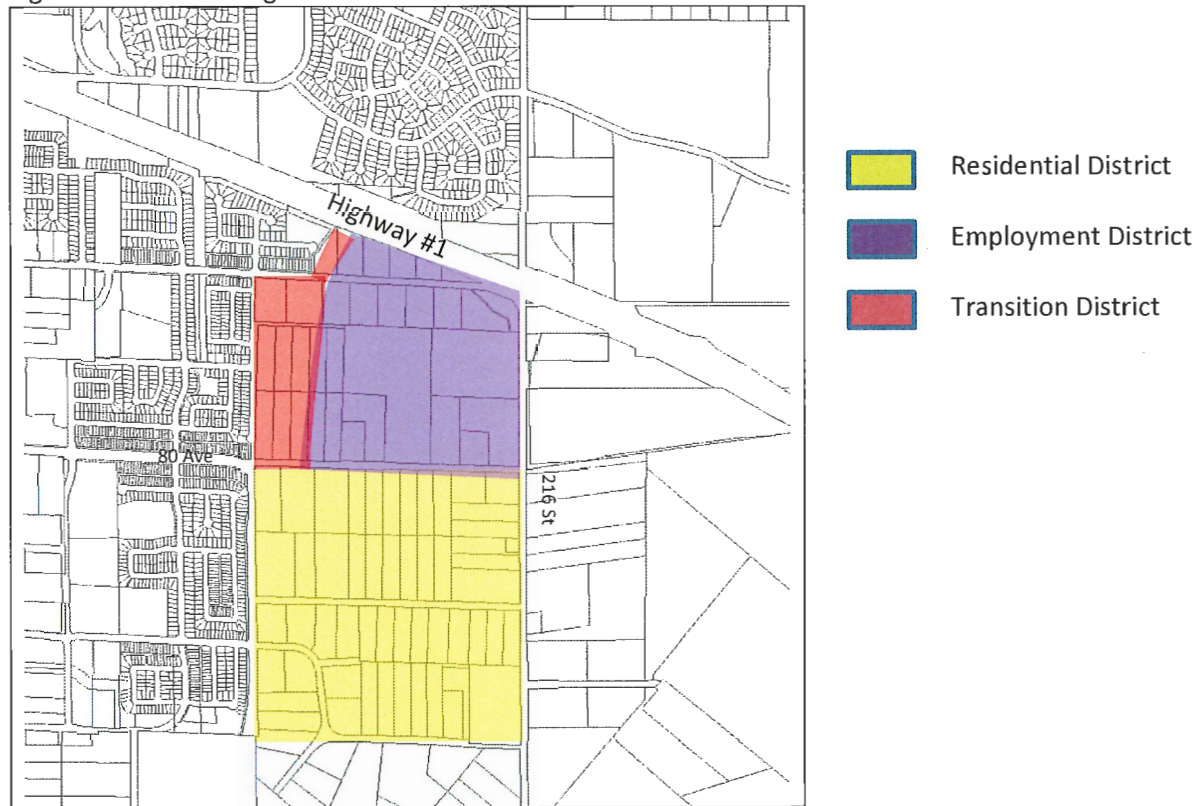
The Williams area is one of a number of areas within the Township's Willoughby Plan area where semi-rural land uses within the *Metro 2040* Urban Containment Boundary are planned for future urban development (See Figure 1). The current *Metro 2040* land use designations in the Williams area were submitted by the Township of Langley in its regional context statement, which was accepted by the MVRD Board on November 25, 2016. The Williams area is adjacent to Highway #1, at 216 Street, where a future interchange is planned.

Figure 1. Context for the Proposed Williams Amendment



As is generally the process with community land use planning processes, the Willoughby Area Plan established an initial land use concept for the component Williams area, with detailed land use planning intended to occur through a subsequent comprehensive neighbourhood planning process. The proposed Williams Neighbourhood Plan, initiated by the Township in September 2015, is the result of that subsequent work. The Neighbourhood Plan incorporates a large, 110 hectare area, encompassing 3 districts for employment uses, residential uses, and a transition area (see Figure 2).

Figure 2. Williams Neighbourhood Plan Districts



As a result, the proposed *Metro 2040* land use amendments are intended to fine tune and appropriately buffer the proposed General Urban residential uses from the proposed light industrial/commercial uses within the Mixed Employment designated areas of the Williams plan; the greenway network buffer is proposed to be located within the General Urban area. This reconfiguration of the *Metro 2040* General Urban and Mixed Employment designation boundaries would result in the conversion of 2 hectares from General Urban to Mixed Employment, and 4 hectares from Mixed Employment to General Urban, resulting in a net decrease of 2 hectares of Mixed Employment lands (see Figure 3).

The Williams Neighbourhood is within the larger Willoughby area of the Township of Langley. The associated area plan is significant in the implementation of *Metro 2040* as it establishes a land use concept that will guide the continuing transformation of this emerging urban subregion from its current semi-rural residential status to urban. The area is within the *Metro 2040* Urban Containment Boundary and is anticipated for future urban development.

Figure 3. Existing and Proposed Metro 2040 Designations



Application Review

The Township of Langley's proposed amendment was assessed in relation to the applicable *Metro 2040* provisions. Site considerations identify locational factors that may have significant implications for *Metro 2040*. The intent of the regional site assessment is not to interfere with municipal planning, but rather to identify potential regional planning implications or any regional significance of the proposed land use changes.

The proposed amendment would redesignate 4 hectares of land designated Mixed Employment to General Urban, and redesignate 2 hectares of land designated General Urban to Mixed Employment. The *Metro 2040* General Urban designation allows all forms of urban development.

Under *Metro 2040* Goal 2 - *Support a Sustainable Regional Economy*, Metro Vancouver and its member jurisdictions have committed to *Protecting the Supply of Industrial Land*. This strategy contains two regional land use designations, Industrial and Mixed Employment, both intended to support industrial uses, and the latter to also facilitate commercial and other employment related uses to help meet the needs of the regional economy. Neither regional designation permits residential uses.

In implementing the policy actions under this strategy, Metro Vancouver and member jurisdictions have identified the need to manage the employment – residential interface to protect the integrity and viability of industrial and employment uses, while addressing and minimizing impacts to adjacent residential areas.

In consideration of the above, staff recognize the extensive public engagement and plan evaluation process undertaken by the Township to prepare the Williams Neighbourhood Plan, the foundational work of which was established by the Willoughby Community Plan in 1998. Staff also appreciate that the area is currently not developed as an employment area, but rather planned to accommodate a range of business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community servicing in nature. The introduction of these types of uses, proximate to the existing Yorkson neighbourhood to the west of 212 Street, and north of 83 Avenue, does create a potential for conflict with more sensitive land uses, such as residential. The proposed Williams Plan:

- creates a transitional area between the established neighbourhood and the future employment district in the Williams Neighbourhood;
- provides for a gradual transition in housing types/density and accommodate a greenway/conservation lands to act as a buffer between the neighbourhoods;
- provides a mix of housing and employment opportunities;
- provides a separator between the Fraser Highway and the new proposed residential uses; and
- provides additional lands for commercial and industrial development/jobs in proximity to housing, and urban amenities.

The intent of *Metro 2040's* Strategy 5.1 is to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking. Land use changes can and often significantly influence travel patterns.

As required under *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report that was presented to the May 11, 2018 meeting of the Regional Planning Advisory Committee (RPAC) for information and comment. RPAC received the staff report for information and did not provide comment.

Metro Vancouver staff conclude that the proposed amendments are generally consistent with *Metro 2040* goals and strategies, as they provide additional lands for commercial and industrial uses within the Urban Containment Boundary and in proximity to housing and urban amenities, in a way that manages the interface with adjacent residential uses.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the *Metro 2040* minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
 - b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
 - c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.

2. That the MVRD Board decline the *Metro Vancouver 2040: Shaping our Future* land use designation amendment request from the Township of Langley for the Williams Neighbourhood Plan area.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations of this report. If the MVRD Board chooses Alternative 1, staff will prepare correspondence notifying affected local governments of the proposed amendment to provide an opportunity for comment. Once the notification period is closed, staff will return with a summary of comments and the Board can then consider 3rd and final reading of the amendment bylaw. The Township of Langley will also be requested to submit a consequential amendment to its Regional Context Statement. If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The Township of Langley may challenge the decision and engage a dispute resolution process.

SUMMARY / CONCLUSION

The Township of Langley has requested that MVRD Board consider a Type 3 minor amendment to *Metro 2040* for its Williams Neighbourhood Plan area. The proposed amendment is consistent with *Metro 2040* strategy for development in urban areas in that it contributes to integrating an area designated for employment uses into an existing urban residential neighbourhood in a growing area of the region.

Primarily, the amendment creates a detailed plan for this portion of the Willoughby area by accommodating a range of future business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community serving in nature, proximate to the established Yorkson residential neighbourhood.

Metro 2040 allocates and anticipates lands within the Urban Containment Boundary for the development of new urban communities. The Township of Langley's Willoughby area is one of the larger developing urban areas in the region. Staff recommend Alternative 1, as the proposed amendment will serve to shape the form of this emerging urban area in a manner generally consistent with *Metro 2040's* goals and strategies.

Attachments

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018*
2. Township of Langley correspondence dated May 8, 2018 regarding *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334* (Orbit Doc 25406971)

25366805

ATTACHMENT 1

METRO VANCOUVER REGIONAL DISTRICT REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018

A Bylaw to Amend
Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

Township of Langley - Williams

WHEREAS the Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) Re-designating the subject Township of Langley Williams site from Mixed Employment to General Urban, as shown in Schedule "A" attached to and forming part of this Bylaw;
 - b) Re-designating the subject Township of Langley Williams site from General Urban to Mixed Employment, as shown in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 11, and 12 contained in *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* are deleted and replaced with Maps 2, 3, 4, 6, 11 and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. The official citation for this bylaw is *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018*. This bylaw may be cited as *Regional Growth Strategy Amendment Bylaw No. 1266, 2018*.

READ A FIRST TIME this _____ day of _____, 2018.

READ A SECOND TIME this _____ day of _____, 2018.

READ A THIRD TIME this _____ day of _____, 2018.

PASSED, AND FINALLY ADOPTED this _____ day of _____, 2018.

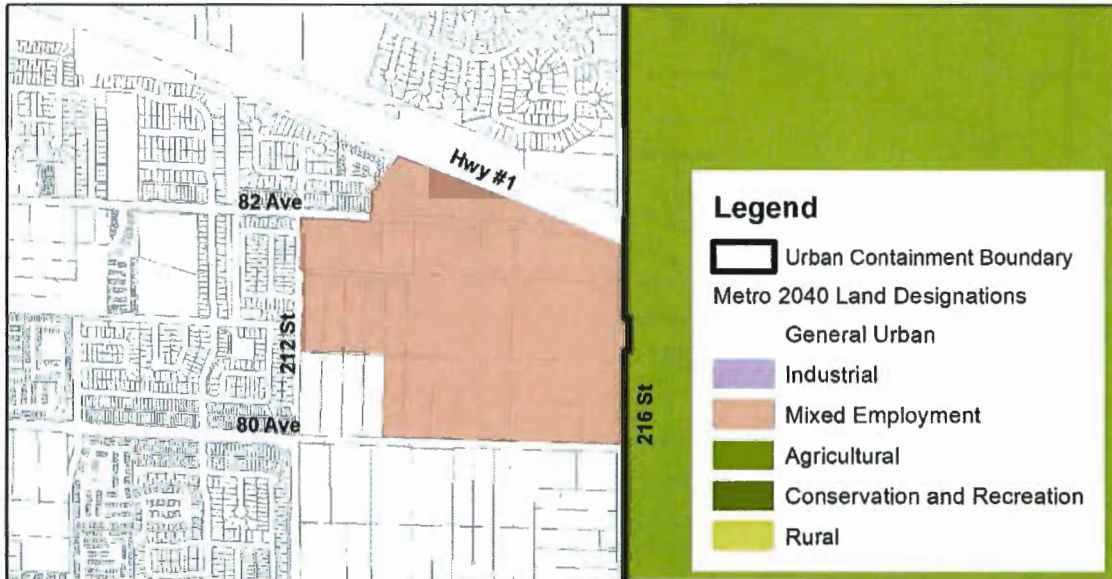
Chris Plagnol, Corporate Officer

Greg Moore, Chair

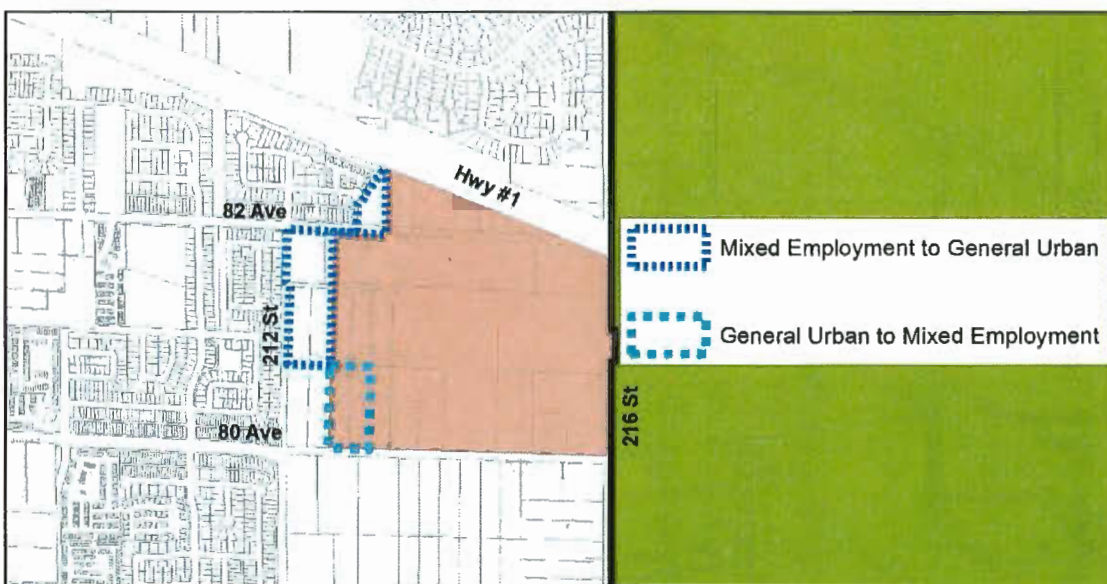
SCHEDULE A

The Township of Langley *Williams* amendment includes lands redesignated from Mixed Employment to General Urban, and from General Urban to Mixed Employment.

Prior to Amendment

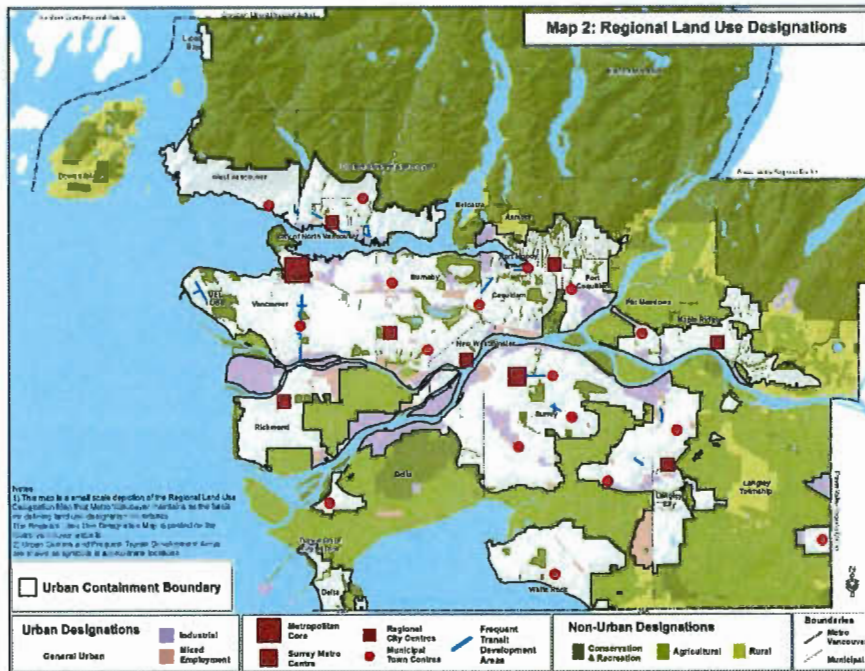


Post Amendment

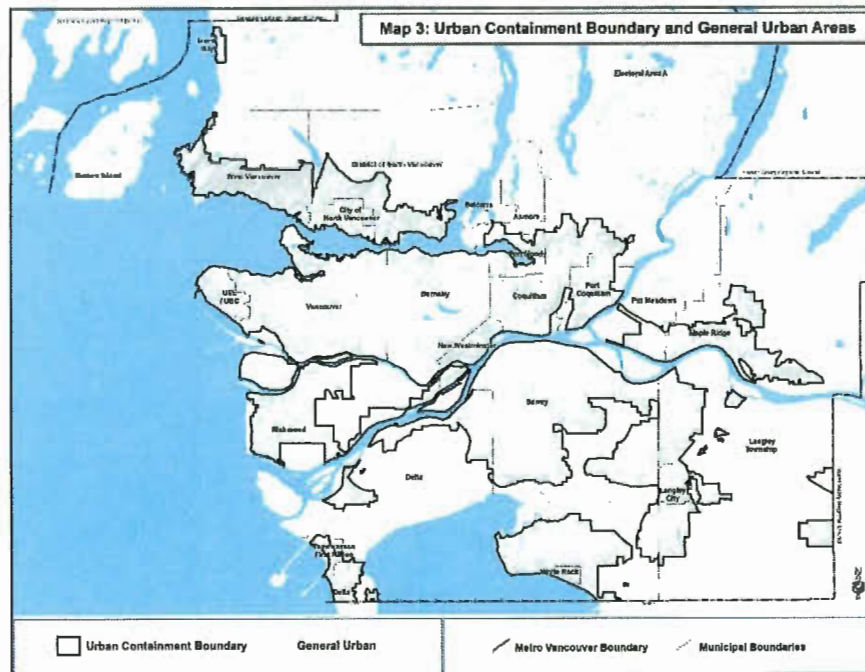


SCHEDULE B

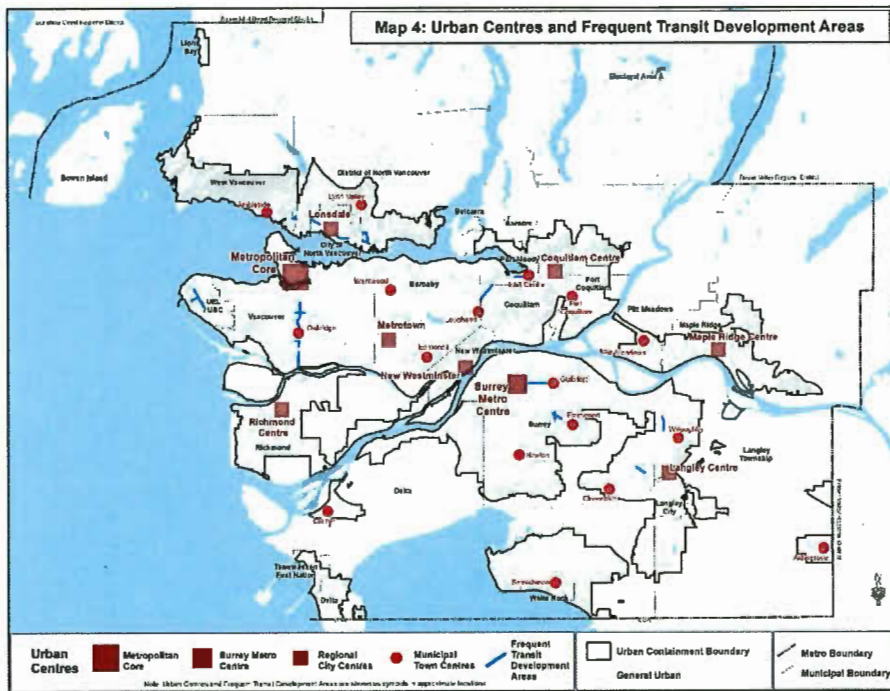
Map 2 Regional Land Use Designations



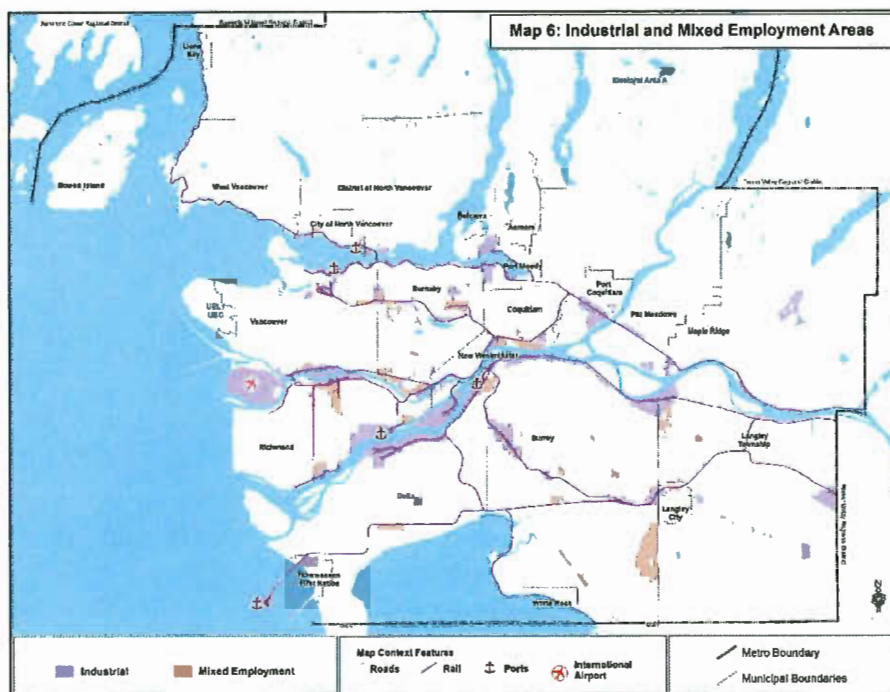
Map 3 Urban Containment Boundary and General Urban Areas



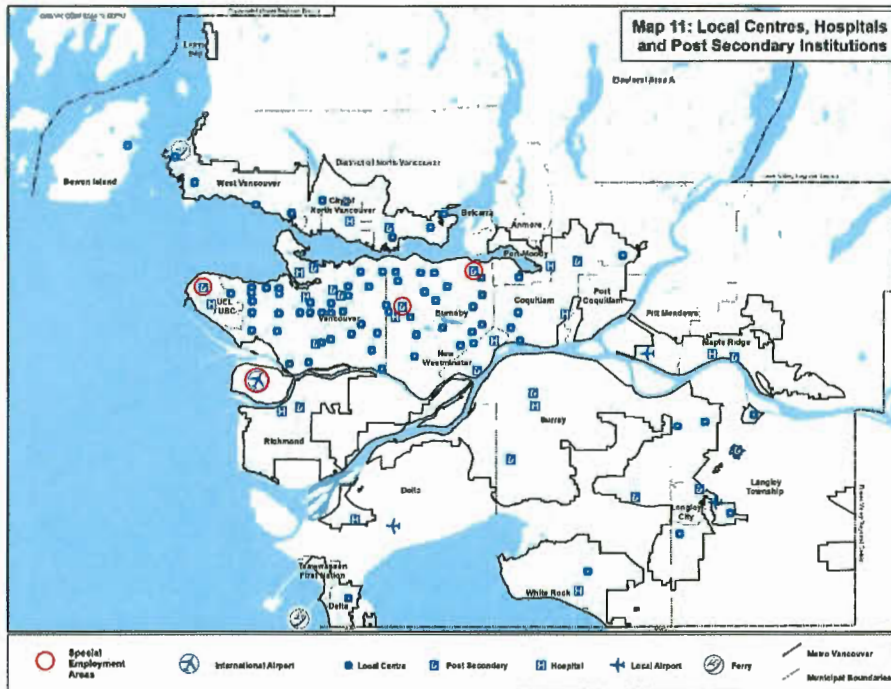
Map 4 Urban Centres and Frequent Transit Development Areas



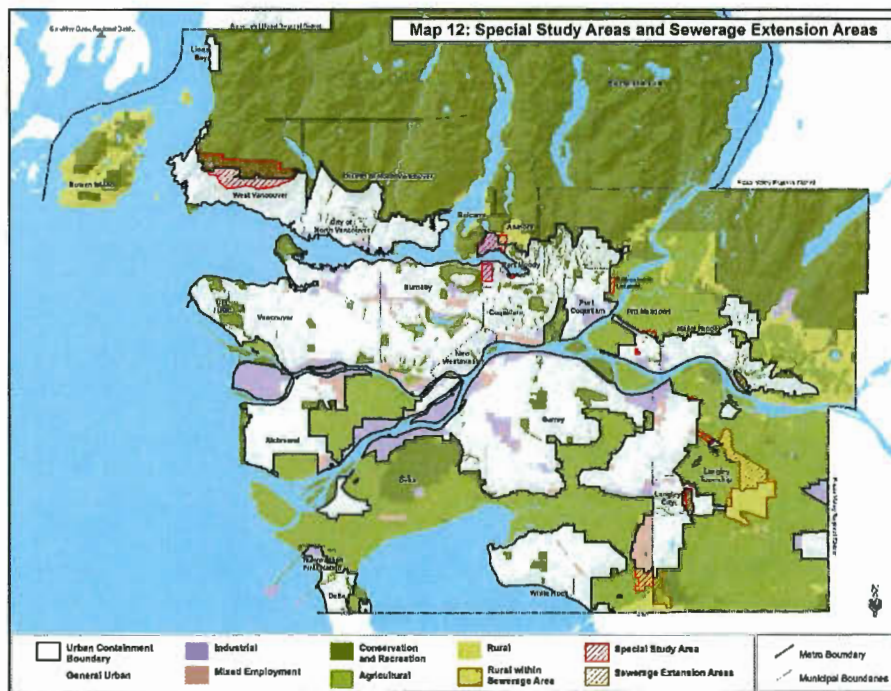
Map 6 Industrial and Mixed Employment Areas



Map 11 Local Centres, Hospitals and Post-Secondary Institutions



Map 12 Special Study Areas and Sewerage Extension Areas





May 8, 2018

Bylaw No 5334 and 5335

James Stiver, Manager,
Growth Management and Transportation
Metro Vancouver
Via Email: James.Stiver@metrovancouver.org

Heather McNell,
Director of Regional Planning and Electoral Area Services
Metro Vancouver
Via Email: Heather.McNell@metrovancouver.org

Terry Hoff
Senior Regional Planner
Metro Vancouver
Via Email: Terry.Hoff@metrovancouver.org

Dear James Stiver, Heather McNell and Terry Hoff:

Re: "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment
(Williams Amendment) Bylaw 2018 No. 5334"; and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment
(Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment
(Williams Neighbourhood Plan) Bylaw 2018 No. 5335"

Attached is a copy of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334, certified correct at third reading, along with accompanying Bylaw No. 5335 and the draft May 7, 2018 Regular Evening Council meetings, including Council amendments.

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

Township Council is requesting Metro Vancouver make amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334.

Williams Neighbourhood Plan
Page 2...

The revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 will be forwarded, once all the amendments have been incorporated in the plan.

If you have any questions, please feel free to call Stephen Richardson of our Community Development Division at 604.533.6042.

Yours truly,



Wendy Bauer, CMC
TOWNSHIP CLERK

Attachments

copy: S. Richardson, Director, Development Services/Approving Officer

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334**

EXPLANATORY NOTE

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334**

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334".
2. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map 1 – Land Use' to change the designation of lands from Urban to Mixed Employment and from Mixed Employment to Urban for areas as shown on Schedule 'A' attached to and forming part of this bylaw.
3. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map A-1 – RGS Land Use' in Schedule 1 Regional Context Statement to change the designation of lands from General Urban to Mixed Employment and from Mixed Employment to General Urban for areas as shown on Schedule 'B' attached to and forming part of this bylaw.

