



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

Monday, January 21, 2019 – 7 p.m.

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

OPENING STATEMENT

Page

1. **REVISED REZONING CONSIDERATIONS FOR THE APPLICATION BY PIETRO NARDONE FOR REZONING OF THE WEST PORTIONS 7151, 7171, 7191, 7211, 7231, AND 7251 BRIDGE STREET FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "SINGLE DETACHED (ZS14) - SOUTH MCLENNAN (CITY CENTRE)" ZONE; AND TO REZONE THE EAST PORTION OF 7191 BRIDGE STREET FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "SINGLE DETACHED (RS2/C)" ZONE**

(File Ref. No. 12-8060-20-009796; RZ 16-732490) (REDMS No. 6004718; 5500172; 5689249)

PH-6

See Page PH-6 for full report

Location: 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street

Applicant: Pietro Nardone

Purpose: To rezone the west portions of the properties from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, and to rezone the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, to permit the properties to be subdivided to create six lots fronting Bridge Street and ten new lots fronting an extension to Armstrong Street.

First Reading: January 15, 2018

Order of Business:

Page

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 third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9796.



2. **APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS FOR A ZONING TEXT AMENDMENT TO THE “VEHICLE SALES (CV)” ZONE TO INCREASE THE FLOOR AREA RATIO TO 0.82 AT 13100 SMALLWOOD PLACE**

(File Ref. No. 12-8060-20-009948; ZT 18-818765) (REDMS No. 6032125 v. 2; 5990457; 6001004; 2221494)

PH-44

[See Page PH-44 for full report](#)

Location: 13100 Smallwood Place

Applicant: Christopher Bozyk Architects

Purpose: To amend the zoning district “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place, to permit development of two additional floors to the vehicle parkade.

First Reading: December 19, 2018

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 Richmond Zoning Bylaw 8500, Amendment Bylaw 9948.



Page

3. **APPLICATION BY MARYEM AHBIB FOR REZONING AT 11111 AND 11113 SEAFIELD CRESCENT FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009954; RZ 18-829101) (REDMS No. 5971198 v. 4; 6005550; 2243859)

PH-133

See Page PH-133 for staff memorandum

PH-148

See Page PH-148 for full report

Location: 11111/11113 Seafield Crescent

Applicant: Maryem Ahbib

Purpose: To rezone the subject property from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two single-family lots with vehicle access from the rear lane.

First Reading: December 10, 2018

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 amending the rezoning considerations for RZ 18-829101 as set out in the staff memorandum.
1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9954.



4. **APPLICATION BY 1137183 BC LTD. FOR REZONING AT 22551 WESTMINSTER HIGHWAY FROM “SINGLE DETACHED (RS1/F)” ZONE TO “TOWN HOUSING (ZT11) – HAMILTON” ZONE**

(File Ref. No. 12-8060-20-009970; RZ 18-800159) (REDMS No. 6010265; 6030673)

PH-165

See Page PH-165 for full report

Location: 22551 Westminster Highway

Applicant: 1137183 BC Ltd.

Page

Purpose: To rezone the subject property from the “Single Detached (RS1/F)” zone to the “Town Houses (ZT11) – Hamilton” zone, to permit the development of 7 three-storey townhouse units with vehicle access from 22571 Westminster Highway.

First Reading: December 10, 2018

Order of Business:

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

PH-192

(a) **Nasreen Alarakhia**

3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9970.



5. **APPLICATION BY FARRELL ESTATES LTD. FOR A ZONING TEXT AMENDMENT TO THE INDUSTRIAL BUSINESS PARK (IB1) ZONE TO PERMIT VEHICLE SALE/RENTAL ON A PORTION OF THE PROPERTY AT 6260 GRAYBAR ROAD**

(File Ref. No. 12-8060-20-009977; ZT 18-841250) (REDMS No. 6050378 v. 3; 6043915)

PH-193

See Page PH-193 for full report

Location: 6260 Graybar Road

Applicant: Farrell Estates Ltd.

Purpose: To amend the “Industrial Business Park (IB1)” zone to allow “vehicle sale/rental” as a site-specific permitted use on a portion of the property.

First Reading: December 19, 2019

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 Richmond Zoning Bylaw 8500, Amendment Bylaw 9977.

☐

ADJOURNMENT

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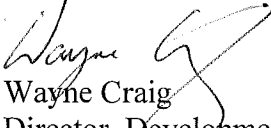
City of Richmond

Report to Committee

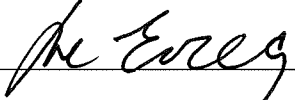
To: Planning Committee
From: Wayne Craig
Director, Development
Date: December 13, 2018
File: RZ 16-732490
Re: Revised Rezoning Considerations for the Application by Pietro Nardone for Rezoning of the West Portions 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (ZS14) - South McLennan (City Centre)" Zone; and to Rezone the East Portion of 7191 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (RS2/C)" Zone

Staff Recommendation

1. That Third Reading of Richmond Zoning Bylaw, 8500 Amendment Bylaw 9796 be rescinded.
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, for the rezoning of the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, and of the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, be forwarded to a Public Hearing to be held on January 21, 2019.


Wayne Craig
Director, Development
(604-247-4654)

WC:jr
Att. 4

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

Staff Report

Origin

Pietro Nardone has requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, for the rezoning of the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (ZS14) – South McLennan (City Centre)” zone, and of the east portion of 7191 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (RS2/C)” zone, to remove the rezoning considerations requiring construction of a through-road from Sills Avenue to General Currie Road, and to modify additional considerations consequential to this change.

On January 15, 2018, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, to rezone the subject properties to permit subdivision to create 10 new single-family lots fronting an extension to Armstrong Street and six single-family lots fronting Bridge Street. Amendment Bylaw 9796 was subsequently granted second and third reading at the Public Hearing held on February 19, 2018. The original Staff Report to Council, dated January 3, 2018, is provided in Attachment A.

The applicant had agreed to design and construct a functional through-road between Sills Avenue and General Currie Road as a condition of final adoption of the rezoning bylaw, in conjunction with a second development to the south at 7320, 7340, and 7360 Ash Street (RZ 16-738953). The later development was endorsed by Council at the same Public Hearing on February 19, 2018, but has since been withdrawn. Therefore the applicant wishes to unlink the two rezoning applications and move forward without providing this through-road. In the interim condition, the applicant has agreed to provide a turnaround area for vehicles accessing the subject site until the through-road is constructed through redevelopment of the neighbouring properties. The proposed subdivision plan is provided in Attachment B, and the proposed vehicular access plan is provided in Attachment C.

The rezoning application cannot proceed to final adoption unless Council revises the original rezoning considerations. Staff recommend a new Public Hearing, as the proposed changes differ significantly from the public infrastructure presented to residents in the previous proposal.

Findings of Fact

Please refer to the original Staff Report dated January 3, 2018 (provided in Attachment A) for detailed information regarding the rezoning application.

Analysis

Original Proposal

The original proposal involved the construction of Armstrong Street from Sills Avenue through to General Currie Road, and was to be shared between this development and a second development to the south at 7320, 7340, and 7360 Ash Street (RZ 16-738953). In its interim

condition, Armstrong Street would provide for two-way vehicle traffic with sidewalk, curb, and gutter on one side (Attachment 3 to Attachment A). The applicant was required to negotiate with the owner of 7280 Ash Street to secure a 9.0 m wide road dedication to establish the connection between the two developments.

Proposed Changes

The application to the south has been withdrawn, preventing this applicant from fulfilling the requirement to construct a through-road. The applicant has made changes to the proposal to include an on-site turnaround for emergency and waste collection vehicles (Attachment C). There is no change to the number of proposed lots, the dimensions of the proposed lots, or the permitted density.

The turnaround area is proposed to be located on Proposed Lot 9, and will be secured through a Statutory Right-of-Way (SRW) for Public Rights-of-Passage (PROP). This requirement has been added to the rezoning considerations, and the design and construction of the turnaround area will be included in the Servicing Agreement. The turnaround area must be designed to:

- Not overlap with any residential driveway.
- Provide adequate space allowing three-point turning movements for emergency and waste collection vehicles.
- Clearly indicate its function as a public turnaround area, such as road pavement treatment and/or signage.

Staff support the proposed changes and note that the turnaround area will be temporary, and may only be removed at such a time that Armstrong Street is constructed as a functional through-road between Sills Avenue and General Currie Road. This requirement will be secured through a legal agreement on Title registered prior to final adoption of the rezoning bylaw.

Further extension and construction of Armstrong Street will occur through the rezoning and redevelopment of neighbouring properties, consistent with the McLennan South Sub-Area Plan.

Next Steps

In order to advance the application, the applicant has requested to revise the rezoning considerations to remove dependency on the application to the south. The revised rezoning considerations are provided in Attachment D. Several rezoning considerations are proposed to be changed, removed, or added as a result of the revised proposal, including:

- Removal of the requirement to secure road dedication from the owner of 7280 Ash Street;
- Removal of the requirement to construct the through-road, and replacement with a requirement to construct a vehicle turnaround area on site; and
- Removal of the requirement to combine the Servicing Agreement with the application to the south.

Additional details contained in the Servicing Agreement requirements have been updated to reflect the change of scope. No additional conditions from the previous rezoning considerations are proposed to change, other than those identified in this Staff Report and the revised rezoning considerations provided in Attachment D.

Staff will continue to work with the applicant through the Rezoning and Servicing Agreement processes on the functional design of Armstrong Street and the required turnaround area.

Public Hearing

Council granted Third Reading to the Bylaw associated with this application at the Public Hearing held on February 19, 2018. The development presented to the public at that time included the construction of a through-road from Sills Avenue to General Currie Road, which would have been built by the applicant through a Servicing Agreement in conjunction with the application that has since been withdrawn.

The revised proposal does not include construction of a through-road, which is a significant departure from the development considered at the February 19, 2018 Public Hearing. For this reason, staff recommend that Council rescind Third Reading of the Bylaw and forward the application to a new Public Hearing.

Should Council endorse the staff recommendation, the Bylaw will be forwarded to the Public Hearing to be held on January 21, 2019, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Conclusion

Pietro Nardone has requested to revise the rezoning considerations associated with the application to rezone the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, and of the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, to remove the rezoning considerations requiring construction of a through-street from Sills Avenue to General Currie Road, and to modify additional considerations consequential to this change.

Council granted Second and Third Reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, associated with the subject application, at the Public Hearing held on February 19, 2018. The applicant is unable to construct the through-road identified in the original rezoning considerations, but has worked with staff to make minor modifications to the proposal so that the development may function without through-road access.

On this basis, it is recommended that Council rescind Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, and forward the Bylaw to a Public Hearing to be held on January 21, 2019.



Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

Attachment A: Original Report to Council dated January 3, 2018
Attachment B: Proposed Subdivision Plan
Attachment C: Proposed Vehicular Access Plan
Attachment D: Revised Rezoning Considerations (Red-lined Version)



City of Richmond


ATTACHMENT A

Report to Committee Planning and Development Division

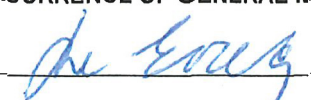
To: Planning Committee **Date:** January 3, 2018
From: Wayne Craig
Director, Development **File:** RZ 16-732490
Re: Application by Pietro Nardone to Rezone the West Portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (ZS14) - South McLennan (City Centre)" Zone; and to Rezone the East Portion of 7191 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (RS2/C)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, for the rezoning of the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) - South McLennan (City Centre)" zone; and to rezone the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, be introduced and given first reading.

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

WC:jr
Att. 9

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

Staff Report

Origin

Pietro Nardone has applied to the City of Richmond for permission to rezone the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) - South McLennan (City Centre)" zone, and to rezone the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, to permit the properties to be subdivided to create six lots fronting Bridge Street and 10 new lots fronting an extension to Armstrong Street (Attachment 1). Each property contains an existing single-detached dwelling fronting Bridge Street, which will be retained. The proposed subdivision plan is included in Attachment 2.

This application is being considered concurrently with a rezoning application at 7320, 7340, and 7360 Ash Street (RZ 16-738953), located southwest of the subject properties. The required road works associated with both applications will facilitate the connection of Armstrong Street from Sills Avenue to General Currie Road, as shown in Attachment 3. Each application is dependent on the other for construction of the through road to provide access to the proposed subdivided lots. The required road works will be secured through a single Servicing Agreement for both applications, which the applicant must enter in to prior to final adoption of the rezoning bylaw.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Single-family dwellings on lots zoned "Single Detached (ZS15) - South McLennan (City Centre)", fronting Sills Avenue.
- To the South: A single-family dwelling on a lot zoned "Single Detached (RS1/F)", fronting Bridge Street.
- To the East: A single lot zoned "Single Detached (ZS14) - South McLennan (City Centre)", that is subject to a subdivision application currently under staff review, which would create seven single-family lots fronting Bridge Street (SD 16-726640).
- To the West: Single-family dwellings on lots zoned "Single Detached (RS1/F)," fronting Ash Street.

Related Policies & Studies**Official Community Plan/McLennan South Sub-Area Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential” (Attachment 5). The proposed rezoning and subdivision are consistent with this designation.

The City Centre Area – McLennan South Sub-Area Plan land use designation for the subject site is “Residential, Historic Single-Family” (Attachment 6). The Area Plan identifies minimum lot sizes on Bridge Street (min. 18.0 m frontage and 550 m² area) and on Armstrong Street (min. 11.3 m frontage and 320 m² area). The proposed rezoning and subdivision are generally consistent with the designation and policies contained in the Area Plan.

The McLennan South Sub-Area Plan identifies the development of a “ring road”, made up of Sills Avenue and Armstrong Street, connecting Sills Avenue to General Currie Road (Attachment 7). These new roads have been constructed incrementally through previous development applications, including portions of Sills Avenue to the north and Armstrong Street to the south. The proposed rezoning and subdivision are consistent with the identified road development, and will complete (along with RZ 16-738953) an interim north-south connecting Armstrong Street.

Floodplain Management Implementation Strategy

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

Public Consultation

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

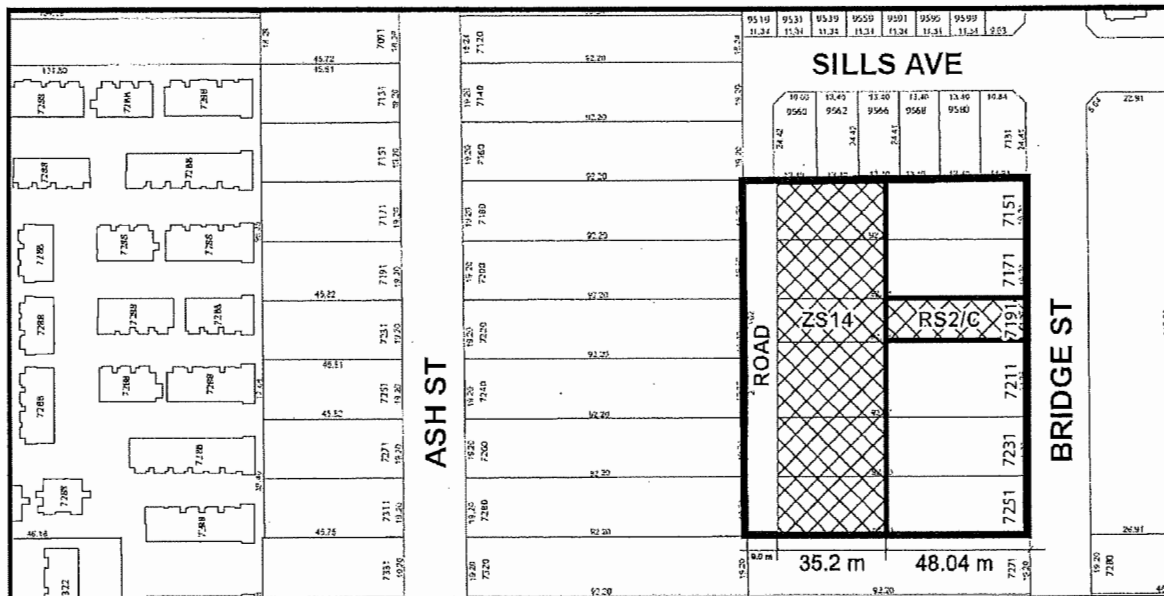
Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as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

Analysis**Proposed Rezoning and Subdivision**

The existing dwellings on each of the Bridge Street lots are proposed to be retained following subdivision. Based on the proposed subdivision, the applicant has provided a signed and sealed plan from a registered BC Land Surveyor confirming the existing buildings and resulting lots would be generally consistent with Richmond Zoning Bylaw 8500. Structures that do not comply with the regulations must be removed or relocated prior to approval of the subdivision.

The applicant proposes to rezone the west portions of the six subject properties to the "Single Detached (ZS14) - South McLennan (City Centre)" zone. The west portion of each lot would be subdivided, resulting in 10 new lots fronting an extension to Armstrong Street. Five of the six resulting lots to be retained fronting Bridge Street will meet the minimum 18 m width, 45 m depth, and 828 m² area requirements of the "Single Detached (RS1/F)" zone. The sixth lot, resulting from the subdivision of 7191 Bridge Street, has insufficient width and area to meet the "Single Detached (RS1/F)" lot size requirements. Altering the proposed subdivision plan to comply with the "Single Detached (RS1/F)" zone would require demolition of the existing dwelling on 7211 Bridge Street.

Therefore, the applicant proposes to rezone the east portion of 7191 Bridge Street to the "Single Detached (RS2/C)" zone, to allow the proposed subdivision. The portions of each property proposed to be rezoned are shown below. This proposal is generally consistent with the McLennan South Sub-Area Plan objective of retaining the existing character of single-family homes along Bridge Street.



Transportation and Site Access

Vehicle access to the ten new lots is proposed from individual driveways from Armstrong Street. Vehicle access to the six retained lots is proposed to be maintained from Bridge Street.

Prior to final adoption of the rezoning bylaw, the applicant must provide a 9.0 m wide road dedication along the entire rear property line, and submit a functional road plan demonstrating the interim and ultimate conditions of Armstrong Street to the satisfaction of the Director of Transportation.

Additionally, a 9.0 m wide road dedication along the entire rear property line of 7280 Ash Street (not included in either rezoning application) is required. The applicant has provided written confirmation from the property owner of 7280 Ash Street agreeing to this condition. The

required road and servicing works will be secured through a Servicing Agreement, which is required prior to final adoption of the rezoning bylaw.

Construction of Armstrong Street from Sills Avenue to General Currie Road is necessary to achieve functional vehicle circulation for two-way traffic and emergency access and egress. The required extension to Armstrong Street will be secured through the subject rezoning application and the proposed development to the south, at 7320/7340/7360 Ash Street (RZ 16-738953). Staff have determined that the Servicing Agreements for both applications should be combined, to ensure that the required road works are completed before construction of the new dwellings. Further, the applicant is required to enter into a legal agreement registered on Title of the proposed lots to ensure that all required off-site works (from Sills Avenue to General Currie Road) are completed prior to final Building Permit inspection granting occupancy.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 53 bylaw-sized trees on the subject properties, and one bylaw-sized tree on a neighbouring property.

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

- Nine trees on the development site (Tag # 185, 189, 190, 191, 192, 702, 709, 710, and 711) are in good condition and proposed to be retained. Provide tree protection fencing as per Tree Protection Bylaw No. 8057.
- 11 trees comprising a hedgerow on the development site (Tag # 184) at 7151 Bridge Street are in good condition and should be retained. Tree retention measures will be further evaluated through the Servicing Agreement design review.
- Four trees comprising a hedgerow on the development site (Tag # 701) are in fair condition. These trees should be retained and protected.
- One tree located on a neighbouring property (Tag # 714) is in fair condition. These trees should be retained and protected.
- Seven trees on the development site (Tag # 703, 704, 705, 706, 707, 708, and 713) are in poor condition, and conflict with the proposed new dwellings. These trees should be removed and replaced.
- 24 Birch trees (Tag # BIR) on the development site are infected with Bronze Birch Borer, in poor condition, and conflict with the proposed new dwellings. These trees should be removed and replaced.
- 14 Birch trees (Tag # BIR) located in the required road dedication are infected with Bronze Birch Borer and in poor condition. No compensation or replacement is required for removal of these trees, as construction of the road is an Area Plan requirement.
- Replacement trees should be specified at 2:1 ratio as per the Official Community Plan (OCP).

The City Parks Department has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Two trees located on the shared property line with the City (Tag # 187 and 188) are in poor condition, conflict with the required street frontage upgrades, and should be removed.
- One tree located in the City-owned boulevard (Tag # 186) is in poor condition, conflicts with the required street frontage upgrades, and should be removed.
- Two trees in the City-owned boulevard (Tag # C3 and C4) are in good condition, but conflict with the required street frontage upgrades. These trees are to be relocated at developer's cost to a location chosen by Parks Department staff. The applicant must submit a survival security of \$2,600 (\$1,300/tree) prior to final adoption of the rezoning bylaw.

Tree Replacement

The applicant wishes to remove 31 trees located on the development site (Tag # 703-708, 713, and BIR). The 2:1 replacement ratio would require a total of 62 replacement trees. The applicant has agreed to plant a total of 30 replacement trees in the development. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	11 cm	6 m
4	10 cm	5.5 m
8	8 cm	4 m
16	6 cm	3.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$16,000 to the City's Tree Compensation Fund in lieu of the remaining 32 trees that cannot be accommodated on the subject property after redevelopment.

The applicant wishes to remove three City-owned trees (Tag # 186-188). Prior to final adoption of the rezoning bylaw, the applicant must contribute \$3,900 to the City's Tree Compensation Fund, for the City to plant replacement trees at or near the development site.

Tree Protection

Nine trees (Tag # 185, 189-192, 702, and 709-711) and two hedgerows (Tag # 184 and 701) on the development site, and one tree (Tree # 714) on a neighbouring property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 8). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to

tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to final adoption of the rezoning bylaw, submission to the City of a \$67,600 Tree Survival Security for the on-site trees to be retained, and the two City-owned trees to be relocated.
- Prior to any demolition or construction on the properties, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications received prior to July 18, 2017, requires a secondary suite or coach house on 100% of new lots created; a suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$2.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$2.00/ft² of the total buildable area of the development.

The applicant proposes to provide a secondary suite in the dwellings constructed on each of the 10 new lots, and a \$50,733.51 cash-in-lieu contribution for the six retained lots fronting Bridge Street. This proposal is generally consistent with the intent of the Affordable Housing Strategy, and has been reviewed by the Affordable Housing Coordinator.

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until a secondary suite is constructed in the dwelling on each of the 10 new lots on Armstrong Street, to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of road works, engineering infrastructure, and frontage improvements, as described in Attachment 9.

The developer for the subject application is responsible for the required road works, engineering infrastructure and frontage improvements along Bridge Street, the portion of Armstrong Street along the subject site's frontage, and 50% of the portion of Armstrong Street within the road dedication at 7280 Ash Street. The remaining requirements to complete the connection of Armstrong Street from Sills Avenue to General Currie Road will be the responsibility of the developer for RZ 16-738953. Required works include, but are not limited to, the following:

- Armstrong Street: Block retaining wall with barrier fencing on the east property line of the neighbouring Ash Street lots; asphalt road to accommodate two-way traffic; concrete curb and gutter, landscaped boulevard with street lights, and concrete sidewalk at the new property line of the Armstrong Street lots.
- Bridge Street: Road widening, concrete curb and gutter, landscaped boulevard with street lights, and concrete sidewalk at the property line, to match the existing condition at 7131 Bridge Street.

Due to the road width of Armstrong Street in the interim condition, the ultimate frontage works may be deferred until the neighbouring properties redevelop and additional road width is acquired. The applicant is required to provide a cash-in-lieu contribution for the construction of the ultimate condition to be completed as the adjacent lots develop. The cash-in-lieu contribution will be determined through the Servicing Agreement design review process.

At Subdivision stage, the applicant is required to pay Property Taxes, Development Cost Charges, School Site Acquisition Charge, and Address Assignment Fees.

Financial Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is \$6,000.00. This will be considered as part of the 2019 Operating budget.

Conclusion

The purpose of this application is to rezone the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) - South McLennan (City Centre)" zone, and the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, to permit the properties to be subdivided to create six lots fronting Bridge Street and 10 new lots fronting an extension of Armstrong Street.

This rezoning application complies with the land use designations and applicable policies for the subject properties contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9796 be introduced and given first reading.



Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

January 3, 2018

- 9 -

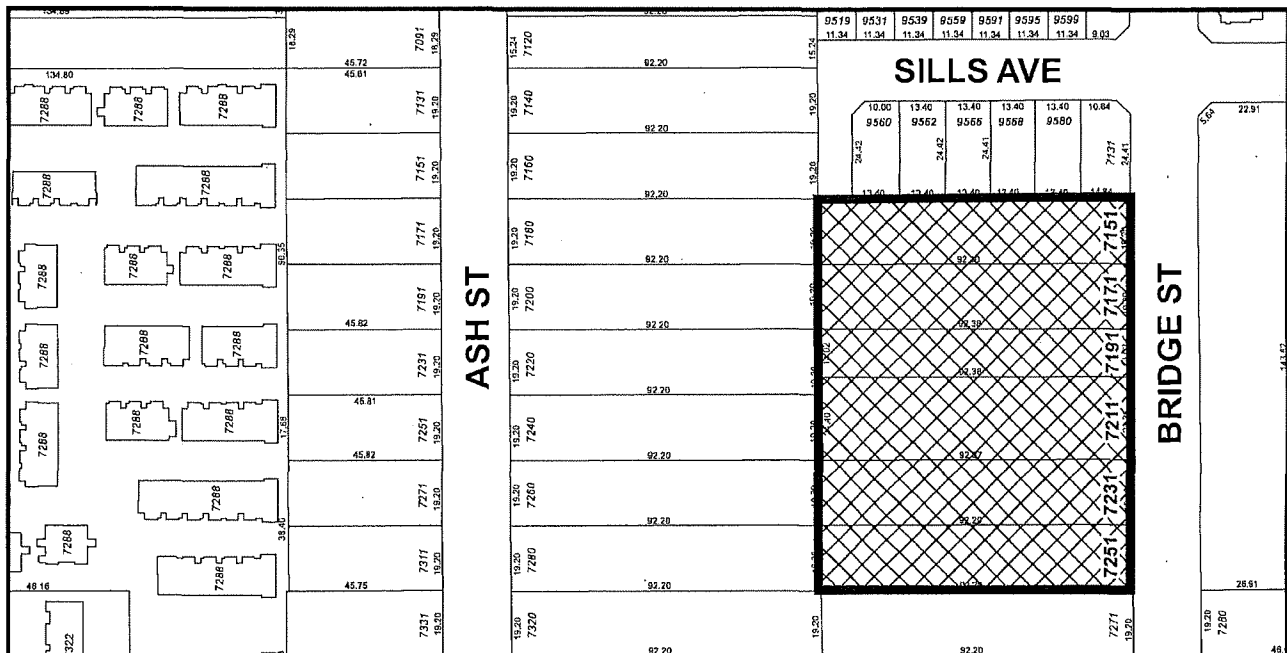
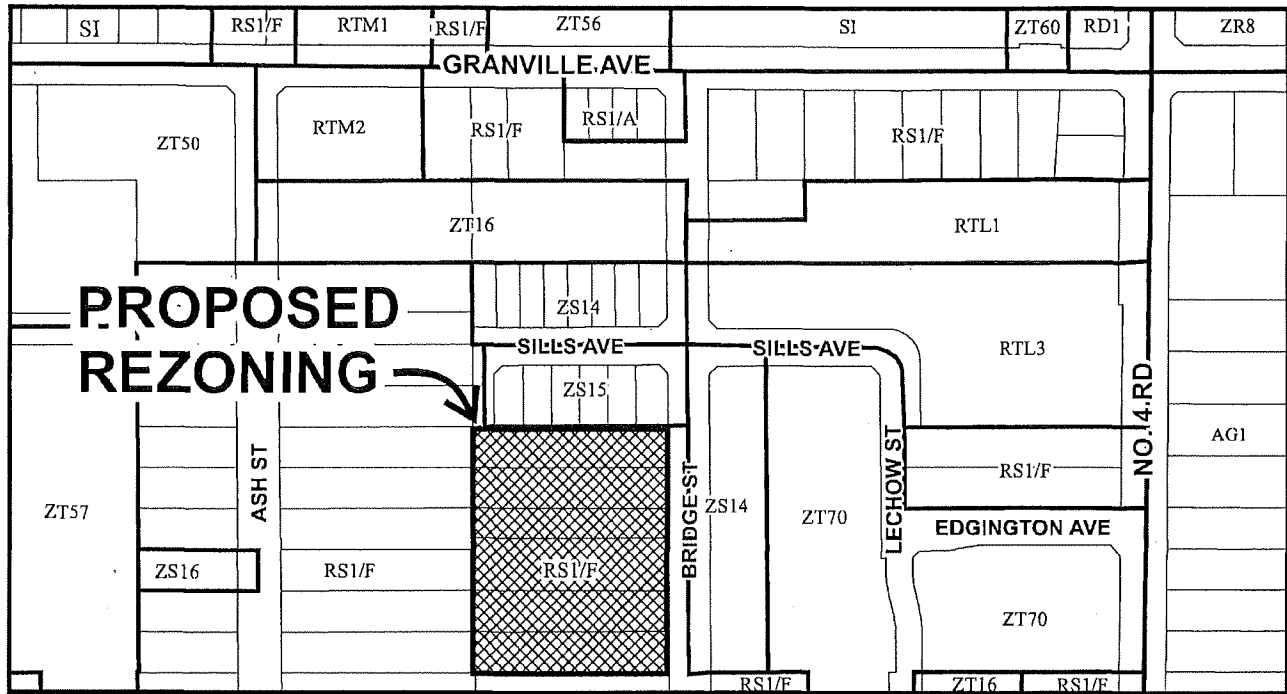
RZ 16-732490

Attachment 1: Location Map and Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Conceptual Development Plan
Attachment 4: Development Application Data Sheet
Attachment 5: Official Community Plan Land Use Map
Attachment 6: McLennan South Sub-Area Plan Land Use Map
Attachment 7: McLennan South Sub-Area Plan Circulation Map
Attachment 8: Tree Retention Plan
Attachment 9: Rezoning Considerations



