



**Planning Committee
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road**

**Wednesday, September 6, 2023
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on July 18, 2023.*



NEXT COMMITTEE MEETING DATE

September 13, 2023, (tentative date) at 4:00 p.m. in the Council Chambers.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY AVTAR BHULLAR FOR REZONING AT 10111 & 10113 NO. 5 ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “ARTERIAL ROAD COMPACT TWO-UNIT DWELLINGS (RCD)” ZONE**
(File Ref. No. RZ 22-019002) (REDMS No. 7255616)

PLN-12

See Page PLN-12 for full report

Designated Speakers: Ashley Kwan and Joshua Reis

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10475, for the rezoning of 10111 & 10113 No 5 Road from the “Single Detached (RS1/E)” zone to the “Arterial Road Compact Two-Unit Dwellings (RCD)” zone, be introduced and given first reading.



2. **RESPONSE TO METRO VANCOUVER’S REFERRAL: LAND USE DESIGNATION AMENDMENT TO THE METRO 2050 REGIONAL GROWTH STRATEGY PROPOSED BY THE CITY OF SURREY FOR THE PROPERTY LOCATED AT 11420 – 157A STREET (FRASER HEIGHTS)**

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 7323157)

PLN-44

See Page PLN-44 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

That comments from the City of Richmond be provided to the Metro Vancouver Regional District Board as outlined in the staff report titled “Response to Metro Vancouver’s Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 11420 – 157A Street (Fraser Heights)”, dated August 8, 2023, from the Director, Policy Planning.



3. **SPIRES ROAD RENTAL TENURE POLICY – ONE-YEAR REVIEW**

(File Ref. No. 08-4045-00) (REDMS No. 7292959)

PLN-60

See Page PLN-60 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

That the staff report titled “Spires Road Rental Tenure Policy – One-Year Review” dated August 8, 2023, from the Director, Policy Planning be received for information.



4. **MANAGER’S REPORT**

Planning Committee Agenda – Wednesday, September 6, 2023

Pg. #

ITEM

ADJOURNMENT





Planning Committee

Date: Tuesday, July 18, 2023

Place: Council Chambers
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs

Also Present: Councillor Laura Gillanders (by teleconference)
Councillor Michael Wolfe (by teleconference)

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on July 5, 2023, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

September 6, 2023, (tentative date) at 4:00 p.m. in the Council Chambers.

PLANNING AND DEVELOPMENT DIVISION

1. APPLICATION BY WINSTON CHONG ARCHITECT INC. FOR REZONING AT 8520, 8540 & 8560 RAILWAY AVENUE FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “LOW RISE RENTAL APARTMENT (ZLR47) – RAILWAY AVENUE (BLUNDELL)” ZONE

(File Ref. No. RZ 21-936046) (REDMS No. 7070984)

Staff reviewed the application and highlighted that (i) the new site specific zone will allow for one four-storey apartment building with 58 rental units for seniors, (ii) there will be 29 Low-End Market Rental (LEMR) units, and 29 market rental units, (iii) all purpose-built LEMR units and market rental units will be secured in perpetuity with rental tenure zoning and housing agreements in Title, (iv) there will be a shared indoor and outdoor amenity space, (v) the building will be meet Energy Step Code Step 4, and (vi) a Servicing Agreement for frontage improvements will be required.

In reply to queries from Committee, staff advised that (i) tenant income criteria for LEMR units is established through the City’s housing strategy and is reviewed on a regular basis, (ii) reduced parking is supported through Transportation Demand Management measures that encourage more active transportation modes such as walking, and cycling, (iii) a statutory declaration process is used to ensure that the LEMR program requirements are being honoured by the housing providers and tenants, (iv) new innovative housing options are being explored, (v) this year Council approved two purpose-built rental projects that involved various levels of affordability, and (vi) a basic universal housing form is secured through the zoning bylaw and includes important accessibility features whereas a wheelchair accessible unit has the accessibility features specified in the BC Building Code.

It was moved and seconded

(1) *That Official Community Plan Bylaw 9000, Amendment Bylaw 10479, to change the designation of 8520, 8540 & 8560 Railway Avenue from “Neighbourhood Residential” to “Apartment Residential” in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading.*

(2) *That Bylaw 10479, having been considered in conjunction with:*

- *the City’s Financial Plan and Capital Program***
- *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans.***

is hereby found to be consistent with said programs and plans, in accordance with Section 477(3)(a) of the Local Government Act.

2.

Planning Committee

Tuesday, July 18, 2023

- (3) *That Bylaw 10479, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10480 to create the “Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)” zone, and to rezone 8520, 8540 & 8560 Railway Avenue from “Single Detached (RS1/E)” to “Low Rise Rental Apartment (ZLR47) – Railway Avenue (Blundell)”, be introduced and given first reading.*

CARRIED

2. APPLICATION BY ANTHONY BONI (BONI MADDISON ARCHITECTS) FOR REZONING AT 4831 STEVESTON HIGHWAY FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “LOW RISE RENTAL APARTMENT (ZLR48) – STEVESTON HIGHWAY (STEVESTON)” ZONE

(File Ref. No. RZ 23-018081) (REDMS No. 7259000)

Staff reviewed the application and highlighted that (i) the subject site will be zoned a new site specific zone, (ii) the proposal includes one three-storey apartment building with 25 affordable rental units, (iii) all affordable rental units will be secured in perpetuity with rental tenure zoning and housing agreements on Title, (iv) there will be 10 two-bedroom units and 15 studio units, (v) there will be a shared indoor and outdoor amenity space, (vi) the building will be operated by Turning Point Housing Society, (vii) there will be eleven parking spaces with five spaces reserved for visitors, and (viii) the applicant is proposing to plant a total of 24 trees on site, which exceeds the 2:1 tree replacement ratio.

Sherry Bailey, spoke in opposition to proposed development expressing concerns with (i) parking, (ii) construction material of the building, and (iii) neighbourhood safety.

Brenda Rubuliak, spoke in opposition to the proposed development, expressing concerns with (i) traffic, (ii) pedestrian safety, (iii) clientele of the affordable housing units, and (iv) safety issues.

Jessee Li, spoke in favour of the proposed development, noting that the location is excellent for use of public transportation and cycling, however a direct connection to the Railway Greenway would be beneficial.

3.

Planning Committee

Tuesday, July 18, 2023

Jamie Liu, expressed concern with (i) shadowing and blocked views for the two-storey townhouses, (ii) closeness of the building to the fence, (iii) garbage and recycling disposal facilities, (iv) children's safety, (v) lack of amenities such as daycare nearby, and (vi) frequency of transportation services.

De Whalen, representing the Richmond Poverty Reduction Coalition, spoke in favour of the proposed development and read from her submission (attached to and forming part of these Minutes as Schedule 1).

Heidi Petersen, noted that (i) there is a disconnect between the proposed unit sizes and providing housing for families, (ii) the national occupancy standard should be considered, (iii) it is a great location if you can cycle, and (iv) the proposed development needs to meet the needs of the people living there.

In reply to queries from Committee, staff noted that (i) Turning Point Housing Society is the housing provider with a very reputable experience in the community, (ii) Turning Point Housing Society will vet the applications for women who are in need of affordable housing, (iii) Steveston Highway is an arterial road with no parking, (iv) should parking become a further issue the use of Branscombe House parking lot can be considered, (v) when developing the Official Community Plan the Richmond School Board is consulted and (vi) direct access to the Railway Greenway was not provided as it would require additional park maintenance and providing access at the Steveston Highway and Railway Avenue intersection is a safer option.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10478 to create the "Low Rise Rental Apartment (ZLR48) – Steveston Highway (Steveston)" zone, and to rezone 4831 Steveston Highway from the "Single Detached (RS1/E)" zone to the "Low Rise Rental Apartment (ZLR48) – Steveston Highway (Steveston)" zone, be introduced and given first reading.

The question on the motion was not called as discussion took place on (i) the need for affordable housing, (ii) traffic issues, and (iii) the national occupancy limits.

The question on the motion was then called and it was **CARRIED**.

Planning Committee
Tuesday, July 18, 2023

3. **RESPONSE TO METRO VANCOUVER'S REFERRAL: LAND USE DESIGNATION AMENDMENT TO THE METRO VANCOUVER REGIONAL GROWTH STRATEGY PROPOSED BY THE TOWNSHIP OF LANGLEY FOR PROPERTIES AT 23699 AND 23737 FRASER HIGHWAY**

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 7283827)

It was moved and seconded

That comments from the City of Richmond be provided to the Metro Vancouver Regional District Board as outlined in the staff report titled "Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro Vancouver Regional Growth Strategy Proposed by the Township of Langley for Properties at 23699 and 23737 Fraser Highway", dated July 4, 2023 from the Director, Policy Planning.

CARRIED

4. **HOUSING AGREEMENT BYLAW NO. 10443 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 9300 AND 9320 CAMBIE ROAD**

(File Ref. No. 08-4057-05) (REDMS No. 7179261)

It was moved and seconded

That Housing Agreement (9300 and 9320 Cambie Road) Bylaw No. 10443 to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by Development Permit DP 21-933765, be introduced and given first, second and third readings.

CARRIED

5. **CITY OF RICHMOND YOUTH STRATEGY 2022–2032**

(File Ref. No. 07-3425-02) (REDMS No. 7232894)

In reply to queries from Committee, staff advised that there are a number of actions related to overcoming barriers for participation and options are being examined, and the strategy will be reviewed regularly and updated as necessary.

It was moved and seconded

That the City of Richmond Youth Strategy 2022–2032 as outlined in the report titled, "City of Richmond Youth Strategy 2022–2032", dated June 19, 2023 from the Director, Community Social Development, be adopted.

CARRIED

Planning Committee
Tuesday, July 18, 2023

6. SOCIAL DEVELOPMENT STRATEGY (2013–2022): PROGRESS REPORT FOR 2022

(File Ref. No. 08-4055-01) (REDMS No. 7138848)

It was moved and seconded

- (1) *That the Building our Social Future – Social Development Strategy (2013–2022): Progress Report for 2022 as outlined in the staff report titled, “Social Development Strategy (2013–2022): Progress Report for 2022” dated June 20, 2023, from the Director, Community Social Development, be received for information; and*
- (2) *That the Building our Social Future – Social Development Strategy (2013–2022): Progress Report for 2022, be distributed to key stakeholders, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.*

The question on the motion was not called as in reply to queries from Committee, staff noted that this strategy will be relevant until the new one is presented.

The question on the motion was then called and it was **CARRIED**.

7. MANAGER’S REPORT

Rosewood Village

Staff advised that BC Housing is investigating the potential redevelopment of Rosewood Village, which is located in the 8200 block of No. 2 Road. The potential redevelopment could involve approximately 800 rental units. It was noted that the applicant has been engaging with the tenant’s onsite and the community in the neighbourhood and they are working with staff towards a formal application by early summer or end of fall.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:26 p.m.).

CARRIED

Planning Committee
Tuesday, July 18, 2023

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 18, 2023.

Councillor Bill McNulty
Chair

Sarah Goddard
Legislative Services Associate



**Schedule 1 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, July 18, 2023.**

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

SENT BY EMAIL AND PRESENTED BY HAND

July 18, 2023

Dear Mayor Brodie and Councillors

**Re: Affordable Housing for Women & Children - 25 units
Steveston & Railway development proposal**

This letter is sent on behalf of the Richmond Poverty Reduction Coalition (RPRC) to express our full support for the above noted proposal. The RPRC is *'a coalition of Richmond residents and agencies working together to reduce poverty and the impacts of poverty with research, projects, and public education.'*

RPRC members include numerous Richmond individuals as well as these organization members: Richmond Food Bank Society, Richmond Centre for Disability, Richmond Women's Resource Centre, Family Services of Greater Vancouver-Richmond, Richmond Family Place, Richmond Mental Health Consumers & Friends Society, Richmond Addictions Services Society, Richmond Cares Richmond Gives, Kehila Society of Richmond, Gilmore Park United Church, Richmond Presbyterian Church, and Heart of Richmond AIDS Society.

Members of the RPRC provide services and programs to Richmond's most vulnerable residents. These include single parents, seniors, people with disabilities, people with mental health challenges, LGBTQ2S+ people, newcomer families, refugees and others. Collectively, the RPRC represents thousands of low-income Richmond residents receiving vital services from Richmond agencies.

Once this much needed housing is built, these parents will finally have a safe and affordable place to call home and to raise their children. The site is close to transit and to schools and is located in the welcoming village of Steveston. We know that affordable housing allows low-income families to thrive and become active members of the community. This housing will change these families' lives forever.

Should you have any questions or comments, please feel free to contact the undersigned at de_whalen@hotmail.com or at 604.230.3158.

Sincerely,

Deirdre Whalen
President, RPRC
cc. RPRC Directors



City of Richmond

Report to Committee

To: Planning Committee

Date: August 21, 2023

From: Wayne Craig
Director, Development

File: RZ 22-019002

Re: **Application by Avtar Bhullar for Rezoning at 10111 & 10113 No. 5 Road from the “Single Detached (RS1/E)” Zone to the “Arterial Road Compact Two-Unit Dwellings (RCD)” Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10475, for the rezoning of 10111 & 10113 No 5 Road from the “Single Detached (RS1/E)” zone to the “Arterial Road Compact Two-Unit Dwellings (RCD)” zone, be introduced and given first reading.

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

WC:ak
Att. 6

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

Staff Report

Origin

Avtar Bhullar, on behalf of 1364803 B.C. LTD. (Director: Salidran Kaur Bhullar), has applied to the City of Richmond for permission to rezone 10111 & 10113 No. 5 Road from the “Single Detached (RS1/E)” zone to the “Arterial Road Compact Two-Unit Dwellings (RCD)” zone. This rezoning would permit the property to be subdivided to create three lots each containing a front-to-back duplex with vehicle access from the existing rear lane. A location map of the subject site is provided in Attachment 1.

A Development Permit application is required prior to rezoning adoption to address the form and character of the proposed duplexes.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site consists of a single lot containing a strata-titled non-conforming two-unit dwelling. The existing Strata Plan NW424 must be discharged from the Title prior to subdivision.

Both units in the two-unit dwelling are currently tenant-occupied. The applicant has indicated that the two-unit dwelling also contains an unauthorized secondary suite in each unit, which are both being rented out. The applicant has notified the tenants of the proposed development and has not received any concerns to date. The existing dwelling is proposed to be demolished.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North: One single-family dwelling on property zoned “Single Detached (RS1/E)”.

To the South: One single-family dwelling on property zoned “Single Detached (RS1/E)”.

To the East: Across No 5 Road, a temple on property zoned “Agriculture (AG1)” and “Religious Assembly (ZIS7)”.

To the West: Across the lane, a two-family dwelling on property zoned “Single Detached (RS1/E)”. The property is currently the subject of a rezoning application (RZ 22-010976) to create two single family lots with access from Seabrook Crescent. The application is under staff review. This application will be the subject of a separate staff report.

Related Policies & Studies

Official Community Plan (OCP Designation)

The Official Community Plan (OCP) Land Use Map designation for this property is “Neighbourhood Residential”. The proposed rezoning and subdivision is consistent with this designation.

Arterial Road Policy

The subject site is identified as “Arterial Road Compact Lot Duplex” on the Arterial Road Housing Development Map. The proposed rezoning is consistent with this designation and complies with the “Arterial Road Compact Lot Duplex Development Requirements” under the Arterial Road Policy.

Lot Size Policy 5434

The subject site is located within the area governed by Single-Family Lot Size Policy 5434 (adopted by Council in 1990; amended in 1991 and 2006). This Policy permits rezoning and subdivision of lots along this section of No 5 Road in accordance with compact lot single-family or coach house zoning (i.e. minimum width of 9.0 m with a maximum of two dwelling units per lot), provided that vehicle accesses are to be from rear lane only (Attachment 3).

The Single-Family Lot Size Policy framework in general provides guidance with respect to the creation of new lots based on lot size and vehicle access. Lot Size Policy 5434 allows for the subdivision of the property to create new lots with the minimum lot width of 9 m, provided that vehicle access is from the rear lane only. This application will create three lots with vehicle access from the rear lane, consistent with the minimum subdivision standards in the Lot Size Policy.

The OCP Arterial Road Land Use Policy provides direction on the use of the subject property for residential duplexes on the same size lots as permitted under Lot Size Policy 5434. Compact lot duplexes will result in the same number of dwelling units as achieved via a rezoning to coach houses. As such, the proposed rezoning is consistent with Lot Size Policy 5434.

Agricultural Land Reserve (ALR) Buffer Zone

A landscape buffer is required along the No. 5 Road frontage of this site. The buffer is intended to mitigate land use conflicts between the residential uses on the subject site and any agricultural land uses on the east site, across from No. 5 Road. The applicant is proposing a 4.0 m wide ALR buffer on the site along the entire east property line (Attachment 4).