READ A FIRST TIME the	09	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A THIRD TIME the	07	day of	May	, 2018
RECONSIDERED AND ADOPTED the		day of		, 2018

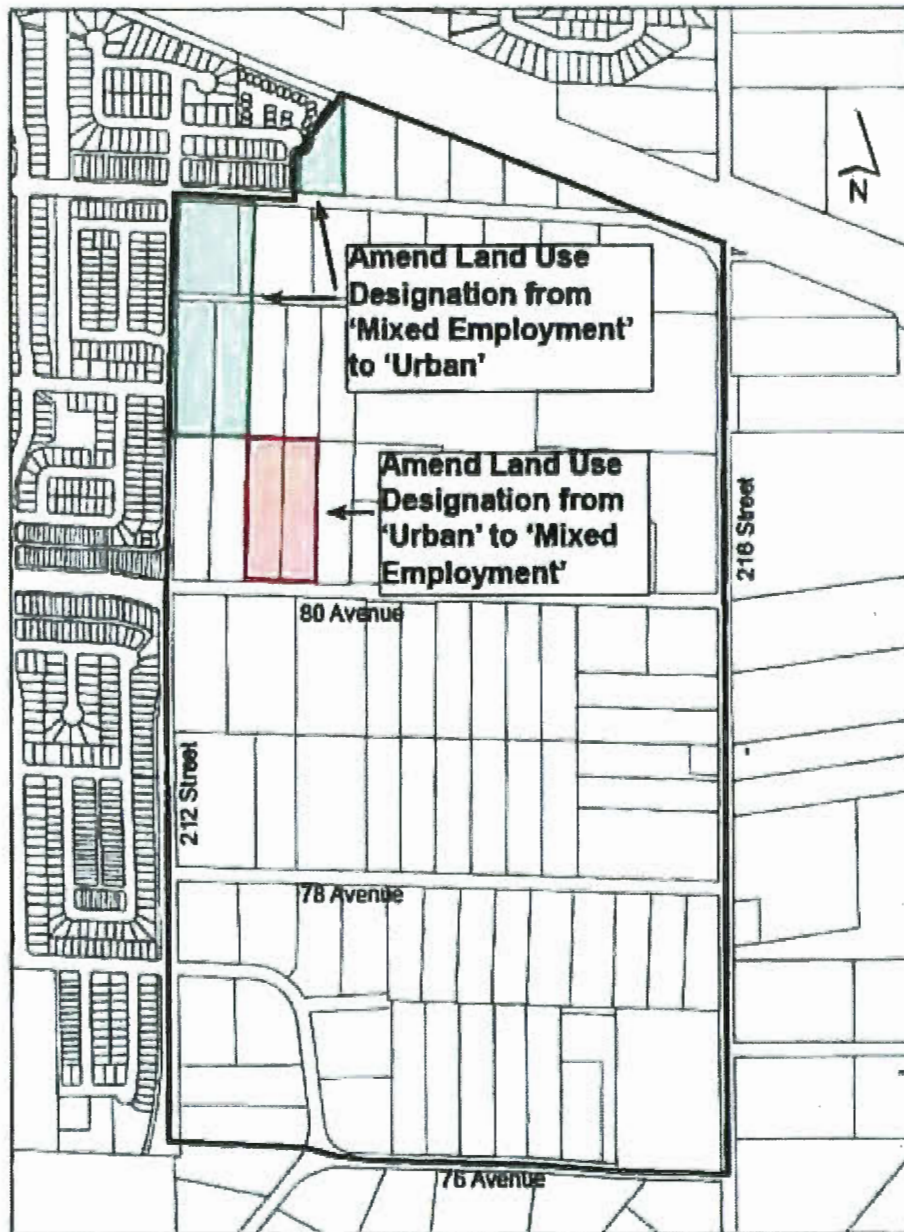
_____ Mayor _____ Township Clerk

CERTIFIED CORRECT AT THIRD READING

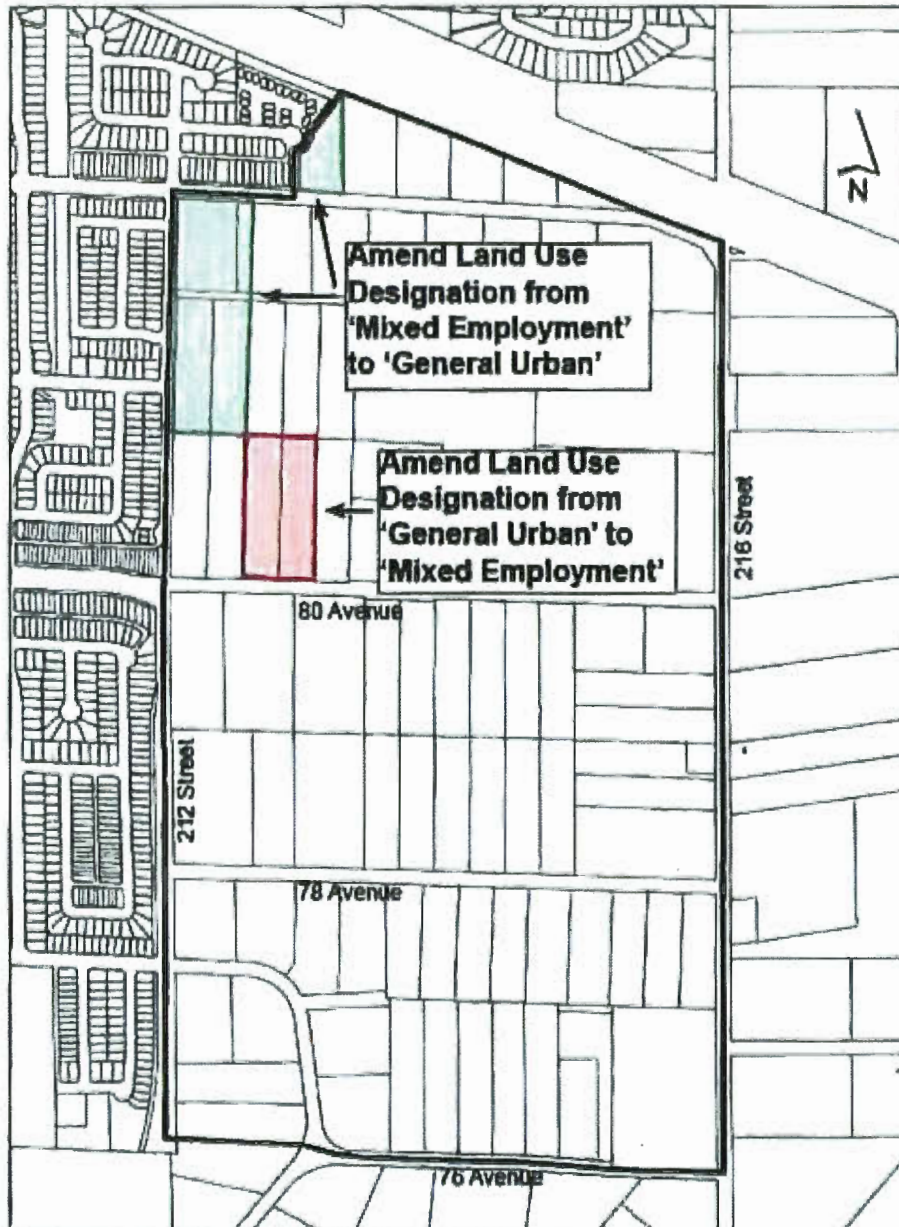


WENDY BAUER
Township Clerk

SCHEDULE 'A'
BYLAW NO. 5334



SCHEDULE 'B'
BYLAW NO. 5334



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

EXPLANATORY NOTE

Bylaw 2018 No. 5335 amends the Willoughby Community Plan by incorporating the Williams Neighbourhood Plan and related amendments to the land use and road classification provisions of the Willoughby Community Plan. Development permit provisions of the Willoughby Community Plan are also amended, including new design guidelines for outdoor employee amenity spaces, strengthening refinements for agricultural edge and escarpment protection, and the expansion of the Energy Conservation and GHG Emission Reduction Development Permit Area to include the Williams Neighbourhood Plan area.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335".
2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by:
 - a) Replacing bullet point "10.", of Section 2.1 Design Principles, with the following:

"10. Areas adjacent to extensive agricultural lands can accommodate a range of land uses, including industrial, commercial, institutional, recreational and residential. Residential uses should be generally and relatively lower density compared to more central Willoughby neighbourhoods (along 200 and 208 Street corridors) in order to contribute to transitions along the urban / rural edge."
 - b) Deleting the second sentence for bullet point "A.", of Sub-Section 3.1.1 Suburban Residential;
 - c) Adding the phrase "and at the 216 Street Interchange in the Williams area" at the end of the first sentence of the paragraph, the phrase "in Carvolth, and more modest scale, yet distinctive buildings in Williams" at the end of the third sentence of the paragraph, and the phrase "and the Williams Plan" at the end of the last sentence of the paragraph, of Sub-Section 3.3.1 Gateway;
 - d) Replacing bullet point "C.", of Section 3.4 Places To Work (Business Park), with the following:

"C. The Business Park area at 80 Avenue near 216 Street is predicated on the Highway #1 interchange at 216 Street. This location has close proximity to provincial highways and provides employment close to home."
 - e) Adding the word 'Williams' in the 'Neighbourhood Plan' column and in the 'Development Permit Area' rows of Areas 'B', 'C', 'G', 'I' and 'O' to the summary matrix in Section 4.0 'Development Permit Areas';

- f) Adding the following development permit guidelines to subsection 4.3.3 'Development Permit Area "G" – Business/Office Park', under the category heading of 'Site Design':
- "Outdoor employee amenity space is required for employees. Design of the recreation space must provide places to sit and eat appended or immediately adjacent to the main building.
 - Size of amenity space to be scaled to the size of the building(s).
 - Minimum required 35m².
 - Larger buildings may require additional amenity space with multi-tenant buildings providing multiple amenity spaces distributed throughout the site.
 - Design of the recreational space must consider:
 - must be integrated into the overall landscape scheme and coordinated with the overall architecture
 - may be located on the roof of the main building(s)
 - a place(s) to sit and eat that are durable
 - weather protection (precipitation, shade, etc.)
 - landscaping (soft and hard features)
 - avoiding locations near venting or access/egress points
 - locations with limited nuisance (e.g. noises and smells). Design solutions may include, but are not limited to:
 - noise barriers, where appropriate
 - wind protection
 - screening from unsightly uses
 - integration of lighting and servicing (water, gas, electricity, etc.) as warranted
 - In addition, recreational activity space(s) may be considered, such as, but not limited to:
 - basketball hoop(s)
 - horseshoe pit(s)
 - barbeque pit(s)
 - lawn darts
 - badminton net(s)
 - ping pong table(s)
 - putting green(s)";

- g) Adding the following development permit 'exemptions', following the list of 'objectives' to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection':

"The following activities do not require a development permit for Development Permit Area I:

- the construction of, addition to, or alteration of a residential, agricultural or accessory building or structure;
- the construction of, addition to, or alteration of an industrial, a commercial or an institutional building or structure on a lot that is not located immediately adjacent to the ALR boundary or a road that abuts the ALR boundary, provided a restrictive covenant is registered on property title that states that nearby lands are located in the ALR, which may expose the urban lands to nuisances associated with normal farm practices; and

- h) Adding the following development permit guidelines to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection':

- "Best management practices (BMPs) shall be employed to treat stormwater runoff, attenuate peak flows, and maintain pre-development infiltration rates.
- Building setbacks and buffers shall be established in accordance with the BC Ministry of Agriculture *Guide to Edge Planning: Promoting Compatibility Along Agricultural – Urban Edges*, as updated from time to time. Any required buffers shall be installed prior to commencing building construction.
- A restrictive covenant shall be registered on property title that specifies the required building setback for principal buildings and prohibits the removal of vegetation in the adjacent buffer area.";

- i) Adding the word "Minimum" to the beginning of the phrases '15m Continuous Vegetative Buffer' and '7.5m Continuous Vegetative Buffer' on the two illustrations to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection';

- j) adding the words "Williams Neighbourhood Plan Schedule "W-10" to Section 5.0;

- k) amending Map 1, "Long Range Land Use Map" to reflect the land use amendments to the Williams Plan Area as shown on Schedule 'A' attached to and forming part of this bylaw;

- l) amending Map 2, "Greenway and Residential Bonus Density Areas" to reflect the greenway amendments in the Williams Plan Area as shown on Schedule 'B' attached to and forming part of this bylaw;

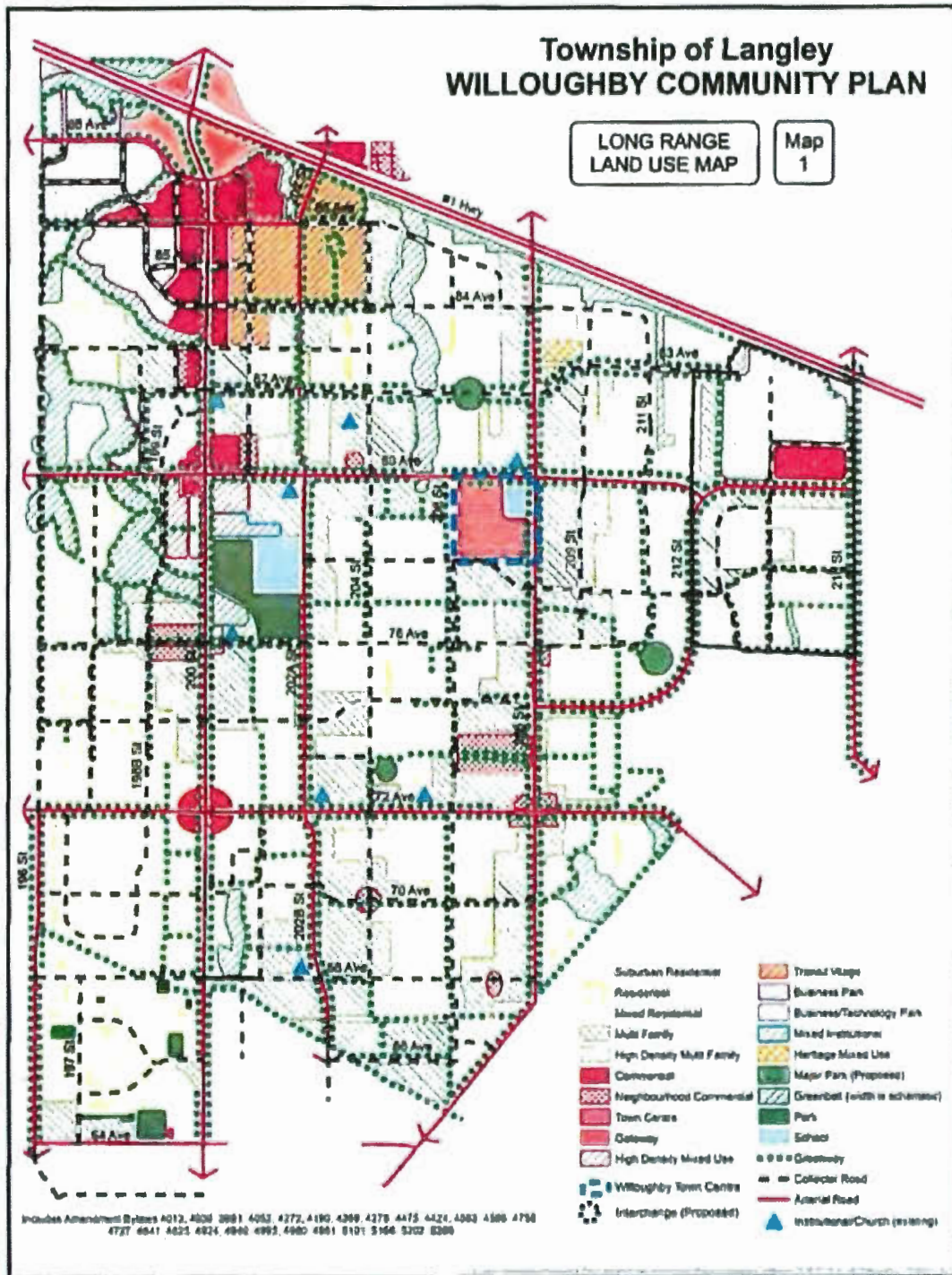
- m) amending Map 4, "Development Permit Areas" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'C' attached to and forming part of this bylaw;

- n) amending Map 4A, "Energy Conservation and GHG Emission Reduction Development Permit Area" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'D' attached to and forming part of this bylaw; and

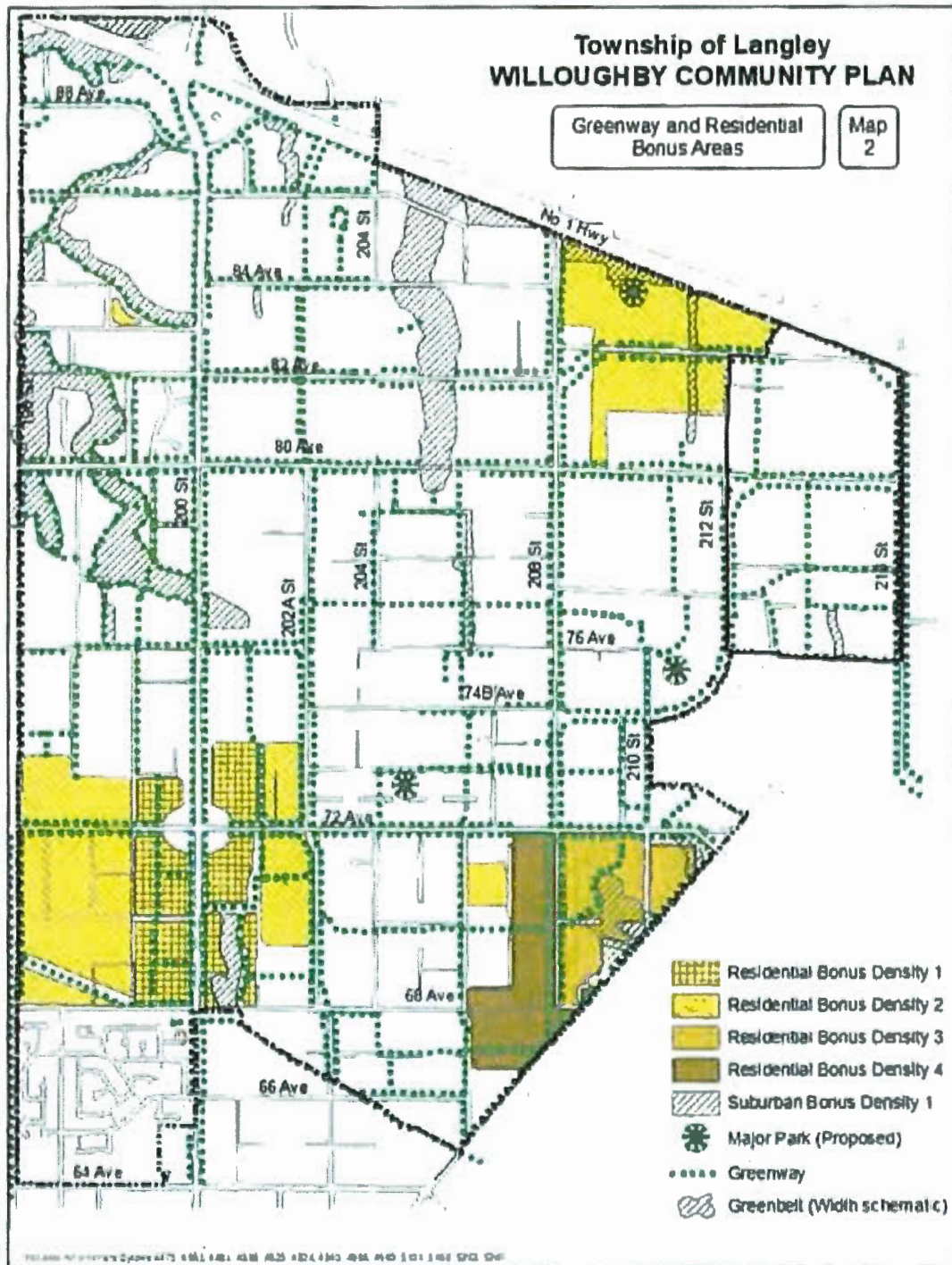
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| READ A SECOND TIME the | 09 | day of | April | , 2018 |
| PUBLIC HEARING HELD the | 23 | day of | April | , 2018 |
| READ A THIRD TIME the | 07 | day of | May | , 2018 |
| RECONSIDERED AND ADOPTED (the | | day of | | , 2018 |

Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5335

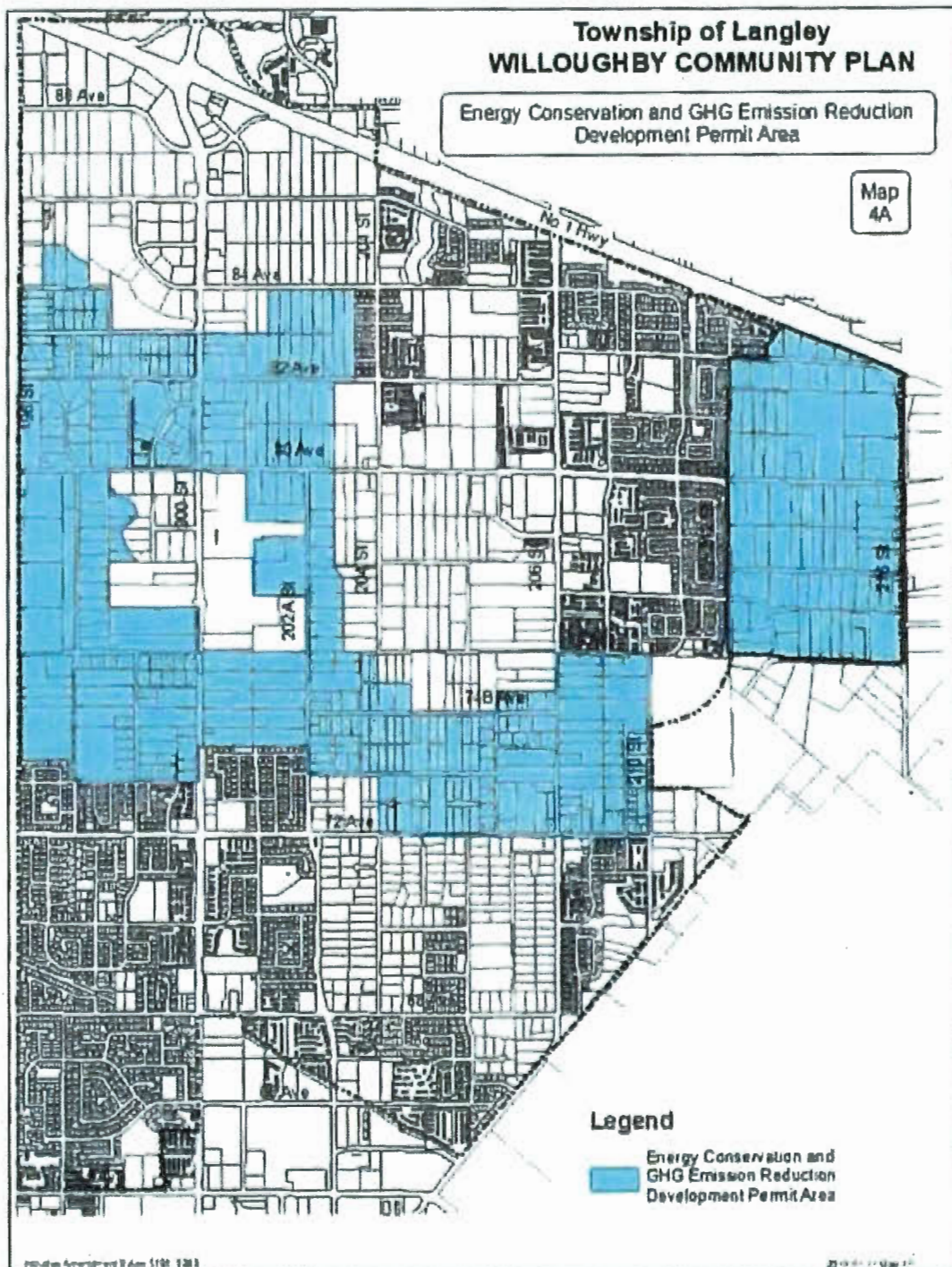


SCHEDULE 'B'
BYLAW NO. 5335





SCHEDULE 'D'
BYLAW NO. 5335



Township of
Langley



EST. 1973

SCHEDULE E
of Bylaw No. 5335

Williams Neighbourhood Plan

Bylaw No. 5335

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introduction



This Williams Neighbourhood Plan sets out the vision, goals and policies that will shape growth and development in Williams neighbourhood over the next 20 years and beyond. It provides an overall development framework for the neighbourhood and establishes policies related to land use, parks and open space, greenways and pedestrian connections, place making and identity, mobility and transportation, utilities, financial strategy and implementation.

Introduction

1.1 CONTEXT

The Williams Neighbourhood Plan, which forms part of the Willoughby Community Plan, which in turn forms part of the Township of Langley Official Community Plan (OCP; see Figure 1.1), provides a detailed land use plan to guide change, growth and development in the area. The Williams neighbourhood is a distinct part of Willoughby, and contributes to the building of a sustainable, complete community.



Figure 1.1 | Township of Langley Planning Framework

1.2 PURPOSE

The Williams Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees. The Plan is based on a strategy of "completeness" and livability, complementing other neighbourhoods plans in Willoughby, to establish key employment centre lands adjacent to the 216 Street Interchange that supports the community, and to include a range of housing, commerce, recreational and public spaces that provide physical and social environments where residents can live, learn, work and play.

An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.

1.3 PLAN AREA

The Williams Neighbourhood Plan area encompasses 110 hectares (274 acres) and is located in the northeastern portion of Willoughby in the Township of Langley. The Williams neighbourhood is within close proximity to community parks, trails and other amenities and services, and is immediately adjacent to Highway #1 with a full interchange and overpass (at 216 Street) that provides convenient access to Walnut Grove, and other areas in the Township, the Region and points beyond. It is generally bounded by 212 Street (west), Highway #1 (north), 216 Street (east) and 76 Ave (south). The Williams Neighbourhood Plan area is delineated in Figure 1.2.



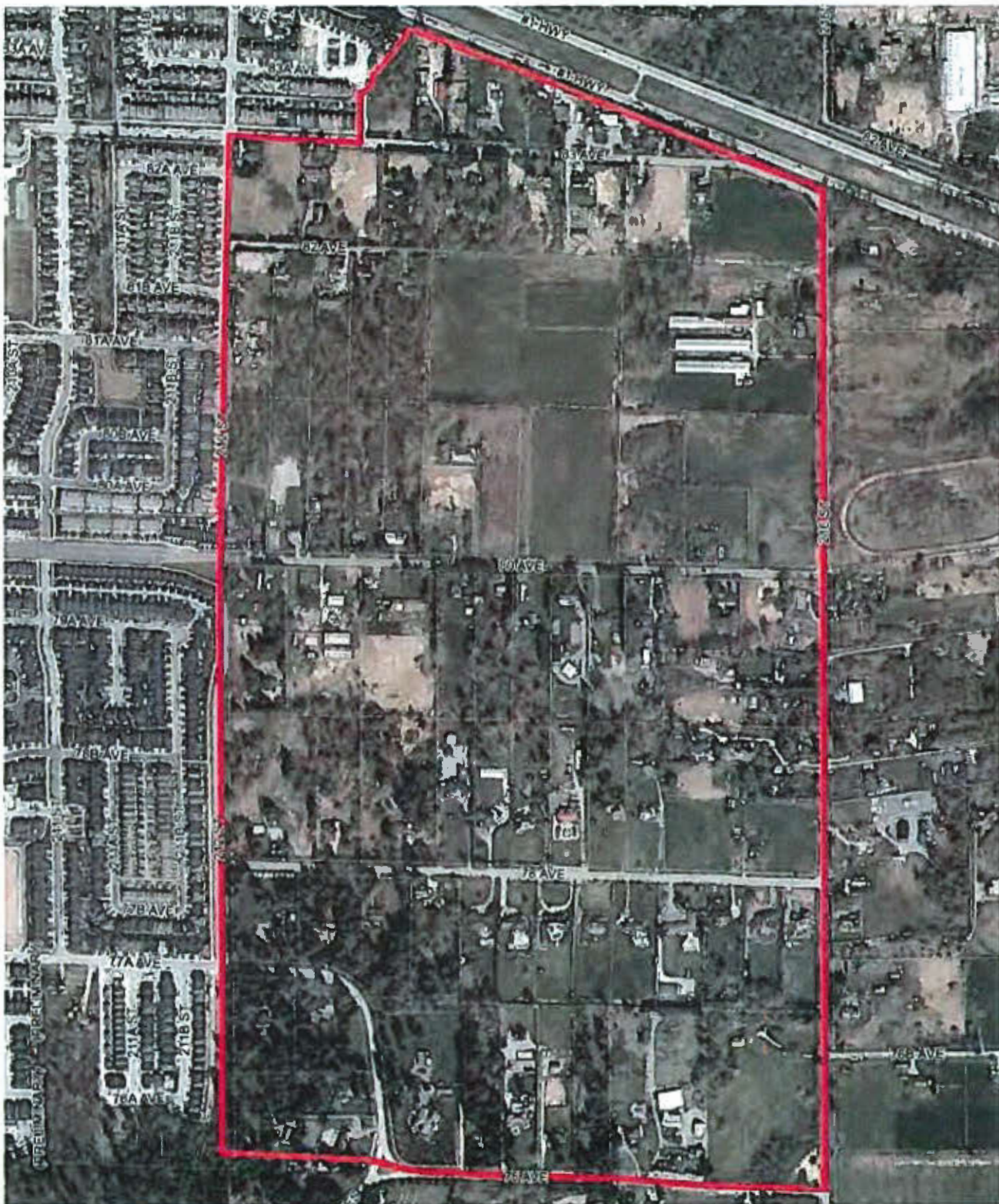


Figure 1.2 | Williams Neighbourhood Plan Area

1.4 PLANNING PROCESS

The planning process for the Williams Neighbourhood Plan followed the project Terms of Reference, endorsed by Council. Public participation and engagement, along with detailed policy, technical, design and planning analysis, were integrated and informed the neighbourhood planning process throughout. Early in the Neighbourhood Plan process, a series of Community Dialogue Sessions, a Neighbourhood Team meeting, a design workshop (participation from Township of Langley staff, consultants and the Neighbourhood Team) and members of the public contributed to the development of initial urban design options for the Williams neighbourhood.

Through additional Neighbourhood Team meetings and four public open houses, which corresponded with key Steps of the planning process, there were various opportunities for focused and interactive community consultation, input and feedback. The Technical Team also met regularly throughout the plan development process to review and integrate input and feedback received from the broader community and property owners within the Williams area, and refine planning and design concepts, up until the final version of the plan was complete (see Figure 1.3 on the page opposite for plan process details).



STEP 2

VISION, GOALS & PRINCIPLES

- Prepare Design Brief, Technical Backgrounder and other supporting documents
- Conduct Technical Team Workshop (#2)
- Identify initial neighbourhood design ideas with the Neighbourhood Team Design Charrette (#2)
- Present ideas from Charrette at a Public Open House (#2)

STEP 4

PREFERRED LAND USE CONCEPT

- Gather technical input and feedback on the Preferred Land Use Concept through a Technical Team Workshop (#4)
- Present Preferred Land Use Concept at a Public Open House (#4)
- Engineering Services Plan

STEP 5

COUNCIL CONSIDERATION OF PROPOSED PLAN

- Finalize Land Use Plan and prepare Williams Neighbourhood Plan
- Bylaw Consideration by Council
- Finalize Engineering Services Plan

STEP 1

ASSETS, OPPORTUNITIES & CHALLENGES

- Endorsement by Council and forming the Neighbourhood Design Team
- Prepare Watercourse Classification Study
- Conduct background technical review and Technical Team Workshop (#1)
- Raise awareness of the project and the engagement process through Community Dialogue Sessions
- Gather input on issues, opportunities & big ideas with stakeholders and organizations through a Neighbourhood Design Team Workshop (#1)
- Held Public Open House (#1)

STEP 3

CONCEPT OPTIONS

- Gather technical input and feedback on draft neighbourhood concepts through a Technical Team Workshop (#3)
- Review and gather feedback on draft neighbourhood concepts through a Neighbourhood Team Workshop (#3)
- Present refined versions of the draft neighbourhood concepts at a Public Open House (#3)

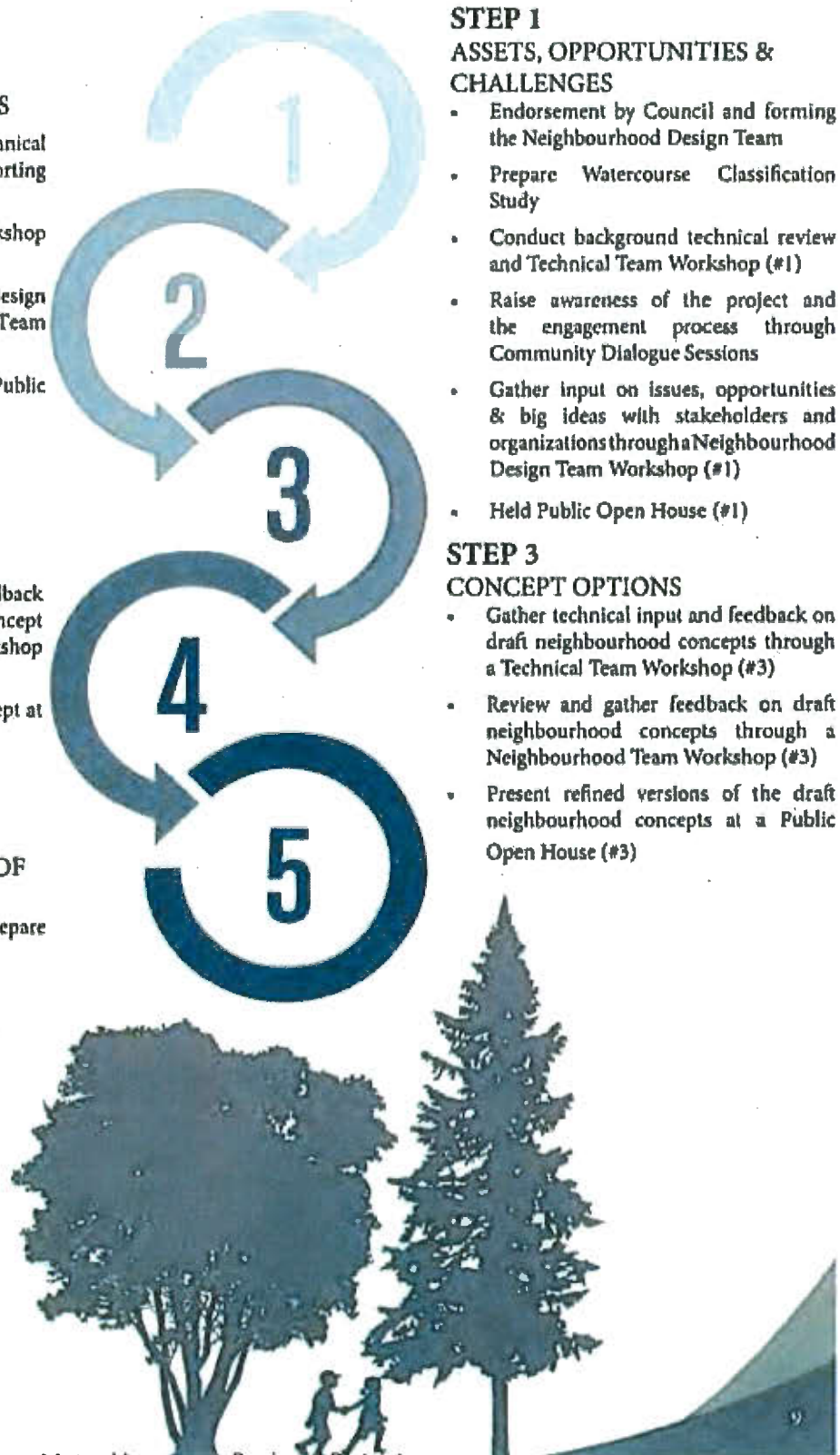
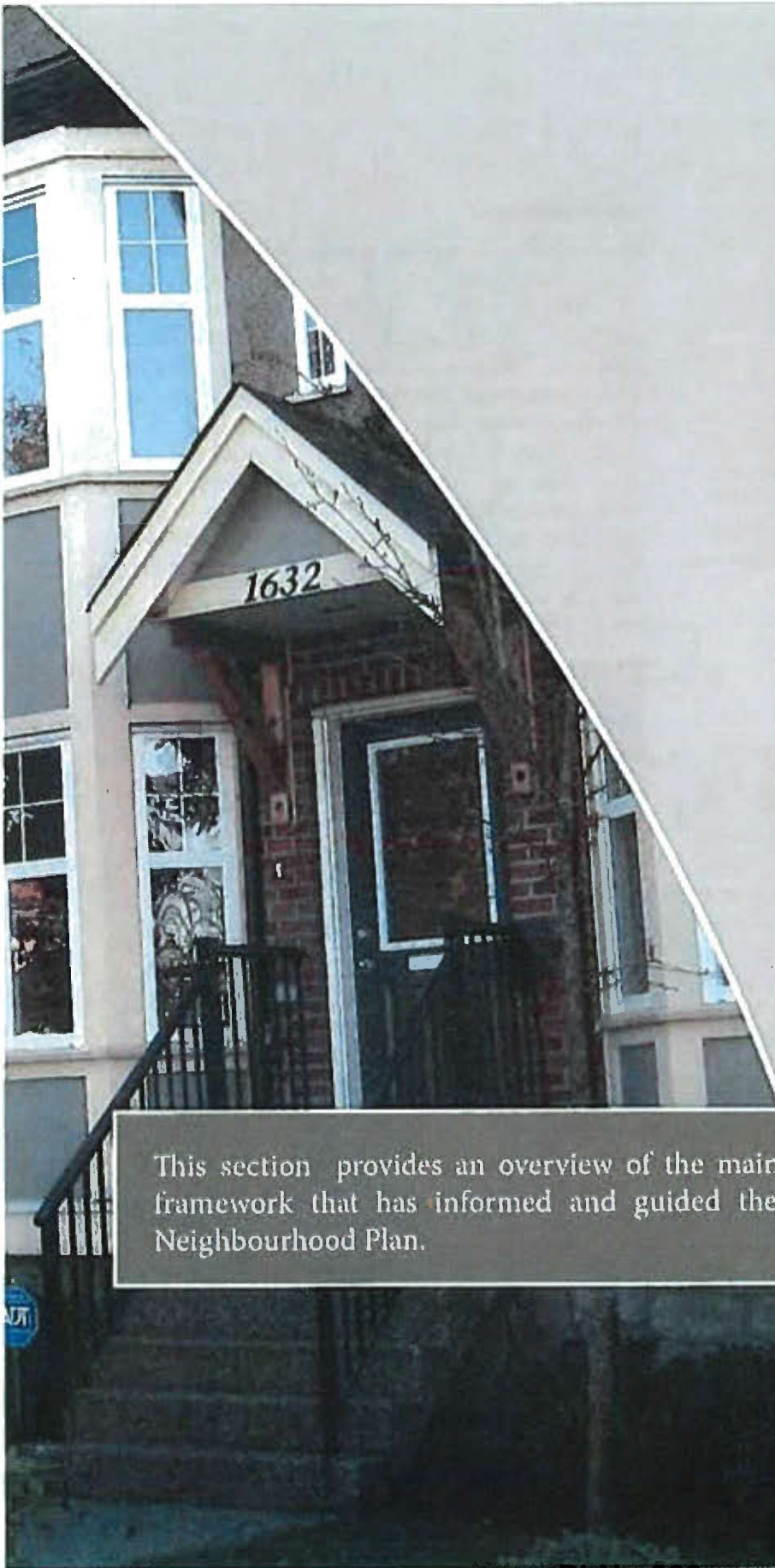


Figure 1.3 | Williams Neighbourhood Planning Process





This section provides an overview of the main physical attributes and policy framework that has informed and guided the preparation of this Williams Neighbourhood Plan.