City of Richmond

ATTACHMENT 1



RZ 16-732490

Original Date: 06/07/16

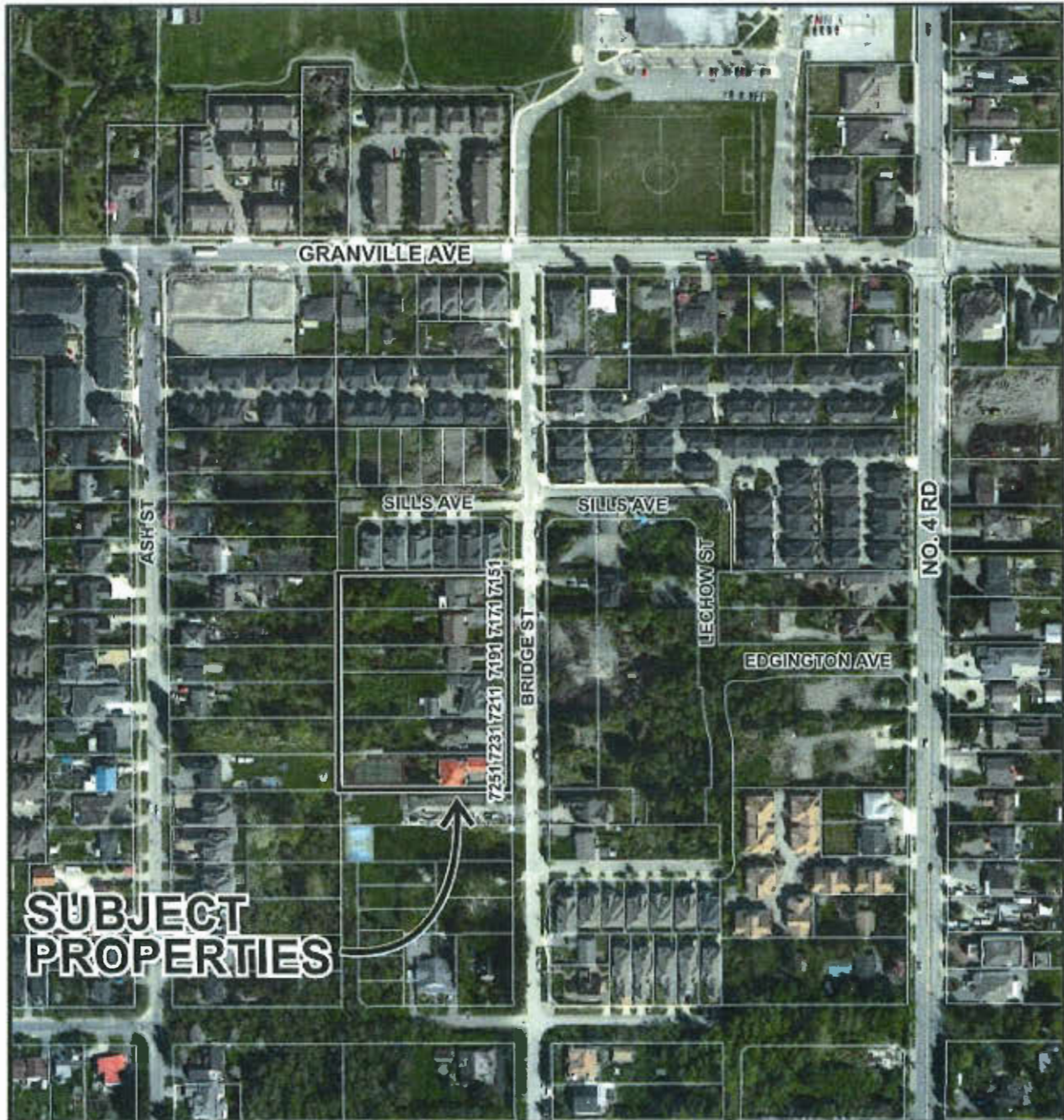
Revision Date: 12/12/17

Note: Dimensions are in METRES

PLN - 123
PH - 20



City of
Richmond



RZ 16-732490

Original Date: 06/07/16

Revision Date: 12/08/17

Note: Dimensions are in METRES

PLN - 124
PH - 21

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
 1) THE NORTH HALF LOT 14, BLOCK "C", PLAN 1207
 2) THE SOUTH HALF LOT 14, BLOCK "C", PLAN 1207
 3) THE NORTH HALF LOT 16, BLOCK "C", PLAN 1207
 4) THE SOUTH HALF LOT 16, BLOCK "C", PLAN 1207
 5) LOT 106, PLAN 60961
 6) LOT 107, PLAN 60961
 ALL OF SECTION 15 BLOCK 4 NORTH RANGE 6 WEST
 NEW WESTMINSTER DISTRICT

#7231 BRIDGE STREET, (N. 1/2 LOT 14)
 RICHMOND, B.C.
 P.I.D. 903-125-143

#7251 BRIDGE STREET, (S. 1/2 LOT 14)
 RICHMOND, B.C.
 P.I.D. 904-901-728

#7151 BRIDGE STREET, (N. 1/2 LOT 16)
 RICHMOND, B.C.
 P.I.D. 903-052-912

#7171 BRIDGE STREET, (S. 1/2 LOT 16)
 RICHMOND, B.C.
 P.I.D. 904-183-915

#7211 BRIDGE STREET, (LOT 106)
 RICHMOND, B.C.
 P.I.D. 902-871-379

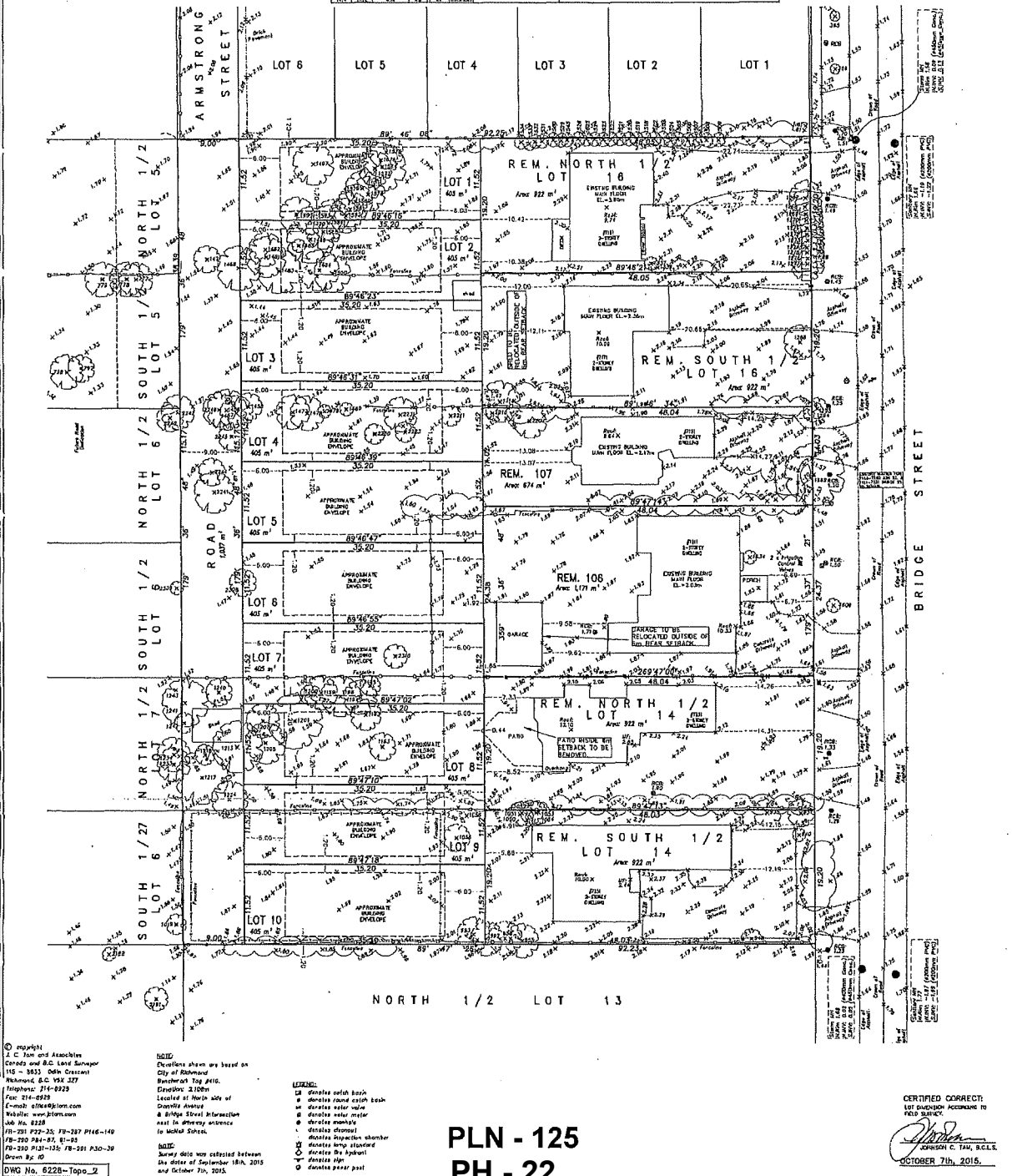
#7191 BRIDGE STREET, (LOT 107)
 RICHMOND, B.C.
 P.I.D. 902-871-387

Tree Table (All Surveyed between September 18th and October 6th, 2015)									
Count	Spec.	Plant Name	Height (m)	DBH (cm)	Type	Notes	Count	Spec.	Plant Name
100	1001	SP.	1.5	5	Shrub	2' high	1007	1001	SP.
200	1002	SP.	1.5	5	Shrub	2' high	1008	1001	SP.
300	1003	SP.	1.5	5	Shrub	2' high	1009	1001	SP.
400	1004	SP.	1.5	5	Shrub	2' high	1010	1001	SP.
500	1005	SP.	1.5	5	Shrub	2' high	1011	1001	SP.
600	1006	SP.	1.5	5	Shrub	2' high	1012	1001	SP.
700	1007	SP.	1.5	5	Shrub	2' high	1013	1001	SP.
800	1008	SP.	1.5	5	Shrub	2' high	1014	1001	SP.
900	1009	SP.	1.5	5	Shrub	2' high	1015	1001	SP.
1000	1010	SP.	1.5	5	Shrub	2' high	1016	1001	SP.
1100	1011	SP.	1.5	5	Shrub	2' high	1017	1001	SP.
1200	1012	SP.	1.5	5	Shrub	2' high	1018	1001	SP.
1300	1013	SP.	1.5	5	Shrub	2' high	1019	1001	SP.
1400	1014	SP.	1.5	5	Shrub	2' high	1020	1001	SP.
1500	1015	SP.	1.5	5	Shrub	2' high	1021	1001	SP.
1600	1016	SP.	1.5	5	Shrub	2' high	1022	1001	SP.
1700	1017	SP.	1.5	5	Shrub	2' high	1023	1001	SP.
1800	1018	SP.	1.5	5	Shrub	2' high	1024	1001	SP.
1900	1019	SP.	1.5	5	Shrub	2' high	1025	1001	SP.
2000	1020	SP.	1.5	5	Shrub	2' high	1026	1001	SP.
2100	1021	SP.	1.5	5	Shrub	2' high	1027	1001	SP.
2200	1022	SP.	1.5	5	Shrub	2' high	1028	1001	SP.
2300	1023	SP.	1.5	5	Shrub	2' high	1029	1001	SP.
2400	1024	SP.	1.5	5	Shrub	2' high	1030	1001	SP.
2500	1025	SP.	1.5	5	Shrub	2' high	1031	1001	SP.
2600	1026	SP.	1.5	5	Shrub	2' high	1032	1001	SP.
2700	1027	SP.	1.5	5	Shrub	2' high	1033	1001	SP.
2800	1028	SP.	1.5	5	Shrub	2' high	1034	1001	SP.
2900	1029	SP.	1.5	5	Shrub	2' high	1035	1001	SP.
3000	1030	SP.	1.5	5	Shrub	2' high	1036	1001	SP.
3100	1031	SP.	1.5	5	Shrub	2' high	1037	1001	SP.
3200	1032	SP.	1.5	5	Shrub	2' high	1038	1001	SP.
3300	1033	SP.	1.5	5	Shrub	2' high	1039	1001	SP.
3400	1034	SP.	1.5	5	Shrub	2' high	1040	1001	SP.
3500	1035	SP.	1.5	5	Shrub	2' high	1041	1001	SP.
3600	1036	SP.	1.5	5	Shrub	2' high	1042	1001	SP.
3700	1037	SP.	1.5	5	Shrub	2' high	1043	1001	SP.
3800	1038	SP.	1.5	5	Shrub	2' high	1044	1001	SP.
3900	1039	SP.	1.5	5	Shrub	2' high	1045	1001	SP.
4000	1040	SP.	1.5	5	Shrub	2' high	1046	1001	SP.
4100	1041	SP.	1.5	5	Shrub	2' high	1047	1001	SP.
4200	1042	SP.	1.5	5	Shrub	2' high	1048	1001	SP.
4300	1043	SP.	1.5	5	Shrub	2' high	1049	1001	SP.
4400	1044	SP.	1.5	5	Shrub	2' high	1050	1001	SP.
4500	1045	SP.	1.5	5	Shrub	2' high	1051	1001	SP.
4600	1046	SP.	1.5	5	Shrub	2' high	1052	1001	SP.
4700	1047	SP.	1.5	5	Shrub	2' high	1053	1001	SP.
4800	1048	SP.	1.5	5	Shrub	2' high	1054	1001	SP.
4900	1049	SP.	1.5	5	Shrub	2' high	1055	1001	SP.
5000	1050	SP.	1.5	5	Shrub	2' high	1056	1001	SP.
5100	1051	SP.	1.5	5	Shrub	2' high	1057	1001	SP.
5200	1052	SP.	1.5	5	Shrub	2' high	1058	1001	SP.
5300	1053	SP.	1.5	5	Shrub	2' high	1059	1001	SP.
5400	1054	SP.	1.5	5	Shrub	2' high	1060	1001	SP.
5500	1055	SP.	1.5	5	Shrub	2' high	1061	1001	SP.
5600	1056	SP.	1.5	5	Shrub	2' high	1062	1001	SP.
5700	1057	SP.	1.5	5	Shrub	2' high	1063	1001	SP.
5800	1058	SP.	1.5	5	Shrub	2' high	1064	1001	SP.
5900	1059	SP.	1.5	5	Shrub	2' high	1065	1001	SP.
6000	1060	SP.	1.5	5	Shrub	2' high	1066	1001	SP.
6100	1061	SP.	1.5	5	Shrub	2' high	1067	1001	SP.
6200	1062	SP.	1.5	5	Shrub	2' high	1068	1001	SP.
6300	1063	SP.	1.5	5	Shrub	2' high	1069	1001	SP.
6400	1064	SP.	1.5	5	Shrub	2' high	1070	1001	SP.
6500	1065	SP.	1.5	5	Shrub	2' high	1071	1001	SP.
6600	1066	SP.	1.5	5	Shrub	2' high	1072	1001	SP.
6700	1067	SP.	1.5	5	Shrub	2' high	1073	1001	SP.
6800	1068	SP.	1.5	5	Shrub	2' high	1074	1001	SP.
6900	1069	SP.	1.5	5	Shrub	2' high	1075	1001	SP.
7000	1070	SP.	1.5	5	Shrub	2' high	1076	1001	SP.
7100	1071	SP.	1.5	5	Shrub	2' high	1077	1001	SP.
7200	1072	SP.	1.5	5	Shrub	2' high	1078	1001	SP.
7300	1073	SP.	1.5	5	Shrub	2' high	1079	1001	SP.
7400	1074	SP.	1.5	5	Shrub	2' high	1080	1001	SP.
7500	1075	SP.	1.5	5	Shrub	2' high	1081	1001	SP.
7600	1076	SP.	1.5	5	Shrub	2' high	1082	1001	SP.
7700	1077	SP.	1.5	5	Shrub	2' high	1083	1001	SP.
7800	1078	SP.	1.5	5	Shrub	2' high	1084	1001	SP.
7900	1079	SP.	1.5	5	Shrub	2' high	1085	1001	SP.
8000	1080	SP.	1.5	5	Shrub	2' high	1086	1001	SP.
8100	1081	SP.	1.5	5	Shrub	2' high	1087	1001	SP.
8200	1082	SP.	1.5	5	Shrub	2' high	1088	1001	SP.
8300	1083	SP.	1.5	5	Shrub	2' high	1089	1001	SP.
8400	1084	SP.	1.5	5	Shrub	2' high	1090	1001	SP.
8500	1085	SP.	1.5	5	Shrub	2' high	1091	1001	SP.
8600	1086	SP.	1.5	5	Shrub	2' high	1092	1001	SP.
8700	1087	SP.	1.5	5	Shrub	2' high	1093	1001	SP.
8800	1088	SP.	1.5	5	Shrub	2' high	1094	1001	SP.
8900	1089	SP.	1.5	5	Shrub	2' high	1095	1001	SP.
9000	1090	SP.	1.5	5	Shrub	2' high	1096	1001	SP.
9100	1091	SP.	1.5	5	Shrub	2' high	1097	1001	SP.
9200	1092	SP.	1.5	5	Shrub	2' high	1098	1001	SP.
9300	1093	SP.	1.5	5	Shrub	2' high	1099	1001	SP.
9400	1094	SP.	1.5	5	Shrub	2' high	1100	1001	SP.
9500	1095	SP.	1.5	5	Shrub	2' high	1101	1001	SP.
9600	1096	SP.	1.5	5	Shrub	2' high	1102	1001	SP.
9700	1097	SP.	1.5	5	Shrub	2' high	1103	1001	SP.
9800	1098	SP.	1.5	5	Shrub	2' high	1104	1001	SP.
9900	1099	SP.	1.5	5	Shrub	2' high	1105	1001	SP.
10000	1100	SP.	1.5	5	Shrub	2' high	1106	1001	SP.



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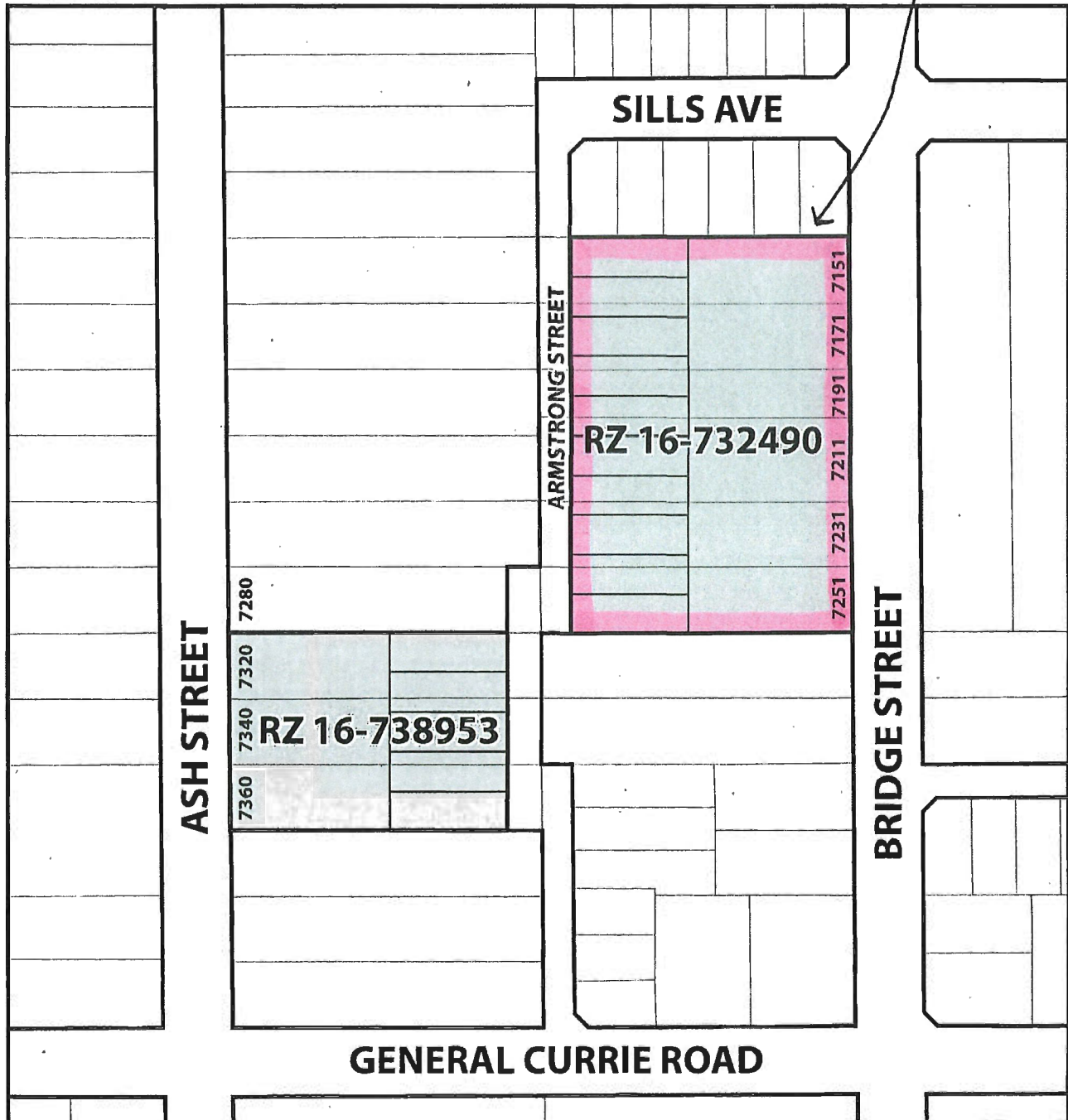
ALL DISTANCES ARE IN METERS AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED





City of
Richmond

SUBJECT PROPERTIES



**Interim Road Network for
RZ 16-732490 and RZ 16-738953**

Original Date: 12/12/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 16-732490

Attachment 4

Address: 7151/7171/7191/7211/7231/7251 Bridge Street

Applicant: Pietro Nardone

Planning Area(s): City Centre – McLennan South

	Existing	Proposed
Owner:	Chang Liang Su Nu Wu Calvin Clare Radom Maryann Radom Rohitendra Rajnesh Lal Rudy Stiegelmar David Shu Sum Yu Monica Mei Sheung Yu Allan James McBurney Sandra Teresa McBurney	To be determined
Site Size (m²):	7151 Bridge Street: 1,790 m ² 7171 Bridge Street: 1,790 m ² 7191 Bridge Street: 1,292 m ² 7211 Bridge Street: 2,247 m ² 7231 Bridge Street: 1,790 m ² 7251 Bridge Street: 1,790 m ²	7151 Bridge Street: 922 m ² 7171 Bridge Street: 922 m ² 7191 Bridge Street: 674 m ² 7211 Bridge Street: 1,171 m ² 7231 Bridge Street: 922 m ² 7251 Bridge Street: 922 m ² Lots 1-10: 405 m ²
Land Uses:	6 single-family dwellings	16 single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential, Historic Single-Family	No change
Zoning:	Single Detached (RS1/F)	7151, 7171, 7211, 7231, 7251 Bridge Street: No change 7191 Bridge Street: Single Detached (RS2/C) Lots 1-10: Single Detached (ZS14) - South McLennan (City Centre)

On East Portion of 7191 Bridge Street	Bylaw Requirement Single Detached (RS2/C)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Max. 318.33 m ² (3,426.42 ft ²)	257.8 m ² (2,774.9 ft ²)	none permitted

On East Portion of 7191 Bridge Street	Bylaw Requirement Single Detached (RS2/C)	Proposed	Variance
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	none
Lot Size:	Min. 360 m ²	674 m ²	none
Lot Dimensions (m):	Width: Min. 13.5 m Depth: Min. 24.0 m	Width: 14.02 m Depth: 48.04 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: 6.0 m Side: 1.2 m Rear: 9.26 m for up to 60% of principal dwelling, 10.7 m for remainder	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

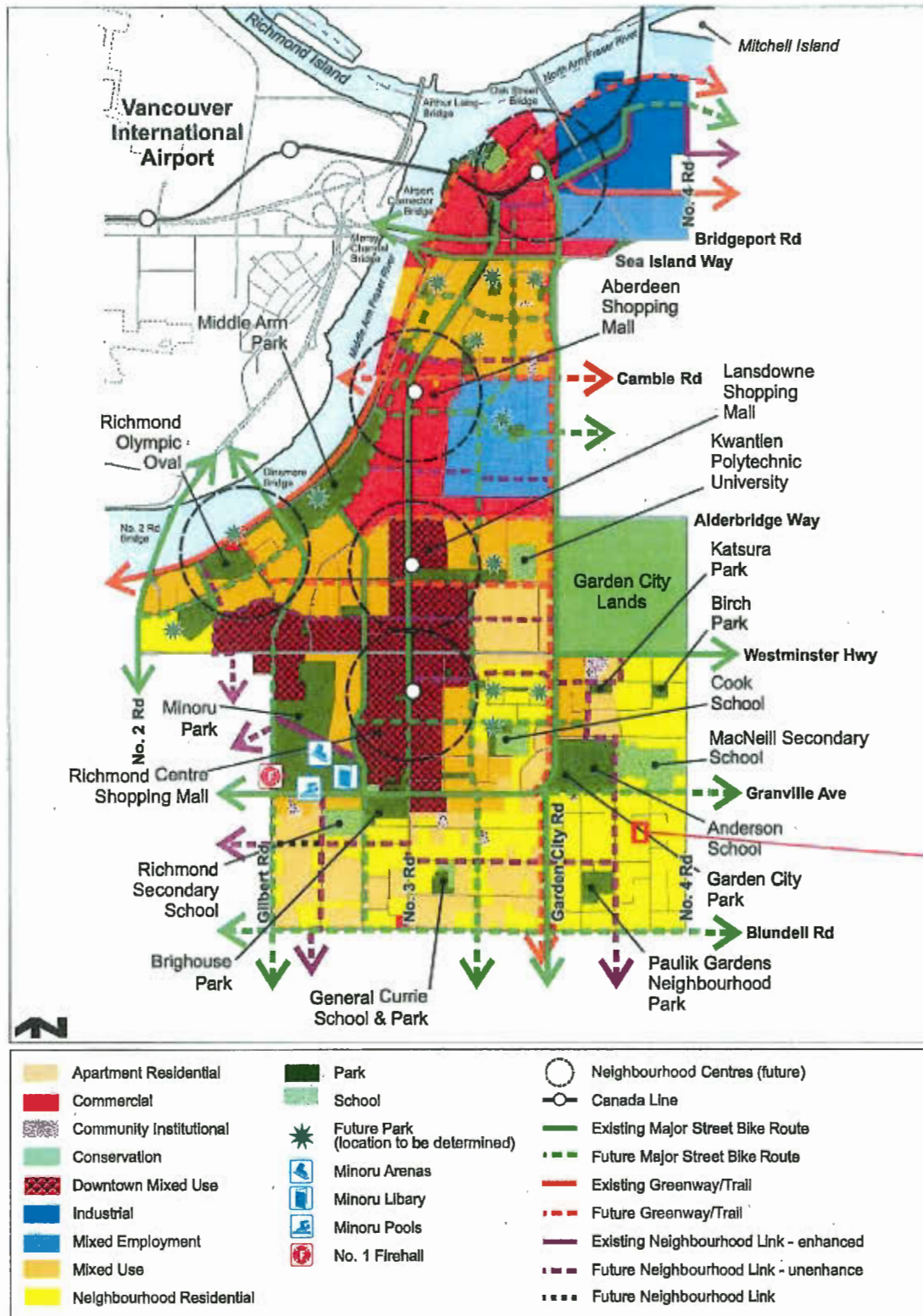
On Proposed Lots 1-10	Bylaw Requirement Single Detached (ZS14) - South McLennan (City Centre)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Max. 222.75 m ² (2,397 ft ²)	Max. 222.75 m ² (2,397 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	none
Lot Size:	Min. 320 m ²	405 m ²	none
Lot Dimensions (m):	Width: Min. 11.3 m Depth: Min. 24.0 m	Width: 11.52 m Depth: 35.2 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

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

* Preliminary estimate; not inclusive of garage or other exemptions contained in the Zoning Bylaw; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



10. City Centre

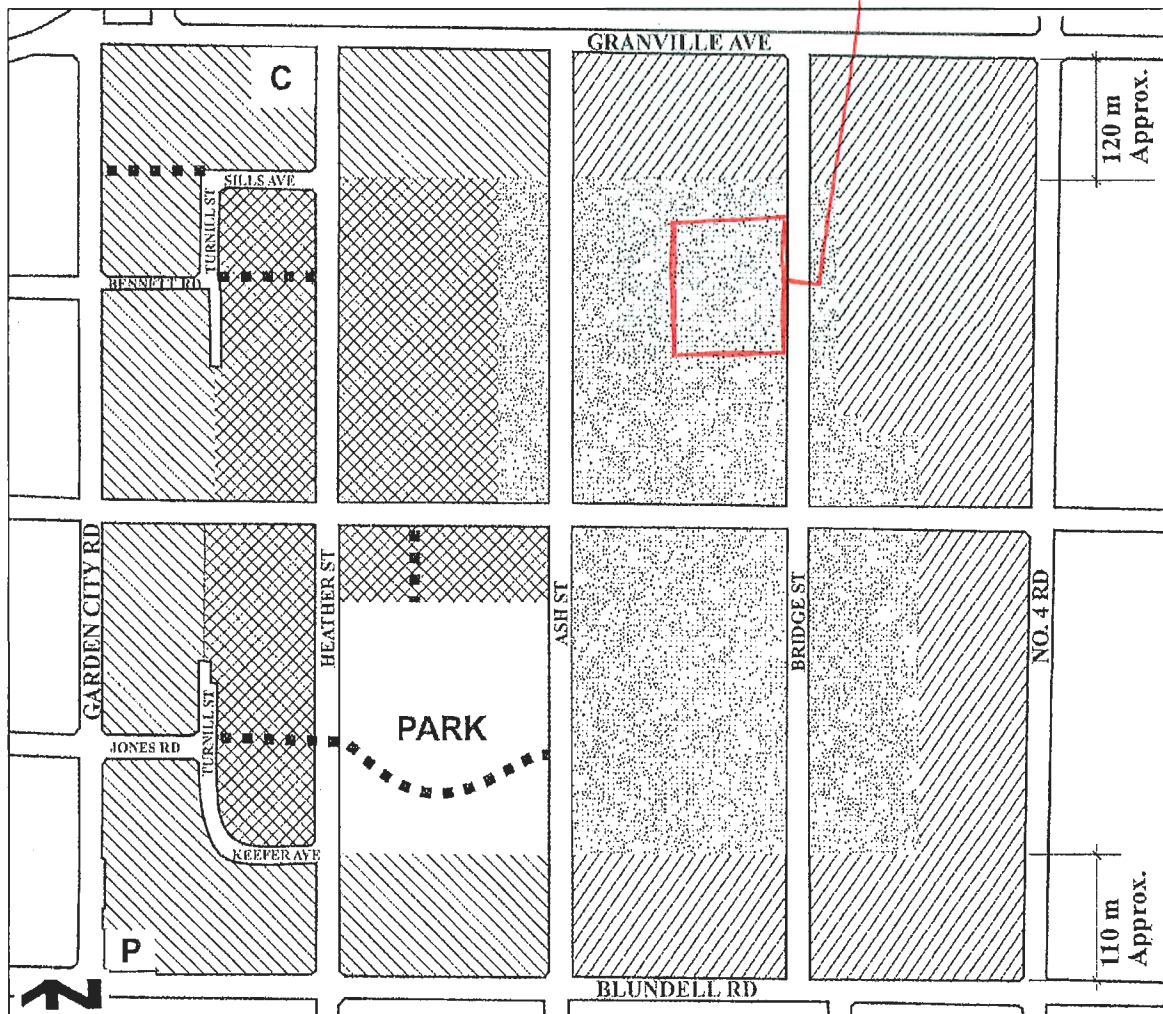







City of Richmond

Land Use Map

Bylaw 9106
2015/09/14

SUBJECT PROPERTIES



	Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.		Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R. , Lot size along Bridge and Ash Streets:		Trail/Walkway
	Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.		<ul style="list-style-type: none"> Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/5,920 ft² min. area) 	C	Church
	Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.		Elsewhere: <ul style="list-style-type: none"> Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m²/3,444 ft² min. area), with access from new roads and General Currie Road; Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.	P	Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

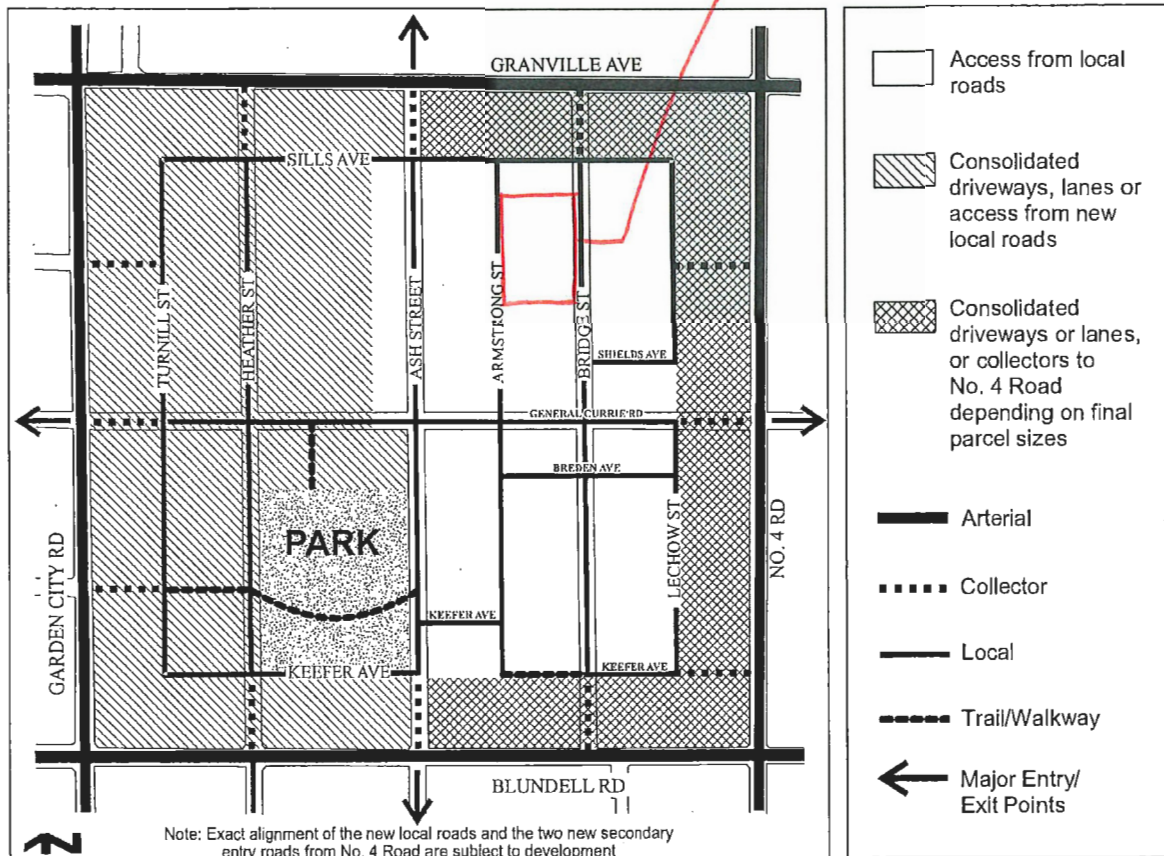
City of Richmond

- l) Encourage cycling as a means of travel by calming automobile traffic within McLennan South and supporting the City Centre policies and programs for bicycles.

