



Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

**Monday, January 21, 2013 – 7 p.m.**

**Council Chambers, 1<sup>st</sup> Floor  
Richmond City Hall  
6911 No. 3 Road  
Richmond, BC V6Y 2C1**

## OPENING STATEMENT

### Page

- PH-5**      1.      **Zoning Amendment Bylaw 8700 (RZ 10-521413) & Bylaw 7840 (RZ04-272351)**  
(File Ref. No. RZ 10-521413, RZ 04-272351, 12-8060-20-7840/8700) (REDMS No. 3136056)

See Page **PH-5** for full report

**Location:**              6551/6553 Williams Road & 6511/6531 Williams Road

**Applicant:**            Urban Era Builders and Developers Ltd. & Parmjit Randhawa

**Purpose:**                To rezone the subject properties from “Single Detached (RS1/C)” to “Low Density Townhouses (RTL3)”, to permit development of 13-unit townhouses on the two (2) properties.

**First Reading:**        December 18, 2012

**Order of Business:**

1.      Presentation from the applicant.
2.      Acknowledgement of written submissions received by the City Clerk since first reading.
3.      Submissions from the floor.

Page

**Council Consideration:**

1. Action on second and third readings of Bylaw 8700.

☐

2. Action on third reading of Bylaw 7840.

☐

- PH-29**      2.      **Zoning Amendment Bylaw 8967 (RZ 12-598701)**  
(File Ref. No. RZ 12-598701, 12-8060-20-8967) (REDMS No. 3618406)

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See Page **PH-29** for full report

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**Location:**              6711, 6771 and 6791 Williams Road

**Applicant:**            Interface Architecture Inc.

**Purpose:**                To rezone the subject property from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, to permit development of fourteen (14) townhouse units

**First Reading:**        December 10, 2012

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Bylaw 8967.

☐

- PH-59**      3.      **Zoning Amendment Bylaw 8970 (RZ 12-615299)**  
(File Ref. No. RZ 12-615299, 12-8060-20-8970) (REDMS No. 3696232)

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See Page **PH-59** for full report

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**Location:**              10251 Bird Road

**Applicant:**            Ronald Herman, Anita Herman & Tammia Bowden

**Purpose:**                To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots.

**Page**

**First Reading:** December 10, 2012

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Bylaw 8970.



- PH-74**      4.      **Zoning Amendment Bylaw 8972 (RZ 11-586280)**  
(File Ref. No. RZ 11-586280, 12-8060-20-8972) (REDMS No. 3702424)

See Page **PH-74** for full report

**Location:** 9431, 9451, 9471 and 9491 Williams Road

**Applicant:** Yamamoto Architecture Inc.

**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “Medium Density Townhouses (RTM2)”, to permit development of 20 townhouse units.

**First Reading:** December 10, 2012

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Bylaw 8972.



**Page**

- PH-93**     5.     **Zoning Amendment Bylaw 8979 (RZ 12-603740)**  
(File Ref. No. RZ 12-603740, 08-4040-01, 10-6450-01, 12-8060-20-8979) (REDMS No. 3701187)

See Page **PH-93** for full report

**Location:**            16700 River Road

**Applicant:**           Brian Dagneault Planning Consultants Ltd.

**Purpose:**            To rezone the subject property from “Agriculture (AG1)” to “Industrial Storage (IS1)”, to permit commercial vehicle parking and storage and outdoor storage activities on the subject site.

**First Reading:**     December 10, 2012

**Order of Business:**

1.    Presentation from the applicant.
2.    Acknowledgement of written submissions received by the City Clerk since first reading.
3.    Submissions from the floor.

**Council Consideration:**

1.    Action on second and third readings of Bylaw 8979.

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**ADJOURNMENT**

☐



**City of Richmond**  
Planning and Development Department

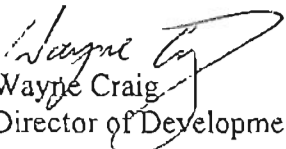
**Report to Committee**

To SP CNCL - Dec. 18/2012  
To PLN - Dec. 18/2012

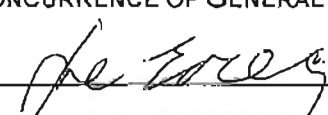
**To:** Planning Committee **Date:** November 8, 2012  
**From:** Wayne Craig  
Director of Development **File:** RZ 10-521413  
**Re:** Application by Urban Era Builders and Developers Ltd. for Rezoning at  
6551/6553 Williams Road from Single Detached (RS1/C) to Low Density  
Townhouses (RTL3)

**Staff Recommendation**

1. That Bylaw 8700, for the rezoning of 6551/6553 Williams Road from "Single Detached (RS1/C)" to "Low Density Townhouses (RTL3)", be introduced and given first reading.
2. That third reading of Bylaw 7840, for the rezoning of 6511/6531 Williams Road, be rescinded; and
3. That Bylaw 7840, for the rezoning of 6511/6531 Williams Road, be referred to the January 21, 2013 Public Hearing.

  
Wayne Craig  
Director of Development

EL:blg  
Att.

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

## Staff Report

### Origin

Urban Era Builders and Developers Ltd. has applied to the City of Richmond to rezone 6551/6553 Williams Road (**Attachment 1**) from “Single Detached (RS1/C)” to “Low Density Townhouses (RTL3)” in order to permit a 13-unit townhouse development on the subject site and the adjacent property at 6511/6531 Williams Road. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Background

The adjacent property at 6511/6531 Williams Road is being proposed to be rezoned to Low Density Townhouses (RTL3) (RZ 04-272351) for a 6-unit townhouse development contained in two (2) buildings. The zoning district names have changed as the rezoning application was submitted under the former Zoning & Development Bylaw No. 5300 to rezone the site from “Single-Family Housing District, Subdivision Area C (R1/C)” to “Townhouse District (R2-0.6)”.

The Public Hearing for this 2004 rezoning application was held on December 20, 2004. No concerns regarding the rezoning were expressed at the Public Hearing and the rezoning bylaw (7840) was given third reading on the same day. The developers had subsequently decided to consolidate 6511/6531 Williams Road with the subject property for a larger townhouse development. The site plan has been redesigned to enhance the eventual development proposal. Since the Public Hearing was held seven (7) years ago and the development plan has been revised, staff recommend Council rescind third reading of Bylaw 7840 and the Bylaw be referred to the January 21, 2013 Public Hearing. The applicant has been consulted on this matter and is aware a new Public Hearing is required.

Upon review of the submitted information for the 13-unit townhouse proposal, one of the two conditions outlined in the conditional approval of RZ 04-272351 is no longer applicable; a shared access between 6511/6531 and 6551/6553 Williams Road is no longer required since the two (2) properties are to be consolidated into one (1) development site. A single Development Permit application for the consolidated site is required. The Development Permit review is in process.

### Findings of Fact

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

### Surrounding Development

To the North: Existing single-family dwellings on lots in Land Use Contract (LUC044) fronting onto Sheridan Road and multiple-family developments on a property located to the north of Sheridan Road as part of LUC044;

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

To the South: Across Williams Road, is the London/Steveston Park; and

To the West: Future development site (with an existing non-conforming duplex) to be consolidated with the subject site for a townhouse development; and then recently developed single-family dwellings on a RS1/C zoned lots fronting onto Williams Road.

## **Related Policies & Studies**

### Arterial Road Policy

The Arterial Road Policy is supportive of multiple-family residential developments along arterial roads. The subject site is identified for "Arterial Road Town House Development" on the Arterial Road Development Map included in the Official Community Plan (OCP) Bylaw 9000.

### Floodplain Management Implementation Strategy

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

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$15,655.54. This amount is based on the maximum buildable square footage on the subject property (6551/6553 Williams Road) only.

### Public Art

The subject application was submitted in March, 2010 under the previous Public Art Program (Policy 8702, rescinded July 2010), which does not apply to residential projects containing less than 20 units.

## **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

## **Staff Comments**

### Trees Retention and Replacement

The applicant has submitted a Tree Survey and an Arborist's Report for the overall development site (2 properties); ten (10) trees were identified and assessed (see Tree Preservation Plan in Attachment 4).

### *Tree Retention*

A 55 cm cal Catalpa tree and a multi-branching Western Red Cedar tree located along the Williams Road street frontage are in good condition (exhibiting vigorous growth) and should be preserved. In order to ensure that the two (2) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

### *Tree Removal*

Five (5) trees are in very poor condition due to structural defects and bacterial infections causing decline in health. In addition, one (1) Cherry tree is dead and another one appears to be mostly dead with upper canopy decay from previous topping. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 14 replacement trees are required for the removal of seven (7) bylaw-sized trees. The developer is proposing to plant 19 replacement trees on site.

The applicant is also proposing to remove one (1) boulevard tree along the Williams Road frontage due to poor health of the tree. Parks Operations staff have agreed to the proposed tree removal. A cash compensation to the Tree Replacement Fund for the street tree removal in the amount of \$500 is determined.

### Site Servicing and Frontage Improvements

An independent review of servicing requirements (storm and sanitary) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that upgrades to the existing storm system are required to support the proposed development. No sanitary sewer upgrades are required.

Frontage beautification is required across the consolidated frontage with a new 1.5 m sidewalk being poured at the property line (the sidewalk must be removed for the storm upgrades), with an approximate 1.38 m grass and treed boulevard between the sidewalk and the existing curb.

Prior to final adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel and enter into a standard Servicing Agreement for the design and construction of the required infrastructure upgrades and frontage beautification (see **Attachment 5** for details).

### Vehicle Access

One (1) driveway off Williams Road is proposed. The long-term objective is for the driveway access established on Williams Road to be utilized by adjacent properties to the east and west if they redevelop into multiple-family developments. A Public Right of Passage (PROP) will be secured as a condition of rezoning to facilitate this vision.

### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$13,000 as per the Official Community Plan (OCP) and Council Policy.

### Outdoor Amenity Space

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

### **Analysis**

#### Arterial Road Redevelopment Policy

The subject application was submitted in March 2010 under the previous Arterial Road Redevelopment Policy contained in OCP Bylaw 7100. The proposal is generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy.

The proposed height, siting and orientation of the buildings respect the massing of the existing neighbouring single-family homes. All rear units along the north property line are two (2) storeys; the end units of the street fronting building are stepped down from three (3) storeys to 2½ storeys at the east side yard and the entry driveway. In addition, increased front, rear, and east side yard setbacks are proposed to provide a better interface with the adjacent single-family developments. The building height and massing will be controlled through the Development Permit process.

#### Low Density Townhouses (RTL3)

Typically, new townhouse development site with a proposed density of 0.60 floor area ratio should be rezoned to Low Density Townhouses (RTL4), which provide for a density bonus that would be used for rezoning applications in order to help achieve the City's affordable housing objectives. However, for this application, Low Density Townhouses (RTL3) is proposed since the subject site is to be consolidated with the adjacent site to the west for one (1) townhouse development; the zoning on the entire site must be consistent. To help achieve the City's affordable housing objectives, the applicant has voluntarily proposed to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy.

#### Requested Variances

The proposed development is generally in compliance with the Low Density Townhouses (RTL3) zone. Based on the review of current site plan for the project, the following variances are being requested:

- Allow a total of six (6) small car parking stalls in six (6) duplex units; and
- Allow a total of 14 tandem parking spaces in seven (7) three-storey townhouse units.

Transportation Division staff have reviewed the proposal and have no concerns. The proposed number of on-site visitor parking is in compliance with the bylaw requirement. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.

#### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 6511/6531 Williams Road and 6551/6553 Williams Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Detailed review of building form and architectural character to create a more comfortable architectural rhythm along Williams Road;
- Review of the location and design of the convertible unit and other accessibility features;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

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

None.

#### **Conclusion**

The proposed 13-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding developments along minor arterial roads. Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning at 6551/6553 Williams Road be approved.

The Public Hearing for Bylaw 7840 (rezoning at 6511/6531 Williams Road) was held seven (7) years ago (December 2004) and the development plan has been revised; staff recommend that the third reading of Bylaw 7840 be rescinded and referred to the January 21, 2013 Public Hearing.



Edwin Lee  
Planner 1  
(604-276-4121)

EL:blg

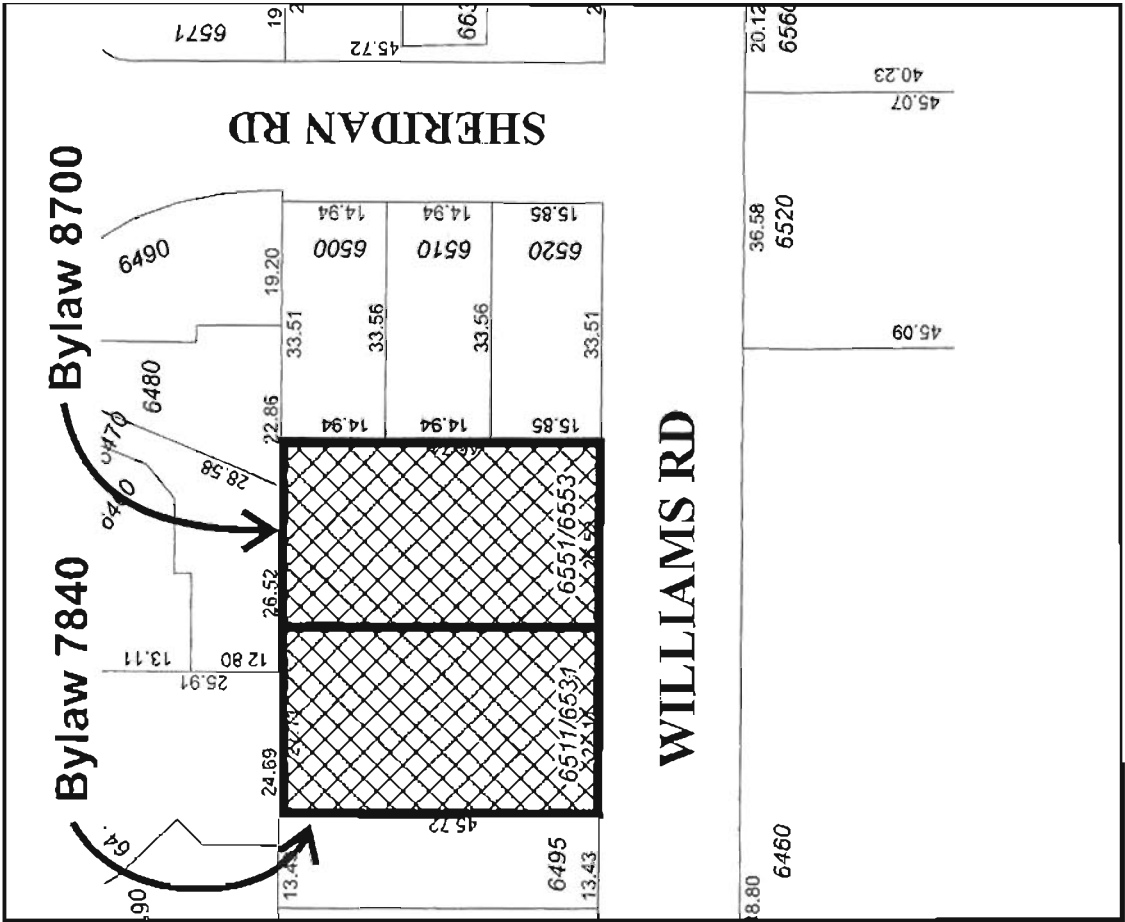
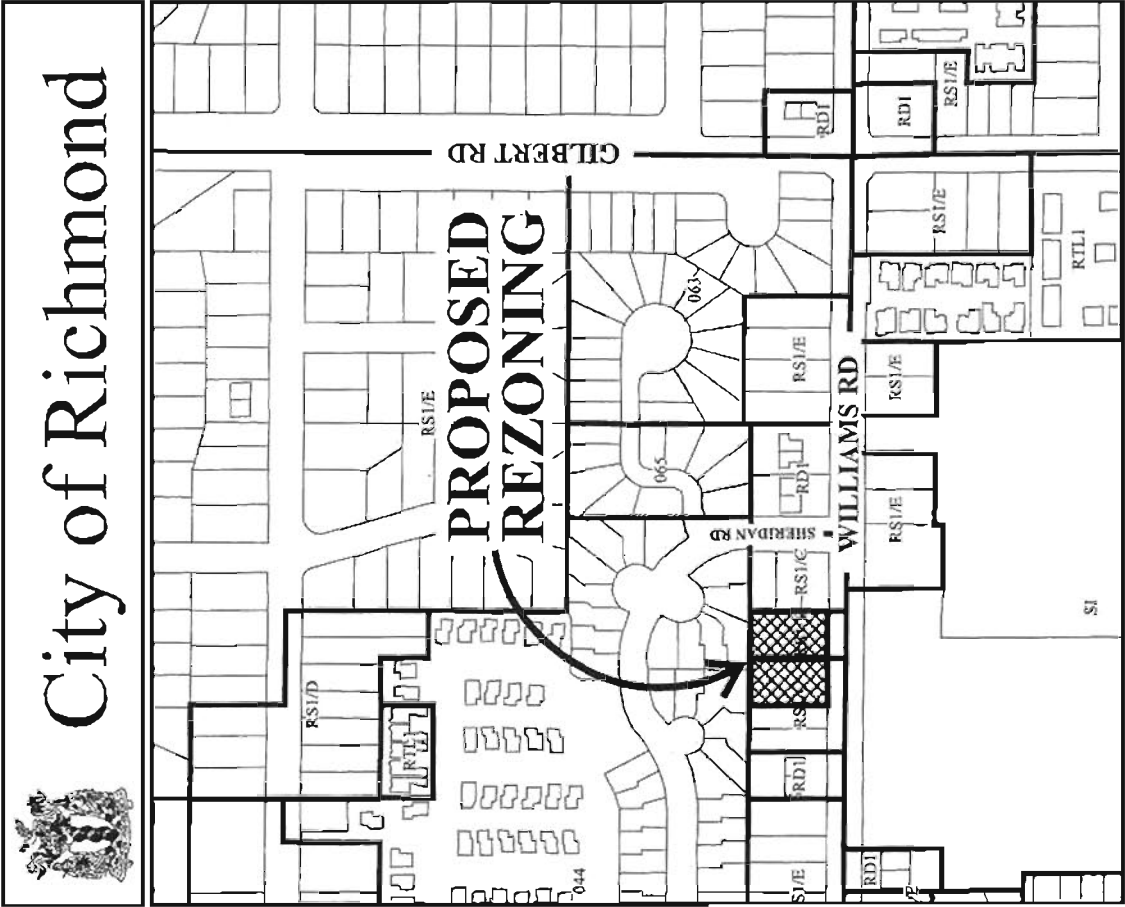
Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Tree Preservation Plan

Attachment 5: Rezoning Considerations Concurrence





**RZ 10-521413 & RZ 04-272351**

Original Date: 12/06/12  
Revision Date: 12/17/12  
Note: Dimensions are in METRES



RZ 10-521413 &  
RZ 04-272351

Original Date: 12/06/12

Amended Date:

Note: Dimensions are in METRES





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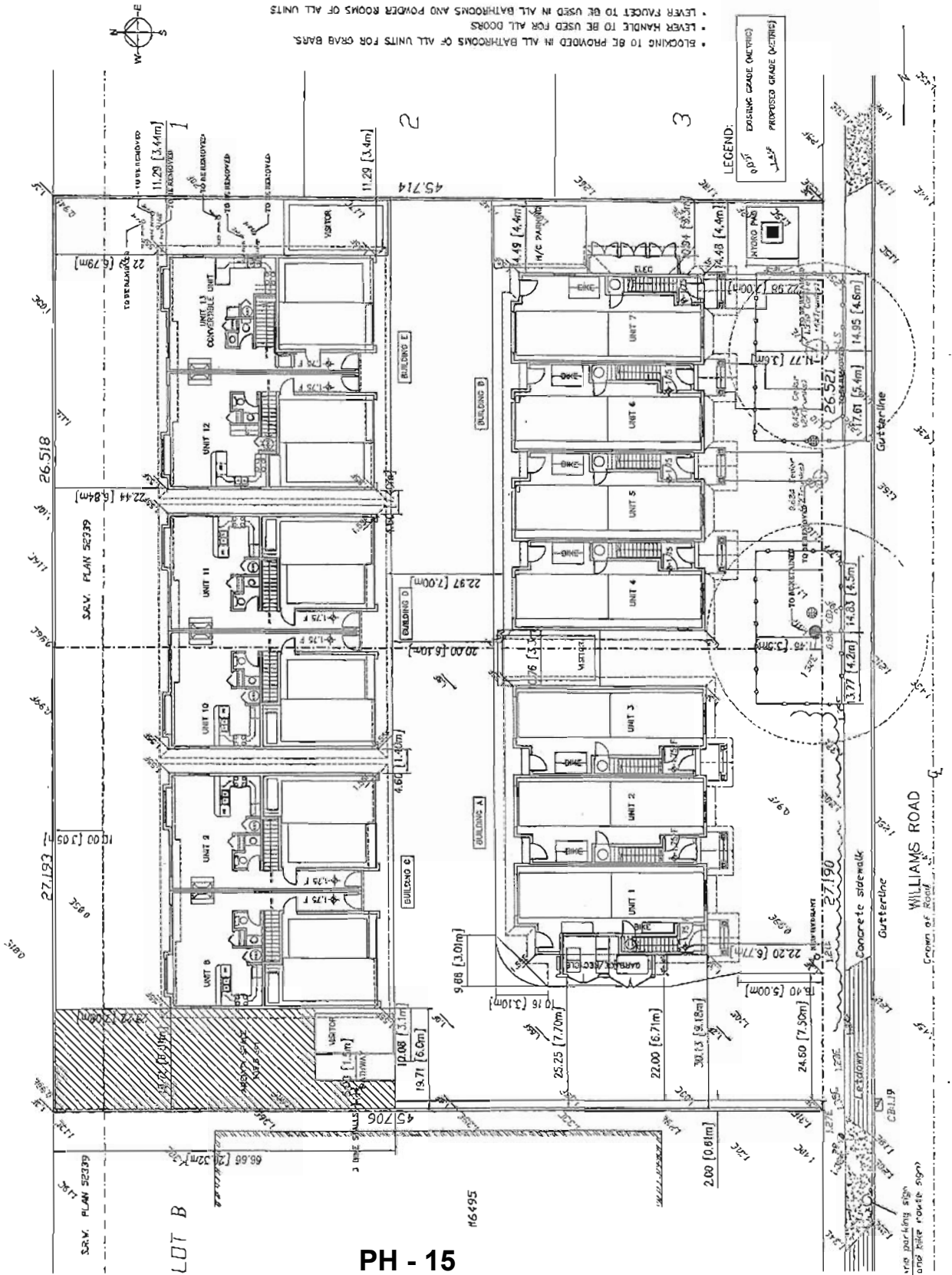
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NO. 1  
DATE: 11/11/2019  
BY: MCH  
CHECKED BY: MCH  
PROJECT NO.: PH-15

Project No.  
13-UNIT TOWNHOUSE  
DEVELOPMENT  
6511/6551 WILLIAMS RD  
RICHMOND, B.C.

Site Plan

Client	BC Housing
Architect	Matthew Cheng Architect Inc.
Engineer	BC Housing
Project Name	13-UNIT TOWNHOUSE DEVELOPMENT
Project No.	PH-15
Revision No.	1
Revision Date	11/11/2019
Revision Description	Final



- BLOCKING TO BE PROVIDED IN ALL BATHROOMS AND POWDER ROOMS OF ALL UNITS
- LEVER HANDLE TO BE USED FOR ALL DOORS
- LEVER FAUCET TO BE USED IN ALL BATHROOMS AND POWDER ROOMS OF ALL UNITS



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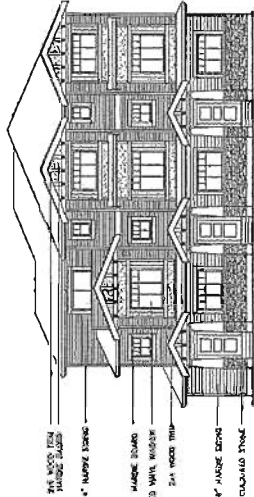
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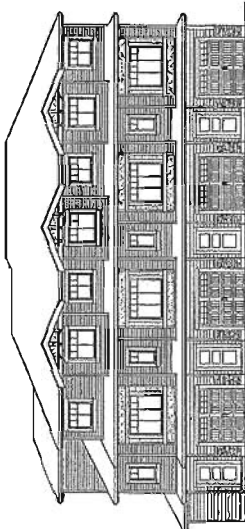
BUILDING B SOUTH ELEVATION



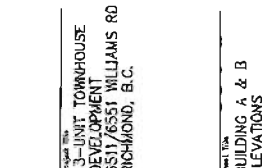
BUILDING A SOUTH ELEVATION



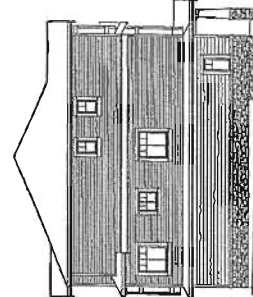
BUILDING A NORTH ELEVATION



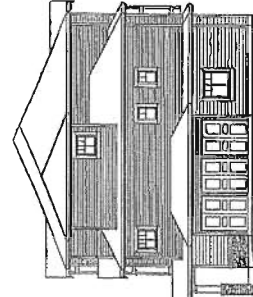
BUILDING B NORTH ELEVATION



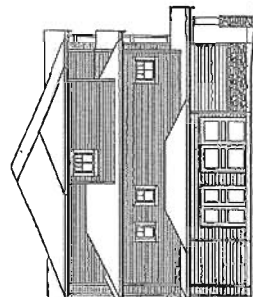
BUILDING B WEST ELEVATION



BUILDING B EAST ELEVATION



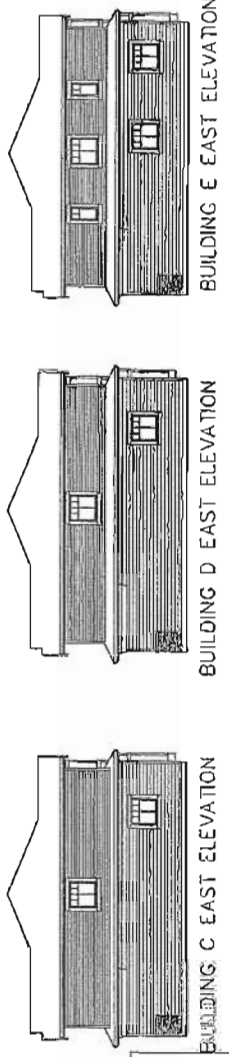
BUILDING A WEST ELEVATION



BUILDING A EAST ELEVATION

HARDY BOARD	BM HC-23
CORBEL FIELD TEXAS CREW	
CULTURE STONE	BM HC-64
4" MARBLE SIDING	BM HC-156
6" MARBLE SIDING	BM HC-156
TRUSS/ASCULAS	BM HC-156
ENTRY DOOR	BM HC-156
WINDOOR FRAME	BM 2128-20
ASPHALT SHINGLES	BRUCE
CARAGE DOOR	BRUCE
	STONER GRAY
	BM HC-23

Project Title	13-UNIT TOWNHOUSE DEVELOPMENT
Location	6511/6551 WILLIAMS RD RICHMOND, B.C.
Client	BUILDING A & B ELEVATIONS
Scale	1/4" = 1'-0"
Project Number	
Drawn By	201/10/10
Check By	201/10/10
Page No.	#4a

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Project No. 13 UNIT TOWNHOUSE DEVELOPMENT  
8511/8551 WILLIAMS RICHMOND, B.C.