Background and Planning Context

2.1 SITE PLANNING CONTEXT

2.1.1 LAND USE CONTEXT

Within the Williams neighbourhood, the predominant existing land use is rural residential and some established single family estates on small acreage parcels. The neighbourhood is bordered by the urban neighbourhoods to the west and north (separated by Highway #1) and rural lands in the Agricultural Land Reserve to the east and south. Existing parcels of land range from 0.17 to 7.73 hectares (0.42 acres to 19.11 acres) in size, with more than three-quarters having a lot size of between 0.8 and 1.0 hectares (2 and 2.5 acres). This evolving subdivision pattern dates from over a century ago (1913 to 2008).

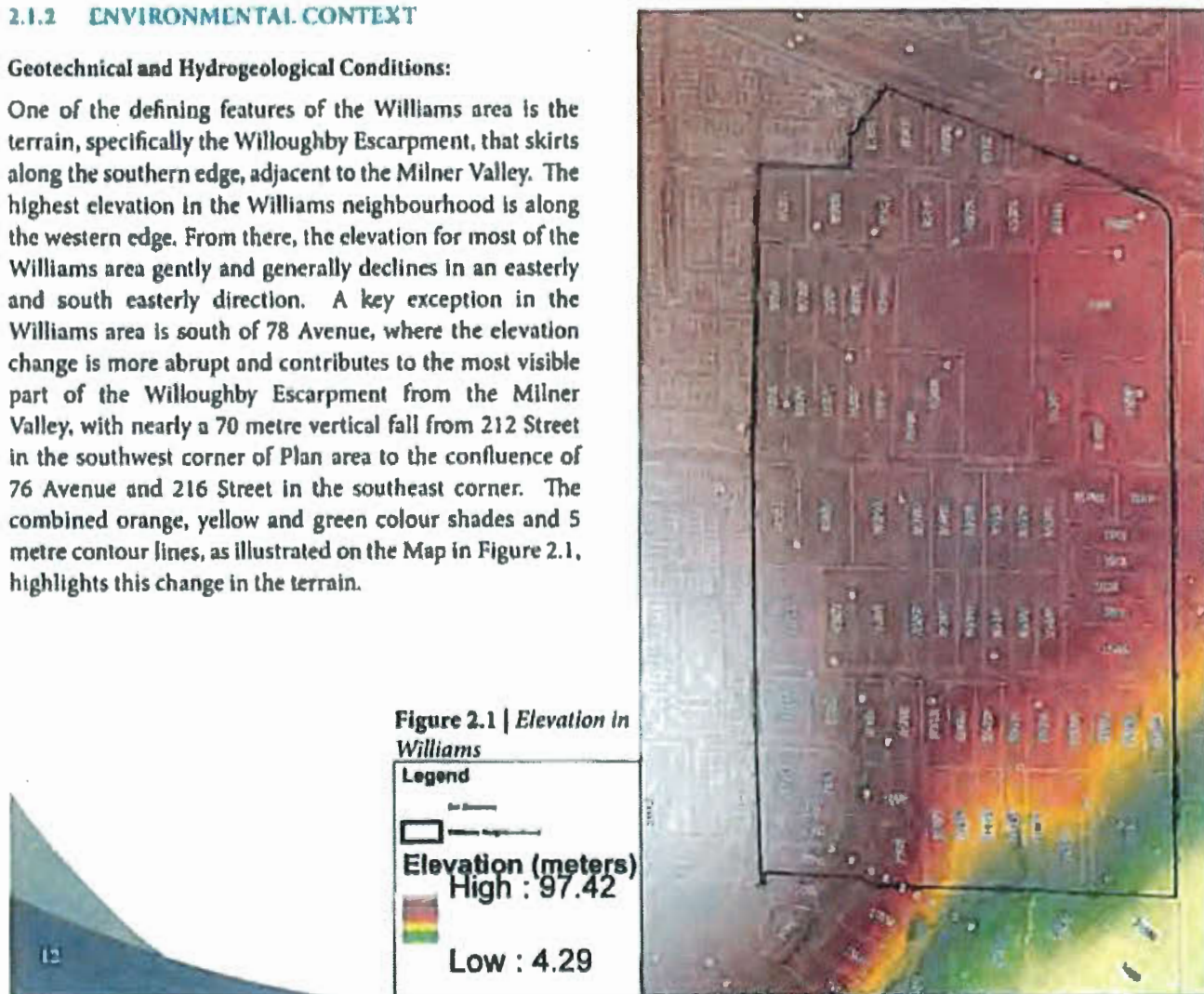
2.1.2 ENVIRONMENTAL CONTEXT

Geotechnical and Hydrogeological Conditions:

One of the defining features of the Williams area is the terrain, specifically the Willoughby Escarpment, that skirts along the southern edge, adjacent to the Milner Valley. The highest elevation in the Williams neighbourhood is along the western edge. From there, the elevation for most of the Williams area gently and generally declines in an easterly and south easterly direction. A key exception in the Williams area is south of 78 Avenue, where the elevation change is more abrupt and contributes to the most visible part of the Willoughby Escarpment from the Milner Valley, with nearly a 70 metre vertical fall from 212 Street in the southwest corner of Plan area to the confluence of 76 Avenue and 216 Street in the southeast corner. The combined orange, yellow and green colour shades and 5 metre contour lines, as illustrated on the Map in Figure 2.1, highlights this change in the terrain.

Aquatic Resources:

As part of the planning process for the Williams neighbourhood, the Township updated its information pertaining to watercourse locations and watercourse classifications, in accordance with the provisions for the Streamside Protection Development Permit Areas in the Township of Langley Official Community Plan. This information is used to identify and incorporate watercourse setbacks into the development of the neighbourhood plan. There are a number of Class 'B' (yellow coded) watercourses and other wetted features in the Williams area, which provide a significant source of food, nutrient, and cool water supplies to downstream fish populations and discharge into two Guy Creeks; one that drains northward and the other that drains southward.



Vegetation and Forest Cover:

The Williams neighbourhood habitat primarily consists of forests and grassland areas. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to historic agriculture activities and more recently, suburban 'estate' development. As outlined in the Township's Wildlife Habitat Conservation Strategy (WHCS), coniferous forests represent the priority habitat for the Township's ecosystem yet is determined to be the least common habitat type found in the Township. Through the Williams neighborhood planning process, a small coniferous forest was identified as having the potential for preservation through establishment of a future Wildlife Habitat Patch along an upper portion of the Willoughby Escarpment in the southwest corner of the plan area.

2.1.3 HERITAGE CONTEXT

The community of Willoughby falls within the asserted traditional territories of the Coast Salish peoples that encompasses the Township and other neighbouring municipalities within the region. Although Willoughby would have been relatively remote from the earliest known transportation routes and navigable streams within the greater vicinity, early Willoughby residents have recalled reports of First Nations lithic material being found along the upper ridges of Yorkson Creek. The original woodlands that characterized Willoughby may also have provided refuge for cultural activities of the Coast Salish peoples for a time; however, the forest fires of the early nineteenth century, and subsequent logging and land clearing associated with late nineteenth century settlement would have destroyed any potential evidence of such activities. The neighbourhood of Williams defines the eastern edge of Willoughby, a historically expansive rural area located to the north-west of the original Hudson's Bay Company farmlands that were cultivated in the 1830s.

During the late 1800s, Willoughby's gently rolling hills rising to the west of the flat prairie farmlands of Langley Prairie attracted European settlers that gradually moved farther to the west. Although Willoughby's poor soils, relative isolation and woodland scrub forests provided for subsistence farming only, the area gained value as a place where people with modest means could settle, and by 1890 all the land in the area had been pre-empted.

These settlers established a small community centered on Alexander Road (208 Street) and Scholes Road (83 Avenue), and by 1921 the growing community had its first post office. Several community and commercial buildings came to define this centre built to serve the primarily rural population, including a church, community hall, school, and general store.

The Williams neighbourhood, bounded by the Trans-Canada Highway to the north, 76 Avenue to the south, 212 Street to the west, and 216 Street to the east, has three historic roads within its boundaries that formed part of Willoughby's early transportation infrastructure. Townline Road (216 Street) remains the central north-south spine running along the divide between Milner's agricultural lands and the Willoughby Escarpment to the west. Williams Road (78 Avenue) was built in 1927 and named after the A.J. (Bert) Williams, a local landowner in the area. The eastern end of McLarty Road (80 Avenue) which ran from what is now 196 Street to 216 Street was named after Peter McLarty who had large land holdings in Willoughby, west of the Williams neighbourhood.

From its inception to well into the modern era, the rural nature of the area came to define Willoughby as a place characterized by function and necessity. Many of the early buildings located on 208 Street that defined it as a community have been restored as a tribute to the area's early history, and although Willoughby remains centred on the historic corridor of 208 Street, the area is in a process of rapid densification and the small mixed farms that historically defined it are largely gone. Willoughby today is a mixture of residential infill and undeveloped rural land, with a new Willoughby Town Centre at its centre to support the changing needs of its new residential populations of which Williams forms a part.



2.1.4 MOBILITY CONTEXT

Network Overview:

The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, and transit, walking, and cycling. Within the Williams neighbourhood, the transportation network consists of one north-south corridor along 216 Street and a partial along 212 Street, and three east-west corridors along 76 (Morrison Crescent), 78 and 80 Avenues not being a complete through road. The local road network has served the rural nature of the area and historically has not had a direct route to the north over or onto Highway #1. Currently main access to Willoughby Town Centre in Yorkson is on 80 Avenue, and access to Highway 10 (Glover Road) is from 216 Street. The remaining road network in the Williams area is characterized by a disconnected grid street network that serves large blocks.

Significant improvements are planned to the road network with the construction of the 216 Street interchange, the 80 Avenue Extension and 212 Street Connector that will improve north-south and east-west connections.



Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Half a dozen transit routes currently provide regional connections through the Willoughby area, from Langley Centre and Langley South. The Carvolth Transit Exchange located at 202 Street and 86 Avenue provides transit service both east and west, connecting Township residents to other transit hubs in the region such as the Lougheed Skytrain Station in Burnaby and points east to Abbotsford.

Public transit service is currently not provided within the Williams neighbourhood. However, it is anticipated as development occurs service could likely serve the area, possibly along 80 Avenue and the 212 Connector.

Pedestrian and Cycling Facilities:

Currently, dedicated cycling facilities (i.e. bicycle lanes or multi-use pathways) are not available in the Williams neighbourhood. The Township's Cycling Plan, adopted in 2015, defines cycling facilities and identifies on- and off-street community and recreational cycling facilities along all arterials in the Williams neighbourhood (80 Avenue, 212 Street Connector, and 216 Street). In addition to this key component of the cycling network, there are numerous opportunities to incorporate greenways and cycling routes through the neighbourhood plan.

Walking is the most fundamental form of transportation. Due to the current rural nature of the Williams neighbourhood, there are partial to no pedestrian facilities within the area, such as sidewalks. There is a need, as the neighbourhood develops, to improve the cycling and pedestrian infrastructure.



2.1.5 INFRASTRUCTURE CONTEXT

The availability and capacity of municipal infrastructure will influence the cost and feasibility to develop the Williams neighbourhood. Stormwater management, sewer, water, and energy systems have all been assessed.

Stormwater Management:

The existing drainage system in the Williams neighbourhood is consistent with a rural environment and consists primarily of open ditches and driveway culverts located along roadways and some property lines. Tributaries of two Guy Creeks, one in the north and another in the south of the Plan area, eventually drain to Salmon River through a culvert under Glover Road. Rainwater management facilities in many forms will be required to support the development. The application of on-site best management practices (BMPs) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance networks will be employed to protect both Guy Creek systems and manage flood risk within the planned neighbourhood and downstream.

Water:

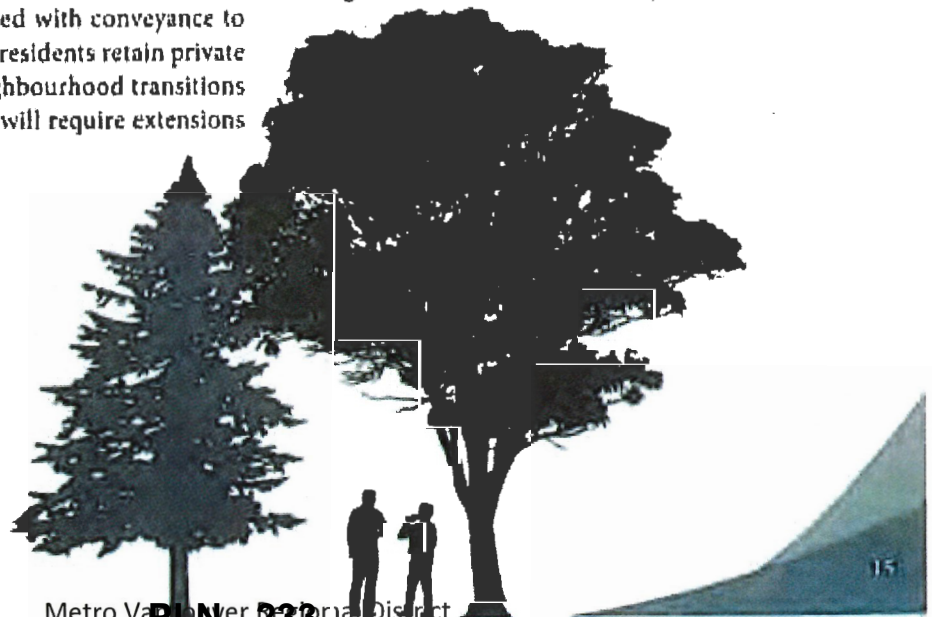
The existing water distribution network is adequate in the rural setting of Williams Neighbourhood Plan area and currently includes connection to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to properties in the Plan area. A few residents retain private wells as a water source. As the neighbourhood transitions into an urban area, water services will require extensions to meet urban standards.

Sanitary Sewer:

Given its rural character, the Williams Neighbourhood Plan area does not include any existing sanitary sewer infrastructure. Existing lots are serviced by individual septic systems. Any development will require infrastructure improvements, including upsizing or other upgrades, in order to accommodate changes in the sanitary sewerage loading for the area. Existing sanitary sewer system connections are located along 212 Street in the Yorkson neighbourhood; one at 77A Avenue and the other at 83 Avenue. Two pump stations and associated sanitary force mains, along with additional sanitary sewer conveyance systems will need to be installed as development occurs.

2.1.6 ENERGY CONTEXT

The general topography of the Williams area includes south-facing slopes that are ideal for implementing energy conservation and greenhouse gas emission management measures through neighbourhood, street and block patterns and design, and the siting of buildings and other features that optimize energy performance. The implementation of policies and guidelines that promote the conservation and efficient use of energy in buildings and the reduction of building generated greenhouse gas emissions (GHGs) will contribute to the development of an energy efficient and sustainable neighbourhood and community.



2.2 POLICY FRAMEWORK

2.2.1 METRO VANCOUVER REGIONAL GROWTH STRATEGY

The Metro Vancouver Regional Growth Strategy (RGS) establishes an integrated land use and transportation framework to encourage a concentration, mix and balance of jobs and housing to support transit use and walking and to preserve natural open spaces and agricultural lands. The RGS designates the Williams area as "General Urban" and "Mixed Employment". The General Urban designation includes residential and supportive, local commercial uses and services. Mixed employment accommodates a range of light and heavy industrial uses, as well as stand-alone office and retail uses that are not suitable for Urban Centre locations.



2.2.2 OFFICIAL COMMUNITY PLAN

In 2016, Township of Langley Council adopted a new Official Community Plan (OCP) that provides a 30-year vision for growth and development in the municipality as a whole. The OCP includes a number of high-level goals and policy directions that follow the Sustainability Charter. As defined in the OCP, the spatial structure of the Township is to consist of a series of urban communities, that are shaped into a sustainable urban pattern and built environment, and based on the design principles of centres, walkability and viable transit.



The planning and policy concept of complete communities is at the core of the OCPs policy framework. This framework requires a mix of land uses, that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play locally. Lastly, this policy framework also seeks investment in and support for a range of alternative modes of transportation such as pedestrian and cycling trails and transit routes which connect one place within the community to another. This approach to community building will create urban environments where resources are used efficiently, provide residents the opportunity to walk or bike to services at least some of the time, and where there is enough concentration of people that providing transit is a practical and feasible solution.

As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods, and serve as the policy manifestation of a complete community. Centres take on different forms yet offer a varying mix of commercial, employment, residential, health, educational, and recreational amenities that support the daily needs of residents and workers, and serve as important neighbourhood gathering places when they are planned and designed as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces, and green infrastructure, each of which have a clear place in an organizational, spatial hierarchy within communities and neighbourhoods.

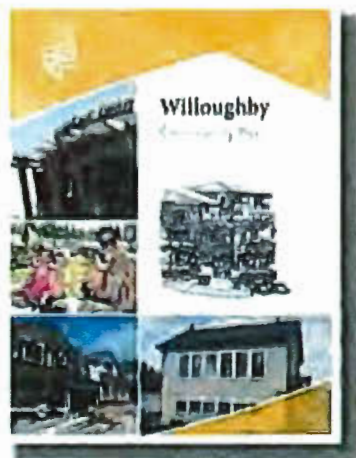


The cohesive and integrative spatial arrangement and pattern of the different components in centres help create synergies among land uses and environmental features, activate the public realm, create opportunities for housing and mobility choice, and contribute to reductions in energy use and greenhouse gas emissions.

Centres come in various shapes and sizes and serve somewhat different purposes. Some centres can be residential focused, others can be employment dedicated, and still others can be recreation, arts and culture focused. The underlying feature for all types of centres is a mix of uses. Mixing uses is not simply a matter of varying land use on a block-by-block basis and in close proximity, but also integrating complementary uses in a range of appropriate building types within a common area or within the same building. This mixed use approach establishes neighbourhood focal points, which help to create a sense of place and contribute to place making.

2.2.3 WILLOUGHBY COMMUNITY PLAN

The Willoughby Community Plan is part of the OCP. It contributes to the overarching land use policy framework for the Williams Neighbourhood Plan and surrounding areas. Adopted in 1998, the Plan identifies Willoughby as one of the Township's primary growth areas. The Plan establishes a framework for future residential, commercial, industrial, and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Williams Neighbourhood Plan.



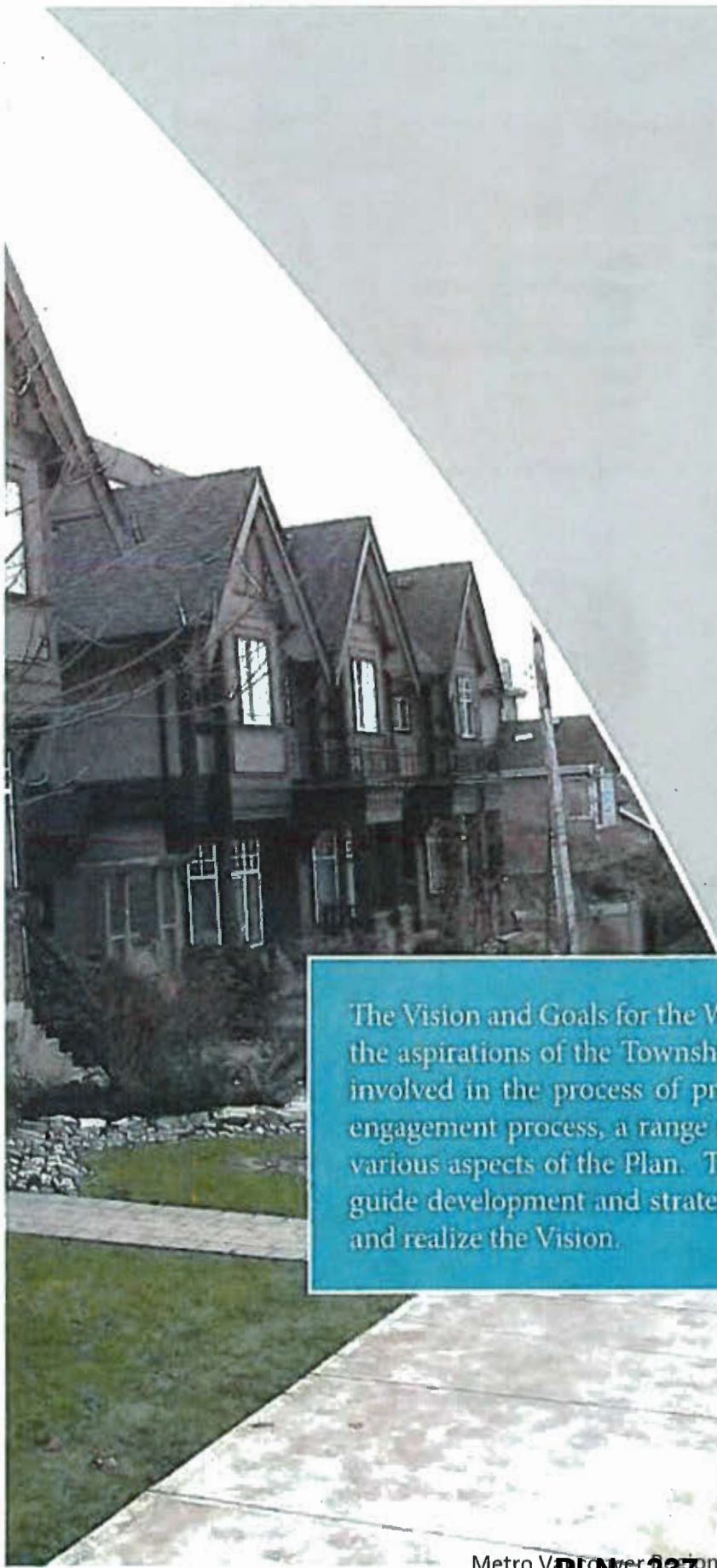
The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans, that complements the policies of the OCP. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and is defined primarily by current or proposed grid roads and supporting green space. Each neighbourhood within the Willoughby area is intended to be of sufficient size to support a variety of land use elements such as an elementary school and neighbourhood park, neighbourhood convenience shopping, and a mix of housing with a range of densities, which may also include supporting employment opportunities. As well, neighbourhoods are intended to be well-linked, providing for pedestrian and bicycle movements within green corridors.

Another key policy feature of the Willoughby Community Plan that informs the planning and guides the spatial structure of the Williams neighbourhood is escarpment and viewscape preservation and enhancement. The policy goal is to protect the scenic and ecological resources associated with lands characterized by steep slopes, ridgelines and Agricultural Land Reserve edge transition areas, also known as the Willoughby Escarpment, in a manner that allows for carefully designed, low-impact and integrated development. This poses a challenge for the Williams area as the Escarpment broadens out topographically (less steep terrain relative to other parts of the Escarpment), the most visible portions are not in the Agricultural Land Reserve (as with other neighbourhood areas to the southwest), and much of the Escarpment is void of trees, particularly high value trees such as evergreen, coniferous species.

The Willoughby Community Plan delineates predominantly two distinct land uses in Williams; a business park and employment district in the north portion (north of 80 Avenue), and a residential district in the south portion (south of 80 Avenue). The Community Plan also includes a significant greenway network within the Williams area and connections to adjacent neighbourhoods and the Willoughby community more broadly.



neighbourhood vision and goals



The Vision and Goals for the Williams Neighbourhood Plan describe the aspirations of the Township of Langley and all the stakeholders involved in the process of preparing this Plan. Through a public engagement process, a range of contributors has provided input to various aspects of the Plan. The policies contained within this Plan guide development and strategic investment to achieve these Goals and realize the Vision.

Neighbourhood Vision and Goals

Designing a neighbourhood begins with a Vision Statement and a set of goals that set a direction for Neighbourhood Plan policies. The Vision Statement and Goals represent the aspirations of the neighbourhood and are an outcome of community input and feedback, policy and technical analysis, and best planning practices.

3.1 VISION STATEMENT

The Vision Statement, that was developed in consultation with property owners and the broader community, describes the desired future state of the neighbourhood and serves as an inspiring declaration for the Williams neighbourhood. All of the Goals, policies, and guidelines set forth in this Neighbourhood Plan contribute to the realization of this Vision.

"The Williams Neighbourhood is a vibrant, walkable and connected community that maintains its natural assets and views. As a gateway to the Township and Willoughby community, it provides jobs close to home while maintaining a quiet and family friendly neighbourhood. Green spaces blend the neighbourhood into adjacent agriculture lands and a mix of affordable and accessible housing for families, individuals, and those wanting to age in place is offered."

3.2 GOALS

Goals are broad statements that provide direction for the development and implementation of the detailed policies and guidelines of the Neighbourhood Plan. They express a common understanding of how to ultimately realize the Vision for the neighbourhood and are intended to influence and guide future growth and development in the Williams neighbourhood. The goals for the Williams Neighbourhood Plan area are as follows:

Goal 1:



Gateway into the Township

Use the 216 Street Interchange at Highway 1 as a gateway to the Township and the Willoughby community.

Goal 2:



Good Jobs Close to Home

Maximize the amount of employment lands to generate attractive jobs for the Willoughby community and beyond.

Goal 3:



Affordable and Accessible Homes

Provide a mix of affordable and accessible housing to suit people in all stages of life.

Goal 4:



Local Shops and Services

Support some shops and services within a 5 to 10 minute walk from homes, without taking away from the Willoughby Town Centre.



WILLIAMS NEIGHBOURHOOD PLAN

Goal 5:



Sustainable Transportation

Support a walking community that builds on the network of greenways and plans for potential future transit service.

Goal 9:



Natural Areas

Respect the environment by preserving important areas, stands of trees, viewsheds (to the valley and from Glover Road), and wildlife habitat where feasible.

Goal 6:



Respectfully Transition Between Uses

Use land use patterns, roads, and community greenways to provide good quality buffers and transitions between land uses.

Goal 10:



Remembering Our History

Incorporate history into neighbourhood design elements.

Goal 7:



Connected Streets That Move People and Goods

Enhance the road capacity on arterials and provide a fine-grain grid network that encourages walking and cycling for local trips.

Goal 11:



Energy Efficiency

Incorporate energy efficient design into the lot and block patterns that facilitate solar orientation and take advantage of the south sloping conditions.

Goal 8:



A Learning Community

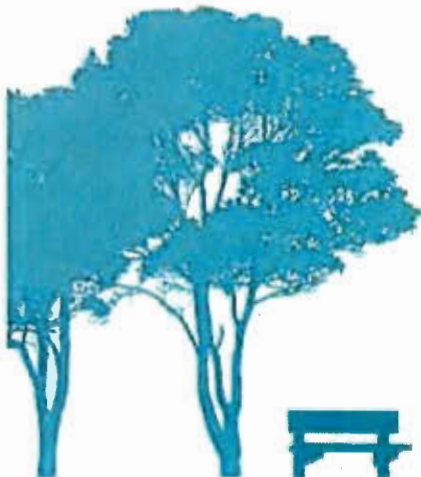
Create good multi-modal and land use connections between the Williams Neighbourhood and local universities.


Goal 12:



An Implementable Plan

Develop a plan that is readily implementable by ensuring that employment land uses are supported by market demand and that future development is within existing sewer capacity, unless an opportunity arises that can fund an upgrade.





neighbourhood urban design concept

This section of the Plan defines the urban design concept for the Williams neighbourhood. The built environment for the neighbourhood includes several “building blocks” that together establish the spatial arrangement and character of human settlement. These include block and street patterns, lot configurations and street design, building forms and placement, and vegetation, landscaping and natural features (e.g., trees, topography, watercourses). The spatial arrangement of these series of building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability and viable transit, a cornerstone of the Township of Langley Official Community Plan.