Circulation Map

Bylaw 8803
2011/10/17

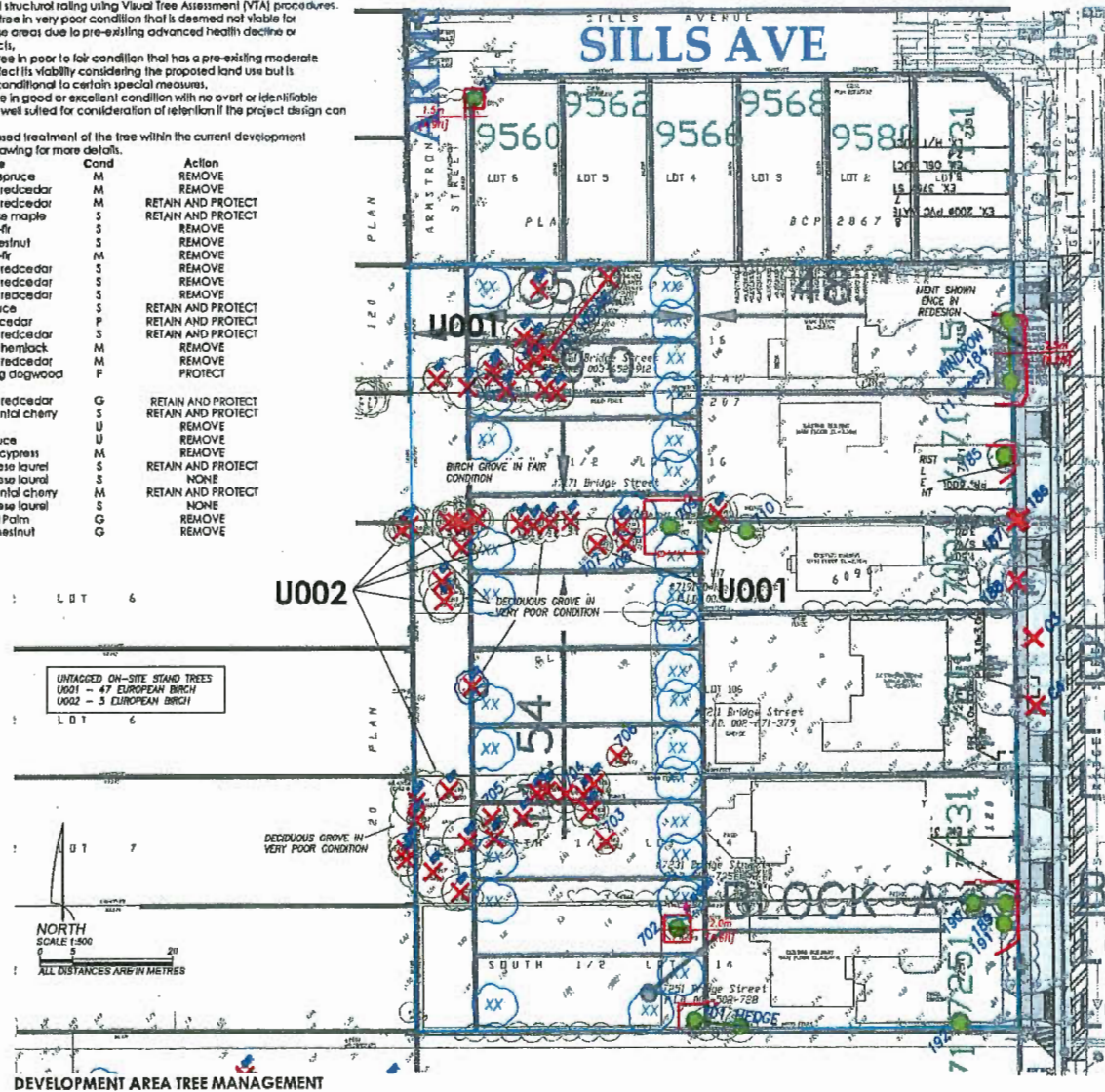
SUBJECT PROPERTIES



TREE INVENTORY AND ASSESSMENT LIST:

- Tag # denotes the tag affixed to the tree for reference in report and on drawings.
- Dbh denotes the diameter of the trunk measured at 1.4 m above grade or on prior arborescent standards (i.e. for small trees).
- Cond denotes health and structural rating using Visual Tree Assessment (VTA) procedures.
- U denotes Unsuitable = a tree in very poor condition that is deemed not viable for retention in active land use areas due to pre-existing advanced health decline or significant structural defects.
- M denotes Marginal = a tree in poor to fair condition that has a pre-existing moderate rated defect that may affect its viability considering the proposed land use but is considered for retention conditional to certain special measures.
- S denotes Suitable = a tree in good or excellent condition with no overt or identifiable significant defects, and is well suited for consideration of retention if the project design can accommodate it.
- Action denotes the proposed treatment of the tree within the current development design. See report and drawing for more details.

Tag #	Dbh (cm)	Tree Type	Cond	Action
699	24	Norway spruce	M	REMOVE
700	80	Western redcedar	M	REMOVE
701	46-58	Western redcedar	M	RETAIN AND PROTECT
702	23	Japanese maple	S	RETAIN AND PROTECT
703	31	Douglas-fir	S	REMOVE
704	21	Horse chestnut	S	REMOVE
705	22	Douglas-fir	M	REMOVE
706	25	Western redcedar	S	REMOVE
707	34	Western redcedar	S	REMOVE
708	33	Western redcedar	S	REMOVE
709	35	Blue spruce	S	RETAIN AND PROTECT
710	43	Decid. cedar	P	RETAIN AND PROTECT
711	30	Western redcedar	S	RETAIN AND PROTECT
712	68	Western hemlock	M	REMOVE
713	20-40	Western redcedar	M	REMOVE
714	18	Flowering dogwood	F	PROTECT
184	43-53	Western redcedar	G	RETAIN AND PROTECT
185	41	Ornamental cherry	S	RETAIN AND PROTECT
186	11, 9, 10	Rowan	U	REMOVE
187	24	Blue spruce	U	REMOVE
188	52, 58	Savaria cypress	M	REMOVE
189	31	Portuguese laurel	S	RETAIN AND PROTECT
190	26, 24	Portuguese laurel	S	NONE
191	25	Ornamental cherry	M	RETAIN AND PROTECT
192	16	Portuguese laurel	S	NONE
C3	1.5M Ht.	Windmill Palm	G	REMOVE
C4	7	Horse chestnut	G	REMOVE

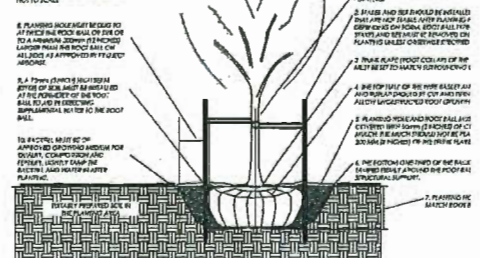
**SUGGESTED PLANT LIST: REPLACEMENT TREES**

Please use botanical name when ordering.
Current arborescent best management practices and BCMA/BCMA standards apply to quality, root ball, health, form, handling, planting, growing and establishment care.

CODE	QTY	Size	BOTANICAL NAME	COMMON NAME
BROADLEAF - SMALL TO MEDIUM SCALE:				
ACA	60m C	Acer samperre	Field maple	
AG	60m C	Acer griseum	Paperbark maple	
ARB	60m C	Acer rubrum 'Bowhall'	Bowhall maple	
ARS	60m C	Acer rubrum 'Red Sunset'	Red Sunset maple	
DI	60m C	Davidia involuta	Dove tree	
FSD	60m C	Fagus sylvatica 'Dawson'	Dawson beech	
FSP	60m C	Fagus sylvatica 'Pendula'	Weeping European beech	
MSD	3.5m H	Magnolia soulangiana	Southern magnolia	
SP	60m C	Stewartia pseudocamellia	Japanese Stewartia	
AP	60m C	Acer palmatum	Japanese maple	
AU	60m C	Arbutus undulata	Strawberry tree	
CC	3.5m H	Cercis canadensis	Redbud	
MSR	60m C	Magnolia grandiflora	Southern magnolia (evergreen)	
MSL	60m C	Magnolia stellata	Star magnolia	
PSAR	60m C	Prunus sanguinolenta 'Yancho'	Sanguinolenta cherry	
PY	60m C	Prunus yedoensis	Yoshino cherry	
SJ	60m C	Styrax japonica	Japanese snowbell	
EVERGREEN - SMALL SCALE:				
APC	3.5m H	Abies procera 'Classica'	Noble fir	
PO	3.5m H	Picea omorika	Serbian spruce	

TREE PLANTING GUIDELINES:

- CONSTRUCTION**
The location of trees to be planted is determined by the project design and the location of trees to be removed. The location of trees to be planted is determined by the project design and the location of trees to be removed.
- PREPARATION**
On the day of planting, the area around the tree to be planted should be prepared. The area around the tree to be planted should be prepared.
- PLANTING**
The tree should be planted in the hole. The tree should be planted in the hole.
- WATERING**
The tree should be watered after planting. The tree should be watered after planting.
- MAINTENANCE**
The tree should be maintained after planting. The tree should be maintained after planting.

TREE PLANTING DETAIL

PLN - 132



Address: 7151, 7171, 7191, 7211, 7231, & 7251 Bridge Street

File No.: RZ 16-732490

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, the developer is required to complete the following:

1. 9.0 m wide road dedication along the entire rear property lines of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street. The applicant is responsible for securing 50% of the required 9.0 m wide road dedication on the east property line of 7280 Ash Street.
2. Submission of a Landscape Security in the amount of \$15,000 (\$500/tree) to ensure that a total of 30 replacement trees are planted and maintained in the development. **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
2	11 cm	6 m
4	10 cm	5.5 m
8	8 cm	4 m
16	6 cm	3.5 m

3. City acceptance of the developer's offer to voluntarily contribute \$19,900 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$67,600 for the nine trees and two hedge rows to be retained, and the two City-owned trees to be relocated.
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the ten future lots on Armstrong Street, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$50,733.51) to the City's Affordable Housing Reserve Fund for the six lots on Bridge Street.
9. Submission of functional road plans for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation.
10. Registration of a legal agreement on Title to ensure prior to final building inspection granting occupancy all required off-site works (from Sills Avenue to General Currie) are completed.
11. Enter into a Servicing Agreement* for the design and construction of the required site servicing and off-site improvements, to be combined with the requirements for RZ 16-738953. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 150 L/s of water available at a 20 psi residual at the Bridge Street frontage, and 274 L/s of water available at a 20 psi residual at the Armstrong Street frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Install 10 new water service connections, one for each new lot, complete with meter and meter box.
 - Retain the existing water service connections along the Bridge Street frontage.
 - Install approximately 200 m of new 200 mm water main in the extension of Armstrong Street from Sills Avenue to tie in to the existing water main fronting 7368 Armstrong Street, complete with fire hydrants to meet City spacing requirements.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Storm Sewer Works:

- The Developer is required to:
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement design.
 - Upgrade the approximately 120 m of existing 375 mm storm sewer along the development's Bridge Street frontage to 600 mm, and reconnect all existing leads.
 - Install approximately 200 m of new 600 mm storm sewer in the extension of Armstrong Street from the existing storm sewer in Sills Avenue to tie in to the existing storm sewer fronting 7368 Armstrong Street.
 - Confirm all service connections currently in use by the lots along Bridge Street. The connections not in use shall be capped at the main and their inspection chambers removed.
 - Provide, at no cost to the City, two 3.0 x 3.0 m statutory right-of-ways for the existing storm inspection chambers STIC53528 and STIC43442 on the Bridge Street frontage of 7211 Bridge Street.
 - Install 10 new storm service connections, one for each lot and complete with inspection chambers, off of the proposed storm main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Install approximately 200 m of new 200 mm sanitary sewer in the extension of Armstrong Street from the existing sanitary sewer in Sills Avenue to tie in to the existing sanitary sewer fronting 7368 Armstrong Street.
 - Install 10 new sanitary service connections, one for each lot and complete with inspection chambers, off of the proposed sanitary main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
 - Retain the existing sanitary service connections serving the properties on the Bridge Street frontage of the development site.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Provide a 9.0m-wide road dedication along the entire west property line of the development site, and along the entire east property lines of 7280 Ash Street, and construct a functional road complete with asphalt pavement, sidewalk, boulevard, curb and gutter, lighting, and drainage, connecting Sills Avenue to the north to the developed portion of Armstrong Street to the south.
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - To underground private utility poles, overhead distribution lines, and overhead service lines and poles along the entire Bridge Street frontage, including the overhead service lines serving the single family lots with existing buildings to remain on Bridge Street. This will require underground conduits and aboveground structures to be placed in private property within the existing single family lots, and the clearance poles and overhead service lines removed.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite, as described below.
 - To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement drawings, and registered prior to Servicing Agreement design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - Assess the street lighting levels along all road frontages and upgrade to Richmond standards as required.
 - Construct an extension of Armstrong Street to access the new lots, which includes, but may not be limited to:
 - Submission of a functional road plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation. All interim works to be constructed, including interim concrete curbs, required to delineate a smooth road alignment and vehicular wheel path movement for northbound and southbound traffic around the undeveloped lots. This will also require interim frontage works and driveway locations. Through the ultimate design, the reconstruction and reinstatement of all final works will be required.
 - Ultimate condition to provide 11.2 m pavement width, minimum 0.15 m wide concrete curb and gutter, minimum 1.5 m wide landscaped/treed boulevard, and a minimum 1.5 m wide concrete sidewalk at the property line.
 - The ultimate curb alignment is to match that set by redevelopment south of General Currie Road.
 - Frontage works to extend from Sills Avenue to General Currie Road.
 - Complete improvements on Bridge Street including, but not limited to:
 - Road widening, 0.15 m concrete curb and gutter, min. 1.5 m wide landscaped/treed boulevard behind curb and min. 1.5 m wide concrete sidewalk at the property line; to match improvements to the north at 7131 Bridge Street, and taper back to existing condition to the south.

- All utility pole or other infrastructure conflicts to be relocated at Developer's cost.
- Locate driveways so as to conform to Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. Interim and ultimate driveway designs may be required.
- Provide a cash-in-lieu contribution to the City, for all of the ultimate condition off-site works to be deferred to accommodate functional two-way traffic in the interim condition, for the City to complete the construction of the ultimate condition when the adjacent lots develop. The cash-in-lieu contribution amount will be determined through the Servicing Agreement* design review process and will be based on the submission of a functional plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation.

General Items:

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

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Prior to removal of any off-site trees, the applicant must obtain written permission from the adjacent property owner. If permission to remove the trees is not granted, the trees should be protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

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

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

Note:

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

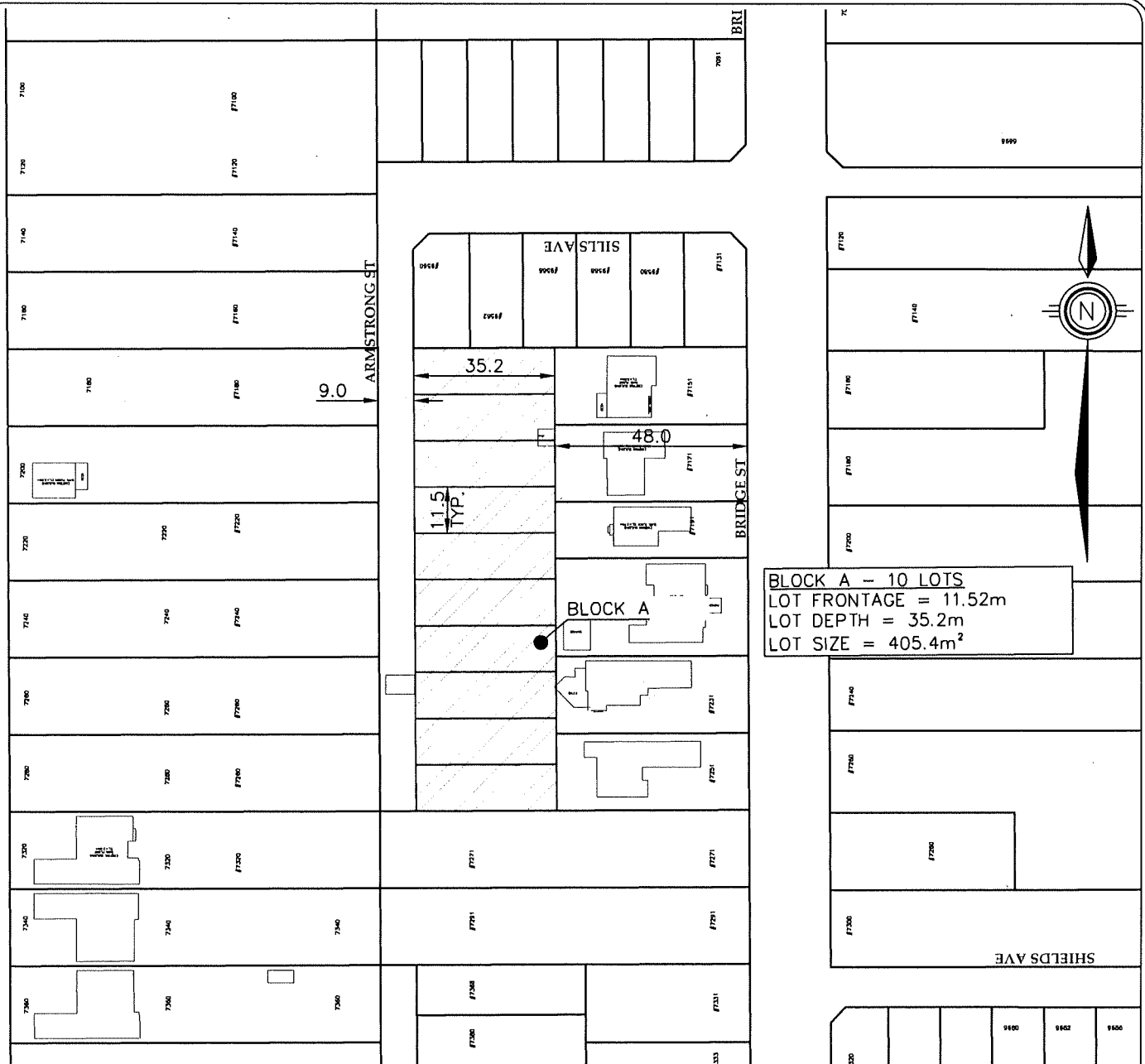
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

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

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

Signed

Date



PLAN
SCALE: 1:1500

CoreConcept
 CONSULTING LTD.

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www.coreconceptconsulting.com

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 fax : 604.249.5041

SUTTON GROUP

Core Concept Consulting Project No. 14046
 DWG. 1 OF 1

PH - 35

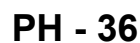
**MCLENNAN SOUTH
 SUBDIVISION**

7151-7251 BRIDGE STREET
 7320-7360 ASH STREET

SCALE: 1 : 1500

DATE: NOV 2015

SHT No.: 1 OF 1





Address: 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street

File No.: RZ 16-732490

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, the developer is required to complete the following:

1. 9.0 m wide road dedication along the entire rear property lines of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street. ~~The applicant is responsible for securing 50% of the required 9.0 m wide road dedication on the east property line of 7280 Ash Street.~~
2. Submission of a Landscape Security in the amount of \$15,000 (\$500/tree) to ensure that a total of 30 replacement trees are planted and maintained in the development. **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
2	11 cm	6 m
4	10 cm	5.5 m
8	8 cm	4 m
16	6 cm	3.5 m
3. City acceptance of the developer's offer to voluntarily contribute \$19,900 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$67,600 for the nine trees and two hedge rows to be retained, and the two City-owned trees to be relocated.
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the ten future lots on Armstrong Street, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$50,733.51) to the City's Affordable Housing Reserve Fund for the six lots on Bridge Street.
9. Submission of functional road plans for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation.
10. ~~Registration of a legal agreement on Title to ensure prior to final building inspection granting occupancy all required off-site works (from Sills Avenue to General Currie) are completed. Registration of a legal agreement on Title to ensure that the temporary vehicle turnaround is constructed, and that it cannot be removed until Armstrong Street is constructed as a functional through-road between Sills Avenue and General Currie Road.~~
11. Enter into a Servicing Agreement* for the design and construction of the required site servicing and off-site improvements, ~~to be combined with the requirements for RZ 16-738953.~~ Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 150 L/s of water available at a 20 psi residual at the Bridge Street frontage, and 274 L/s of water available at a 20 psi residual at the Armstrong Street frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Install 10 new water service connections, one for each new lot, complete with meter and meter box.
 - Retain the existing water service connections along the Bridge Street frontage.
 - Install approximately 200 145 m of new 200 mm water main in the extension of Armstrong Street from Sills Avenue to ~~tie in to the existing watermain fronting 7368 Armstrong Street, complete with fire hydrants to meet City spacing requirements~~ the south property line of the development site, complete with a blowoff at the dead end and fire hydrants to meet City spacing requirements.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Storm Sewer Works:

- The Developer is required to:
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement design.
 - Upgrade the approximately 120 m of existing 375 mm storm sewer along the development's Bridge Street frontage to 600 mm, and reconnect all existing leads.
 - Install approximately 200 145 m of new 600 mm storm sewer in the extension of Armstrong Street from the existing storm sewer in Sills Avenue to tie in to the ~~existing storm sewer fronting 7368 Armstrong Street~~ south property line of the development site.
 - Confirm all service connections currently in use by the lots along Bridge Street. The connections not in use shall be capped at the main and their inspection chambers removed.
 - Provide, at no cost to the City, two ~~3.0 x 3.0~~ 2.0 x 2.0 m statutory right-of-ways for the existing storm inspection chambers STIC53528 and STIC43442 on the Bridge Street frontage of 7211 Bridge Street.
 - Install 10 new storm service connections, one for each lot and complete with inspection chambers, off of the proposed storm main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Install approximately 200 145 m of new 200 mm sanitary sewer in the extension of Armstrong Street from the existing sanitary sewer in Sills Avenue to ~~tie in to the existing sanitary sewer fronting 7368 Armstrong Street~~ the south property line of the development site.
 - Install 10 new sanitary service connections, one for each lot and complete with inspection chambers, off of the proposed sanitary main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
 - Retain the existing sanitary service connections serving the properties on the Bridge Street frontage of the development site.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Provide a 9.0m-wide road dedication along the entire west property line of the development site, and along the entire east property lines of 7280 Ash Street, and construct a functional road complete with asphalt pavement, sidewalk, boulevard, curb and gutter, lighting, and drainage, connecting Sills Avenue to the north to the developed portion of Armstrong Street to the south.
 - Provide, as required, any additional utility rights-of-way and public rights-of-passage needed to accommodate a proposed LPT on Armstrong Street. The LPT should be located so that it does not restrict pedestrian movement.
 - Provide, at no cost to the City, a Statutory Right of Way for Public Rights of Passage across the area to be used as a temporary on-site vehicle turnaround. The works are to be designed, constructed, and maintained by the Developer, including, but not limited to:
 - Curb, boulevard, and sidewalk crossings; surface treatment; perimeter fencing; lighting; signage; below-ground support to accommodate use by emergency and waste service vehicles; and any other requirements identified by staff during the Servicing Agreement design review process.
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - To underground private utility poles, overhead distribution lines, and overhead service lines and poles along the entire Bridge Street frontage, including the overhead service lines serving the single family lots with existing buildings to remain on Bridge Street. This will require underground conduits and aboveground structures to be placed in private property within the existing single family lots, and the clearance poles and overhead service lines removed.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite, as described below.
 - To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement drawings, and registered prior to Servicing Agreement design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - Assess the street lighting levels along all road frontages and upgrade to Richmond standards as required.
 - Construct an extension of Armstrong Street to access the new lots, which includes, but may not be limited to:
 - Submission of a functional road plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation. All interim works to be constructed, including interim ~~concrete~~ curbs, required to delineate a smooth road alignment and vehicular wheel path movement for northbound and southbound traffic around the undeveloped lots. This will also require interim frontage works and driveway locations. Materials to be determined

through the SA design review process. Through the ultimate design, the reconstruction and reinstatement of all final works will be required.

- Ultimate condition to provide 11.2 m pavement width, minimum 0.15 m wide concrete curb and gutter, minimum 1.5 m wide landscaped/treed boulevard, and a minimum 1.5 m wide concrete sidewalk at the property line.
- The ultimate curb alignment is to match that set by redevelopment south of General Currie Road.
- ~~Frontage works to extend from Sills Avenue to General Currie Road.~~
- Complete improvements on Bridge Street including, but not limited to:
 - Road widening, 0.15 m concrete curb and gutter, min. 1.5 m wide landscaped/treed boulevard behind curb and min. 1.5 m wide concrete sidewalk at the property line; to match improvements to the north at 7131 Bridge Street, and taper back to existing condition to the south.
 - All utility pole or other infrastructure conflicts to be relocated at Developer's cost.
- Locate driveways so as to conform to Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. Interim and ultimate driveway designs may be required.
- Provide a cash-in-lieu contribution to the City, for all of the ultimate condition off-site works to be deferred to accommodate functional two-way traffic in the interim condition, for the City to complete the construction of the ultimate condition when the adjacent lots develop. The cash-in-lieu contribution amount will be determined through the Servicing Agreement* design review process and will be based on the submission of a functional plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation and Director of Engineering.

General Items:

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

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application.
2. Modify as required the Statutory Right-of-Way agreement for the temporary vehicle turnaround to burden only Proposed Lot 9, or whichever proposed new lot the turnaround is located on as determined through the Servicing Agreement process.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Prior to removal of any off-site trees, the applicant must obtain written permission from the adjacent property owner. If permission to remove the trees is not granted, the trees should be protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9796 (RZ 16-732490)
7151/7171/7191/7211/7231/7251 Bridge Street**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"SINGLE DETACHED (ZS14) - SOUTH MCLENNAN (CITY CENTRE)"**.

That area shown as "BLOCK A" cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9796".

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

That area shown as "BLOCK B" cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9796".

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9796"**.