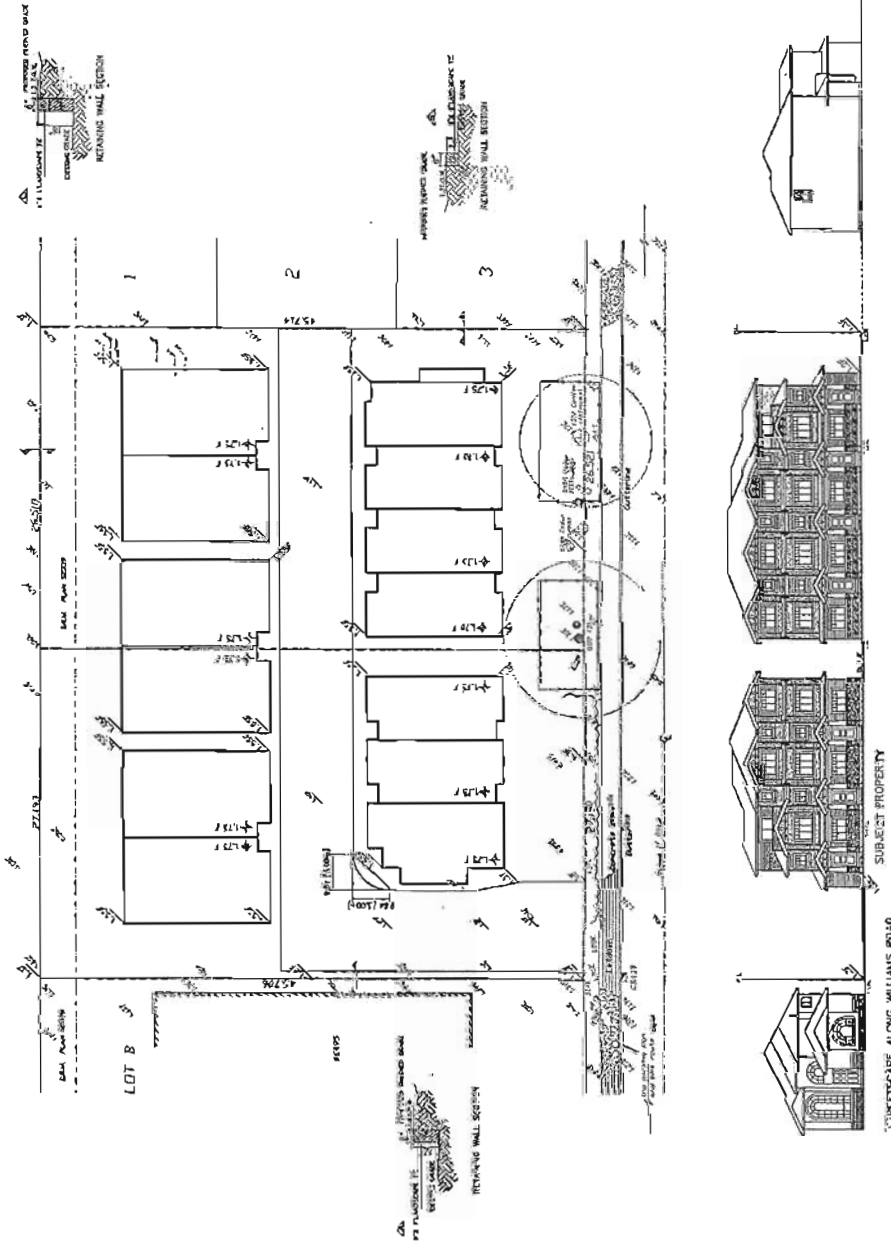
Consultant

Project No. 13 UNIT TOWNHOUSE DEVELOPMENT  
8511/8551 WILLIAMS RICHMOND, B.C.

Sheet No. 13  
SITE PLAN

Owner	13
Developer	13
Architect	13
Engineer	13
Interior Designer	13
Project Manager	13
Project No.	13
Page No.	13

#8









## City of Richmond

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

## Development Application Data Sheet

**RZ 04-272351 and RZ 10-521413**

**Attachment 3**

Address: 6511/6531 and 6551/6553 Williams Road

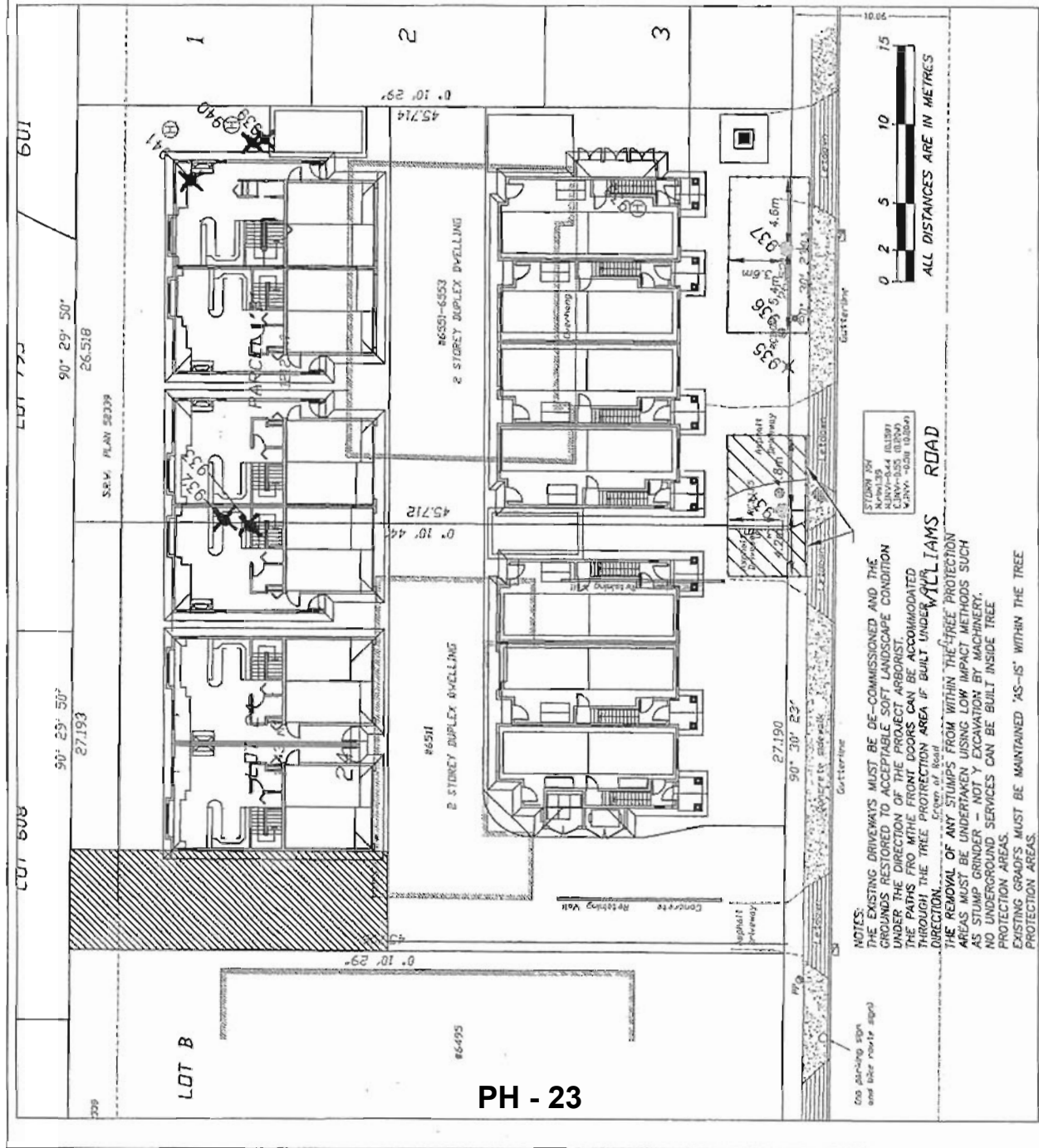
Applicant: Paramjit Singh Randhawa and Urban Era Builders and Developers Ltd.

	Existing	Proposed
Owner:	M Moore Investments Ltd., 0720947 BC Ltd., Richlife Homes Ltd. & Urban Era Builders and Developers Ltd.	To be determined
Site Size (m <sup>2</sup> ):	1,212 m <sup>2</sup>	No Change
Land Uses:	single-family residential	townhouse residential
OCP Designation:	Low Density Residential (Old OCP) Neighbourhood Residential (New OCP)	No change – complies with designation
Zoning:	Single Detached (RS1/C)	Low Density Townhouses (RTL3)
Number of Units:	2 duplex units	13 units on 6511/6531 & 6551/6553 Williams Road

On Future Consolidated Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.59	none permitted
Lot Coverage – Building:	Max. 40%	0.39	none
Lot Coverage – Non-porous surfaces:	Max. 70%	70% Max.	none
Lot Coverage – Landscaping with live plant material:	Min. 30%	30 % Min.	none
Setback – Front Yard (m):	Min. 6 m	6.77 m	none
Setback – East Side Yard (m):	Min. 3 m	3.3 m	none
Setback – West Side Yard (m):	Min. 3 m	6.0 m	none
Setback –Rear Yard (m):	Min. 3 m	6.79 m	none
Height (m):	12 m	11.31 m	none
Lot Size (min. dimensions):	40 m wide x 35 m deep	53.71 m wide x 45.71 m deep *	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.03 (V) per unit	none
Off-street Parking Spaces – Total:	29	30	none
Tandem Parking Spaces:	Not permitted	14	variance required

On Future Consolidated Site	Bylaw Requirement	Proposed	Variance
Small Car Parking Spaces	Not permitted	6	variance required
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	70 m <sup>2</sup> or payment of cash-in-lieu	payment of cash-in-lieu of \$13,000	none
Amenity Space – Outdoor:	6 m <sup>2</sup> per unit x 13 units = 78 m <sup>2</sup>	109 m <sup>2</sup>	none

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



PARAMJIT RANDHAWA - MCAI			
6511 AND 6531 WILLIAMS ROAD RICHMOND	ACI FILE	DATE	REV DATE
06191	REV 23, 2010	NOV 9, 2012	1
1041	REV #	SHEET	1

**ARBORTECH CONSULTING**

3740 QUAKOMA STREET, RICHMOND, BC CANADA V6V 2Z3 P 604 273 3464 F 604 273 3454 www.arbortech.ca

**Tree Management Drawing**



## Rezoning Considerations

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

Address: 6551/6553 Williams Road

File No.: RZ10-521413

**Prior to final adoption of Zoning Amendment Bylaw 8700, the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the east and west. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$15,655.54) to the City's affordable housing fund.
6. Contribution of \$1,000 per dwelling unit (e.g. \$13,000) in-lieu of on-site indoor amenity space.
7. City acceptance of the developer's offer to voluntarily contribute \$500 to Parks Division's Tree Compensation Fund for the removal of a Sawara Cypress tree located on the city boulevard in front of the site.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

8. Final adoption of the Zoning Amendment Bylaw 7840 (RZ 04-272351 for 6511/31 Williams Road).
9. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
10. Enter into a Servicing Agreement\* for the design and construction of servicing upgrades and frontage beautification. Works include, but may not be limited to, upgrading the existing storm sewer to 600mm diameter across the consolidated site frontage (55m+) with new manholes at each end. Frontage beautification is required across the consolidated frontage with a new 1.5m sidewalk being poured at the property line (the sidewalk must be removed for the storm upgrades), with an approximate 1.38m grass and treed boulevard between the sidewalk & the existing curb. The Servicing Agreement process is also to include future site servicing including access. The works are at the Owner's sole cost; i.e. no credits are applicable.

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the two (2) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

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 Division at 604-276-4285.

**Note:**

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

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

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

- 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.

[signed copy on file]

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Signed

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Date



## Rezoning Considerations

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

**Address:** 6511/6531 Williams Road

**File No.:** RZ04-272351

**Prior to final adoption of Zoning Amendment Bylaw 7840, the developer is required to complete the following:**

1. Final adoption of the Zoning Amendment Bylaw 8700 (RZ 10-521413 for 6551/53 Williams Road).
2. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the two (2) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
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 Division at 604-276-4285.

**Note:**

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

[signed copy on file]

Signed

Date  
PH - 26



Richmond Zoning Bylaw 8500  
Amendment Bylaw 8700 (RZ 12-521413)  
6551/6553 Williams Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LOW DENSITY TOWNHOUSES (RTL3)**.

P.I.D. 002-082-241

Parcel "B" (Explanatory Plan 14390) Lot 24 Except: Part Subdivided by Plan 46369; Block "C" Section 30 Block 4 North Range 6 West New Westminster District Plan 2777

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8700".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

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



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7840 (RZ 04-272351)  
6511/6531 WILLIAMS ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **TOWNHOUSE DISTRICT (R2 - 0.6)**.

P.I.D. 003-797-317

Lot 24 Except:

Firstly: Parcel "B" (Explanatory Plan 14390 and Secondly: Part contained within Lot 161 Plan 47432; Block 'C' Section 30 Block 4 North Range 6 West New Westminster District Plan 2777 .

2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7840".

FIRST READING

NOV. 22 2004

PUBLIC HEARING

DEC 20 2004

SECOND READING

DEC 20 2004

THIRD READING

DEC 20 2004

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK





# City of Richmond

## Report to Committee

Planning and Development Department

*To Council - Dec 10, 2012*  
*To Planning - Dec 4, 2012*

To: Planning Committee

Date: November 8, 2012

From: Wayne Craig  
Director of Development

File: RZ 12-598701

*12-8060-20-8967*

Re: Application by Interface Architecture Inc. for Rezoning at 6711, 6771 and 6791  
Williams Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

### Staff Recommendation

That Bylaw 8967, for the rezoning of 6711, 6771 and 6791 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

*Wayne Craig*

Wayne Craig  
Director of Development

WC:blg  
Att.

### REPORT CONCURRENCE

#### ROUTED TO:

Affordable Housing  
Policy Planning

#### CONCURRENCE



#### CONCURRENCE OF GENERAL MANAGER

*[Signature]*

## Staff Report

### Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 6711, 6771 and 6791 Williams Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of 14 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

To the North & East: Older single-family homes on cul-de-sac lots in Land Use Contact (LUC063).

To the South: Across Williams Road, a 12-unit townhouse complex, two (2) single-family homes on lots zoned Single Detached (RS1/E) and the entrance to London Secondary School.

To the West: A single-family home on a lot zoned Single Detached (RS1/E), and two (2) duplexes on lots zoned Two-Unit Dwellings (RD1).

### Related Policies & Studies

#### Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Aerial Road Development Map. Although the subject site is not specifically identified in the Aerial Road Development Map for townhouse development, it meets the locational criteria set out in the OCP for additional new townhouse areas; i.e., within 800 m of a Neighbourhood Centre (Boradmoor Shopper Centre), within 400 m of a Public School, and within 400 m of a Park. In addition, this application does not represent the only townhouse development endorsed by Council along the north side of Williams Road between No. 2 Road and Gilbert Road. Furthermore, the subject site is located across from an existing townhouse development on the south side of Williams Road.

Based on the Arterial Road Policy and the townhouse developments in the surrounding area, this application is being brought forward on its own merits.

### Floodplain Management Implementation Strategy

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

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$35,640.00.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$13,721.40.

### **Public Input**

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

### **Staff Comments**

#### Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 30 trees were identified and assessed:

- 15 trees located on the development site;
- Nine (9) trees located on the development site comprising a hedgerow; and
- Six (6) trees located on neighbouring property.

#### *On-site Trees*

- A 40 cm cal Birch tree, a 34 cm cal Maple tree, a 32 cm cal Crimson King Maple tree, and a 60 cm cal Maple tree are all in good condition and identified for retention.
- A 31cm cal Black Locust tree is in fair condition; however it is located within the middle of the proposed building envelope. To successfully retain this tree, two (2) townhouse units would need to be deleted from the proposal. Recommend removal and replacement of these trees.
- A 31 cm cal Apple tree is recommended for retention in the Arborist Report, however, a site inspection of this tree revealed a basal cavity. This structural defect in conjunction with the impacts of required grade changes to meet the Flood Plain Bylaw requirements would further limit the tree's viability. This tree is to be removed and replaced.

- Nine (9) trees are in poor condition - either dead, dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Nine (9) trees comprising the hedgerow have been previously topped and are located within the proposed building footprint. These trees are not good candidates for retention and no replacement trees are required.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of 11 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 37 new trees on-site. Size of replacement trees and landscape design will be reviewed in detail at the Development Permit stage.

#### *Off-site Trees*

The developer is proposing to remove three (3) neighbouring trees located along the west property line due to their existing structural defects. A consent letter from the property owners of 6691 Williams Road is on file. The City's Tree Preservation Coordinator has no concern regarding the proposed removal. A separate Tree Cutting Permit and associated replacement planting/compensation will be required at Tree Cutting Permit stage.

Three (3) trees located on the adjacent properties to the north are to be retained and protected (see Tree Preservation Plan in **Attachment 4**).

#### *Tree Protection*

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the four (4) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

#### Heritage Review -- Yarmish House at 6711 Williams Road

Yarmish House located at 6711 Williams Road is listed on the Heritage Inventory for information purposes only and does not mean that the City will buy it or that it will be preserved. The Statement of Significance of the Yarmish House can be found in **Attachment 5**. The highest heritage value of the house, as identified in the City of Richmond Heritage Inventory, is its association with the Ukrainian Catholic Church. The Yarmish family allowed the church to use the home for meetings, before the congregation was able to build their own church.

Staff have requested the developer to explore a number of redevelopment options:

- retention on original foundations;
- retention with relocation to other parts of the consolidated parcel;
- retention with exterior restoration and adaptive re-use (e.g., 2-3 strata dwelling units);
- relocation within Richmond; and
- relocation by Nickels Brothers Movers (if feasible economically for Nickels).

A Heritage Review Report (**Attachment 6**) was submitted in support of the application. The architect has stated that, in his opinion, the house cannot be saved because of:

- Conflict with proposed internal roadway;
- Successive renovations have altered the structure and compromised the architectural integrity of the original craftsman-style dwelling;
- Construction has been done using a variety of building material quality, including the use of salvaged building materials;
- Adaptive re-use – the architect feels it is not viable to relocate the house on site and re-use the building as a part of the townhouse project, due to structural issues with relocating the house on site;
- As an example of craftsman style, the house has minimal value;
- The structure would likely not survive a long relocation to a different property in Richmond, and costs to take down hydro and telephone service lines would be prohibitive; and
- Nickel Bros., who specialize in re-sale of older homes, are not interested in removing and selling the house;

The City's Heritage Planner has reviewed the Heritage Review Report and has no concern with the proposed demolition of the Yarmish House due to the issues with the structure identified in the report, provided that the developer:

- not to apply for a demolition permit until the proposed rezoning application is approved by Council;
- retain the services of a professional heritage consultant to undertake the documentation (written report and photographs) of the house prior to demolition;
- allow the Ukrainian Catholic Church to salvage materials from the Yarmish House after the documentation report is provided and reviewed by staff; and
- make references to the Arts and Crafts nature of the Yarmish House in the form and character of the proposed townhouse development.

The developer has agreed to the above requirements and the Heritage Commission has no concerns with the proposal.

### Site Servicing and Frontage Improvements

Storm analysis is not required, however, the frontage from existing manhole STMH2700 (approximately 6 m west of west property line of 6711 Williams Road) to existing manhole STMH2701 (approximately 17 m east of east property line of 6791 Williams Road) with a length of approximately 78 m must be upgraded to a minimum 600 mm by the developer, as per City requirements.

Sanitary analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings (for site connection only).

Additional hydrant(s) required to achieve minimum 75 m spacing for multiple-family areas.

A new 1.5 m sidewalk along the property line with a 1.42 m grass and treed boulevard is required. There is an existing fire hydrant and a small power pole that will need to be relocated into the new boulevard.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel and enter into the City's standard Servicing Agreement to design and construct the required infrastructure upgrades and frontage beautification (see Attachment 7 for details).

### Vehicle Access

One (1) driveway off Williams Road is proposed. The long-term objective is for the driveway access established on Williams Road to be utilized by adjacent properties to the west if they ultimately apply to redevelop. A Public Right of Passage (PROP) will be secured as a condition of rezoning to facilitate this vision.

### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$14,000 as per the Official Community Plan (OCP) and Council Policy.

### Outdoor Amenity Space

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

## **Analysis**

### Arterial Road Redevelopment Policy

The subject application was submitted in January 2012 under the previous Arterial Road Redevelopment Policy contained in OCP Bylaw 7100. The proposal is generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy.

The proposed height, siting and orientation of the buildings respect the massing of the existing neighbouring single-family homes. All rear units along the north property line are two (2) storeys; the end units of the street fronting building are stepped down from three (3) storeys to 2½ storeys at the side yards and the entry driveway. The building height and massing will be controlled through the Development Permit process.

#### Development Potential of Adjacent Properties

##### *6631/6633 and 6651/6671 Williams Road*

Located at the corner of Williams Road and Sheridan Road are two (2) lots at 6631/6633 and 6651/6671 Williams Road, with each lot having a duplex on it. According to Lot Size Policy 5444, each of these two (2) lots could later be split into two (2) single-family lots (to a total of 4 lots). According to the Arterial Road Policy, a townhouse development on a consolidation of the two (2) duplex lots may be considered because it would meet the assembly requirements and locational criteria for townhouse development.

##### *6691 Williams Road*

Located between the two (2) duplex lots and the subject site, the property at 6691 Williams Road contains an older single-family home and has no subdivision potential on its own under the current Lot Size Policy 5444. However, according to the Arterial Road Policy, a townhouse development may be considered if this lot is consolidated with the adjacent properties to create a development site with at least 40 m frontage.

6691 Williams Road has a similar lot configuration as the lots included in the subject proposal - all of the four (4) lots have a 50.29 m lot depth. The applicant made attempts to acquire 6691 Williams Road to extend the development proposal, but was unable to come to an agreement with the current owners. In order to proceed with the subject development proposal, a development concept plan for 6691 Williams Road has been prepared and is on file, in order to enable this small lot to be converted to townhouse uses under a separate rezoning application. Due to the small size of 6691 Williams Road, if rezone to townhouse uses, the outdoor amenity space, as well as the garbage/recycling facilities at the subject site, would be shared by the subject development and the future development at 6691 Williams Road. A cross-access easement/agreement will be secured as a condition of rezoning to facilitate this.

#### Requested Variances

The proposed development generally complies with the Low Density Townhouses (RTL4) zone. Based on the review of current site plan for the project, a variance to allow for a total of 16 tandem parking spaces in eight (8) of the townhouse units is being requested. Transportation Division staff have reviewed the proposal and have no concerns. The proposed number of on-site visitor parking is in compliance with the bylaw requirement. A restrictive covenant to prohibit the conversion of garage areas into habitable space is required prior to final adoption.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 6711, 6771 and 6791 Williams Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Building form and architectural character (Arts and Crafts).
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Site grade to ensure the survival of protected trees.
- Landscaping design and enhancement of the outdoor amenity area to maximize use.
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

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

**Financial Impact or Economic Impact**

None.

**Conclusion**

The proposed 14-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along minor arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 7**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.