Neighbourhood Urban Design Concept

4.1 NEIGHBOURHOOD DESIGN CONCEPT

Williams is the most eastern neighbourhood in the Willoughby community and is strategically located for businesses, employees and future residents. Located on the eastern terminus of the Willoughby Escarpment and west of the University District, Williams hillside setting offers superb views of the Milner Valley, Mount Baker and vistas beyond. The Williams area benefits from key transportation linkages to Willoughby, Walnut Grove, University District, and other Township communities, and serves as an important gateway to the Township.

Based on the Plan's Vision and Goals, the Williams neighbourhood urban design concept establishes a mixed-use, pedestrian/cyclist-friendly, and transit-supportive neighbourhood. The urban design concept accommodates housing and employment areas within this 'peripheral' setting, preserves and enhances the natural environment and integrates with existing and future development in adjacent neighbourhoods, rural/agricultural areas and the community beyond.

The Employment District, the Transition District and the Residential District are the key elements that define the spatial structure of the Williams neighbourhood (See Figure 4.1 - opposite page). The Employment District is a strategic location which supports commercial and business employment, that will provide jobs close to home, will be an attractive place to invest and run a business and will provide commercial services for local residents, employees, students and the travelling public. Proximity to the University District (to the east of 216 Street) will further complement the employment and business opportunities, and support commercial services that are accommodated in the Williams neighbourhood.

The Employment District accommodates a range of business and employment activities that contribute to the development of a complete community in both the Williams and the broader Willoughby area. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy.

The Employment District is located adjacent to the Highway #1 interchange and will also accommodate commercial establishments that provide services to motorist, and for non-pedestrian-oriented retail and services. Uses in this District include those that meet the needs of the travelling public such as a gas station, restaurants, overnight accommodations, vehicle repair and other comparison retail, that also serve the needs of workers and business owners in adjacent and nearby employment areas, including the neighbouring (eastward) University District. The Employment District will also provide a modestly-sized shopping area and destination that will contribute to a distinct 'sense of place' for the Williams area. Shops and services, including a grocery outlet, with retail at grade and office space above, provide local residents and neighbouring employees and students with access to daily goods and services.

The Transition District provides a linear band of single family forms of residential development along 212 Street and 83 Avenue, followed eastward by rowhomes and townhomes, a greenway and environmental conservation areas that combine to create a multi-feature transition between existing residential areas in Yorkson and the Employment District in Williams.

The Residential District includes predominantly a range of lower-density, compatible forms of residential development including single-family and semi-detached homes on compact and more traditional lot sizes, as well as townhouse forms of housing along the 80 Avenue and 212 Street corridors. Park spaces, greenways and trails, conservation and watercourse compensation areas that provide fish and wildlife habitat as well as protect and enhance the 'treed' character of the Willoughby Escarpment. An elementary school and other public amenities will contribute to establishing a highly-livable neighbourhood.

Benefiting from these strategic opportunities and context, Williams will ultimately become a distinct neighbourhood in the Willoughby community, and is projected to accommodate approximately 4,600 residents in 1,470 dwelling units at full build out.



Figure 4.1 | Neighbourhood Urban Design Concept



LEGEND

- Employment District
- Transition District
- Residential District



4.2 RESIDENTIAL NEIGHBOURHOOD URBAN FORM

The urban environment of a residential neighbourhood is composed of several "building blocks" that shape the built character. These building blocks include: block structure and street patterns, street design characteristics, lot patterns and building placement, building forms and types, vegetation, landscaping, natural features and open spaces, and distinctive place elements. Each of these building blocks contributes to shaping the neighbourhood environment and influences how places are experienced.

- Block structure and street patterns provide the urban framework, or "bones," of the neighbourhood;
- Street design characteristics and their configuration within the street right of way, such as sidewalks, medians and curbs, roadway width, pavement and surface materials, street trees and landscaping, are among the many physical elements that contribute to the character and sense of place;
- Lot patterns and building placement, along with size and shape, establish the "grain" of the neighbourhood fabric and the "rhythm" of the development along the street and other public spaces that contribute to defining the physical character of a place;
- Building forms and types, including the scale of structures and architectural characteristics, can provide places with distinct identities;
- Vegetation, landscaping, natural features and open spaces are neighbourhood features that integrate and accommodate nature to enhance neighbourhood livability; and
- Distinctive place elements are neighbourhood amenities such as play fields, trails and greenways, schools and other public spaces that further complement neighbourhood "assets" and experiences.

The block and street structure, sometimes called the DNA or 'genetic makeup' of a neighbourhood, is the setting for buildings and forms the basic, fundamental unit or building block of the neighbourhood arrangement and pattern. The neighbourhood block structure and street patterns influence the shape and location of development, define how people move about, and influence which travel modes are most effective in a given place.

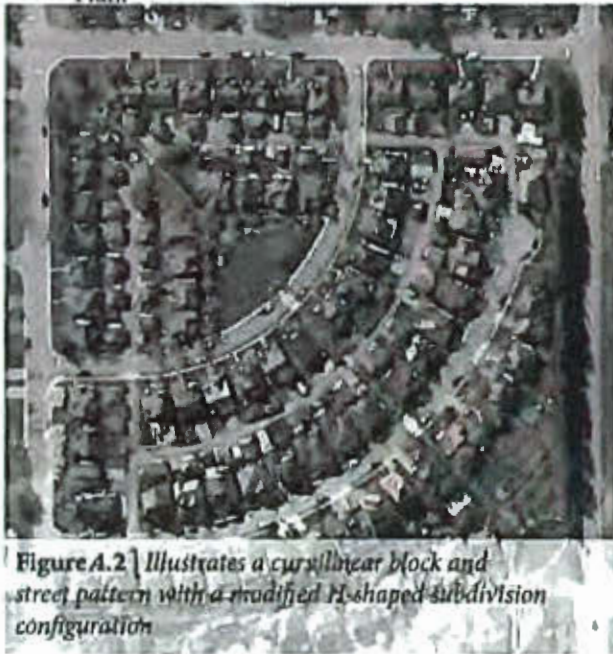
The block is defined by the street and open space network that surrounds it, and the character of the street network is a function of the form, character, and the intensity of the block that front it. The lot is the fundamental component of the building blocks. The configuration of lots, particularly for residential areas, often contributes to how buildings are situated on said lots and the sustainable spatial pattern for the neighbourhood. Policies throughout this Plan provide guidance to address each of the urban form building blocks. However, the following policies are intended to specifically guide the design and development of the block and street patterns in residential areas of the neighbourhood.

Policies:

1. Design block perimeters and block face lengths that result in a street network with high connectivity, that balances pedestrian and bicycle comfort and mobility, emergency response times, transit accessibility, freight delivery, and automobile movement.
2. Layout the block and local road patterns in the Residential and Transition Districts with a maximum block size length of 160 metres between street intersections and on average between 130 and 150 metres. Blocks that front arterial streets can extend beyond this maximum block size length provided they incorporate Pedestrian Links between the arterial street and local and collector roads at a spacing similar to the average block length of between 130 and 150 metres.



3. Design and develop an urban spatial pattern of blocks and lots with a primarily east-west orientation in order to improve energy efficiency and to create the optimum conditions for the use of passive and active solar strategies. Curvilinear block and local road patterns (see Figure 4.2) are encouraged in relatively steeper terrain areas, such as the residential area south of 78 Avenue. Flexibility from this predominantly east-west orientation will be considered based on individual site constraints without the requirement for an amendment to this Plan.



4. Develop an interconnected local road network that conforms to the arterial, collector and local street hierarchy of roads in Williams as delineated in the Circulation Concept Plan (Map 3).
5. Design residential areas with a network of walkable streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these urban form patterns where the subdivision layout in question borders an arterial street or the urban / Agricultural Land Reserve boundary (e.g., 76 Avenue), or is adjacent to areas designated as Rowhouse/Townhouse, Conservation and Watercourse Compensation Areas.

6. Establish a configuration of blocks and lots that include rear lanes, particularly in areas designated as Single Family Mixed Residential and Rowhouse / Townhouse, in order to access off-street parking. The "H"-shaped configuration for rear lanes is preferred and is intended to provide an opportunity for short end blocks to feature fronting units (see Figure 4.3). Particular emphasis shall be given to arterial and collector streets identified in this Plan.

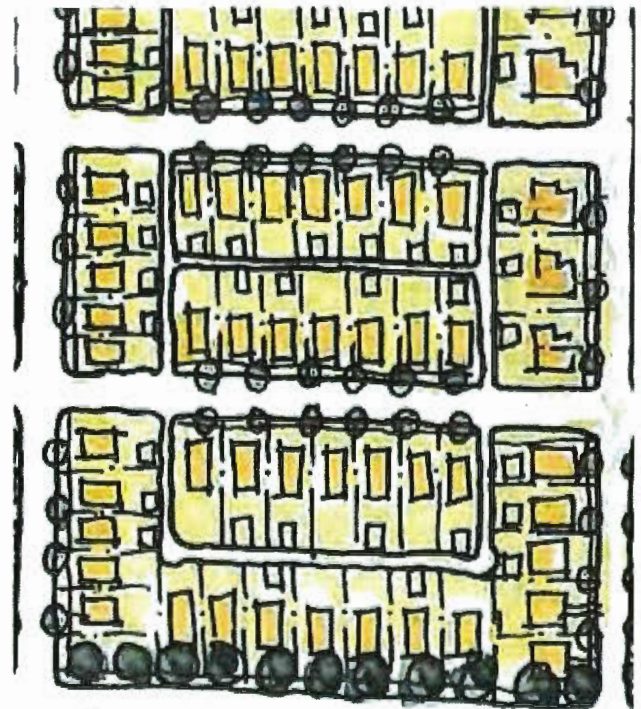
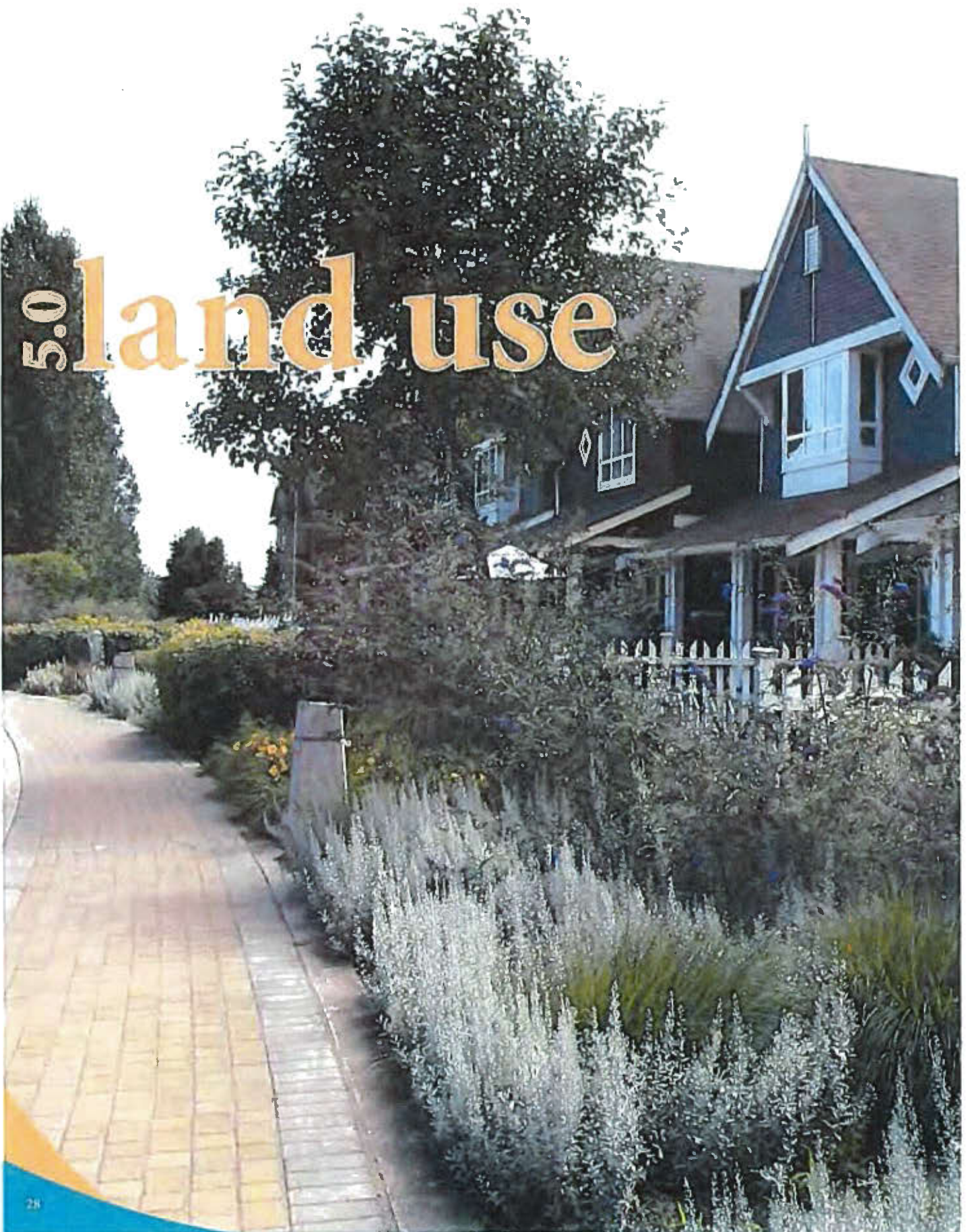
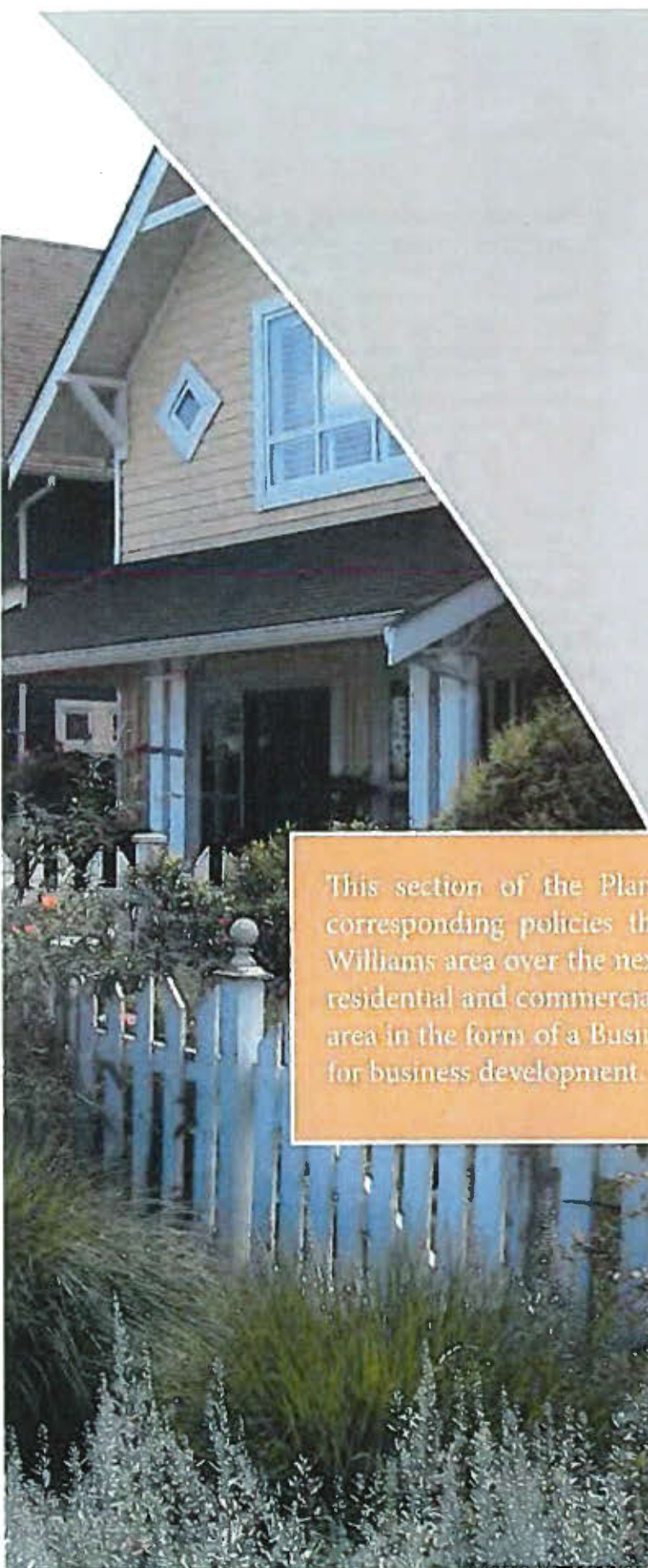


Figure 4.3 illustrates an "H"-shaped street, block and street pattern



5.0 land use





This section of the Plan defines the land use designations and corresponding policies that will guide growth and change in the Williams area over the next 20 to 25 years. The designations include residential and commercial, as well as an important new employment area in the form of a Business Park to provide jobs and opportunities for business development.

Land Use Plan

5.1 OVERVIEW

The neighbourhood Vision and Goals for the Williams area are embodied in the Williams Land Use Plan (see Map 1). The Land Use Plan identifies the residential and employment land use designations in the Neighbourhood Plan area, as well as future transportation corridors, protected areas, trails, parks, and other community amenities and infrastructure. The land use policies describe in detail the location, types, and density of uses for the Williams area. The designations and policies, which represent a balanced outcome of public input and feedback, technical analysis, existing policy and best planning practices, will be used to guide the development approvals process through to full build out of the neighbourhood.

5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations in the Land Use Plan (see Map 1). Included in each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Also included are general and specific policies for land use. General policies that apply across multiple designations are provided in Section 5.3. Policies unique to individual designations are provided in Sections 5.4 to 5.9. If there is a conflict between a general policy and a specific policy in a land use designation, the specific policy shall take precedence.

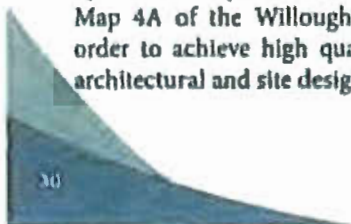
5.3 GENERAL LAND USE POLICIES

The following policies apply across multiple land use designations in the Williams neighbourhood.

Policies:

All Land Use Designations:

1. Obtain a Development Permit in accordance with Section 488 (1) (e), (f), (h) and (j) of the Local Government Act (LGA) for development on lands within the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 and Map 4A of the Willoughby Community Plan, in order to achieve high quality and energy efficient architectural and site design.
2. Obtain a Development Permit in accordance with Section 488 (1) (c), (e) and (f) of the Local Government Act (LGA) for development on lands within the vicinity of the urban/Agricultural Land Reserve edge in the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 of the Willoughby Community Plan, for the protection of farming (Development Permit Area "I"). Incorporate appropriate subdivision design, building setbacks and landscape buffers for lands along the east and south portions of the Williams neighbourhood that are adjacent to the Agriculture Land Reserve boundary in order to clearly establish the edge between the urban and rural areas, to enhance the viability of farming on adjacent agricultural lands, and mitigate and minimize the impacts of farming on urban lands. Variations to the buffer size will be considered when the retention of buildings of historic or heritage value are preserved.
3. Consider lower densities for developments, as applicable, in cases where they cannot be achieved due to site constraints (e.g. topography or riparian setback requirements). Maximum permitted density may not be achievable on all properties.
4. Ensure development and infrastructure projects build with the slope to minimize cut and fill excavations and to help preserve the natural topography of hillside areas. Also, buildings should be 'stepped' on sloping sites to reduce the height and massing of the development and reduce the need for retaining walls, wherever possible, in order to establish a complementary, pedestrian-friendly streetscape and to support site and neighbourhood design efforts to retain and enhance the treed character of the Willoughby Escarpment.
5. Design appropriate building transitions between different land uses and distinct building types that are respectful of views, densities, traffic, and noise. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications.



Residential Land Use Designations:

6. Provide for a variety of housing forms, sizes, floor layouts and tenures within the Williams Neighbourhood Plan area to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:
 - a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of smaller-lot single family homes, duplexes, rowhouses, townhouses, secondary suites and coach homes.
 - b. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of cottage style housing units with shared parking), single-level housing and rowhouses and townhouses with 'master' bedrooms on the ground level.
 - c. Permit seniors housing facilities, such as community care facilities, assisted living residences and supportive housing in townhouse development forms.
 - d. Foster the development of non-market housing.
 - e. Encourage development of secondary suites and coach homes as rental opportunities to achieve affordability objectives and provide housing options for college and university students.
7. Calculate the land area density on the basis of gross developable land area where the minimum or maximum density is expressed in terms of units per hectare (units per acre). Gross developable land area includes land dedicated for new roads, land above the top-of-bank protected for watercourses, and land secured for transmission lines and other utilities provided they are upgraded as a linear park system. Gross developable land area does not include land dedicated for stormwater detention ponds.
8. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.
9. Incorporate row(s) and stands of trees, along with the retention and integration of existing significant trees, as part of project design, as outlined in the Township's Subdivision and Development Servicing Bylaw Schedule 1 - Tree Protection. Planting of evergreen, coniferous trees shall be part of project design, wherever feasible.
10. Provide a viewscape analysis of the Willoughby Escarpment, from various points in the Milner Valley (Glover Road), in the preparation of Comprehensive Development Plans (CDPs; Policy 1 and 2, Sub-Section 11.4) and for all proposed developments south of 80 Avenue.
11. Require new single family developments to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:
 - a. retain existing significant trees, especially evergreen, coniferous trees.
 - b. incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g. low scale pedestrian-friendly buildings).
 - c. require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.
 - d. encourage all visible building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails.
 - e. provide a strong street presence through street facing buildings that include elements such as extended front porches. Single family dwellings should not back onto a public road.



5.4 SINGLE FAMILY MIXED RESIDENTIAL

The Single Family Mixed Residential designation accommodates a range of single family housing on a variety of lot sizes (R-1, R-2 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplexes, and rowhomes, as well as accessory forms of housing such as secondary suites and coach homes.

This variety of housing types are intended to primarily accommodate street-oriented housing with rear lane access in order to maximize parking opportunities, provide a high-quality pedestrian environment, and improve energy efficiency through the siting and alignment of homes. The accessory forms are to provide opportunities for rental housing, particularly for students in the nearby university.

Densities within this designation will range from 2.4 units per hectare (6 units per acre) to 4 units per hectare (10 units per acre). Policies specific for this designation are as follows:

Policies:

1. Provide for a variety of single family housing and compatible housing forms on a variety of lot sizes (R-1 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplex, and rowhomes at a minimum density of 2.4 units per hectare (6 units per acre) to a maximum density of 4 units per hectare (10 units per acre).
2. Foster the development of accessory housing including secondary suites or coach homes (R-1 and R-CL[CH]; defined in the Township of Langley Zoning Bylaw) with a single family home, along with the provision of an additional, non-tandem parking space on the lot for the secondary suite or coach home.

'Building face' refers to that part of the exterior wall of a building along the front elevation that orients one direction and is the location of the main entrance.

3. Design street, block and lot patterns to accommodate rear-loaded parking off of lanes. Although this rear-loaded pattern is the dominant (defined by land area or units) design form, front loaded lots will be considered when fronting along local roads if topographic or other site constraints make rear lane access difficult to achieve. In such cases, garages shall be recessed and comprise less than 50 percent of the front building face, in order to maintain a strong, pedestrian-oriented streetscape.



4. Provide a useable, covered front porch and a main entrance, that present to the street for all dwelling units. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall:
 - a. have a usable area with dimension that are no less than 1.5 metres by 3.0 metres;
 - b. be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
 - c. be a single-storey height and be integrated and located at the main entrance, and facing the public street.



WILLIAMS NEIGHBOURHOOD PLAN

5. Minimize the front yard setbacks in order to create a pedestrian-oriented street presence and to provide sufficient rear yard space for detached garages and useable outdoor space.
6. Protect the privacy and livability of individual dwelling units and between developments through an appropriate transition of building height and massing, landscaping and sound attenuation.
7. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building shall be permitted.
8. Limit the quantity of single family development in the form of detached Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to no more than 50 percent of the units for any development for lands south of 80 Avenue, in order to ensure that a range and mix of housing in the Single Family Mixed Residential designation is provided. Accommodate single and two family development in the form of traditional sized lots, as defined as R-1 and R-2 in the Township of Langley Zoning Bylaw, for the remainder of the development. This requirement can be waived for developments that dedicate at least 25 percent of the gross site area for tree protection and tree enhancement areas that contribute to and enhance the treed character of the Willoughby Escarpment, provided that:
 - a. these areas are identified, as part of development application review, through
 - i. a viewscape analysis from the Milner Valley (various key points along Glover Road); and
 - ii. a Tree Management Plan as specified by the Subdivision and Development Servicing Bylaw, as amended.
 - b. these areas are situated, where feasible and appropriate, and informed by the above-noted development application review analysis:
 - i. along contour lines to contribute to and enhance the treed character of the Willoughby Escarpment; or
 - ii. adjacent to Watercourse Compensation Areas, Conservation Areas, the Wildlife Habitat Patch, Williams View Park, and/or Greenways, to further enhance and form a network of treed spaces; and
 - c. these areas are not part of the 5 percent parkland dedication or cash-in-lieu, as required as part of subdivision.
9. Encourage the development of semi-detached (fee-simple and/or strata tenures) Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw [e.g., R-CL(SD)], provided that:
 - a. Siting of semi-detached and duplex housing forms on corner lots shall align the main entrance for each dwelling unit to face each of the streets;
 - b. Design the off-street parking with no tandem spaces within a building;
 - c. Accommodate a minimum of one on-street parking space in the front of each dwelling unit.
 - d. Reflect or complement the architectural character of single family developments in the design of semi-detached and duplex housing; and
 - e. Comply with the development parameters as delineated in Policy 8 above. The semi-detached and duplex housing forms, on Residential Compact Lots, or equivalent sized lots, are considered as part of the 50 percent maximum provided for any development as outlined in policy 8 above.



10. Provide for the development of Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to accommodate rowhomes, provided that:
 - a. Rowhouse developments are designed in a single row, fronting a road and serviced by a rear lane;
 - b. Design each building that contains no more than four units;
 - c. Provide adequate space between the interior sides of buildings to accommodate tree-planting;
 - d. Design the off-street parking with no tandem spaces within a building;
 - e. Accommodate a minimum of one on-street parking space in the front of each dwelling unit; and
 - f. Comply with the development parameters as delineated in Policy 8 above. The rowhome housing forms, on Residential Compact Lots, or equivalent sized lots, are considered as part of the 50 percent maximum provided for any development as outlined in policy 8 above.

5.5 ROWHOUSE / TOWNHOUSE

The Williams Neighbourhood Plan includes the Rowhouse / Townhouse designation and the Townhouse Strata designation, each with different densities. The two designations together will provide a mix of affordable, ground-oriented housing for families with children, seniors, and "empty nesters" and serve as a land use transition between predominantly low density, residential neighbourhoods and employment uses. The emphasis is on ground-oriented neighbourhood character of the Williams neighbourhood, ensuring a good relationship of the units to the street and compatibility of form and scale to other residential areas. Access to vehicle parking will be provided via rear lanes or internal driveways/strata roads. Dwelling units that front a public street will have direct pedestrian access to/from said street.



5.5.1 ROWHOUSE / TOWNHOUSE (20-37 uph / 8-15 upa)

The Rowhouse / Townhouse designation accommodates both rowhouse and townhouse developments, where all units front and have direct pedestrian access from/to the public street. This designation is located in the northwest portion of the Plan area, between a predominately single family neighbourhood in the Yorkson area and the employment lands to the immediate east. This lower density multi-family designation will provide a land use, form and massing transition between these two land use conditions as well as a form of affordable, ground-oriented housing. Densities within this designation will range from 20 units per hectare (8 units per acre) to 37 units per hectare (15 units per acre). Policies specific to this designation are as follows:

Policies:

1. Provide for rowhouse or townhouse, as well as semi-detached dwellings on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw and duplexes, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density is 37 units per hectare (15 units per acre).
2. Limit the maximum height of buildings to three (3) storeys.
3. Establish block and street patterns that include a public lane or strata road, and provide continuous on-street parking along the public street that is not interrupted by driveway let-downs.



4. Design buildings and dwelling units, to include:
 - a. Street-facing, pedestrian-oriented dwelling units that provide a useable, covered front porch along and a main entrance, that present to the public street. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
 - b. Off-street parking for the dwelling units shall be accessed from a rear lane or internal strata road. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
 - c. Four (4) or fewer dwelling units contained within each building.
 - d. Rear entrances for all dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points.

5.5.2 TOWNHOUSE STRATA (20-54 uph / 8-22 upa)

The Townhouse Strata designation accommodates townhouse developments. This designation is located along the south and east sides of the 212 Street Connector, and at the northeast corner of 212 Street and 80 Avenue, and north of 83 Avenue, between predominately single family neighbourhoods in the Yorkson area and the Business Park and the Single Family Mixed Residential lands in Williams.



This townhouse designation provides affordable, ground-oriented housing for households with children, seniors and 'empty-nesters'. The Townhouse Strata land use designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Densities within this designation will range from 20 units per hectare (8 units per acre) to 54 units per hectare (22 units per acre). Policies specific to this designation are as follows:

Policies:

1. Provide for townhomes, including those with a master bedroom on the ground floor, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density of 54 units per hectare (22 units per acre).



2. Limit the maximum height of townhomes to two (2) storeys for buildings fronting 212 Street, including the mid-block greenway links between 80 Avenue and the 212 Street cul-de-sac and 83 Avenue and the Highway #1 (in the Transition District) in neighbouring Yorkson. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.

3. Design buildings and dwelling units fronting 212 Street, the 212 Street cul-de-sac, north of 80 Avenue, 83 Avenue and mid-block Greenway link between 83 Avenue and the Highway #1 Greenway in neighbouring Yorkson, in order to provide a high quality pedestrian environment and to create a complementary form and scale of housing to those across the street from and adjacent to neighbouring Yorkson (mimicking existing single-family, duplex and rowhome development), to include:

- a. pedestrian-oriented dwelling units and building forms, that are street- or greenway-facing, that provide a useable covered front porch along with the primary unit entrance adjacent to and facing a public street or pedestrian route (including the opposite side of the street); Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
- b. Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
- c. No more than four (4) dwelling units are contained within each building that directly fronts a public street.
- d. Rear entrances for all dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points.

4. Provide direct, publicly-accessible connections in the form of Pedestrian Links (see Section 6.2.5) through Townhouse developments - from public road to public road - in areas designated Townhouse Strata, in the approximate locations delineated on Map 1 to support pedestrian connectivity along 212 Street Corridor.

5. Incorporate appropriate site design and townhouse building setbacks to accommodate a continuous evergreen, coniferous tree row, that integrates with site design requirements for street fronting dwelling units and comprised of retained and/or new tree plantings, along the south side of townhouse development sites that front 80 Avenue and along the east side of townhouse development sites that front 212 Street. This can be accomplished through both tree retention and/or new tree plantings, and are considered different than street trees in the public boulevard.

5.6 COMMERCIAL

The Williams Neighbourhood Plan incorporates a commercial area located at the northeast corner of 214 Street and 80 Avenue and includes a Neighbourhood Convenience Commercial designation and a Mixed Use Commercial designation. The two designations together will provide range a commercial services and amenities for local residents, employees, students and the travelling public. Policies that apply to both the Neighbourhood Convenience Commercial and Mixed Use Commercial designations are as follows:

Policies:

1. Site and design buildings to be street-fronting and pedestrian-focused, and oriented towards a public road to result in generally consistent active street frontages along 214 and 216 Streets, and 80 and 81 Avenues. Include design elements on building façades as well as landscaping elements and design features between buildings that front 214 Street and 80 Avenue that further support pedestrian orientation along the public street.