FIRST READING

JAN 15 2018

A PUBLIC HEARING WAS HELD ON

FEB 19 2018

SECOND READING

FEB 19 2018

THIRD READING

~~FEB 19 2018~~

OTHER CONDITIONS SATISFIED

ADOPTED



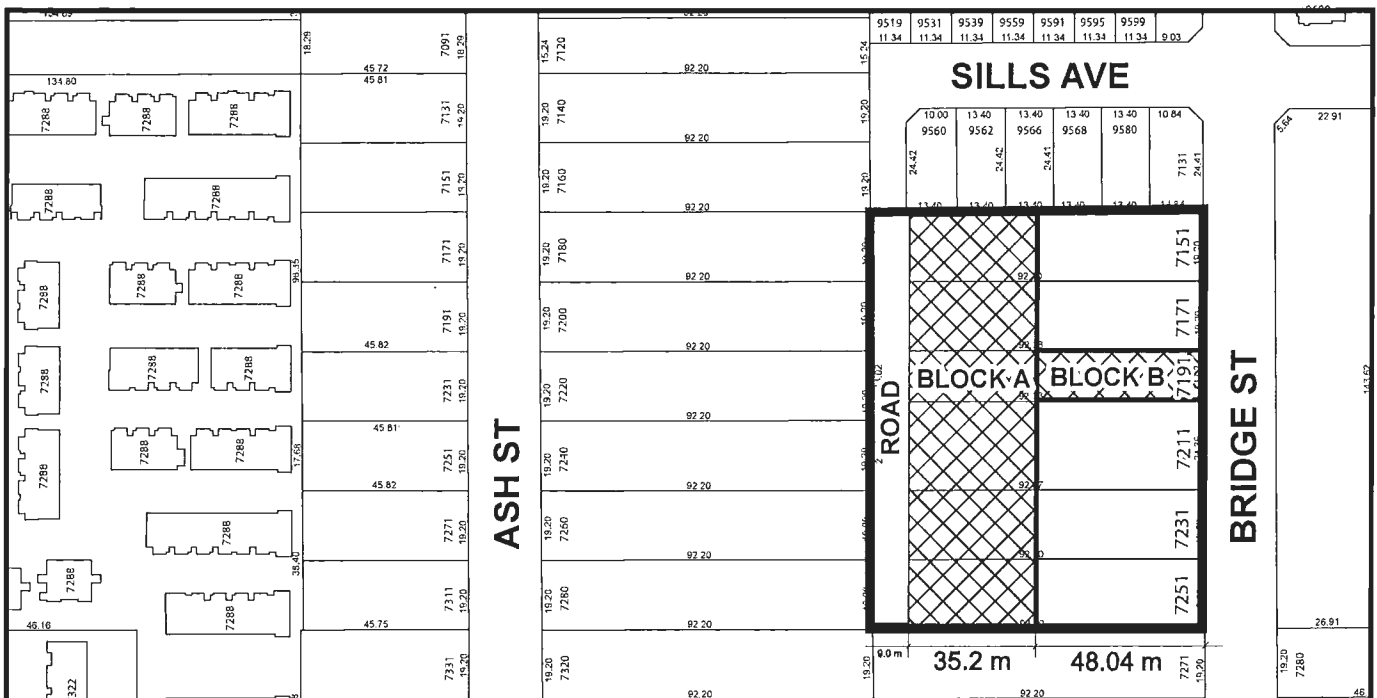
MAYOR

CORPORATE OFFICER

PROPOSED REZONING

The map illustrates the following zoning districts and street layout:

- Zoning Districts:** ZT50, RTM2, RS1/F, RS1/A, ZT16, ZS14, ZS15, ZS16, RS1/F, ZT70, RTL1, RTL3, AG1, ZR8, ZT57, ZT16, RS1/F.
- Streets:** GRANVILLE AVE, ASH ST, BRIDGE ST, SILLS AVE, LECHOW ST, EDGINGTON AVE, NO. 4 RD.
- Proposed Rezoning:** A parcel located on Sills Ave, between Bridge St and Lechow St, is highlighted with a cross-hatch pattern and labeled "PROPOSED REZONING". This parcel is currently zoned RS1/F.



Note: Dimensions are in METRES



City of Richmond

Report to Committee

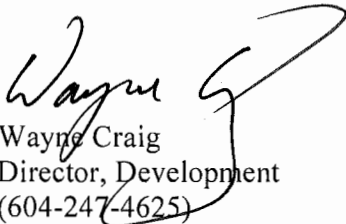
To: Planning Committee
From: Wayne Craig
Director, Development

Date: December 11, 2018
File: ZT 18-818765

Re: Application by Christopher Bozyk Architects for a Zoning Text Amendment to the "Vehicle Sales (CV)" Zone to Increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place.

Staff Recommendation

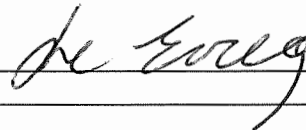
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.


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

WC:dcb
Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied for permission to amend the “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place.

A previous staff report was reviewed by Council at the meeting on November 13, 2018, and the application was referred back to staff. Council’s referral motion was as follows:

“That the application by Christopher Bozyk Architects for a Zoning Text Amendment to the “Vehicle Sales (CV)” Zone to Increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be referred back to staff to examine options to:
(1) incorporate rooftop solar panels; and
(2) reduce building height;
and report back.”

In response to Council’s referral, the applicant worked with staff resulting in a number of revisions to their proposal including the addition of rooftop solar panels, reduction to the proposed building height, agreeing not to enclose the parkade and to monitor and address bird strike concerns. These proposed modifications and comments provided by the applicant are outlined in the subsequent text. A revised plan set and other supporting materials are incorporated into this submission.

To minimize repetition, the sections listed below have not been included in this report as their content remains unaffected by the proposed modifications to the design. Please refer to the original report from the Director, Development dated October 30, 2018 (in Attachment E), for details on the following topics:

- Location Maps
- Surrounding Development Analysis
- Official Community Plan/East Cambie Area Plan Policies
- Agricultural Land Reserve (ALR) Buffer Zone
- Floodplain Management Implementation Strategy
- Aircraft Noise Sensitive Development Policy
- Ministry of Transportation and Infrastructure (MOTI) Approval
- Ministry of Environment (MOE) Approval
- Existing Legal Encumbrances
- Transportation Analysis
- Tree Retention and Replacement
- Public Art Contributions
- Site Servicing and Frontage Improvements
- Development Permit Review
- Financial Impact or Economic Impact

Findings of Fact

A revised Development Application Data Sheet providing details about the development proposal is provided in Attachment A. The applicant's revised conceptual development plans are provided in Attachment B.

Applicant Response

The applicant's responses to Council's November 13, 2018, referral motion and related discussion are provided below. Staff's assessment on each issue is provided immediately following the applicant's comments.

1. Rooftop Solar Panels

Applicant Response: The applicant has modified the plans to accommodate approximately 107 solar panels in a 207.6 m² (2,235 ft²) of the building's lower rooftop level. The proposed location is shown highlighted in red in the Conceptual Development Plans in Attachment B on the plan labeled DP.007.

The solar panels are anticipated to have a maximum output of approximately 38.52 kW. The applicant has advised that *"the power generated would be connected to a grid tie inverter and connected to the building distribution system. The energy produced will help offset the power required for the parking lot lighting."*

With respect to placing solar panels on the south façade of the building, the applicant has commented that *"we found that this may contribute to glare which was an issue brought up at the Advisory Design Panel Meeting and have been since advised that it may also affect birds impacting the building. An alternative location was found on the [second storey] rooftop which will be effective year round although somewhat reduced in winter months."*

Staff Comment: The Zoning Text Amendment Considerations (see Attachment D) have been amended to include a requirement for the registration of a legal agreement on Title prior to bylaw adoption. The agreement will contain provisions that the solar panels will be installed to the satisfaction of the Director of Building Approvals, maintained for the life of the building and will not be removed without City approval.

2. Building Height Reduction

Applicant's Response: The applicant has investigated reducing the building's parapet height as well as reductions to the overall building height while retaining the two additional parkade floors. The property owner has also provided additional comment on their request for the two parkade floors.

Regarding the parapet height, the revised plan submission incorporates a reduction of the parapet by 0.71 m (2.33 ft.). As amended, the proposed parapet will be approximately 1.07 m (3.5 ft.) above the roof deck conforming to the BC Building Code requirements.

The applicant also revised the parkade plans to minimize the floor to floor heights in the proposed parkade addition from the original values of 2.75 m (level 4 to 5) and 2.89 m (level 3 to 4) to 2.64 m for both. Both the elevator overrun and the stair enclosure heights have been reduced by 0.51 m. Their revised plans have reduced the height of the roof deck by 0.36 m (1.18 ft.) and reduced both the stair tower and the elevator overrun by 0.51 m (1.67 ft.).

The applicant notes that the height reduction *“had to take into account drainage and plumbing falls, the slope of slabs and the provision of a dry sprinkler which requires a fall in the pipes. The dry system is required as this [is] not a heated space. The sprinkler system itself required 12 in. clearance below the [underside] of the roof/floor slab.”* Collectively, these technical requirements limit the amount of height reductions possible between the parkade floors.

The property owner, (OpenRoad) has provided the following background context information as their primary reasons for requiring the two additional parkade levels:

“As Toyota is a quality product at an accessible price point, car volumes and turnover are very high. It expected that between 350-400 cars will be sold here every month. The current showroom was designed to handle a fraction of this amount.

OpenRoad currently rent[s] land at two separate sites in Richmond; totaling 3.5 acres (152,000 ft²) for Toyota alone. They are forecast to require more in the future. The additional parkade along with the spaces already granted will eliminate this need and free up valuable [industrial] land which is acknowledged to be at a premium Richmond. The additional investment of this parkade will also eliminate the need for OpenRoad to rent this land. It is very difficult to find additional land if and when it is required.

There are also the logistics of transferring cars to and from these compounds to the showroom which creates unnecessary congestion for the city, extra emissions, and which cause logistical and time issues for OpenRoad.

If we are unable to build both additional parkade levels it will still necessitate renting land elsewhere. It will continue the current inefficient logistical situation at Toyota, described above, which is the reason a new showroom with larger inventory on site is required to begin with”.

Staff Comment: Regarding parapet height, section 3.3.1.18 of the BC Building Code requires a guard no less than 1.070 m (3.5 ft.) high to be provided around any roof to which access is provided for purposes other than maintenance. The revised parapet height, as shown in the attached plans, is now at the minimum height required by the BC Building Code and cannot be reduced further. Building Approval staff have advised that, to date, no equivalency proposals have been accepted for this code requirement since this is a safety issue.

The revised building heights, incorporating the proposed reductions, are included in the revised Conceptual Development Plans (Attachment B). The variances needed to accommodate these heights are listed in the “Variances Requested” section of this report.

3. Shadow Impact Analysis

Applicant’s Response: The applicant has provided a shadow study based on the reduced building height (see Attachment B-Plan DP.024). More detailed shadow diagrams for those periods where the shadows will extend to the Nature Park have been provided (see Attachment B – Plans DP.025 to DP.028).

Staff Comment: The primary building on the Toyota site is approximately 42.5m (139.4 ft.) to the east of the Richmond Nature Park. Based on the submitted shadow diagrams, shading of the periphery of the park will occur at several times through the year, limited to early morning hours. The diagrams indicate the duration of the shadowing to be typically short (on the order of an hour after sunrise at the extremes).

4. Future Enclosure of the Parkade

Applicant’s Response: *“OpenRoad are fully committed to providing humane measures preventing birds nesting in the building. It has been suggested that OpenRoad may try to enclose the building at a later date to prevent this; however it would require mechanical ventilation which is not something we wish to pursue. It would also require City and Council approval through the Development Permit process.”*

Staff Comment: The Zoning Text Amendment Considerations have been modified to include a requirement for the registration of an agreement on title ensuring that the parkade will not be enclosed unless the owner has successfully obtained a Development Permit issued by Council approving the enclosure and has also successfully obtained a Building Permit for the work.

5. Ornithologist Assessment

The applicant has submitted a report prepared by an ornithologist with CSR Environmental (report dated November 29, 2018 – see Attachment C) that undertakes a specific assessment of the Toyota building in terms of potential avian strike risk and mitigation options.

The report’s findings indicate that the proposed parkade addition does not pose a collision risk to birds because no glass or reflective material has been proposed in the addition.

Staff Comment: The applicant has agreed to engage a qualified environmental professional (QEP) to monitor the building for a year and to implement visual markers to the exterior of the glass at the lower levels should the QEP make that determination in the course of the monitoring.

The applicant has also indicated that no “up-lights” will be used in the project and that landscaping over 30 cm will be removed from within 10 m of the building.

The Zoning Text Amendment Considerations have been modified to include a requirement for the submission of a contract with a qualified environmental professional to monitor the facility for a minimum of 12 months post construction and to submit a report with recommendations and mitigation measures to the satisfaction of the Director, Development at the end of the monitoring period. The contract is to include the frequency of visits and an overview of how the findings will be presented.

Staff will review the landscaping plan through the Development Permit review to ensure that landscaping used within 10 m of the building will be no more than the recommended 30 cm in height.

Variances Requested

Based on the revised concept plans, the applicant will be requesting to vary the provisions of Richmond Zoning Bylaw 8500 at the Development Permit Application review stage to increase the maximum permitted building height. The table below shows the variances being requested and compares them to the applicant's previous variance request.

Area Affected	Previous Variance (m)	Revised Variance (m)
Parkade Rooftop Height	15.46 (rounded to 15.5)	15.1
Parapet Height	16.88 (rounded to 16.9)	16.17 (rounded to 16.2)
Stair Tower	18.51 (rounded to 18.6)	18.0
Elevator Over-Run	20.39 (rounded to 20.4)	19.88 (rounded to 19.9)

The variances requested reflect the overall reduction in height of between 0.36 m (1.2 ft. - roof deck) and 0.71 m (2.33 ft. - parapet) from the original submission reviewed by Council on November 13, 2018. The reduced parapet height would meet the Building Code minimum height of 1.07 m (3.5 ft.). The elevator and stair projections are cloud outlined in Attachment B on plan DP.009.

Development Permit Review

As noted earlier, this development is subject to a Development Permit review wherein further design development could occur. Through that process staff will be monitoring and verifying a number of elements as outlined in the previous report from the Director of Development (Attachment E). As a result of the modifications proposed, staff will also:

- Confirming building elevations and variances;
- Reviewing landscape modifications – particularly within 10 m of the building;
- Review the site lighting scheme including any use of “up-lighting”;
- Inclusion of any implementable avian mitigation measures.

Conclusion

Christopher Bozyk Architects Ltd. has applied for permission to amend the zoning district "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place.

In response to the Council referral on November 13, 2018, the applicant modified their submission by adding rooftop solar panels, reducing the overall building height and agreeing not to enclose the parkade. The applicant has also engaged an ornithologist to assess the overall building clarifying areas of concern and providing recommendations for minimizing bird strikes at the building. The applicant has committed to engaging a qualified environmental professional to monitor avian strikes with the building and to implementing the ornithologist's recommendations for visual marking of the glass along the west and northwest side of the building if required.

Based on the applicant's responses to Council's referral it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9948 for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.



David Brownlee
Planner 2
(604-276-4200)

DCB:blg

- Attachment A: Revised Development Application Data Sheet
- Attachment B: Revised Conceptual Development Plans
- Attachment C: Report by CSR Environmental
- Attachment D: Revised Zoning Text Amendment Considerations
- Attachment E: Original Report from the Director of Development, dated October 30, 2018

Attachment A: Revised Development Application Data Sheet



City of Richmond

Development Application Data Sheet

Development Applications Department

ZT 18-818765

Attachment A

Address: 13100 Smallwood Place

Applicant: Christopher Bozyk Architects

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Multiland Pacific Holdings	Same
Site Size (m²):	15,924 m ² (171,404.51 ft ²)	Same
Land Uses:	Auto Dealership And Service	Same
OCP Designation:	Commercial	Same
Area Plan Designation:	Commercial	Same
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV) with increased FAR to 0.82 at 13100 Smallwood Place

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.7 FAR	0.82 FAR	None permitted
Buildable Floor Area (m ²):*	11,146.8 m ² (119,983.2 ft ²)	12,996.3 m ² (139,891 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 50%	Building: Max. 38%	None
Setback Front - North	Min 3.0 m	16.0 m	None
Setback Side – East	Min 3.0 m	20.38 m	None
Setback Side - West	Min 3.0 m	22.5 m Main Building 3.0 m Car Wash Building	None
Setback Rear - South	Min 3.0 m	10.63 m Main Building 3.0 m Garbage Enclosure	None
Height (m):	Max building height: 12.0 m with variance to 15.44 m at elevator overrun, stairway structures, storage and screened equipment as approved under DP 16-741123	Increased parkade rooftop height at 15.1 m, a parapet height of 16.17 m, a stair tower of 18.0 m and an elevator over-run of 19.88 m	Variance to be considered as part of DP18-818762
Off-street Parking Spaces – Staff and Visitor	281	296	None
Off-street Parking Spaces – Vehicle Inventory:	N/A	279	None

Other: _____

Attachment B: Revised Conceptual Development Plans



PH - 54

OpenRoad Toyota Richmond

PROJECT NUMBER: 1100719

CHRISTOPHER ROY ARCHITECTS LTD

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EAST ELEVATION

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

DATE: 2018.11.23

PLOT DATE: 11/23/2018 02:26 AM

DP-001



PH - 55

OpenRoad Toyota Richmond

PROJECT NUMBER: 110007
CHRISTOPHER ROY ARCHITECTS LTD

400-874-4600 / 400-874-4600 / 400-874-4600

DATE: 10/20/18 10:25 AM

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NORTH WEST ELEVATION

SCALE: 1/8" = 1'-0"
DATE: 2018.11.23

DP-002



PH - 56

OpenRoad Toyota Richmond

PROJECT NUMBER: 110017
CHRISTOPHER ROY ARCHITECTS LTD

ARCHITECTS
400-571 ALEXANDER STREET, VANCOUVER, BC V6C 2G1
TEL: 604.681.1000 FAX: 604.681.1001
WWW.CHRISTOPHERROYARCHITECTS.COM

PLOT DATE: 10/20/19 9:22 AM

CONCEPTUAL SITE PLAN
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VIEW FROM WESTMINSTER HIGHWAY

SCALE:
DATE: 2018.11.23

DP-003

[illegible]

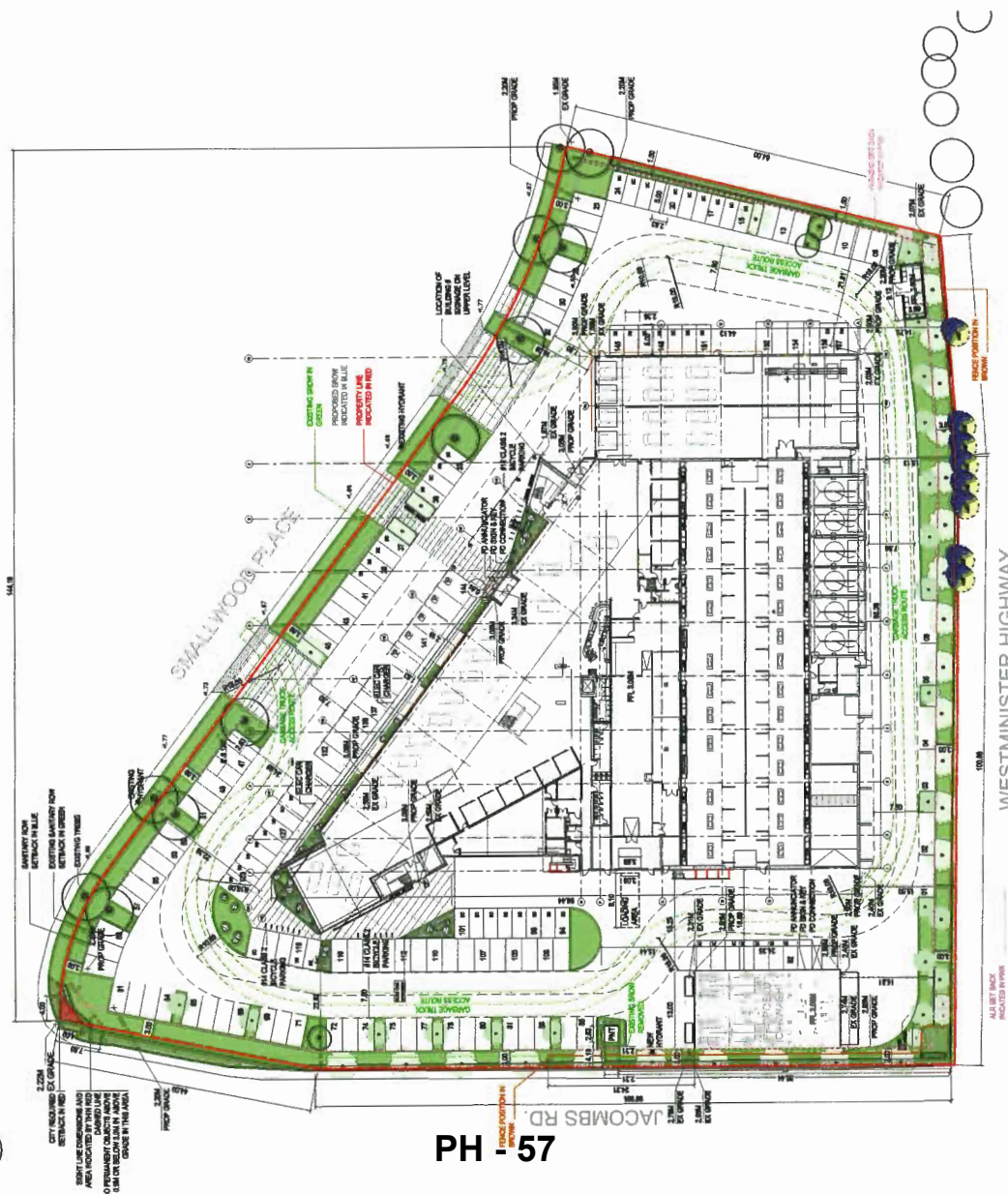
* *Alouatta palliata* habite verifiquement dans l'aire d'étude une zone de 12,00m

**OpenRoad
Toyota Richmond**

SITE PLAN
DP 18-818762

SCALE	1 = 30.0°	DATE: Jan 6, 2016	DR: 1000-1000
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PROJECT NUMBER
PLAN #1
DP0 04



PH - 57

① SITE PLAN
1" = 30'-0"

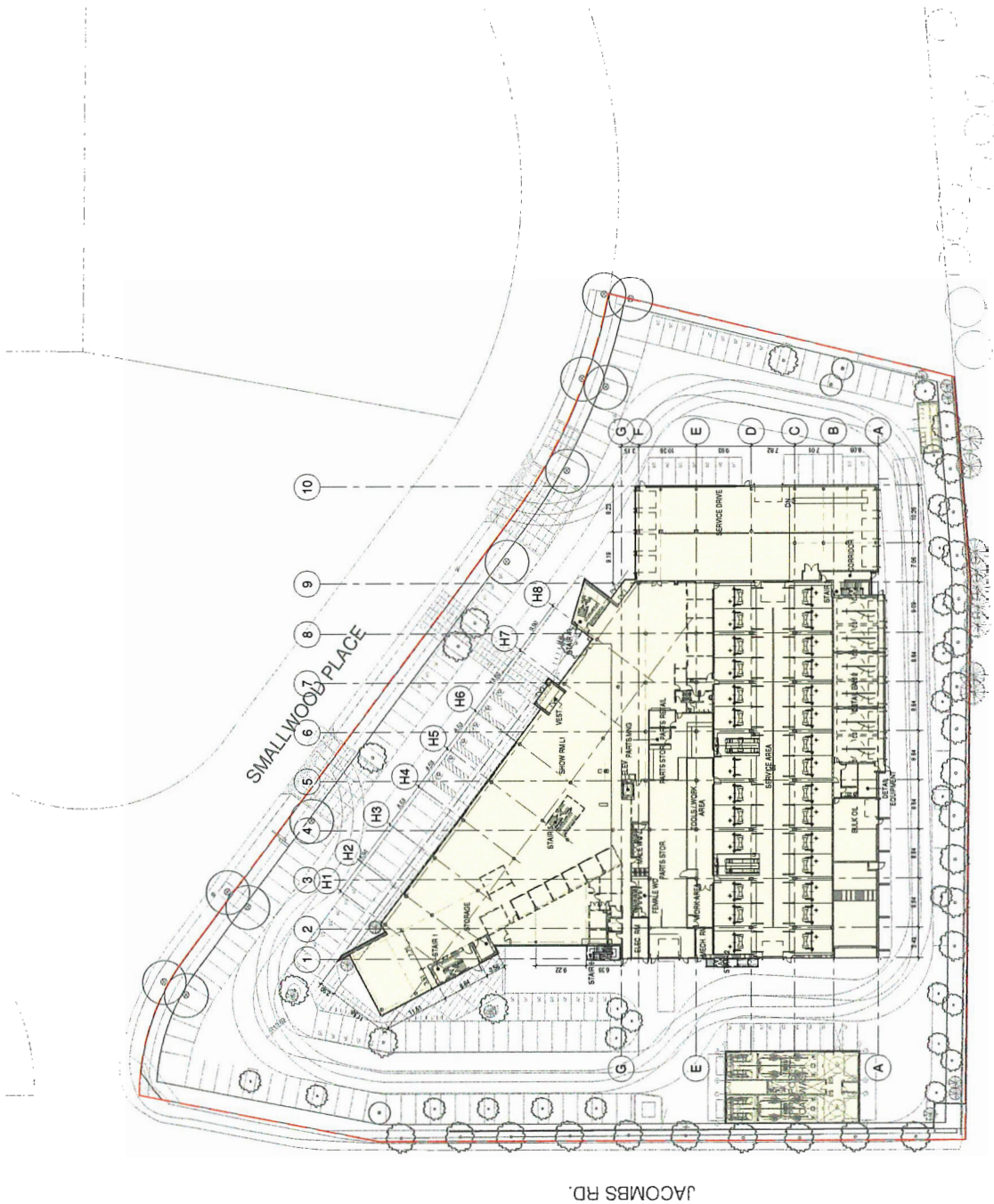
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7	18.09.25	BUILD FOR DP ASSESSMENT
8	18.09.25	BUILD FOR DP ASSESSMENT
9	18.09.25	BUILD FOR DP ASSESSMENT
10	18.09.25	BUILD FOR DP ASSESSMENT

OpenRoad Auto 6
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OpenRoad Toyota Richmond
DP 18-818762
13108 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 1
SCALE: 1" = 30'-0"
PROJECT NUMBER: 20407

PLAN #1A
DP-005



1 GROUND FLOOR PLAN
1" = 30'-0"

4	18.11.25	09.03 FOR DP
3	18.11.19	05.03 FOR DP
2	18.11.19	05.03 FOR DP
1	18.11.19	05.03 FOR DP
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REVISION	DATE	DESCRIPTION

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OpenRoad Toyota Richmond
DP 18-818762
13100 SMALL WOOD PLACE RICHMOND BC

LEVEL 2

SCALE: 1" = 32'-0"

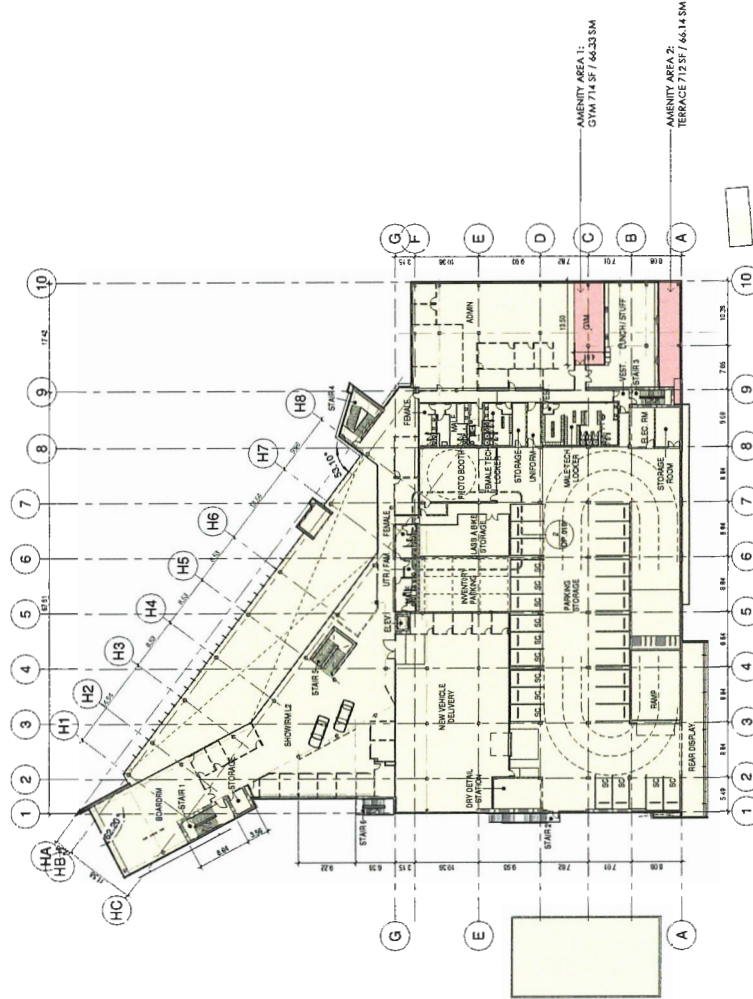
DATE: 2018-11-25

PROJECT NUMBER: 201807

PLAN #1B

DP-006

1 SECOND FLOOR PLAN
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8	18.09.20	805.63-752.50
9	18.09.20	805.63-752.50
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DESIGNER: BOZYK ARCHITECTS LTD
DATE: 18.11.20
PROJECT: 18-818762
SHEET: 10 OF 10
SCALE: 1"=20'-0"

OpenRoad Toyota Richmond
DP 18-818762
13180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

SCALE: 1"=20'-0"

DATE: 18.11.20

PROJECT: 18-818762

SHEET: 10 OF 10

SCALE: 1"=20'-0"

DATE: 18.11.20

PROJECT: 18-818762

SHEET: 10 OF 10

SCALE: 1"=20'-0"

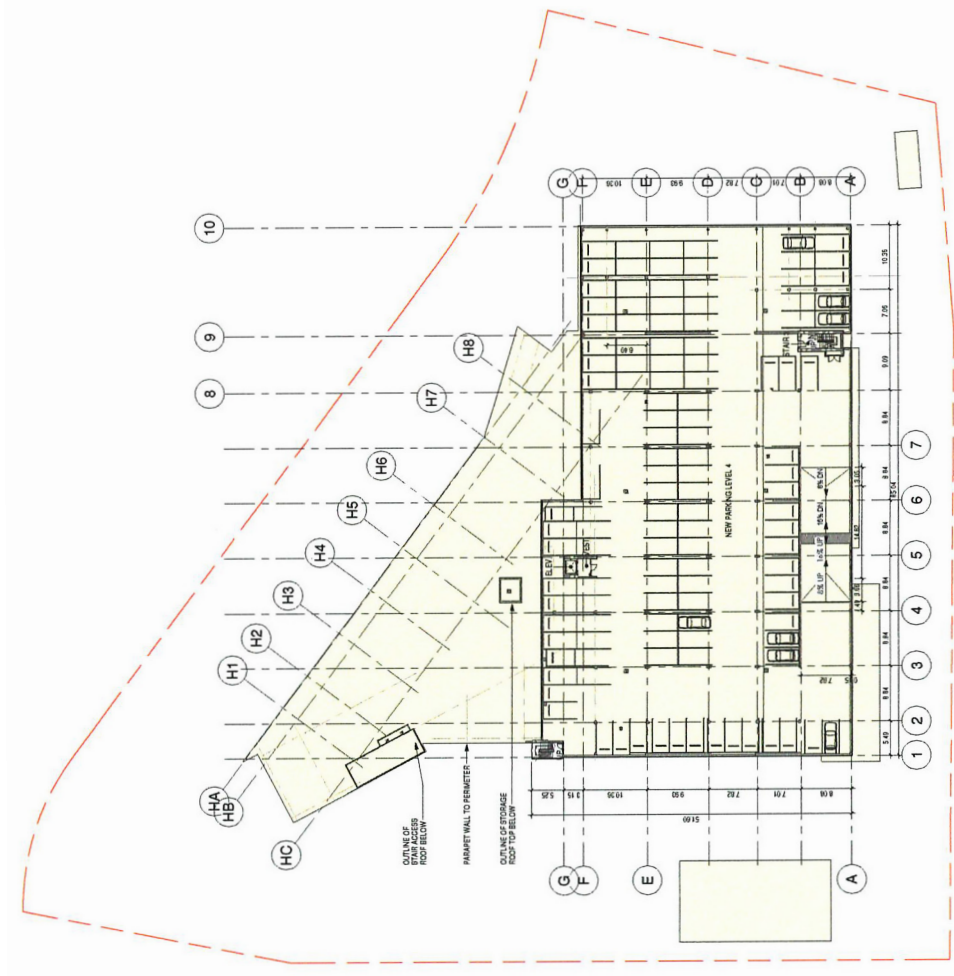
DATE: 18.11.20

PROJECT: 18-818762

SHEET: 10 OF 10

SCALE: 1"=20'-0"