Edwin Lee  
Planner I  
(604-276-4121)

EL:blg

**Attachments**

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

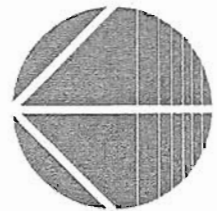
Attachment 4: Tree Preservation Plan

Attachment 5: Statement of Significance - Yarmish House

Attachment 6: Heritage Review Report

Attachment 7: Rezoning Considerations Concurrence

City of Richmond



# PROPOSED REZONING



WILLIAMS RD

Note: Dimensions are in METRES

RZ 12-598701



RZ 12-598701

Original Date: 01/26/12

Amended Date:

Note: Dimensions are in METRES



REVISIONS	
001 18.07.20	ATC for final plan
002 18.08.20	ATC for final plan
003 18.08.20	ATC for final plan
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# INTERFACE:

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Suite 230  
 13100 Caronde Road  
 Richmond, BC  
 Canada V6X 3Z8  
 ☎ 604 838 7462  
 ✉ 604 827 5440

Proposed 14-Unit  
Townhouse Development  
1211 Wilshire Blvd.  
Beverly Hills, CA

Continued

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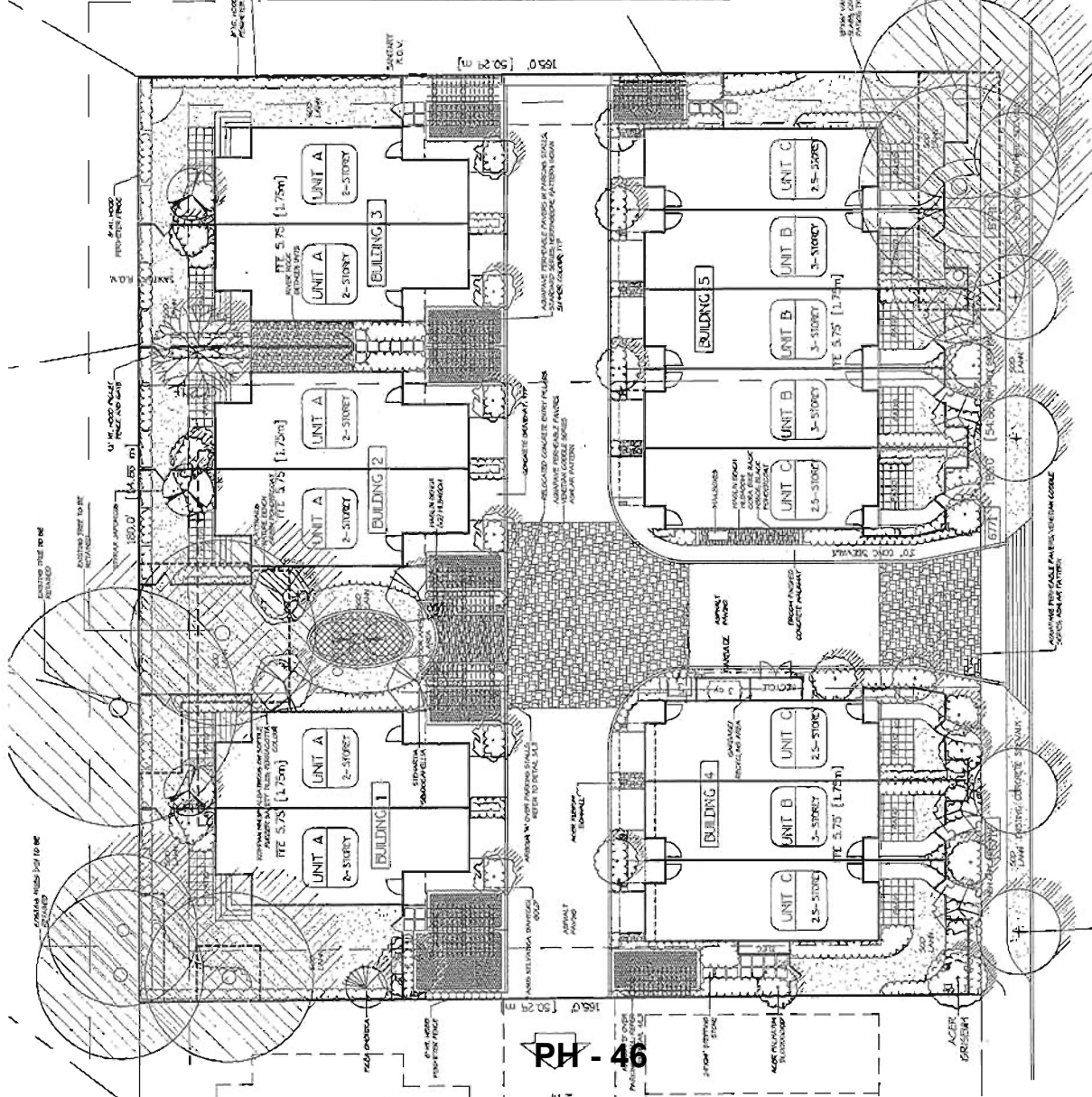








PLANT SCHEDULE	COMMON NAME	REMARKS
1. ACER FRAXINUS	FRAXINUS	10' H. 10' W. 10' D. 10' R. 10' L. 10' B. 10' T. 10' C. 10' F. 10' G. 10' H. 10' I. 10' J. 10' K. 10' L. 10' M. 10' N. 10' O. 10' P. 10' Q. 10' R. 10' S. 10' T. 10' U. 10' V. 10' W. 10' X. 10' Y. 10' Z. 10' AA. 10' AB. 10' AC. 10' AD. 10' AE. 10' AF. 10' AG. 10' AH. 10' AI. 10' AJ. 10' AK. 10' AL. 10' AM. 10' AN. 10' AO. 10' AP. 10' AQ. 10' AR. 10' AS. 10' AT. 10' AU. 10' AV. 10' AW. 10' AX. 10' AY. 10' AZ. 10' BA. 10' BB. 10' BC. 10' BD. 10' BE. 10' BF. 10' BG. 10' BH. 10' BI. 10' BJ. 10' BK. 10' BL. 10' BM. 10' BN. 10' BO. 10' BP. 10' BQ. 10' BR. 10' BS. 10' BT. 10' BU. 10' BV. 10' BW. 10' BX. 10' BY. 10' BZ. 10' CA. 10' CB. 10' CC. 10' CD. 10' CE. 10' CF. 10' CG. 10' CH. 10' CI. 10' CJ. 10' CK. 10' CL. 10' CM. 10' CN. 10' CO. 10' CP. 10' CQ. 10' CR. 10' CS. 10' CT. 10' CU. 10' CV. 10' CW. 10' CX. 10' CY. 10' CZ. 10' DA. 10' DB. 10' DC. 10' DD. 10' DE. 10' DF. 10' DG. 10' DH. 10' DI. 10' DJ. 10' DK. 10' DL. 10' DM. 10' DN. 10' DO. 10' DP. 10' DQ. 10' DR. 10' 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**RZ 12-598701**

**Attachment 3**

Address: 6711, 6771 and 6791 Williams Road

Applicant: Interface Architecture Inc.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Garry West Holdings Inc.	No Change
<b>Site Size (m<sup>2</sup>):</b>	2,759.2 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>Lot Size Policy Designation:</b>	Single Detached (RS2/C) – not applicable for multiple-family development	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	3	14
<b>Other Designations:</b>	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	35%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65%	none
Lot Coverage – Landscaping:	Min. 25%	35%	none
Setback – Front Yard (m):	Min. 6.0 m	6.15m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.1 m	none
Setback – Rear Yard (m):	Min. 3.0 m	4.6 m	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 40.0 m	54.86 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	31	31	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Not permitted	16	variance required
Small Car Parking Spaces	Max. 50% x 31 stalls = 15 stalls	6	none
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 14 units = 84 m <sup>2</sup>	120 m <sup>2</sup>	none

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

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**pmg**  
LANDSCAPE  
ARCHITECTS  
10000  
Dorothy Smith Boulevard, Suite 100  
P.O. Box 100, 100  
P.O. Box 100, 100

DATE:

NO.	DATE	DESCRIPTION	BY
1	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
2	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
3	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
4	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
5	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
6	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
7	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
8	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
9	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG
10	10/11/11	14 UNIT TOWNHOUSE DEVELOPMENT	PMG

CLIENT:

**14 UNIT TOWNHOUSE DEVELOPMENT**  
6711, 6771, 6791 WILLIAMS RD  
RICHMOND

**TREE MANAGEMENT PLAN**

DATE: 10/11/11  
DRAWN: PMG  
CHECKED: PMG  
DESIGNED: PMG  
DATE: 10/11/11  
PROJECT NUMBER: 10-111

**TREE PROTECTION DISTANCE TABLE**

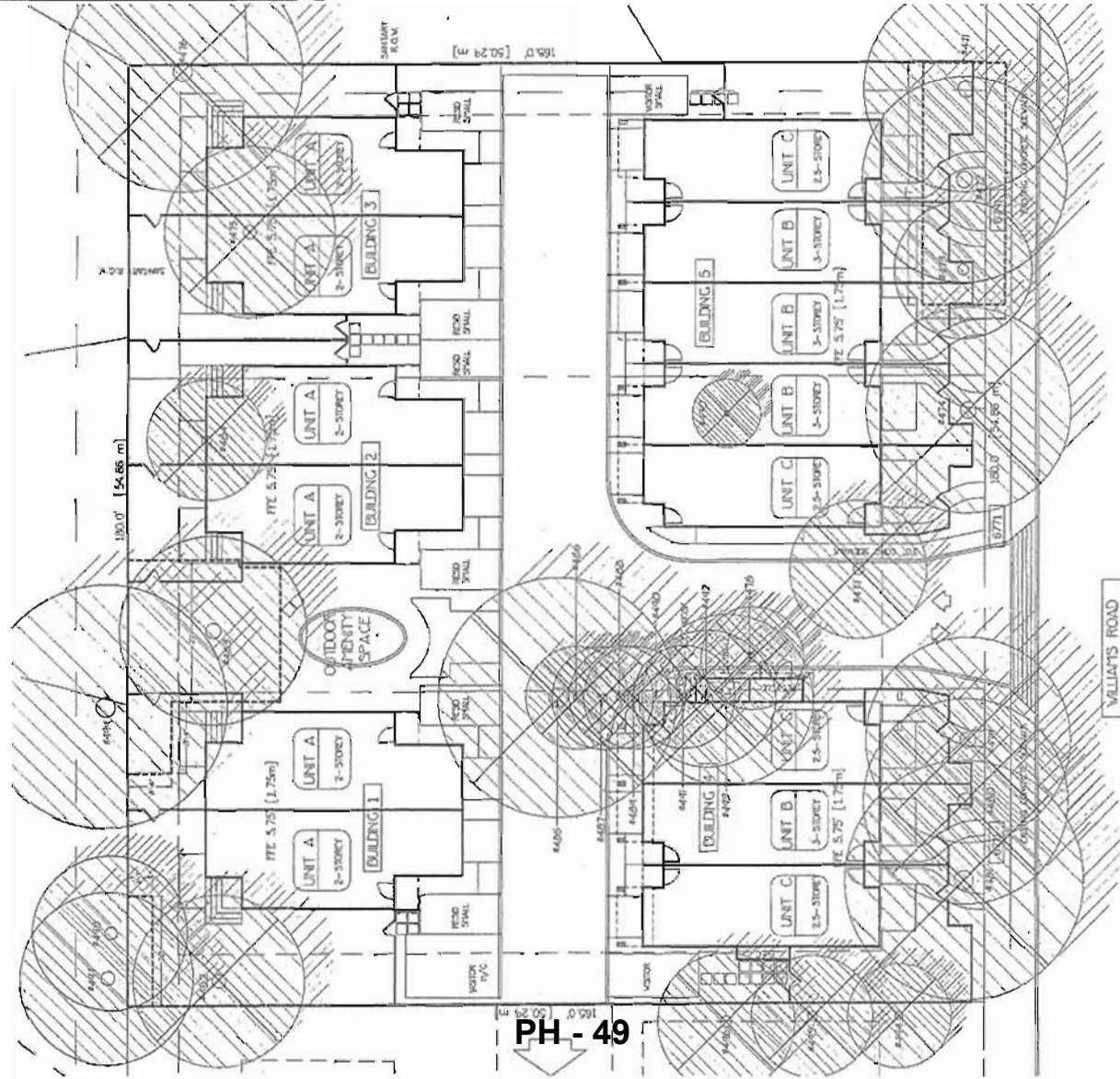
TRUNK D.B.H. (IN)	MINIMUM PROTECTION DISTANCE (FEET)
4-6"	5
6-8"	10
8-10"	15
10-12"	20
12-14"	25
14-16"	30
16-18"	35
18-20"	40
20-22"	45
22-24"	50
24-26"	55
26-28"	60
28-30"	65
30-32"	70
32-34"	75
34-36"	80
36-38"	85
38-40"	90
40-42"	95
42-44"	100
44-46"	105
46-48"	110
48-50"	115
50-52"	120
52-54"	125
54-56"	130
56-58"	135
58-60"	140
60-62"	145
62-64"	150
64-66"	155
66-68"	160
68-70"	165
70-72"	170
72-74"	175
74-76"	180
76-78"	185
78-80"	190
80-82"	195
82-84"	200
84-86"	205
86-88"	210
88-90"	215
90-92"	220
92-94"	225
94-96"	230
96-98"	235
98-100"	240

NOTE: ALL TREE PROTECTION DISTANCES ARE MEASURED FROM THE TRUNK OF THE TREE TO THE EDGE OF THE PROTECTION DISTANCE. THE PROTECTION DISTANCE IS THE DISTANCE FROM THE TRUNK OF THE TREE TO THE EDGE OF THE PROTECTION DISTANCE. THE PROTECTION DISTANCE IS THE DISTANCE FROM THE TRUNK OF THE TREE TO THE EDGE OF THE PROTECTION DISTANCE.

10' DIA. PROTECTION DISTANCE  
PLASTIC FENCE MATERIAL  
NO STORAGE OF MATERIALS OR EQUIPMENT  
NO EXCAVATION OR OTHER DISTURBANCE  
NO TRAFFIC OR PARKING WITHIN PROTECTION DISTANCE

**1. TREE PROTECTION BARRIER**

- TREES TO BE REMOVED
- TREES TO BE RETAINED
- TREE PROTECTION FENCING





City of Richmond  
British Columbia, Canada

## Yarmish House

### General Information

Type of Resource: Building

Common Name (if different than official name):

Address: 6711 Williams Road

Neighbourhood (Planning Area Name): Blundell

Construction Date: 1923

Current Owner: Private

Designated: No



Click on the picture  
to see full image

### Statement of Significance

**Description of Site:** The house is a late Craftsman style home situated in a residential neighbourhood on Williams Road. The house has a large front yard providing a separation from the street, with a concrete wall and entry columns between the front yard and the sidewalk.

**Statement of Values:** The heritage value of the Yarmish house lies in its historical association to the Ukrainian Catholic Church in Richmond, established to serve the Ukrainian cultural community as Richmond's population continued to diversify. Church services were held in the house before the congregation was able to build a church of its own. The house speaks to a time period in Richmond when the first suburban developments were occurring during the early 20th century. The house also has aesthetic value as a good example of the late Craftsman building style, and its large front yard with mature trees speaks to the early suburban nature of the site.

**Character Defining Elements:** Key elements that define the heritage character of the site include: · The Craftsman style and design of the entire house, as illustrated by triangular eave brackets, exposed rafter ends, shed dormers, and an open verandah with twinned columns · Mature landscape features, including foundation planting and two original cherry trees located in the front yard · Early concrete block perimeter wall with decorative concrete entry columns.

### History

**History:** The house of Dr. Ivan and Mary Yarmish was host to services of the Ukrainian Catholic Church before the congregation was able to build a church of their own. Reverend James Bartman, who lived with the Yarmish family, ministered to the congregation. The church was established to serve its particular cultural group, an indication of the continued diversification of Richmond's population.

### Architectural Significance

Architectural Style: Late Craftsman

Building Type:

Name of Architect or Builder:

**Design Features:** The house exhibits many features of the Late Craftsman style, notably triangular eave brackets and exposed rafter ends. It is rectangular in plan, with a concrete foundation and symmetrical massing. The roof is a side gable with a large gable dormer at the front, with a shed dormer on either side. The roof cover is asphalt shingle, documented as being new. The cladding consists of stucco on the first floor, horizontal clapboard on the basement, and double coursed shingles on the second storey. There is a full, open front verandah at the front of the house, supported by double square columns, one side possibly having been filled in. The windows are wooden sash casement; the windows in the gable dormer have coloured glass in a multi-paned transom. The gable dormer has possibly been filled in, and has a row of

casement windows.

Construction Method: Wood frame construction.

**Landscape Significance**

Landscape Element: Mature trees; concrete wall

Design Style:

Designer / Creator:

Design Attributes: Large original cherry trees are located in the front yard of the house. An early concrete block wall with columns demarcates the front property line of the house. The house has some foundation planting of indeterminate age.

Construction Method:

**Integrity**

Alterations: A number of minor alterations have altered the appearance of the house, but appear to be reversible. These include new siding on the front facade, the filling in of the dormer balcony and the possible filling in of the east side of the verandah, a new roof installed in 1977, and alterations to the front gable bargeboard.

Original Location: Yes

Condition: The house appears to be in fair to good condition, requiring some upkeep

Lost: No

**Documentation**

Evaluated By: Denise Cook BLA, PBD (Public History)

Date: Sunday, September 24, 2000

Documentation: Inventory Sheets by Foundation Group Designs, January 1990 "Heritage Inventory Phase II" by Foundation Group Designs May 1989

March 21, 2012 (updated July 9, 2012)

Edwin Lee  
Planning Department  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Edwin:

Re: 14-Unit Townhouse Proposal: 6711 Williams Rd – Heritage Review Comments

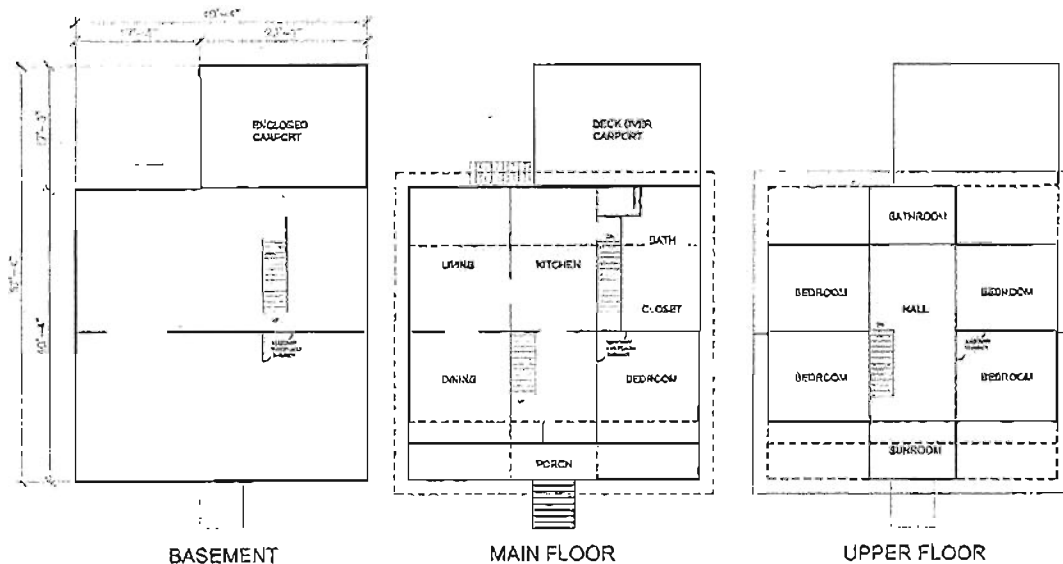
In response to the Heritage Review Comments (emailed to us March 6<sup>th</sup>), we have looked into the suggested redevelopment options for the 1923 structure. After our analysis, we conclude that the only reasonable option is to demolish the house. However, we have made contact with the local Ukrainian Catholic Church, who has expressed interest in reviewing the house and perhaps salvaging parts of it before demolition.



Front view of house



Rear view of house



## Heritage Merit

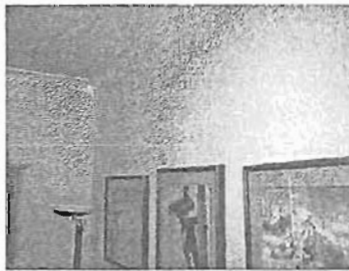
As a building of some cultural significance, the owner would consider donating the structure for relocation offsite. However, as the house had been constructed and renovated in piecemeal fashion over the years, it is not clear which areas of the house was culturally significant over its history. Also, as described in more detail below, relocating it would not be a feasible proposition.

Architecturally, there are some apparently interesting exterior and interior details worth noting but they are few in number and not of enough significance to relocate or restore. The upper floor front dormer gable (only) has an ornamental fascia, dentiling and knee-brackets which have endured much weathering. The front parlour room window has some coloured glass inserts but is not particularly special in any way.

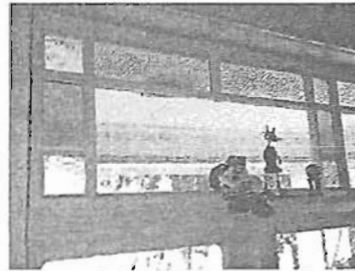
In the parlour, there is some interesting hand-plastering work at the ceiling: a lamp rosette and ceiling edge coving. The value in keeping or restoring these elements is dubious, and it is doubtful that they would survive any house relocation (since house framing 'flexes and creaks a lot' (owner statement).



Hand-plastered rosette



Hand-plastered ceiling cove



Coloured glass transom panel

## Redevelopment options

I toured the house with the previous 30-year owner (Mike) and current owner (Jessy) on March 16<sup>th</sup>. We discussed the renovation history of the house, as well as its current physical condition.

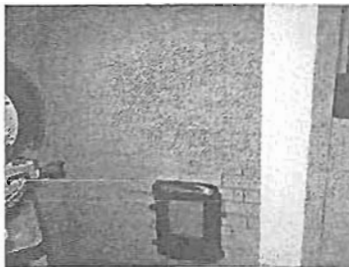
To best of Mike's knowledge, the original house has been added to, and renovated, in various stages and at various (unknown) dates over its long history. The additions included: (i) the back half of the house, (ii) the upper floor, (iii) and the carport. The joists supporting the upper floor are 'at different heights' and the work was not 'done to code'. Main floor joists are only 2x6's. Some wall framing are '2x4's on flat'.

And there is a 3-storey masonry chimney in the center of the house (which is significant).

The renovation history is unclear, but 'someone' had further excavated the basement floor and replaced with a 'concrete skim coat' to create a full-height basement. This resulted in constant flooding issues together with the accompanying wet/dry rot issues. Also, the previous owner 'worked at the Eburne sawmill and brought back salvaged lumber' for various renovations. The house may not be in sound structural shape. Indeed, Mike says the house 'creaks & flexes' a lot.



2x6 Main floor joists

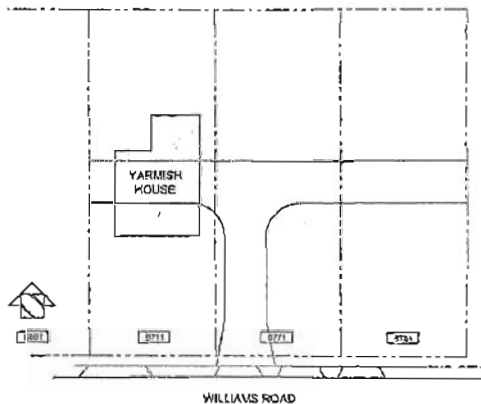


Masonry chimney (3 levels)

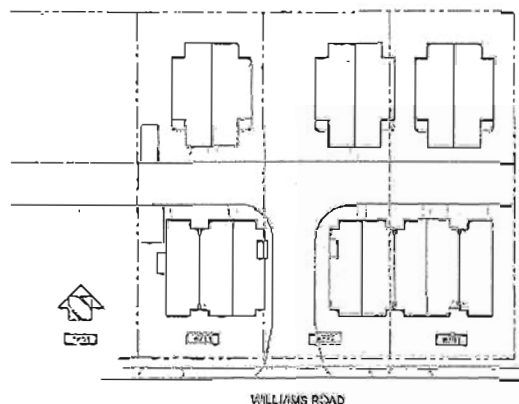


Basement fdn sill (below grade)

- a) Retention on original foundations: Not viable. First, the concrete foundations likely require full replacement due to its history of ad hoc basement slab renovations. Secondly, leaving the house in the original position drastically compromises the viability of the project: (i) it also sits in the middle of the site where a double-loaded drive aisle would permit two rows of dwelling units, and (ii) it sits on the west side of the assembled 3 parcels, making potential future expansion to the three western parcels virtually impossible.



Yarmish House footprint relative to drive aisle



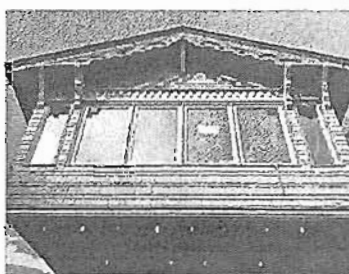
Proposed site plan with internal drive aisle

- b) Retention with relocation on-site: Not viable. We have discussed this with Nickel Bros. (March 16<sup>th</sup> & 19<sup>th</sup>). George Dueck emailed that the move on the same site would be at least \$30,000. Owner would also add for any demolition, construction work, and permits. Plus, the Nickel Bros. website says that 'building codes no longer allow fireplaces/chimneys to be moved with buildings'.
- c) Retention, exterior restoration and adaptive re-use: Not viable.

[Tried to contact Teresa Murphy, 604-277-5869, Heritage Committee. Then spoke with Wozny Laurie, 604-274-7748, on March 22.] He focused on the historic value of the house as a early church meeting hall and recommended that we contact the local Ukrainian Church (see below). He indicated that it was not a particularly good example of Craftsman design.



Shingle cladding at side gables



Ornamentation at front dormer



Dormer/upper floor shingle cladding

- d) Relocation within Richmond: Impossible. George Dueck (604-649-7148, Nickel Bros.) also says moving the structure offsite involves larger costs, depending on the degree of difficulty involved and distance moved. Aside from the immovability of the masonry chimney, the adjacent roads have typically low wiring and traffic signage/lights which can easily involve '50 to 100 thousand dollars' to the City to temporarily remove.

We guesstimate the height of top 2 floors with joists to be 26-ft, so that the actual transport height for the top 2 storeys, with supporting beams and trailer, will be about 30-ft. The house is 40' wide.

- e) Relocation by Nickel Bros. Movers: Impossible. On March 19<sup>th</sup>, Nickel Bros. said they would swing by to inspect the house, since they may be interested in reselling it. They have not called back so I emailed them again for his comments.

## INTERFACE:



Williams Road looking west of site



Low overhead wiring at site



Williams Road looking east

### Contact with the Richmond Ukrainian Catholic Church

I spoke with Father Edward Evanko June 27, 2012. His contact info:

Assumption of the Blessed Virgin Mary  
Ukrainian Catholic Church  
8700 Railway Avenue  
Richmond BC  
Tel: (604) 448-1760

He was already aware of the historical significance of the house as an early meeting place for the Church. He doubts they would want to relocate it but would love to visit the house, take pictures, and perhaps salvage some parts. The developer will arrange for this to take place at a suitable time and considering the privacy of the current tenant.

--

Per: Ken Chow, MAIBC



Address: 6711, 6771 and 6791 Williams Road

File No.: RZ12-598701

**Prior to final adoption of Zoning Amendment Bylaw 8967 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on Title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the west. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. Registration of a cross-access easement agreement over the outdoor amenity space and garbage/recycling facility (design as per Development Permit for 6711, 6771 and 6791 Williams Road), in favour of the future multiple-family development at 6691 Williams Road, allowing access to/from the outdoor amenity space and garbage/recycling facility at the development site.
5. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
6. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$13,721.40) to the City's Public Art fund.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$35,640.00) to the City's affordable housing fund.
8. Contribution of \$1,000 per dwelling unit (e.g. \$14,000) in-lieu of on-site indoor amenity space.
9. Submission of a documentation report (written report and photographs) of the Yarnish House located at 6711 Williams Road. This report must be prepared by a professional heritage consultant.