In addition to the landscape buffer, a restrictive covenant will be registered on Title, indicating that the landscaping within the ALR buffer cannot be removed or modified without the City’s approval. The covenant would also identify that the landscape planting is intended to be a buffer to mitigate the potential impacts of noise, dust and odour generated from typical farm activities.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City's *Zoning Bylaw 8500*.

Analysis

Site Planning and Architectural Character

The applicant proposes one duplex on each of the three lots to be created through rezoning and subdivision, for a total of six dwelling units. The duplexes are proposed to be in a “front-back” configuration with each unit having access to a detached garage, accessed from the existing rear lane. Private outdoor space will be provided at the front yard or rear yard of each dwelling unit.

The development proposal for duplexes is consistent with the land use designations in the Official Community Plan and contributes to a greater variety of ground-oriented homes. In keeping with the architectural character of nearby single-family homes, the duplexes will be two storeys and will feature a peaked roof.

A site plan and preliminary architectural plans showing the proposed subdivision and development are provided in Attachment 4. Further details of the architectural form and character of the proposed development and landscape design will be reviewed and finalized through the Development Permit application process.

Transportation and Site Access

In accordance with the Arterial Road Policy and Residential Lot (Vehicular) Access Regulation Bylaw No. 7222, vehicle access to the proposed lots are to be from the rear lane only. All existing driveways at the No. 5 Road frontage are to be closed permanently. The applicant is responsible for removing the existing driveway and let-downs, and provide frontage improvements to the satisfaction of the City.

A 0.6 m wide dedication across the subject site's entire No. 5 Road frontage is required in order to meet minimum arterial road frontage improvement standards. Frontage improvements along No 5. Road will be provided through the required Servicing Agreement.

Each dwelling unit is proposed to have two vehicle parking spaces provided by a single-vehicle garage and an additional surface parking space located on the driveway in front of each garage. Upgrades to the portion of the lane that abuts the subject site will be completed as part of future construction by the City at a later date. Cash-in-lieu contribution for the future works including construction of the curb, gutter and installation of lighting on the lane will be required at subdivision stage as per the Works and Services Cost Recover Bylaw No. 8752 (Attachment 6).

British Columbia Ministry of Transportation and Infrastructure (MOTI) Referral

The subject site is located within 800 m of a controlled access highway. The rezoning application was referred to MOTI and preliminary approval of the subject rezoning was granted. Prior to final adoption of the rezoning bylaw, final approval from MOTI is required.

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 one bylaw-sized tree on the subject property.

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

- One tree (tag# 739) located on-site exhibits multiple inclusions seams at the main branch unions, which is a significant structural defect where main limb failure typically occurs. As a result of the structural defect in the main limb, this tree is not a good candidate for retention.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

There is a hedge located along the north property line, which is proposed to be trimmed and retained. A Tree Management Plan is attached (Attachment 5).

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 is required. The contract must include the scope of work, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure protection of the hedges and a provision for the arborist to submit a post-construction impact assessment to the City for review. Installation of appropriate tree protection fencing around the hedge to be retained as part of the development prior to any demolition and construction activities is required.

Tree Replacement

The applicant wishes to remove one bylaw sized tree on-site (Tree #739). The 2:1 replacement ratio would require a total of two replacement trees. The required replacement trees are to be of the following minimum size, 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
2	8 cm	4 m

The applicant has submitted a preliminary Landscape Plan illustrating that 10 trees of a variety of species are proposed. The Landscape Plan will be further reviewed and considered through the future Development Permit. To ensure that the replacement trees and additional trees are planted and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of 100 per cent of a cost estimate prepared by the Registered Landscape Architect prior to Development Permit issuance.

Affordable Housing Strategy

Consistent with the City's Affordable Housing Strategy and as a requirement as per the proposed "Arterial Road Compact Two-Unit Dwellings (RCD)" zone, the applicant proposes to provide a cash-in-lieu contribution to the Affordable Housing Reserve Fund in the amount of \$8.50 per buildable square foot, for a total contribution of \$75,597.30 prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

At the applicant's cost, prior to Subdivision, the applicant is required to enter into a Servicing Agreement (SA) for the design and construction of servicing works and frontage improvements to the satisfaction of the City.

Prior to subdivision, the applicant will be required to:

- Enter into a Servicing Agreement (SA) to construct the servicing works and frontage improvements on No. 5 Road including a new 2.0 m wide sidewalk and 1.5 m wide landscaped boulevard as outlined in Attachment 6.
- Provide a cash-in-lieu contribution in the amount of \$14,978.40 for future upgrades to the rear lane where it abuts the subject property to the City's Engineering Design Specifications standard, as per the Subdivision and Development Bylaw No. 8751.
- Pay a cost recovery contribution of \$30,847.23 for the laneway drainage and asphalt improvements previously installed, consistent with the City's Works and Services Cost Recovery Bylaw No. 8752.
- Pay property taxes up to the current year, Development Cost Charges (City, Translink, and Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees and any other fees or costs identified through the subdivision application process.

Development Permit Application

A Development Permit application is required to address the form and character of the proposed duplexes and must be processed to a satisfactory level prior to final adoption of the rezoning bylaw.

Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for Arterial Compact Lot Development and Duplexes.
- The architectural character, scale and massing to ensure that the proposed duplexes comply with CPTED principles, are accessible and are well designed to fit into the neighbourhood.
- Review of aging-in-place features in all units and the provision of convertible units.
- Refinement of landscape design and ALR buffer, to achieve an acceptable mix of conifer and deciduous trees on site and to ensure proper transition between residential and agricultural uses.

Financial Impact or Economic Impact

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

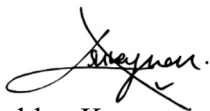
Conclusion

This application is to rezone the property at 10111 & 10113 No. 5 Road from the “Single Detached (RS1/E)” zone to the “Arterial Road Compact Two-Unit Dwellings (RCD)” zone to facilitate the development of three front-to-back duplexes (for a total of six units), with vehicle access from the rear lane.

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

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

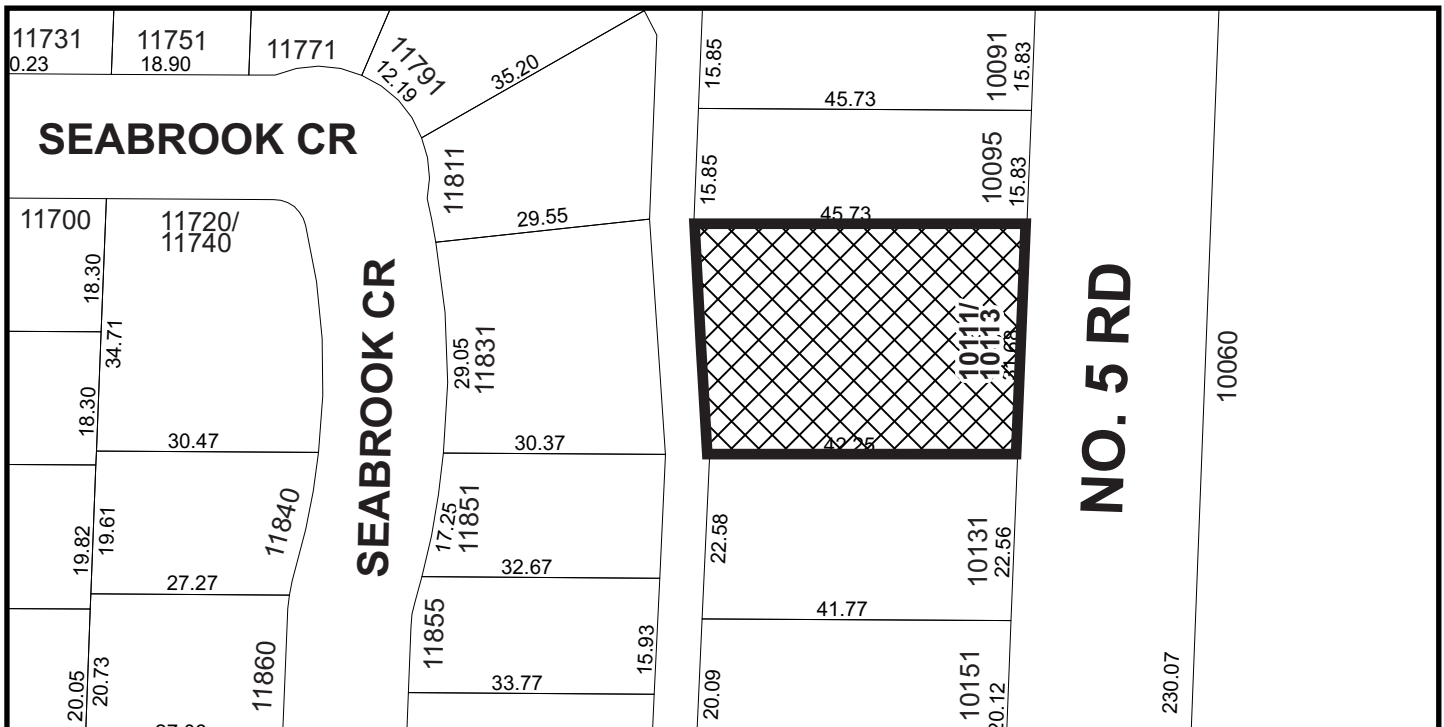
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10475 be introduced and given first reading.



Ashley Kwan
Planner I
(604-276-4173)

AK:he

- Att. 1: Location Map
 2: Development Application Data Sheet
 3: Single-Family Lot Size Policy 5434
 4: Conceptual Development Plans
 5: Tree Management Plan
 6: Rezoning Considerations



RZ 22-019002

PLN - 19

Original Date: 08/18/22

Revision Date:

Note: Dimensions are in METRES



RZ 22-019002

Attachment 2

Address: 10111 & 10113 No 5 Road

Applicant: Avtar Bhullar

Planning Area(s): Shellmont

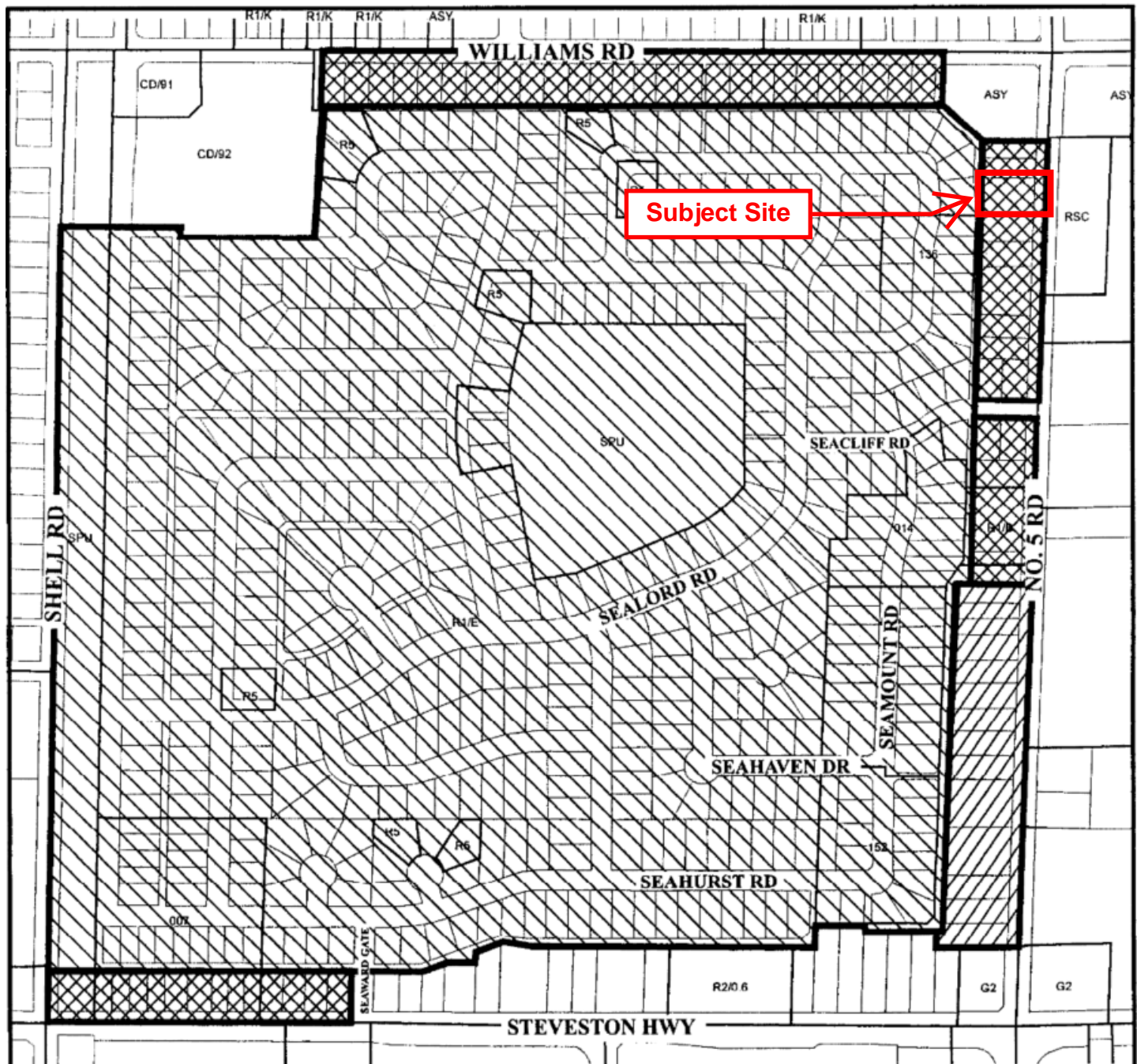
	Existing	Proposed
Owner:	1364803 B.C. LTD.	No change
Site Size (m²):	1,399.2 m ²	Total after road dedication: 1,381.61 m ² Lot 1: 447.45 m ² Lot 2: 460.70 m ² Lot 3: 473.46 m ²
Land Uses:	Two-family residential	Compact two-family residential
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Arterial Road Compact Lot Duplex (RCD)
Number of Units:	2	6
Other Designations:	Arterial Road Compact Lot Duplex	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Lot 1: 0.6 Lot 2: 0.6 Lot 3: 0.59	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Max. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Max. 20%	none
Lot Size:	Min. 360.0 m ²	Lot 1: 447.45 m ² Lot 2: 460.70 m ² Lot 3: 473.46 m ²	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 40.0 m	Width: Min. 10.5 m Depth: Min. 42 m	none
Setbacks – Principal Building (m):	Front: Min. 6.0 m Rear: Min. 10.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 15.5 m Side: 1.2 m	none
Setbacks – Accessory Building (m):	Front: Min. 1.2 m from the rear lot line Rear: Min. 12.5 m from the rear lot line Side: Min. 1.2m	Front: Min. 5.5 m from the rear lot line Rear: Min. 12.5 m from the rear lot line Side: 1.2 m	none
Height – Principal Building (m):	Max. 2 1/2 storeys of 9.0 m, whichever is less	Lot 1: 8.0 m Lot 2: 8.05 m Lot 3: 8.1 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height – Accessory Building (m):	Max. 9.0 m	Max. 4.05 m	none
Off-street Parking Spaces:	2 per dwelling unit	2 spaces per dwelling unit (12 spaces total)	none
Tandem Parking Spaces:	Permitted	2 spaces per dwelling unit (12 spaces total)	none

Other: _____

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



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



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



Subdivision permitted as per **R1/B**



Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990

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

AWANA GROUP

Email: Talvinder19@gmail.com
Phone: (778) 862-5563

GENERAL NOTES:

THE DOCUMENTS AND DESIGN ARE AT ALL TIMES THE EXCLUSIVE PROPERTY OF AMANA GROUP AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. THE GENERAL CONTRACTOR AND SUB-TENDERS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND ELEVATIONS PRIOR TO COMMENCEMENT OF WORK ON SITE. ANY ERRORS, DISCREPANCIES, OMISSIONS SHALL BE IMMEDIATELY REPORTED TO AMANA GROUP BEFORE COMMENCEMENT OF WORK ON SITE. AMANA GROUP DOES NOT WARRANT THAT THE DRAWINGS ARE TO SCALE. THE DRAWINGS SHALL NOT BE SCALED. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS NOTED OTHERWISE.