DATE: 18.11.20



1 ADDITIONAL PARKING LEVEL 1

1"=20'-0"

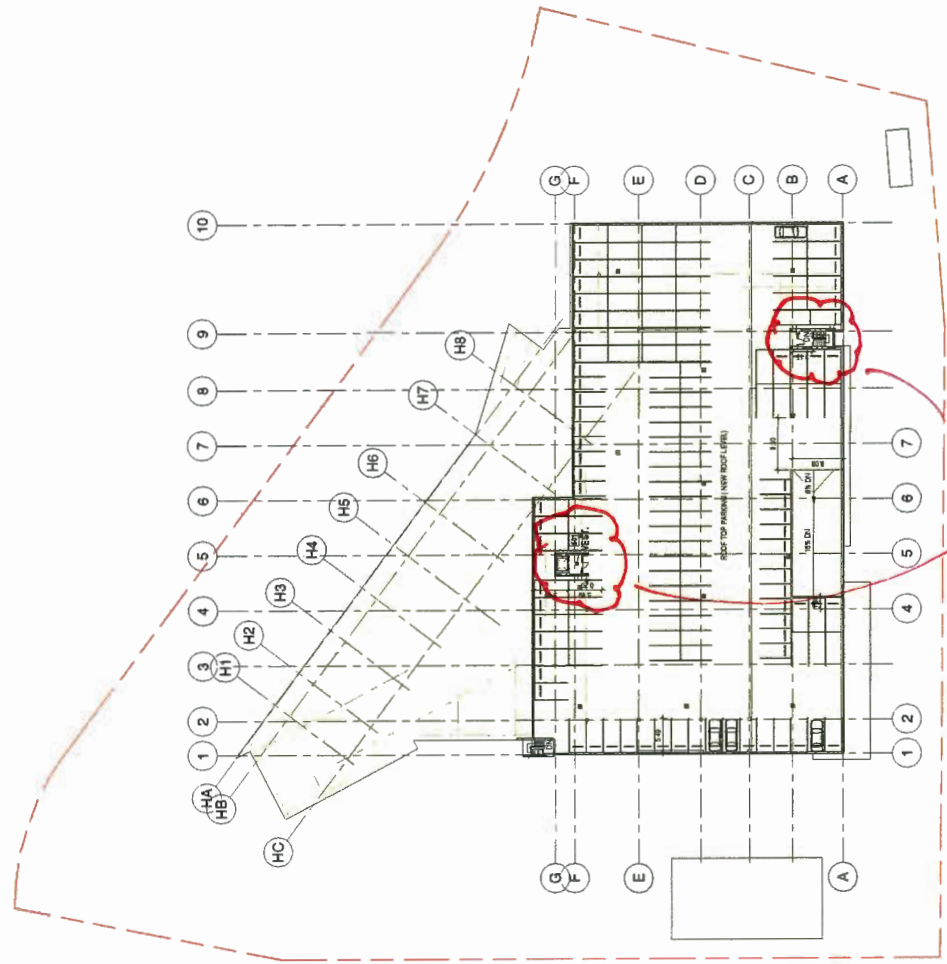
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10	18.11.20	ISSUED FOR DP

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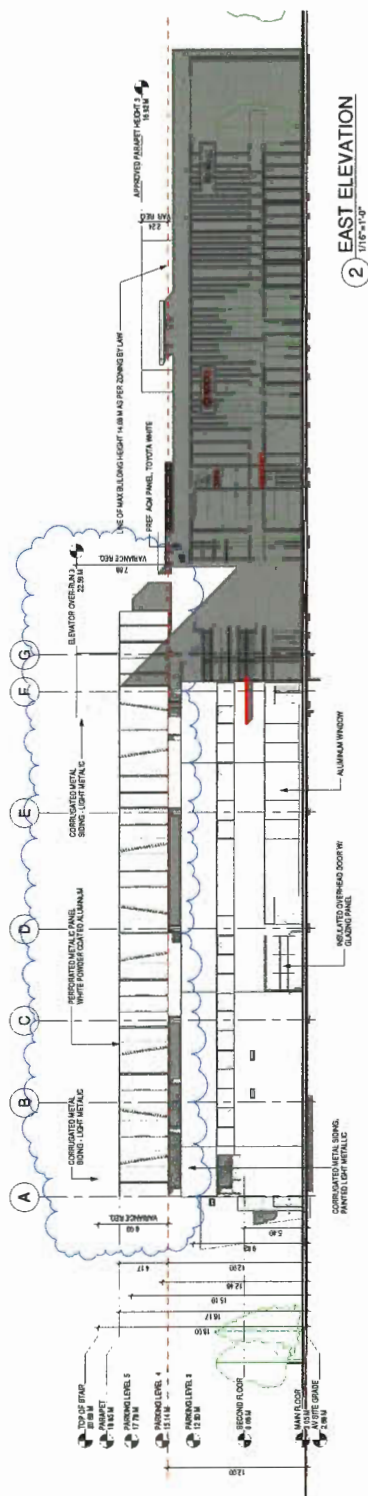
OpenRoad Toyota Richmond
DP 18-818762
13183 SMALL WOOD PLACE, RICHMOND BC
LEVEL 5

SCALE: 1"=30'-0"
DATE: 2018.11.20
PROJECT NUMBER: 20450

PLAN #1E
DP-009



1 ADDITIONAL PARKING LEVEL 2
1"=30'-0"



EAST ELEVATION

4	18.11.20	ISSUED FOR DP
3	18.11.08	ISSUED FOR DP
2	18.08.20	ISSUED FOR DP AMENDMENT
1	18.04.11	ISSUED FOR DP AMENDMENT

REVISION	DATE	DESCRIPTION
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OpenRoad Toyota Richmond

DP 18-818762

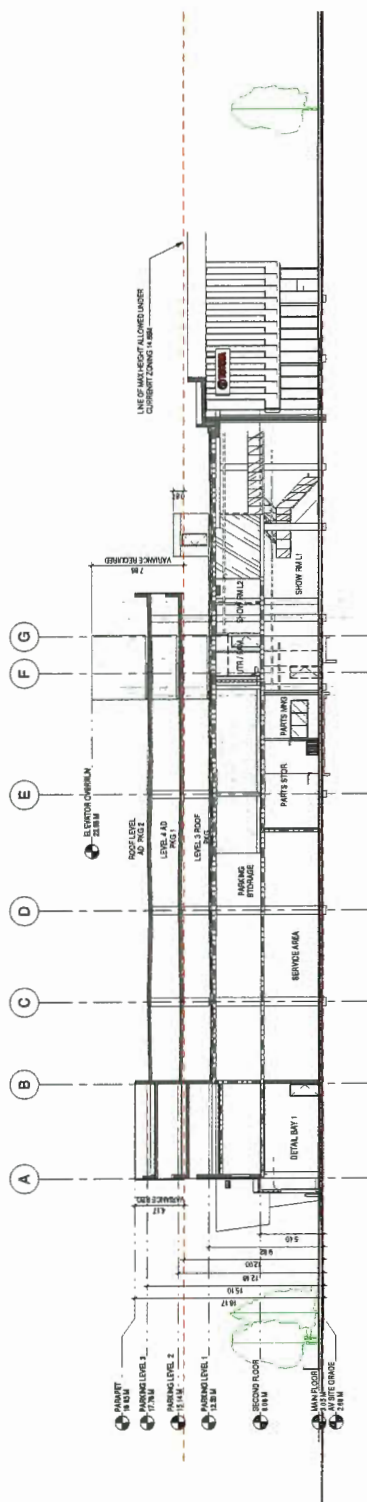
13100 SMALL WOOD PLACE, RICHMOND, BC

ELEVATIONS AND SECTIONS

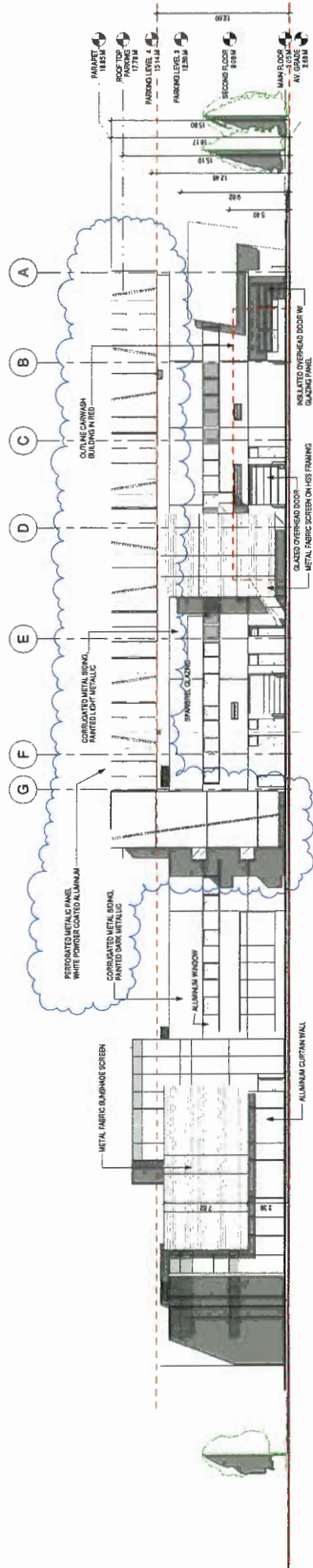
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PROJECT NAME	21-0027				

PLAN #4

DP.010

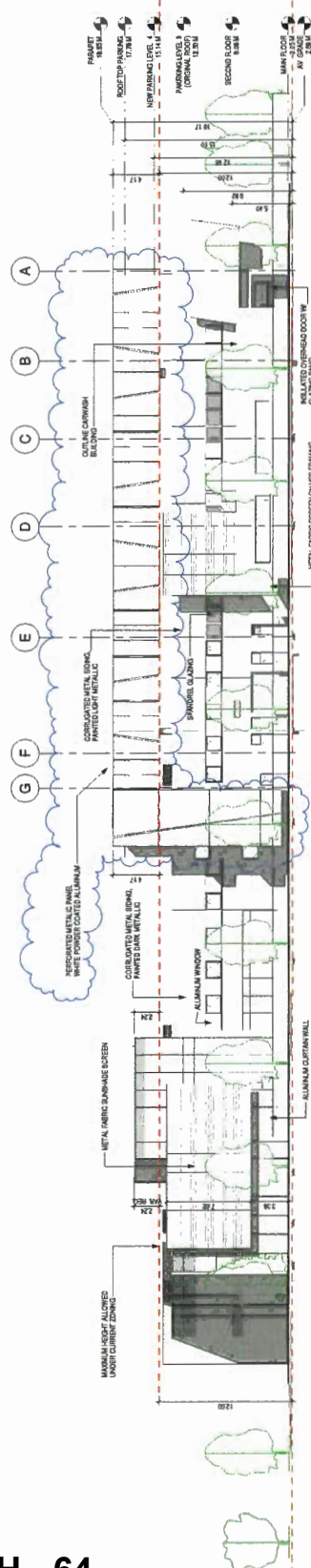


SECTION A-A
3 1/16"=1'-0"



2 WEST ELEVATION
1/16\" = 1'-0"

PH - 64



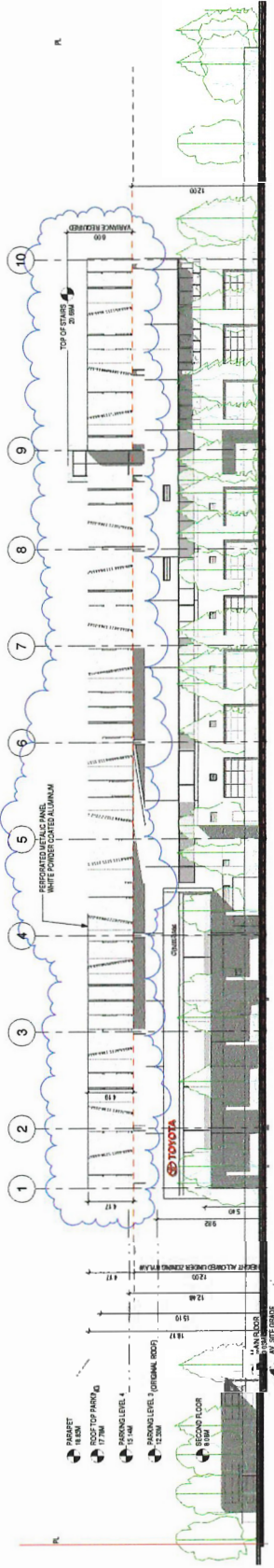
1 WEST ELEVATION
1/16\" = 1'-0"

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OpenRoad Toyota Richmond
DP 18-818762
1188 SMALL WOOD PLAZA, RICHMOND, BC
JACOMBS ROAD
ELEVATION

SCALE: 1/16\" = 1'-0"
DATE: 2018.11.21
DRAWN: [Name]
PROJECT: [Name]

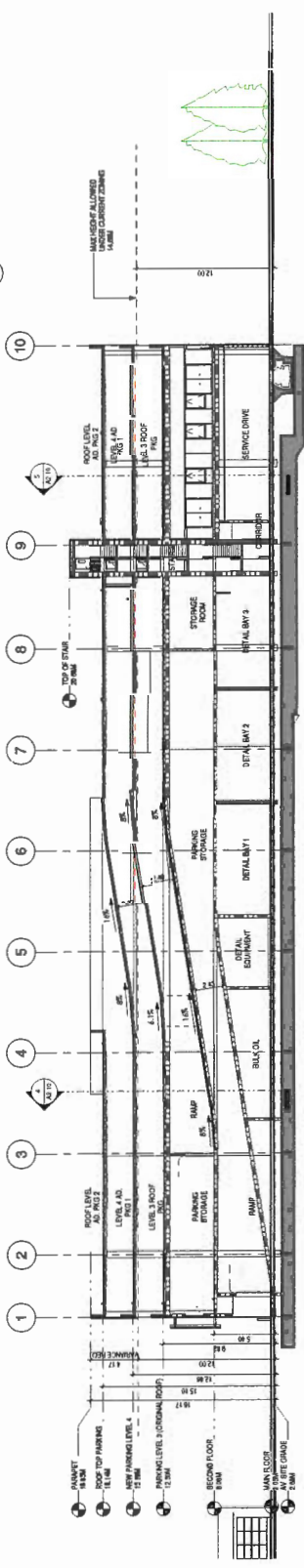
PLAN #5
DP.011



3 SOUTH ELEVATION
1:100



2 NORTH ELEVATION
1:100



1 SECTION THROUGH RAMP
1:100

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OpenRoad Toyota Richmond
DP 18-818762

13189 SMALL WOOD PLACE, RICHMOND, BC

ELEVATIONS AND SECTIONS

SCALE: 1:100 DATE: 2018-11-25 DRAWN BY: [Name]

PLAN #6

DP.012

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OpenRoad Toyota Richmond
DP 18-818762
1000 SMALL WOOD PLACE, RICHMOND, BC
PARKING PLAN LEVEL 1

SCALE: AS SHOWN DATE: 2018-11-23 DRAWN BY: JACOB HARRIS

PLAN #2A
DP.018

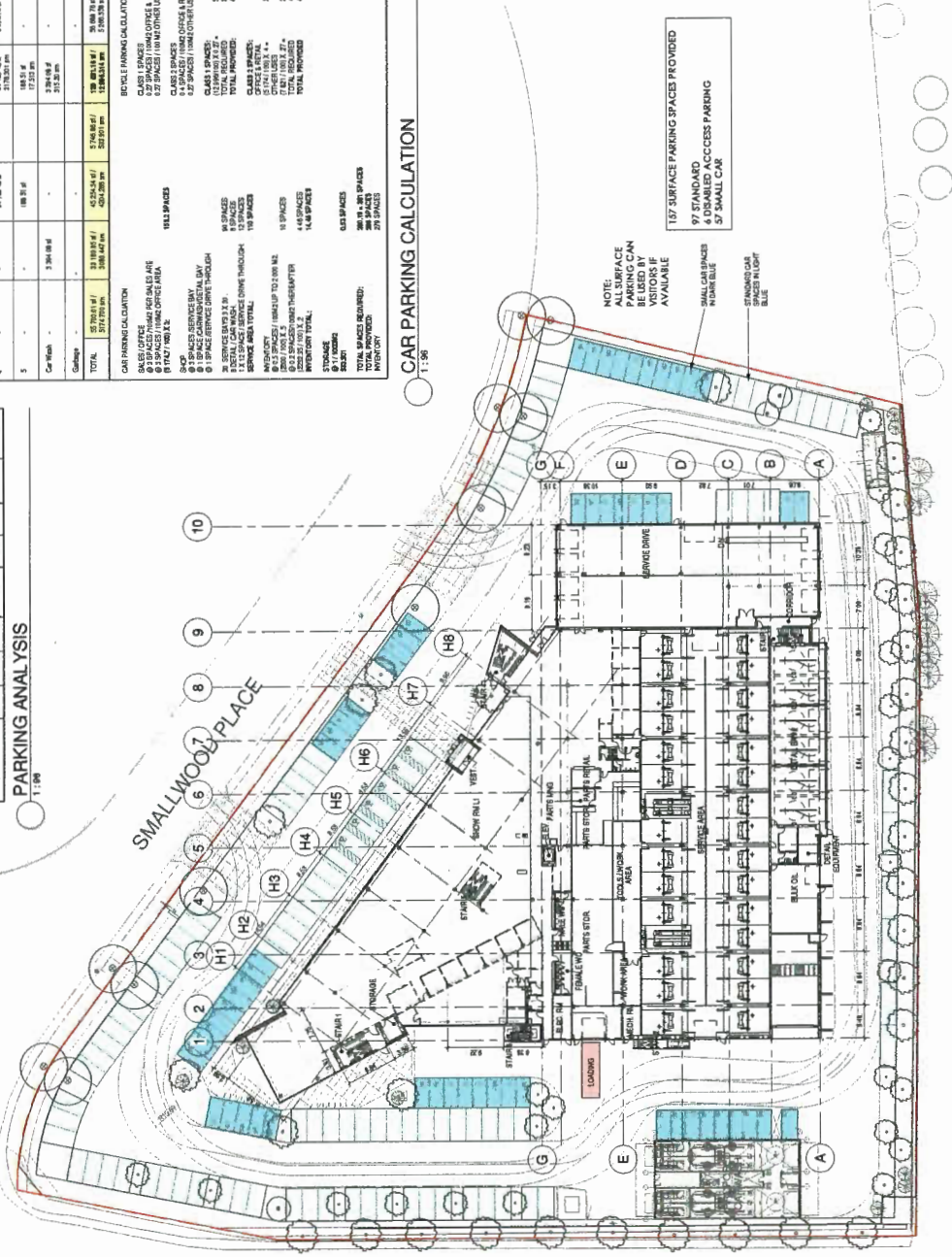
CAR PARKING CALCULATION				
LEVEL	SALES OFFICE	SHOP	INVENTORY	STORAGE
1	24,162.42 sq ft	24,162.42 sq ft	-	4,141.02 sq ft
2	24,162.42 sq ft	24,162.42 sq ft	2,303.29 sq ft	123.74 sq ft
3	-	-	8,393.15 sq ft	562.29 sq ft
4	-	-	34,148.43 sq ft	-
5	-	-	188.75 sq ft	-
Car Wash	-	3,364.88 sq ft	-	-
Garage	-	-	-	-
TOTAL	72,487.26 sq ft	31,527.30 sq ft	42,544.67 sq ft	4,827.05 sq ft
TOTAL: 149,386.28 sq ft				

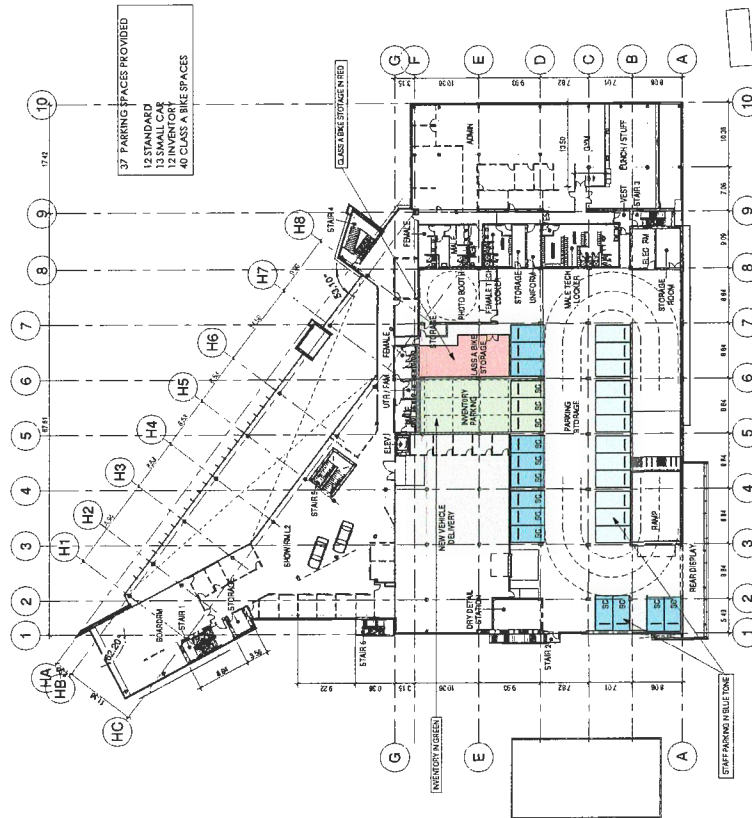
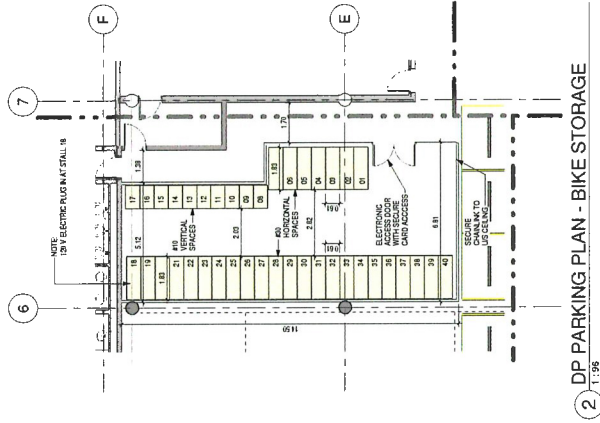
RETAIL PARKING CALCULATION				
LEVEL	SALES OFFICE	SHOP	INVENTORY	STORAGE
1	24,162.42 sq ft	24,162.42 sq ft	-	4,141.02 sq ft
2	24,162.42 sq ft	24,162.42 sq ft	2,303.29 sq ft	123.74 sq ft
3	-	-	8,393.15 sq ft	562.29 sq ft
4	-	-	34,148.43 sq ft	-
5	-	-	188.75 sq ft	-
Car Wash	-	3,364.88 sq ft	-	-
Garage	-	-	-	-
TOTAL	72,487.26 sq ft	31,527.30 sq ft	42,544.67 sq ft	4,827.05 sq ft
TOTAL: 149,386.28 sq ft				

CAR PARKING CALCULATION				
LEVEL	SALES OFFICE	SHOP	INVENTORY	STORAGE
1	24,162.42 sq ft	24,162.42 sq ft	-	4,141.02 sq ft
2	24,162.42 sq ft	24,162.42 sq ft	2,303.29 sq ft	123.74 sq ft
3	-	-	8,393.15 sq ft	562.29 sq ft
4	-	-	34,148.43 sq ft	-
5	-	-	188.75 sq ft	-
Car Wash	-	3,364.88 sq ft	-	-
Garage	-	-	-	-
TOTAL	72,487.26 sq ft	31,527.30 sq ft	42,544.67 sq ft	4,827.05 sq ft
TOTAL: 149,386.28 sq ft				

PARKING ANALYSIS				
LEVEL	STC	SMALL	STD	TOTAL
LEVEL 1	94	27	197	137
LEVEL 2	12	12	12	12
LEVEL 3	25	25	25	25
LEVEL 4	21	21	21	21
LEVEL 5	21	21	21	21
TOTAL	173	106	276	555
%	31.2%	19.1%	49.7%	100%

PARKING ANALYSIS
1:100





1 SECOND FLOOR PLAN
1" = 30'-0"



REVISION	DATE	DESCRIPTION
03	10 11 23	ISSUED FOR DP
02	10 11 06	ISSUED FOR DP
01	10 09 20	ISSUED FOR DP AMENDMENT

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creative dimensions that have precedence over scaled dimensions. Confrontation with reality and the responsibility for all dimensions and outcomes on the job, that respect a combination of errors, discrepancies, or doubtful information contained in the original drawings and documents. Failure to adhere such a definition renders the design project sterile.

OpenRoad Toyota Richmond

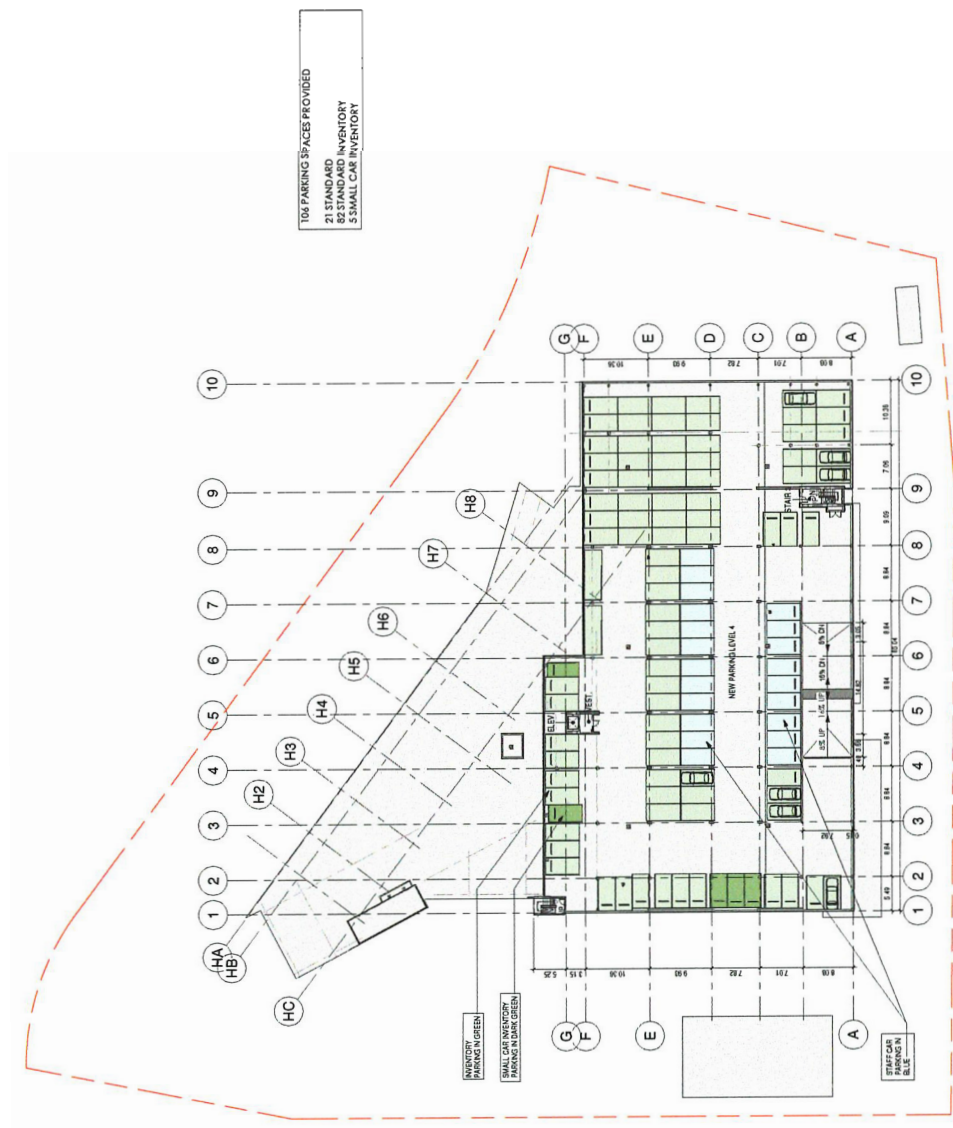
DP 18-818762

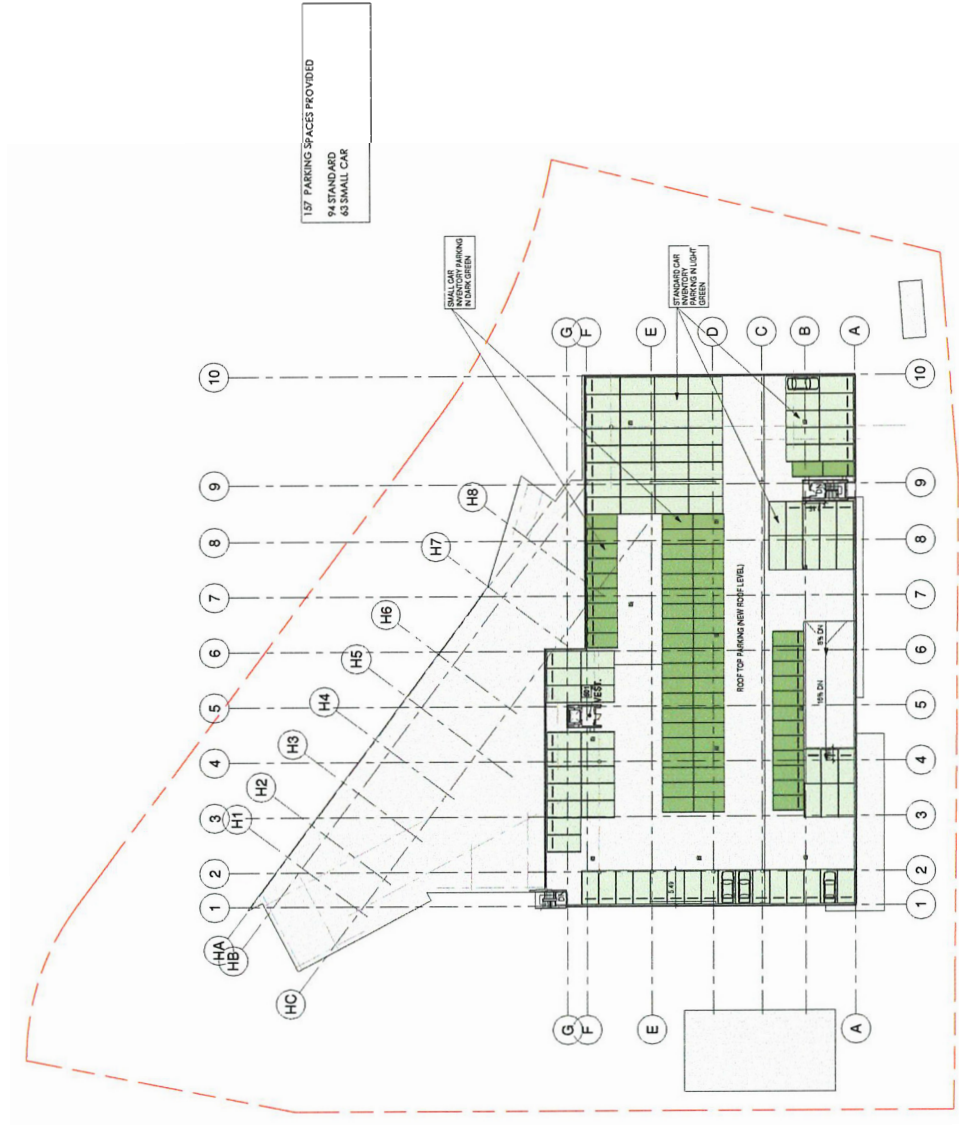
13100 SMALL WOOD PLACE, RICHMOND, BC
PARKING PLAN LEVEL 4