**Note:**

- All prints should be at 8" x 10" on proper photographic paper stock. If negatives are created, original negatives should be turned over and submitted. In addition, scans from original negatives should be submitted on a CD and be created as high resolution TIF files, resolution being determined by the size of negative used. For 35 mm negatives, scans should be done at 1200 dpi. For larger negatives, scans should be done at a minimum resolution of 300dpi.
  - If digital photography is carried out (rather than the creation of photonegatives) photographs should be taken at a high resolution ("raw" or "fine" setting on most professional cameras). The original files should be submitted on a CD in the format used at the time of the picture taking. In addition, 8" x 10" prints on proper photographic paper stock should be submitted, along with a CD of high resolution TIF files generated directly from the original digital files.
  - A release of ownership of the materials to the City of Richmond is required.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
  11. Enter into a Servicing Agreement\* for the design and construction of servicing upgrades and frontage beautification. Works include, but may not be limited to,
    - a) Upgrade the existing storm sewer along the frontage from existing manhole STMH2700 (approx. 6 m west of west property line of 6711 Williams Road) to existing manhole STMH2701 (approx. 17 east of east property line of 6791 Williams Road), with a length of approx. 78 m, to a min. 600 mm; and
    - b) Removal of the existing sidewalk, creating a 1.42m grass and treed blvd (species TBD), and pouring a new 1.5 m sidewalk along the property line.

**Note:**

- There is an existing fire hydrant and a small power pole that will need to be relocated into the new boulevard;

- A site analysis (sanitary) will be required on the servicing agreement drawings (for site connection only); and
- Additional hydrant(s) required to achieve minimum 75 m spacing for multiple-family areas.

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the four (4) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Approval of Rezoning Bylaw 8967.
2. Allow the Ukrainian Catholic Church to salvage materials from the Yarmish House after the documentation report is provided and reviewed by staff.

**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 Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
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 Division at 604-276-4285.

**Note:**

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

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

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

- 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.

[signed original on file]

Signed

Date  
PH - 57



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8967 (RZ 12-598701)  
6711, 6771 and 6911 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LOW DENSITY TOWNHOUSES (RTL4)**.

P.I.D. 004-347-951

Lot 110 Except:

Firstly: Part Subdivided by Plan 41102

Secondly: Part Subdivided by Plan 42946

Section 30 Block 4 North Range 6 West New Westminster District Plan 38204

P.I.D. 001-302-043

Lot 122 Section 30 Block 4 North Range 6 West New Westminster District Plan 41102

P.I.D. 005-930-669

Lot 121 Section 30 Block 4 North Range 6 West New Westminster District Plan 41102

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8967**".

FIRST READING

DEC 10 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>HB</i>
APPROVED by Director or Solicitor <i>il</i>

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee

Planning and Development Department

To Council - Dec 16, 2012

To Planning - Dec 4, 2012

To: Planning Committee

Date: November 14, 2012

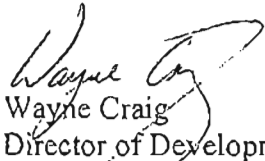
From: Wayne Craig  
Director of Development

File: RZ 12-615299  
12-8060-20-8970

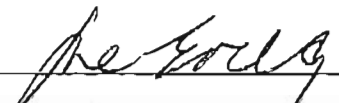
Re: Application by Ronald Herman, Anita Herman and Tammia Bowden for Rezoning  
at 10251 Bird Road from Single Detached (RS1/E) to Single Detached (RS2/B)

### Staff Recommendation

That Bylaw 8970, for the rezoning of 10251 Bird Road from "Single Detached (RS1/E)" to  
"Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:kt/big  
Att.

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

## Staff Report

### Origin

Ronald Herman, Anita Herman, and Tannia Bowden have applied to the City of Richmond for permission to rezone 10251 Bird Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided into two (2) lots (**Attachment 1**).

### Findings of Fact

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

### Surrounding Development

The subject property is a large lot located on the north side of Bird Road, between St. Edwards Drive and Shell Road, in an existing residential neighbourhood that has undergone redevelopment to smaller lot sizes through rezoning and subdivision in recent years. Existing development immediately surrounding the site is as follows:

- To the North, is an east-west hydro line corridor and trail on a provincially-owned parcel zoned “School & Institutional Use (SI)”. Further north, there are commercial uses at the corner of St. Edwards Drive and Bridgeport Road on a lot zoned “Auto-Oriented Commercial (CA)”;
- To the East, are two (2) newer dwellings on lots zoned “Single Detached (RS1/B)” (RZ 06-330144, SD 06-330146);
- To the South, directly across Bird Road, is a series of newer dwellings on lots rezoned and subdivided to “Single Detached (RS1/B)” in the early 2000’s; and
- To the West, are two (2) dwellings on lots zoned “Single Detached (RS1/B)”, created in the early 1990’s.

### Related Policies & Studies

#### Official Community Plan (OCP) Designation

The subject property is located in the East Cambie Planning Area. The OCP’s Land Use Map designation for this property is “Neighbourhood Residential”. The East Cambie Area Plan’s Land Use Map designation for this property is “Residential (Single-Family Only)”. This redevelopment proposal is consistent with these designations.

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

The ANSD Policy applies to the subject site, which is located within the “Aircraft Noise Notification Area (Area 4)”. In accordance with this Policy, all aircraft noise sensitive land uses may be considered. Prior to rezoning adoption, the applicants are required to register an aircraft noise sensitive use covenant on Title to address public awareness and to ensure aircraft noise mitigation is incorporated into dwelling design and construction.

### Lot Size Policy 5424

The subject property is located within the area covered by Lot Size Policy 5424, adopted by City Council in 1989 (**Attachment 3**). The Lot Size Policy permits properties on Bird Road to rezone and subdivide in accordance with "Single Detached (RS2/B)". This redevelopment proposal would allow for the creation of two (2) lots, each approximately 12-m wide and approximately 685 m<sup>2</sup> in area, which is consistent with the Lot Size Policy.

### Affordable Housing Strategy

Richmond's Affordable Housing Strategy requires a secondary suite on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total building area toward the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicants propose to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicants are required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is a condition of rezoning adoption. This agreement will be discharged from title (at the initiation of the applicants) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicants change their minds prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to rezoning adoption, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings (i.e. \$6,927).

### Flood Management

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

### **Public Input**

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

### **Staff Comments**

#### Background

Numerous similar applications to rezone and subdivide properties to the proposed "Single Detached (RS2/B)" zone have been approved within this block of Bird Road since the early 1990's. Other lots on the north side of this block have redevelopment potential in accordance with the existing Lot Size Policy.

### Trees & Landscaping

A tree survey submitted by the applicant shows the location of:

- Four (4) bylaw-sized trees on the subject property;
- Three (3) bylaw-sized trees on city-owned property in the boulevard along Bird Road;
- Two (2) bylaw-sized trees on the adjacent lot to the west (10235 Bird Road); and
- One (1) undersized tree on the adjacent lot to the east (10271 Bird Road).

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

The Report recommends retention of the three (3) Maple trees on City-owned property (identified as Trees # 46, 47, 48), as well as the three (3) off-site trees on adjacent lots (identified as Trees # 1, 2, and 3). Specifications for Tree Protection Fencing are also proposed by the Arborist. The Report also recommends removal of:

- One (1) on-site tree (identified as Tree # 49) due to poor condition;
- Two (2) on-site trees (identified as Trees # 97 and 98) due to their location within the building envelope; and
- One (1) dead Birch tree on-site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment (VTA). The City's Tree Preservation Coordinator concurs with the Arborist's recommendations for the removal of the dead birch tree and Tree # 49 (based on poor condition), and Trees # 97 and 98 (based on location within the building envelope and limited ability to adjust the building due to existing rights-of-ways over a significant portion of the rear yard). However, the City's Tree Preservation Coordinator recommends:

- That the specifications for Tree Protection Fencing for off-site trees must be consistent with the City's Tree Protection Information Bulletin (Bulletin TREE-03), rather than as specified in the Arborist's report.

The Tree Retention Plan is reflected in **Attachment 4**.

Tree Protection Fencing for the off-site trees identified as Trees # 46, 47, 48, 1, 2, and 3 must be installed to City standard prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

Prior to final adoption of the rezoning bylaw, the applicants are required to submit a Contract with a Certified Arborist to supervise any on-site works within the Tree Protection Zones of off-site trees that encroach into the subject site. The Contract must include the proposed number of monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

Based on the 2:1 tree replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of eight (8) replacement trees are required to be planted and maintained on the future lots [four (4) per future lot], with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
5	6 cm		3.5 m
2	9 cm		5 m
1	conifer tree at 5 m high (for replacement of Tree # 97)		

To ensure that the eight (8) replacement trees are planted and maintained on the future lots, the applicants are required to submit Landscaping Securities to the City prior to rezoning adoption in the amounts of:

- \$3,500 for the seven (7) standard replacement trees (\$500/tree). The City will release 100% of this security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report of off-site tree protection is received;
- \$5,000 for the one (1) large coniferous replacement tree. The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the tree has survived.

#### Existing Utility Right-of-Way

There is an existing 6 m wide utility right-of-way (ROW) that runs east-west through the rear portion of the subject site. The applicants have been advised that no encroachment into the ROW is permitted. This includes no building construction, planting of trees, placement of fill and non-cast-in-place retaining walls above 0.9 m (3 ft) in height.

#### Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to the site at redevelopment stage will be from Bird Road.

#### Subdivision

At Subdivision stage, the applicants will be required to pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge (for future frontage improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.

#### **Analysis**

The subject property is located in an established residential neighbourhood that has seen redevelopment to smaller lot sizes through rezoning and subdivision in recent years, consistent with the Lot Size Policy for this neighbourhood. This redevelopment proposal would allow for the creation of two (2) lots, each approximately 12 m wide and 685 m<sup>2</sup> in area, which is consistent with the Lot Size Policy.

**Financial Impact**

None.

**Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the OCP and the Lot Size Policy, and is consistent with the established pattern of redevelopment in the surrounding area.

The list of rezoning considerations is included as **Attachment 5**, which has been agreed to be the applicants (signed concurrence is on file).

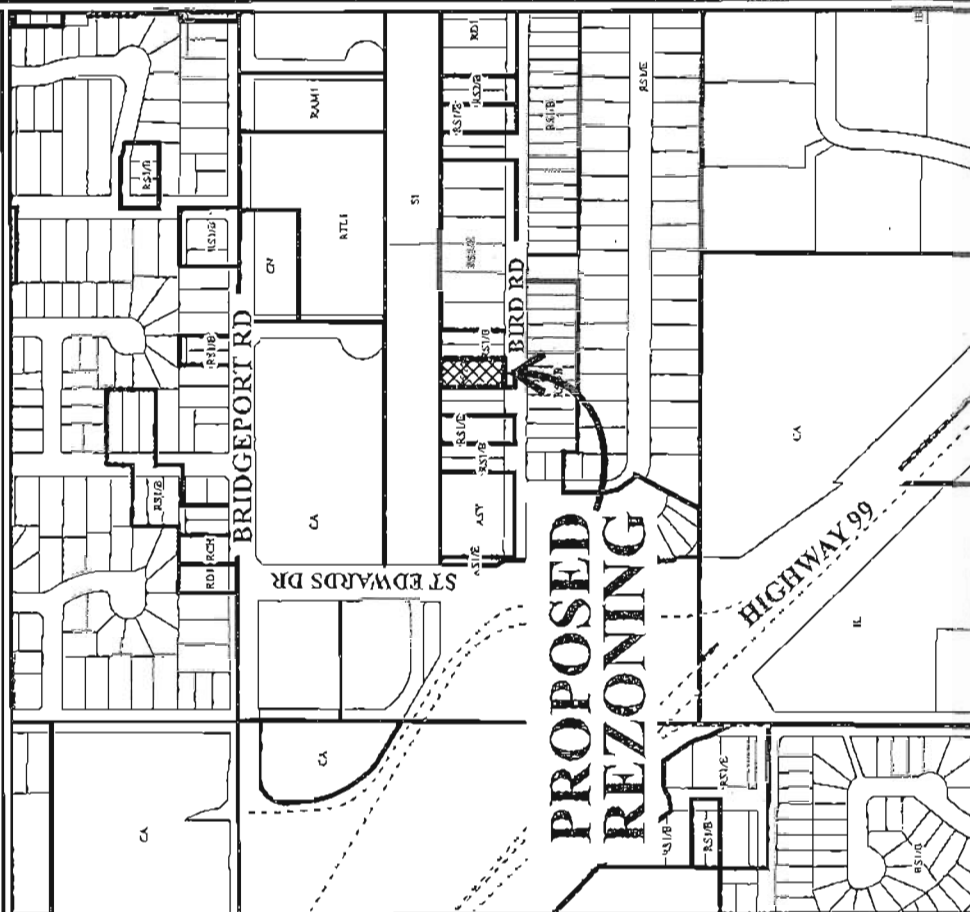
On this basis, staff recommends support for the application.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:kt/blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5424
- Attachment 4: Tree Retention Plan
- Attachment 5: Rezoning Considerations Concurrence



# PROPOSED REZONING

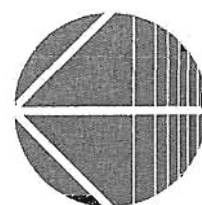
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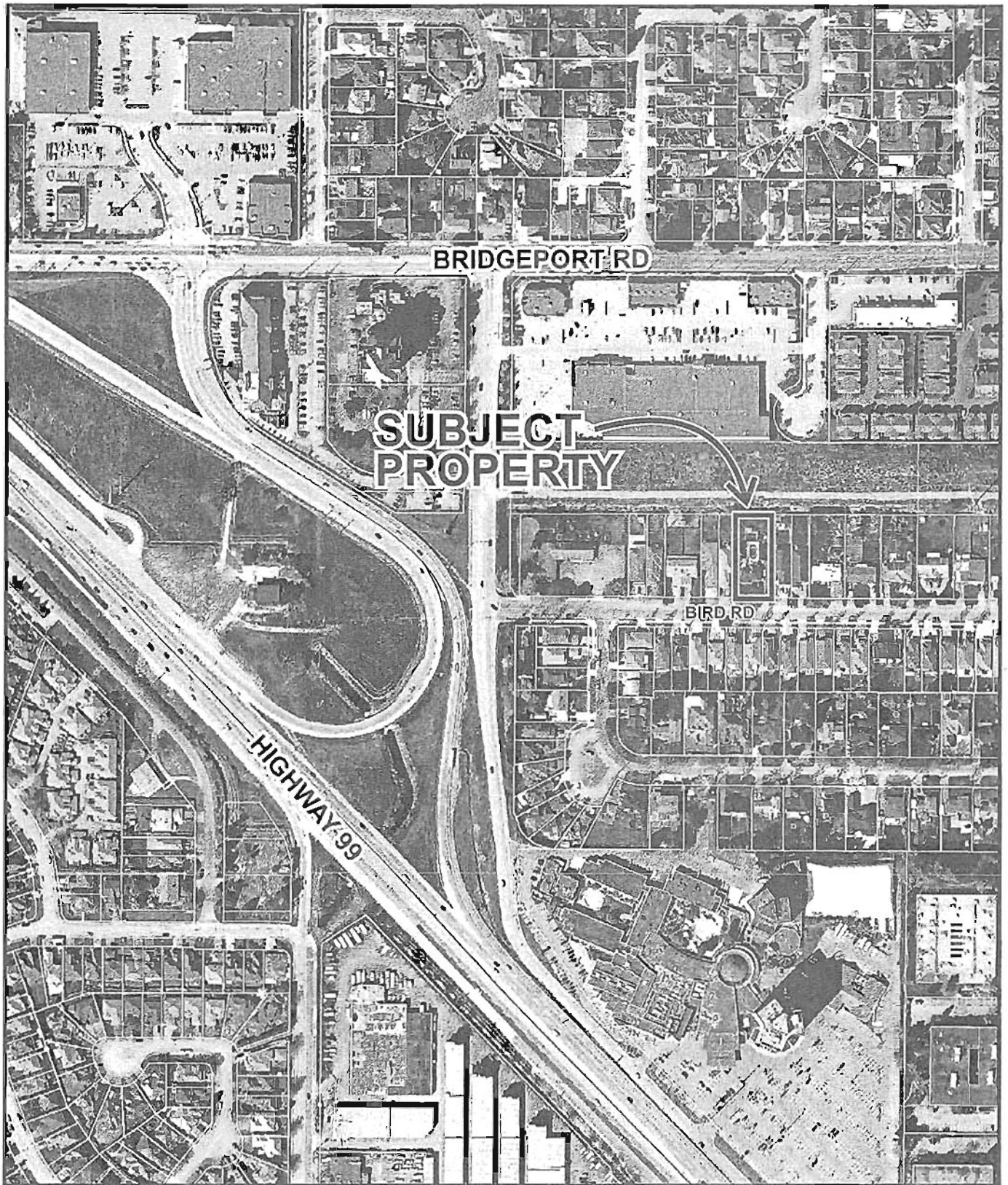
PZ 12-615299

Original Date: 08/28/12

Revision Date:

Note: Dimensions are in METRES





RZ 12-615299

Original Date: 08/28/12

Amended Date:

Note: Dimensions are in METRES



**RZ 12-615299**

**Attachment 2**

Address: 10251 Bird Road

Applicant: Ronald Herman, Anita Herman and Tammia Bowden

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Ronald Herman, Anita Herman & Tammia Bowden	To be determined
Site Size (m <sup>2</sup> ):	1,371 m <sup>2</sup> (14,757 ft <sup>2</sup> )	West future lot - 685 m <sup>2</sup> (7,373 ft <sup>2</sup> ) East future lot - 686 m <sup>2</sup> (7,384 ft <sup>2</sup> )
Land Uses:	One (1) single detached dwelling	Two (2) single-family lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family Only)	No change
702 Policy Designation:	Lot Size Policy 5424	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m <sup>2</sup>	West future lot - 685 m <sup>2</sup> East future lot - 686 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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



City of Richmond

## Policy Manual

Page 1 of 1

Adopted by Council: November 20, 1989

Policy 5424

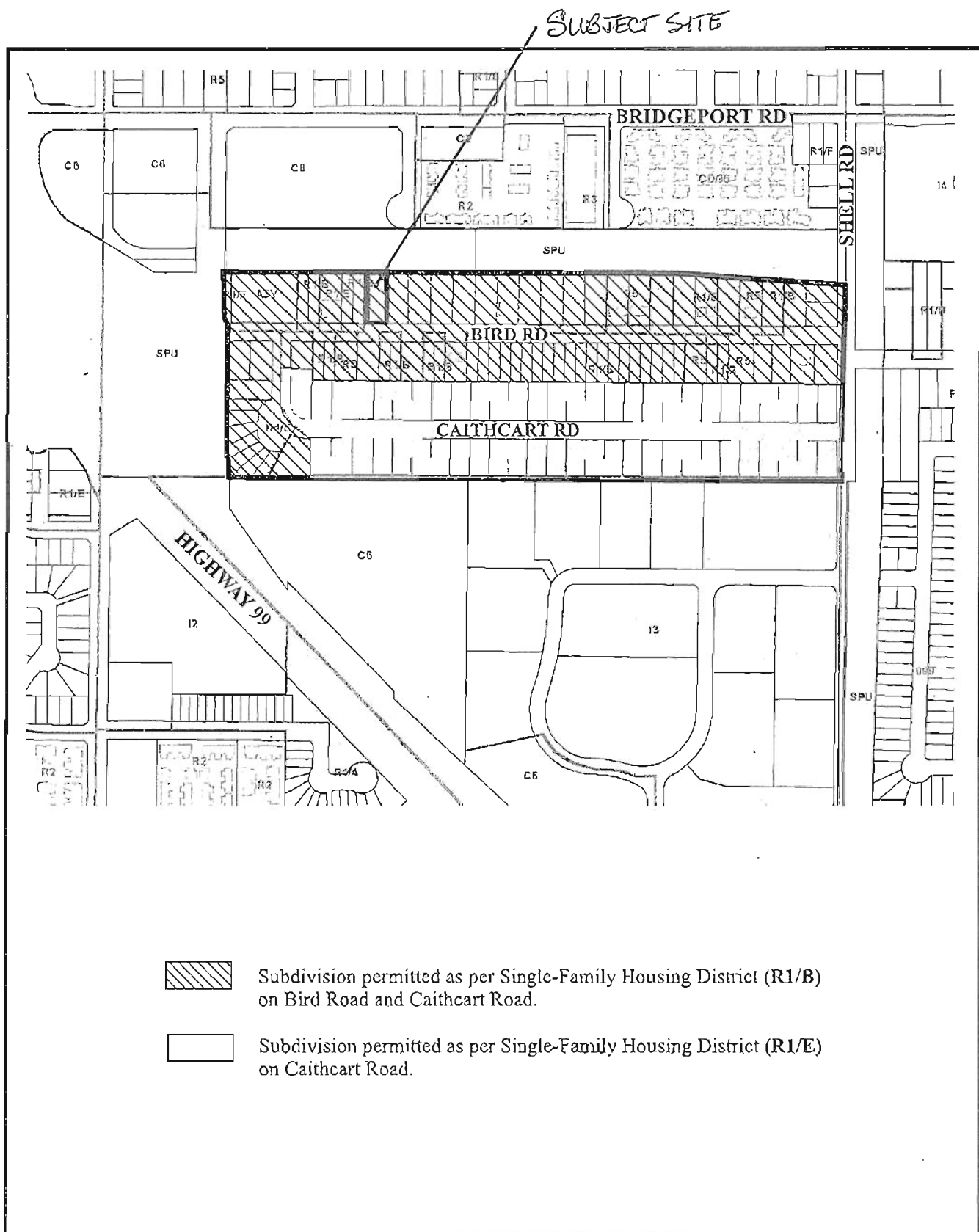
File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 26-5-6

**Policy 5424:**

The following policy establishes lot sizes in Section 26-5-6, located on Bird Road and Caithcart Avenue:

That properties located in a portion of Section 26-5-6, be permitted to subdivide on Bird Road and at the westerly end of Caithcart Road in accordance with the provisions of Single-Family Housing District (R1/B) and be permitted to subdivide on the remainder of Caithcart Road in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, and that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



## POLICY 5424 SECTION 26, 5-6

Adopted Date: 11/20/89

Amended Date:

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 36**  
**BLOCK B SECTION 26 BLOCK 5 NORTH RANGE 6 WEST**  
**NEW WESTMINSTER DISTRICT PLAN 14105**

SCALE: 1:250

#10251 BIRD ROAD,  
 RICHMOND, B.C.  
 P.I.D 009-884-467

2 Off Site (#1&2) prunus  
 spp.  
 N/O existing fence.

0 5 10 20  
 ALL DISTANCES ARE IN METRES AND DECIMALS  
 THEREOF UNLESS OTHERWISE INDICATED

**LEGEND:**

- (c) denotes coniferous
- (d) denotes deciduous
- ⊙ denotes power pole
- ⊙ denotes round catch basin
- ⊙ denotes inspection chamber
- ⊙ denotes water valve
- TW denotes top of retaining wall
- BW denotes bottom of retaining wall



Portuguese laurel & cedar  
 hedge. 6' tall, 6' wide.

© copyright  
 J. C. Tam and Associates  
 Canada and B.C. Land Surveyor  
 115 - 8833 Dellen Crescent  
 Richmond, B.C. V6X 3Z7  
 Telephone: 214-E928  
 Fax: 214-8529  
 E-mail: office@jctam.com  
 Website: www.jctam.com  
 Job No. 4908  
 FB-MM 54-56  
 Drawn By: TH

**NOTE:**

Elevations shown are based on City of Richmond HPN  
 Benchmark network.  
 Benchmark: HPN #194; Control Monument 02H2415  
 In slab of Both Slough North pump station E of No.5 Rd.  
 Elevation = 3.333m

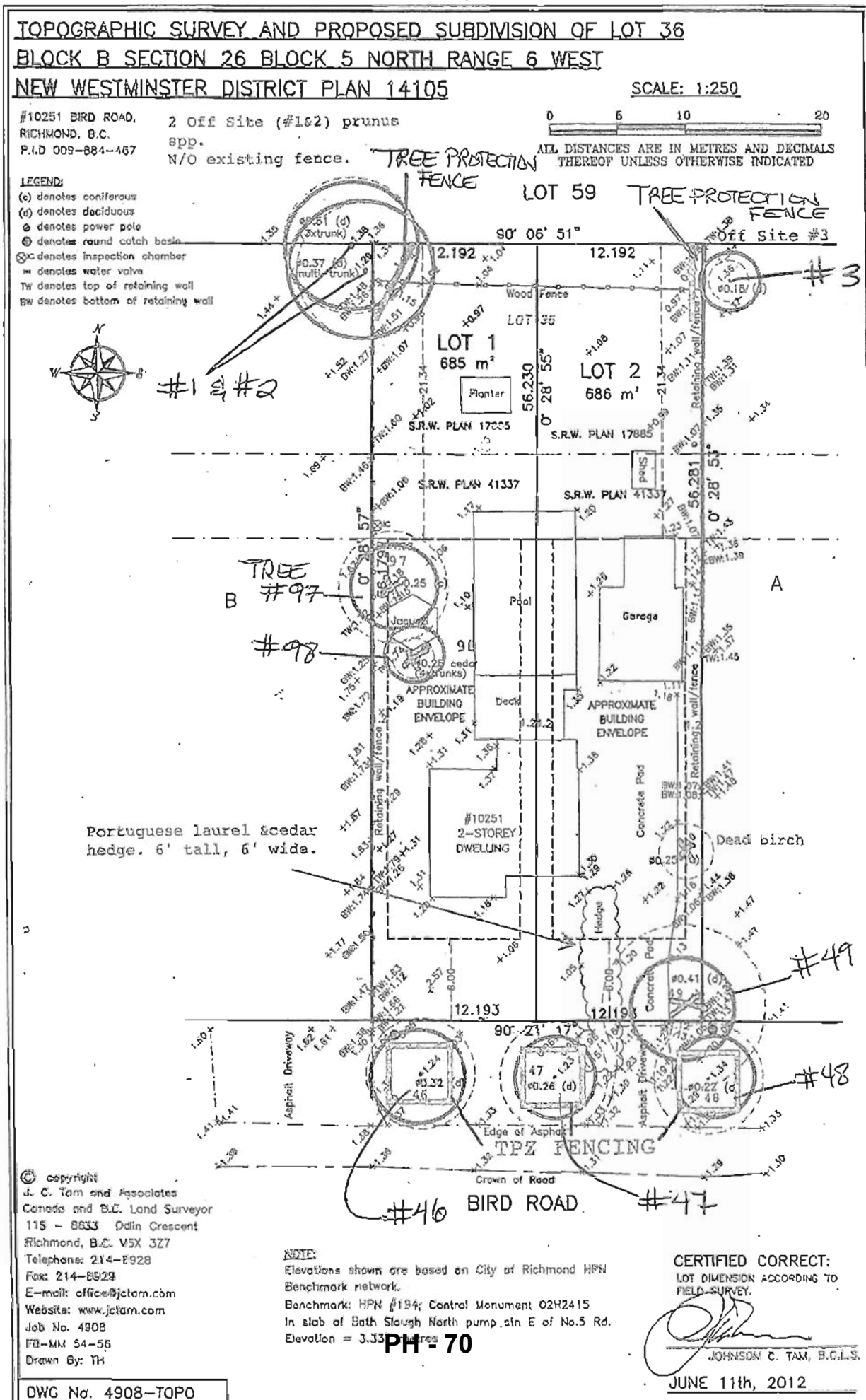
**PH-70**

**CERTIFIED CORRECT:**  
 LOT DIMENSION ACCORDING TO  
 FIELD SURVEY.

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

JUNE 11th, 2012

DWC No. 4908-TOPO





Address: 10251 Bird Road

File No.: RZ12-615299

**Prior to final adoption of Zoning Amendment Bylaw 8970, the applicants are required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of off-site Trees # 46, 47, 48, 1, 2, 3. The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of Landscaping Securities to the City in the amounts of:
  - a) \$3,500 (\$500/tree) to ensure that the seven (7) standard replacement trees are planted and maintained on the future lots. The City will release 100% of this security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report of off-site tree protection is received; and
  - b) \$5,000 for the one (1) large coniferous replacement tree. The City will release 90% of this security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of this security will be released one (1) year later, subject to inspection, to ensure the tree has survived.