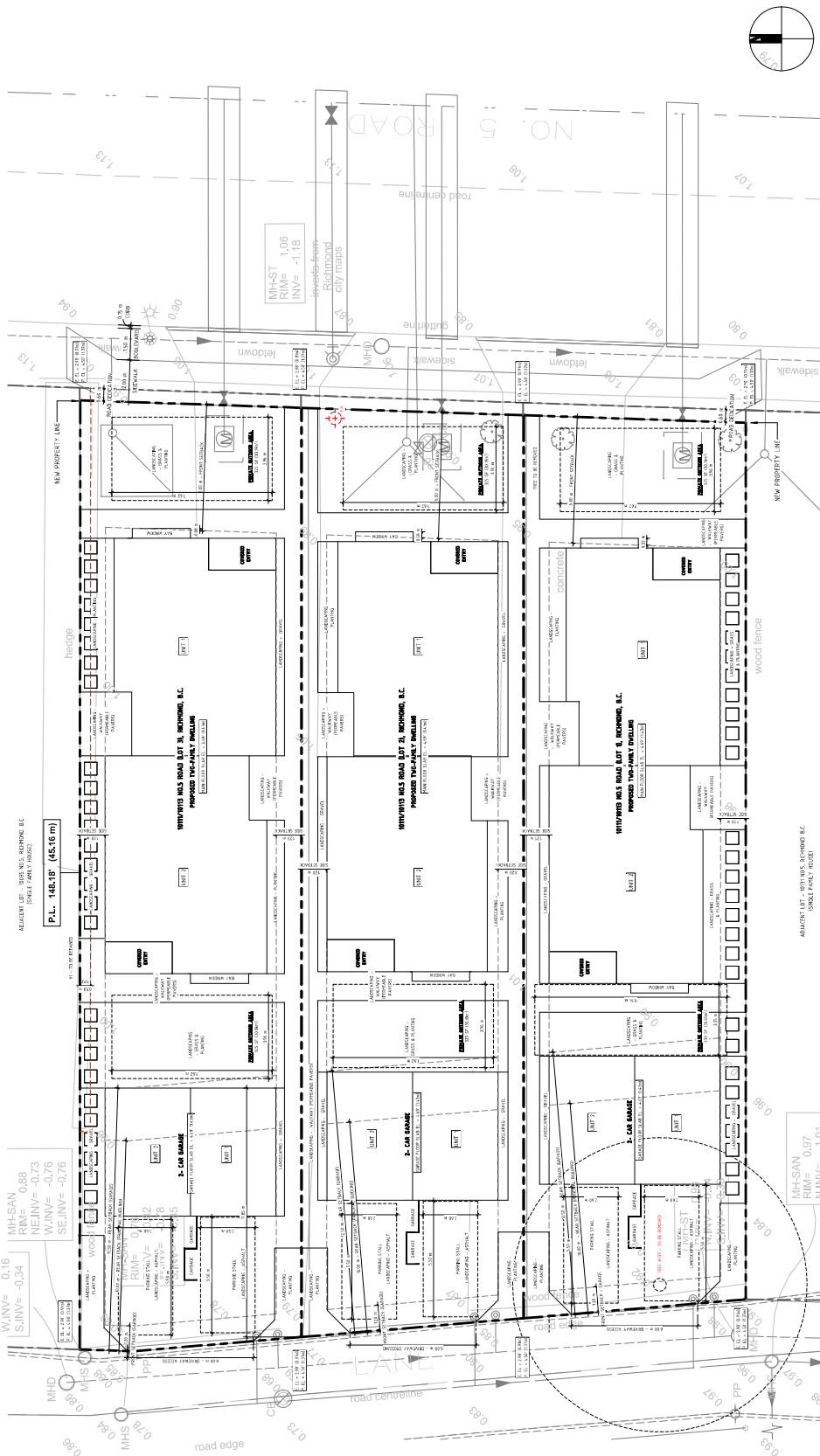
PROJECT SUMMARY - LOT 3

[illegible]

PROJECT SUMMARY - LOT 2

COUNTRY		2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924	1923	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1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PROJECT SUMMARY - LOT 1

[illegible]

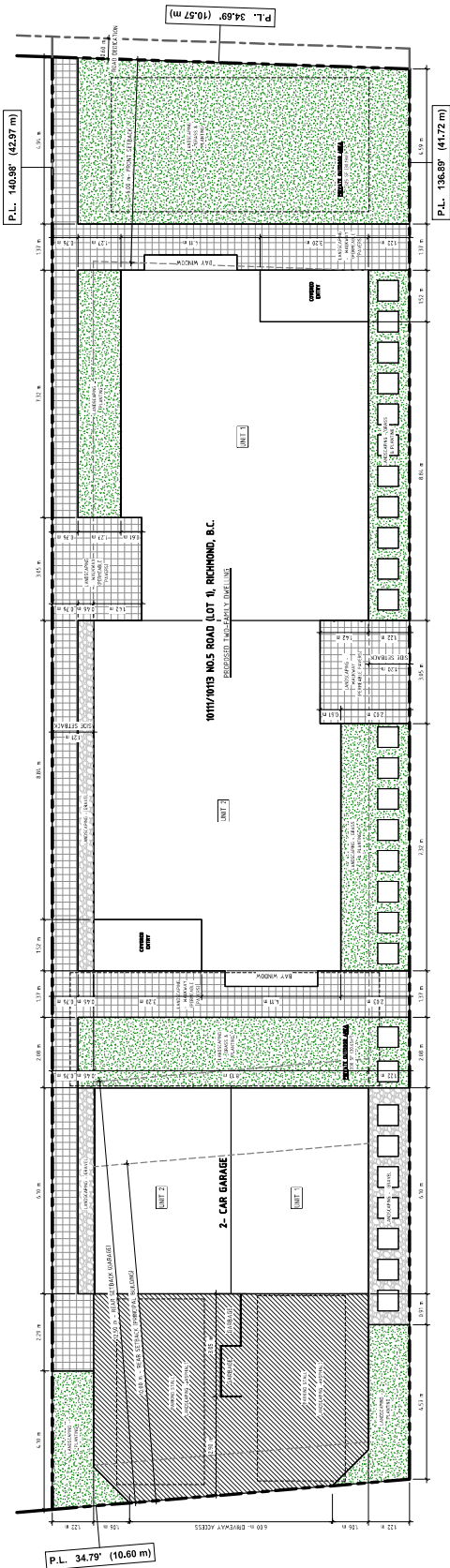
① OVERALL SITE PLAN
1/8" = 1'-0"

AWANA GROUP

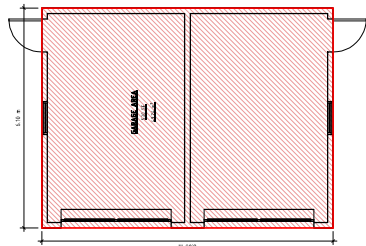
awana@awana.ca
Phone: (779) 862-5463

GENERAL NOTES

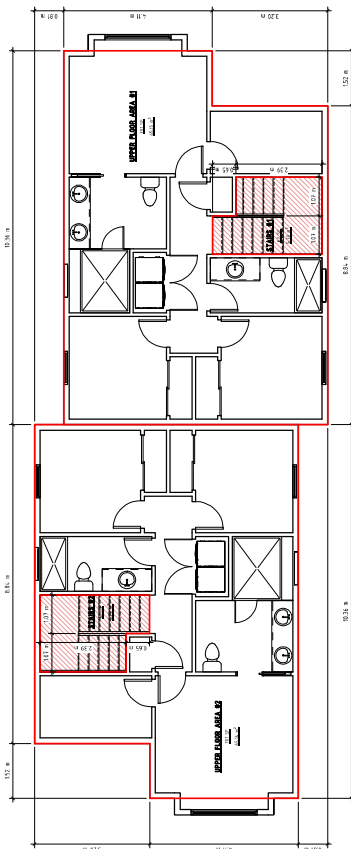
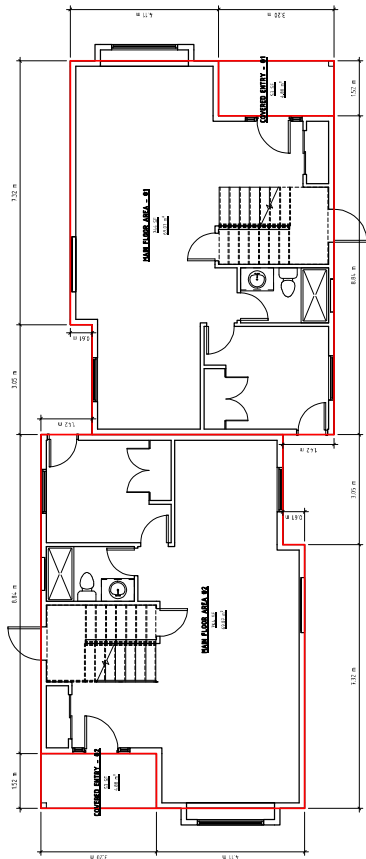
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1 IMPERMEABLE SURFACES PLAN
3/16" = 1'-0"



2 MAIN FLOOR AREA PLAN
3/16" = 1'-0"



3 UPPER FLOOR AREA PLAN
3/16" = 1'-0"

IMPERMEABLE SURFACES PLAN - LEGEND

- ASPHALT DRIVEWAY (NON - PERMEABLE) - 507 SF (47.10m²), 10.5%
- PROPOSED BUILDING OUTLINE (NON-PERMEABLE) - 2704 SF (997.14m²), 44.1%
- LIVE LANDSCAPING (PERMEABLE) - 1043 SF (115.41m²), 25.8%
- GRAVEL (PERMEABLE) - 174 SF (16.16m²), 3.6%
- PAVERS (PERMEABLE) - 768 SF (71.34m²), 15.9%

AREA CALCULATION

ITEM	AREA (SF)	AREA (M ²)	% TOTAL AREA
ASPHALT DRIVEWAY (NON - PERMEABLE)	507	47.10	10.5%
PROPOSED BUILDING OUTLINE (NON-PERMEABLE)	2704	997.14	44.1%
LIVE LANDSCAPING (PERMEABLE)	1043	115.41	25.8%
GRAVEL (PERMEABLE)	174	16.16	3.6%
PAVERS (PERMEABLE)	768	71.34	15.9%

ITEM	AREA (SF)	AREA (M ²)	% TOTAL AREA
ASPHALT DRIVEWAY (NON - PERMEABLE)	507	47.10	10.5%
PROPOSED BUILDING OUTLINE (NON-PERMEABLE)	2704	997.14	44.1%
LIVE LANDSCAPING (PERMEABLE)	1043	115.41	25.8%
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ITEM	AREA (SF)	AREA (M ²)	% TOTAL AREA
ASPHALT DRIVEWAY (NON - PERMEABLE)	507	47.10	10.5%
PROPOSED BUILDING OUTLINE (NON-PERMEABLE)	2704	997.14	44.1%
LIVE LANDSCAPING (PERMEABLE)	1043	115.41	25.8%
GRAVEL (PERMEABLE)	174	16.16	3.6%
PAVERS (PERMEABLE)	768	71.34	15.9%

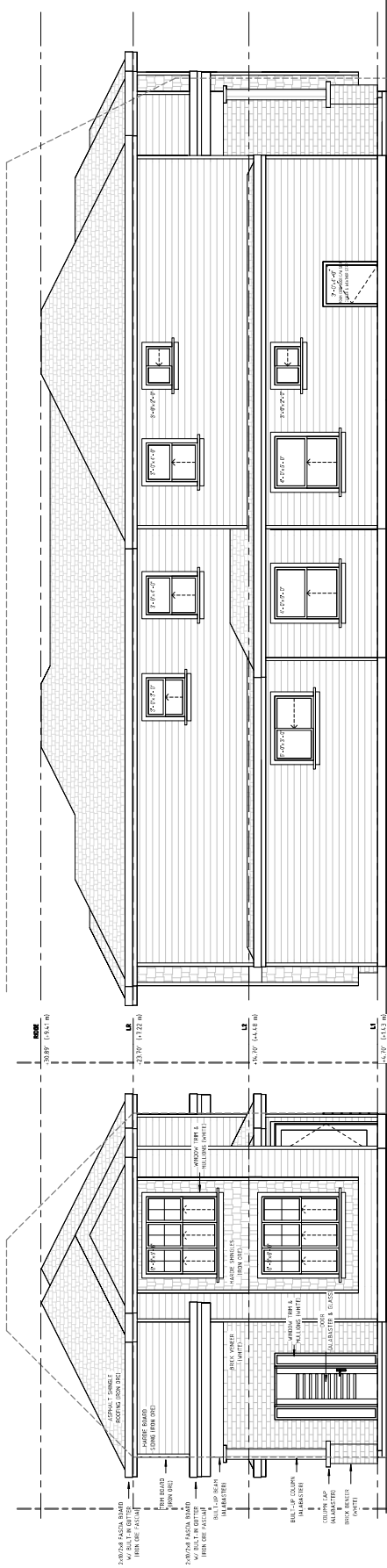
HATCHED AREA DENOTES EXCLUDED AREA FROM GFA CALCULATIONS

AWANA GROUP

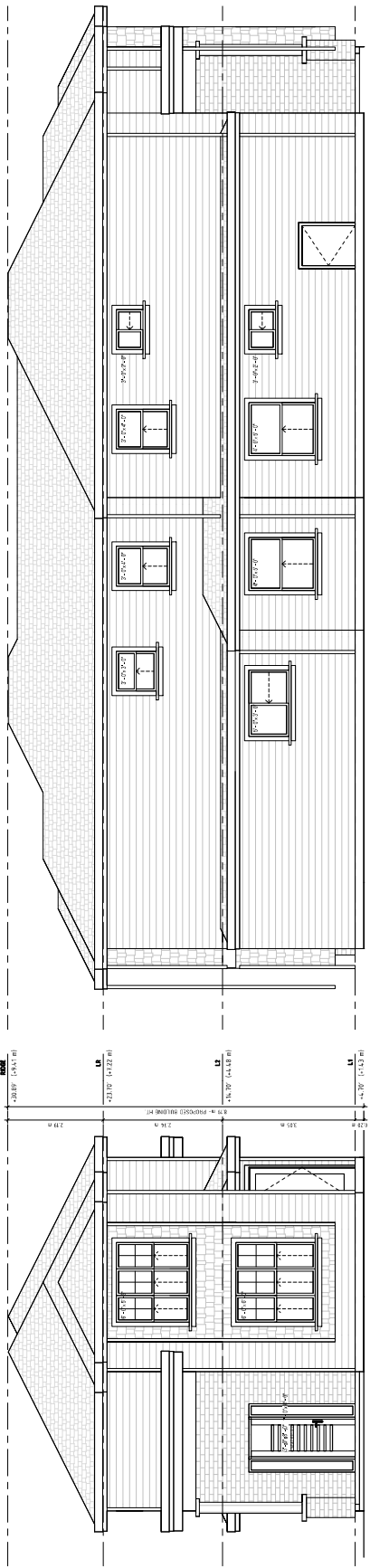
Project: 17-00000000000000000000
Drawing: 17-00000000000000000000

GENERAL NOTES

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2 RIGHT (NORTH) ELEVATION
1/4" = 1'-0"



4 LEFT (SOUTH) ELEVATION
1/4" = 1'-0"

1 FRONT (EAST) ELEVATION
1/4" = 1'-0"

3 REAR (WEST) ELEVATION
1/4" = 1'-0"

PLN - 27

LOT 1

PROJECT

10111 & 10113 NO. 5 ROAD, RICHMOND, B.C.

ELEVATIONS

PROJECT NUMBER

2225

DRAWING

TJ

DATE

AUGUST 9TH, 2023

SCALE

1/4" = 1'-0"

DRAWING NO.