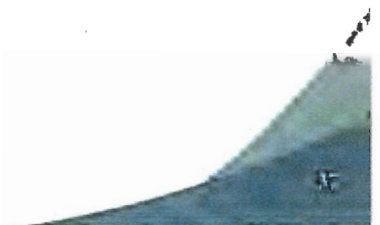
2. Landscape surface parking lots and locate them away from public street frontages by orientating and siting buildings and appropriate landscaping treatments in such a way as to create and/or give the appearance of a continuous, active street frontage, specifically along 214 and 216 Streets and 80 and 81 Avenues.
3. Require the scale and design character of the buildings and landscapes in these Commercial designations to integrate and be of high quality to complement the design and scale of the multi-family residential development on the south side of 80 Avenue. Design character should consider siting, setbacks, exterior finish, landscaping and parking areas, in relation to adjacent residential and agricultural/rural areas. Façade and roofline articulation with clear building entrances and other projecting elements are required. Blank or undifferentiated façades shall be avoided. Where drive-through services are permitted, drive isles and service windows shall be interior to the commercial development, not adjacent to and directly visible from the public street, and accommodated and integrated with the site design features for pedestrians throughout the Commercial designations and links to Greenways.
4. Orient and design buildings to maximize solar exposure and to limit shadowing on adjacent roads, sidewalks, other public spaces, and properties.
5. Incorporate internal pedestrian linkages within and across surface vehicle parking areas that also conveniently connect to public pedestrian areas such as Greenways. Provide continuous weather protection for pedestrians on all buildings with commercial frontages.
6. Consider the integration of childcare floorspace that could provide services to employees working in the neighbouring business park areas.
7. Include varied cladding materials of complementary colours and textures, visual elements, appropriate ornamental and energy efficient lighting, landscaping and other features for building frontages other than the front building face.

5.6.1 NEIGHBOURHOOD CONVENIENCE COMMERCIAL

Neighbourhood Convenience Commercial designation, is allocated for commercial establishments that are local-serving, pedestrian-oriented, street facing and street fronting buildings, some of which are mixed-use (e.g., retail and office) that address the arterial roads and have a high quality building design, landscaping and finishes. Permitted convenience commercial uses in this designation include cafés, medical and professional offices, grocery, and other goods and services serving residents of Williams residential neighbourhoods. The Neighbourhood Convenience Commercial designation will also accommodate outdoor display spaces (e.g., Christmas Trees, flower, fruit and vegetable stands) and public gathering/seating areas and serve as a key destination for the neighbourhood. Policies specific to this Neighbourhood Convenience Commercial designation are as follows:

Policies:

8. Incorporate retail and service commercial uses that are local-serving, such as financial institutions, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, restaurants and cafés, and fitness centres (excluding service stations, vehicle servicing and drive-throughs). These types of retail and service commercial uses (not including the one (1) anchor grocery store) shall be located at-grade and shall be included in buildings that have a maximum floor-plate size of 1,000 m² (~11,000 ft²). Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.



9. Provide space for business, medical and professional offices on the second and third storeys of at least an equivalent amount of floor area dedicated for retail commercial uses that are provided on the first storey. The office space component must be built in conjunction with the retail commercial space component of a building.
10. Accommodate one (1) grocery establishment in the Neighbourhood Convenience Commercial designation with a maximum size of 4,000 m² (~43,100 ft²) that serves local residents and neighbouring employment uses, provided that the neighbourhood public plaza space (see Policy 12 below) and purpose-built office floor space, of a minimum size of 500 m² in a multi-storey, mixed-use retail/office building, are built in this precinct in conjunction with or before the development of the grocery building/space.
11. Design buildings in the Neighbourhood Convenience Commercial designation to be a minimum of two storeys in height. The building that accommodates the grocery establishment (Policy #10 above) is excluded from this height requirement, yet must incorporate architectural design details that 'mimic' and give the appearance of a two storey building.
12. Incorporate a neighbourhood public plaza space in this precinct with a minimum size of 450 m² (~4,850 ft²) that provides an open space for a variety of activities such as socializing, resting, and eating, and serves as a focal point for the neighbourhood. The plaza space should be integrated with adjacent buildings and the broader precinct, include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant views, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety.

5.6.2 MIXED USE COMMERCIAL

The Mixed Use Commercial designation is allocated for commercial establishments that provide services to motorists, and for non-pedestrian-oriented retail and services. Permitted uses in this Mixed Use Commercial designation include those that meet the needs of the travelling public such as a vehicle parts and repair, restaurants, seasonal and recreational goods and other comparison retail, that also serves the needs of workers and business owners in adjacent and nearby employment areas, and the University District. Policies specific to this Mixed Use Commercial designation are as follows:

Policies:

13. Incorporate retail and service commercial uses that serve the needs of both the residential areas and the employment generating, business park lands, as well as the travelling public, such as restaurants and cafés, financial institutions, and personal and business services (excluding service stations and gas bars). These types of retail and service commercial uses (not including an anchor grocery store) shall be located at-grade and shall have a maximum size of 1,000 m² (~11,000 ft²) per unit.
14. Accommodate one (1) large-format retail and service establishment in the Mixed Use Commercial designation with a maximum size of 6,000 m² (~64,600 ft²) that is limited to a home hardware/improvement type of use that could also include the servicing of vehicles less than 5,000 kg GVW.



5.7 WORK AND BUSINESS

The Williams Neighbourhood Plan incorporates a work and business area that supports limited commercial and a broad range of business and employment activities that contribute to the development of a sustainable and complete community in both the Williams and the broader Willoughby area. This work and business area will provide jobs close to home and will be an attractive place to invest and run a business and includes a Gateway designation, located at the northwest corner of 216 Street and 80 Avenue, and a Business Park designation, primarily situated between 80 Avenue and Highway #1.

5.7.1 GATEWAY

The Gateway designation is intended to include buildings and associated uses that visually 'frame' and 'wrap' the street corners of 80 and 81 Avenues, at and along 216 Street. Permitted uses in this Gateway designation include those that meet the needs of the travelling public such as a gas/service station, restaurants, overnight accommodations, and multi-storey office buildings. Careful attention to quality building design, siting, as well as landscaping to ensure that this precinct provides a key entry point to the Williams neighbourhood, the Willoughby community and the municipality more broadly. Policies specific to this Gateway designation are as follows:

Policies:

1. Provide one (1) hotel in the Gateway designation that could include guest rooms, lobby, conference and meeting rooms, restaurant, pub, guest amenities (etc., pool, exercise room), and limited retail space located in one building. Site and orient the building toward 216 Street and 80 Avenue.
2. Accommodate a maximum of one (1) gas bar, as defined in the Township of Langley Zoning Bylaw. Siting, design and access of the gas bar shall be oriented towards a non-arterial public road and shall include landscaping and design features along public frontages that support pedestrian orientation and give the appearance of an active use.
3. Incorporate retail and service commercial uses that meet the needs of the travelling public, such as restaurants, including drive-throughs, recreation, entertainment and instruction (e.g., yoga, dance, martial arts, fitness facilities), and the retail sale of goods and other services. The maximum size of any retail commercial use shall be 500 m² (~5,400 ft²).
4. Include purpose-built buildings that provide space for business, medical and professional offices, provided that purpose-built office floor space is built in conjunction with or before the development of at least 600 m² (6,500 ft²) of commercial retail floorspace in the Gateway designation and that the gross office floorspace component cannot be less than 1.5 times the gross commercial retail floorspace. Accommodate limited retail services on the ground floor that complement office uses in the building (e.g., small pharmacy that supports medical offices). For purposes of calculating gross floor area, retail commercial uses permitted as part of a hotel use defined above and built within the hotel building as well as the gas bar use shall not be considered as retail commercial floorspace.



5. Design distinctive buildings to emphasize the gateway functionality of the area within the vicinity of 216 Street and 80 Avenue that signifies the east entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Except for a gas bar and stand-alone buildings for restaurant uses, the minimum building height shall be three (3) storeys for any building sited immediately adjacent to an Arterial street. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces. Stand-alone buildings for restaurant uses must incorporate architectural design details that 'mimic' and give the appearance of a taller building (1.5 storeys or higher).

5.7.2 BUSINESS PARK

The lands designated as Business Park are immediately adjacent to the 216 Street Interchange with primary access provided directly off 216 Street at approximately 81 Avenue and 80 Avenue at 214 Street. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy. As such, the Business Park designation emphasizes high quality office and business uses, including a mix of light manufacturing, distribution warehousing, office, research and development and similar uses. The interface and transition between Business Park and neighbouring residential areas consist of a variety of treatments, including a Creek Greenway, a Watercourse Compensation Area and landscaping requirements associated with Business Park development. Policies specific to this Business Park designation are as follows:



Policies:

1. Encourage and provide for a range of employment and business activities in the Business Park designation including warehousing, wholesaling and distribution, technical and educational, instructional and recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, ready-mix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted.
2. Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.



WILLIAMS NEIGHBOURHOOD PLAN

3. Contain all business and employment activities wholly enclosed within buildings with no open storage.
4. Provide small outdoor open spaces for employee seating and recreation, with appropriate, all-season weather protection, that take advantage of south-facing exposure, and are part of site planning and building design.
5. Provide the business population with sidewalks, pathways and other facilities, as part of site design of development and road and subdivision patterns, vehicular access, parking and circulation design, that bisect the Business Park lands and link key area destinations, such as the commercial node, the area Greenway network, neighbouring park spaces and other recreational areas, in order to improve accessibility and provide amenities for employees. On-site pedestrian facilities and walkways should be linked to the public sidewalks by well-defined paths to minimize and manage conflict with vehicular traffic.
6. Locate business and professional offices, mini-storage – including multi-storey formats – micro-breweries, technical and educational, and instructional and recreational (e.g., first aid training, martial arts and dance studios, trampoline, climbing, go-karts, skate, ice rinks) types of uses along 80 Avenue given the active nature of the business that can provide ease-of-access to neighbouring residential areas and also serve as a transition to the residential uses along the south side of 80 Avenue.
7. The primary entrance(s), for both employees and visitors, and office uses shall be located and oriented to the street, with no surface parking between the face of building and the greenway for all developments along 80 Avenue and 216 Street as well as adjacent to adjoining intersections of 214 Street and 81 Avenue.
8. Allow restaurants as a permitted use in the Business Park designation, provided that it is incorporated into a building containing one or more of the principal uses. Drive-through features are not permitted.
9. Restrict parking, loading, access and circulation adjacent to Watercourse Compensation Areas.
10. Design buildings to be street-fronting and pedestrian-focused. Avoid generic, 'big box' building designs that exhibit little façade interest and transparency to the street. Variations in massing and changes in height and horizontal planes are encouraged; long and non-articulated buildings should be avoided. All exterior mechanical units or equipment, including roof top units that may be visible from a public street and adjacent residential areas, should be enclosed or sufficiently screened.
11. Landscape surface parking lots and locate them to the rear of buildings that front 80 Avenue or 216 Street. Surface parking at the side of buildings is permitted elsewhere in the Business Park lands. If side parking is provided, design elements shall be applied to ensure it is partially screened from view from the adjacent public road and sidewalk to create a separation between public/private space along roads and sidewalks.
12. Include secure, weather-protected bicycle parking for employees.
13. Incorporate a 6 metre wide Interface Buffer, in addition to landscaping and setback requirements as stipulated in other municipal bylaws, that includes plantings, a berm and a sound attenuation fence in between lands designated for Townhouse Strata (north of 83 Avenue) and Business Park.



5.8 CONSERVATION AREAS

The Conservation Areas designation seeks to protect important fish and wildlife habitat in the Williams area through the Streamside Protection and Enhancement Development Permit Area policies and guidelines, as stipulated in the Township of Langley Official Community Plan. Such spaces include sensitive environmental areas that protect not only fish and wildlife habitat, but other environmental benefits such as rainwater conveyance, open space for existing and new native plants, including native evergreen, coniferous trees, and passive recreation opportunities. The intent of the Conservation Areas designation is habitat protection and enhancement, and restoration works that improve instream and riparian habitats for fish and wildlife species, as well as rainwater management and area hydraulics.

As shown on Map 1 of this Plan, one Conservation Area has been identified that accommodates and includes a Class B watercourse. However, this should only be considered as a guide. Other watercourses could be identified in the Williams area that are deemed to be a Conservation Area by a qualified environmental professional. Therefore, further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows

Policies:

1. Protect, enhance and apply restoration works that improve the quality of instream and riparian habitats for fish and wildlife species in the Conservation Areas through the development and subdivision approval processes based on the Township's Streamside Protection and Enhancement Areas (SPEAs), as described in the Township of Langley Official Community Plan (OCP).
2. Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the Plan area, to contribute to the provision of high habitat values for fish and wildlife.

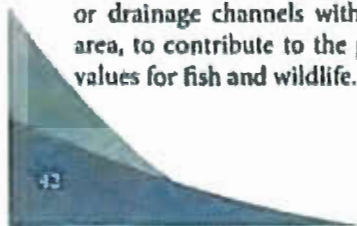
3. Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of off-site works and services associated with adjacent development.
4. Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

5.9 WATERCOURSE COMPENSATION AREAS

The intent of the Watercourse Compensation Areas designation is to accommodate the relocation of Class B (yellow-coded) watercourses in the Williams area and re-establish higher-value habitat areas for fish and wildlife, that would be subsequently protected under the Township's Streamside Protection and Enhancement Areas (SPEAs), as delineated in the Langley Official Community Plan. This will involve the relocation of Class B watercourses for both the north and south tributaries of Guy Creek through redevelopment. The objectives achieved from this approach include:

- Improved fish and wildlife habitat that is currently comprised of fairly degraded stream channels that are fragmented and consist of barriers that restrict fish and wildlife movement;
- Retention and enhancement of trees and native vegetative plantings along the Watercourse Compensation Areas of the southern Guy Creek tributaries that will retain and enhance the 'treed' character of the Milner Escarpment;
- Reduce and eliminate the need for culverts and other vehicular crossings of the watercourses associated with the riparian compensation areas;
- Contribute to a buffer between residential and employment uses for the northern Guy Creek
- promote groundwater recharge and reduce flood risk;
- benefit air quality and contribute to the absorption of greenhouse gases; and
- provide passive recreation opportunities.

The Class B watercourses identified in the Williams neighbourhood and accommodated through relocation and compensation in the Watercourse Compensation Areas should only be used as a guide for determining fisheries habitat values and siting areas for relocation and compensation for a given watercourse.





Further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows:

Policies:

1. Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.
2. Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in Map 1 and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial and federal government regulatory approval processes.
3. Design the Watercourse Compensation Area in the Employment District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m² (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 Interchange) through another reconstructed stream channel and an additional Watercourse Compensation Area, with a minimum total of 26,368 m², a minimum length of 1,107 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be

identified and designed as part of the development of lands between 80 and 83 Avenues. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.

4. Design the Watercourse Compensation Area in the Residential District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 433 metres in length, for a total area of 12,081 m² (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

An additional Watercourse Compensation Area, with a total of 5,849 m², a minimum length of 195 metres and a 15 metre wide planted buffer on either side of the stream channel (not including channel areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered and will not ultimately require a Plan amendment, provided that they remain in the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the 'treed' character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream channels in the south portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.



5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional, per the requirements of the SPEA provisions of the Township of Langley Official Community Plan. Changes to the Watercourse Compensation Areas as depicted in Map 1 and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the 'treed' character of the Willoughby Escarpment, are upheld and not compromised.
6. Complete at the time of development the watercourse relocations and compensations as depicted in Map 1 and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:
 - a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in Map 1 and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m²; in addition to the retained watercourse immediately north of 76 Avenue) to be met for the entire plan area. Any additional watercourses found on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept depicted in Map 1 and delineated in policy above.
 - b. Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse as depicted in Map 1 and delineated in policy above.
 - c. Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
 - d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in Map 1 and delineated in policy above, can be fully completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.
7. Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to Greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the compensation or other environmental sensitive areas. Tree removal shall be avoided and additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in Map 1.

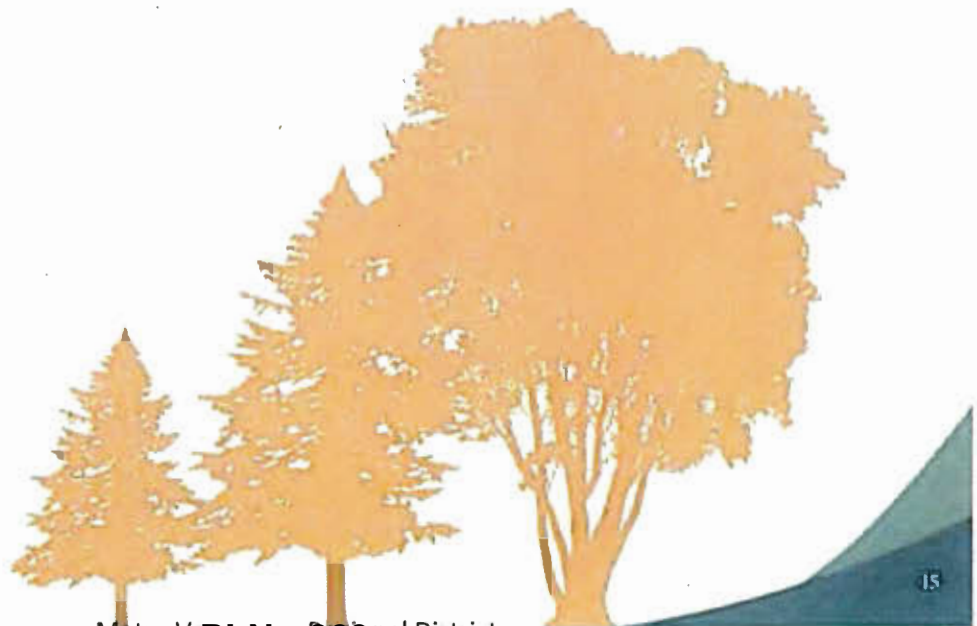


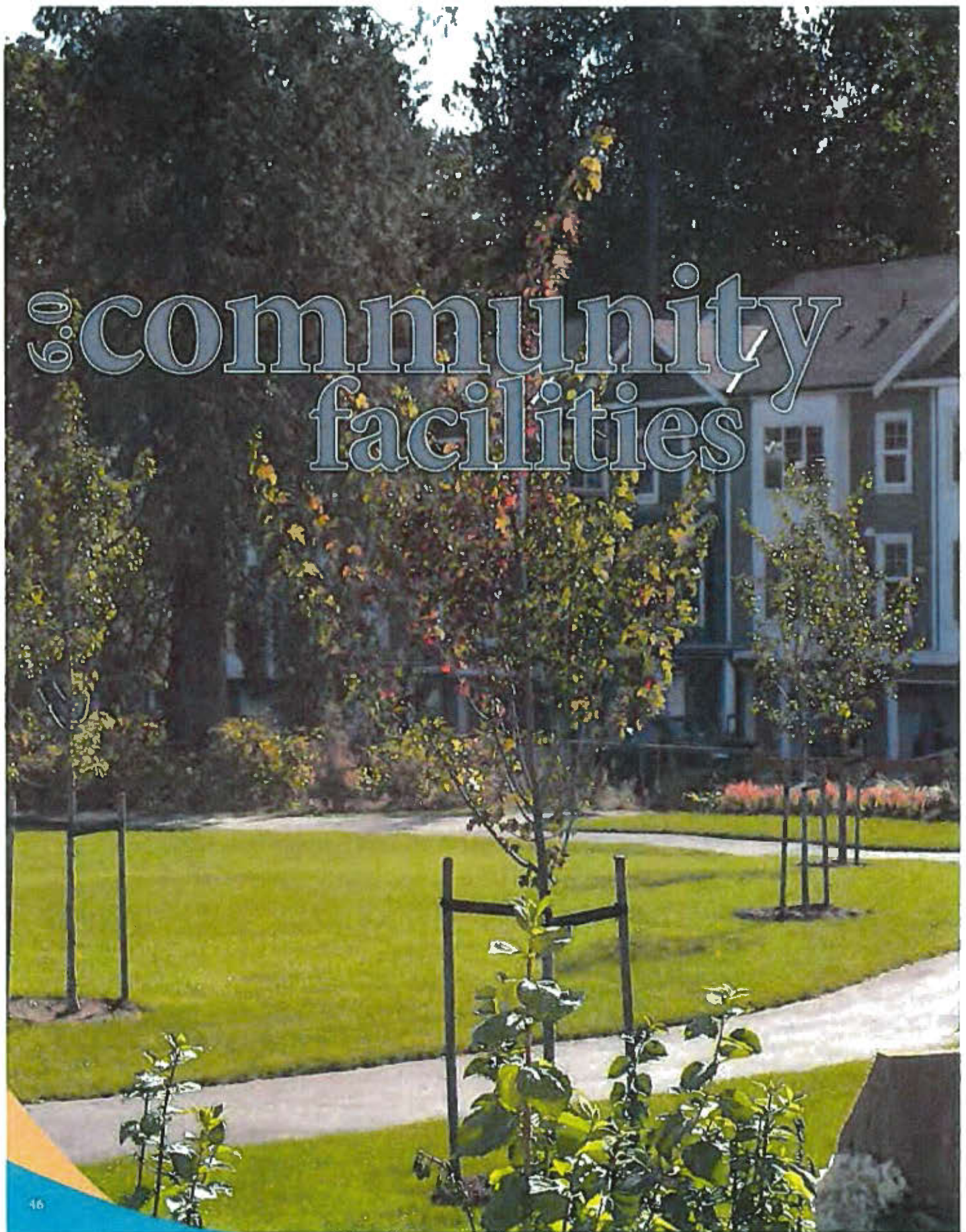
5.10 HOUSING AND POPULATION ESTIMATES

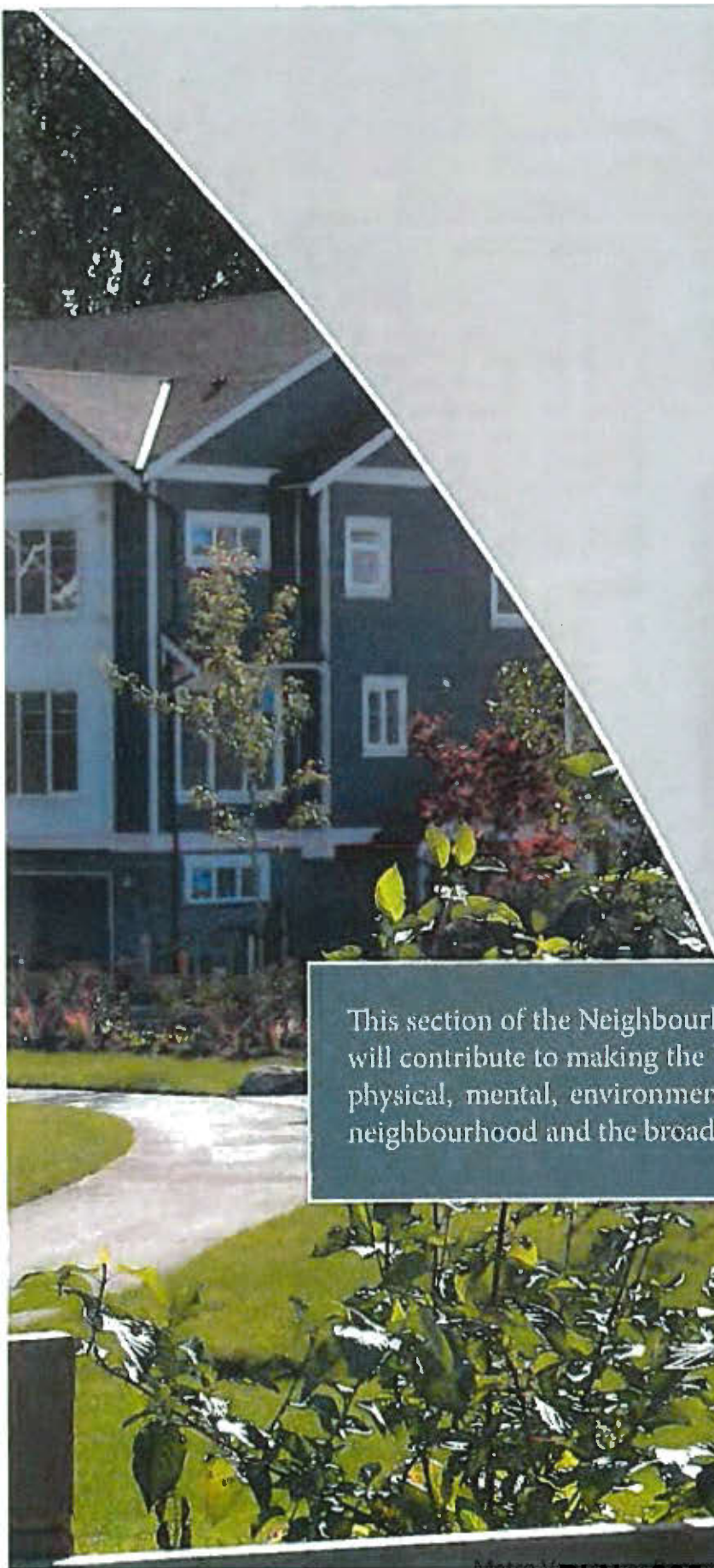
At full build-out, it is estimated that the Williams neighbourhood will accommodate approximately 4,600 people in 1,470 dwelling units. Table 5.1 provides an estimate of the future population in the neighbourhood at full build-out.

Table 5.1 | Distribution of Dwelling Units and Population

Land Use Designations	Approximate Area		Density	Population Density	Approximate Number of Dwelling Units	Approximate Population	Maximum Storeys from Grade
	Ha	Ac	Units Per Acre (UPA)	Person Per Unit			
Single Family Mixed Residential	38.6	95.4	6 - 10	3.8	763	2,900	2
Rowhouse / Townhouse	3.5	8.7	8 - 15	2.5	100	250	3
Townhouse	16.2	40.1	8 - 22	2.5	604	1,504	3
TOTAL					1,465	4,654	





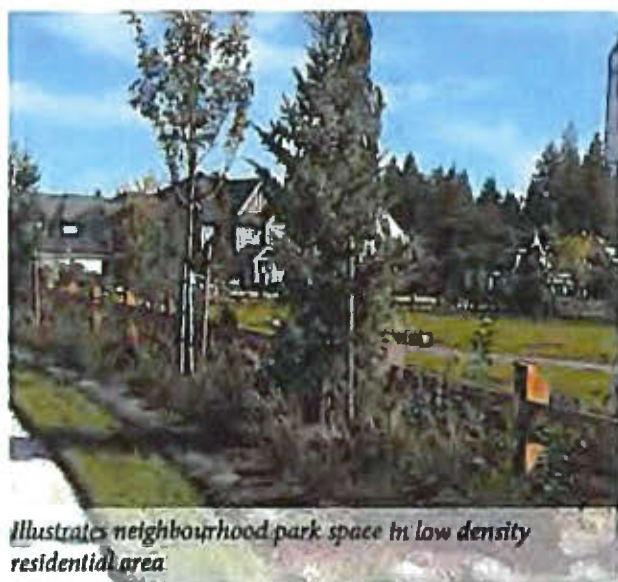


This section of the Neighbourhood Plan details the components that will contribute to making the Williams area liveable and support the physical, mental, environmental, social and cultural health of the neighbourhood and the broader community.

Community Facilities

6.1 PARKS AND OPEN SPACES

This Plan establishes a network of parks and open spaces that contributes to a complete and livable neighbourhood in the Williams area. These parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike.



Illustrates neighbourhood park space in low density residential area

6.1.1 NEIGHBOURHOOD PARKS

A Neighbourhood Park is to be accommodated in the initial phase of implementing and developing the Williams neighbourhood. This neighbourhood park will provide a variety of recreational opportunities, including sports fields, play grounds and natural areas, along with an Elementary School. The intent of these policies is provide direction to ensure that the Neighbourhood Park site, along with the Elementary School, are appropriately located, sized and configured, and that necessary access and connectivity to and from the park-elementary school site is sufficient and appropriate for the needs of the users. Policies specific to a neighbourhood park are as follows:

Policies:

1. Provide a Neighbourhood Park (minimum 2 hectares [5 acres] in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 4 hectares (10 acres), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
2. Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2, General Prerequisites.
3. Ensure that the Neighbourhood Park and the adjoining Elementary School that comprise the joint park-elementary school site, are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.



6.1.2 WILLIAMS VIEW PARK

The Williams View Park is at least 2 hectares (5 acres) in size and takes advantage of one of the highest points of the Milner Escarpment in the Williams area and one of the most visible from the Milner Valley. It is located in the vicinity of Morrison Crescent and 76 Avenue, and provides public open space for the neighbourhood and community, within an urban forest that is established through retention and enhancement.

The Williams View Park will be a combined passive and active open space with recreational activities carefully woven into the urban forest context. The View Park will help maintain and enhance the forest character of the Milner Escarpment from the Milner Valley and view opportunities to the valley below. The Intent of these policies is to establish an important place-making feature that contributes to the character and identity of the Williams neighbourhood. Policies specific to the Williams view park are as follows:

Policies:

1. Provide and develop the Williams View Park that is approximately 2 hectares (5 acres) in size and is in the vicinity of Morrison Crescent and 76 Avenue, as indicated on Map 1.
2. Prepare a Williams View Park design as conceptually illustrated in Figure 6.1, that has approximate dimensions of 100 metres by 200 metres, and includes extensive tree plantings, strategic view opportunities to the Milner Valley and Mount Baker, connections to the Arbour Ribbon, integration of informal adventure play grounds that provide a space for children to engage in unstructured play and exploration of their surroundings, outdoor exercise circuits and other compatible recreational activities.
3. Fund the Williams View Park through the Williams Amenity Zoning Policy.

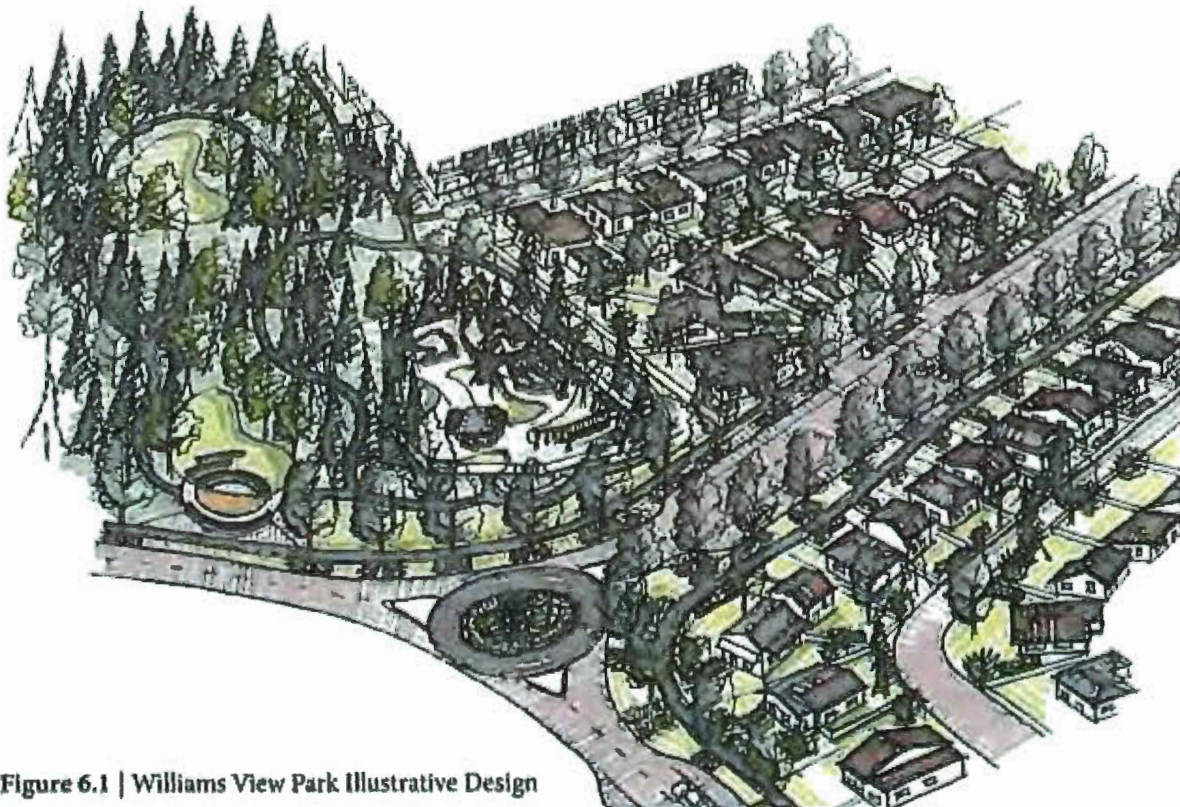


Figure 6.1 | Williams View Park Illustrative Design

6.1.3 POCKET PARK

The Pocket Park in Williams will be 0.6 hectare (1.5 acres) in size and provide a gathering and active play area, with a combination of programmed and informal, and soft and hard surface spaces, for children, youth and adults of all ages. The Pocket Park is intended to be small but inviting areas of public space incorporated into urban areas. In Williams, there will be a minimum of one (1) Pocket Park. This park space, along with the neighbourhood park and Williams View Park, will help to serve the needs of the local population by providing a space for people to have a picnic, for children to play, and for friends to meet and gather. The Pocket Park can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Pocket Park are as follows:

Policies:

1. Develop a minimum of one Pocket Park located generally in the area indicated on Map 1, that is a minimum of 0.6 hectares (1.5 acres) in size.
2. Locate the Pocket Park in the vicinity of the intersection of 214 Street, between 78 and 76 Avenues, adjacent to a Greenway, and apply a forested design theme.
3. Design the Pocket Park as conceptually illustrated in Figure 6.2 and in accordance with the general specifications shown in Figure 6.3.
4. Provide on-street parking along the Pocket Park road frontage.
5. Fund the Pocket Park through the Williams Amenity Zoning Policy.