Replacement trees with the following minimum sizes are required to be planted and maintained:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
5	6 cm		3.5 m
2	9 cm		5 m
1	conifer tree at 5 m high (for replacement of Tree # 97)		

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

4. Registration of an aircraft noise sensitive use covenant on title.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,927) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Subdivision\* stage, the applicants must complete the following:**

- Pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge (for future frontage improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.

**Prior to Demolition Permit\* issuance, the applicants must complete the following requirements:**

- Tree Protection Fencing for the off-site trees identified as Trees # 46, 47, 48, 97, 1, 2, and 3 must be installed to City standard and must remain in place until construction and landscaping on the future lots is completed.

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

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

**Note:**

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

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

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

- 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.

(signed concurrence on file)

Signed \_\_\_\_\_

Date \_\_\_\_\_



Richmond Zoning Bylaw 8500  
Amendment Bylaw 8970 (RZ 12-615299)  
10251 Bird Road

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

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

P.I.D. 009-884-467

Lot 36 Block B Section 26 Block 5 North Range 6 West

New Westminster District Plan 14105

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8970**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION &  
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

DEC 10 2012



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

TO COUNCIL - Dec 10, 2012  
TO Planning - Dec 4, 2012

To: Planning Committee

Date: November 6, 2012

From: Wayne Craig  
Director of Development

File: RZ 11-586280

12-8060-20-8972

Re: Application by Yamamoto Architecture Inc. for Rezoning at 9431, 9451, 9471 and 9491 Williams Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM2)

### Staff Recommendation

That Bylaw 8972, for the rezoning of 9431, 9451, 9471 and 9491 Williams Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

Wayne Craig  
Director of Development

WC:blg  
Att.

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

## Staff Report

### Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone 9431, 9451, 9471 and 9491 Williams Road (**Attachment 1**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM2) in order to permit the development of 20 townhouse units on the site (**Attachment 2**).

### Findings of Fact

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

### Surrounding Development

- To the North: Existing single-family dwellings on lots zoned Single Detached (RS1/E) fronting Pinewell Crescent;
- To the East: Existing single-family dwellings on lots zoned Single Detached (RS1/E) fronting Williams Road;
- To the South: Existing single-family dwellings on lots zoned Single Detached (RS1/E) fronting Williams Road; then James Whiteside Elementary School zoned School and Institutional Use (SI);
- To the West: Existing single-family dwellings with coach house on lots zoned Coach House (RCH), then existing single-family dwellings on lots zoned Single Detached (RS1/E), fronting Williams Road.

### Related Policies & Studies

#### Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Policy is supportive of multiple-family residential developments along arterial roads. The subject site is identified for "Arterial Road Town House Development" on the Arterial Road Development Map included in the Official Community Plan (OCP) Bylaw 9000.

#### Floodplain Management Implementation Strategy

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

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$47,353.93.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.75 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$17,757.72.

### **Consultation**

The applicant advised that consultation with the adjacent property owners has been undertaken. No concerns have been reported.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff have not received any telephone calls or written correspondence expressing concerns in association with the subject application.

### **Staff Comments**

### Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application; 43 trees were identified and assessed.

#### *Tree Retention On-site*

A 65 cm cal Deodar Cedar, a 32 cm cal Spruce, an 82 cm cal Ginko Biloba, and a 70 cm cal multi-branching Maple on site are all in good condition and are identified for retention. A Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected.

#### *Tree Removal*

The City's Tree Preservation Coordinator concurred with the Arborist's recommendations to remove 31 bylaw-size trees on-site:

- 18 trees are in poor condition; either dead, dying (sparse canopy foliage), have been previously topped, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions; and

- A hedgerow comprised of 13 trees is in good condition; however it is located in the middle of the development site and the existing grade of the development site is approximately 1.0 m below the crown of the road.

Based on the 2:1 tree replacement ratio goal stated in the OCP, 62 replacement trees are required. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 29 new trees on-site. Considering the effort made by the applicant to retain four (4) bylaw-sized trees on site, staff recommend eight (8) replacement trees be exempted. The applicant has agreed to provide a voluntary contribution of \$12,500 to the City's Tree Compensation Fund in-lieu of planting the remaining 25 replacement trees.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$51,000 in total) to ensure the replacement planting will be provided.

#### *Neighbouring Trees*

Two (2) trees on the neighbouring property to the east at 9511 Williams Road are recommended for removal in the Arborist Report due to their existing poor condition and conflicts with new construction. The City's Tree Preservation Coordinator has no concern on the proposed removal. Prior to removal, the applicant must obtain written permission from the adjacent property owners. A separate Tree Cutting Permit and associated replacement planting/compensation will be required at Tree Cutting Permit stage. If permission from the adjacent property owners to remove these two (2) trees cannot be obtained, these two (2) trees must be retained and protected in accordance to City's standards.

#### *City trees*

Five (5) trees located in the concrete sidewalk (in tree granites) are in good condition and should be retained; no tree protection barriers are required. One (1) tree located in an existing lane right-of-way (ROW) near the northwest corner of the site is situated far enough from the property line that it will not be impacted by the proposed development; no tree protection barriers are required. A Tree Preservation Plan is attached (**Attachment 4**).

#### Site Servicing and Frontage Improvements

An independent review of servicing requirements (storm) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that storm upgrades to the existing system are required. As a condition of rezoning, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (please see **Attachment 5** for details).

Prior to final adoption, the developer is required to consolidate the four (4) lots into one (1) development parcel and grant an approximately 1.0 m wide right-of-way along the entire south property line for sidewalk and boulevard upgrades. As part of the Servicing Agreement, the

developer is also required to design and construct a new sidewalk and boulevard along the entire Williams Road frontage (please see **Attachment 5** for details). The existing street trees will be retained at the current location; the tree granites will be removed.

#### Vehicle Access

One (1) driveway is proposed at the eastern edge of the site. The long-term objective is for the driveway access established on this site to be utilized by adjacent properties if they ultimately apply to redevelop into multiple-family developments. A Public Rights-of-Passage (PROP) right-of-way (ROW) will be secured as a condition of rezoning to facilitate this purpose.

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$21,000 as per the Official Community Plan (OCP) and Council policy.

#### Outdoor Amenity Space

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

### **Analysis**

#### Arterial Road Redevelopment Policy

The subject application was submitted in July, 2011 under the previous Arterial Road Redevelopment Policy contained in OCP Bylaw 7100. The proposal is generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy.

The proposed height, siting and orientation of the buildings respect the massing of the existing neighbouring single-family homes. All rear units along the north property line are two (2) storeys; the end units of the street fronting building are stepped down from three-storeys to two-storeys at the west side yard and the entry driveway. The building height and massing will be controlled through the Development Permit process.

#### Development Potential of Adjacent Properties

##### *9311 and 9411 Williams Road*

These two (2) coach house lots were created under the original Lane Establishment and Arterial Road Redevelopment Policies (2001). The rezoning application (RZ 04-270504) received Final Approval in April 2006, prior to the Lane Establishment and Arterial Road Redevelopment Policies being updated (June 2006) to allow this block of Williams Road (between Garden City Road and Ash Street) to be redeveloped into multiple-family uses. There is low immediate redevelopment potential on these two (2) new homes. There is no plan to open or extend the

existing back lane. Future redevelopments of these two (2) lots into multiple-family uses must include the lane right-of-way at the back (purchase of the land from the City is required).

#### *9511 and 9531 Williams Road*

These two (2) properties are located to the east of the subject site at the corner of Ash Street and Williams Road, and have older houses on them. Staff encouraged the applicant to acquire these two (2) properties in order to increase the site layout efficiency and to avoid a smaller site redevelopment in the future. The applicant had made attempts to acquire these properties to extend the development proposal, but was unable to come to an agreement with the current owners. In order to proceed with the subject development proposal, a development concept plan for 9511 and 9531 Williams Road has been prepared and is on file.

The proposed outdoor amenity space on the subject site is expected to be enlarged and consolidated with the outdoor amenity area of the future development to the east at 9511 and 9531 Williams Road, by a coordinated design and removal of the fence in between. Registration of a cross-access agreement over the outdoor amenity area is required to achieve this arrangement.

#### Medium Density Townhouses (RTM2)

The proposed zoning Medium Density Townhouses (RTM2) with a maximum density of 0.65 FAR complies with the Low-Density Residential land use designation contained in the old Official Community Plan (OCP) and with the Neighbourhood Residential land use designation in the new OCP. The base density for arterial road redevelopments is 0.6 FAR; a higher density at 0.65 FAR is being considered for the subject site based on the following:

- The subject site is in close proximity to South Arm Community Centre and is located across from James Whiteside Elementary School;
- Preservation of four (4) large specimen trees in the front yard and back yard, including one (1) tree located within the proposed outdoor amenity area;
- Provision of storm system upgrades and frontage improvements to create safer and more pedestrian friendly streetscape;
- Provision of a voluntary contribution to the City's Public Art fund.

#### Requested Variances

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). Based on the review of current site plan for the project, a variance to allow for a total of 20 tandem parking spaces in the 10 three-storey townhouse units is being requested. Transportation Division staff have reviewed the proposal and have no concerns. The proposed number of on-site visitor parking spaces is in compliance with the bylaw requirement. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9431, 9451, 9471 and 9491 Williams Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:


- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines) of the old OCP (Bylaw 7100);
- Building form and architectural character;
- Location and design of the convertible unit and other accessibility features;
- Site grade to ensure the survival of protected trees;
- Landscaping design and enhancement of the outdoor amenity area to maximize use;
- Adequate private outdoor space in each unit and the relationship between the first habitable level and the private outdoor space; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

**Financial Impact or Economic Impact**

None.

**Conclusion**

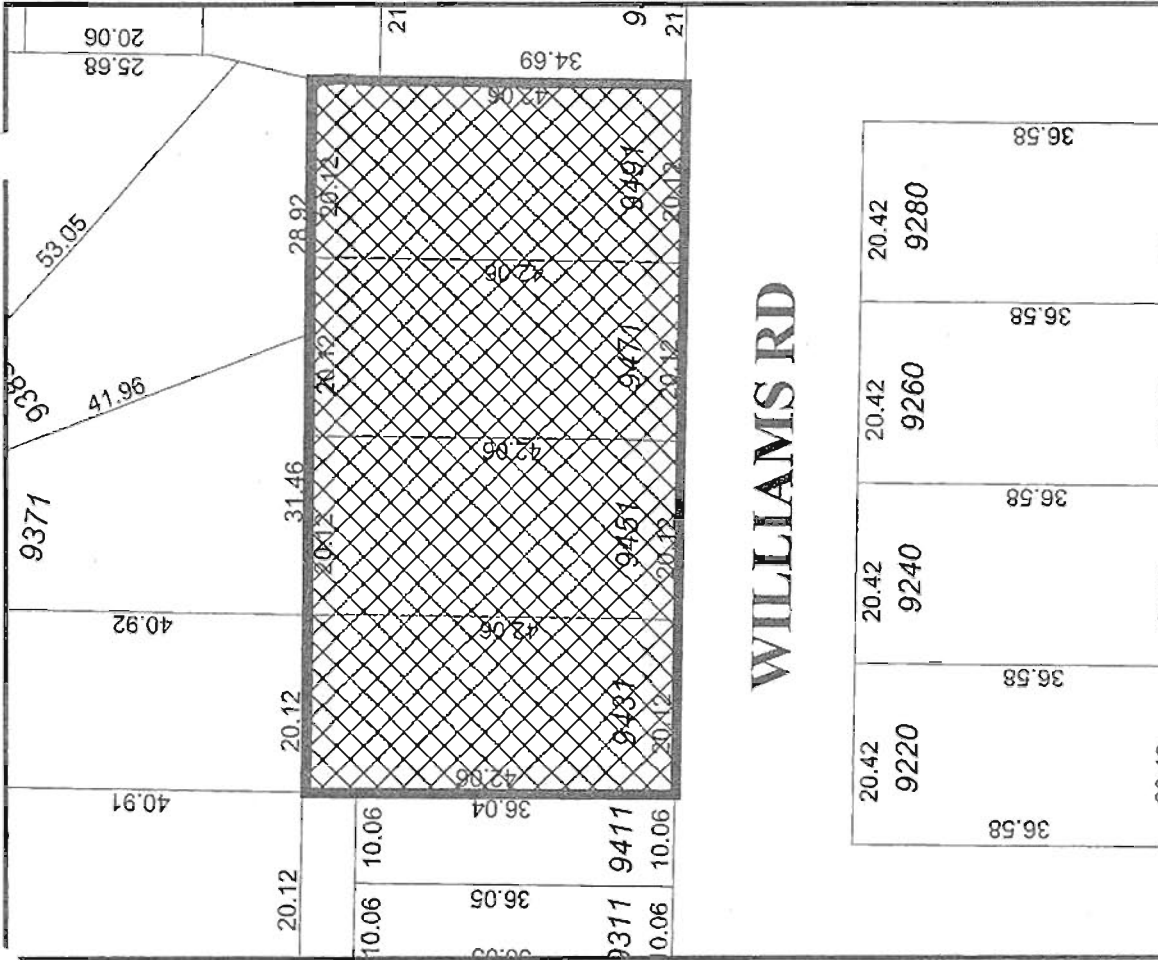
The subject application is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the project is attractive and a good fit with the neighbourhood. Further review of the project design will be required to ensure a high quality project, and will be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



Edwin Lee  
Planner I  
(604-276-4121)

EL:blg

Attachment 1: Location Map  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Tree Preservation Plan  
Attachment 5: Rezoning Considerations Concurrence





RZ 11-586280

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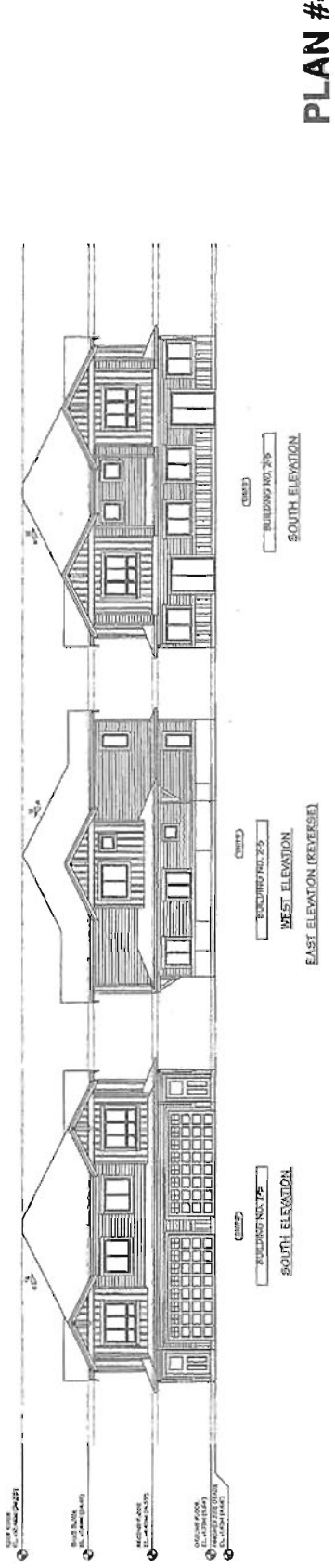
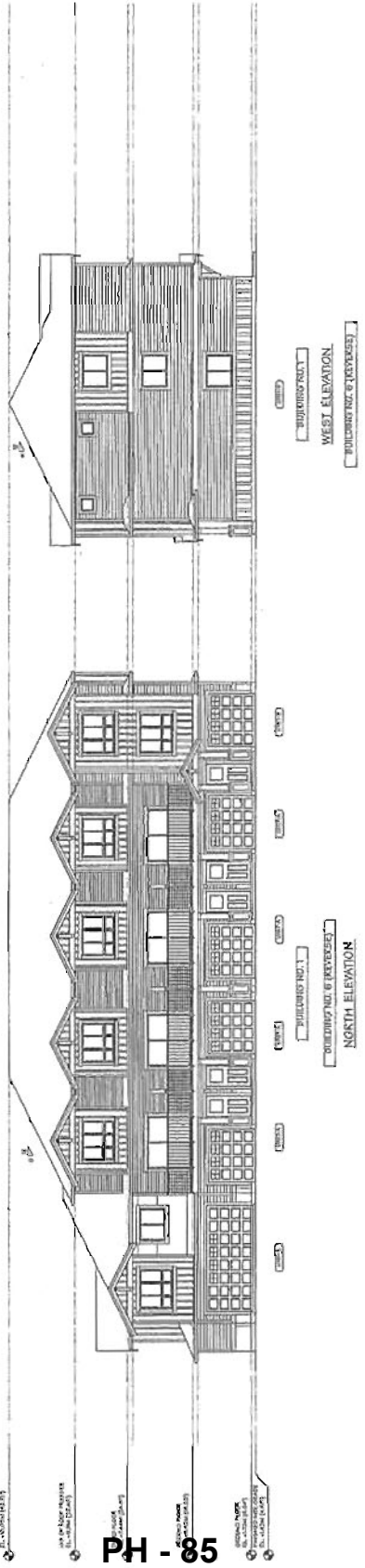
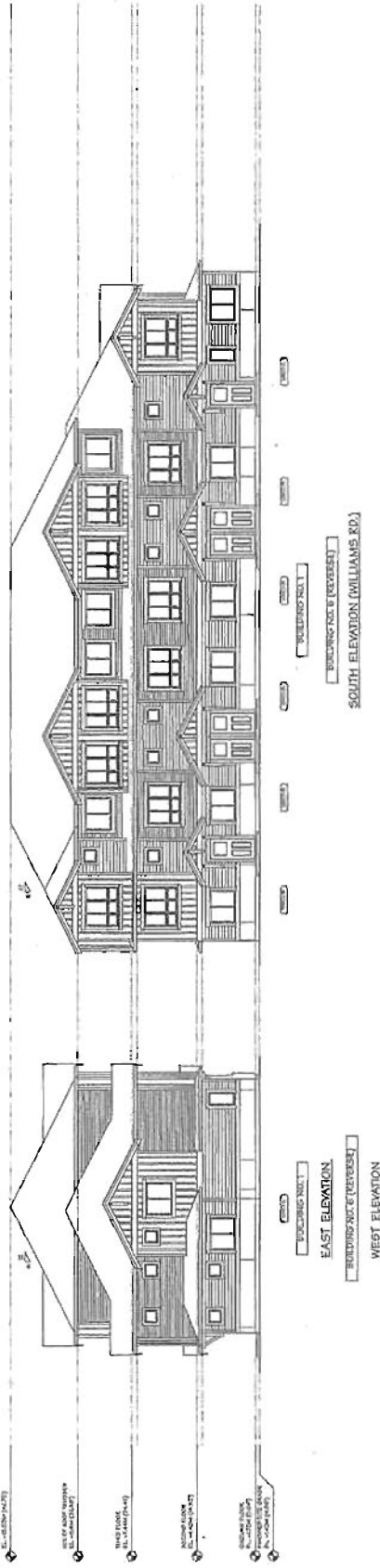
Original Date: 08/15/11

Amended Date:

Note: Dimensions are in METRES







PLAN #4a

NO.	DATE	REVISION

YAMAMOTO ARCHITECTS, INC.  
 1000 10TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 TEL: 303.733.1100  
 FAX: 303.733.1101  
 WWW.YAMAMOTOARCHITECTS.COM

YAMAMOTO ARCHITECTS, INC.  
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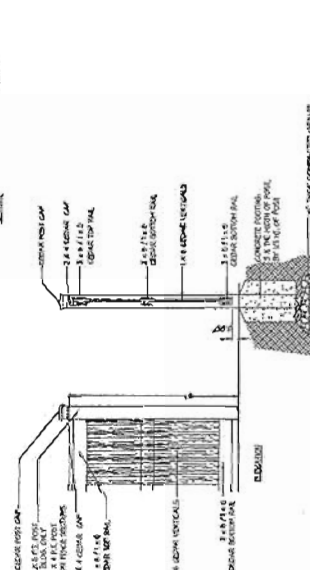
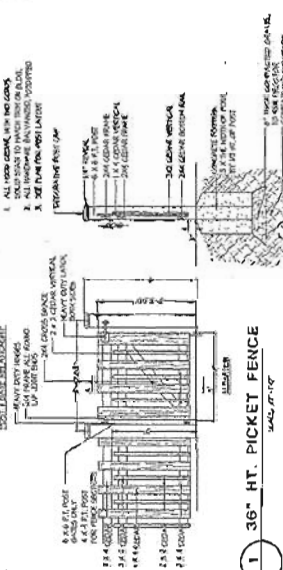
YAMAMOTO ARCHITECTS, INC.  
 1000 10TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 TEL: 303.733.1100  
 FAX: 303.733.1101  
 WWW.YAMAMOTOARCHITECTS.COM

SCALE	1/4" = 1'-0"
TITLE	PLAN #4a
DATE	11-11-2009
DESIGNER	YAMAMOTO
CHECKED	YAMAMOTO

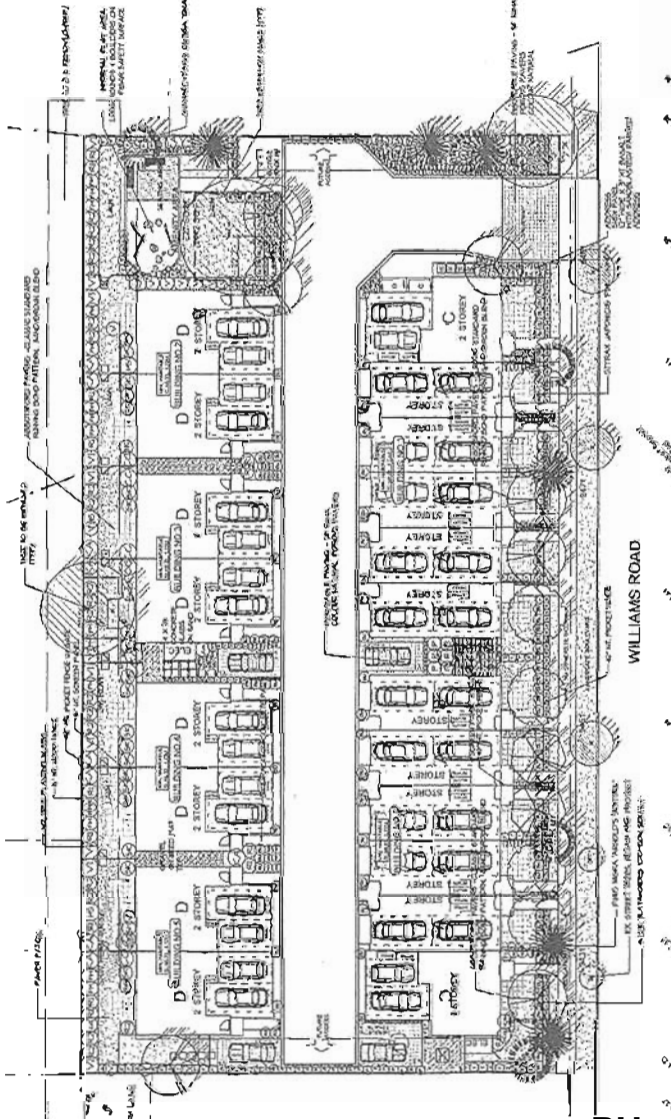
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**pmg**  
LANDSCAPE ARCHITECTS  
3000 C-110, 4100 34th Street East  
Boulder, CO 80504, USA  
303.440.1100  
www.pmg.com

DATE: 12/03/14



PROJECT: TOWNHOUSE DEV.  
8431, 8452, 8471 E. 148th  
WILLOW HILLS, B.C.  
DESIGNED BY: LANDSCAPE PLAN  
DATE: 12/03/14  
SCALE: 1/4" = 1'-0"  
COURSE: 1/4"  
DATE: 12/03/14  
PMS PROJECT NUMBER: 12,070



PLANT SCHEDULE	PLANT NAME	PLANT SIZE	PLANT QUANTITY
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RZ 11-586280

Attachment 3

Address: 9431, 9451, 9471 and 9491 Williams Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	0846930 B C Ltd.	No Change
Site Size (m <sup>2</sup> ):	3,384 m <sup>2</sup> (36,426.1 ft <sup>2</sup> )	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential (old OCP) Neighbourhood Residential (new OCP)	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM2)
Number of Units:	4	20
Other Designations:	Arterial Road Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65 max.	none permitted
Lot Coverage – Building:	Max. 40%	40% max.	none
Lot Coverage – Non-porous Surfaces	Max. 65%	65% max.	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m min.	none
Setback – Side Yard (East) (m):	Min. 3.0 m	3.0 m min.	none
Setback – Side Yard (West) (m):	Min. 3.0 m	3.0 m min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) max.	none
Lot Size (min. dimensions):	Min. 30 m wide x 35 m deep	Approx. 80.48 m wide x 42.06 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	44	44	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	not permitted	20	variance requested
Small Car Parking Spaces	Max. 50% x 44 stalls = 22 stalls	10	none
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	\$21,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 20 units = 120 m <sup>2</sup>	227 m <sup>2</sup>	none