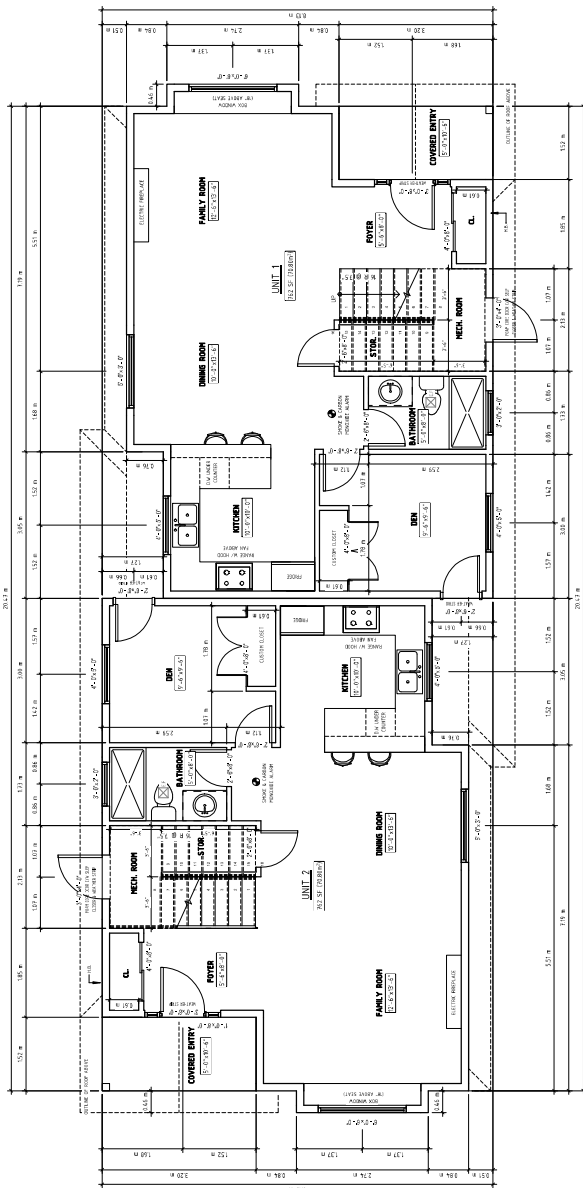
A1.03

AWANA GROUP

Project: 17-01-001-001-001
Phone: (779) 862-5653

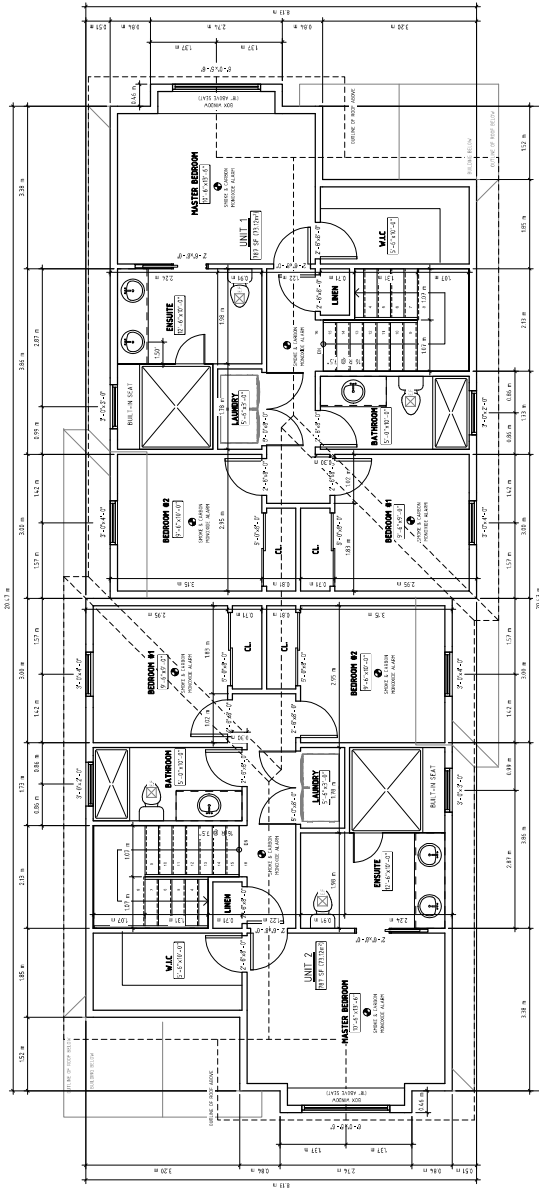
GENERAL NOTES

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CEILING HEIGHT = 9'-0"
MAIN FLOOR AREA = 1514.54 SF (14,606m²)
COVERED PATIO AREA = 106 SF (9.86m²)

① MAIN FLOOR PLAN
1/4" = 1'-0"



CEILING HEIGHT = 9'-0"
UPPER FLOOR AREA = 1574.54 SF (14,624m²)

② UPPER FLOOR PLAN
1/4" = 1'-0"

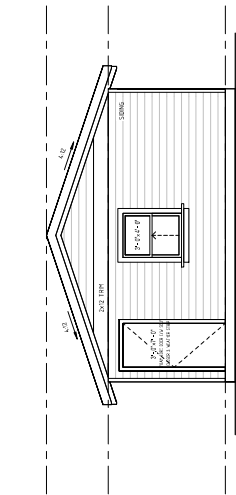


AWANA GROUP

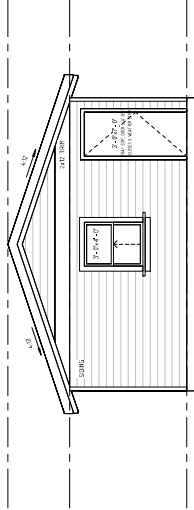
Franklin, T. | t.franklin@awana.com
Phonetic: (779) 862-5463

GENERAL NOTES

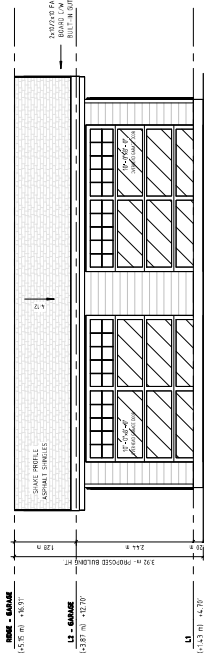
1. THE DRAWINGS AND DESIGN ARE AT ALL TIMES THE EXCLUSIVE PROPERTY OF AWANA GROUP AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT. ALL WORK SHALL BE DONE IN ACCORDANCE WITH ALL CITY, STATE AND FEDERAL REQUIREMENTS. ALL LEVELS PRIOR TO COMMENCEMENT OF WORK ON SITE SHALL BE VERIFIED AND BE RESPONSIBLE FOR ALL DEFICIENCIES AND DISCREPANCIES. THE DESIGNER SHALL BE IMMEDIATELY REPORTED TO AWANA GROUP REFUSE TO PROCEED WITH THE PROJECT. THE DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DEFICIENCIES OR DISCREPANCIES NOTED OTHERWISE.



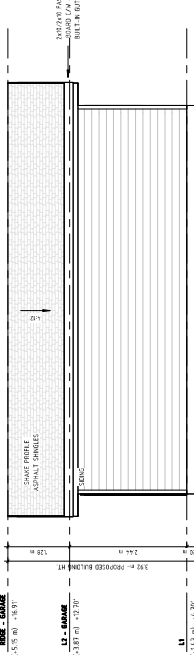
3 LEFT (NORTH) ELEVATION - DETACHED GARAGE
1/4" = 1'-0"



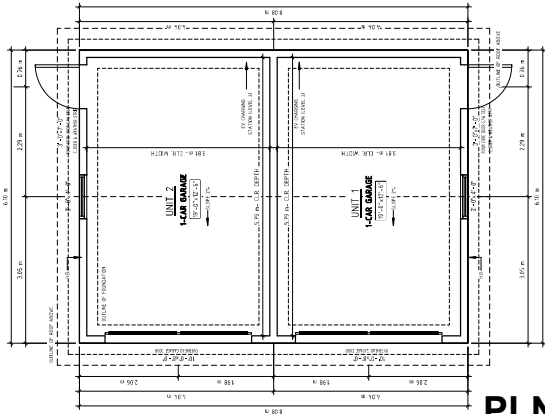
5 RIGHT (SOUTH) ELEVATION - DETACHED GARAGE
1/4" = 1'-0"



2 FRONT (WEST) ELEVATION - DETACHED GARAGE
1/4" = 1'-0"



4 REAR (EAST) ELEVATION - DETACHED GARAGE
1/4" = 1'-0"



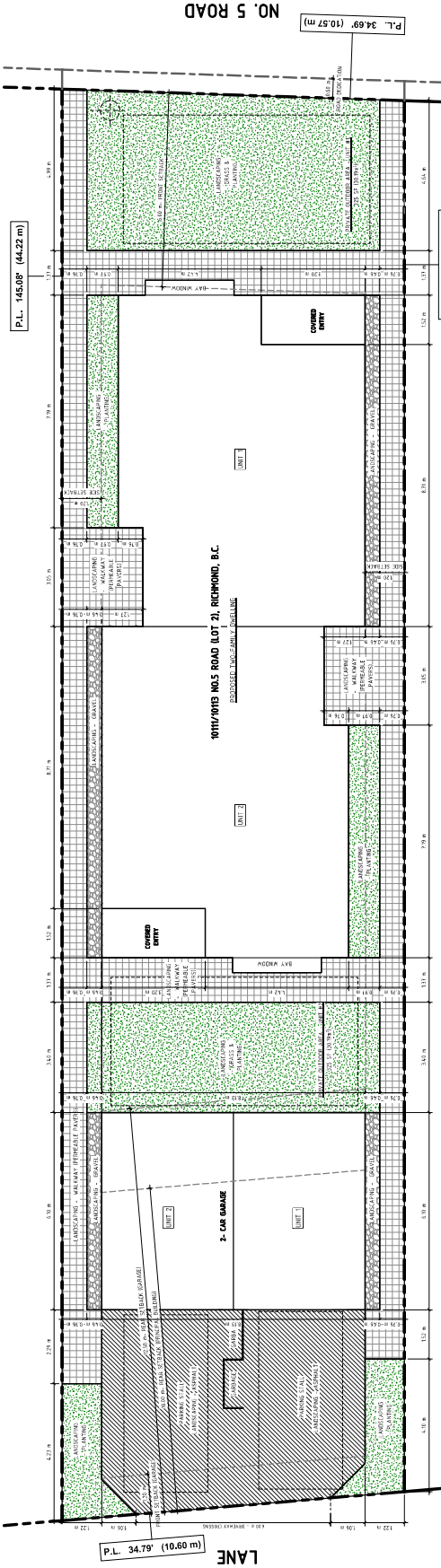
CEILING HEIGHT = 8'-0"
GARAGE AREA = 530 SF (49.24m²)

AWANA GROUP

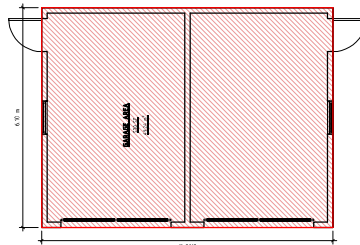
Project: 10111 & 10113 NO. 5 ROAD
Phone: (779) 862-5453

GENERAL NOTES

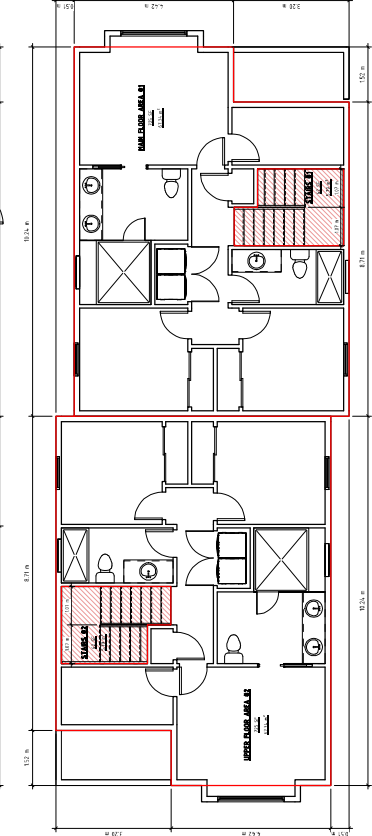
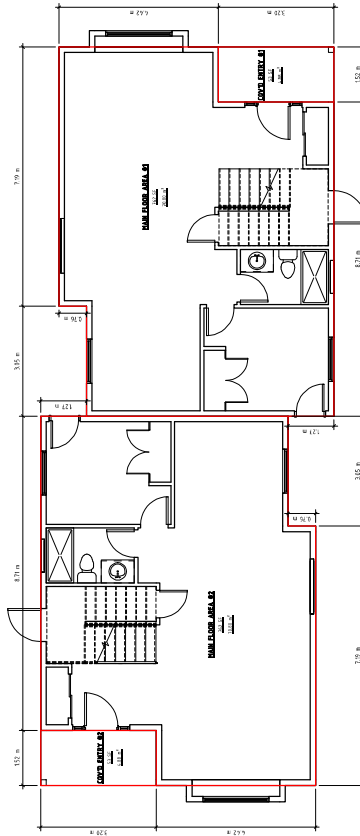
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1 IMPERMEABLE SURFACES PLAN
3/16" = 1'-0"



2 MAIN FLOOR AREA PLAN
3/16" = 1'-0"



3 UPPER FLOOR AREA PLAN
3/16" = 1'-0"

IMPERMEABLE SURFACES PLAN - LEGEND

[Pattern]	ASPHALT DRIVEWAY (NON - PERMEABLE) - 519 SF (48.2m ²), 10.4%
[Pattern]	PROPOSED BUILDING OUTLINE (NON-PERMEABLE) - 2405 SF (220.6m ²), 43.5%
[Pattern]	LIVE LANDSCAPING (PERMEABLE) - 1070 SF (99.4m ²), 21.5%
[Pattern]	GRAVEL (PERMEABLE) - 163 SF (15.0m ²), 3.3%
[Pattern]	PAVERS (PERMEABLE) - 1047 SF (97.1m ²), 21.1%

AREA CALCULATION

TOTAL LOT AREA	1245 SF	115.6m ²
IMPERMEABLE SURFACES	2405 SF	220.6m ²
PERMEABLE SURFACES	1070 SF	99.4m ²
TOTAL IMPERMEABLE SURFACES	3475 SF	320.0m ²
TOTAL PERMEABLE SURFACES	1070 SF	99.4m ²
TOTAL SURFACE AREA	4545 SF	419.4m ²
PERCENT IMPERMEABLE SURFACES	76.5%	
PERCENT PERMEABLE SURFACES	23.5%	

PERCENT IMPERMEABLE SURFACES: 76.5%
PERCENT PERMEABLE SURFACES: 23.5%

HATCHED AREA DENOTES EXCLUDED AREA FROM SFA CALCULATIONS

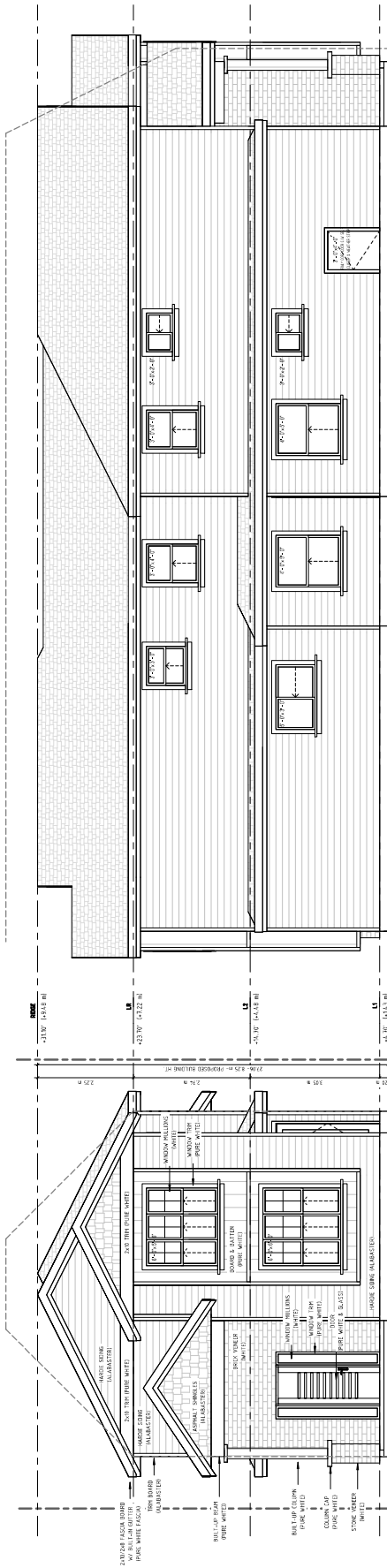
A2.02

AWANA GROUP

Project: 17-10-1013-0001-0001
Phone: (779) 862-5663

GENERAL NOTES

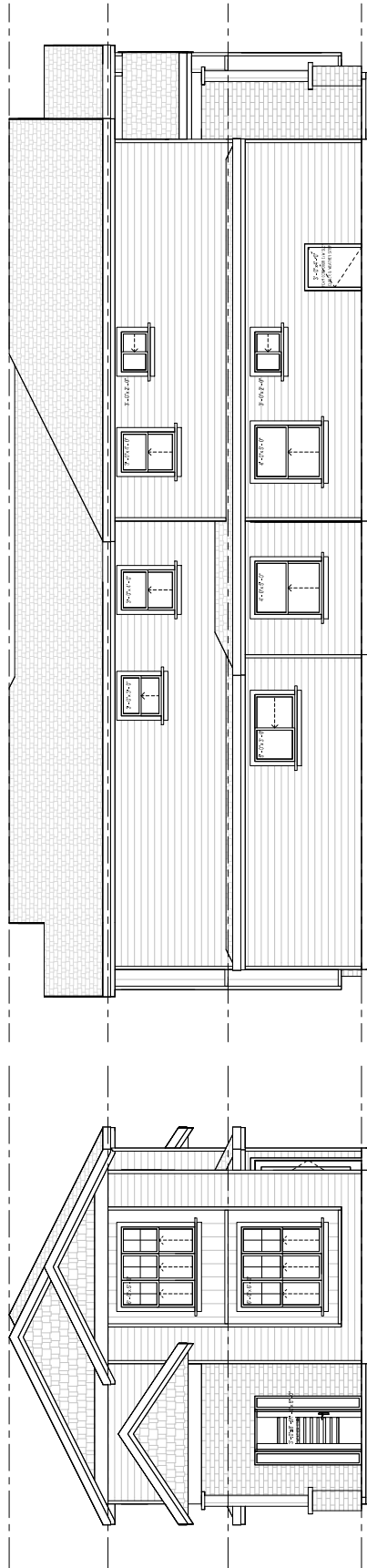
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① FRONT (EAST) ELEVATION
1/4" = 1'-0"

② RIGHT (NORTH) ELEVATION
1/4" = 1'-0"

PLN - 31



③ REAR (WEST) ELEVATION
1/4" = 1'-0"

④ LEFT (SOUTH) ELEVATION
1/4" = 1'-0"

LOT 2

PROJECT
10111 & 10113 NO. 5 ROAD, RICHMOND, B.C.