SCALE 1" = 30'-0" DATE 2016-11-23 DRAWING NO. 24.0027
PROJECT NUMBER

PLAN #2D

DP.021



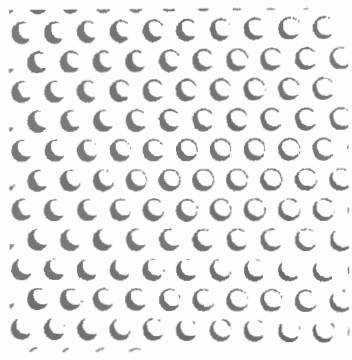


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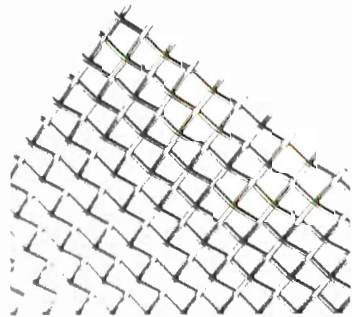
OpenRoad Toyota Richmond
11185 SMALL WOOD PLACE, RICHMOND BC
DP 18-818762
PARKING PLAN LEVEL 5

Scale: 1" = 30' DATE: 2018-11-23 DRAWN BY: ZHANG
PROJECT: "NORTH"

PLAN #2E
DP-022



WHITE PERFORATED PANEL WITH 2" DIA PERFORATION



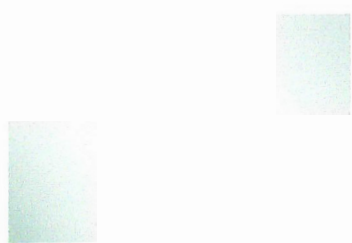
WHITE PERFORATED PANEL WITH 2" DIA PERFORATION



MILLON
ANODIZED FINISH



GLAZING
SPANDREL



GLAZING
LOW-E



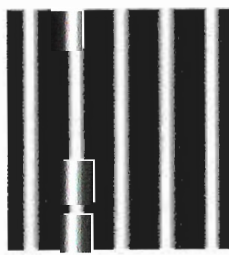
CHARCOAL ACCENT ACM PANEL



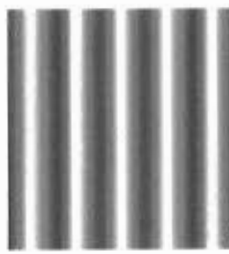
RED ACCENT ACM PANEL



WHITE ACM PANEL



DARK METALLIC CORRUGATED FINISH



LIGHT METALLIC CORRUGATED FINISH

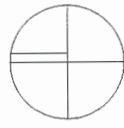
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OpenRoad Toyota Richmond

13780 SMALL WOOD PLACE RICHMOND BC
MATERIAL SAMPLES

SCALE: DATE: 2018/11/23 DRAWN BY: PROJECT NUMBER: 24-007

DP.023



NO.	REVISED	DATE	DESCRIPTION
1		05/03/2018	ISSUED FOR PERMIT

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OpenRoad Toyota Richmond

11111 SUNKI WOOD PLACE, RICHMOND, BC
SHADOW ANALYSIS

SCALE: 1" = 10'-0"
 PROJECT NUMBER: 2018-001

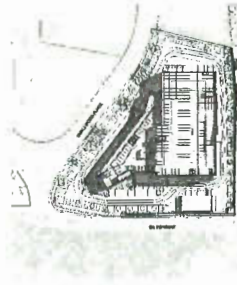
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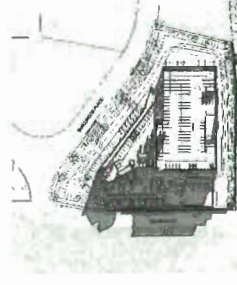
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MARCH 20TH - 09.00



MARCH 20TH - 12.00



MARCH 20TH - 15.00



MARCH 20TH - 18.00



JUNE 21ST - 06.00



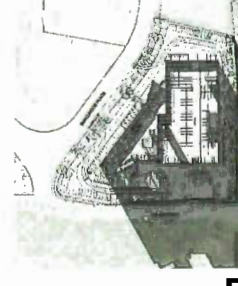
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JUNE 21ST - 12.00



JUNE 21ST - 15.00



JUNE 21ST - 18.00



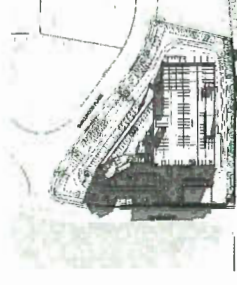
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SEPT 22ND - 09.00



SEPT 22ND - 12.00



SEPT 22ND - 15.00



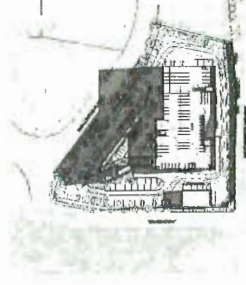
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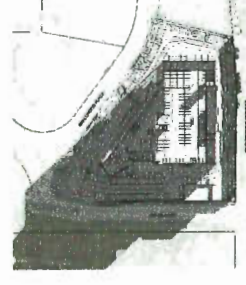
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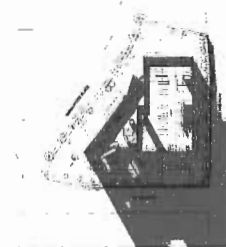
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JUNE 21ST - 05.00



JUNE 21ST - 05.30



JUNE 21ST - 06.00



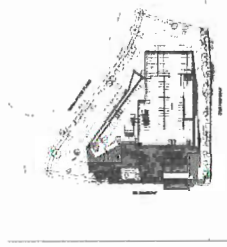
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JUNE 21ST - 07.00



JUNE 21ST - 07.30



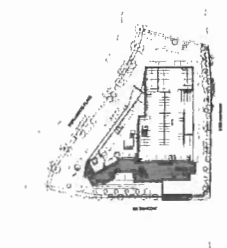
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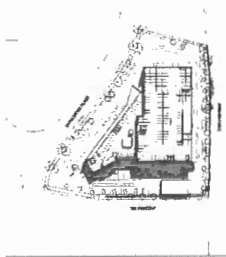
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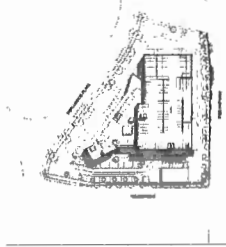
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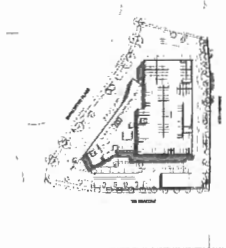
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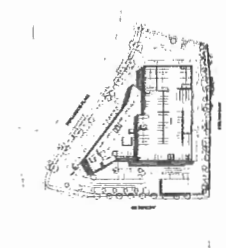
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JUNE 21ST - 11.00



JUNE 21ST - 11.30



JUNE 21ST - 12.00

NO.	REVISION	DATE	DESCRIPTION
1	18.11.23	18.11.23	18.11.23

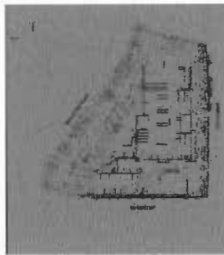
OpenRoad Toyota Richmond
13189 SMALL WOOD PLACE, RICHMOND, BC
SHADOW STUDY - SUMMER
SOLSTICE JUNE 21

13189 SMALL WOOD PLACE, RICHMOND, BC
SHADOW STUDY - SUMMER
SOLSTICE JUNE 21

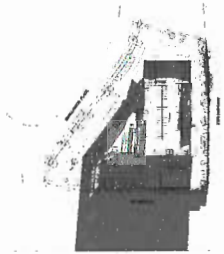
13189 SMALL WOOD PLACE, RICHMOND, BC
SHADOW STUDY - SUMMER
SOLSTICE JUNE 21

SCALE
PROJECT NUMBER

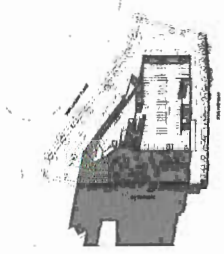
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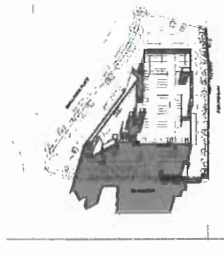
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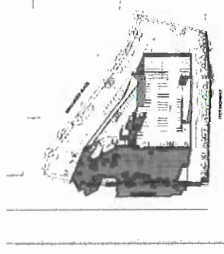
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SEP 22ND - 08.00



SEP 22ND- 08.30



SEP 22ND - 09.00



SEP 22ND - 09.30



SEP 22ND - 10.00



SEP 22ND - 10.30



SEP 22ND- 11.00



SEP 22ND - 11.30



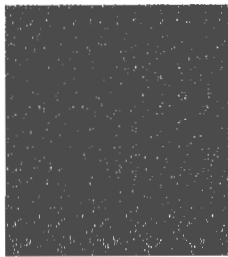
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NO.	DATE	DESCRIPTION
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4	10/11/09	REVISED FOR 3D
5	10/11/09	REVISED FOR 3D
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7	10/11/09	REVISED FOR 3D
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10	10/11/09	REVISED FOR 3D
11	10/11/09	REVISED FOR 3D
12	10/11/09	REVISED FOR 3D
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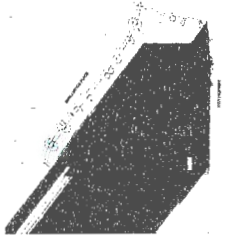
OpenRoad Toyota Richmond

11100 SMALL WOOD PLACE, RICHMOND BC
SHADOW STUDY AUTUMN
EQUINOX SEP 22ND

SCALE: 1"=10'-0"
PROJECT NUMBER: 2009-01



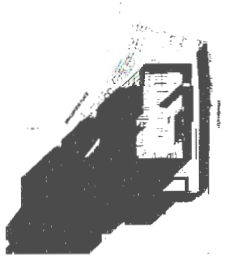
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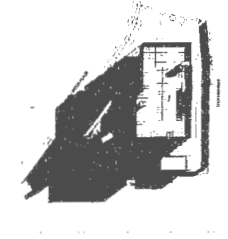
DEC 21ST- 08:30



DEC 21ST- 09:00



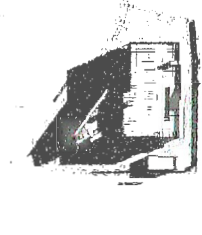
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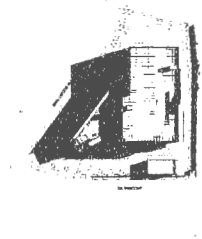
DEC 21ST - 10:00



DEC 21ST - 10:30



DEC 21ST- 11:00



DEC 21ST - 11:30

NO.	REV.	DATE	DESCRIPTION
1	18.11.23	18.11.23	ISSUED FOR PERMIT

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OpenRoad Toyota Richmond

13105 SMALL WOOD PLACE, RICHMOND, BC
SHADOW STUDY WINTER
SOLSTICE DECEMBER 21ST

SCALE: 1"=10'-0"
PROJECT NUMBER: 20230112
DRAWN BY: J. K. BOZYK

DP-028

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT, OR AGENCIES OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT

CHRISTOPHER BOZATA, ARCHITECT, F.R.

PLAN #3A

15	RE-DESIGNED FOR DP	18.11.20
14	RE-DESIGNED FOR DP	18.11.20
13	RE-DESIGNED FOR DP	18.09.20
12	DESIGNED FOR CONSTRUCTION	18.09.20
11	DESIGNED FOR REVISIONS BP	17.10.19
10	DESIGNED FOR TENDER	17.10.19
9	RE-DESIGNED FOR DP	17.09.19
8	DESIGNED FOR ADP	17.09.19
7	RE-DESIGNED FOR DP	17.09.19
6	RE-DESIGNED FOR DP	17.09.19
5	DESIGNED FOR BUDGETING	17.09.19
4	RE-DESIGNED FOR DP	17.09.19
3	DESIGNED FOR BP	16.11.18
2	DESIGNED FOR DP	16.07.17
1	DESIGNED FOR CLIENT REVIEW	16.06.16

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	AS SHOWN
Drawn:	KD
Reviewed:	KL
Project No.	06-480

LANDSCAPE
COVER PAGE

OpenRoad Toyota

LANDSCAPE ARCHITECTURAL SET — RE-ISSUED FOR DP

GENERAL NOTES

1. ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS, DETAILS, SPECIFICATIONS, AND CORRESPONDENCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
2. IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.
3. THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS. ANY UNCLEAR ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLIGENCE OF THIS ADVICE.
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.
5. ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.
6. LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER LANDSCAPE MATERIALS ARE TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. ALL PUBLIC REALM DETAILS, AND FINAL SELECTION / APPROVAL OF ALL STREET THEIRS TO BE APPROVED BY THE MUNICIPALITY.

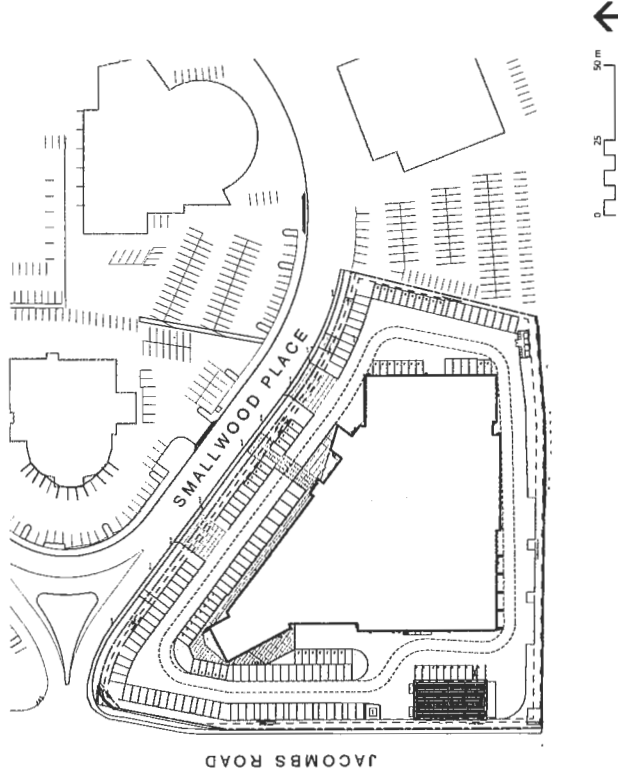
LANDSCAPE DRAWING INDEX

SHEET No.	SHEET NAME
L0.0	COVER SHEET AND DRAWING LIST
L0.1	TREE MANAGEMENT PLAN
L1.0	LANDSCAPE SITE PLAN
L1.1	LANDSCAPE ENLARGEMENTS
L1.2	LANDSCAPE LAYOUT PLAN
L2.0	LANDSCAPE PLANT MATERIALS - NORTH
L2.1	LANDSCAPE PLANT MATERIALS - SOUTH
L3.0	LANDSCAPE DETAILS

PROJECT INFORMATION

CLIENT:
OPENROAD AUTO GROUP
CONTACT NAME: MOE SABOUNE
EMAIL: MOE.SABOUNE@OPENROADAUTOGROUP.COM
PH: 604.820.0302

LANDSCAPE ARCHITECT:
CONNECT LANDSCAPE ARCHITECTURE INC.
CONTACT NAME: KEN LARSON
EMAIL: KEN@CONNECT.LA
PH: (604) 681-3300



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT
CHRISTOPHER BOZAK, ARCHITECTS

PLAN #3B

15	RE-DESIGNED FOR DP	18-12-20
14	RE-DESIGNED FOR DP	18-11-08
13	RE-DESIGNED FOR DP	18-08-24
12	ISSUED FOR CONSTRUCTION	18-02-28
11	ISSUED FOR REVISED BP	17-12-18
10	ISSUED FOR TENDER	17-12-20
9	RE-DESIGNED FOR DP	17-06-23
8	ISSUED FOR APP	17-06-07
7	RE-DESIGNED FOR DP	17-05-20
6	RE-DESIGNED FOR DP	17-05-19
5	ISSUED FOR BIDDING	17-03-24
4	RE-DESIGNED FOR DP	17-03-09
3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-11-27
1	ISSUED FOR CLIENT REVIEW	16-06-20

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale: 1:200

Drawn: KD

Reviewed: KL

Project No. 06-480

**LANDSCAPE
TREE MANAGEMENT**

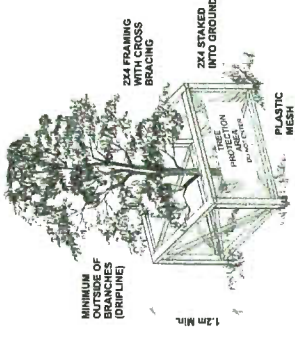
L0.1

TREE MANAGEMENT LEGEND

DESCRIPTION	SYMBOL
EXISTING TREE TO BE REMOVED PER ARBORIST REPORT	⊗
EXISTING TREE TO BE RETAINED PER ARBORIST REPORT	⊕
TREE PROTECTION FENCING PER CITY OF RICHMOND	⬢

TO BE REMOVED:
JACOBSON ROAD
SMALLWOOD PLACE
TOTAL
13
16

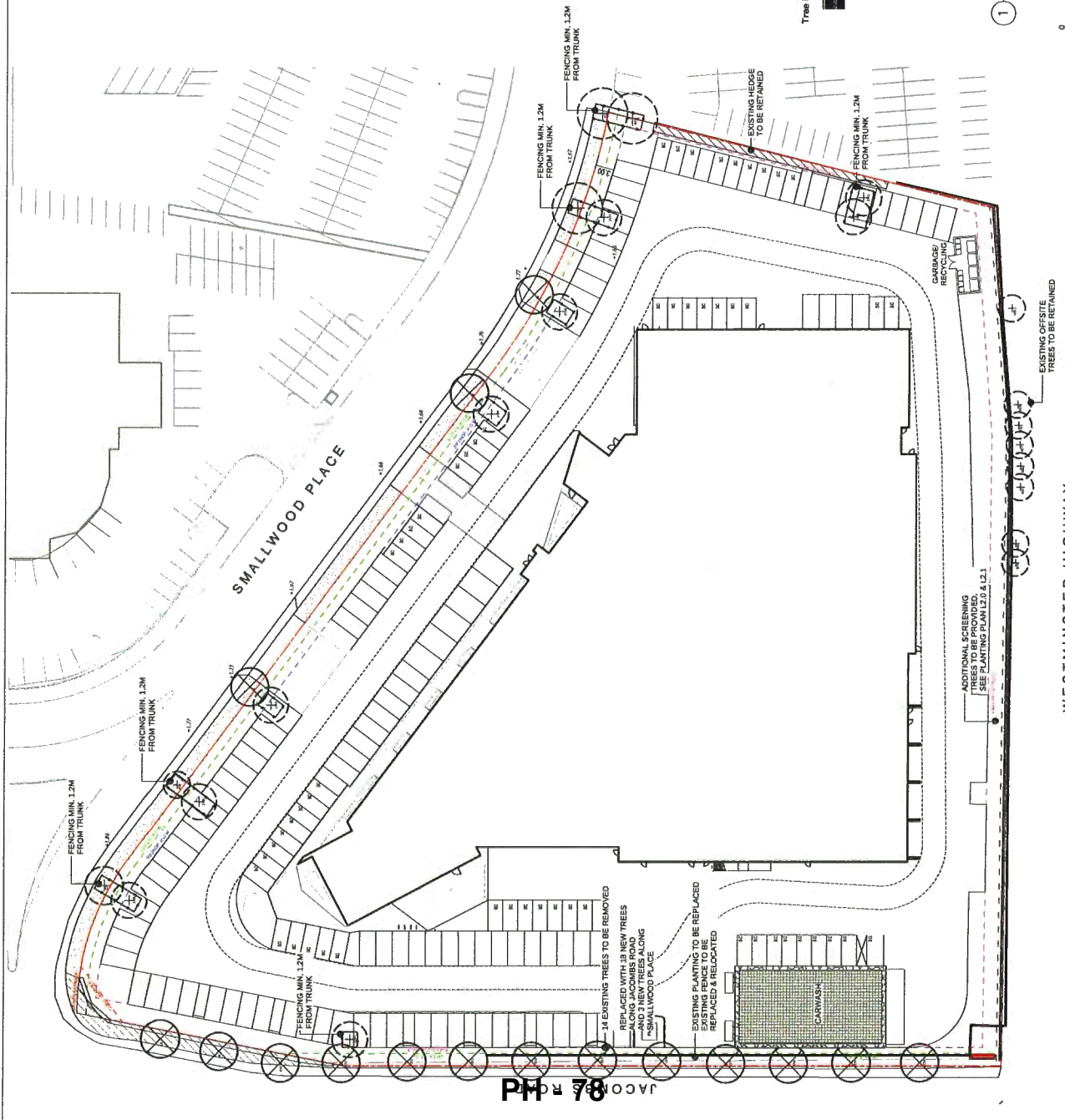
TO BE INSTALLED:
JACOBSON ROAD
SMALLWOOD PLACE
ON SITE
TOTAL
18 (12 @ 7.6m CALL)
3 (7.6m CALL)
815 @ 7.6m CALL
73.67 @ 7.6m CALL
SEE PLANTING PLAN L2.0 FOR NEW AND REPLACEMENT TREES



Tree Protection Distance Table

Tree Trunk Diameter mm	Tree Trunk Diameter inches	Minimum Protection Required Around Tree		
		Distance from Trunk m	Distance from Trunk feet	Total Diameter feet
25	1	0.8	2.6	3.4
25	1	1.2	3.9	5.1
38	1.5	1.5	4.9	6.4
38	1.5	2.1	6.9	9.0
51	2	1.2	3.9	5.1
51	2	2.1	6.9	9.0
51	2	2.4	7.9	10.3
64	2.5	1.5	4.9	6.4
64	2.5	2.7	8.9	11.6
64	2.5	3.0	9.9	12.9
76	3	1.7	5.9	7.6
76	3	3.0	9.9	12.9
76	3	3.6	11.9	15.5
89	3.5	2.5	8.9	11.4
89	3.5	4.5	14.9	19.4
102	4	3.0	10.9	13.9
102	4	5.0	16.9	21.9
114	4.5	3.3	11.9	15.2
114	4.5	5.6	18.9	24.5
127	5	3.3	11.9	15.2
127	5	6.8	22.9	28.7
152	6	4.0	13.9	17.9
152	6	8.7	28.9	37.6
178	7	4.0	13.9	17.9
178	7	10.0	33.0	43.0
203	8	4.0	13.9	17.9
203	8	11.7	38.7	50.4
229	9	4.0	13.9	17.9
229	9	13.0	43.0	56.0
254	10	4.0	13.9	17.9
254	10	14.8	48.9	63.7
280	11	4.0	13.9	17.9
280	11	16.7	55.0	71.7
305	12	4.0	13.9	17.9
305	12	18.7	61.7	79.7

1 EXISTING TREE PROTECTION
NOT TO SCALE



PH 78

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTING ANY DISCREPANCIES TO THE COMPANY. THE COMPANY IS NOT RESPONSIBLE FOR ANY DAMAGE TO OR INTERFERENCE WITH UTILITIES OR STRUCTURES TO CARRY OUT ITS OPERATIONS.

ARCHITECT

CHRISTOPHER BOZAK, ARCHITECTS

PLAN #3D

15	RE-SUBMITTED FOR DP	18-11-20
14	RE-SUBMITTED FOR DP	18-11-20
13	RE-SUBMITTED FOR DP	18-08-20
12	SENT FOR CONSTRUCTION	18-02-20
11	REVISION FOR REVISED BP	17-02-19
10	SENT FOR TENDER	17-11-18
9	RE-SUBMITTED FOR DP	17-06-18
8	SENT FOR ADP	17-06-17
7	RE-SUBMITTED FOR DP	17-05-16
6	RE-SUBMITTED FOR DP	17-05-16
5	SENT FOR BUDGETING	17-03-14
4	RE-SUBMITTED FOR DP	17-02-08
3	SENT FOR BP	16-11-15
2	RE-SUBMITTED FOR DP	16-07-17
1	SENT FOR CLIENT REVIEW	16-06-15

REVISIONS

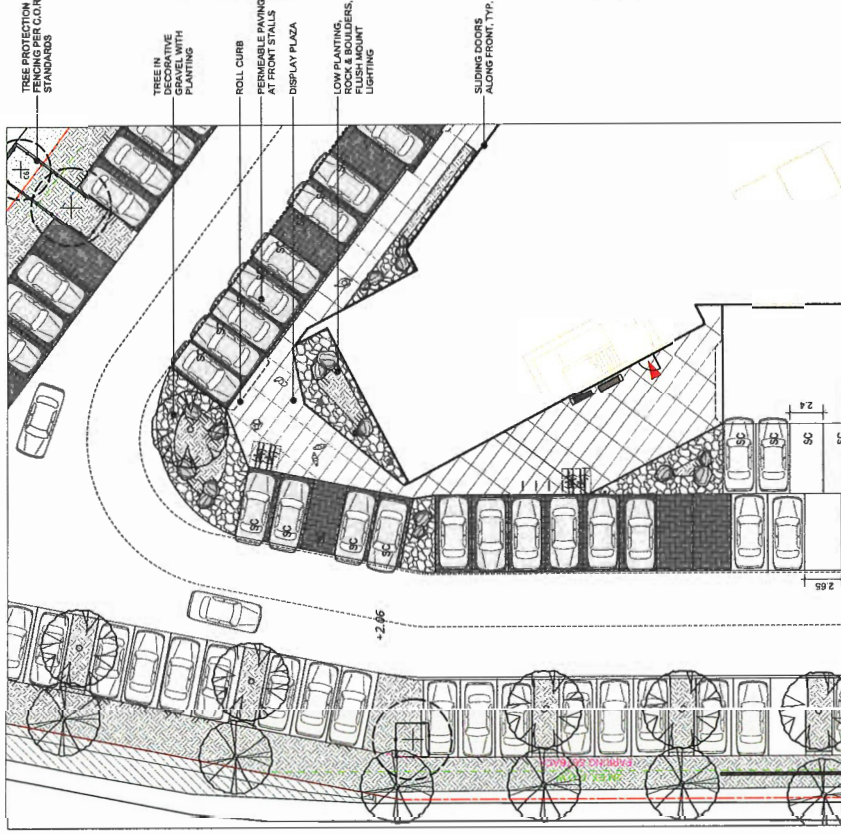
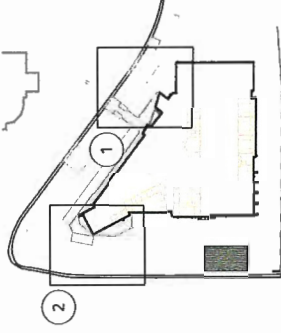
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

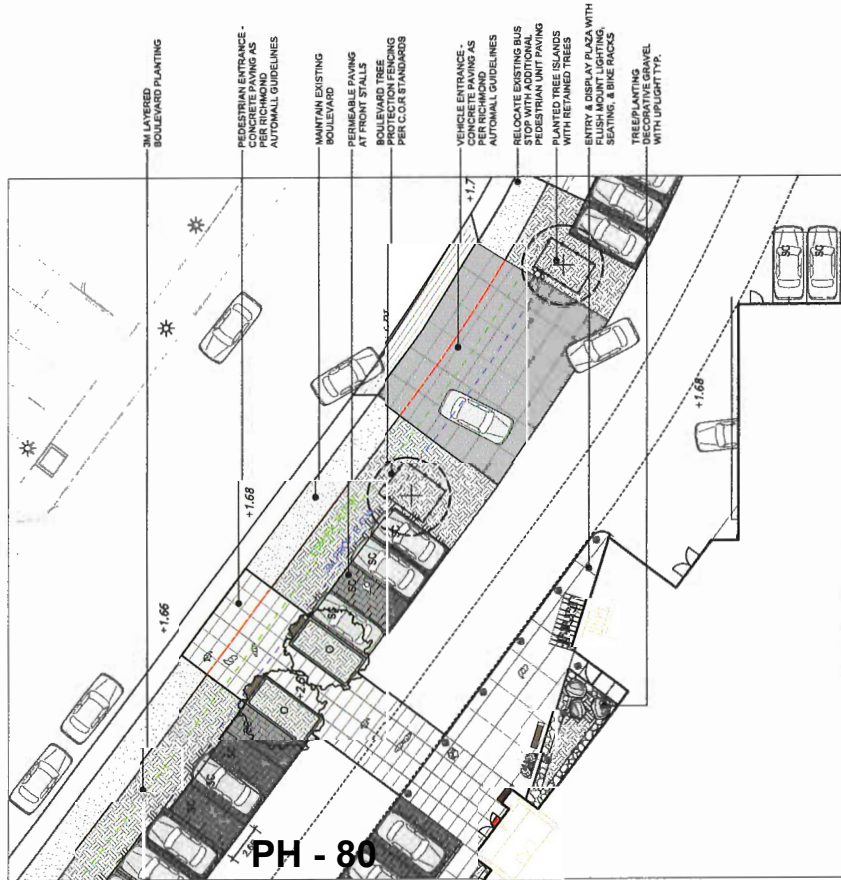
Scale: 1:150
Drawn: KD
Reviewed: KL
Project No. 06-480

LANDSCAPE
ENLARGEMENTS

L1.1



2 CORNER ENLARGEMENT PLAN
Scale: 1:150



1 MAIN ENTRY ENLARGEMENT
Scale: 1:150

PH - 80

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ARCHITECT

CHRISTOPHER BOZAK, ARCHITECT IS

PLAN #3E

35	RE-SUBMITTED FOR DP	18-11-20
34	RE-SUBMITTED FOR DP	18-11-20
33	RE-SUBMITTED FOR DP	18-11-20
32	ISSUED FOR CONSTRUCTION	18-11-20
31	ISSUED FOR CONSTRUCTION	18-11-20
30	ISSUED FOR TENDER	17-12-19
29	RE-SUBMITTED FOR DP	17-12-19
28	ISSUED FOR ADP	17-12-19
27	RE-SUBMITTED FOR DP	17-09-20
26	RE-SUBMITTED FOR DP	17-09-19
25	ISSUED FOR SUGGESTIONS	17-03-14
24	RE-SUBMITTED FOR DP	17-03-08
23	ISSUED FOR S.P.	16-11-25
22	ISSUED FOR DP	16-07-27
21	ISSUED FOR CLIENT REVIEW	16-06-20