Figure 6.2 | Pocket Park Illustrative Design



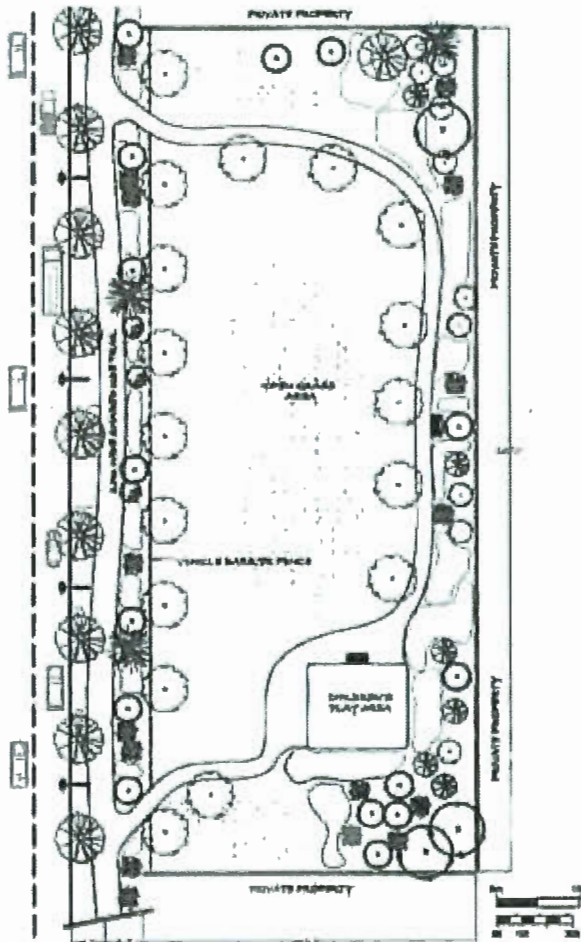


Figure 6.3 | Pocket Park General Specifications

6.1.4 WILDLIFE HABITAT PATCH

In accordance with the Township Wildlife Habitat Conservation Strategy, an approximate 1,563 m² (0.4 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways and watercourse riparian areas within the Williams area, that connect and extend throughout Willoughby.

The intent of these policies is to facilitate the establishment of a Wildlife Habitat Patch for the preservation of open space, the preservation of mature trees, and for the purposes of ensuring ecological integrity and the strengthening of connections between natural areas and public connections and spaces. Policies specific to Wildlife Habitat Patch are as follows:

Policies:

1. Provide a Wildlife Habitat Patch, along with associated Off Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection at Morrison Crescent and 77A Avenue, as illustrated on Map 1.
2. Prioritize the location, configuration and vegetation enhancement of the Wildlife Habitat Patch based on the five habitat types – coniferous, broadleaf and mixed tree species, dense understorey shrubs and ferns, and wetland areas – that are deemed most capable of supporting wildlife in an urban setting.
3. Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity, as warranted.
4. Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.
5. Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the Williams Amenity Zoning Policy.



Example of a Wildlife Habitat Patch

6.1.5 NEIGHBOURHOOD FORESTED MEWS

The Neighbourhood Forested Mews is a former and decommissioned municipally-owned street and/or road right-of-way that is currently not used for vehicular traffic, has had unnecessary utility infrastructure removed and all asphalt, concrete and other surface material removed, as relevant. The area has been reassigned and replaced with pedestrian-accessible, forested open spaces. The Neighbourhood Forested Mews will contribute unique 'place making' feature for neighbourhood design in the low-density residential areas in Williams. This concept provides an opportunity to meet one of the planning principles and design features in Williams that supports integrating natural features and systems into new neighbourhoods to create a sense of place and to preserve and enhance the 'treed' character of the Willoughby Escarpment, while at the same time, creating a pedestrian-oriented, public amenity-rich neighbourhood. Policies specific to the Neighbourhood Forested Mews are as follows:

Policies:

1. Provide and develop the Neighbourhood Forested Mews at the locations as indicated on Map 1. The Neighbourhood Forested Mews will encompass the entire width - approximately 20 metres - of the existing dedicated public right of way.
2. Incorporate appropriate soils along the Forested Mews to support long-term, stable rooting for trees as well as rainwater detention and nutrient holding capacity.
3. Retain and include new trees, with a focus on coniferous, evergreens, and integrate a 3.0m wide shared-use, asphalt trail.
4. Consider relocation of the Neighbourhood Forested Mews provided that the area is the same or greater and there is a clear net benefit (e.g., retention of mature trees).
5. Consider the orientation of adjacent residences to front the Neighbourhood Forested Mews, if deemed appropriate and feasible. Provide these residences with pedestrian access to the Mews, yet include measures to differentiate public and private space, and provide a minimum of four (4) off-street parking spaces for each dwelling unit that fronts the Mews. No tandem parking within a building shall be permitted.
6. Require development to fund the removal and/or relocation of infrastructure, and any soil remediation, as part of Works and Services requirements of the Township's Subdivision and Development Servicing Bylaw.
7. Fund the reforestation of the Neighbourhood Forested Mews from existing and appropriate Township of Langley sources.
8. Fund the 3.0 metre wide shared-use, asphalt trail through the Williams Amenity Zoning Policy.



6.2 GREENWAYS AND PEDESTRIAN CONNECTIONS

The network of greenway and pedestrian connections in Williams is an important component of the mobility network for both pedestrians and cyclists and a key recreational amenity. Along with the sidewalk and cycle lane network described in Section 8, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian links provide continuous pedestrian connections between destinations within and beyond the plan area, and a range of easily accessible, recreational experiences. Some greenways also provide opportunities to integrate unique landscape and stormwater management features such as raingardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 1.

6.2.1 STREET GREENWAYS

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to street greenways are as follows:

Policies:

1. Provide contiguous Street Greenways in the locations identified on Map 1.
2. Construct Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.

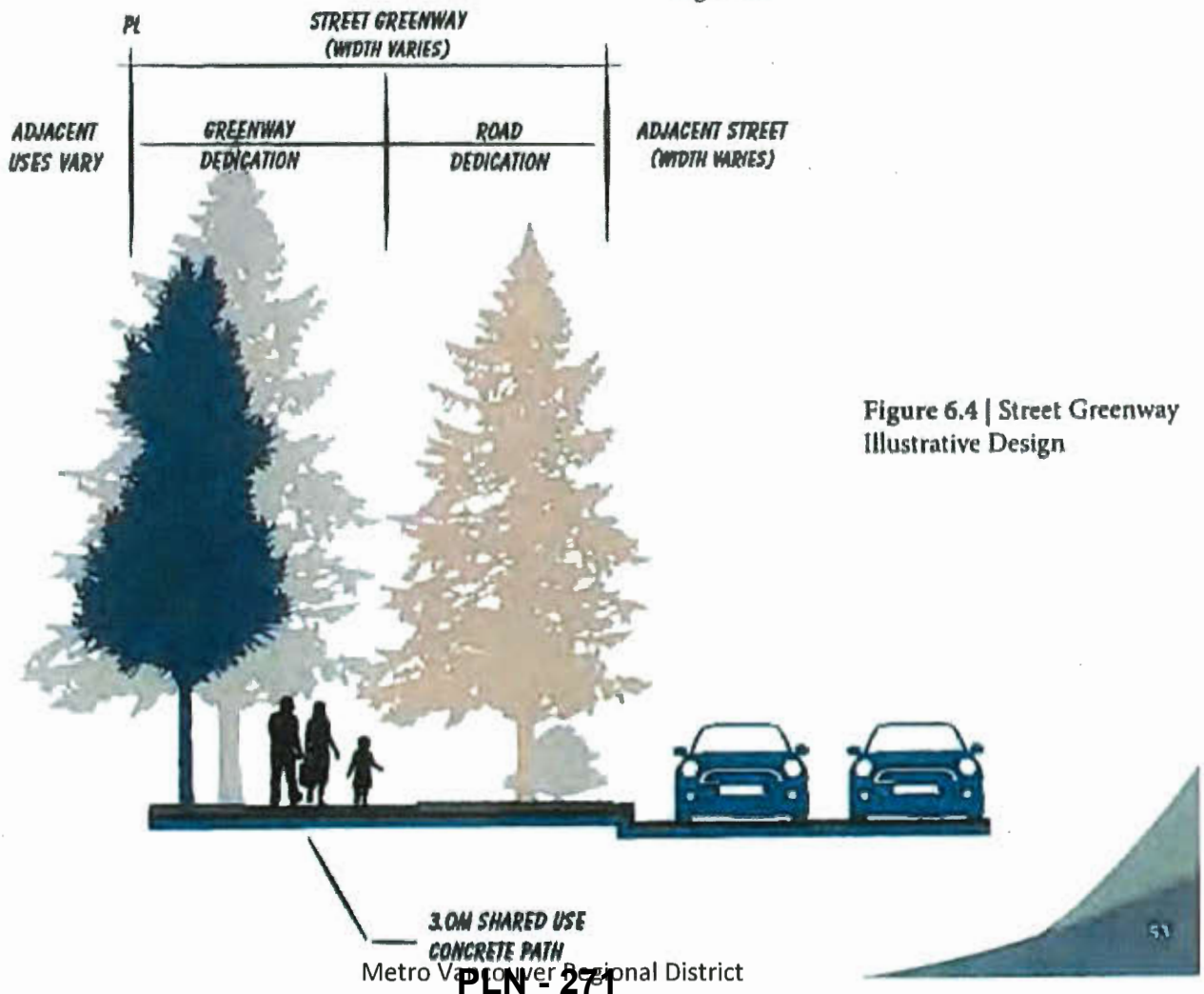


Figure 6.4 | Street Greenway Illustrative Design

3. Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the usual deciduous street trees.
4. Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
5. Provide safe street crossings for pedestrians and cyclists at key intersections.
6. Fund Street Greenways through the Williams Amenity Zoning Policy.

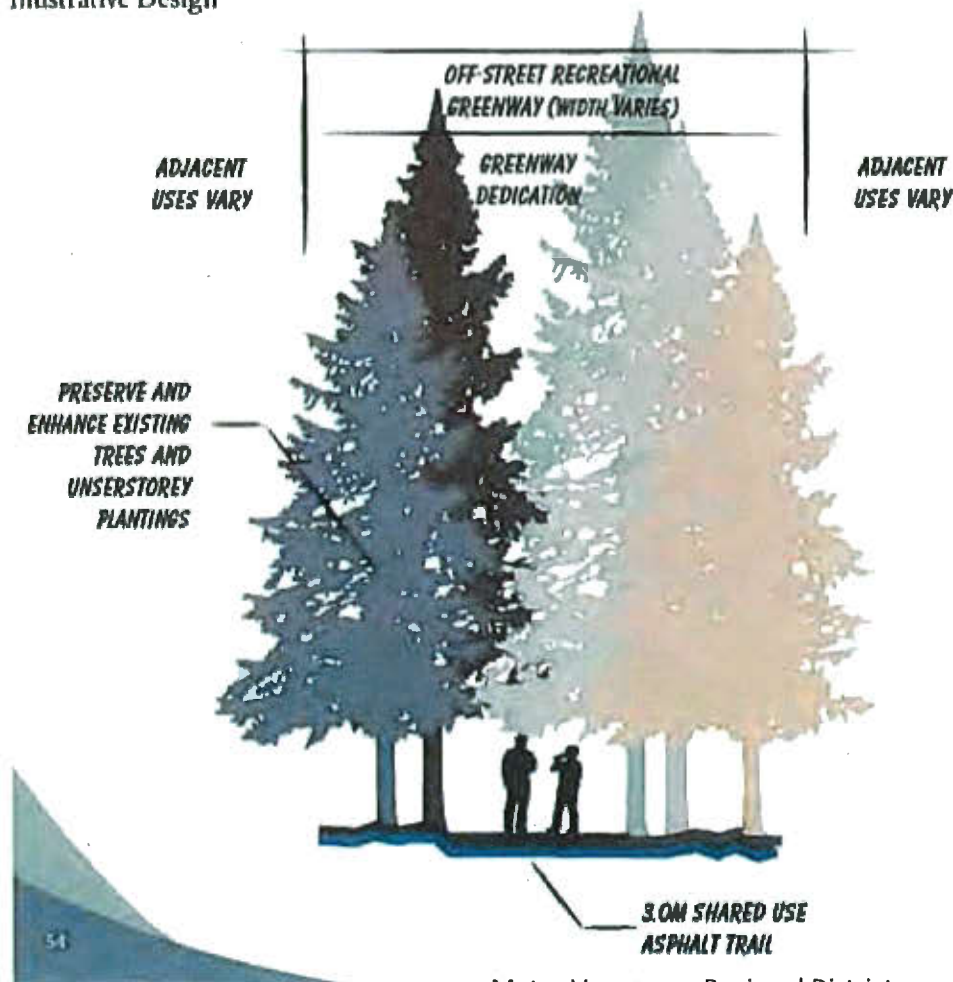
6.2.2 OFF STREET RECREATIONAL GREENWAYS

Off-Street Recreational Greenways are trails that provide pathway connections between other pedestrian and cycling facilities. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to off-street greenways is as follows:

Policies:

1. Provide Off-Street Greenways in the locations identified on Map 1.
2. Construct Off-Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.5.
3. Fund Off-Street Greenways through the Williams Amenity Zoning Policy.

Figure 6.5 | Off-Street Recreational Greenway Illustrative Design



6.2.3 CREEK GREENWAYS

Creek Greenways are off-street trails that run adjacent to existing watercourses, Conservation and Watercourse Compensation Areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to creek greenways are as follows:

Policies:

1. Provide Creek Greenways in the locations identified on Map 1.
2. Construct Creek Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.6.
3. Locate Creek Greenways generally adjacent to the riparian areas and Watercourse Compensation Areas. Consideration will be given to locating the Creek Greenways within the outer edges of the Riparian Areas and Watercourse Compensation Areas provided that they do not negatively impact the habitat value or biological integrity of said areas.
4. Build appropriate 'connections' where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.
5. Fund Creek Greenways through the Williams Amenity Zoning Policy.

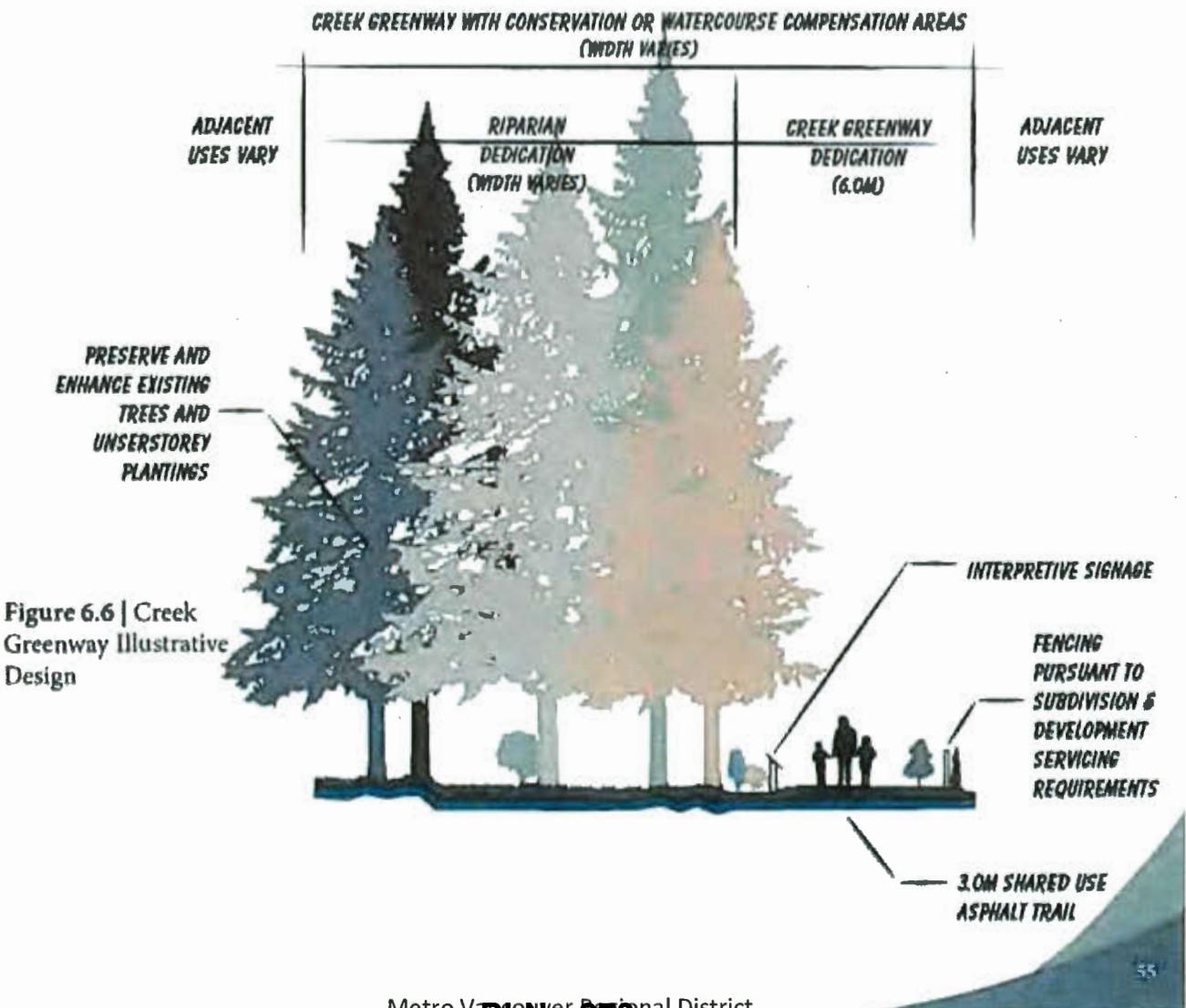


Figure 6.6 | Creek Greenway Illustrative Design

6.2.4 ENHANCED SIDEWALKS

Enhanced sidewalks are suitable in areas where short on-street pedestrian and cyclist connections are required adjacent to the riparian areas or in order to connect greenways. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 1.
2. Construct Enhanced Sidewalks in accordance with the standards provided in Table 6.1.
3. Fund Enhanced Sidewalks through the Williams Amenity Zoning Policy.

6.2.5 PEDESTRIAN LINKS

Pedestrian Links are to be provided to connect through developments and subdivisions, to and from greenways and trails, schools and bike routes within and outside the plan area as well as through areas where public access along a road is widely spaced. The location for the Pedestrian Links, as shown on Map 1, is not intended to be interpreted literally but approximately. The intent of these policies is to secure, through development, additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connections with adjacent neighbourhoods and destinations. Policies specific for the pedestrian links are as follows:

Policies:

1. Provide Pedestrian Links, which are a minimum three (3) metre wide concrete shared use, hard-surface (e.g., concrete, asphalt) pathway, in the locations identified on Map 1.
2. Design entrances to Pedestrian Links, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a 'public' pathway.



3. Pedestrian Links are not funded through the Williams Amenity Zoning Policy.

6.2.6 GREENWAYS, PEDESTRIAN LINKS & ENHANCED SIDEWALK STANDARDS

Table 6.1 provides a summary of the Greenways, Pedestrian Links and Enhanced Sidewalk Standards.

TABLE 6.1 | Greenways, Pedestrian Links and Enhanced Sidewalk Standards

TYPE	STANDARDS
Street Greenways	<ul style="list-style-type: none"> • 4.5m wide dedication (5.5m wide dedication along 216 Street, between 76 and 80 Avenues and along 76 Avenue) • 3.0m wide shared use, concrete pathway
Off-Street Recreational Greenways	<ul style="list-style-type: none"> • 4.5m wide dedication • 3.0m wide shared use, concrete pathway
Creek Greenways	<ul style="list-style-type: none"> • 3.0m wide shared use, asphalt trail located in the outer 6.0m of the required riparian area.
Pedestrian Links	<ul style="list-style-type: none"> • 3.0m wide shared use concrete pathway
Enhanced Sidewalks	<ul style="list-style-type: none"> • within the road dedication • 2.0m wide buffer between the curb and sidewalk • 3.0m wide concrete sidewalk • 1.0m wide buffer between the property line and the sidewalk

6.3 SCHOOLS

At present there are no elementary schools in the Williams neighbourhood. At full buildout it is estimate that the Williams neighbourhood will contribute approximately 530 elementary school students (i.e. kindergarten to grade 5), 220 middle school students (i.e. grades 6 to 8), and 251 senior high school students (i.e. grades 9 to 12).

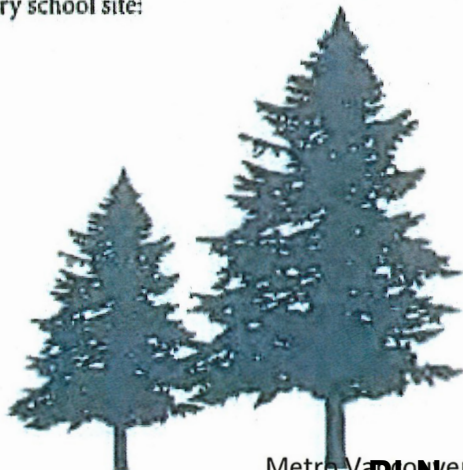
A future elementary school site in Williams is anticipated to accommodate this growth in the number of students in the neighbourhood. It is anticipated that approximately 2 hectares (5 acres) of land for a new school site will be required. School District 35 will acquire the new school site, which would be developed at such time that the population growth warrants the establishment of the new school. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

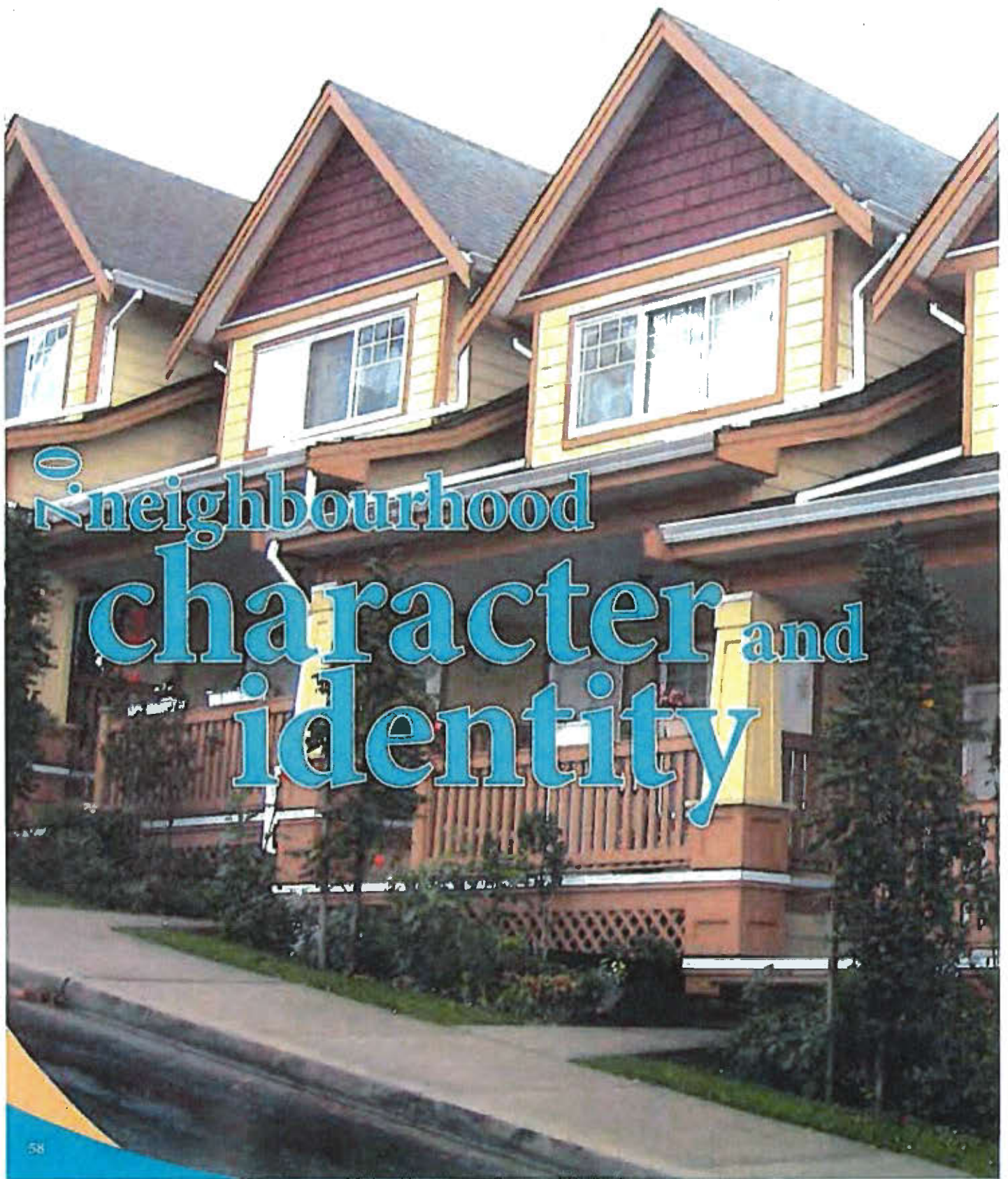
The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The School District has developed a Long Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually through the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of these policies is to provide guidance, in terms of the size and approximate location for a future joint use park-elementary school site:

Policies:

1. Accommodate an Elementary School, which will form part of a joint neighbourhood park-elementary school site with a minimum total size of 4 hectares (10 acres; 5 acres neighbourhood park and 5 acres elementary school), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
2. Identify and secure the Elementary School site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2 General Prerequisites.
3. Ensure that the Elementary School and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.





This section of the Plan includes policies that guide the development of place making features in the Williams area that will contribute to the character and identity of the neighbourhood as it grows and changes over time.

Neighbourhood Character and Identity

7.1 NEIGHBOURHOOD PLACE MAKING

The Williams neighbourhood is envisioned to be an urban, compact neighbourhood characterized by an active public realm. Within the streetscape, a variety of amenity features will help to further animate public spaces, promote walking, encourage community interaction and contribute to a the identity of the neighbourhood and the making of place.

The neighbourhood is expected to include an elementary school, employment lands in the form of a business park, a local-serving commercial node, a variety of park and open spaces, as well as pedestrian and cycling connections. Access to all of these should be possible via sidewalks, greenways and trails with appropriate crosswalks provided at controlled intersections.

View corridors from the neighbourhood to the south and southeast to the Milner Valley and vistas beyond (Mount Baker), are also provided in strategic locations. Neighbourhood, subdivision and building designs will also contribute to the retention and enhancement of the treed character of the Willoughby Escarpment, as seen and viewed from various points along the Milner Valley, specifically along Glover Road.

7.2 NEIGHBOURHOOD LANDMARKS

Within the Williams neighbourhood, there are two Neighbourhood Landmarks that serve as area gateway features that announce entrance into the Williams area, create civic focal points, and enhance the network of visual reference points throughout the Willoughby community. The locations, as denoted on Map 1, include:

- Intersection of 212 Street and 80 Avenue (see Figure 7.1)
- 216 Street and Highway #1 Interchange (see Figure 7.2)

The Neighbourhood Landmark at 212 Street and 80 Avenue is approximately 3,802 m² (0.95 acre) in size and provides a predominantly hard landscaped urban public open space at the physical confluence of Street Greenway networks in Williams, connections with Smith and Yorkson neighbourhoods and areas beyond, and is located within former dedicated roads and will be maintained by the Township. The space for the Neighbourhood Landmark is on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorists along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.



Figure 7.1 | Neighbourhood Landmark at 212 Street and 80 Avenue Illustrative Design

The second Neighbourhood Landmark at 216 Street and Highway #1 Interchange, on the west side, is an open space area that includes neighbourhood infrastructure – rainwater detention pond – at the confluence of a variety of Greenways and a gateway design and complementary features that thematically tie these elements together. The intent of these policies is to establish key place-making features in these gateway areas and contribute to the identity of the Williams neighbourhood. Policies specific for Neighbourhood Landmarks are as follows:

Policies:

1. Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street, as indicated on Map 1.
2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on Map 1, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail and public art.
3. Design the Neighbourhood Landmarks in accordance with the general concepts as shown in Figure 7.1 and Figure 7.2, including the incorporation of public art.
4. Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the Williams Amenity Zoning Policy.
5. Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the Williams Amenity Zoning Policy (not including the stormwater detention pond and associated plantings and landscaping).



Figure 7.2 | Neighbourhood Landmark at 216 Street and Highway #1 Illustrative Design

7.2.1 PUBLIC ART

In Williams, Public Art will form part of the two Neighbourhood Landmark locations. Public art is intended to improve the character and vibrancy of the public realm and to encourage community interaction amongst residents and visitors. The intent of these policies is to establish Public Art that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area. Policies specific for Public Art are as follows:

Policies:

1. Include Public Art as part of Neighbourhood Landmarks at the locations identified on Map 1.
2. Require the Township of Langley to manage, maintain and insure all Public Art in accordance with Council's Public Art Policy (No. 06-024).
3. Ensure that an appropriate collection management system is in place and those documentation standards and inventory practices are implemented.
4. Encourage the incorporation of additional on-site Public Art in the design of buildings or landscape as part of development. Public Art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.
5. Fund Public Art for the public locations identified on Map 1 through the Williams Amenity Zoning Policy.

7.3 STORMWATER FACILITIES AS AMENITIES

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity efforts shall be made to design ponds with these goals in mind. Two (2) detention ponds shall be located in the vicinity of 216 Street in the Williams Neighbourhood Plan area: one at the northeast corner of the Plan area and another at the southeast corner. Policies specific for stormwater facilities as amenities are as follows:

Policies:

1. Incorporate pedestrian access around all or part of the edge/perimeter of stormwater facilities and link this pedestrian feature with nearby Greenways.
2. Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access to all areas of the facilities.
3. Include aesthetic considerations as part of the design of stormwater detention pond, including but not limited to exposed walls and slopes visible by the public. This shall include hard and soft landscape design solutions, where appropriate. Incorporate evergreen, coniferous tree plantings around the perimeter of the detention pond to contribute to the treed character of the Willoughby Escarpment.
4. Design fencing to be aesthetically pleasing and thematically aligned with the design features of the Neighbourhood Landmark spaces. Acoustic barriers should be considered and included where traffic noise or adjoining uses negatively impacts the enjoyment of the amenity space and views to and from the facility.