DRAWING TITLE
ELEVATIONS

PROJECT NUMBER
2226

DRAWN
TJ

DATE
AUGUST 9TH, 2023

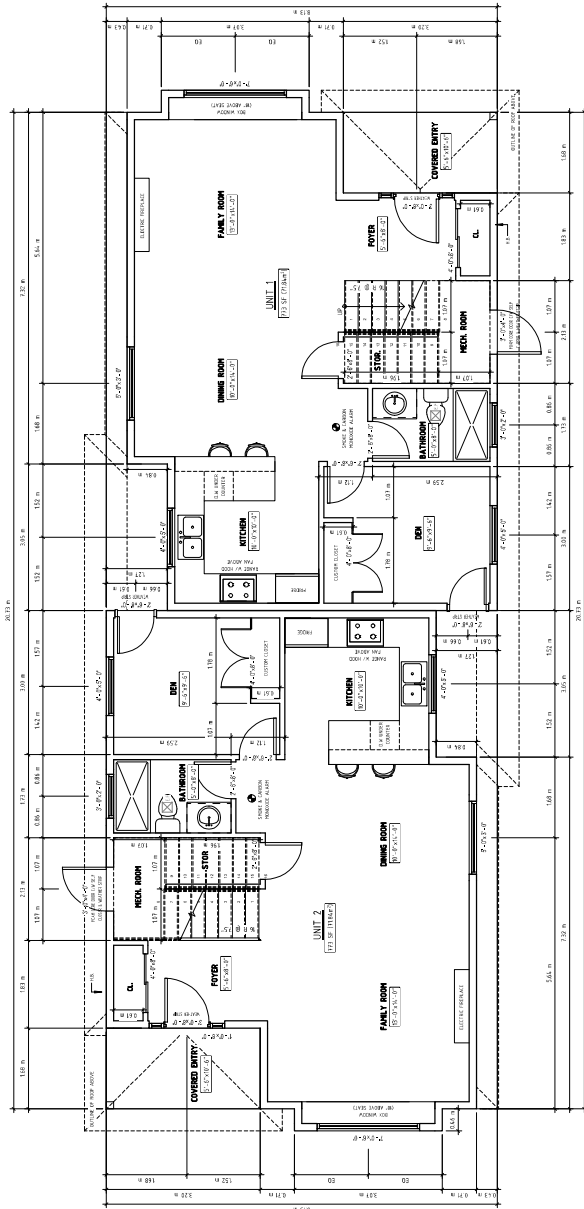
SCALE
1/4" = 1'-0"

DRAWING NO.
A2.03

AWANA GROUP

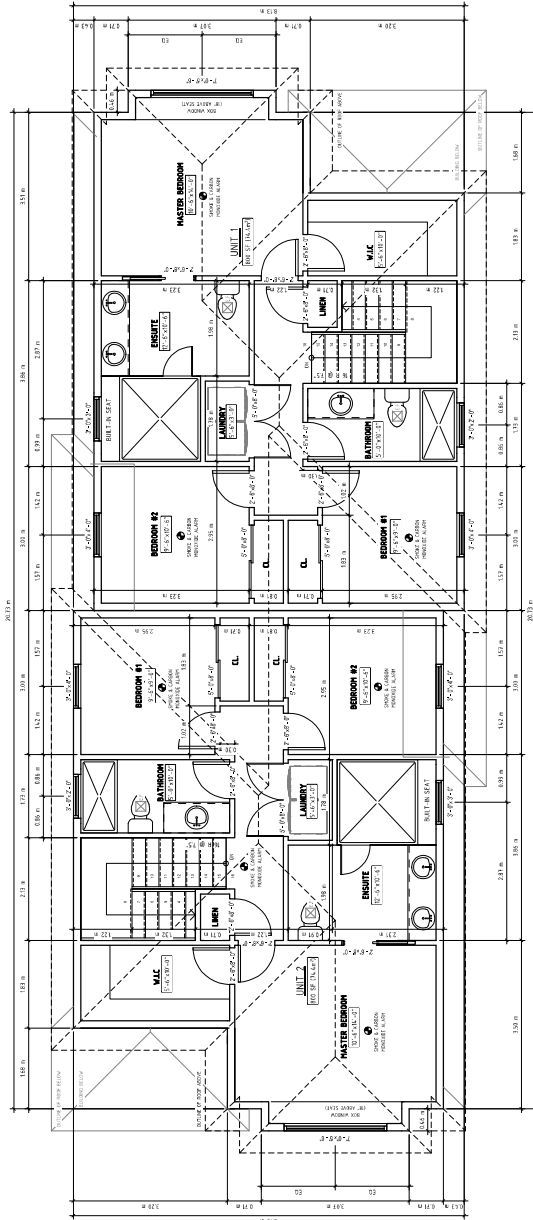
awana.ca
 Phone: (779) 862-5663

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CEILING HEIGHT = 9'-0"
 MAIN FLOOR AREA = 1546 SF (M3.68m²)
 COVERED PATIO AREA = 115 SF (10.74m²)

① MAIN FLOOR PLAN
 1/4" = 1'-0"



CEILING HEIGHT = 9'-0"
 UPPER FLOOR AREA = 600 SF (55.76m²)

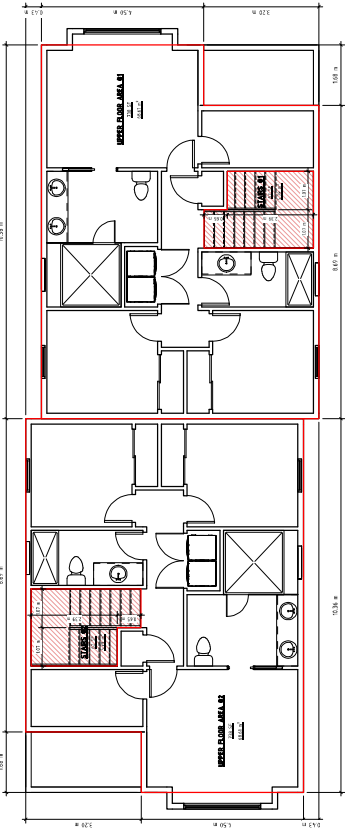
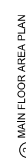
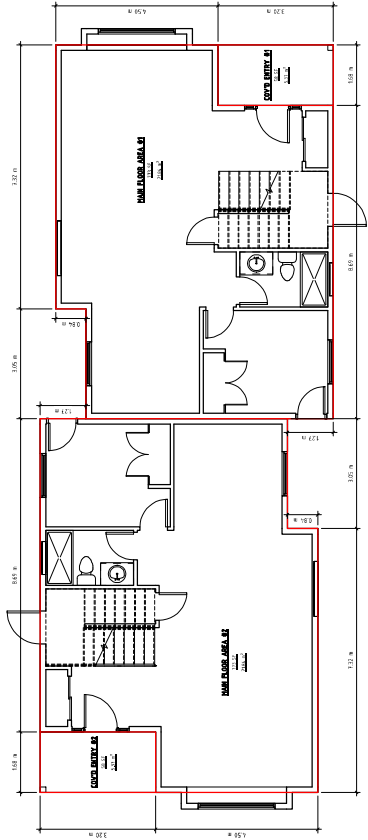
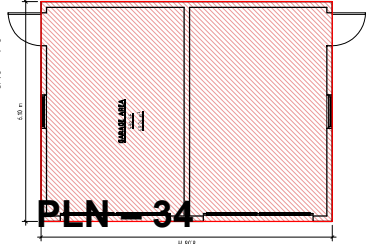
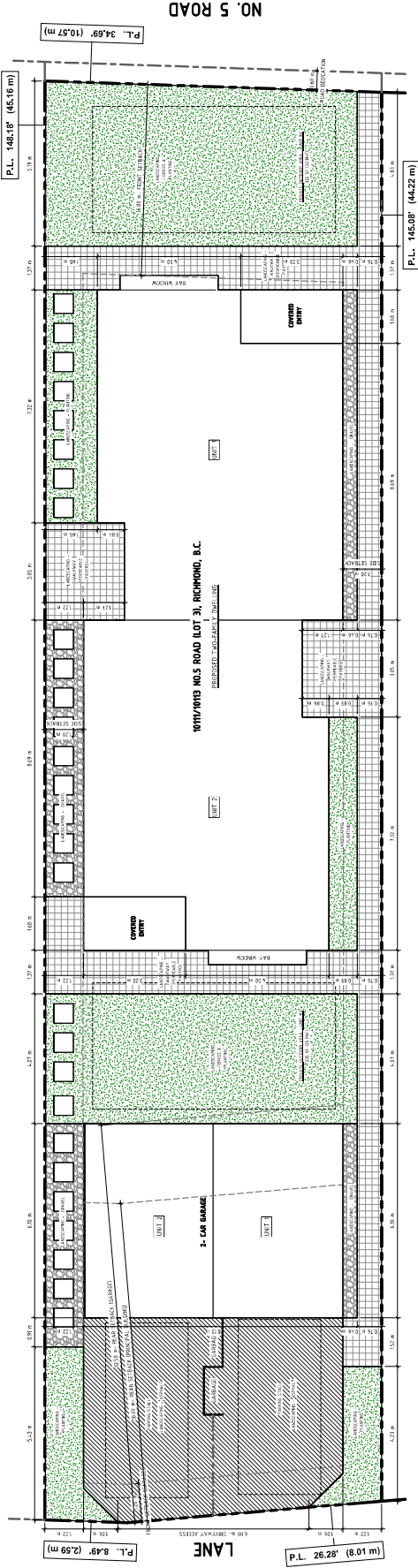
② UPPER FLOOR PLAN
 1/4" = 1'-0"








PROJECT	LOT 3
10111 & 10113 NO. 5 ROAD, RICHMOND, B.C.	
DRAWING TITLE	FLOOR PLANS
PROJECT NUMBER	2227
DRAWN	TJ
DATE	AUGUST 9TH, 2023
SCALE	As Indicated
DRAWING NO.	A3.00

GENERAL NOTES

- THE DOCUMENTS AND DESIGN ARE AT ALL TIMES THE EXCLUSIVE PROPERTY OF AWAIA GROUP AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT.
- THE GENERAL CONTRACTOR AND SUB-TENDERS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCEMENT OF WORK ON SITE.
- ANY ERRORS, DISCREPANCIES, OMISSIONS SHALL BE IMMEDIATELY REPORTED TO AWAIA GROUP BEFORE COMMENCEMENT OF WORK ON SITE.
- AWAIA GROUP DOES NOT WARRANT THAT THE DRAWINGS ARE TO SCALE. THE DRAWINGS SHALL NOT BE SCALED.
- ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS NOTED OTHERWISE.



IMPERMEABLE SURFACES PLAN - LEGEND

- | | |
|---|--|
|  | ASPHALT DRIVEWAY (NON - PERMEABLE) = 530 SF (69.23sqft), 10.4% |
|  | PROPOSED BUILDING OUTLINE (NON-PERMEABLE) = 2197 SF (283.66sqft), 0.3% |
|  | LIVE LANDSCAPING (PERMEABLE) = 1293 SF (170.17sqft), 25.3% |
|  | GRAVEL (PERMEABLE) = 283 SF (36.279sqft), 5.5% |
|  | PAVERS (PERMEABLE) = 798 SF (74.13sqft), 15.3% |

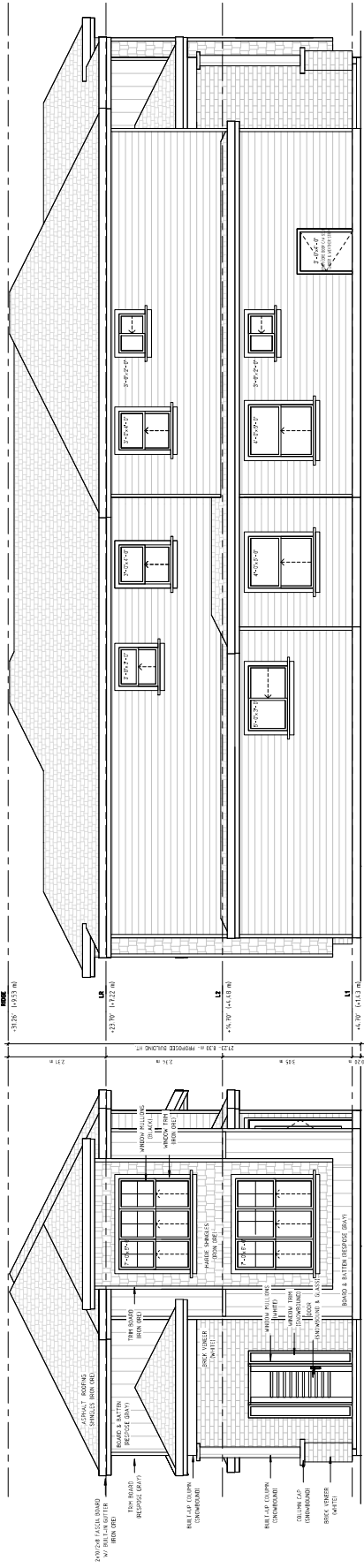
AREA CALCULATION

Category	2019 (M\$)	2020 (M\$)	2021 (M\$)	2022 (M\$)	2023 (M\$)	2024 (M\$)
Operating Assets						
Accounts receivable	1,000	1,000	1,000	1,000	1,000	1,000
Inventory	500	500	500	500	500	500
Prepaid expenses	100	100	100	100	100	100
Other assets	500	500	500	500	500	500
Total Operating Assets	2,100	2,100	2,100	2,100	2,100	2,100
Operating Liabilities						
Accounts payable	1,000	1,000	1,000	1,000	1,000	1,000
Accrued liabilities	500	500	500	500	500	500
Deferred revenue	100	100	100	100	100	100
Other liabilities	500	500	500	500	500	500
Total Operating Liabilities	2,100	2,100	2,100	2,100	2,100	2,100
Operating Assets - Liabilities						
Operating Assets	2,100	2,100	2,100	2,100	2,100	2,100
Operating Liabilities	(2,100)	(2,100)	(2,100)	(2,100)	(2,100)	(2,100)
Total Operating Assets - Liabilities	0	0	0	0	0	0
Operating Assets - Liabilities - Equity						
Operating Assets	2,100	2,100	2,100	2,100	2,100	2,100
Operating Liabilities	(2,100)	(2,100)	(2,100)	(2,100)	(2,100)	(2,100)
Equity	0	0	0	0	0	0
Total Operating Assets - Liabilities - Equity	0	0	0	0	0	0