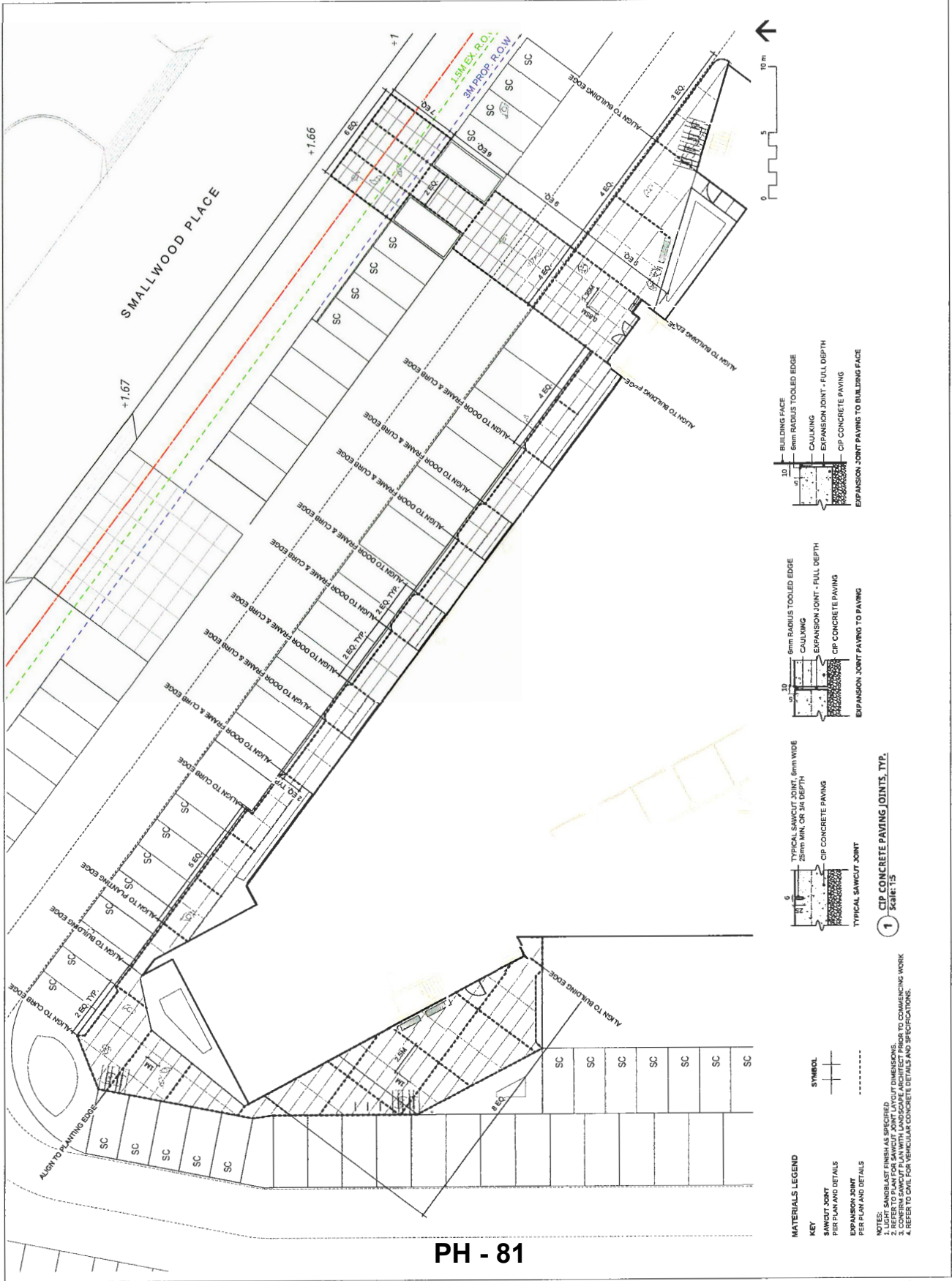
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:125
Drawn:	KD
Reviewed:	KL
Project No.	06-490

LANDSCAPE
LAYOUT PLAN

L1.2



MATCH LINE

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ARCHITECT

CHRISTOPHER BOZTA, ARCHITECTS

PLAN #3G

15	REVISION FOR DP	18-11-20
14	REVISION FOR DP	18-11-20
13	REVISION FOR DP	18-08-20
12	ISSUED FOR CONSTRUCTION	18-05-20
11	ISSUED FOR CONSTRUCTION	17-05-19
10	ISSUED FOR TENDER	17-05-19
9	REVISION FOR DP	17-05-19
8	ISSUED FOR ADP	17-04-17
7	REVISION FOR DP	17-05-20
6	REVISION FOR DP	17-05-19
5	ISSUED FOR BUDGETING	17-03-14
4	REVISION FOR DP	17-03-09
3	ISSUED FOR DP	16-11-26
2	ISSUED FOR DP	16-07-17
1	ISSUED FOR CLIENT REVIEW	16-06-30

REVISIONS

OPENROAD TOYOTA

13100 Snellwood Place
Richmond, British Columbia

Scale:	1:200
Drawn:	KD
Reviewed:	KL
Project No.	06-480

LANDSCAPE PLANT MATERIALS SOUTH

L2.1

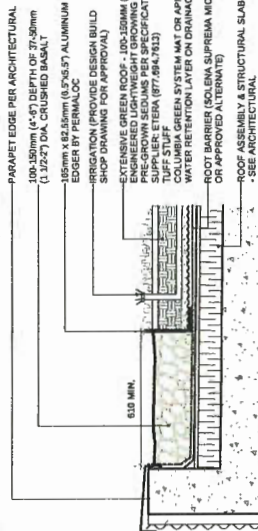
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PLANTING NOTES

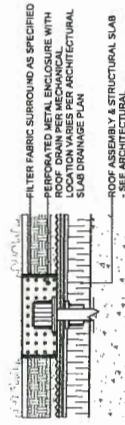
1. ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE BC LANDSCAPE STANDARD, LATEST EDITION. IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
2. ALL PLANTING PLANS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DETAILS AND SPECIFICATIONS. REVISIONS TO PLANS SHALL BE INDICATED BY CIRCLES AND DIMENSIONS, AND CIRCLES LOCATIONS AND SPACING.
3. SIGNAL LANDSCAPE BERM / BED LAYOUTS, AS WELL AS ACTUAL TREE AND SHRUB LOCATIONS AND SPACING, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. CONTRACTOR TO LAYOUT TREES FOR APPROVAL BY THE CONSULTANT AND/OR THE CITY OF RICHMOND PRIOR TO COMMENCEMENT OF WORK.
5. CONTRACTOR RESPONSIBLE FOR MAINTENANCE INCLUDING IRRIGATION OF ALL PLANTED AREAS FOR 1 FULL YEAR AFTER SUBSTANTIAL COMPLETION.

IRRIGATION NOTES

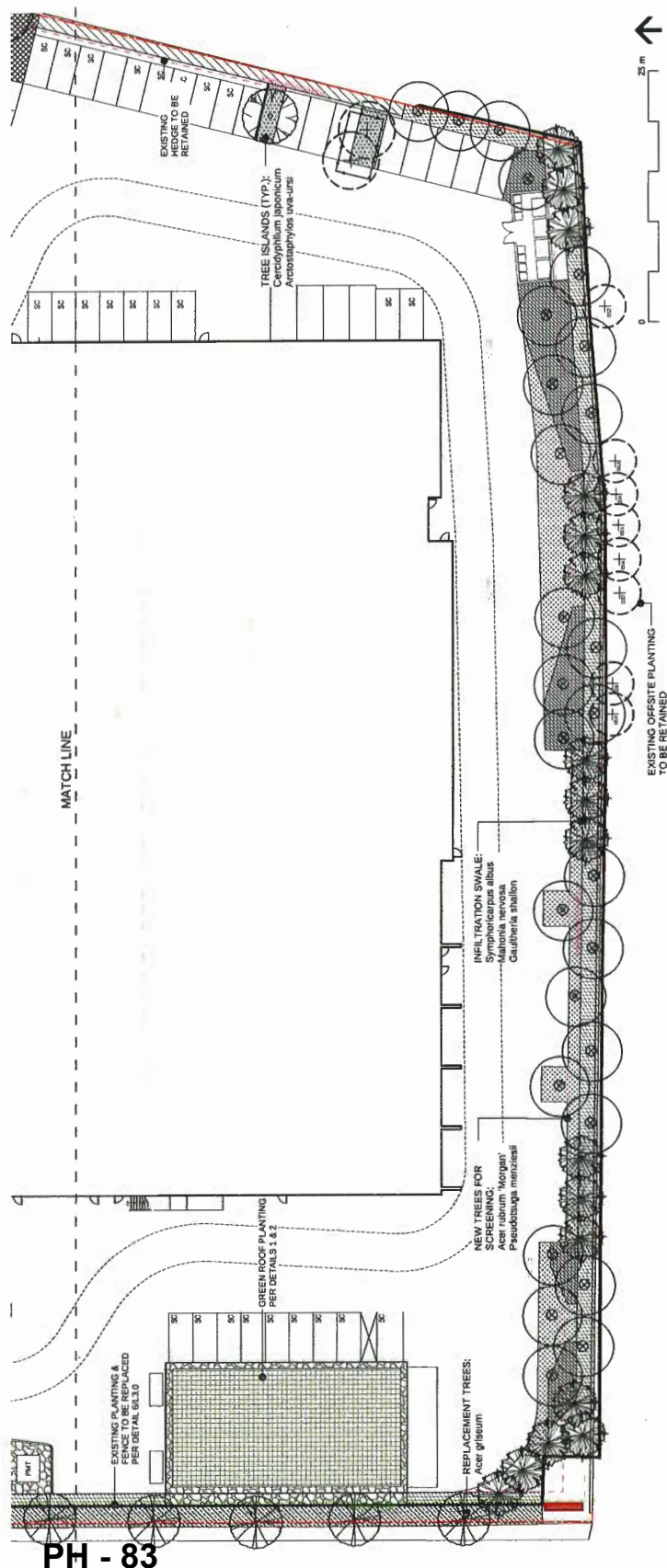
1. ALL "SOFT" LANDSCAPE AREAS (INCLUDING ORNITE, OFFSITE, AND GREEN ROOF AREAS) ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IMBC STANDARDS.
2. ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK COUPLERS.
3. LANDSCAPE CONTRACTOR TO PROVIDE COMPLETE DESIGN-BUILD SERVICES FOR ALL AUTOMATIC SITE IRRIGATION WORKS. TEMPORARY ESTABLISHMENT IRRIGATION TO BE PROVIDED AT GRADE WHERE NO AUTOMATIC IRRIGATION IS PRESCRIBED.
4. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IMBC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
5. IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TRADES.



1 EXTENSIVE PLANTING ON SLAB
SCALE: 1:10



2 EXTENSIVE PLANTING DRAIN
SCALE: 1:10



PH - 83

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, OR CONDITION OF ANY UTILITIES OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, DEPARTMENT (OR FEES) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:

CHRISTOPHER MOODY, ARCHITECTS

PLAN #3H

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100	RE-ARMED FOR DP	18-11-20

REVISIONS

OPENROAD TOYOTA

13100 Smallwood place
Richmond, British Columbia

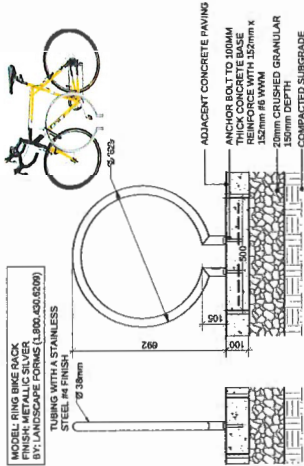
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Drawn:	KD
Reviewed:	KL
Project No.	06-400

**LANDSCAPE
DETAILS**

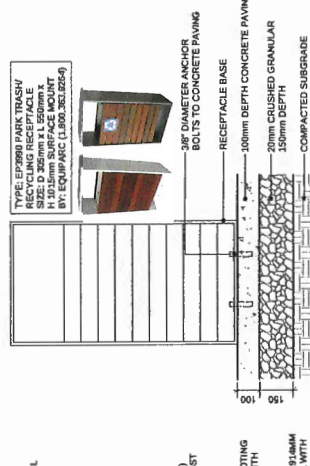
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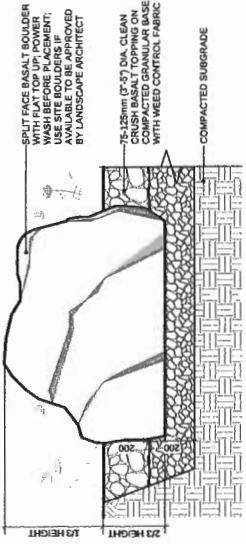
7 CONCRETE BENCH
Scale: 1:10
TYPE ONE-PIECE BENCH
BY: BAYMAN CONCRETE
PORT MOODY, BC V7E 6B2-7E70



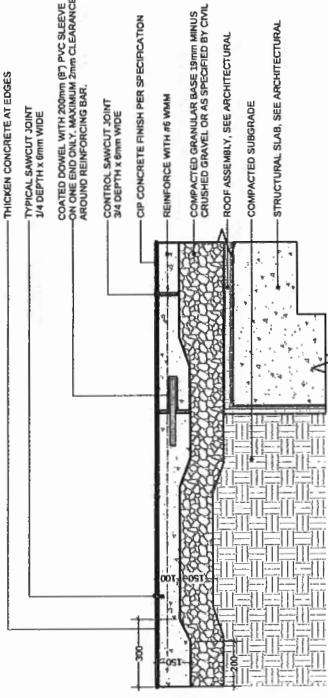
8 RING BIKE RACK BY LANDSCAPE FORMS
Scale: 1:10



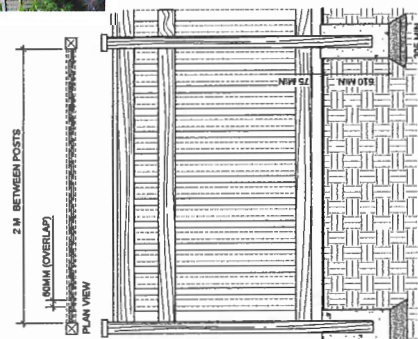
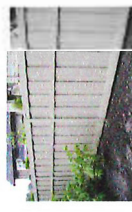
9 TRASH/RECYCLING RECEPTACLE
Scale: 1:10



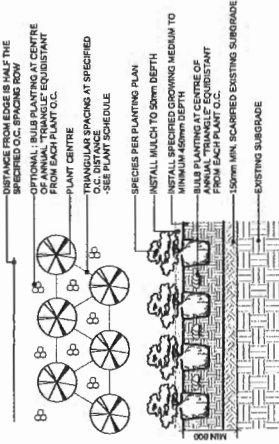
4 LANDSCAPE BOULDER
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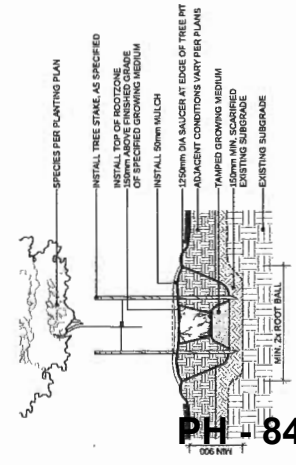
5 CIP CONCRETE ON GRADE / ON SLAB (TYPICAL)
Scale: 1:10



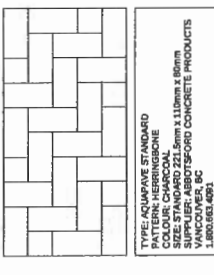
6 PERIMETER WOOD FENCE
Scale: 1:20



1 PLANTING ON GRADE (TYPICAL)
Scale: 1:25



2 TREE PLANTING ON GRADE (TYPICAL)
Scale: 1:25



3 PERMEABLE PAVING
Scale: 1:10

PH - 84

Attachment C: Report by CSR Environmental



*Your Project
Meets the
Environment*

CSR ENVIRONMENTAL LTD.
113 – 408 E. Kent Avenue S.
Vancouver, BC, V5X 2X7
Phone: 604.559.7100
www.csrenviro.com

November 29, 2018

Christopher Bozyk Architects Ltd.
Suite 414 – 611 Alexander Street
Vancouver, BC V6A 1E1

Attention: Mr. Keiran Walsh
Via e-mail: keiran@bozyk.com

Reference: Avian Mitigation Measures
13100 Smallwood Place, Richmond, BC

Dear Mr. Walsh,

1.0 INTRODUCTION

CSR Environmental Ltd. (CSR Environmental) has been retained by Open Road Auto to provide a summary of potential strategies for avian mitigation in regard to the proposed development (the Project) at 13100 Smallwood Place in Richmond, BC (the Site). The summary is in response to comments provided by the City of Richmond (the City) Council on November 13, 2018.

1.1 BACKGROUND

A building permit has been previously acquired for the proposed development at the Site. The design of the proposed development has been completed to the satisfaction of the acquired building permit. An application for the addition of a parkade resulted in additional requested information from the City Council meeting which took place on November 13, 2018, in regard to modifications to the proposed development to reduce potential impact to birds and environmentally sensitive areas (File Ref. No. 12-8062-20-009948; ZT 18-818765, Section R18/19-8 (2)(iii)). The risk of bird collisions with glass windows on the first two floors of the Project are of particular concern. We understand as the building is in construction phase, implementing mitigation measures will be a challenging task.

On November 23, 2018, CSR Environmental conducted a Site visit and discussion with Mr. Keiran Walsh of Christopher Bozyk Architects Ltd. (Christopher Bozyk Architects) and Mr. Paul Bordingnon of Wales McLelland Construction (Wales McLelland). We identified risk of bird collision with glass surfaces on the west and northwest aspects of the building (see Figure 1).

1.2 APPLICABLE FEDERAL AND PROVINCIAL LEGISLATION

The following legislation prohibits unintentional injury or mortality to birds in British Columbia:

- BC Wildlife Act (§ 34);
- Migratory Birds Convention Act (§ 5 (a)); and
- Species at Risk Act (§ 32 (1)).

2.0 THREATS TO BIRDS AND ENVIRONMENTALLY SENSITIVE AREAS

CSR Environmental believes there is no collision risk to birds on the third floor of the Project because no glass or reflective material has been proposed.

CSR Environmental has identified the following threats to birds at the Project: window strikes, lighting, and open pipes and ventilation.

Building collisions account for the second highest human-caused mortality rate for birds in Canada, nearly 25 million birds annually¹. The problem is widespread, occurring at both commercial and residential buildings throughout the year. Fortunately, a variety of cost-effective mitigation options exist. Strategies to address this problem include bird-friendly design policy, implementation of mitigation options, and public education campaigns.

Birds collide with buildings because they either do not see glass or see vegetation reflected in glass rather than the surface of the glass. Impacts with glass occur during daytime and nighttime and can occur throughout the year. The highest risk of window strikes at the Site occur along the west face of the building, which is proposed to have extensive use of large, untreated windows that face the west and north. These surfaces occur within 40 meters of the Richmond Nature Park East, an environmentally sensitive area. The type of glass used in construction, the large expanse of glass windows on floors at or below tree canopy height (i.e. aboveground levels one through three), and vegetation reflected in glass are factors that contribute to collisions with windows.

CSR Environmental expects low risk of bird collision for glass surfaces on the northeast, east, and south aspects of the building facing Smallwood Place. We do not recommend mitigation for these surfaces, but we do recommend ongoing monitoring at these sites. If avian mortality is detected, post-construction mitigation options are available.

Placement of upward facing light can cause light pollution and may negatively influence nocturnal bird migration. Open pipes and ventilation are small openings that can trap birds and cause mortality.

¹ Machtans, C. S., Wedeles, C. H. R., and Bayne, E. M. 2013. A first estimate for Canada of the number of birds killed by colliding with building windows. *Avian Conservation and Ecology* 8(2): 6. <http://dx.doi.org/10.5751/ACE-00568-080206>

3.0 MITIGATION STRATEGIES

The City of Vancouver Planning and Development Services has a document titled *Bird Friendly Design Guidelines – Considerations for Development Permit*, adopted by City of Vancouver Council in January 2015, effective April 24, 2015². Mitigation strategies that are related to the Site are outlined in the following subsections.

3.1 WINDOWS

For the purpose of preventing bird strikes against windows, the use of mirrored glass on the west and northwest side of the proposed development is not recommended. Portions of the glass on the northwest corner of the proposed development will be screened by a metal mesh. The parkade addition will be clad in a matte finish perforated steel against a dark background. Approximate surface areas occupied by glass on the west and northwest faces are presented here:

Total façade area of the west and northwest faces:	1,440 m ²
Total façade area with glass:	557 m ² (38.8% of total façade area)
• Unobstructed glazing:	375 m ² (26% of façade area with glass)
• Fritted/screened glass:	182 m ² (12.8% of façade area with glass)
Total glass area belonging to the northwest face:	424 m ² (76% of façade area with glass)
• Unobstructed glazing:	246 m ² (58% of northwest face)
• Fritted/screened glass:	178 m ² (42% of northwest face)

The area of glass with unobstructed glazing is approximately 375 square meters, which is approximately 26% of the surface area of the west and northwest faces of the proposed development. CSR Environmental recommends adding visual markers to this area on the west and northwest aspects of the building.

Visual markers should be placed on the outside surface of the glass in the form of frit, etching, or ultraviolet treatments, in order to disrupt the reflection of light from the glass surface. Markers should be spaced to increase visibility to birds: maximum 2 inches (in) or 5 centimetres (cm) of horizontal distance and 4 in or 10 cm of vertical distance between markers. Markers should be lines or dots of at least 0.25 in or 0.64 cm in width and should provide enough contrast to be visible under varying light conditions. Markers should cover unobstructed glass surfaces up to 20 m above grade.

Visual marker products that have been recommended by the City of Vancouver *Bird Friendly Design Guidelines – Considerations for Development Permit* include:

² City of Vancouver. 2015. *Bird Friendly Design Guidelines – Considerations for Development Permit*. Retrieved from <https://vancouver.ca/files/cov/appendix-a-bird-friendly-design-guidelines-rt-10847.pdf>.

- **Ceramic frit:** Highly durable glass enamel applied to the outside surface of the glass prior to installation. *Recommended product: Garibaldi Glass.*
- **Acid etching:** Multiple textures and patterns available; solar control glass coatings available. *Recommended product: Walker Glass' Aviprotek.*
- **Ultraviolet options:** Visible to birds but not visible to humans, however the ultraviolet layer is not applied to the outside of glass and therefore does not completely reduce risk of window strikes. *Recommended product: Ornlux Mikado.*
- **Exterior laminates:** These options are **not** recommended for commercial applications due to poor longevity of materials. Avian collision risk will remain constant through the life of the building, and as such, the mitigation option selected needs to last for the life of the building. Exterior laminates are suitable for post-construction mitigation only.

Where visual markers are not possible or cost prohibitive, physical barriers can be used in front of reflective surfaces to mitigate collision risk. Metal cladding, architectural grillwork or decorative grills could be installed in front of windows with reflective properties. Further, canopies and sunshades can be used to minimize reflections on the external surface of small windows but are only effective if reflection is completely obstructed during daylight conditions.

3.2 LIGHTING

The City of Vancouver Outdoor Lighting Strategy³ contains recommendations for placement of lighting to improve outdoor environment during nighttime, including to minimize ecological impacts. We recommend that upward facing lighting be limited for the Project. Further, lighting spillover to adjacent environmentally sensitive areas should be prevented. Lighting can be shielded to effectively light desired areas without adversely effecting nearby areas. Light can be used judiciously to maintain nighttime safety while minimizing impacts to wildlife. CSR Environmental understands that upward facing lighting has not been suggested for this development.

3.3 LANDSCAPING

Natural vegetation between the proposed development and natural areas on Jacombs Road should be reduced to limit wildlife corridors which lead to the Site and immediate surrounding area. To facilitate this, CSR Environmental does not recommend planting any vegetation over 30 cm on the west and northwest side of the property. CSR Environmental also recommends refraining from use of ornamental plants inside the building that are visible from the outside, such as potted trees and indoor vegetation which can entice birds to fly toward windows.

3.4 PIPES AND VENTILATION

CSR Environmental recommends caps and screen on open pipes and ventilation systems to limit wildlife entry. Voids greater than 2.5 in or 7 cm square should be covered.

³ City of Vancouver. 2018. *Outdoor Lighting Strategy Consultation Paper*. Retrieved from <https://vancouver.ca/files/cov/outdoor-lighting-strategy-consultation-paper.pdf>.

4.0 MONITORING

Mitigation measures must be monitored to ensure success. Bird collisions occur throughout the year, although in southwestern BC collisions peak during fall, winter, and spring. Daily monitoring of glass surfaces by an independent biologist would be cost prohibitive. Hence, we recommend an Open Road Auto Group representative at the Site conduct weekly monitoring to document any bird mortality between September 15th through May 1st each year. Monitoring should involve a visual search of the ground underneath glass surfaces around the entire building to a distance of 8 meters from the building. The location of all mortalities should be documented (using GPS or by noting a unique window identifier). Although collision risk is highest along the west and northwest aspects, the entire building should be monitored for the first season. CSR Environmental will review the monitoring findings every three-months and revise the monitoring plan if warranted. If bird mortality exceeds five in any week, CSR Environmental will be contacted. Mortalities should be submitted to the Global Birds Collision Mapper⁴.

CSR Environmental will also conduct an annual follow-up Site visit to review avian protection activities, effectiveness of mitigation measures, and results of the weekly monitoring activities.

5.0 CLOSURE

In summary, bird collisions with the proposed development are possible at the Site considering proximity to environmentally sensitive areas. Approximately 26 percent of the west and northwest faces of the proposed development will be glass with unobstructed glazing which should be treated with visual markers such as ceramic frit, acid etching, ultraviolet options, or physical obstructions. Placement of lighting, strategic landscaping, and protecting openings to pipes and ventilation are other measures which should be implemented. Following the recommendations provided by CSR Environmental and conducting regular monitoring of mitigation measures should reduce potential impact to birds and environmentally sensitive areas.

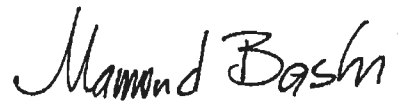
We trust this letter satisfies your requirements at this time. Should you have questions regarding this summary or require our assistance on other tasks, please do not hesitate to contact me at 604.559.7100 or via email at mamoud@csrenviro.com at your convenience. Thank you.

Yours sincerely,

CSR Environmental Ltd.



Patrick Burke, BA
Avian Biologist



Mamoud G. Bashi, MBA, PEng
Principal and Environmental Engineer

⁴ BirdSafe and FLAP Canada. 2018. Global Bird Collision Mapper [Geographical information system]. Retrieved from <https://birdmapper.org/app/>.



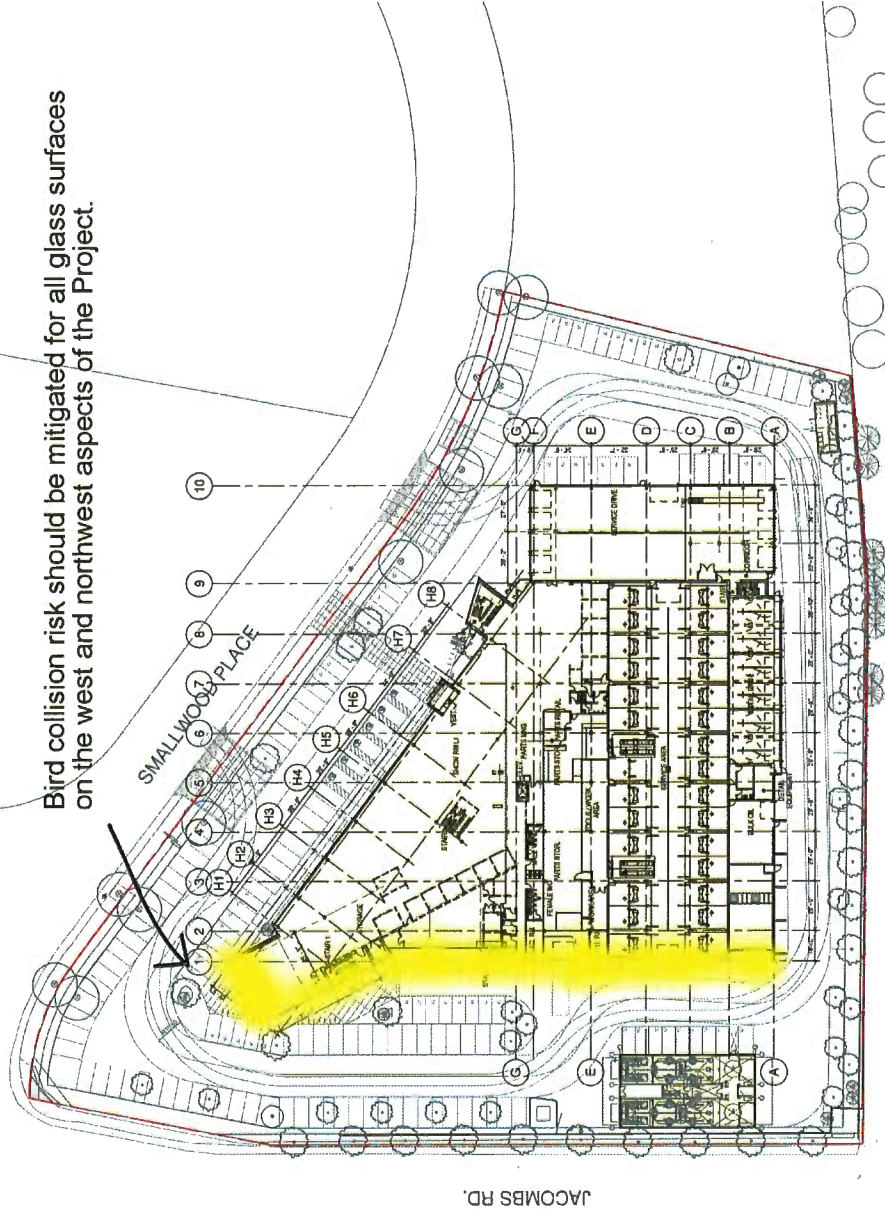
NO.	DATE	DESCRIPTION
1	11.04.11	ISSUED FOR CP ADJUSTMENT
2	11.04.11	ISSUED FOR CP ADJUSTMENT

DESIGNED BY: J. BOZYK
CHECKED BY: J. BOZYK
DATE: 11.04.11
PROJECT NAME: OpenRoad Toyota Richmond
DP 18-818762
3100 SMALLWOOD PLACE, RICHMOND, BC
LEVEL 1

NO.	DATE	DESCRIPTION
1	11.04.11	ISSUED FOR CP ADJUSTMENT
2	11.04.11	ISSUED FOR CP ADJUSTMENT

PLAN #1A
DP.005

Bird collision risk should be mitigated for all glass surfaces on the west and northwest aspects of the Project.



① GROUND FLOOR PLAN
11-2222

Basemap from Christopher Bozyk Architects Ltd. (2018)

Project:

Avian Mitigation

Address:
13100 Smallwood
Place, Richmond, BC

Drawing No.:

2018-138-03

Drawn By: MW

Checked By: MB

Dwg Scale: Not to Scale

Date: 2018/11/27

Drawing Title:

Site Plan

Client Name: Christopher Bozyk Architects Ltd.