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

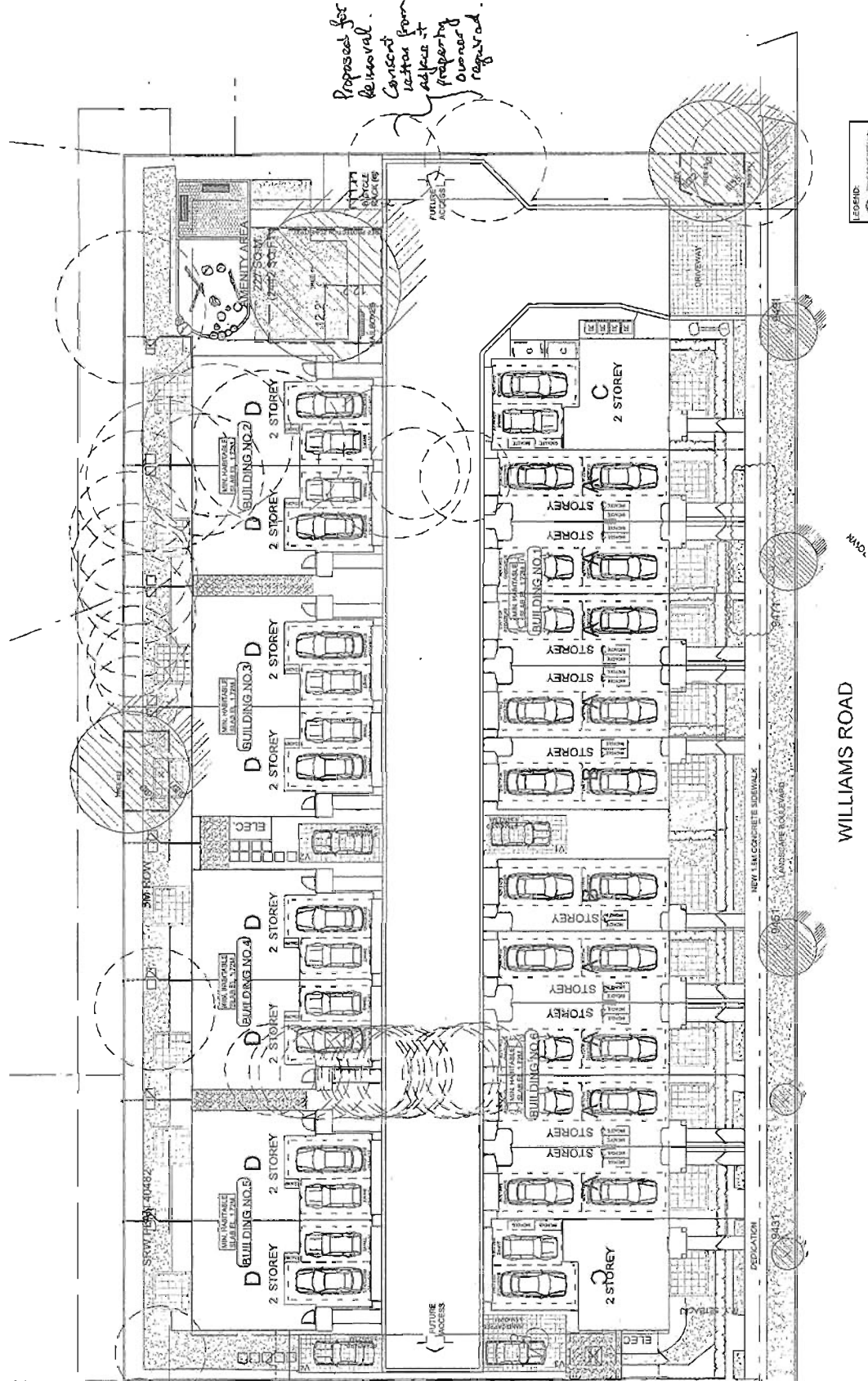
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**pmg**  
PARKMAN ARCHITECTS  
1000 15th Avenue, Suite 100  
Richmond, B.C. V6Y 1P8  
Tel: 604-271-1111 Fax: 604-271-1112

3/24/11

PH - 89

*Proposed for  
Removal.  
Consent from  
owner for  
access to  
property  
owner  
required.*



**TREE MANAGEMENT  
PLAN**

DATE: 3/24/11  
 SCALE: 1/8" = 1'-0"  
 DRAWING: 1000  
 REGION: BC  
 SHEET: 12  
 OF: 8  
 PROJECT: TOWNHOUSE DEV.  
 8411, 8421, 8471 & 9091  
 WILLIAMS RD.  
 RICHMOND, B.C.

ATTACHMENT 4



Address: 9431, 9451, 9471 and 9491 Williams Road

File No.: RZ11-586280

**Prior to final adoption of Zoning Amendment Bylaw 8972 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. The granting of an approximate 1.0 m wide statutory right-of-way along the entire south property line for sidewalk and boulevard upgrades. The exact width to be confirmed at the servicing agreement stage.
4. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle (design as per Development Permit for 9431, 9451, 9471 and 9491 Williams Road) in favour of future townhouse developments to the east and west. The agreement must include language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
5. Registration of a cross-access easement over the outdoor amenity area (design as per Development Permit for 9431, 9451, 9471 and 9491 Williams Road) for shared use with the future development site to the east at 9511 and 9531 Williams Road. The agreement must include language to ensure that any fence installed between the outdoor amenity area of the subject site and the outdoor amenity area of the future development site to the east must be removed upon redevelopment of 9511 and 9531 Williams Road into multiple-family uses.
6. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$47,353.93) to the City's affordable housing fund.
8. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$17,757.72) to the City's public art fund.
9. City acceptance of the developer's offer to voluntarily contribute \$12,500.00 to the City's Tree Compensation Fund for the planting of 25 replacement trees within the City.
10. Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$21,000.
11. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
12. Enter into a Servicing Agreement\* for the design and construction of storm system upgrades and frontage improvements. Works include, but may not be limited to:
  - a) upgrade of the existing 300mm diameter storm sewer along the site frontage to 600mm diameter, between EXD01 (City manhole STMH2071 at common property line of 9511/9531 Williams Road) and the common property line of 9411/9431 Williams Road for a total length of approximately 102 m; and
  - b) a 1.5 m wide concrete sidewalk at southern property line and a minimum of 1.5 m wide landscaped boulevard fronting Williams Road.

Note:

- Servicing Agreement works shall include removing existing driveways fronting Williams Road and replacing them with matching curb and gutter; and
- Design should include Water, Storm & Sanitary connections for the proposed development.

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the four (4) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
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 Division at 604-276-4285.

**Note:**

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

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

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

- 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.

[signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8972 (RZ 11-586280)  
9431, 9451, 9471 and 9491 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **MEDIUM DENSITY TOWNHOUSES (RTM2)**.  
P.I.D. 004-874-587  
Lot 11 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110  
  
P.I.D. 004-305-817  
Lot 12 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110  
  
P.I.D. 008-835-241  
Lot 13 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110  
  
P.I.D. 004-295-056  
Lot 14 Block "G" Section 27 Block 4 North Range 6 West New Westminster District Plan 18110
2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8972**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

DEC 10 2012



\_\_\_\_\_  
MAYOR

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



# City of Richmond

To Council - Dec 10, 2012  
**Report to Committee**  
Planning and Development Department

To Planning - Dec 4, 2012

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

Victor Wei, P. Eng.  
Director, Transportation

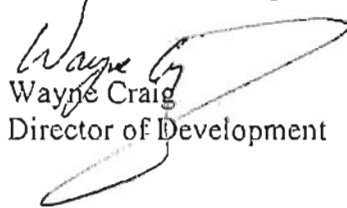
**Date:** November 20, 2012

**File:** RZ 12-603740  
12-8060-20-8979  
08-4040-01  
10-6450-01

**Re:** 2012 River Road and No. 7 Road Traffic Counts and Application by Dagneault Planning Consultants Ltd. for Rezoning at 16700 River Road from Agriculture (AG1) to Industrial Storage (IS1)

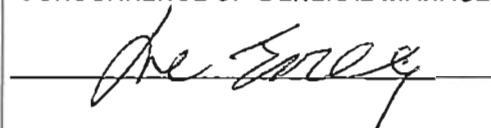
## Staff Recommendation

1. That the Interim Action Plan (amended by Council in 2008) continue to be endorsed to allow for the consideration of rezoning applications for commercial truck parking, outdoor storage and supporting uses in the 16,000 block of River Road.
2. That Bylaw 8979, for the rezoning of 16700 River Road from "Agriculture (AG1)" to "Industrial Storage (IS1)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:ke

  
Victor Wei, P. Eng.  
Director, Transportation

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Community Bylaws RCMP	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

## Staff Report

### Purpose

This report:

1. Informs Council on truck traffic counts taken in 2012 along River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) and examines the Interim Action Plan to determine if any revisions to permitted interim uses (i.e., truck parking) are necessary as directed by Council on January 23, 2012.
2. Brings forward an application at 16700 River Road to rezone the subject site to allow commercial truck parking and outdoor storage in compliance with the provisions of the Interim Action Plan (recommended for continued endorsement by Council with no revisions).

### Background Information – Council Referrals for the 16,000 Block of River Road

On January 23, 2012, the following Council referral was made in relation to the 16,000 block of River Road:

*That:*

1. *The "Interim Truck Parking Action Plan (Interim Action Plan), as amended by Council in February 2008, be continued until the end of 2012 to allow for consideration of further rezoning applications for commercial vehicle parking and storage within the plan area in the 16,000 block of River Road;*
2. *A daily traffic count be undertaken over two (2) one-week periods on No. 7 Road (between Bridgeport Road and River Road) and on River Road (East of Nelson Road) in 2012 either by the City or by future applicants' consultants, to the satisfaction of City staff, as part of the rezoning applications that facilitate commercial vehicle parking and storage within the Plan area;*
3. *Staff report back to Planning Committee with an update on such a daily traffic count trends by the end of 2012 to consider the option of amending the Interim Action Plan to allow only commercial outdoor storage and not commercial vehicle parking in the short term, depending on the City's review of traffic counts in 2012;*
4. *The existing 1999 OCP "Business and Industry" designation and policies allowing for a range of long-term intensive industrial uses for the 16,000 block of River Road as well as the agri-industrial uses set out in the Long-Term Action Plan be considered for inclusion in the proposed, updated OCP; and*
5. *The City send a letter to Port Metro Vancouver regarding the shortage of truck parking in the City of Richmond, inquiring about opportunities for truck parking on Port land.*

The first section of this report addresses the first three (3) parts of the Council referral.

Staff have confirmed that the 2041 Official Community Plan designates the 16,000 block of River Road for industrial uses (which includes allowances for agri-industrial uses) over the long-term, which responds to item 4 of the Council referral.

In response to Item 5 of the Council referral, City staff have contacted Port Metro Vancouver (PMV) staff about commercial truck parking opportunities on Port land. PMV staff noted that

they have liaised with existing tenants and parking companies to establish a truck parking facility; however, preliminary investigations do not show economic viability for such an activity. PMV staff also identified that some commercial trucks have been illegally parking on Port land in the past and that a program to evict and monitor this has been implemented. In the long-term, it is not envisioned that PMV will be engaging in leasing land or future development sites for commercial truck parking or storage.

#### **Timeline and Rezoning Applications for Truck Parking in the 16,000 Block of River Road**

- 2008 – Richmond City Council approves the Interim and Long-Term Action Plan for the 16,000 block of River Road, to process and consider rezoning applications for interim uses, such as truck parking and unenclosed outdoor storage. These interim uses are considered appropriate for this area as it is designated for “Industrial” in the 2041 Official Community Plan, with the potential for intensive light industrial development (manufacturing and warehousing) when the necessary City services and transportation infrastructure is available.
- September 2010 – Richmond City Council approves unrestricted truck parking for 16780 River Road.
- 2011 – City staff undertake a Council directed review of the Interim Action Plan and overall truck parking strategy in the 16,000 block of River Road.
- November 2011 – Richmond City Council approves truck parking (with restriction on number and type of trucks) and a limited area light industrial building for 16540 River Road.
- January 2012 – Richmond City Council reaffirms the Interim Action Plan for truck parking and outdoor storage rezoning applications in the 16,000 block of River Road as a result of the City staff review conducted in 2011. Staff were also directed to undertake traffic counts and report back to Council.
- July 2012 – Approval of a Zoning Text amendment for 16540 River Road (ZT 12-610945) that removes the previous truck parking restrictions (i.e., maximum of 40 trucks; linkage to Richmond agricultural operation; prohibition of parking of dump trucks) placed on the subject site.

#### **Findings of Fact**

##### Rezoning Applications in the 16,000 Block of River Road

The map contained in **Attachment 1** outlines the approved and in process rezoning applications in the 16,000 block of River Road. A total of four (4) applications have been submitted in this area to date. Two (2) rezoning applications are currently in process at 16700 River Road (RZ 12-603740; being brought forward in this report) and 16360 River Road (RZ 10-523713; Berane application in process).

##### Community Bylaw – Commercial Vehicle Enforcement Measures Along River Road

On May 28, 2012, Council considered and endorsed a report that provided information on commercial vehicles along River Road and No. 7 Road and related enforcement measures being undertaken by Community Bylaws and the RCMP (refer to **Attachment 2** for a copy of the report from Community Bylaws). The information and recommendations contained in this report on traffic counts and rezoning proposal at 16700 River Road does not impact any of the initiatives and enforcement measures being undertaken by Community Bylaws.

### 1. Traffic Count Data: River Road and No. 7 Road

This section of the report provides information on traffic counts for River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) in 2012. Refer to **Attachment 3** for a map of traffic count locations and surrounding road network map for reference purposes. Through the Interim Action Plan for truck parking on River Road properties, traffic control measures were implemented for each approved site to ensure that commercial truck movements did not utilize the following routes to get to and from truck parking sites:

- River Road east of 16,000 block (existing vehicle weight restrictions in place).
- No. 7 Road south of River Road (existing westbound-to-southbound truck turning restrictions in place at No. 7 Road / River Road).

Trucks travelling to and from approved truck parking sites in the 16,000 block of River Road would therefore utilize River Road, travelling west of No. 7 Road to No. 6 Road, which enables access to other transportation thoroughfares and highways.

#### River Road and No. 7 Road Traffic Count Data

##### *River Road east of Nelson Road*

Date	Average Daily Total Number of Trucks (24 hour period)
April 2006 (7 day period)	68
September 2010 – Rezoning approved for 16780 River Road	
January 2011 (7 day period)	59
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	35
September 27, 2012 to October 4, 2012 (7 day period)	59

##### *No. 7 Road between Bridgeport Road and River Road*

Date	Average Daily Total Number of Trucks (24 hour period)
March 2010 (7 day period)	26
September 2010 – Rezoning approved for 16780 River Road	
September 2011 (7 day period)	19
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	16
September 27, 2012 to October 4, 2012 (7 day period)	14

#### Assessment of Traffic Data

Based on the two weekly truck traffic counts undertaken in 2012, there is no observed increase in truck movements along River Road east of Nelson Road or No. 7 Road (between Bridgeport Road and River Road). In fact, the truck traffic numbers show some decrease compared to

traffic counts conducted in April 2006 and January 2011 for River Road and March 2010 and September 2011 for No. 7 Road.

The traffic data for River Road in 2012 indicated that truck movements have remained steady and decreased overall from 68 trucks per day in April 2006 to 35 (49% reduction) and 59 (13% reduction) trucks per day in April/May 2012 and September/October 2012 respectively.

The traffic data for No. 7 Road in 2012 indicate that truck movements have reduced overall since data collected in March 2010 from 26 trucks per day to 16 and 14 trucks per day counted during the two periods in 2012, which is an approximate 40% reduction since traffic data collection commenced in March 2010 for No. 7 Road. Furthermore, the volume of trucks on River Road and No. 7 Road is not considered to be high compared to truck volumes on other major roads.

#### **Analysis of Truck Traffic Data and Approved Truck Parking Sites**

Two rezoning applications (16780 and 16540 River Road) have been approved for truck parking along this portion of River Road. 16780 River Road has been utilized for commercial truck parking since the rezoning was approved in September of 2010. Although 16540 River Road was approved for truck parking in November 2011, this site has not been used intensively for this activity because of existing truck parking limitations imposed through the rezoning when it was first approved in November 2011. As a result of the Zoning Text (ZT 12-610945) amendment approved in July 2012, the previous truck parking limitations were removed. Based on recent site visits at 16540 River Road, a small number of trucks were parked on the site, but is not yet being intensively used for truck parking. Staff anticipate that use of 16540 River Road for vehicle parking will increase in the near future.

For 16780 and 16540 River Road, traffic control measures using physical channelization at the access points were implemented to ensure all trucks utilizing these properties for parking and storage only travelled on portions of River Road west of the driveway entrance for each site out to No. 6 Road.

Therefore, three separate traffic counts were conducted on River Road and No. 7 Road since the first truck parking application was rezoned in September 2010. The traffic data indicates that there has been no increase in truck volumes on either River Road or No. 7 Road. In fact, there had been slight decreases in volume observed. As a result, the traffic data indicates that trucks parking on approved sites in the 16,000 block of River Road are adhering to routes to and from the west along River Road to No. 6 Road and that the traffic control measures implemented for each rezoned site are working effectively.

#### **Future Traffic Counts**

In the 16,000 block of River Road, staff anticipate that additional truck parking operations will continue based on the existing sites already rezoned and two in-process applications at 16700 River Road (RZ 12-603740) and 16360 River Road (RZ 10-523713). As a result, Transportation staff will continue to undertake traffic counts at the same locations on River Road east of Nelson Road and No. 7 Road between Bridgeport Road and River Road for the next two years (i.e., 2013 and 2014). Future traffic data collected will be examined based on previous trends and also

compared to approved and operational truck parking sites. Staff will update Council of any significant changes or increases in truck traffic volumes along these routes.

#### **Traffic Data and the Interim Action Plan for Truck Parking**

The direction from Council at the January 23, 2012 Council meeting was to continue to utilize the Interim Action Plan to process proposals for truck parking and outdoor storage until the end of 2012 and also gather truck traffic data through 2012 to determine if provisions of the Interim Action Plan require revision to only allow uses that do not generate daily truck traffic (i.e., outdoor storage uses only).

Based on the traffic data collected for 2012 and comparing it to previous years, there is no indication that truck traffic volumes are increasing on the subject sections of River Road and No. 7 Road as a result of approved truck parking sites in the 16,000 block of River Road. In fact, traffic data shows a decrease in truck traffic volumes for both areas. Future traffic counts conducted in 2013 and 2014 will also assist staff to determine if truck traffic volumes continue to decline or remain stable as exhibited from past traffic counts. As a result, there is no justification to revise the Interim Action Plan to limit or restrict truck parking activities.

#### **Summary Analysis and Recommendations**

No observed increase in truck traffic is evident along River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) since approval of the first truck parking rezoning at 16780 River Road in September 2010.

The commercial vehicle trucking sector has consistently identified the need for designated truck parking sectors within Richmond and support the 16,000 block of River Road as an area that can accommodate truck parking as an interim use. The commercial trucking sector is also supportive of implementing traffic control measures to ensure travel of vehicles is along appropriate routes.

Therefore, staff recommend that no revisions be made to the truck parking strategy in this area and Council continue to endorse the Interim Action Plan to process rezoning proposals for interim uses (truck parking, outdoor storage, limited support buildings) for the 16,000 block of River Road.

If future traffic counts present a significantly different pattern and increase in truck volumes on the subject sections of River Road and No. 7 Road from previous years, City staff will update Council and present options on the Interim Action Plan for consideration by Council.

#### **2. Rezoning Application at 16700 River Road (RZ 12-603740)**

Dagneault Planning Consultants Ltd. has applied to the City of Richmond for permission to rezone 16700 River Road (**Attachment 4**) from Agriculture (AG1) to Industrial Storage (IS1) to permit commercial vehicle truck parking and outdoor storage on the subject site.

#### **Project Description**

The subject property contains an existing 1 storey building (trailer home) on the north portion of the property along River Road. A 15 m Riparian Management Area also exists along the site's River Road frontage due to the open canal running between the subject site and River Road. The

remainder of the site is primarily vacant and has been elevated from past fill activities, which have been confirmed by the owner and environmental consultant that conducted an environmental assessment on the property. A majority of the property contains fill that has been graded level, compacted and covered with gravel (**Attachment 5 – Site Plan**).

The total area of the site is 16,567 sq.m (4.1 acres). There is an existing culvert crossing providing access to the property from River Road. The rezoning proposal involves use of the site for commercial vehicle parking of trucks, tractor-trailers and dump trucks primarily and longer-term, outdoor storage of recreational vehicles, boats, construction equipment, shipping containers and other goods.

Based on the total size of the property, the applicant estimates that a maximum of approximately 100 vehicles (combination of trucks, trailers, recreational vehicles) can be stored on the property at one time. However, the applicant's proposal estimates that approximately 60% of these vehicles will consist of trucks, tractor-trailers and dump trucks to be parked on the site, with the remaining balance being utilized for longer term outdoor storage of boats, recreational vehicles, containers and general goods. The ratio of the site to be utilized for truck parking (with daily traffic movements) and long-term storage will fluctuate based on the demand for each use and operational decisions of the owners.

There is also a single-storey residential building located on the north portion of the property that will be utilized as a residential security operator unit to support the proposed activities. This building was constructed with appropriate building permits for residential use in 1996 and is currently occupied by a tenant, who oversees the property. As a result, no upgrades or additional work to the building are required based on continued use as a residential caretaker unit.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is contained in **Attachment 6**.

Community Bylaws staff have confirmed that the subject property is in compliance with Agriculture (AG1) zoning. No commercial vehicles or trucks have been stored on the property during the processing of the rezoning application.

### **Surrounding Development**

To the North: River Road and the foreshore of the Fraser River.

To the East: An Industrial Storage (IS1) zoned property that contains a truck parking operation and supporting residential security operator unit at 16780 River Road (RZ 09-503308; Approved in September 2010).

To the South: An existing rail right-of-way and active rail line. Further south are Agriculture (AG1) zoned properties contained in the Agricultural Land Reserve.

To the West: A Light Industrial (IL) zoned property that contains some commercial vehicle parking uses and a single-family dwelling being utilized as a residential security operator unit at

16540 River Road (RZ 10-524476; Approved in November 2011). To the northwest of the subject site, a property containing a single-family dwelling zoned Agriculture (AG1).

### **Related Policies & Studies**

#### Official Community Plan

The proposed land use designation in the 2041 Official Community Plan is “Industrial”. The truck parking and outdoor storage uses proposed in the rezoning is consistent with the “Industrial” land use designation contained in the 2041 OCP.

#### Agricultural Land Reserve Status

The subject property and entire 16,000 block of River Road is not contained in the Agricultural Land Reserve (ALR). An ALR block exclusion for properties within the 16,000 block was approved in 2000. Remnant Agriculture (AG1) zoning exists for properties that were excluded from the ALR as it is up to each individual property owner to submit applications to rezone.

#### Interim and Long-Term Action Plan (16,000 Block of River Road)

Truck parking and outdoor storage uses are consistent with the Interim Action Plan strategy for this area originally approved by Council in 2008 (**Attachment 7**). As a result of a staff review of the strategy in 2011, Council agreed to continue processing rezoning applications for interim truck parking and outdoor storage uses in accordance with the provisions of the strategy and report back at the end of 2012 on traffic counts and to determine if any necessary revisions to the overall strategy are required. This was addressed in the first section of this report, which recommended no revisions to the Interim Action Plan and that rezoning applications continue to be reviewed in accordance with the provisions of the strategy. Therefore, the rezoning proposal at 16700 River Road complies with the allowance of interim land uses (truck parking and outdoor storage) so long as the proposal addresses all relevant components of the Interim Action Plan to be discussed in forthcoming sections of this report.

The Interim Action Plan requires individual rezoning applications to be submitted for interim uses. In the future, the Long-Term Action Plan and zoning restrictions implemented now as part of the interim use strategy will require additional rezoning applications to be submitted for more intensive light industrial uses when City services and supporting transportation infrastructure can be implemented in conjunction with development.

The Interim Action Plan also required rezoning applications to submit the necessary traffic impact and assessment study, environmental assessment and preliminary landscape buffer plan completed by the appropriate professionals. Staff confirm that the above referenced studies and materials have been submitted to the satisfaction of City staff.

### **Examination of Issues**

#### Proposed Zoning

The subject site is proposed to be rezoned to the Industrial Storage (IS1) zoning district, which is a subzone that only allows commercial vehicle parking, outdoor storage, a residential security operator unit and accessory uses (i.e., supporting office) as permitted uses. This zoning approach enables the property to be utilized for the above referenced interim uses, while restricting other forms of intensive industrial development and activities.

Proposed zoning also places a restriction on density at 0.08 Floor Area Ratio (FAR) and 8% lot coverage, to limit the amount of building related development on the subject site. Based on the large total area of the subject parcel, the 0.08 FAR permits a maximum buildable area of approximately 1,200 sq. m (12,917 sq. ft). However, any new buildings to be developed on the subject site are required to comply with the limited uses (i.e., residential caretaker and/or accessory office).

Restrictions on the type of goods that can be stored outside are also included in the Industrial Storage (IS1) subzone. In particular, outdoor storage activities cannot exceed a height of 4.5 m (15 ft.) and materials that are hazardous, capable of being transferred by the elements and that would pose a negative impact to surrounding areas are not permitted.

The Industrial Storage (IS1) zoning district was implemented on the neighbouring property to the east at 16780 River Road (Quadra Coast Carriers; RZ 09-503308), which is used for commercial truck parking.

#### Engineering Capacity Analysis

An engineering capacity analysis is not required for this rezoning application as minimal buildings and site modifications are required that would impact City services (storm, water and sanitary). City sanitary sewer service does not currently service this area; therefore no analysis is required.

#### Statutory Right-of-Way for Dike and Utility Purposes

A 10 m wide statutory right-of-way (SRW) for dike and utility purposes is also required along the subject site's entire north property line (River Road frontage). The existing dike is generally aligned with River Road at this location. The 10 m wide SRW is being secured through this rezoning proposal in the event that the City requires dike or utility related works in the future. A small portion of the existing building on the property will encroach into the SRW to be secured through the rezoning. Provisions to address the encroachment are discussed in a forthcoming section of the report.

#### Transportation Requirements

A traffic impact and assessment study was submitted by the consulting transportation engineer in support of the truck parking and outdoor storage proposal. City Transportation staff support the recommendations of the report to implement traffic control measures to restrict commercial vehicle movements to and from the subject site. The following is a summary of transportation requirements associated with the rezoning at 16700 River Road based on the provisions of the Interim Action Plan, submitted traffic study and issues specific to the proposal.