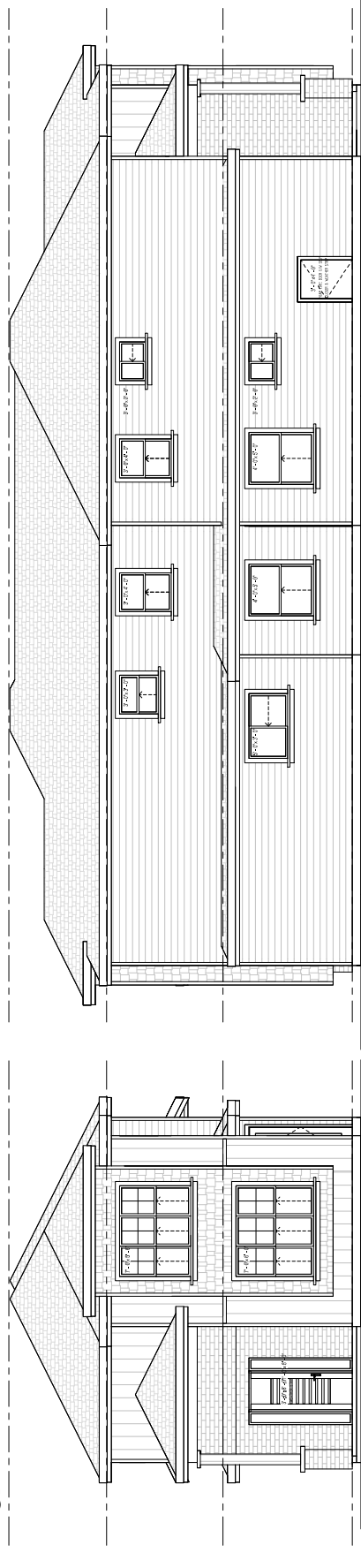
AWANA GROUP

Project: 17-00000000000000000000
Drawing: 17-00000000000000000000

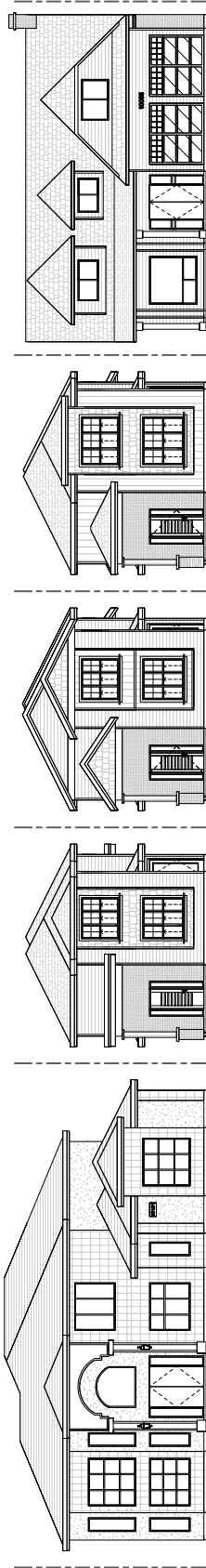
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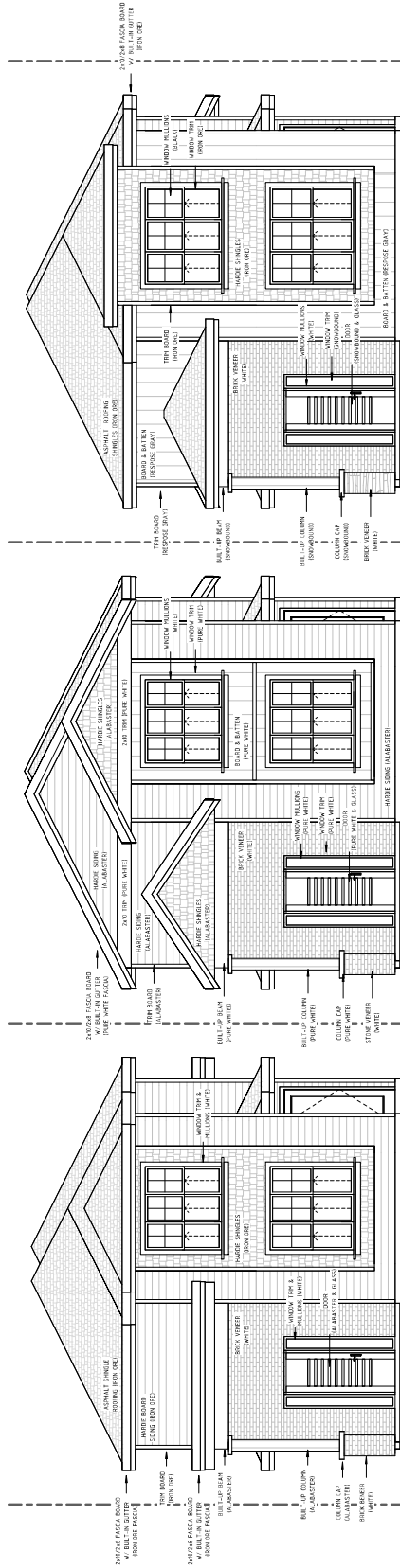
PLN - 35



PROJECT	LOT 3
PROJECT NUMBER	10111 & 10113 NO. 5 ROAD, RICHMOND, B.C.
DRAWING TITLE	ELEVATIONS
PROJECT NUMBER	2221
DRAWN	TJ
DATE	AUGUST 9TH, 2023
SCALE	1/4" = 1'-0"
DRAWING NO.	A3.03



① STREETScape
1/8" = 1'-0"



② FRONT ELEVATION - PROPOSED BUILDINGS
1/4" = 1'-0"

AWANA GROUP 10011 & 10103 NO. 5 ROAD, RICHMOND, B.C. Phone: (779) 662-6666 info@awana.ca		PROJECT	NEW DUPLEXES	PROJECT NUMBER	2225, 2226, 2227
GENERAL NOTE - THE DOCUMENTS AND DESIGN ARE AT ALL TIMES THE EXCLUSIVE PROPERTY OF AWANA GROUP AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. - ANY ERRORS, DISCREPANCIES, OMISSIONS SHALL BE IMMEDIATELY REPORTED TO AWANA GROUP. - AWANA GROUP DOES NOT WARRANT THAT THE DRAWINGS ARE TO SCALE. THE DRAWINGS SHALL NOT BE SEALED. - ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS NOTED OTHERWISE.		DATE	JULY 10TH, 2023	DRAWN	TJ
STREETSCAPES		SCALE	As indicated	DATE	JULY 10TH, 2023
A4.00		DRAWING NO.	As indicated	DATE	JULY 10TH, 2023



Tree #	Type	DBH (cm)	TPZ (Drip-line)
739	Red Alder (<i>Alnus rubra</i>)	26, ~30, ~30	6.5
H1	Emerald Cedar (<i>Thuja occidentalis</i> 'Smaragd')	2-4cm/stem	0.5

- GENERAL NOTES:
- NON BY-PLANT TREES HAVE BEEN REMOVED FROM THE PLANS.
- TREE PROTECTION FENCING SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS.
- REASSESS TREES WITH LOT GRADING PLANS.
- REPLACEMENT TREES SHALL CONFORM TO BCSLAB/CNLA LANDSCAPE STANDARDS. SPECIES AND LOCATIONS TO BE DETERMINED AT LANDSCAPE STAGE.

LEGEND

~~⊗~~ TREE TO BE REMOVED

Diagram illustrating a red line with a dot and a cloud-like shape, labeled "TREE PROTECTION FENCING" and "HEDGE".

—●— TREE PROTECTION FENCING

#105, 8277 129 St.
Surrey, British Columbia
V3W 0A6
Ph: (778) 593-0300
Fax: (778) 593-0302
Email: mfadum@fadum.ca

**MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS**

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PROJECT TITLE
10111 & 10113 No.5 ROAD
RICHMOND, B.C.

SHEET TITLE
T1 - TREE REMOVAL AND
PRESERVATION PLAN

T-1
SHEET 1 OF 1

T-1
SHEET 1 OF 1



Address: 10111 & 10113 No 5 Road

File No.: RZ 22-019002

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10475, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. 0.6 m road dedication along the entire east frontage.
3. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
4. 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 hedges 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.
5. Installation of appropriate protection fencing around all hedges to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
6. Registration of a flood indemnity covenant on title (2.9 m GSC – Area A).
7. Registration of cross-access easements, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the proposed internal walkways in favour of the future abutting lot(s) as required, including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
8. Registration of a legal agreement on title to ensure that landscaping planted within the ALR buffer area along the No. 5 Road frontage (4.0 m wide, as measured from the east property line) is maintained and will not be abandoned or removed. The legal agreement is to identify the ALR buffer area and to indicate that the subject property is located across from active agricultural operations and is subject to the impacts of noise, dust, and odour.
9. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$75,597.30) to the City's Affordable Housing Reserve Fund.
10. Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including all materials, installation, and 10% contingency. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and;

- include the 2 required replacement trees with the following minimum sizes:

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

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

- Dissolution of Strata Plan NW424.
- Modify and/or replace the cross-access easement, statutory right-of-way and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, providing for the internal walkways (RZ Consideration #7) as required.
- Provide a cash in-lieu contribution in the amount of \$14,978.40 for the design and construction of future lane upgrades as set out below:

Concrete Curb and Gutter (EP.0638)	\$ 9,480.00
Lighting (EP.0639)	\$ 5,498.40

Note: Cash-in-lieu rates are updated yearly to adjust for inflation and fluctuations in actual construction costs. The City will re-assess the required contribution when the cash-in-lieu is paid, based on the cash-in-lieu rate that is in effect at that time.

- Pay \$30,847.23 towards a cost recovery contribution for the laneway drainage and asphalt improvements previously installed consistent with the City's Works and Services Cost Recovery Bylaw No. 8752.

Note: Cost recovery contributions are subject to interest rates as set out in Bylaw No. 8752. The City will re-assess the required contribution when the cash-in-lieu is paid, based on the interest rate.

- Pay property taxes up to the current year, Development Cost Charges (City, TransLink and Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, etc., and any other fees or costs identified via the subdivision application process.
- Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works

- Using the OCP Model, there is 716 L/s of water available at a 20 psi residual at the No 5 Rd frontage. Based on the proposed development, the site requires a minimum fire flow of 95 L/s.
- At Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - Install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process.
 - Install a new 25mm diameter water service connection, complete with water meter and water meter box as per City specifications to service lot 3.
 - Confirm the condition and size of the existing water service connection at the East Pl of the proposed site. If not adequate, cut and cap the existing water service connection and replace with a new 25mm water sewer service connection, complete with water meter and water meter box as per City specifications to service lot 2.
 - Install a new 25mm diameter water service connection, complete with water meter and water meter box as per City specifications to service lot 1.
- At Developer's cost, the City will complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works

- At Developer's cost, the Developer is required to:
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - Confirm the condition and size of the existing storm service lead connection at the Northeast Pl of 10111 No 5 Rd. If not adequate, cut and cap the existing storm service connection lead and replace with a new storm sewer service connection, complete with an inspection chamber as per City specifications to service lot 3.
 - Confirm the condition and size of the existing storm service lead connection at the East Pl of 10111 No 5 Rd, if adequate, cut and cap one of the leads and utilize the other. If not adequate, cut and cap the existing storm service connection and replace with a new storm sewer service connection, complete with an inspection chamber as per City specifications to service lot 2.
 - Confirm the condition and size of the existing storm service lead connection at the Southeast Pl of 10111 No 5 Rd. If not adequate, cut and cap the existing storm service connection lead and replace with a new storm sewer service connection, complete with an inspection chamber as per City specifications to service lot 1.
- At Developer's cost, the City will complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works

- At Developer's cost, the Developer is required to:
 - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
 - Confirm the condition and size of the existing sanitary service lead connection at the Northwest Pl of 10111 No 5 Rd. If not adequate, cut and cap the existing storm service connection lead and replace with a new storm sewer service connection, complete with an inspection chamber as per City specifications to service lot 3.
 - Install a new sanitary sewer dual service connection to service lots 1 and 2 of 10111 No 5 Rd, complete with inspection chamber and a service lead as per City specifications.
- At Developer's cost, the City will complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements

- At Developer's cost, the Developer is required to:
 - Review street lighting levels along all road and lane frontages, and upgrade as required.
 - Review the configuration of the existing street light fronting 10111 No 5 Rd. Relocate the existing street light if required to meet Engineering standards after meeting Transportation's comments.
 - Design and construct frontage improvements which are to include (measured west to east):
 - New east property line of the subject line (established 0.6 m west of the existing property line to account for road dedication)
 - 2.0 m wide concrete sidewalk (as per arterial sidewalk standards)
 - Minimum 1.5 m wide landscaped boulevard with street trees
 - Permanently close all existing driveways at the No. 5 Road site frontage. All driveway let-downs are to be removed and replaced with barrier curb/gutter, boulevards, and concrete sidewalk as per standard described above.
 - The new sidewalk is to be connected to the existing sidewalk to the north and south of the subject site. A short transition section (eg. 3 m x 3 m reverse curb at both end of the new sidewalk) is required to transition the new sidewalk from the next to the property line to the existing sidewalk at the curb.

General Items

- At Developer's cost, the Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:

- To pre-duct for future hydro, telephone and cable utilities along all road frontages.
- Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- To underground overhead service lines.
- Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- 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.
- Right-of-way(s) in favour of the City may be required to accommodate the works which cannot be located within the dedicated road allowance, to be identified via the Servicing Agreement design process.

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

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

Note:

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

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

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

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

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10475 (RZ 22-019002)
10111 & 10113 No. 5 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 **“ARTERIAL ROAD COMPACT TWO-UNIT DWELLINGS (RCD)”**.

P.I.D. 001-323-725

Strata Lot “A” Section 36 Block 4 North West New Westminster District Plan NW424 together with an interest in the common property

P.I.D. 001-323-873

Strata Lot “B” Section 36 Block 4 North West New Westminster District Plan NW424 together with an interest in the common property

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10475”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

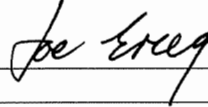

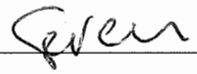
To: Planning Committee **Date:** August 8, 2023
From: John Hopkins **File:** 01-0157-30-
Director, Policy Planning RGST1/2023-Vol 01
Re: **Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 11420 – 157A Street (Fraser Heights)**

Staff Recommendation

That comments from the City of Richmond be provided to the Metro Vancouver Regional District Board as outlined in the staff report titled "Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 11420 – 157A Street (Fraser Heights)", dated August 8, 2023, from the Director, Policy Planning.

John Hopkins
Director, Policy Planning
(604-276-4279)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to amend the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the City of Surrey for the property located at 11420 – 157A Street (Fraser Heights) (herein called “the subject site”).

At the June 30, 2023, regular meeting, the MVRD Board adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to General Urban for lands located at 11420 – 157A Street;*
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023”; and*
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The City of Surrey’s requested amendment to the Metro 2050 RGS involves a regional land use designation amendment to re-designate the subject site from Industrial to General Urban.

As part of Metro Vancouver’s notification process, the City of Richmond has been invited to provide written comments on the proposed amendments by September 15, 2023 (refer to Attachment 1 for the Metro Vancouver letter and accompanying report).

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.

1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.

1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

Findings of Fact

The proposed amendment is a Type 3 amendment in accordance with the criteria and procedures contained in the Metro 2050 RGS, which requires that the amendment bylaw be passed by an affirmative 50% + 1 weighted vote of the MVRD Board.

Information about the Development Proposal at 11420 – 157A Street (Fraser Heights)

The residential component of the project includes 38 single-family lots that will be accessed from the existing single-family residential area to the south. Approximately half of the subject site (54.6% or 5.55 ha) will be dedicated to the City for open space that will be added to existing designated park areas abutting the subject site. Related to the City of Surrey's request to amend the Metro 2050 RGS, the City of Surrey has granted third reading to a package of bylaws to amend its Official Community Plan from Industrial to Suburban and rezone the subject site from the Light Impact Industrial Zone to the Cluster Residential Zone. The proposal would also be subject to the processing and approval of a Development Permit and Development Variance Permit to address site-specific conditions and other development components related to the project.

Analysis**Summary of the Metro 2050 RGS Amendment for 11420 – 157A Street (Fraser Heights)**

The proposed amendment to the Metro 2050 RGS involves a 10.2 ha (25.2 acres) site in the City of Surrey that is generally bounded by the South Fraser Perimeter Road (Highway 17) and Canadian National Railway yard to the north and east, a City park to the west and single-detached residential dwellings to the south. The surrounding RGS land use designations around the subject site include Industrial to the north and General Urban to the south.

The proposed regional land use designation amendment is from Industrial to General Urban. Refer to Figure 1 and Figure 2 for maps of the subject site showing the existing and proposed amendments to the RGS. A general summary of the regional land use rationale contained in the Metro Vancouver report is as follows:

- The subject site is directly adjacent to a residential area to the south, which is designated General Urban and contained in the Urban Containment Boundary. The only feasible access to the area is also through the existing single-family residential neighbourhood.
- The subject site is disconnected from adjacent lands that are designated Industrial by a steep escarpment and slope that creates a natural boundary. Furthermore, Highway 17 is a major transportation route that separates the subject site from the ability to connect or gain access to Industrial designated lands to the north along the Fraser River (containing Highway 17 and Canadian National Railway yard).
- Industrial activities and associated vehicle traffic would only be able to access the subject site by travelling through the existing residential neighbourhood which would introduce land use adjacency and traffic conflicts.

- Factors related to surrounding land use context, physical and geographical barriers and access limitations applicable to the subject site will not set a precedent for the conversion of industrial lands to residential uses.
- The Metro Vancouver report outlines that the subject site is generally undeveloped; however, since 2021, significant site disturbances and modifications (including tree removals) have occurred as part of the separate Trans Mountain Pipeline Expansion Project. Ecosystem enhancements and compensation will be undertaken on the subject site that would dedicate over half of the site (54.6%) to the City for open space that will contribute to natural area connectivity. The proposal also includes a tree replacement and compensation package that exceeds the City of Surrey requirements. The proposal involving the dedication of lands for open space/natural protection and tree compensation package which is consistent with regional objectives to enhance natural areas and increase tree canopy throughout the region.
- The proposed residential development on the subject site is for 38 single-detached residential dwelling units that have the potential for secondary suites. The Metro Vancouver report notes that although additional housing is provided for in the proposal, the relatively small size of the site and low density will not likely make a significant contribution to address regional housing affordability objectives or improve housing diversity options.