7.4 GREEN ROOFS

Green roofs (also known as "living roofs") can also promote effective stormwater management, reduce energy use, as well as provide communities with additional spaces for amenity and recreation uses. They consist of various roofing layers topped with a soil-like growing medium and specific plant species that have the ability to withstand dramatic swings in climatic conditions. The intent of these policies is to encourage the application of green roofs as part of development in the Employment District.

Policies:

1. Encourage new commercial and industrial buildings to incorporate green roofs to mitigate stormwater impacts and improve energy efficiency.
2. Consider the provision of employee accessible outdoor space on the green roof to accommodate both recreational and ecological needs.
3. Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams Neighbourhood Plan area.
4. Design green roofs in accordance with the BC Green Building Code.
5. Adhere to Township policy regarding, among other items, the management, maintenance and insurance/liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance of the green roof are the responsibility of the building and/or property owner.



7.5 LANDSCAPE BUFFERS

A Landscape Buffer is a linear feature with plantings, earthen berms and hardscaping (e.g., fencing) that provides visual and noise attenuation between different land uses and transportation infrastructure. In the Williams area, a 'freeway' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and Highway #1. An 'interface' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park. Policies specific to Landscape Buffers is as follows:

Policies:

1. Provide a 'freeway' Landscape Buffer that is 15 metres wide, that includes retained and additional tree plantings, understorey plantings and ground cover, an earthen berm, and a 3 metre wide trail, and is located adjacent to Highway #1 as illustrated in Figure 7.3.
2. Provide an 'interface' Landscape Buffer at the location between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park, as illustrated in Figure 7.3, that is 6 metres deep and that extends the full length of the east property line. This buffer feature is in addition to landscaping requirements and setbacks treatments required in the Township of Langley Zoning Bylaw, Subdivision and Development Servicing Bylaw (as amended from time to time) and other relevant Township bylaws.
3. Fund the provision of Landscape Buffers through the Williams Amenity Zoning Policy.

Figure 7.3 | Landscape Buffer Locations



7.6 LOCAL ROAD GATEWAYS

Local Road Gateways provide a further place-making opportunity to indicate arrival to and departure from residential areas within the Williams area. These entrances help create an identifiable place and provide a significant entryway. The intent of these policies is to guide the inclusion of Local Road Gateways in appropriate locations in the Williams area.

Policies:

1. Construct Local Road Gateways where local roads meet collector roads consistent with the standards illustrated in Figure 7.4. Incorporate additional landscaping and signage as appropriate.

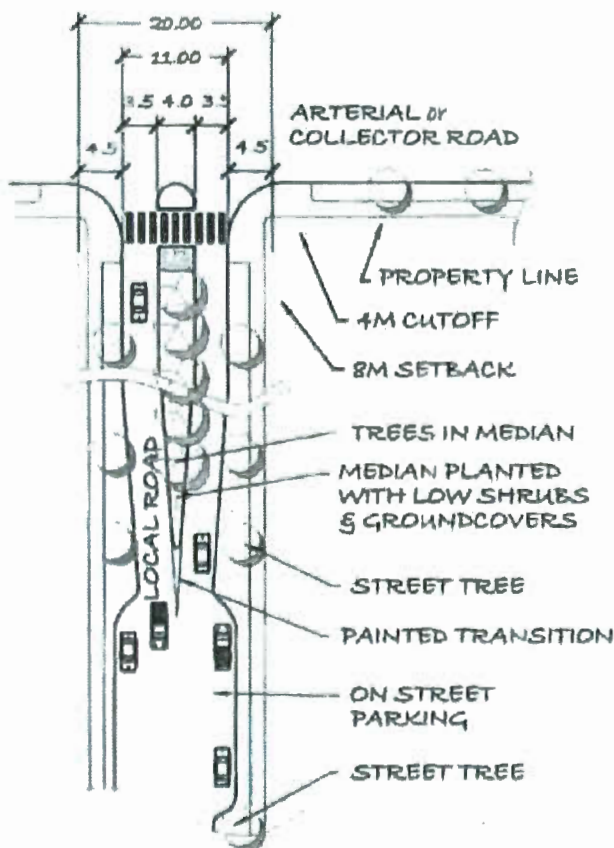


Figure 7.4 | Conceptual Local Road Gateway Design

7.7 UTILITY BOXES AND VAULTS

Urban communities include a variety of supporting infrastructure, some of which is visible and others are not. Siting and finishes of these at-grade or above-grade infrastructure are necessary and careful location and placement is warranted such that they do not interfere with mobility or the aesthetic qualities of the Williams area. The intent of these policies is to guide the location and appearances of at-grade utility boxes and vaults.

Policies:

1. Plan and coordinate the location of utility boxes (e.g. telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.
2. Place existing overhead utilities underground as part of new development and upgrades to infrastructure.
3. Apply appropriate 'wraps' on utility boxes and other at-grade mechanical equipment as part of off-site and on-site works and services associated with development in order to reduce graffiti and improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.



7.8 RETAINING WALLS

Developing a pedestrian friendly, visually attractive neighbourhood in a setting characterized by sloping sites is a key aim of the Plan. The southern portion of the Williams Plan has a sloping terrain that could result in significant grading and use of retaining walls to create suitable development sites. The intent of these policies is to encourage new development to work with the land to create viable high-quality developments.

Policies:

1. Ensure development and infrastructure projects build with the slope to help preserve the natural topography of hillside areas and minimize cut and fill excavations.
2. Integrate landscaping, apply texture treatments and use a 'stepped-approach in the design of retaining walls where they are located along any public right-of-way, in a public space or area visible to the public, in order to provide visual interest and help integration with the surrounding area.

7.9 HERITAGE

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Williams Neighbourhood:

- Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process;
- Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values;
- Encourage retention of existing building stock, where feasible, by demonstrating flexibility in the assessment of adaptive re-use projects;
- Encourage and support salvage efforts in the deconstruction of existing buildings;
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program; and
- Investigate extending conservation incentives for heritage building owners in the form of permissive or property tax exemptions.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, there are reports that some lithic materials have been found within the Yorkson Creek area, indicating that the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites, and landowners, occupants and service providers are required to conform to provincial process and permitting requirements with respect to both known and unknown sites.



Natural and Cultural Landscapes

The Willoughby escarpment that runs along the eastern edge of the Williams neighbourhood is a prominent geographical feature. This natural feature, which forms a natural division between the Milner Valley and upland areas, includes some large stands of trees both within Williams and its adjacent rural areas to the south and southeast. The escarpment additionally provides for scenic views of the location of the historic 1830s Hudson Bay Company Farm in Milner, and in some locations longer views to Mount Baker, the Golden Ears and other peaks in the Coast Mountain Range.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through a combination of tree protection and tree replacement strategies. Implementation of these strategies will be emphasized for areas along the Agricultural Land Reserve boundaries, along the east and south boundaries of the plan. Given that the urbanization process will occur over a number of years and decades, the escarpment's image and character will evolve and regenerate as new trees grow and mature along the within the neighbourhood.

The low-lying, flat lands surrounding Milner comprise the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration, agricultural use, and valley views since the early 1800s.

Built Resources

The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for several buildings within the plan boundaries, although none of the sites identified have been added to the Township's Heritage Inventory to date.

The intent of these policies is to guide the preservation, restoration and commemoration of built and archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Williams area.

Policies:

Protect Archaeological Sites and Areas

1. Discourage unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act through the provincial Archaeology Branch.

Protect the Character of the Milner Valley as a Cultural Landscape

2. Retain the historic views up and down the Milner Valley as well as the natural topographical division between the valley's current agricultural/rural lands and the upland areas by preserving, enhancing and incorporating trees and stands of trees along, above and below the Willoughby Escarpment, with a particular focus on the south portion of the Williams area and the urban/rural edge along the Agricultural Land Reserve boundary.
3. Design and locate new development, buildings, roads, parks and pedestrian connections, within sightlines from the Milner area toward the Willoughby Escarpment, with consideration given to the various view levels, with the objective of enhancing and preserving a forested escarpment. Designs should include a view analysis.
4. Apply compatible exterior materials and colours that blend with the natural, treed environment that characterizes the escarpment.
5. Preserve specimen trees in the Williams area as part of development and infrastructure projects (e.g., row of 'cherry blossom' trees along 76 Avenue).



Preserve Sites Deemed to be of Historic Value

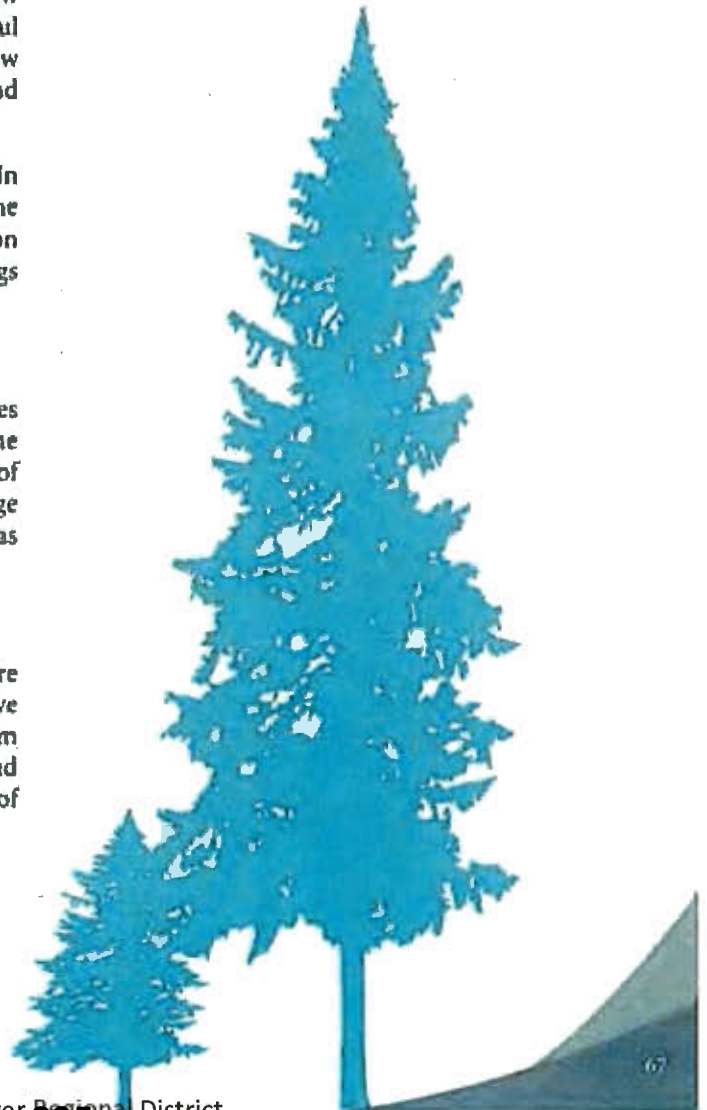
5. Retain buildings, including those identified within the Plan boundaries that were identified in the Willoughby Heritage Study (2005) and others deemed to be of historic value, through the use of heritage revitalization agreements and other tools provided by the *Local Government Act*, based on a future independent site assessment at the time of redevelopment.
6. Consider, on a case-by case basis, financial incentives such as density, use, siting and other regulations, as a means of retaining historic buildings.
7. Seek adaptive re-use of historic buildings and the incorporation of such resources into new developments. In such situations, the successful integration of historic buildings within new developments will be assessed based on form and character considerations.
8. Encourage the utilization of best practices in conservation planning by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada for historic buildings earmarked for retention.

Document Buildings Approved for Removal

9. Provide photo documentation for archival purposes or alternatively prepare an 'As-Found Report' to the satisfaction of the Township prior to the removal of any building that has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study or other sources.

Commemorate Williams History

10. Commemorate early and historic places, where appropriate, with historic place names or interpretive signage and through complementary public realm design and signage projects that recognize and celebrate the tangible and intangible aspects of Williams's history.



7.10 Crime Prevention Through Environmental Design

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, vehicles and cyclists. Traffic safety is addressed further in Section 8.

The way in which we design our communities and public spaces, allow for new development and encourage interaction amongst the public can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called "Crime Prevention through Environmental Design" (CPTED), the principles of which include the following:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Williams occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Policies:

1. New developments should be designed to provide "eyes on the street" through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.
2. Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
3. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
4. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

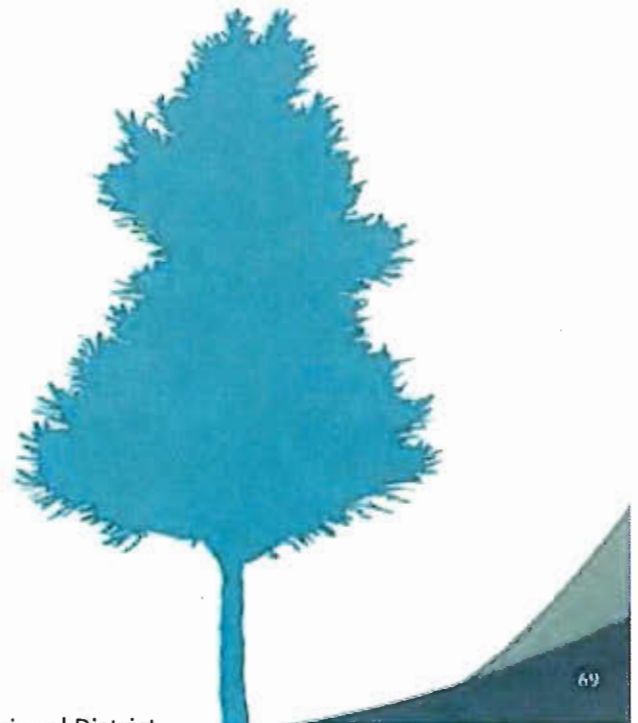


7.11 Lighting Design

In Williams, neighbourhood-specific on-street and off-street lighting for vehicle travel lanes, parking and pedestrian areas will be provided at the commercial node, located at 80 Avenue and 216 Street. The integration of this lighting will help to create pedestrian-friendly character, and desirable and active streetscapes in key areas of Williams. The intent of these policies is to establish neighbourhood-specific lighting in Williams that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area.

Policies:

1. Provide ornamental street lighting fixtures at the Williams commercial node, located at 80 Avenue and 216 Street, for both on-street and off-street areas.
2. Locate and space on-street and off-street lighting elements based on the industry standard modeling and requirements, CPTED principles, BC Building Code, Township of Langley's Subdivision and Development Servicing Bylaw specifications and standards and the Exterior Lighting Impact Policy, as amended from time to time.
3. Include pedestrian scale lighting along all streets, street greenways, creek greenways and other pedestrian areas and connections.





mobility

The mobility network supports and ties together the land use elements of the Williams neighbourhood. The transportation system for this Plan encourages sustainable modes of transportation and provides a highly-connected network of pathways, streets and transit routes. This section outlines policies for mobility in the Williams area, including those intended to facilitate the use of active transportation modes as well as those intended to ensure that future transit and street networks function efficiently.

Mobility

8.1 STREET NETWORK

As the Williams area develops, the street network will link various parts of the neighbourhood together and will be functional, safe and efficient for all modes of travel. The Williams street network is predicated on the Township's street network hierarchy, which classifies roads based on function, traffic service, land access, and traffic volumes. The following road types are included within Williams:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Williams neighbourhood has 80 Avenue, 212 Street and 216 Street as arterial roads.
- **Collector Roads** are intended to connect traffic from local roads to arterial roads and place equal importance on traffic movement and access to properties. The collector roads within Williams form an alternative grid network that will help distribute traffic throughout the area. The collector roads for Williams are 76, 78, 79A and 81 Avenues and 212A (including Morrison Crescent), and 214 Street.
- **Local Roads** are intended to provide access to individual properties and are not intended for through travel.
- **Lanes** are intended to provide access to individual properties from the rear. They are included in the Circulation Concept Plan at a conceptual level only.

This section outlines the street network within the Williams area and harmonizes the need for motor vehicle movement and parking with the needs of pedestrian, cyclists and transit users. The street network is designed to support a modified grid pattern where possible, combined with a 'fine-grained' block and lot structure that reflects the topography and grades of the area and supports the development of energy efficient neighbourhoods. The street network is appropriately sized for the anticipated amount of traffic. It will distribute vehicular traffic through multiple routes provided within the Williams area, and is connected with the broader Willoughby area, and destinations beyond. The Circulation Concept Plan (Map 3) outlines the planned street network. Substantial compliance with the street network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Develop the street network, including arterial, collector, local roads, as illustrated in the Circulation Concept Plan (Map 3). The alignment of the collector route of 78 Avenue to 77A Avenue is required to ensure connectivity. The local road alignment as illustrated in the Circulation Concept Plan that provides connection between 76 Avenue and 79A Avenue shall be incorporated as part of subdivision design. Flexibility will be considered without amendment to this Land Use Plan where the local road cannot conform entirely to the concept due to site constraints.
2. Design the layout of residential areas with a block-based network of walkable streets on a modified grid with an east-west orientation (see Section 4.0) and aligns with the arterial and collector network as illustrated in the Circulation Concept Plan (Map 3). The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units. Single-access street patterns (culs-de-sac) shall be avoided; where this is impractical, safe and functional pathway connections that accommodate pedestrians and cyclists shall be provided to link with the mobility network in Williams and points beyond.
3. Incorporate low impact design features for rainwater management into street designs within the Williams area, to facilitate the infiltration of stormwater.



4. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.
5. Secure statutory rights-of-way for all category of streets, including arterial, collector, local and lanes. A right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.
6. Locate multi-family amenity spaces away from arterial streets.
7. Apply modest grade-separation features that are appropriate and in keeping with the goal of walkable streets – such as an elevated main entrance of the dwelling unit from the finished grade, retaining walls along the property line – for all residential development along arterial streets to provide sound attenuation.

8.2 PEDESTRAIN AND BICYCLE CIRCULATION

This section outlines the pedestrian and bicycle routes within the Williams area, which form a critical part of the multi-modal, mobility network. In addition to sidewalks on the street network and on-street bike lanes along arterial streets, other facilities have been included in the network that pedestrians and cyclists can use to get around the area and connect with surrounding communities and destinations.

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are defined as follows:

- Commuter routes provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.
- Recreational routes provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.

- Community routes provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) as well as key destinations such within broader Willoughby such as the Carvolth Transit Exchange and Willoughby Town Centre, as well as connections to the frequent transit corridor along 200 Street, to Walnut Grove and Trinity Western University.

The intent of these policies is to outline the pedestrian and cycling network within Williams that contribute to the connectivity of the area and the community. The Circulation Concept Plan (Map 3) outlines the planned network for these active transportation modes. Substantial compliance with the network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Incorporate pedestrian facilities and networks such as Street Greenways, Creek Greenways, Enhanced Sidewalks, and Pedestrian Links in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (Map 3) as illustrated.
2. Design cycling facilities and networks, including commuter, recreational and community routes, in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (Map 3) as illustrated.



8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit to 2031. This vision includes 200 Street in the Willoughby area as a Frequent Transit Network (FTN) route in the short and medium term and 208 Street as a Frequent Transit Network (FTN) route candidate. Over the long term, 200 Street is envisioned to be part of TransLink's Rapid Transit Network, with potential for the corridor to accommodate bus or light rail rapid transit service within a dedicated median.

TransLink's South Fraser Area Transit Plan does not currently indicate any specific new transit routes through the Williams neighbourhood. Williams is located 3km from the Carvolth Exchange, a major transit exchange that connects riders to Langley City, Maple Ridge, Abbotsford, and Millennium and Expo SkyTrain lines. In the future, transit ridership is expected to grow and it is reasonable to assume conventional transit services will likely operate on major arterial roads such as 216 Street, 212 Street and 80 Avenue. It is reasonable to assume that some transit services could operate on collector roads as well.

An objective for the Williams Neighbourhood Plan is to enable active transportation by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops; at least in the short and medium term until such time as bus transit is provided in the Williams area.

Policies:

1. Accommodate future bus transit routing and stops in the Williams area along arterial streets through appropriate street design standards.
2. Provide a street design standard along the 78 Avenue to integrate future community shuttle transit service.
3. Design transit stops to include suitably sized landing pads for passengers, as well as amenities such as shelters and benches, where appropriate.



8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has a generalized approach to intersection control which is delineated as follows:

Intersection Type	Traffic Control Type
Arterial / Arterial	Traffic Signals
Arterial / Collector	Traffic Signals
Collector / Collector	Roundabouts

These intersection control types are used as a starting point in the development of the Circulation Concept Plan (Map 3) for Williams.

Policies:

1. Incorporate traffic control and traffic calming infrastructure in the Williams neighbourhood, in accordance with the Circulation Concept Plan (Map 3), as illustrated.
2. Require a detailed transportation assessment as part of development review process for individual sites, as deemed appropriate, to confirm intersection control types that are applied to any particular intersection.
3. Apply additional traffic calming elements, as outlined in Council Policy 05-110 Neighbourhood Traffic Calming, for collector and local roads, as determined through a transportation assessment as part of the development review process. Particular attention for additional traffic calming measures will be given to north/south collector and local streets on steeper terrain and intersections along 76 Avenue (e.g., at 214 Street).
4. Limit 'right-in / right-out' turning movements at the intersection of 76B Avenue at 216 Street. As part of development review process, consider as part of the detailed transportation assessment the need and technical appropriateness of pedestrian activated signal at 78B Avenue at 212 Street.

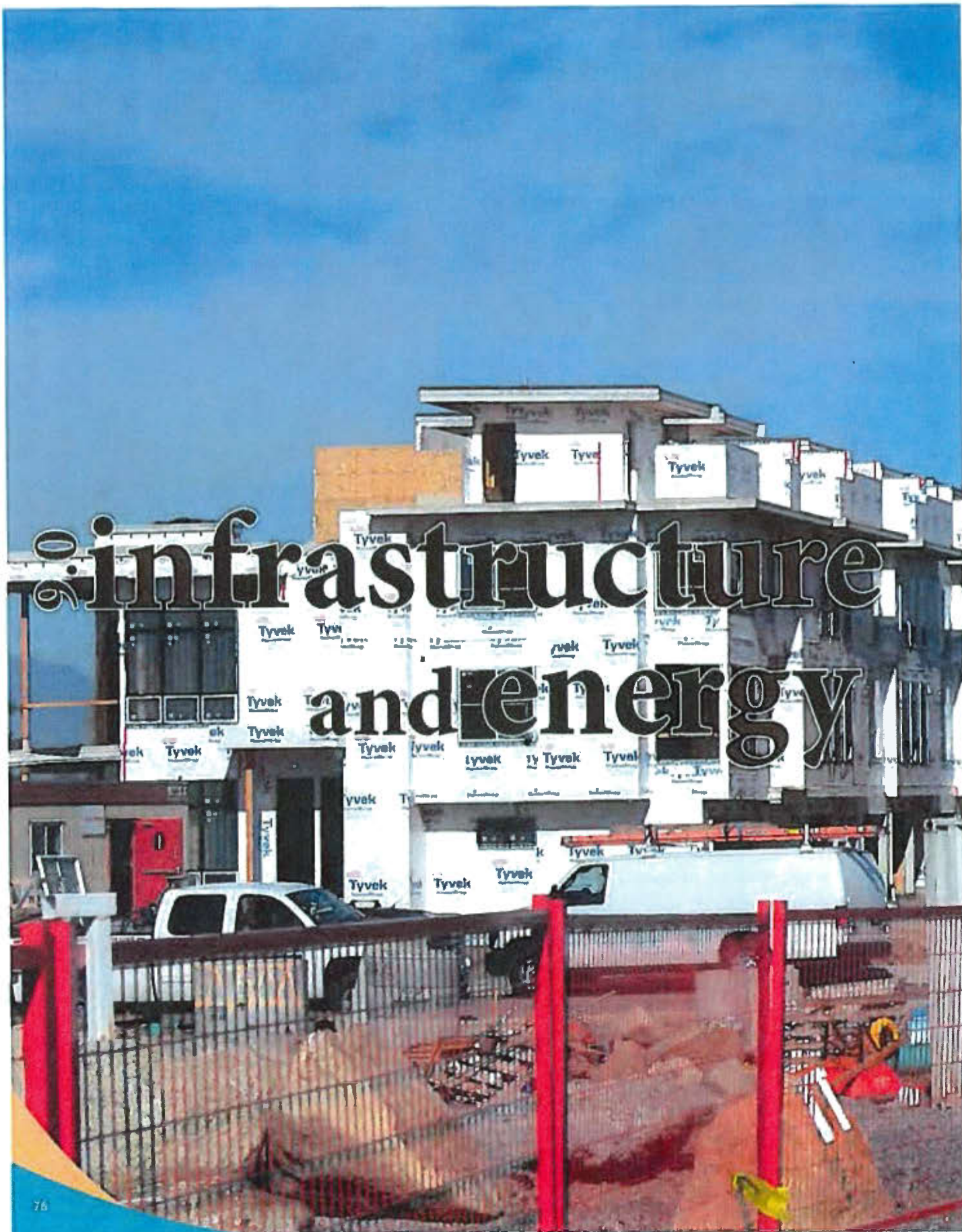
8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

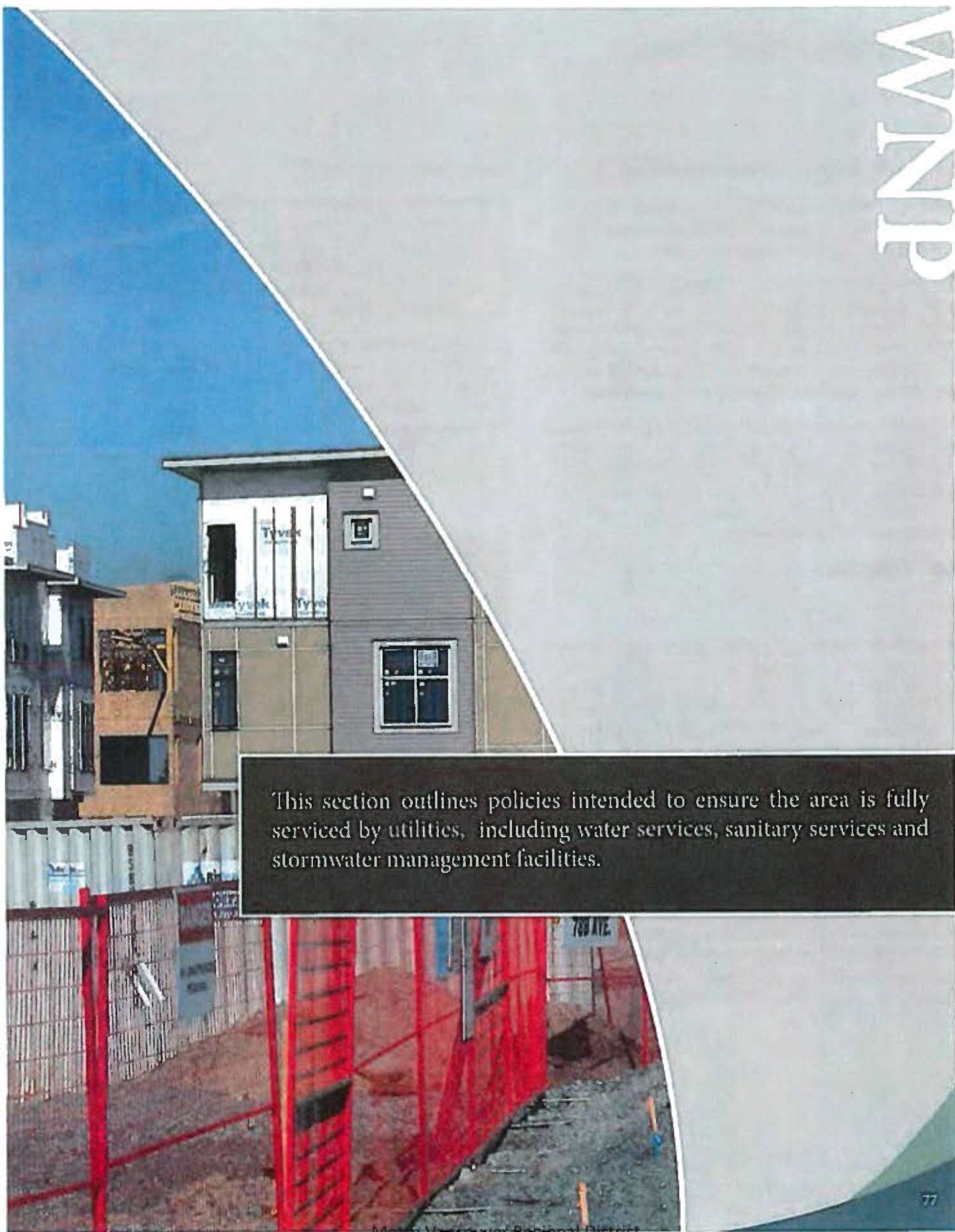
Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

Policies:

1. Accommodate on-street parking on both sides of all local and collector streets.
2. Design front-loaded residential development to include double-wide driveways and enough space for one vehicle to park on-street in front of each dwelling unit in order to provide adequate parking, except for dwelling units that front arterial streets.
3. Design residential subdivisions with rear lanes and rear loaded lots for single family, semi-detached and rowhouse dwelling units, as defined in the Township of Langley Zoning Bylaw, in order to support a high quality pedestrian environment. Rear-loaded residential development must have space for one vehicle to park on-street in front of each dwelling unit, except for dwelling units that front arterial streets.
4. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building is permitted.







This section outlines policies intended to ensure the area is fully serviced by utilities, including water services, sanitary services and stormwater management facilities.

Infrastructure and Energy

9.1 ENGINEERING SERVICES PLAN

The Engineering Services Plan is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may, however, be alternative servicing strategies to those presented in the ESP as a result of the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township provided that a new scheme meets the spirit and intent of the Williams Neighbourhood Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.2 WATER

9.2.1 EXISTING CONTEXT

The Williams Neighbourhood Plan area is supplied with water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and Pressure Reducing Valve (PRV) Stations. Pressure is maintained through the Willoughby Pump Station. The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the area. The existing system indicates that the plan area lies within two (2) separate pressure zones: Pressure Zone 110m and Pressure Zone 131m.

The GVWD supply main and the existing internal network are understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. The Engineering Services Plan completed as part of the Williams Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood, and outlines pressure zone boundaries.

9.2.2 FUTURE CONDITIONS

A water system analysis has been completed to determine peak demands and fire flow requirements, and identify water infrastructure improvements required to support projected growth in the neighbourhood. However, analysis is limited to the larger grid mains and did not include review or sizing of smaller local mains.

The analysis has identified the need for expanding and upgrading of the existing system to meet water and fire suppression flows for peak demands based on projected growth. Additional information can be found in the Williams Engineering Services Plan that accompanies this neighbourhood plan. All works will need to be confirmed through detailed design as part of the subdivision process.



9.3 SANITARY SEWER

9.3.1 EXISTING CONTEXT

There is currently no existing sanitary sewer infrastructure within the Williams Neighbourhood Plan area. Given its largely rural character, existing properties are serviced by individual septic systems. Land use changes will require sanitary sewer collection and conveyance system for the area. The Engineering Services Plan for the Williams neighbourhood will confirm details of sanitary requirements, including requirement and location of pump stations, forcemains and/or downstream infrastructure upgrades.

9.3.2 FUTURE CONDITIONS

Sewer system analysis has been completed to determine peak sewage flows and identify sewer infrastructure required to support projected growth for the Williams neighbourhood. Analysis is limited to trunk infrastructure only and does not include alignments or sizing of local sewer mains.