- Modification of the access to the subject site to only permit eastbound to southbound (right-in) and northbound to westbound (left-out) for all commercial trucks, tractor-trailers and dump-trucks to prevent truck travel on River Road east of the site's driveway.
  - Submission and approval (by Transportation staff) of an access design that adheres to the above conditions.
  - The approved access design is required to be constructed and inspected by Transportation Division staff.

- Preliminary design work was conducted by the proponent's transportation consultant to determine the extent of works required to the River Road access to implement the traffic control measures. Based on the existing culvert crossing's geometry and width, the consultant has identified that a new crossing or significant widening of the existing structure will be required.
- 20 m wide road dedication along the subject site's entire south property line for the purposes of a future new industrial road to service properties in the 16,000 block of River Road. Implementation and construction of a new industrial road within this dedication is a long-term objective and will be sequenced with future industrial redevelopment.
- Registration of a legal agreement on title of the subject property to identify that the existing vehicle access/driveway from River Road must be removed at the sole cost of the property owner, once the new industrial road proposed along the south edge of the site is fully constructed, operational and services the subject site.
- Voluntary contribution of \$1,000 for the generation and posting of necessary traffic control signs along River Road by City Transportation staff.
- Voluntary contribution of \$11,500 for the future City examination of River Road taking into account broad OCP and transportation objectives relating to use of River Road by vehicles, bikes and pedestrians and implementing the necessary supporting infrastructure. This study will also take into account the future parallel running industrial service road to be established in the 16,000 block of River Road to take industrial traffic off River Road in the future. The terms of reference for the River Road study will be determined in the future once it is feasible to complete. The contribution amount for 16700 River Road is based on the total area of site and proportionate to other contributions made through previous applications in this area.

#### Riparian Management Area (15 m)

A 15 m Riparian Management Area (RMA) along the site's River Road frontage has been surveyed from the high-water mark of the existing watercourse north of the property. The survey indicates that an existing building (trailer home constructed with appropriate City permits in 1996) partially encroaches into the RMA 15 m setback. The construction of the trailer home in 1996 on the subject site occurred before the establishment of the Provincial Riparian Area Regulations in 2005 and subsequent City Riparian Management Area response in 2006 that designated both 15 m and 5 m RMA's along various identified watercourses throughout Richmond, which explains the minor encroachment.

New development within the existing RMA will be for the works to expand or construct a new culvert crossing for the access from River Road to ensure that the proper traffic control measures are implemented. Compensation for this new development in the RMA as well as taking into account the potential removal or relocation of the existing building in the future is being proposed by the proponent and will be in the form of enhancement plantings implemented in the RMA. A plan prepared by the appropriate environmental consultant is required to be reviewed and approved by City and Department of Fisheries staff and submission of a security bond to ensure implementation of the enhancement plan is a rezoning consideration attached to the proposal. Environmental Sustainability staff note that enhancement plantings, consisting of native species only, is considered an appropriate approach to off-set new development within the RMA.

### Preliminary Landscape Plan

A preliminary landscape plan was also prepared by the proponent to demonstrate how a 3 m (10 ft.) wide buffer would be implemented along on the north edge of the site adjacent to River Road as required in the Interim Action Plan (**Attachment 8**). The buffer plan is established outside of the existing 15 m Riparian Management Area directly to the south to avoid any further disturbance in this area. Planting will consist of groundcovers and shrubs in combination with equally spaced trees. A solid fence is also proposed in behind the plantings. The final landscape plan is required to consist of only native plant species to integrate with the enhancement plantings proposed in the RMA. As the existing building will remain at the north portion of the site, the landscape plan will be implemented around the structure. In the event that the existing building is removed or relocated in the future, there will also be the requirement for the landscape buffer screen to be implemented across the area previously occupied by the building and will consist of the same buffer already established on the subject site. To address the minor encroachment of the building into the 15 m RMA, plantings are required to be implemented in the RMA previously encroached upon by the building in accordance to the enhancement plan secured in conjunction with the new/expanded culvert crossing. To secure the landscape buffer screen and additional RMA plantings to be implemented now and in future in conjunction with the removal of the building, submission and approval of a final landscape plan and RMA enhancement plan (including submission of a security bond for landscaping to be implemented now and in future) is a rezoning consideration attached to this proposal

The 3 m wide buffer is also implemented around the perimeter of the northwest portion of the subject site to provide screening to the neighbouring single-family dwelling and will generally consist of a similar planted screen and fencing proposed adjacent to River Road.

### Existing Building

The owners have confirmed that the existing 1 storey building located on the north side of the property will remain for the time being and used as a supporting residential security operator unit to oversee truck parking and outdoor storage activities on the site. As noted earlier in the staff report, the existing building (trailer home) was constructed in 1996 and a minor portion (northeast corner of the building) encroaches into the 15 m RMA and future 10 m wide SRW to be secured across the frontage of the property. In response to questions from staff about removing or relocating the existing building now as part of this proposal, the proponent indicates that the building is currently tenanted and would be costly to remove now without any revenue being generated from the property. If the proponents decide to remove or relocate the existing building or build a new support building on the property, the following is required:

- Demolition or removal of the existing building that currently encroaches into the existing RMA and future SRW to be secured on the north edge of the site along River Road.
- If the City requires access to the 10 m wide SRW in future, the existing building is required to be removed/relocated at the owners sole cost.
- No significant external modifications or building expansion will be permitted to the existing building (except for general maintenance).
- Once the existing building is removed or demolished, the 3 m wide landscape buffer screen along River Road is required to fill the area vacated by the building. Additional

plantings to enhance the area disturbed by the building's removal or relocation is required and will comply with the overall enhancement plan to be secured over the entire RMA.

- Any new building that supports the interim uses is required to comply with zoning, RMA designation and SRW's registered on the property.
- The above provisions will be included in the legal agreements to be registered on the subject property securing the 10 m wide SRW (Dike and Utility purposes) and requirement to remove the existing building upon development of any new building on the site.
- The final landscape and RMA enhancement plans to be submitted and approved to fulfill the rezoning considerations will also take into account the above requirements. (Attachment 9 – Rezoning Considerations).

#### Environmental Assessment Report

An Environmental Site Assessment report (Phase 1 and 2) was conducted by the proponent's consultant to determine the existence of any site contaminants due to previous fill and use activities undertaken on the subject property, as required in the Interim Action Plan. The study concluded that the site does not contain any contaminants and as a result, no previous activities posing contamination risks likely occurred on the subject property. Furthermore, the environmental report concludes that no further site investigations are required should the property be rezoned to allow future industrial uses.

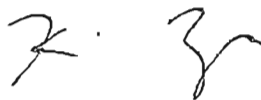
#### Flood Plain Covenant

Registration of a Flood Plain Covenant on title of the subject site identifying a minimum flood construction level of 3.1 m is required as a rezoning consideration on the subject application.

#### **Conclusion**

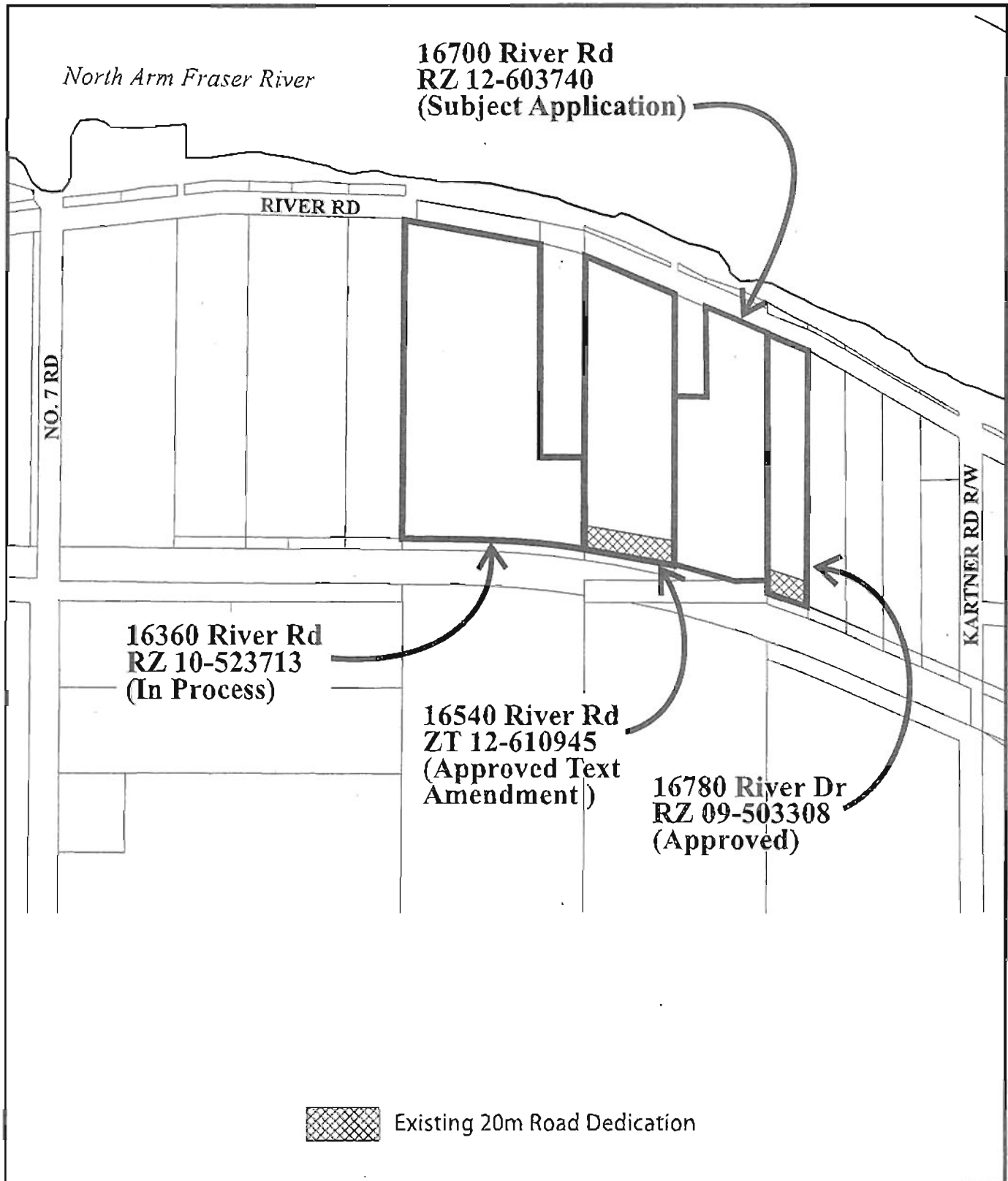
This report responds to the January 23, 2012 direction from Council to continue to process rezoning applications in the 16,000 block of River Road in accordance with the Interim Action Plan and also undertake traffic counts in the surrounding area and report back the results and impacts to the truck parking strategy. Data from traffic counts done in 2012 actually identified a decrease in number of trucks based on counts collected from previous years and staff will continue to undertake traffic counts for this area and report any significant truck traffic increases to Council. As a result, staff recommend that:

- No revisions be made to the truck parking strategy in this area and Council continue to endorse the Interim Action Plan to process rezoning proposals for interim uses (truck parking, outdoor storage, limited support buildings) for the 16,000 block of River Road.
- The rezoning application for 16700 River Road for commercial truck parking and outdoor storage be supported in conjunction with the rezoning considerations attached to the proposal.

  
Kevin Eng  
Planner I

KE:cas

- Attachment 1: 16,000 Block River Road Context Map
- Attachment 2: Report from Community Bylaws on River Road Truck Enforcement
- Attachment 3: Road Network Map and Traffic Count Locations
- Attachment 4: Location Map – 16700 River Road (RZ 12-603740)
- Attachment 5: Conceptual Site Plan
- Attachment 6: Development Data Sheet
- Attachment 7: Interim and Long-Term Action Plan – 16,000 Block of River Road
- Attachment 8: Preliminary Landscape Plan
- Attachment 9: Rezoning Considerations



## Rezoning Applications in the 16000 Block of River Road

Original Date: 03/31/09

Amended Date: 11/23/12

Note: Dimensions are in METRES



City of  
Richmond

# Report to Committee

TO CS-1100115 2012

To: Community Safety Committee  
 From: Phyllis L. Carlyle  
 General Manager, Law & Community Safety  
 Re: Commercial Vehicle Traffic – 15000 Blk of River Road

Date: April 2, 2012

File:

## Staff Recommendation

That the proposed control and enforcement measures related to commercial vehicles on River Road as outlined in the staff report (dated April 2, 2012 by the General Manager of Law and Community Safety) be endorsed.

*Phyllis L. Carlyle*

Phyllis L. Carlyle  
 General Manager, Law & Community Safety  
 (604.276.4104)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>Phyllis L. Carlyle</i>	
RCMP – Richmond Detachment	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO <i>Reputy</i>
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

During the open Council meeting of February 28, 2011, Council considered and adopted the following resolution:

*Enforcement matters related to trucks in the vicinity of 16540 River Road, on River Road or No. 7 Road, be referred to staff with a report back through the Community Safety Committee.*

The City of Richmond has received ongoing complaints in the area of the 16000 block of River Road and No. 7 Road for a number of years. Numerous collaborative steps have been taken by the RCMP and City staff to alleviate these ongoing issues with some success but the residents in the area are still noticing speeding vehicles, vehicles crossing the center line to turn and, in particular, large commercial vehicles disobeying a no turning sign at No. 7 Road.

### Analysis

Specifically, Council has in discussion identified the following items for consideration in this report:

1. Truck traffic on River Road
2. Overweight vehicles on River Road
3. Speeding vehicles on River Road
4. Trucks turning left from westbound River Road onto southbound No. 7 Road
5. Trucks crossing the solid center line and potentially into oncoming traffic

To mitigate some of these issues several measures have been taken by the City. The opening of the Nelson Road Interchange has triggered truck access restrictions in the area as well as speed reductions on Westminster Highway. These restrictions have become enforceable by the RCMP and City Bylaw Officers. This is in addition to the turning restrictions into and out of some businesses, weight restrictions and traffic calming speed humps already in place on River Road.

A number of these issues were referred to the RCMP for enforcement action with the collaborative assistance of the City's Community Bylaws staff. Several joint enforcement projects were undertaken by the RCMP and Community Bylaws in an attempt to address these issues.

River Road in the area of the 16000 block is a two-lane asphalt municipal roadway that allows for vehicle traffic in an easterly and westerly direction. The two opposing traffic lanes are divided by a double solid yellow line with a short section in the 19,000 block delineated by a broken centerline. The roadway for the most part from No. 6 Road easterly to No 7 Road and beyond has no shoulder and, in many areas, is bordered by a large, water-filled ditch on the south side and businesses or housing directly adjacent to the north edge. There is a single painted white line to define the roadway edges on both sides. The road surface is generally in good repair and is flat with some curves.

The area is not conducive to effective enforcement activities as there are very few areas to safely stop vehicles of any size especially large commercial vehicles.

In reference to the specific complaint areas:

**1. Truck Traffic on River Road**

This particular stretch of River Rd has several legitimate businesses along the south side most catering to or requiring the attendance of large commercial vehicles. There are also a number of like businesses on the north side. During the regular work week, a wide variety of commercial vehicles do utilize this roadway. The overwhelming majority access the area via northbound No. 6 Road and exit the area via the same route.

- Recommendation to retain present access on this issue.

**2. Overweight vehicles on River Road**

Between the intersections with No. 6 Road and No. 7 Road, there is no weight limit imposed on vehicles traveling on River Road. There is a 9-ton weight limit on River Road east of No. 7 Road for vehicles traveling through the area but this restriction does not apply to vehicles that are making local deliveries or pick ups. However, these vehicles are required to travel by the shortest route to the destination within the weight limited segment of River Road. As mentioned, the area does not allow for the safe stopping or weighing of vehicles due to the narrow roadways. In our enforcement activities there were no commercial vehicles stopped that did not have legitimate business on the roadway. Although there may be vehicles using this roadway that do not have business there, it is so sporadic that enforcement would have little affect on it.

- Recommendation to continue random enforcement of commercial vehicles in this area using RCMP and Community Bylaws staff.

**3. Speeding vehicles on River Road**

The speed limit on River Road between No. 6 Road and No. 7 Road is posted 50 km/h for all vehicles. East of No. 7 Road there is a speed limit of 30 km/h for commercial vehicles only and a small stretch of residential properties that is posted 30 Km/h for all vehicles. This residential area has several speed humps installed as well. Several roving and static speed enforcement operations have been conducted along River Road. A number of violations have been issued mostly to private vehicles with few large commercial vehicles found in violation. The number of speeding violations noted is relatively small compared with the number of vehicles traveling the roadway.

- Recommendation to continue random enforcement operations for speed limits along this portion of River Road.

#### 4. Trucks turning left to southbound No. 7 Road (from westbound River Road)

Commercial trucks over 9t are permitted to turn left from River Road to No.7 Road (westbound to southbound). There is no signage in place to restrict this movement. However, because of the new weight restriction on Westminster Hwy (between No.6 Road and Nelson Road), any southbound commercial truck on No. 7 Road must turn right onto Cambie Road and head westbound so that they do not continue to Westminster Hwy. Appropriate regulatory signage to direct this movement was installed last year.

- Recommendation to continue active enforcement of regulations at No. 7 Road and Cambie Road.

#### 5. Trucks crossing the center line and into oncoming traffic.

This is a common type complaint with large commercial vehicles. On multiple lane roadways it is less of a problem; however, people often complain about trucks occupying multiple lanes to negotiate turns. River Road at this location is very narrow and the driveways into many of the businesses are bordered by large ditches making entering and exiting these businesses quite difficult for large trucks. The *Motor Vehicle Act* permits large commercial vehicles to occupy oncoming and adjacent lanes in order to safely negotiate corners. Often this is the only way a vehicle can make turns without striking a fixed object or ending up in a ditch.

- Recommendation to continue on-going enforcement to ensure that large commercial vehicles are using this procedure in a safe and proper manner.

#### Financial Impact

None

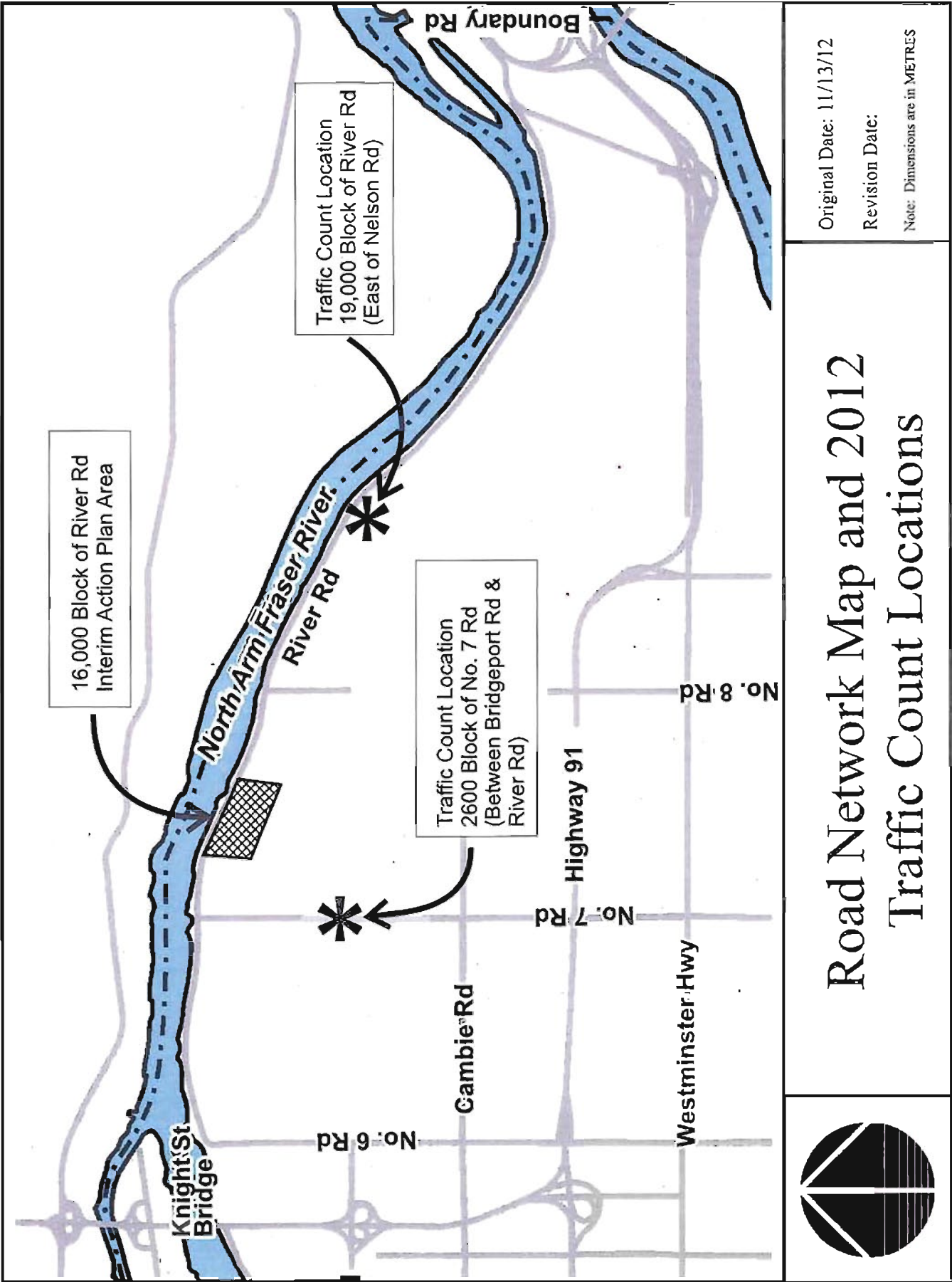
#### Conclusion

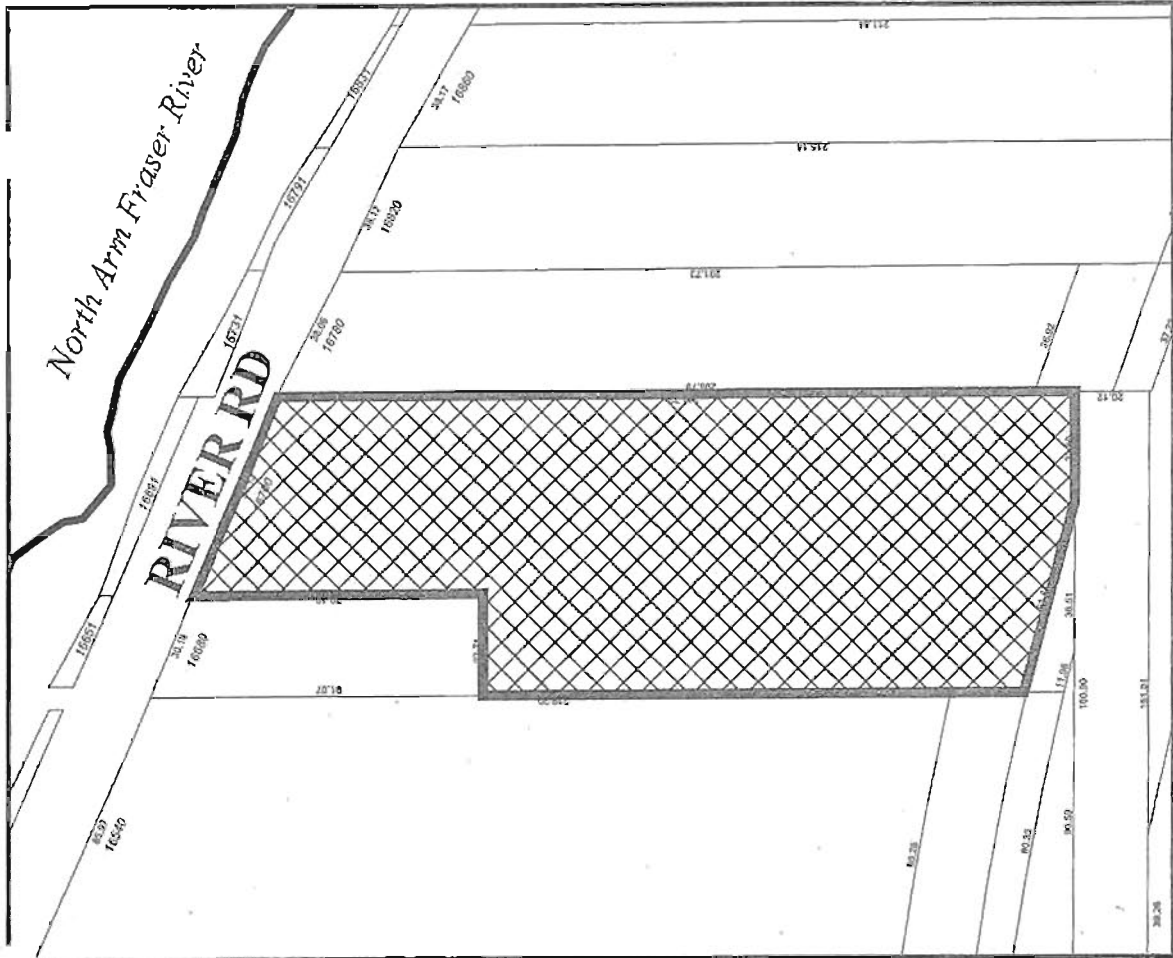
The Richmond detachment of the RCMP will continue to provide collaborative enforcement on a random basis along with staff from Community Bylaws in order to regulate the use of River Road and connecting roadways by commercial vehicles.