Figure 1- Existing Regional Land Use Designation

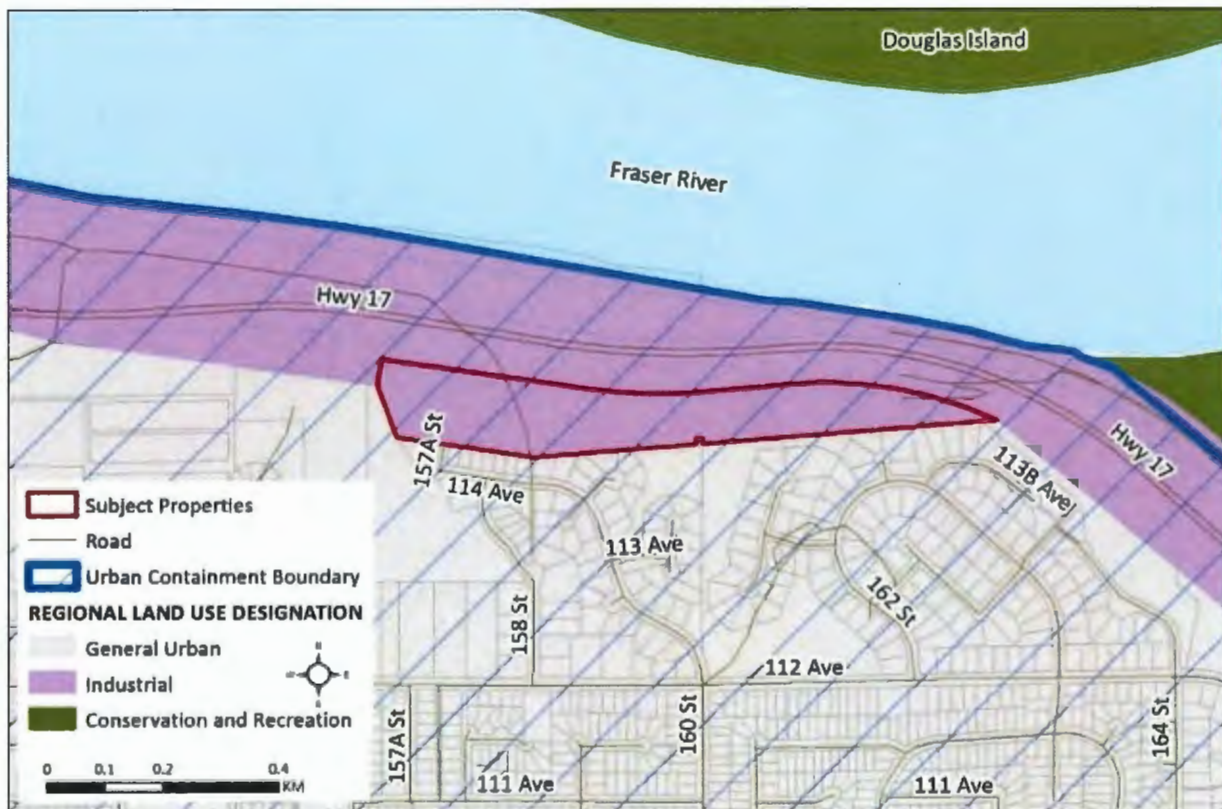
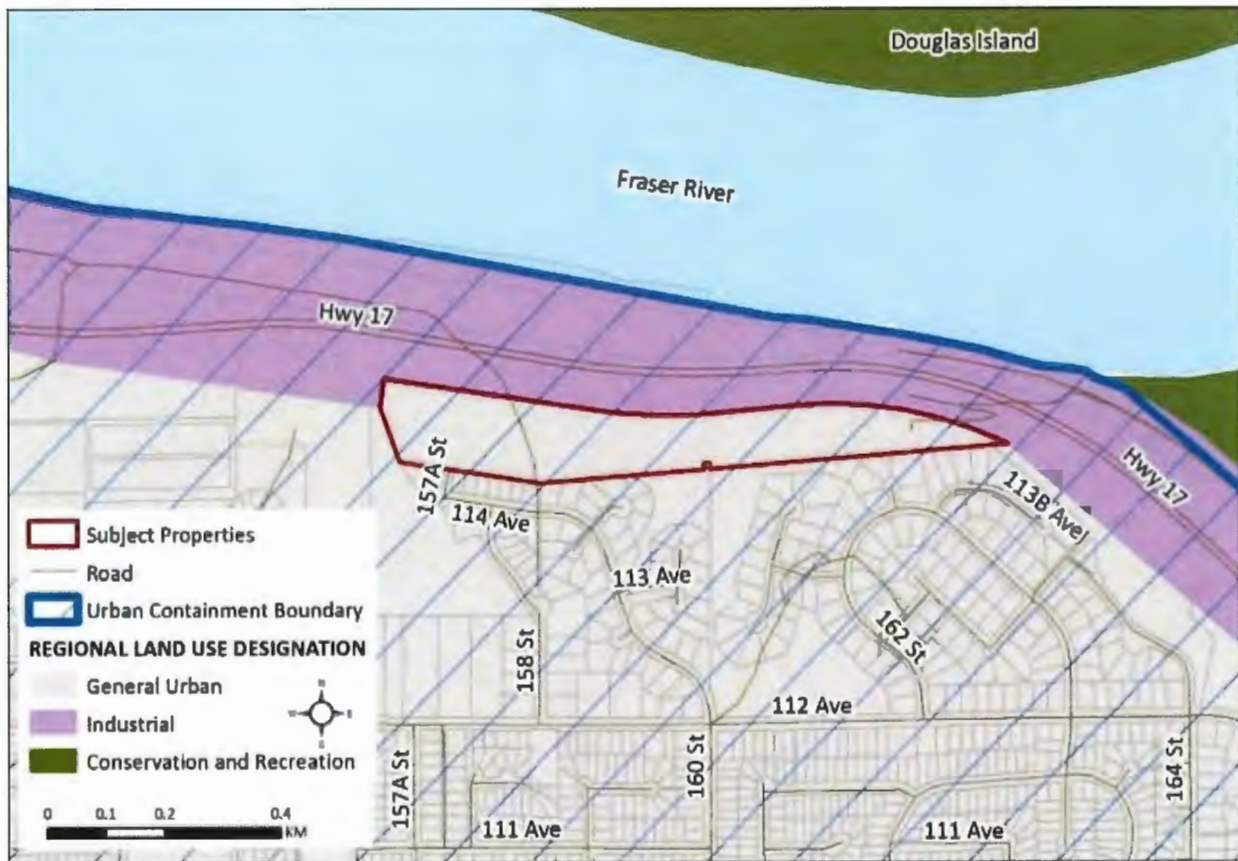


Figure 2 – Proposed Regional Land Use Designation



City of Richmond – Comments on the Proposed RGS Amendment

City staff do not have any additional comments to provide and generally concur with the comments and analysis provided for in the Metro Vancouver report on the proposed Metro 2050 RGS amendments requested by the City of Surrey for the subject site at 11420 – 157A Street.

Financial Impact

None

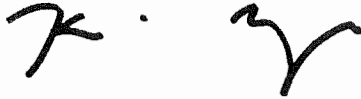
Conclusion

Metro Vancouver has forwarded a request from the City of Surrey to amend the Metro 2050 RGS to change the land use designation from Industrial to General Urban for the property at 11420 – 157A Street and provided an opportunity for the City of Richmond to comment.

August 8, 2023

- 6 -

City staff have reviewed the proposed amendment to the Metro 2050 RGS and recommend that the comments in this staff report, which are aligned with those contained in the Metro Vancouver report, be communicated to the MVRD Board prior to the September 15, 2023 deadline.

A handwritten signature in black ink, appearing to be 'K. Eng'.

Kevin Eng
Planner 3
(604-247-4626)

KE:he

Att. 1. Metro Vancouver Letter and Accompanying Report

Office of the Chair
 Tel. 604-432-6215 or via Email

CAOAdministration@metrovancouver.org

July 11, 2023

File: CR-12-01
 Ref: RD 2023 Jun 30

Mayor Malcolm Brodie and Council
 City of Richmond
 6911 No. 3 Road
 Richmond, BC V6Y 2C1
VIA EMAIL: mbrodie@richmond.ca; cityclerk@richmond.ca

Dear Mayor Malcolm Brodie and Council:

**Proposed Land Use Designation Amendment to Metro 2050
 City of Surrey – Fraser Heights**

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 10.2-hectare site located at 11420 – 157A Street in the City's Fraser Heights area. The proposed regional land use designation amendment would redesignate the site from Industrial to General Urban to accommodate a residential development of 38 single-detached lots on the subject site.

At its June 30, 2023 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;*
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023"; and*
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

As required by both the *Local Government Act* and *Metro 2050*, the regional growth strategy amendment process requires a minimum 45-day notification period to allow all affected local governments, First Nations, and members of the public to provide comment on the proposed amendment. Following the comment period, the MVRD Board will review all comments received and consider adoption of the amendment bylaw.

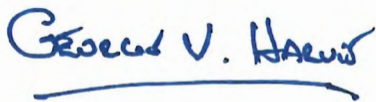
60943429

The proposed amendment is a Type 3 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by a 50% +1 weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050* is enclosed.

You are invited to provide written comments on the proposed amendment. Please provide your comments to the contact below **by September 15, 2023**.

If you have any questions with respect to the proposed amendment, please contact Jonathan Côté, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391 or by email at jonathan.cote@metrovancover.org.

Yours sincerely,



George V. Harvie
Chair, Metro Vancouver Board

GVH/JWD/hm

cc: Serena Lusk, Chief Administrative Officer, City of Richmond
John Hopkins, Acting General Manager, Planning and Development, City of Richmond
Jerry W. Dobrovolsky, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver
Jonathan Côté, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver

Encl: [Metro 2050 Type 3 Proposed Amendment – City of Surrey \(Fraser Heights\)](#)

60943429

To: Regional Planning Committee

From: Victor Cheung, Senior Policy and Planning Analyst
Regional Planning and Housing Services

Date: May 29, 2023

Meeting Date: June 9, 2023

Subject: **Metro 2050 Type 3 Proposed Amendment – City of Surrey (Fraser Heights)**

RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
-

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 10.2-hectare site located at 11420 – 157A Street in the City's Fraser Heights area. The proposed regional land use designation amendment would redesignate the site from Industrial to General Urban to accommodate a residential development of 38 single-detached lots on the subject site.

The proposed amendment has been considered in relation to *Metro 2050*'s goals, strategies, and policies. Staff has concluded that, on balance, the proposed amendment is supportable. The proposed amendment:

- utilizes land that is unsuitable for industrial uses because it lacks access to the adjacent highway and industrial lands due to a steep slope escarpment;
- allows for 38 single-detached lots;
- will result in a net increase in tree canopy cover over the long-term; and
- is consistent with the adjacent residential land uses to the south.

The requested *Metro 2050* Type 3 Amendment bylaw requires adoption through an affirmative 50%+1 weighted vote of the MVRD Board.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro 2050* to accommodate a 38-lot residential development through a Type 3 regional growth strategy amendment.

BACKGROUND

On January 30, 2023, Surrey Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to *Metro 2050* to amend the regional land use designation of the site located at 11420 – 157A Street from Industrial to General Urban (Reference). On March 15, 2023, Metro Vancouver received the City’s request to consider the proposed Regional Growth Strategy amendment.

SITE CONTEXT

The subject site is 10.2 hectares in size, and is bounded by the South Fraser Perimeter Road (Highway 17) and Canadian National Railway yard to the north, Surrey Bend Regional Park to the east, suburban single-detached dwellings and City-owned parkland to the south, and Highway 17 and City-owned parkland to the west.

The subject site is currently designated Industrial in the City’s Official Community Plan (OCP) and zoned One-Acre Residential Zone and Light Impact Industrial Zone in the City’s Zoning Bylaw. The current regional land use designation in *Metro 2050* is Industrial (Figure 1). The site is undeveloped, though since late 2021, significant site disturbance and tree removal has occurred as part of the Trans Mountain Pipeline Expansion Project. Additional site information can be found in the City of Surrey staff report (Attachment 1), and a summary of the existing site description is provided in Table 1.

Table 1 – Existing Site Description

Site Size	10.2 Hectares
Site Location	11420 – 157A Street
Current Metro 2050 Land Use Designation	Industrial
Current City OCP Designation	Industrial
Current Zoning	One-Acre Residential Zone (RA) and Light Impact Industrial Zone (IL)
Agricultural Land Reserve	No

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The City of Surrey can only adopt the proposed OCP amendment after the MVRD Board approves the corresponding *Metro 2050* Type 3 amendment given the change of land use being requested. The proposal would amend the City’s OCP and Zoning Bylaw for the subject site to accommodate residential uses on the site. The proposed land use changes are outlined in Table 2.

Table 2 – Proposed Site Designations

	Current	Proposed
Metro 2050	Industrial	General Urban
OCP	Industrial	Suburban
Zoning	One-Acre Residential Zone (RA) and Light Impact Industrial Zone (IL)	Cluster Residential Zone

Should the application proceed, an updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change will be required. It is expected that the City will submit an updated RCS for consideration of acceptance should the MVRD Board choose to initiate the proposed amendment process and give initial readings to the *Metro 2050* amendment bylaw.

Figure 1. Existing Regional Land Use Designation

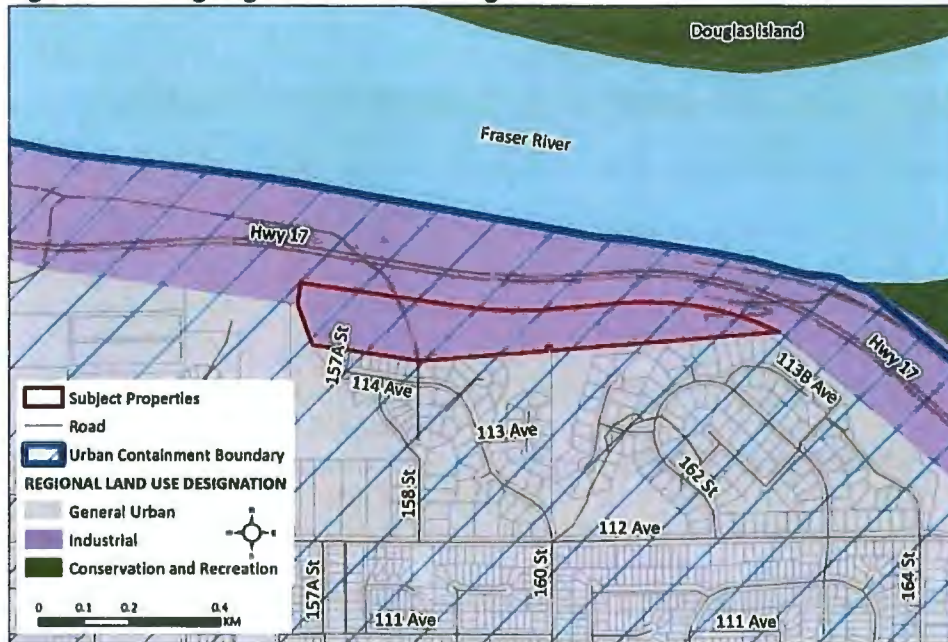
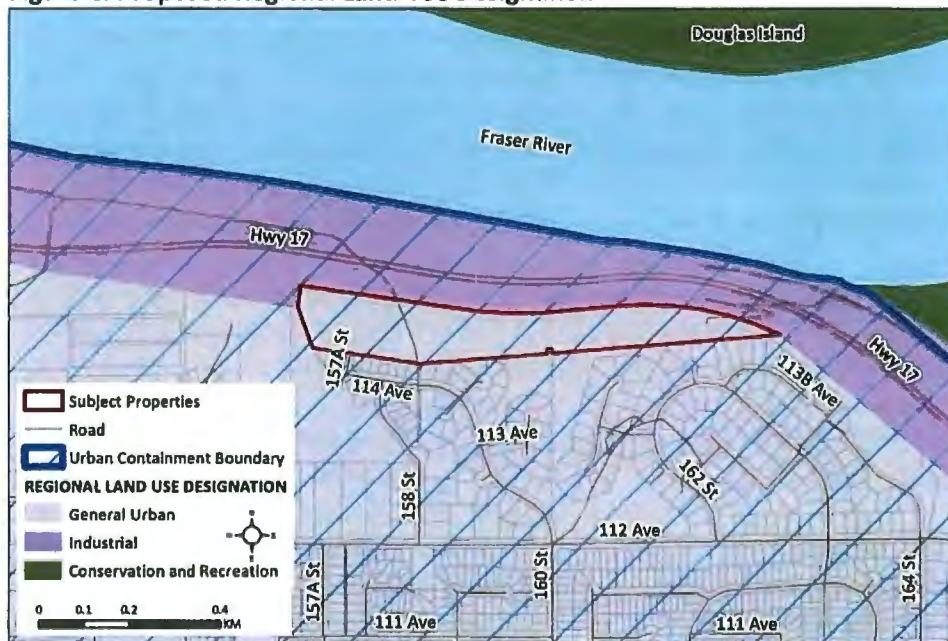


Figure 2. Proposed Regional Land Use Designation



REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of the regional growth strategy. The intent of the assessment is not to duplicate the municipal planning process, but rather to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 includes strategies to concentrate urban development within the Urban Containment Boundary, and to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

The subject site is located within the Urban Containment Boundary (UCB). The proposal would be consistent with the region's target of focusing 98% of residential growth inside the UCB, though the proposed low density residential development does not contribute to creating a compact urban area. The subject site is a limited size and orientation, and does not have good access to transit service that would support higher development density or transit-oriented growth.