The analysis has identified the need for additional trunk sewer mains throughout the neighbourhood to accommodate the increase in sewer loading, which are proposed to generally align with major transportation corridors. Flows will gravity feed either to the northeast or southeast corners of the Williams due to topography variations across the neighbourhood. Two sanitary pump stations will be needed in the vicinity of the 216 Street corridor: one in the north and one in the south. Sanitary forcemains will then carry the flows to connect inlets at 83 and 77A Avenues respectively.

The Williams Engineering Services Plan has been completed to update the sanitary sewer strategy for the Williams neighbourhood. Servicing should follow the catchment areas shown and all works will need to be confirmed through detailed design as part of the subdivision process.

9.4 STORMWATER

9.4.1 EXISTING CONTEXT

The Williams neighbourhood is part of the Salmon River Watershed, adjacent to the Yorkson Creek and Upper Nicomekl Watersheds. Given its largely rural character, the current drainage system is dominated by the natural and augmented watercourses, branches, tributaries and drainage channels of the 'two' segments of Guy Creek, located in the northern and southern areas of Williams, as well as a coarse network of road-side ditches and culverts, and partially piped sections. This drainage network eventually drains into Salmon River.

9.4.2 FUTURE CONDITIONS

As part of the Williams Neighbourhood Plan process, the Williams Engineering Services Plan has been completed to update the stormwater management strategy for the Williams neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.

The significant change in land use will affect the hydrology of the area, requiring compensatory actions to stave off increased risk to erosion and flooding. These actions include three primary components. The first component is the application of on-site best management practices (BMPs) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. BMPs will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area.



The second component is the conveyance systems, largely piped, to convey generated runoff to communal detention ponds. Preliminary routing and sizing of trunk storm sewers has been identified in the Engineering Services Plan. Detention ponds and associated outlets to the Salmon River system represent the final component of the management system. Within the Williams area, two (2) new detention ponds are proposed. The location of these ponds have been identified in general terms only on Map 1, as the specific siting will be subject to more comprehensive development planning and land agreements. The exact location and size of these ponds are to be verified at the time of a development application. The number and size of detention ponds may vary based on the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or a different engineering approach.

Integration of stormwater ponds and associated conveyance systems as an amenity feature incorporated into the neighbourhood is important. As an amenity, stormwater systems shall be considered for multiple purposes including, but not limited to ecological, recreational, education, and aesthetic value. Considerations will be given to hard and soft landscaping in urban and naturalized settings. Apply the policy guidance as outlined in Section 7.3 of this Plan in the design of detention ponds.



9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

As stipulated in the Township of Langley Subdivision and Development Servicing Bylaw, new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.11 of this Neighbourhood Plan, unique lighting standards apply to the commercial node, located in the vicinity of 80 Avenue and 216 Street.

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, utility boxes throughout the neighbourhood shall be wrapped with appropriate material in order to reduce graffiti and to improve the visual aesthetic of the neighbourhood. Appropriate Imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

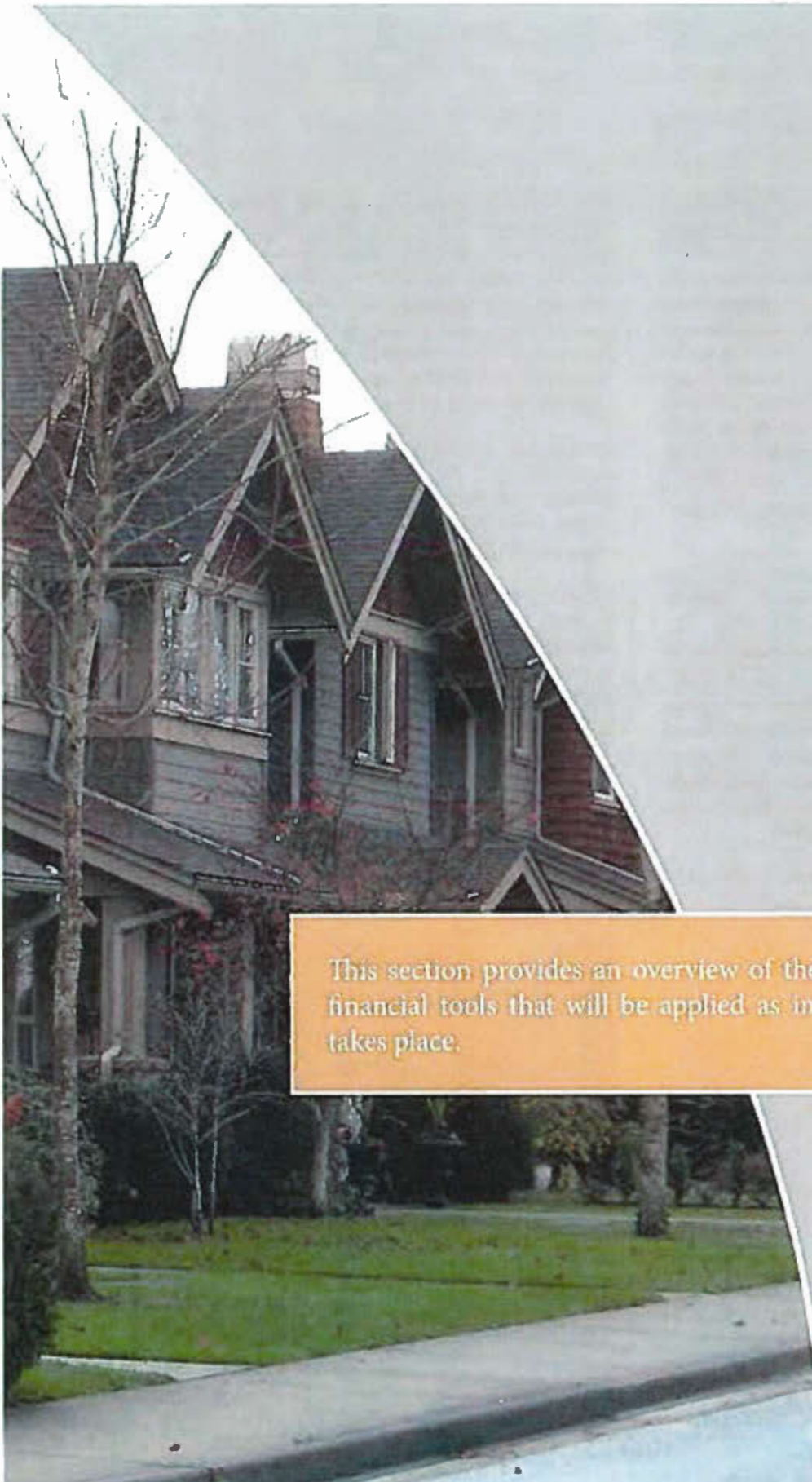
9.6 ENERGY

As part of the Neighbourhood Plan process, an Energy Conservation Development Permit Area (DPA) was developed. This DPA is designed to promote the conservation and efficient use of energy in buildings, reduce building generated greenhouse gas emissions (GHGs) and lead to the development of an energy efficient and sustainable community. Energy Conservation guidelines are provided, in the Willoughby Community Plan.





financial strategy



This section provides an overview of the key revenue sources and financial tools that will be applied as implementation of the Plan takes place.

Financial Strategy

The Williams Neighbourhood Plan financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to front-end the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20 year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. It is therefore recommended that the Township approve agreements with 10 - 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

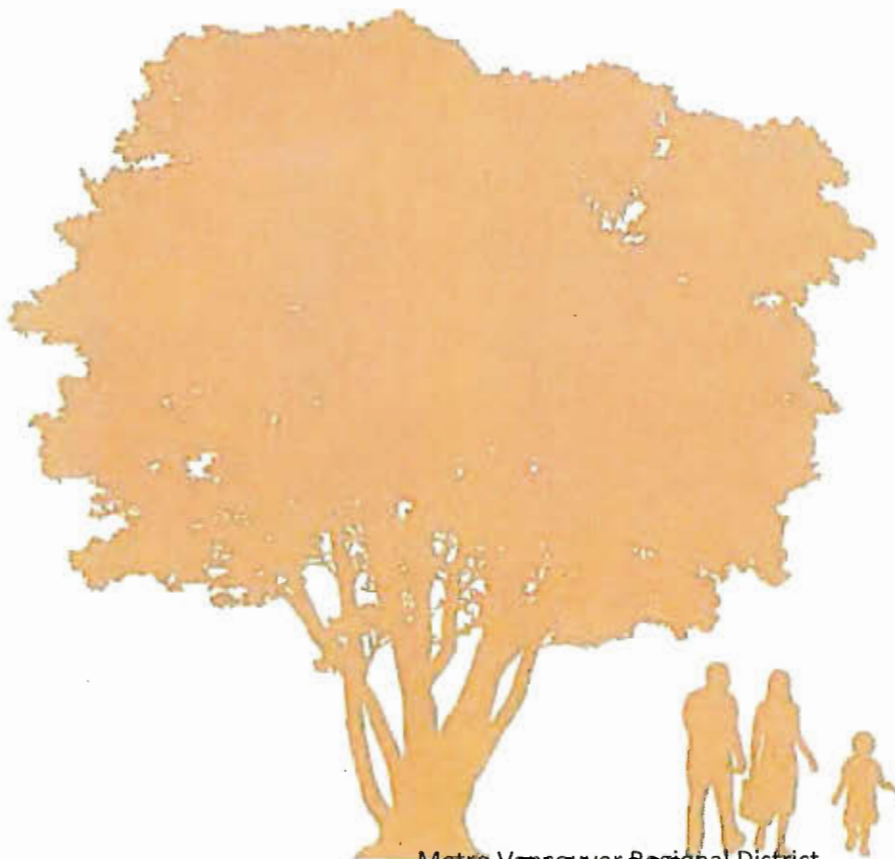


WILLIAMS NEIGHBOURHOOD PLAN

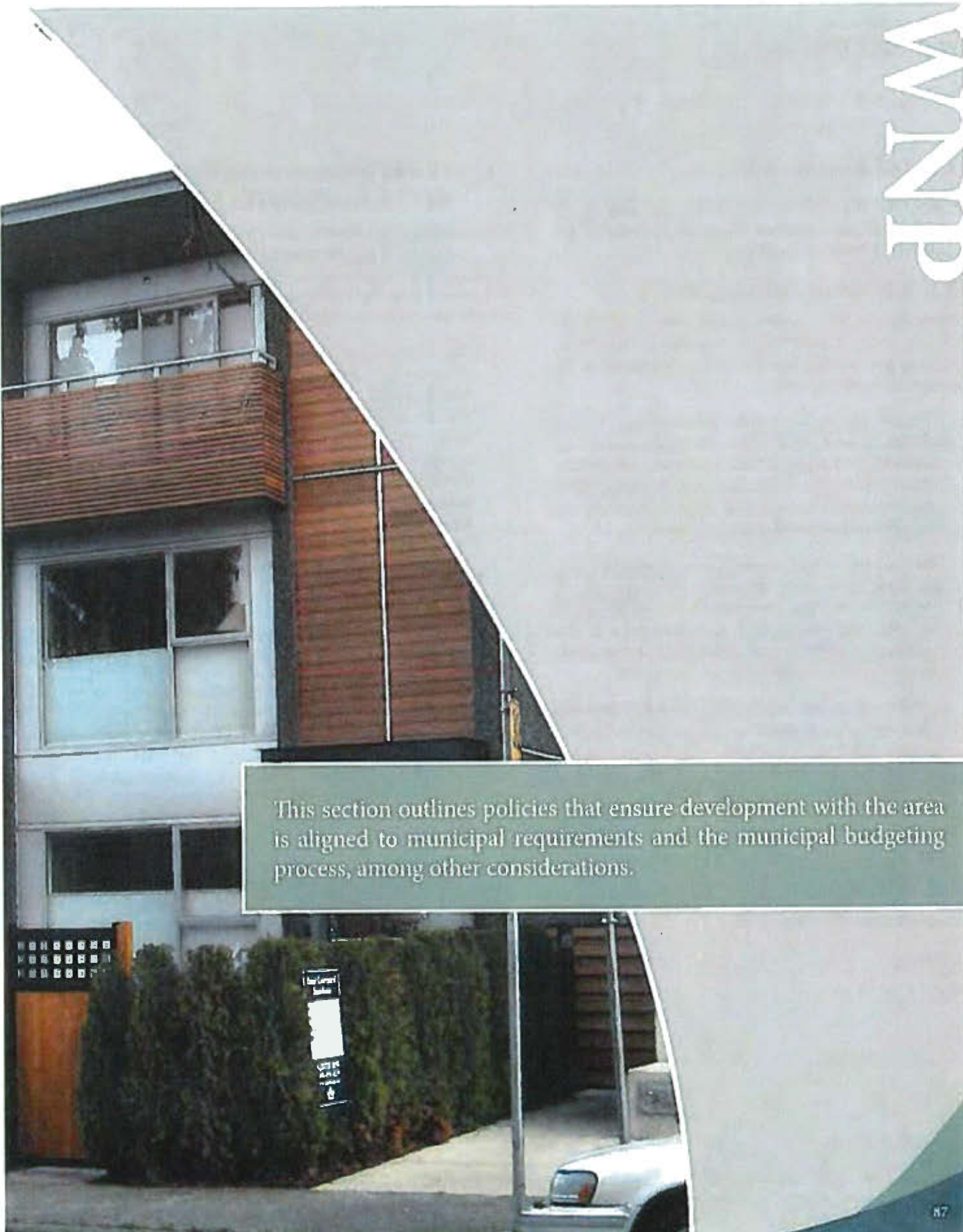
As indicated earlier, the Williams Neighbourhood Plan also includes several amenities to be funded through the Williams Amenity Zoning Bylaw. These amenities include:

- Wildlife Habitat Patch,
- Pocket Parks,
- Williams View Park,
- Greenways of various types,
- Neighbourhood Landmarks, and
- Public Art.

To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to Amenity Costs is identified in the Williams Amenity Zoning Policy.







This section outlines policies that ensure development with the area is aligned to municipal requirements and the municipal budgeting process, among other considerations.

Implementation

11.1 INTRODUCTION

Development of the Williams neighbourhood shall proceed based on drainage catchment areas, and the need for the elementary school and neighbourhood park.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a zoning bylaw amendment in the Williams Neighbourhood Plan as identified on Map 1, the following general prerequisites shall be completed to the satisfaction of the Township:

1. Identify and secure a joint elementary school and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in that area, with the exception of non-residential developments
2. Prior to each phase opening up for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.
3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.



11.3 DEVELOPMENT PREREQUISITES IN THE EMPLOYMENT DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Commercial (Section 5.6), and Work and Business (Section 5.7) in this Plan, the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District (see Figure 11.1). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing.
2. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to development and servicing of the CDP. The TIA will be paid for in full by the proponent, and carried out independently by a qualified Engineering Consultant to be selected and managed by the Township.



Figure 11.1 Illustrates the location of the Employment District in the Williams Neighbourhood

11.4 DEVELOPMENT PREREQUISITES IN THE RESIDENTIAL DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Single Family Mixed Residential and Townhouse Strata in this Plan (see Figure 11.2 below), the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP) and at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the North or South portions of the Residential District, as determined appropriate by the General Manager of Community Development (see Figure 11.2). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the North and/or South Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.
2. Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.



Figure 11.2 illustrates the location of the North and South areas of the Residential District

11.5 SPECIFIC DEVELOPMENT PREREQUISITES

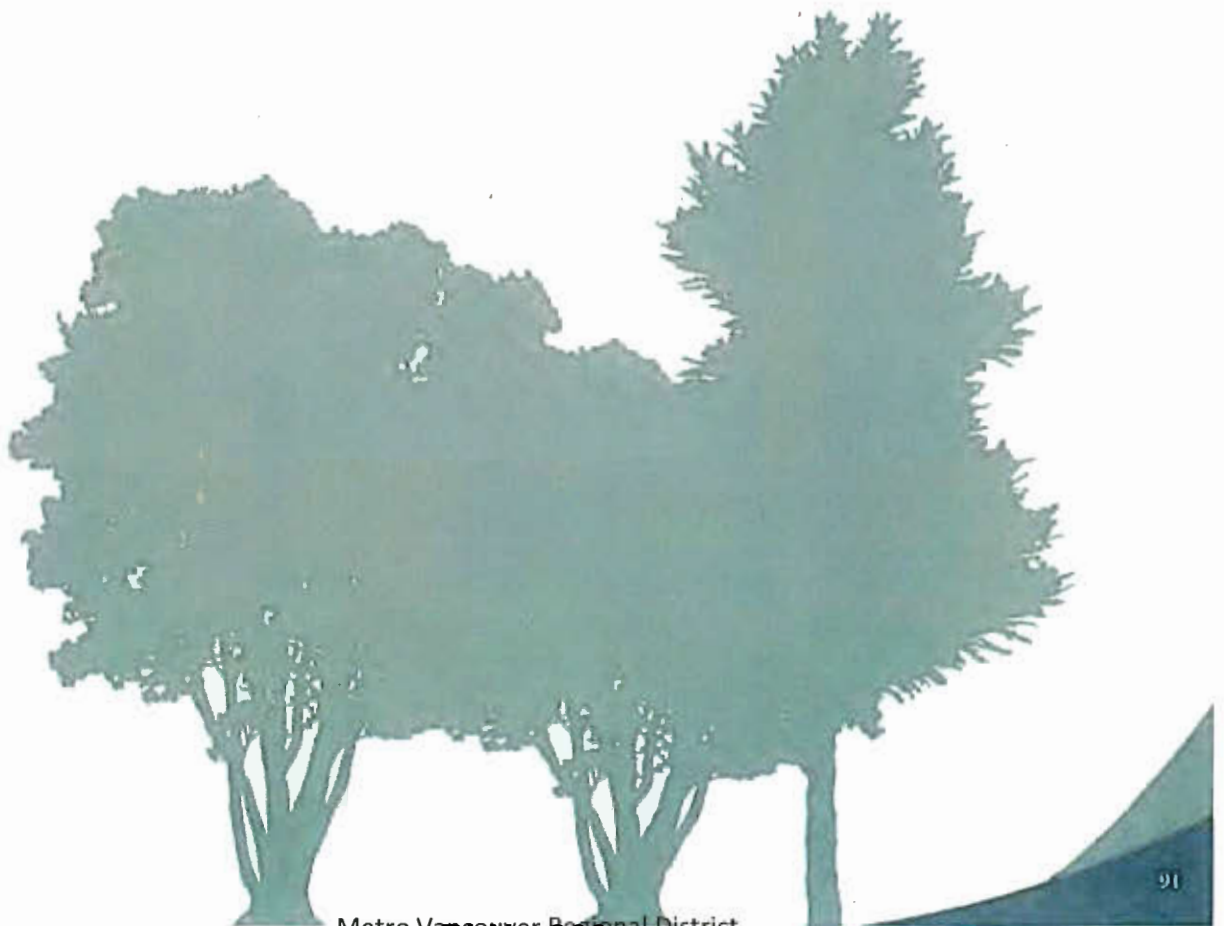
The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provisions of this neighbourhood plan together with existing servicing standards as set out in the Township of Langley Subdivision and Development Servicing Bylaw, as amended from time to time.
2. Compliance with the Erosion and Sediment Control Bylaw, as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.
3. Secure road dedications and widening, in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan, as amended from time to time, to the acceptance of the Township.
4. Compliance with Schedule 1 (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

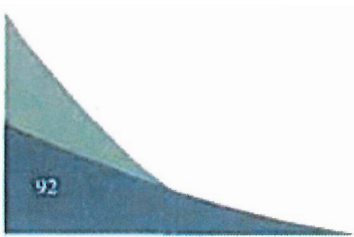
5. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.
6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways, Pocket Park, Wildlife Habitat Patch, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews and Public Art construction.
7. Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.
8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.
9. Incorporate secure (through the Servicing Agreement) and appropriate fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.
10. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.
11. Restore/relocate, or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township
12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers - physical or psychological (i.e. fences, gates, signage, etc.).
14. Register of restrictive covenants that may include, but are not limited to:
 - a. Non-disturbance setbacks,
 - b. Driveway access/ location,
 - c. Building setback restrictions,
 - d. Restriction of on-street parking, and
 - e. Exterior Design Control Agreement for single family developments.



15. Register a restrictive covenant on title for the maintenance of the Pedestrian Links and Interface Buffers. The covenant shall address preventing developments construction or placement of any barriers - physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the Pedestrian Links;
16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.

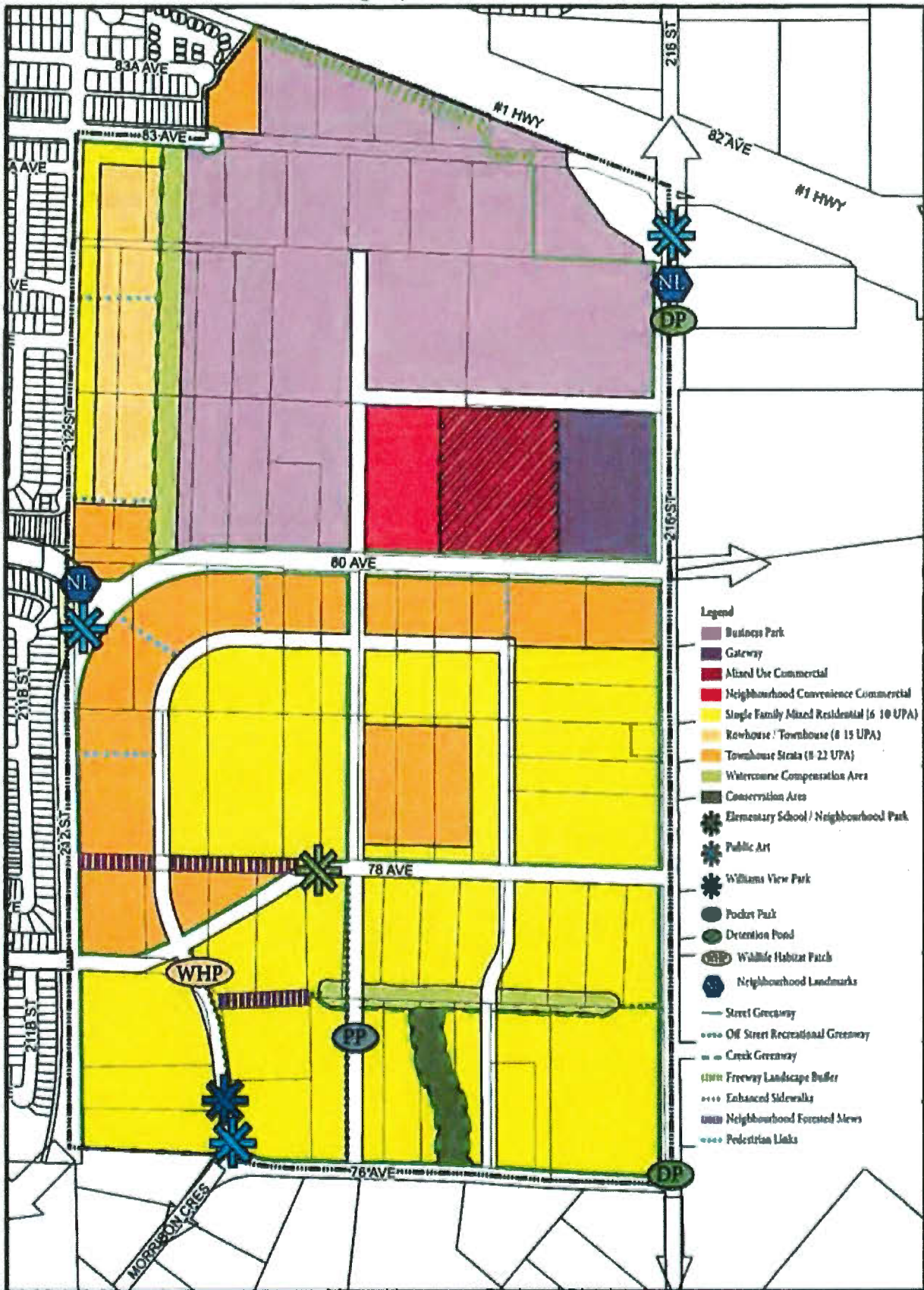


MAPS

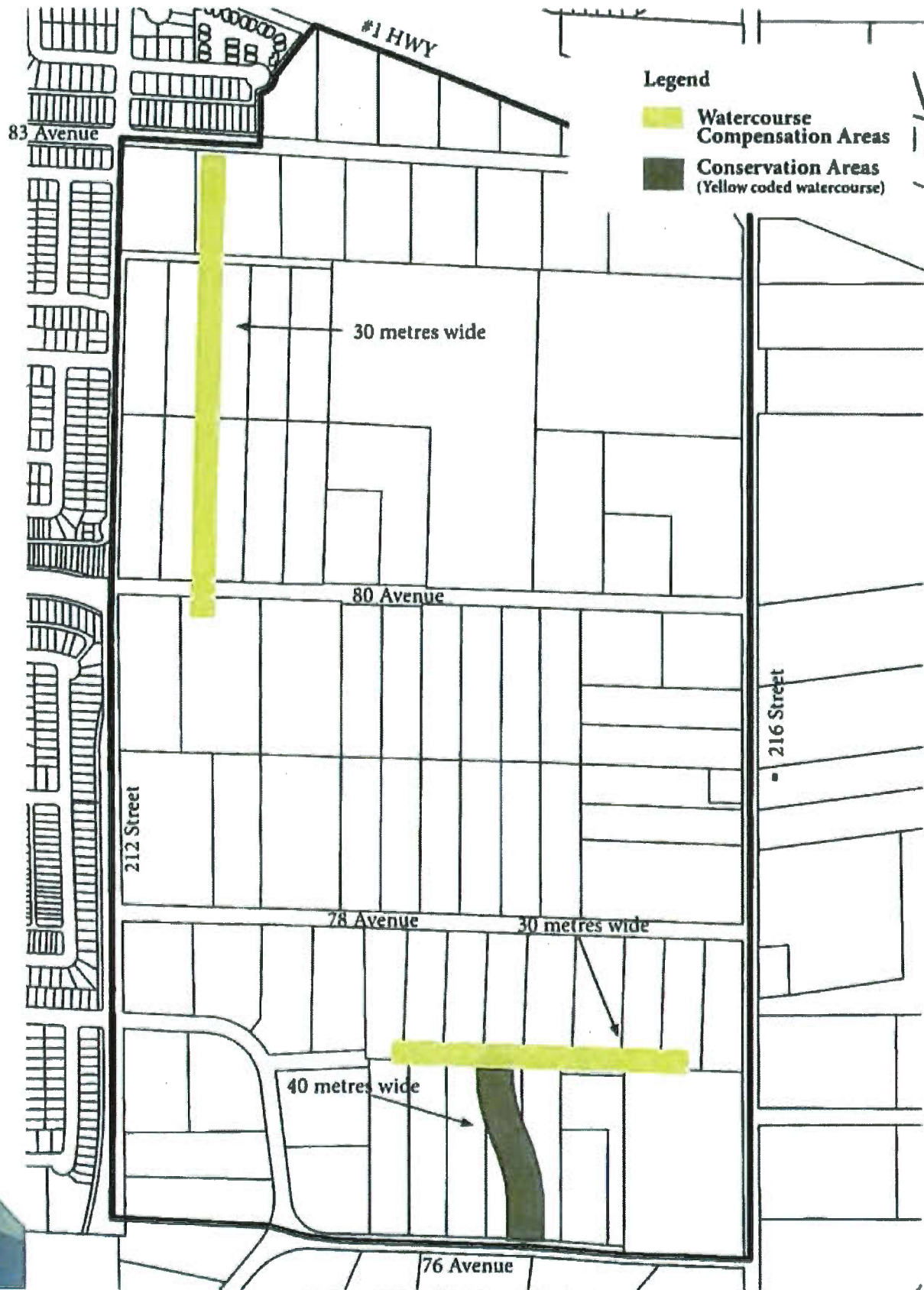


WILLIAMS NEIGHBOURHOOD PLAN

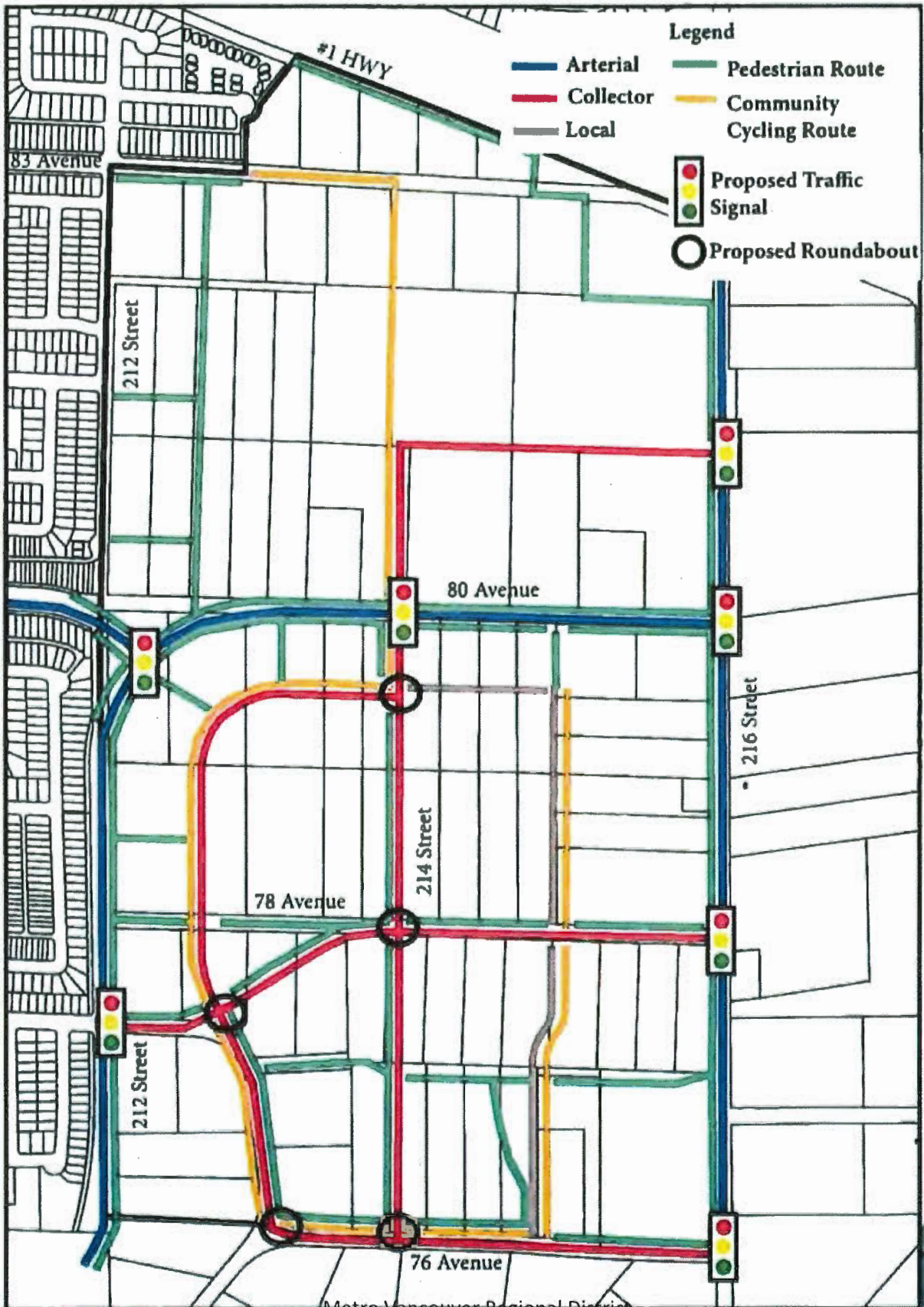
Map 1 | Williams Land Use Plan



Map 2 | Williams Watercourse Setbacks



Map 3 | Williams Circulation Concept Plan



Township of
Langley



Est. 1873

Township of Langley
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