Wayne G. Mercer  
Manager, Community Bylaws  
(604.247.4601)

WGM:wgm1

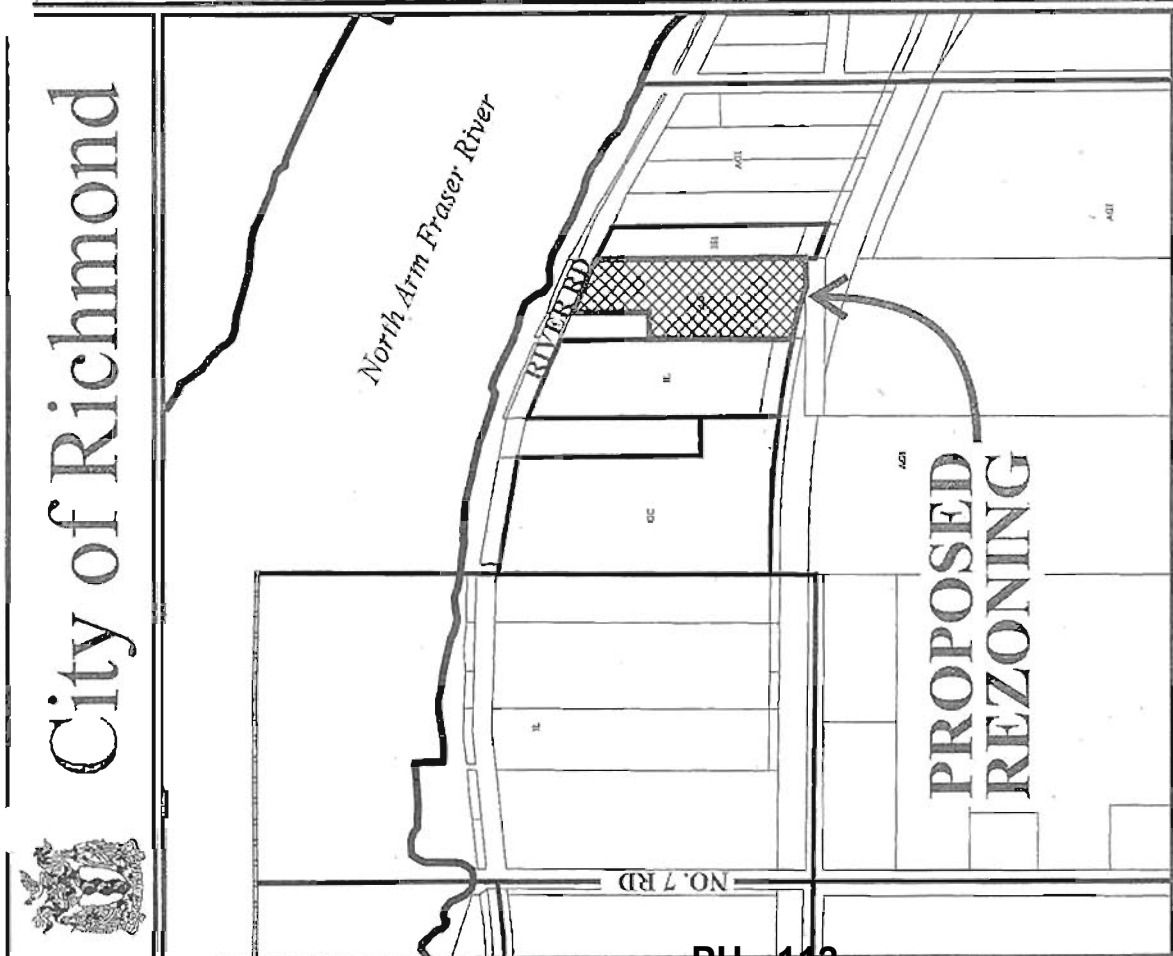




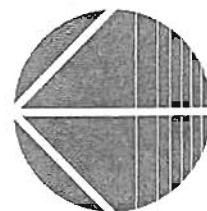
Original Date: 04/12/12

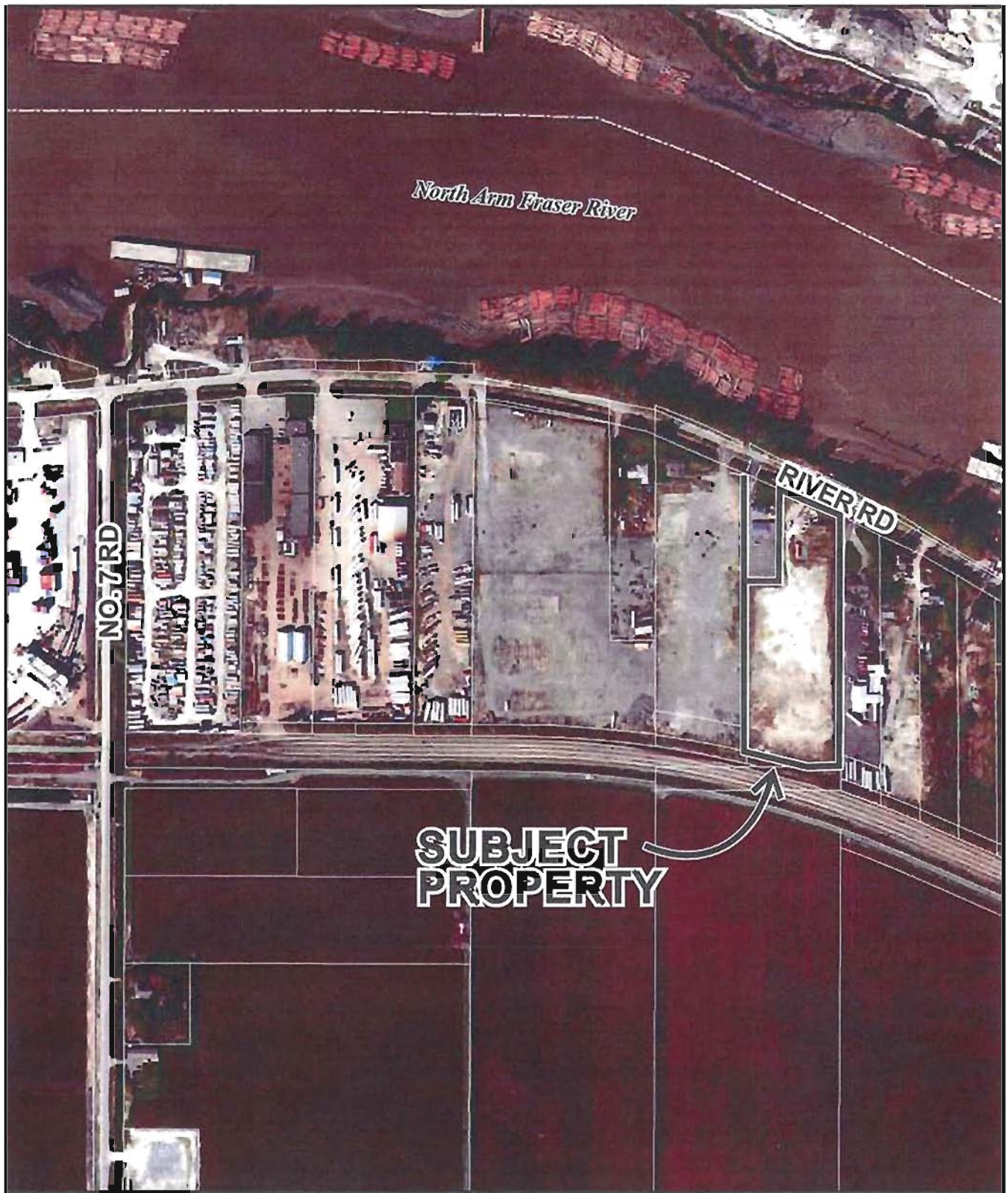
Revision Date:

Note: Dimensions are in METRES



RZ 12-603740



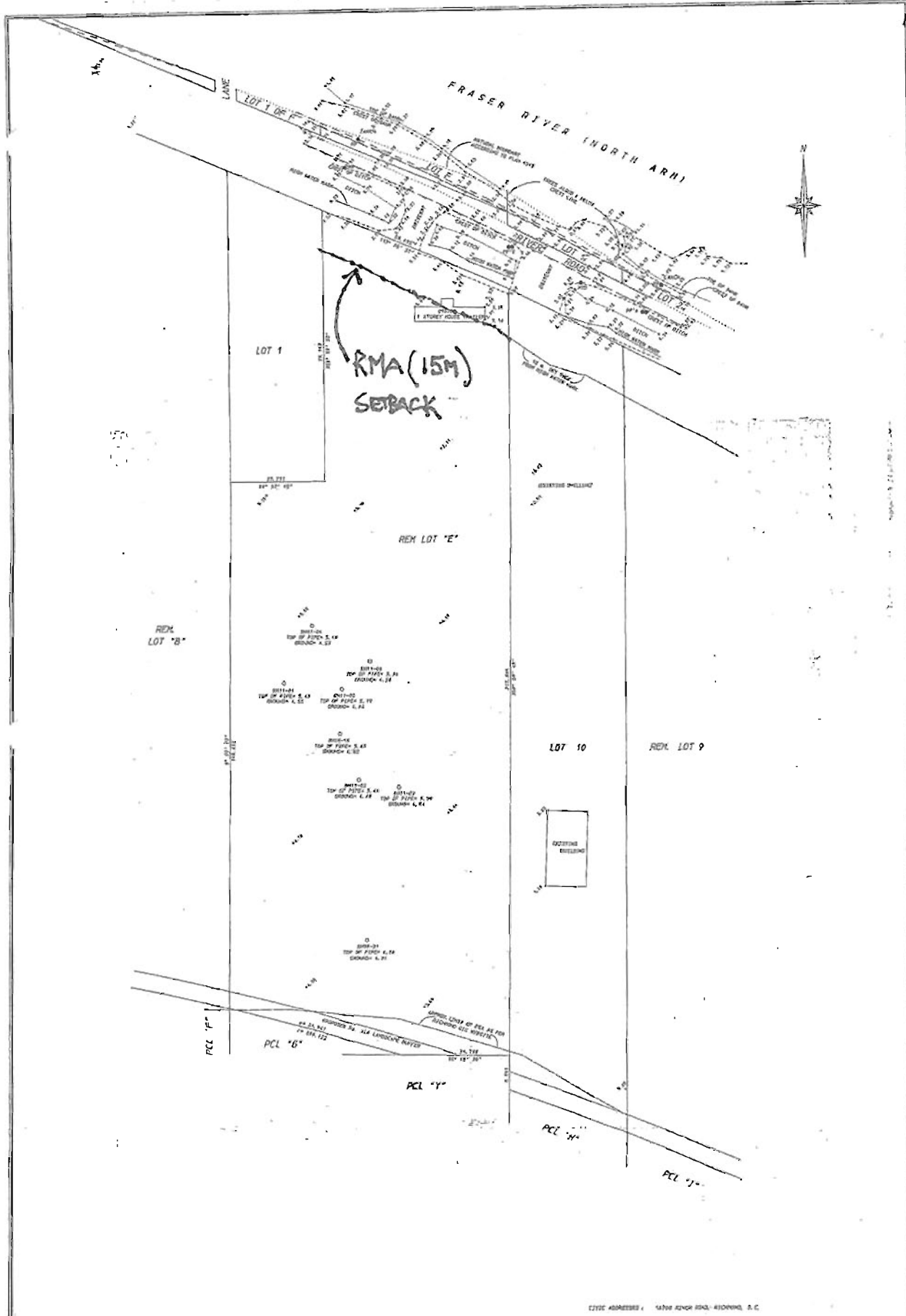


RZ 12-603740

Original Date: 04/12/12

Amended Date:

Note: Dimensions are in METRES



CITY ADDRESS: 14700 14TH AVE. RICHMOND, B.C.

DAVID B. HILMER  
A.C. LAND SURVEYOR  
470-1547 470-1548  
VICTORIA, B.C. R1C 1T4  
TEL: 252-2441 FAX: 252-2442  
P.O. BOX 10000

DATE: 14th May 2014  
BY: [Signature]  
FOR: [Signature]  
S.D. HILMER  
B.C.L.S.

NOTES:  
- ELEVATIONS ARE ON GEODETIC DATUM, SHOWN IN METERS,  
AND ARE DERIVED FROM CANADA'S HIGH PRECISION NETWORK.  
- HORIZONTAL DIMENSIONS ARE IN METERS.

..... BOUNDARY ADJUTANT DEVELOPMENT  
..... BOUNDARY ADJUTANT DEVELOPMENT  
..... BOUNDARY ADJUTANT DEVELOPMENT  
..... BOUNDARY ADJUTANT DEVELOPMENT  
..... BOUNDARY ADJUTANT DEVELOPMENT

PLAN SHOWING BORE HOLES ON  
LOT "E" EXCEPT FIRSTLY PLAN 4720, SECONDLY, REF. PLAN 8804  
THIRDELY SRN PLAN 71683, SEC. 14 & 22, B.S.M., B.S.M., N.W.  
CITY OF RICHMOND  
SCALE: 1:500 (Metric)  
FIELD SURVEY COMPLETED: MARCH 26, 2014

PH - 114

FILED: 14700 14TH AVE. RICHMOND, B.C.



RZ 12-603740

Attachment 6

Address: 16700 River Road

Applicant: Dagneault Planning Consultants Ltd.

	Existing	Proposed
Owner:	Best Lumber and Supplies Ltd.	No change
Site Size (m <sup>2</sup> ):	16,567 m <sup>2</sup>	15,009 m <sup>2</sup> (approximately after road dedication)
Land Uses:	Vacant parcel with existing 1 storey building (caretaker residence) on-site.	Commercial vehicle truck parking, outdoor storage and residential caretaker unit.
OCP Designation:	Business and Industrial (1999 OCP) Industrial (2041 OCP 2041)	No change – proposal complies with land use designation.
Zoning:	Agriculture (AG1)	Industrial Storage (IS1) Floor area ratio 0.08 – complies Lot coverage 8% – complies Uses restricted to truck parking and outdoor storage only.

**The City of Richmond**  
**Interim Action Plan**  
**16,000 Block of River Road**  
*(Revised based on Public Consultation Feedback)*

#### Land Use

- The 16,000 block of River Road:
  - Is currently designated for 'Business and Industry' in the City's Official Community Plan (OCP).
  - Outdoor parking and storage of vehicles and goods would be consistent with the existing OCP land use designation.
  - This land is not within the Agricultural Land Reserve.
  - Agri-Industrial service activities (operations that support or are directly related to a farm) can also be considered as a potential land use under the "Business and Industry" designation.
- The 17,000 block of River Road:
  - No land use changes are proposed as part of the Interim Action Plan as the properties are contained within the Agricultural Land Reserve and designated for "Agriculture" in the existing OCP.

#### Proposed Approach to Rezoning Applications

- The City is proposing a restrictive Comprehensive Development District zone in this area. This will allow (if permitted) outdoor storage and parking of vehicles and goods under a set of regulations and conditions – Fencing; Screening; Storage Setbacks; Permeable surface treatment.
- The proposed Comprehensive Development District zone will limit the uses and restrict the amount and size of buildings.

#### Technical Objectives and Issues

##### *Engineering*

- The 16,000 block of River Road is currently **not** adequately serviced by City storm and sanitary systems to sufficiently support intensive light industrial activities involving warehousing/manufacturing buildings or agri-industrial service uses.
- Rezoning proposals for outdoor vehicle storage and parking can be considered, as this use would have minimal impacts on City services.

##### *Transportation*

- Vehicle access for traffic generated from proposed uses (i.e., commercial vehicle parking and storage) is to be arranged to mitigate the use and related impact of truck traffic on River Road.
- City staff have recommended that the applicants explore a shared vehicle access across the properties under rezoning application to limit truck and vehicle use of River Road.
- Appropriate traffic assessments and upgrades to applicable portions of River Road and No. 7 Road must be undertaken.

##### *Existing Soil/Fill Conditions*

- Confirmation from the Ministry of Environment that any fill previously located on the sites does not pose a contamination risk or negative impact to surrounding areas. A report prepared by the appropriate professional is required to be submitted to the Ministry of Environment to confirm this. The rezoning applicants are to undertake this process, keeping City staff informed of progress and approvals.

### Rezoning Considerations (To be completed by the rezoning applicants)

- ❑ Submit an acceptable fence and landscape buffer scheme.
- ❑ Registration on title legal agreements securing shared vehicle access by rezoned properties and restricting access to River Road based on the recommendations set out in the traffic assessment and approved by the City (*additional consideration based on public feedback*).
- ❑ Complete a traffic assessment of River Road from No. 7 Road to the eastern extent deemed to be impacted by traffic generated by properties along River Road (16,000 Block).
- ❑ Complete a traffic assessment of No. 7 Road from Westminster Highway to River Road by traffic generated by properties along River Road (16,000 Block)(*additional consideration based on public feedback*).
- ❑ Any traffic control measures, joint access infrastructure or road upgrades, including any traffic calming features to minimize the truck impacts in the area, identified as part of the traffic assessment of applicable portions of River Road and No. 7 Road (reviewed and approved by City staff) will be the responsibility of the rezoning applicants to complete (*additional consideration based on public feedback*).
- ❑ Dedication of a 20 metre wide strip of land along the south property line of each property to facilitate the creation of a new road.

### Forthcoming Process

- ❑ Rezoning applicants will be given a deadline of March 31, 2008 to complete the necessary studies and plans and submit the following materials to City staff for review:
  - Traffic assessments for applicable portions of River Road and No. 7 Road (*additional consideration based on public feedback*).
  - Geotechnical reports, which have been forwarded to the Ministry of Environment for review and approval, to confirm that the sites do not pose any contamination risk or negative impact to surrounding areas.
  - A buffer and landscaped screen plan for the properties under rezoning application.
- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.

**The City of Richmond  
Long-Term Action Plan  
16,000 Block of River Road**

*(Revised based on Public Consultation Feedback)*

**Land Use Examination**

- ❑ Monitor outdoor vehicle and goods parking/storage to ensure compliance to regulations and Interim Action Plan provisions.
- ❑ Future rezoning applications will be required, should property owners wish to undertake more intensive light industrial activities or agri-industrial service activities.
- ❑ Intensive light industrial uses or agri-industrial service activities is consistent with the existing City's Official Community Plan (OCP) 'Business & Industry' land use designation.
- ❑ Review agri-industrial service operations to determine if specialized zoning provisions are required.

**Technical Objectives and Issues**

*Traffic and Transportation*

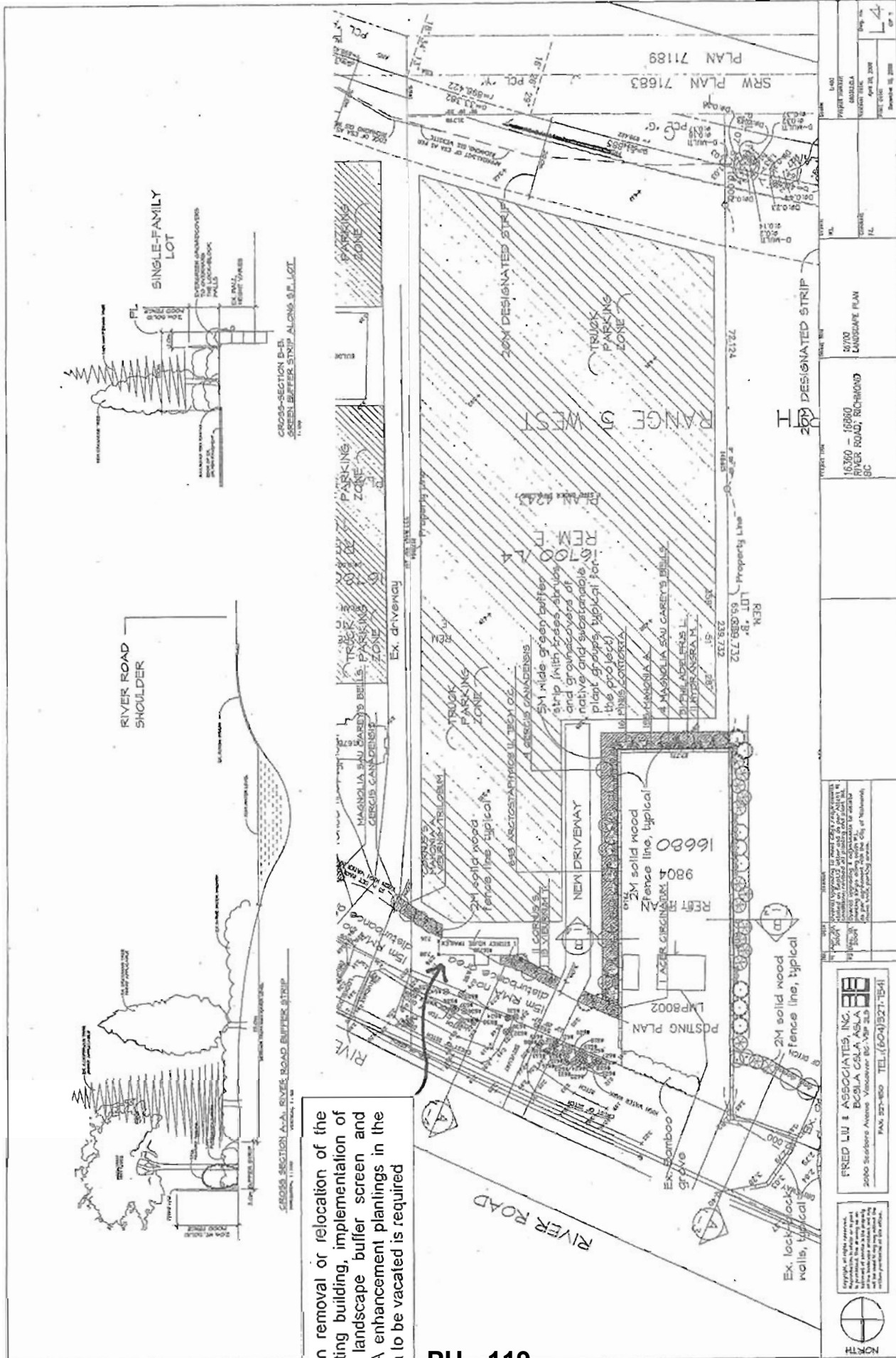
- ❑ Establishment of a new road access east of No. 7 Road to serve as the future vehicle access to potential light Industrial activities.
- ❑ The proposed alignment for a new road east of No. 7 Road is along the south property line of the River Road properties (a 20 metre wide future road dedication will be secured through current rezoning applications).
- ❑ Design and construction of a new road east of No. 7 Road would be undertaken when the road can be made functional.

*City Servicing*

- ❑ Intensive light-Industrial uses and agri-industrial service activities will require the appropriate servicing infrastructure (sanitary, storm and water systems), which entails significant works to be undertaken.
- ❑ Resolution of City servicing constraints will be required through future rezoning applications in this area to more intensive light industrial uses.

**Forthcoming Process**

- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.



Upon removal or relocation of the existing building, implementation of the landscape buffer screen and RMA enhancement plantings in the area to be vacated is required.



Address: 16700 River Road

File No.: RZ 12-603740

**Prior to final adoption of Zoning Amendment Bylaw 8979, the developer is required to complete the following:**

1. 20 m wide dedication of land along the entire southern edge of the subject property for the purposes of a future new road (aligning with existing land dedications secured to the immediate east and west of the site).
2. The granting of a 10 m wide Statutory Right of Way (SRW) along the subject site's River Road frontage for dike and utility purposes. The legal agreement to secure the SRW is to include provisions to:
  - a) Identify that the existing building that currently encroaches into the proposed 10 m wide SRW area can remain (as it is currently being used and configured) and that no expansion or significant modification can occur to the building; and
  - b) Existing building must be removed at the sole cost of the owner should the City require access to the 10 m wide SRW in the future.
3. Registration of a legal agreement on title of the subject property identifying that the existing structure located on the north portion of the property along River Road is required to be relocated or demolished upon development of any new buildings on the site that support the truck parking and outdoor storage activities and that the vacant area of the structure (either removed or demolished) be replaced with a buffer and plantings consistent with the existing landscape and fencing treatment and RMA enhancement to be implemented parallel to River Road. This legal agreement will also indicate that the existing structure cannot be expanded or significantly modified (except for routine maintenance).
4. Registration of a legal agreement on title identifying that the existing vehicle access and culvert crossing providing access to the subject site from River Road must be removed at the sole cost of the property owner once the new road, running south of and parallel to River Road, servicing the subject site is constructed and operational.
5. Registration of a legal agreement on title identifying that the parking of commercial trucks and trailers with refrigeration units are not permitted to be operational while parked on the subject site.
6. Registration of a Flood Plain Covenant on title identifying a minimum Flood Construction Level of 3.1 m.
7. Submission and approval from City staff of an enhancement planting plan (prepared by the appropriate professional consultant) for the Riparian Management Area (RMA) (15 m) running along the north portion of the site for the purposes of mitigating proposed modification and development within the existing RMA for the proposed new driveway crossing to service the subject site. Additional components of the enhancement plan will require:
  - a) Consist of native plant species only;
  - b) Require Federal Department of Fisheries approval;
  - c) Provisions for replanting of the disturbed area if the existing building that partially encroaches into the 15 m RMA is removed or relocated.
  - d) Submission of a bond/security based on the estimated costs of the enhancement plan to secure implementation of the works and plantings now as part of the new/modified driveway crossing to the site and for future implementation of enhancement plantings upon removal or relocation of the existing building.

8. Submission and approval from City staff of a landscape plan (from a professional landscape architect) to implement a 3 m wide buffer plan along the north portion of the site adjacent to River Road. The buffer plan is required to:
  - a) Be situated outside and directly south of the existing RMA (15 m) as confirmed by a survey of the high-water mark by a professional BC Land Surveyor;
  - b) Consist only of native trees, shrubs and groundcovers;
  - c) Include installation of a 1.8 m (6 ft.) fence to the south of the plantings to provide a solid visual screen;
  - d) Include provisions for a landscape buffer (consisting of similar width, plantings and fencing) to be installed across the vacant area upon removal or relocation of the existing building; and
  - e) Submission of a bond/security based on the estimated costs of the enhancement plan to secure implementation of the landscape buffer now and for future installation of the buffer upon removal or relocation of existing building.
9. Submission and approval (from the Director of Transportation) of a finalized design (prepared by the appropriate professional transportation engineer) and completion of construction for a driveway vehicle access design to the subject site from River Road that prohibits right-out (northbound to eastbound) and left-in (westbound to southbound) commercial vehicle turning movements to and from the subject site as recommended by the applicant's Traffic Impact Assessment.
  - Completion of construction of the approved access design and traffic control measures and follow-up inspection and approval by City Transportation staff is required prior to final adoption of the rezoning.
  - Submission and approval of an appropriate ditch/culvert-crossing permit based on the approved River Road vehicle access design for installation of associated structures and works (to be required if driveway access design requires a new culvert crossing or widening of the existing culvert crossing).
10. Voluntary contribution of \$1,000 for the generation and posting of the necessary traffic control signs and structures as recommended in the applicant's Traffic Impact Assessment and approved and implemented by the City of Richmond's Transportation Division.
11. Voluntary contribution of \$11,500 for the purposes of undertaking future City examination of River Road.

Note:

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

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

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

- 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.

- Signed Copy on File -

Signed

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8979 (RZ 12-603740)  
16700 River 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 **INDUSTRIAL STORAGE (ISI)**.

P.I.D. 005-480-922

Lot "E" Except Firstly: Part on Plan 4720; Secondly: Parcel "One" (Reference Plan 9804); Thirdly: Part on SRW Plan 71683; Sections 14 and 23 Block 5 North Range 5 West New Westminster District Plan 4243

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8979".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

DEC 10 2012



\_\_\_\_\_  
MAYOR

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