Goal 2: Support a Sustainable Regional Economy

Goal 2 includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the supply of industrial lands.

The subject site is designated Industrial in *Metro 2050*. Given the critical shortage of industrial lands in the region, applications to redesignate such lands must have a very strong rationale to be supported.

As shown on Figure 1, while it appears that the site is connected to the industrial lands to the north of Highway 17 and the Fraser River, the subject site is physically disconnected from highway access and the adjacent industrial lands by the South Fraser Perimeter Road escarpment; this can be seen in Figure 3. The escarpment has significant slopes (between 30-45%) creating a natural boundary between the subject site and the highway and industrial lands to the north, making direct access from the site to the highway unfeasible.

The subject site can instead be considered in the context of the adjacent lands to the immediate south, with which it shares a common topography and has a direct road connection (see Figure 4). The abutting lands to the south are developed as a single-detached residential neighbourhood. City of Surrey Planning staff's assessment (Attachment 1) is that allowing industrial uses on this site as currently permitted would create potential conflicts, particularly as it relates to the access and egress of industrial-related vehicle traffic. Metro Vancouver staff concur with this conclusion.

Given how disconnected this site is from the highway and adjacent industrial lands, its limited size and its orientation to the residential areas immediately south, staff do not anticipate this amendment will set a precedent for converting other industrial lands to residential uses. The City of Surrey will continue to support the protection and intensification of industrial lands where possible.

Figure 3 – Subject Site Contour Map



Figure 4 – Ortho Photo of Surrounding Area



Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Goal 3 includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

The subject site is undeveloped, though since late 2021 significant site disturbances and tree removal has occurred as part of the Trans Mountain Pipeline Expansion Project. The site includes some modified ecosystems, specifically mature broadleaf forest (coastal western hemlock eastern variant) with riparian fringe subclass, as well as mature coniferous forest in its eastern portion.

The City of Surrey's staff report (Attachment 1) confirms that ecosystem protection measures will be in place to enable ecosystem connectivity, with 54.6% of the site being dedicated to the City for riparian, biodiversity and open space protection purposes. The development proponent is proposing 190 replacement trees on the site, or five trees per proposed lot, thereby greatly exceeding the City of Surrey's requirements. A total of 193 trees are proposed to be retained or replaced on the site. Overall this amendment is consistent with the region's goals to enhance natural environments and increase the regional tree canopy cover.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 includes strategies that promote the expansion of the supply and diversity of housing to meet a variety of needs.

The proposed amendment includes 38 single-detached lots which will provide additional housing. However, since all the proposed housing units will be single-detached homes with opportunity for secondary suites, the project will not likely make a significant contribution to regional housing affordability objectives. As noted in the City's Staff Report (Attachment 1), the applicant adequately addresses the City's Affordable Housing Strategy which requires a contribution per new lot to support the development of new affordable housing elsewhere within the City of Surrey. The proposed development is limited in scale and will not significantly contribute to improving the diversity of housing options in the region.

Goal 5: Support Sustainable Transportation Choices

Goal 5 includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

The transportation impact of this application is anticipated to be relatively limited with expected traffic generation of 38 vehicle trips per weekday peak hour. The site is not transit-oriented and residents would likely be reliant on personal vehicles to access the site. Given the limited transportation options for this location, the size of the site, and the adjacent existing neighbourhood with only one road access connection, low-density development forms are the most appropriate housing form for this location.

Since the proposal does not include a roadway connection to Highway 17, the development would not fundamentally alter movement patterns in the area or attract through-traffic. As the Fraser Heights area develops, the City of Surrey may wish to work with the Province and TransLink to

explore the feasibility of expanding transit service on nearby Highway 17 and Highway 1, along with associated active transportation connections to provide greater transportation choices in this area.

Analysis Summary

Although protecting industrial lands is an important policy direction of *Metro 2050*, this site is disconnected from the adjacent highway and industrial lands to the north by a prominent escarpment. The site forms part of an existing residential area immediately to the south, and the proposed amendment would allow for the development of 38 single-detached homes. Over half of this highly-disturbed site will be dedicated to the City as a natural area, and trees will be replaced at a higher ratio than typically required by the City, thereby adding to the regions overall tree canopy over the long-term. Despite the fact that the proposed application does not support all of the goals outlined in *Metro 2050*, the unique and limiting characteristics of this site should be considered when evaluating this application. Staff has concluded that, on balance, given all of the factors involved the proposed amendment is supportable.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver's utilities.

Liquid Waste Services (GVS&DD)

The proposed residential development would result in a net flow reduction as compared to permitted industrial development under the existing regional land use designation. The development will contribute to existing North Surrey Interceptor overflows under wet weather conditions. Minimization of wet weather inflow and infiltration to reduce impacts are recommended. Should the proposed regional land use designation amendment be approved by the MVRD Board, the City of Surrey is encouraged to consider the use of green infrastructure, where practical, and minimize wet weather inflow and infiltration to reduce impacts on regional sewerage infrastructure.

Water Services (GVWD)

The City of Surrey must notify Metro Vancouver of any forecasted increase in the drinking water demand beyond the demand of the 38 single-detached lots, in advance. The City is encouraged to implement good water management practices.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

If the amendment bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to affected local governments and relevant agencies, as well as posted on the Metro Vancouver website for a minimum of 45 days as an opportunity for the public to provide comment. Following that, comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of adoption. An updated Regional Context Statement from the City will be considered at the same time as adoption of the proposed amendment.

ALTERNATIVES

1. That MVRD Board:
 - a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
2. That the MVRD Board decline the proposed amendment for 11420 – 157A Street and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the City of Surrey's proposed Type 3 Amendment. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

CONCLUSION

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 10.2-hectare site located at 11420 – 157A Street in the City's Fraser Heights area. The proposed regional land use designation amendment would redesignate the site from Industrial to General Urban to accommodate a residential development of 38 single-detached lots and an extension of the existing residential area immediately to the south.

The proposed amendment has been considered in relation to *Metro 2050*'s goals, strategies, and policies. Although protecting industrial lands is an important policy in the *Metro 2050*, this site is disconnected from the adjacent highway and industrial lands to the north by a prominent escarpment. The site is immediately abutting an existing residential area and the proposed amendment would allow for the development of 38 single-detached homes. Over half of the highly disturbed site will be dedicated to the City as a natural area, and trees will be replaced at a higher ratio than typically required by the City, thereby adding to the overall tree canopy over the long-term. Staff's analysis demonstrates that, on balance, the proposed amendment is supportable and is aligned with *Metro 2050*'s goals and strategies. Staff recommend Alternative 1.

Attachments

1. City of Surrey Regional Growth Strategy Amendment Application for land located at 11420 – 157A Street (Development Application No. 7916-0130-00), and Staff Report
2. Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022
3. Presentation re: *Metro 2050* Amendment Request from City of Surrey

References

[City of Surrey Regular Council – Land Use Minutes, Dated January 30, 2023](#)

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City of Richmond

Report to Committee

To: Planning Committee **Date:** August 8, 2023
From: John Hopkins **File:** 08-4045-00/Vol 01
Director, Policy Planning
Re: Spires Road Rental Tenure Policy – One-Year Review

Staff Recommendation

That the staff report titled “Spires Road Rental Tenure Policy – One-Year Review” dated August 8, 2023, from the Director, Policy Planning be received for information.

John Hopkins
Director, Policy Planning
(604-276-4279)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

On July 18, 2022, Council adopted amendments to the City Centre Area Plan for the Spires Road area. This report is in response to a July 18, 2022, staff recommendation:

That staff report back to Council regarding key findings related to the implementation of updates to the City Centre Area Plan for the Spires Road area after the policy provisions are in place for one year.

This report also responds to the following referral from the May 16, 2023, Planning Committee meeting:

That the materials titled “Spires Road Concerns” be referred to staff and report back with comments via staff memorandum.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.2 Develop and implement innovative and proactive solutions that encourage a range of housing options and prioritize affordability.

This report is also consistent with the City’s Affordable Housing Strategy 2017–2027, including:

Strategic Direction #1: Use regulatory tools to encourage a diverse range of housing types and tenures.

Findings of Fact

The City of Richmond has taken a leading role in securing rental housing and continues to collaborate with senior levels of government to address housing affordability and development of affordable housing options. In July 2022, City Council adopted amendments to the City Centre Area Plan (CCAP) for the Spires Road area. These amendments created new requirements for the provision of rental housing in the Spires Road area above the requirements of the City’s Affordable Housing Strategy and Market Rental Housing Policy. The Spires Road Rental Tenure Policy is illustrated in Attachment 1 and summarized as follows:

- Introduces a minimum 2.0 Floor Area Ratio (FAR) for the Spires Road area provided that:
 - the maximum residential strata is 1.2 FAR subject to the provisions of the City’s Affordable Housing Strategy and Market Rental Housing Policy; and

- the minimum rental housing secured is 0.8 FAR with the condition that at least 50 per cent is secured for Low-End Market Rental (LEMR) housing and the remainder is market rental housing, unless specified by Council to have a different mix of market rental and affordable rental geared towards specific income limits.
- Permits densities up to a maximum of 3.0 FAR provided that the density beyond 2.0 FAR is comprised of at least 50 per cent LEMR housing with the remainder as market rental housing unless specified by Council to have a different mix of market rental and affordable rental geared towards specific income limits.
- For projects that create 60 or less strata units, cash-in-lieu would be collected for the LEMR and market rental contribution. For projects that have more than 60 strata units, the standard 15 per cent LEMR floor area and 15 per cent market rental floor area would be required. This is in addition to the new minimum density required for LEMR and market rental housing.

The primary intention of the policy is to significantly increase the number of rental housing units within the Spires Road area by increasing the residential density. The policy permits a mix of building forms (low-, mid-, high-rise) in the Spires Road area, while facilitating a mix of strata units, market rental units and LEMR units. The Spires Road Rental Tenure Policy applies to the area shown on Attachment 2, which generally extends from Westminster Highway to Cook Road and from Garden City Road to Cooney Road.

The preparation of the Spires Road Rental Tenure Policy included a variety of technical and data inputs:

1. **Land Use and Density Analysis:** This was included as part of a report titled “Referral Response: Spires Road Area (City Centre Area Plan)” from the Director, Policy Planning, which was presented to the Planning Committee on October 20, 2021. The analysis examined the impacts of four density scenarios for the Spires Road area from the perspectives of neighbourhood character, the provision and capacity of utilities; as well as transportation considerations related to traffic flow, internal road capacity, access/egress to/from the area, parking and loading.
2. **Housing Needs Report:** Richmond’s Housing Needs Report, which was endorsed by Council in December 2021, monitors key trends related to housing in the community. The report identifies a strong demand for market rental, in particular affordable rental housing.
3. **Economic Feasibility Analysis:** An analysis prepared by an experienced land economist reviewed several density and tenure mixes in order to assess what is financially feasible in the Spires Road area. Along with density and tenure, the analysis considered construction methods (wood frame vs concrete) as well as land values. Under current economic conditions, the analysis found that low rise wood frame apartments had the most economic resiliency to absorb increased components of rental housing, whether that be market rental or LEMR housing.

4. **Public Consultation:** As part of the development of the policy, staff consulted property owners and residents in the Spires Road area. A complete summary of the consultation is provided in a report entitled “Referral Response: Spires Road Area Proposed Rental Tenure & Density Increases” from the Director, Policy Planning which was presented to Planning Committee on June 21, 2022. As noted in the report, through the consultation there was an understanding that rental and affordable housing will accompany higher densities; however, a few respondents cautioned about the overconcentration of one form of housing over another.

Analysis

The Spires Road Rental Tenure Policy was initiated as a pilot project, with the intention of significantly increasing the number of rental units within close proximity to the Richmond-Brighouse Canada Line station. The policy is also in line with the Province’s “Homes for People” housing plan, which includes increasing the number of new rental units near public transit.

Since the adoption of the policy, the City has received six inquiries and one rezoning application under the new policy. The rezoning application at 8620, 8640 & 8660 Spires Road (RZ 22-023633) is currently being evaluated and consists of a mix of market rental and LEMR units (approximately 84 units) in a six-storey building at a FAR of approximately 3.0.

Over the past year, staff have been in contact with one Spires Road area property owner expressing the concern that the policy change has impacted their ability to sell their property.

Key lessons learned from the implementation of the policy over the last year include:

1. *Rental Tenure Mix*

The Spires Road Rental Tenure Policy encourages a mix of strata, market rental and LEMR units, but also permits 100 per cent rental projects. Though the policy permits strata units up to a maximum of 1.2 FAR, this form of housing has not been included as part of the first application with the applicant choosing to exclusively focus on market rental and LEMR units. As a result, from a land economics standpoint, there may be more flexibility in the mix of tenure and income than initially anticipated, potentially allowing for a broad mix of tenures across the neighbourhood.

2. *Lot and Block Configuration*

The initial application is for a 6-storey wood frame apartment at a density of 3.0 FAR, currently under review for compliance with City guidelines. The challenge is being able to accommodate all of the permitted floor area for mid-rise housing typologies. As identified in the “Land Use and Density Analysis” noted above, the neighbourhood’s existing wide and shallow lot and block configuration presents challenges for this particular building form, including provision of private outdoor space, tree preservation, and accommodating family units, when compared to lower density housing forms.

3. *Parking*

The wide and shallow lot and block configuration throughout the area also presents challenges for the provision of on-site parking. Throughout Spires Road, on-site parking pressure will be reduced through the recently implemented Parking Requirement Reductions initiative. The initiative introduced parking reductions to improve the economic feasibility of rental housing developments for market rental units and/or LEMR units in a 100 per cent rental building or a mixed tenure strata development. Further parking reductions will continue to be reviewed on a site-specific basis.

4. *Impacts to Property Owners*

As noted above, the Spires Road Rental Tenure Policy was developed based on findings of an economic feasibility analysis and through public consultation with area residents and property owners. Since the adoption of the Spires Road Rental Tenure Policy, the housing market has been impacted by a number of factors including supply chain and labour constraints, as well as multiple Bank of Canada rate hikes, which have caused mortgage rates and prime rates to rise. Even with these impacts, the City has received an application and is continuing to receive inquiries in the area in response to the new policy. In addition, instream provisions for existing applications being processed under the previous policy supports those property owners by enabling them to proceed.

In summary, it is staff's opinion that the new policy approach employed in the Spires Road area has the potential to be successful over time and encourage the development of a significant number of rental units in the area. In addition, there is also potential to utilize a similar approach in other parts of the City, which will be reviewed through the ongoing OCP targeted update. Staff will continue to review best practices and work with property owners to assess the implementation of the Spires Road Rental Tenure Policy to identify any improvements to the policy, which would be brought forward for Council's consideration.

Provisions for Instream Applications

This section of the report responds to the May 16, 2023, Planning Committee referral, where concerns were expressed regarding a proposed townhouse development in the Spires Road area subject to the previous policy. The report entitled "Referral Response: Spires Road Area Proposed Rental Tenure & Density Increases" from the Director, Policy Planning, which was presented to Planning Committee on June 21, 2022, and brought forward the new Spires Road Rental Tenure Policy, included grandfathering provisions for instream applications as follows:

- For developments that received third reading prior to the adoption of the new policy, the developments would be subject to the former land use designation and sub-area guidelines at Development Permit stage;
 - Two townhouse projects received third reading prior to the adoption of the new policy and have Development Permits currently being processed (8951, 8971 Spires Road & 8991 Spires Gate (RZ 18-818420/DP 21-932383) & 8740, 8760, 8780 & 8800 Spires Road (RZ 19-870807/DP 22-013081)).

- For in-stream rezoning applications that did not receive third reading prior to adoption of the new policy, the associated developments were subject to the former land use designation and sub-area guidelines if the rezoning bylaw was granted first reading by Council within one year of Council adoption of policy, and final adoption and issuance of a Development Permit within one year of the associated Public Hearing.
 - One townhouse project received first reading within one year of the new policy adoption (8635, 8655, 8675 & 8695 Cook Crescent (RZ 22-012904)) and has one year from the associated Public Hearing (June 19, 2023) to receive final adoption/Development Permit issuance. The Development Permit is currently being processed (DP 23-024119).

The grandfathering period is now over and all new development applications would be subject to the new policy.


Financial Impact

None.

Conclusion

In response to Council's referral, staff have undertaken a one-year review of the Spires Road Rental Tenure Policy. Since the adoption of the policy in July 2022, six inquiries and one rezoning application have been received by the City in response to the new policy. Staff will continue to work with property owners and residents to identify opportunities to ensure the successful implementation of the policy, including any lessons learned through the OCP update, as well as through other initiatives, such as the Parking Requirement Reduction initiative.

Staff recommend that Committee receives this report for information.



Steven De Sousa
Planner 3, Policy Planning
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- Att. 1: Spires Road Rental Tenure Policy Diagram
2: Spires Road Rental Tenure Policy Area Map

Spires Road Rental Tenure Policy Diagram