Attachment D: Revised Zoning Text Amendment Considerations



Address: 13100 Smallwood Place

File No.: ZT 18-818765

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
3. City acceptance of the developer's offer to voluntarily contribute \$0.45 per buildable square foot (e.g. \$38,432) to the City's Public Art fund.
4. Registration of an agreement on Title, prior to Bylaw adoption, ensuring that the proposed 107 rooftop solar panels will be installed to the Director of Building Approval's satisfaction and will be maintained for the life of the building and will not be removed unless otherwise agreed to by the City of Richmond.
5. Registration of an agreement on Title ensuring that the development's parkade will not be enclosed unless the owner has successfully obtained a Development Permit issued by Council approving the enclosure and has also successfully obtained a Building Permit for the work.
6. Submission of a contract with a qualified environmental professional (QEP) to monitor bird strikes to the building for a minimum of 12 months post construction and to submit a report with recommendations and mitigation measures to the satisfaction of the Director, Development at the end of the monitoring period. The contract is to include the frequency of visits and an overview of how the findings will be presented.

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

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

Note:

- * This requires a separate application.
- Where the Director, 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, 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, Development. All agreements shall be in a form and content satisfactory to the Director, Development.

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

[Signed original in file]

Signed

Date

Attachment E: Original Report from the Director of Development,
dated October 30, 2018



City of Richmond

Report to Committee


To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 30, 2018
File: ZT 18-818765

Re: Application by Christopher Bozyk Architects for a Zoning Text Amendment to the "Vehicle Sales (CV)" Zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place.

Staff Recommendation

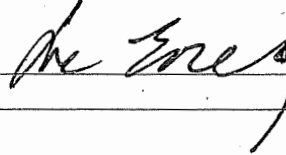
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.


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

WC:dcb
Att. 6

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied for permission to amend the “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place.

The intent of the application is to modify the previously approved Toyota automobile dealership development, to accommodate additional gross floor area associated with two additional levels of parking and vehicle inventory storage overtop of the dealership building, which is currently under construction. The subject site is within the Richmond Auto Mall in the East Cambie planning area. A location map and the East Cambie Area Plan map showing the site’s location are provided in Attachments 1 and 2 respectively.

Toyota’s original development applications (ZT 16-754143 and DP 16-741123) were adopted/issued by Council on October 23, 2017. These applications were to accommodate the construction of a two-storey building with rooftop parking. The approved Zoning Text Amendment increased the maximum FAR from 0.5 to 0.7. Building permits were issued for this construction and the buildings are currently under construction.

The current application proposes to increase the maximum Floor Area Ratio (FAR) to accommodate the additional two storeys of parking and vehicle inventory storage on top of the approved building; resulting in a four-storey building with rooftop parking, with one of the objectives to eliminate the need for off-site storage elsewhere. The current proposal will result in an additional 2,154.3 m² (23,188 ft²) of floor space to the building over the previous approved proposal (ZT 16-754143 and DP 16-741123). Requested height variances are identified in this Staff Report, but will be addressed through a separate Development Permit application (DP 18-818762).

Findings of Fact

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

Surrounding Development

The subject property at 13100 Smallwood Place, is located within the Richmond Auto Mall at the northeast corner of the intersection of Westminster Highway and Jacombs Road. The site has been cleared of structures and construction of the approved dealership building is currently ongoing.

Existing land uses and development immediately surrounding the subject site are as follows:

- To the North, immediately across Smallwood Place, is an existing Hyundai dealership on a site zoned “Vehicle Sales (CV)” within the Richmond Auto Mall at 13171 Smallwood Place. A Zoning Text Amendment (ZT 18-810720) and a Development Permit application (DP 18-810720) have been received from Kasian Architecture Interior Design & Planning,

with the objective of redeveloping that property to accommodate a new Porsche dealership building. These applications are currently under review by staff.

- To the South, across Westminster Highway and a frontage road further south, are large properties zoned “Agriculture (AG1)” in the Agricultural Land Reserve (ALR), which contain single-family dwellings and accessory buildings.
- To the East, is an existing Nissan dealership on a site zoned “Vehicle Sales (CV)” within the Richmond Auto Mall at 13220 Smallwood Place.
- To the West, across Jacombs Road, is the “Richmond Nature Park East” on a site zoned “School & Institutional Use (SI)” at 5991 Jacombs Road. The Nature Park East is designated as an Environmentally Sensitive Area (ESA).

Related Policies & Studies

Official Community Plan/East Cambie Area Plan

The subject site is designated “Commercial” in both the Official Community Plan (OCP) and the East Cambie Area Plan (Attachment 2). As a commercial use, the proposed auto dealership at the subject site is consistent with the OCP and Area Plan land use designations.

Agricultural Land Reserve (ALR) Buffer Zone

Where there is an intervening road between ALR lands and non-ALR lands, the OCP encourages an appropriate landscaping buffer on the non-ALR lands through the Rezoning and Development Permit processes. This situation was reviewed under the original Zoning Text Amendment application (ZT 16-754143) and it was noted that the applicant’s proposal was consistent with the land use considerations in the OCP in that:

- “The Agricultural Land Reserve (ALR) is located to the south of the site and to the west (Richmond Nature Park). The site is separated from the ALR by existing roads (Jacombs Road and Westminster Highway). Formal landscaping plans to adequately buffer the site from the ALR will be a requirement of the forthcoming Development Permit [DP 16-741123] for the proposed auto dealership.” (A covenant was registered on Title through the previous zoning application (ZT 16-754143) to ensure that the landscaping within the ALR buffer along the southern property boundary would be retained.)
- “There is an existing 1.8 m high solid fence along the south property line next to Westminster Highway and the applicant proposes a row of new trees, a 3 m setback to on-site surface parking, and a setback of approximately 15 m to the south building façade.”
- “The applicant also proposes to retain the existing planting and 1.8 m high solid fence along the west property next to Jacombs Road, replace the existing London Plane trees (which are in poor condition) with a new row of Ginkgo Biloba trees, and to provide a minimum 3 m setback to on-site surface parking and proposed buildings.”

The current application will improve upon the above responses by further removing 12 of the previously approved parking spaces along the southern property boundary and replacing them with additional tree and shrub planting. The parking spaces will now be located within the parkade. The additional tree planting in this area will provide additional visual screening of the building from Westminster Highway as the trees eventually grow to mature height.

An additional eight previously approved parking spaces, generally along the western property boundary, are proposed to be relocated from grade to the internal parkade. These spaces will be replaced with new vegetation strips with trees. These changes are shown on the attached conceptual landscaping plans (Attachment 4) but will be addressed in greater detail through the separate Development Permit application (DP 18-818762).

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. A flood indemnity covenant was been registered on Title under the previous Zoning Text Amendment application (ZT 16-754143). The proposed addition will have no effect on the registered flood covenant.

Aircraft Noise Sensitive Development Policy

The OCP's Air Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the "Restricted Area (Area 1B)". The proposed auto dealership at the subject site is consistent with the ANSD Policy as it is not a residential use.

An aircraft noise indemnity covenant has been registered on Title as required under the previous Zoning Text Amendment application (ZT 16-754143). No changes to the existing aircraft noise covenant as a result of the proposed addition.

Ministry of Transportation and Infrastructure (MOTI) Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, the Zoning Text Amendment proposal was referred to MOTI for review and comment. The Zoning Text Amendment considerations include a requirement for MOTI approval prior to bylaw adoption.

Ministry of Environment (MOE) Approval

As the Site Profile submitted by the applicant for the current application identified Schedule 2 activities have occurred on-site, the Site Profile was submitted to the Ministry of Environment (MOE) in accordance with the Provincial Contaminated Sites Regulation. MOE has subsequently provided a letter dated May 16, 2018, allowing the City to proceed with approval of the Zoning Text Amendment and Development Permit applications.

Analysis

Built Form and Architectural Character

As proposed, the redevelopment will result in a two storey dealership office and sales facility with a four storey parkade. The concept plans for the proposed modifications to auto dealership building and the landscaping are provided in Attachment 4. The most significant areas proposed to change have been cloud outlined on the drawing package. Further review of the design aspects shown in the preliminary concept plans will be undertaken through the separate Development Permit review process to ensure general compliance with the Official Community Plan Development Permit Guidelines and assess the requested variances outlined in the next section.

Generally, the modifications include:

- Modifications to exterior cladding over portions of the building in part to mitigate the additional massing created by the addition of the two parkade levels.
- The addition of the two extra floors of parkade over top of the previously approved building. Staff have been advised that the initial building construction (currently underway) was designed to be able to accommodate future additional parkade floors above.
- Relocation of 20 at-grade parking spaces to the inside of the parkade.
- Restriping of the 6 accessible parking spaces (see Transportation section for more detail).
- Addition of trees and other landscaping to fill the spaces left by relocating the 20 parking spaces.
- Relocation of the garbage and recycling facility to the south-east corner of the site to allow additional vegetation screening of the car wash facility located in the south-west corner of the site. This also facilitates more efficient garbage collection.

Existing Legal Encumbrances

A Title summary prepared by Terra Law, dated October 19, 2019, was submitted for this application. The subject site carries a series existing legal encumbrances including

- Statutory rights of way agreements for utilities;
- Statutory building schemes with the Richmond Auto Mall Association;
- Vancouver Airport Authority noise indemnification covenants;
- Agricultural Land Reserve setback covenants;
- A covenant requiring the design, installation and maintenance of three electric vehicle charging stations on the site; and
- A flood indemnity covenant.

Terra Law's Title summary report advises that none of these encumbrances will affect the current application and they can remain on Title.

Transportation

Transportation staff have reviewed and assessed the potential traffic impacts associated with the proposed development. As the proposal is to provide space primarily for vehicle inventory

storage, it is anticipated that the associated traffic impacts would be minimal and can be accommodated within existing road infrastructure.

As part of this application review, staff have requested and the client has agreed, to restripe the six accessible parking spaces in accordance with the recent Zoning Bylaw Amendment on accessible parking (Section 7.5.15). This adjustment will be addressed through the Development Permit application review.

The Zoning Text Amendment considerations include a requirement that prior to the issuance of the Building Permit, a construction parking and traffic management plan to be provided to the Transportation Division.

Tree Retention and Replacement

No additional existing trees will be removed from the site as a result of the current proposal; however, an additional 45 more on-site trees are included in the conceptual landscape plans over the original landscape plan (DP 16-741123). These trees will help provide additional edge screening for the site.

No changes or additional protection is required for existing trees, as all the tree protection barriers are currently in place given the on-going construction at the site. Tree survival securities for both on-site and off-site have been addressed through the previously approved Zoning Text Amendment application (ZT 16-754143).

Public Art

Under the previous Development Permit (DP 16-741123) the Public Art contribution for the commercial use was assessed as \$51,762, which was contributed to the Public Art Reserve Fund. The Public Art Planner has advised that the proposed addition will result in an additional Public Art contribution of \$38,432, based on the 2018 rate of \$0.45/SF. The additional contribution has been included in the Zoning Text Amendment considerations and are required prior to final adoption, with the funds to be directed to the Public Art Reserve Fund.

Variances Requested

Based on the proposed preliminary concept plans, the applicant will be requesting to vary the provisions of Richmond Zoning Bylaw 8500 at the Development Permit Application review stage to increase the maximum permitted building height to accommodate:

- An increased parkade rooftop height from 12.0 m to 15.46 m (rounded to 15.5 m).
- A new parapet height of 16.88 m (rounded to 16.9 m).
- A stair tower of 18.51 m (rounded to 18.6 m).
- An elevator over-run of 20.39 m (rounded to 20.4 m).

The current proposal has been reviewed by the Richmond Auto Mall Association (RAMA) which has provided a letter (Attachment 5) in support of the proposed density increase to 0.82 FAR, as well as the requested variances.

Noting the special context and operating characteristics within the Richmond Auto Mall, staff believe the requested variances are supportable. Staff note that this is an overall trend observed within the Auto Mall to increase the on-site storage capacity and reduce land holding costs off-site. This specific request does not increase the building's footprint (site coverage), but will result in increased permeability of the site as a result of the vegetation improvements. The details of the quality of the proposed finishes, cladding materials, vegetation selections and height variances will be reviewed and analyzed further through the Development Permit Application review.

Site Servicing and Frontage Improvements

All the site servicing and frontage improvements were addressed under the previous Zoning Text Amendment application (ZT 16-754143). The proposed modifications to the building, site plan and landscaping will not result in any additional site servicing requirements or new frontage improvements.

Development Permit Review

As noted previously, the proposed development will undergo a separate design review via the Development Permit application (DP 18-818762). Specific issues to be addressed will include:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- A review of the proposed landscape plant/tree selections, sizes, locations and rationale.
- Additional landscape securities will be calculated to address the landscaping additions.
- A review of the proposed exterior materials and colours as they relate to the proposed parkade floor additions.
- A review of vehicle parking spaces to ensure compliance with the parking requirements in the Zoning Bylaw No. 8500.
- Restriping of the six accessible parking spaces.
- A review of the height variances requested.
- An assessment of the garbage and recycling facility to ensure it is sufficiently sized and located to address the needs of the site. A waste management overlay will be required.

Financial Impact or Economic Impact

As all the servicing and frontage works were addressed under the previous Zoning Text Amendment application (ZT 16-754143) no additional Operational Budget Impacts (OBI) for off-site City infrastructure are anticipated as a result of this application. The previous application noted only insignificant operational impacts.

Conclusion

Christopher Bozyk Architects Ltd. has applied for permission to amend the zoning district "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place. The intent is to modify the previously approved Toyota automobile dealership development in order to accommodate two additional levels of parking and vehicle inventory storage overtop of the dealership building, which is currently under construction. Site

plan changes will result in fewer cars parked at grade and additional landscaping being added to the site.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, be introduced and given first reading.



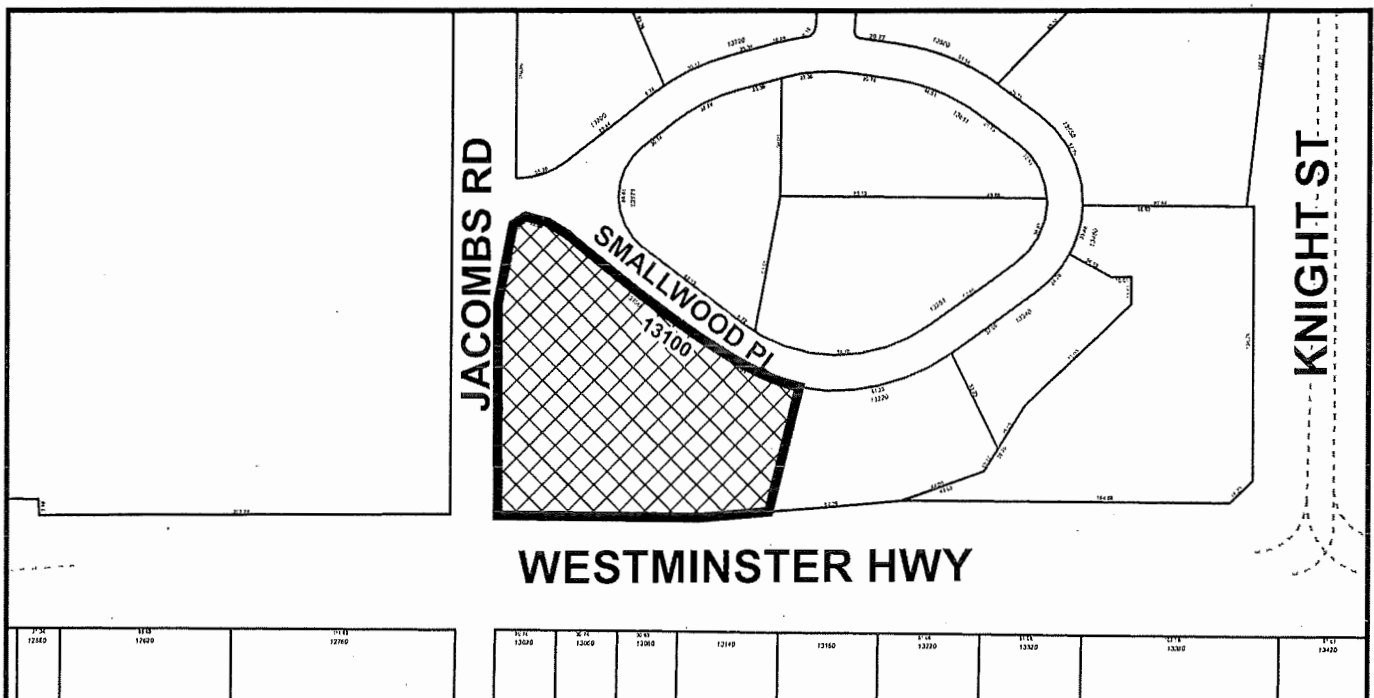
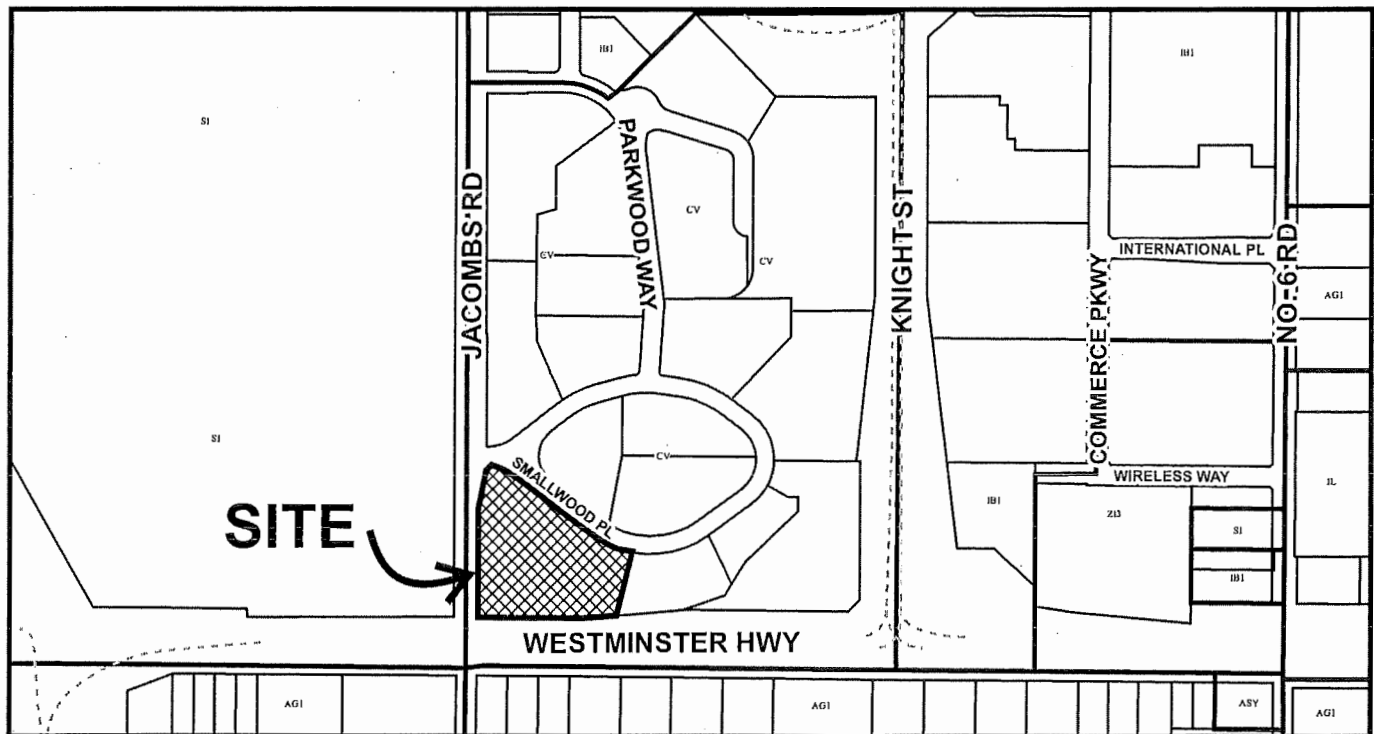
David Brownlee
Planner 2
(604-276-4200)

DCB:blg

- Attachment 1: Location Map
- Attachment 2: East Cambie Land Use Map
- Attachment 3: Development Application Data Sheet
- Attachment 4: Conceptual Development Plans
- Attachment 5: Letter from Richmond Auto Mall Association
- Attachment 6: Zoning Text Amendment Considerations



City of
Richmond



ZT 18-818765

Original Date: 05/09/18

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



ZT 18-818765

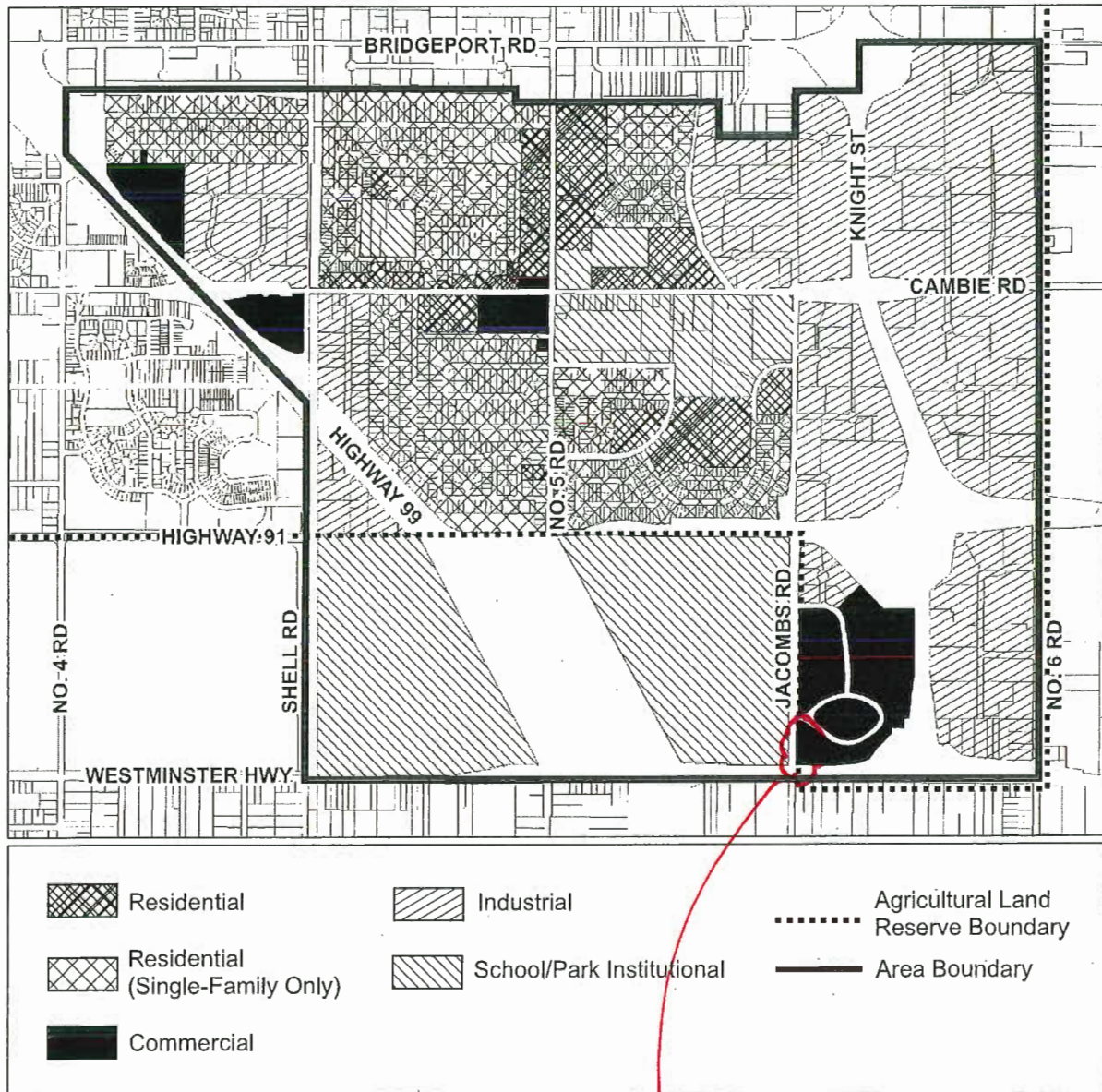
Original Date: 10/26/18

Revision Date:

Note: Dimensions are in METRES

City of Richmond

Land Use Map

 Bylaw 8948
2016/10/24


**SUBJECT
SITE**



Development Application Data Sheet
Development Applications Department

ZT 18-818765

Attachment 3

Address: 13100 Smallwood Place

Applicant: Christopher Bozyk Architects

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Multiland Pacific Holdings	Same
Site Size (m²):	15,924 m ² (171,404.51 ft ²)	Same
Land Uses:	Auto Dealership And Service	Same
OCP Designation:	Commercial	Same
Area Plan Designation:	Commercial	Same
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV) with increased FAR to 0.82 at 13100 Smallwood Place

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.7 FAR	0.82 FAR	None permitted
Buildable Floor Area (m ²):*	11,146.8 m ² (119,983.2 ft ²)	12,996.3 m ² (139,891 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 50%	Building: Max. 38%	None
Setback Front - North	Min 3.0 M	16.0 M	None
Setback Side – East	Min 3.0m	20.38m	None
Setback Side - West	Min 3.0m	22.5m Main Building 3.0m Car Wash Building	None
Setback Rear - South	Min 3.0m	10.63m Main Building 3.0m Garbage Enclosure	None
Height (m):	Max building height: 12.0 m with variance to 15.44 m at elevator overrun, stairway structures, storage and screened equipment as approved under DP 16-741123	Increased parkade rooftop height at 15.46 m, a parapet height of 16.88 m, a stair tower of 18.51 m and an elevator overrun of 20.39 m	Variance to be considered as part of DP18-818762
Off-street Parking Spaces – Staff and Visitor	281	296	none
Off-street Parking Spaces – Vehicle Inventory:	N/A	279	none

Other: _____



PH - 108

OpenRoad Toyota Richmond

PROJECT NUMBER: 214007

**CHRISTOPHER
BOZYK ARCHITECTS LTD**
3914-571 ALEXANDER STREET VANCOUVER BC V6A 1E1
VANCOUVER (604) 251-2500 FAX (604) 251-1008

PLOT DATE: 10/29/2010 11:11:53 AM

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EAST ELEVATION

SCALE: _____
DATE: SEPT 26, 2018



PH - 109

OpenRoad Toyota Richmond

PROJECT NUMBER: 314037

CHRISTOPHER BOZYK ARCHITECTS LTD

1000 10th Avenue SW, Suite 100
Calgary, Alberta T2P 1A1
Phone: (403) 243-7777 Fax: (403) 243-7778
Email: info@bozykarchitects.com Website: www.bozykarchitects.com

NOT DATE: 09/25/2018 11:57 AM

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NORTH WEST ELEVATION

SCALE: 1/8" = 1'-0"
DATE: SEPT 26, 2018

DP-002



P.O. 003

- denotes height variance required over existing zoning of 12.00mSITE PLAN
DP 18-818762

RECEIVED: 10/1/94
 REVISION: 10/1/94
 ACCEPTED: 10/1/94

PROJECT NUMBER
PLAN #1
DP0.04



REVISION	DATE	DESCRIPTION
1	10.10.11	ISSUED FOR DP ASSIGNMENT
2	10.10.11	ISSUED FOR DP ASSIGNMENT

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Within the limits of the project, the architect shall be responsible for the design and construction of the building and its appurtenances. The architect shall not be responsible for the design and construction of the building and its appurtenances if the building is to be constructed by a third party.

OpenRoad Toyota Richmond

DP 18-818762

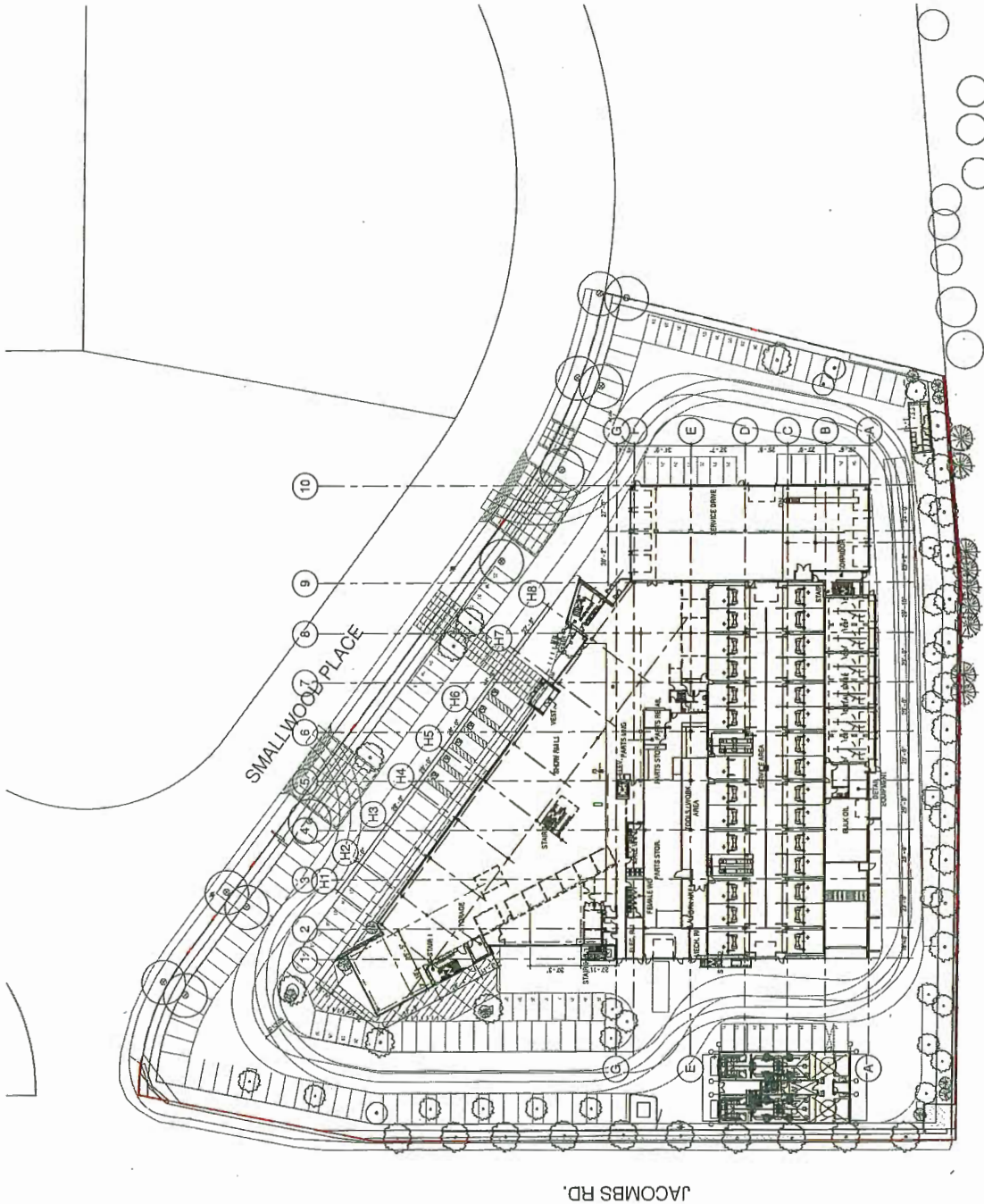
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LEVEL 1

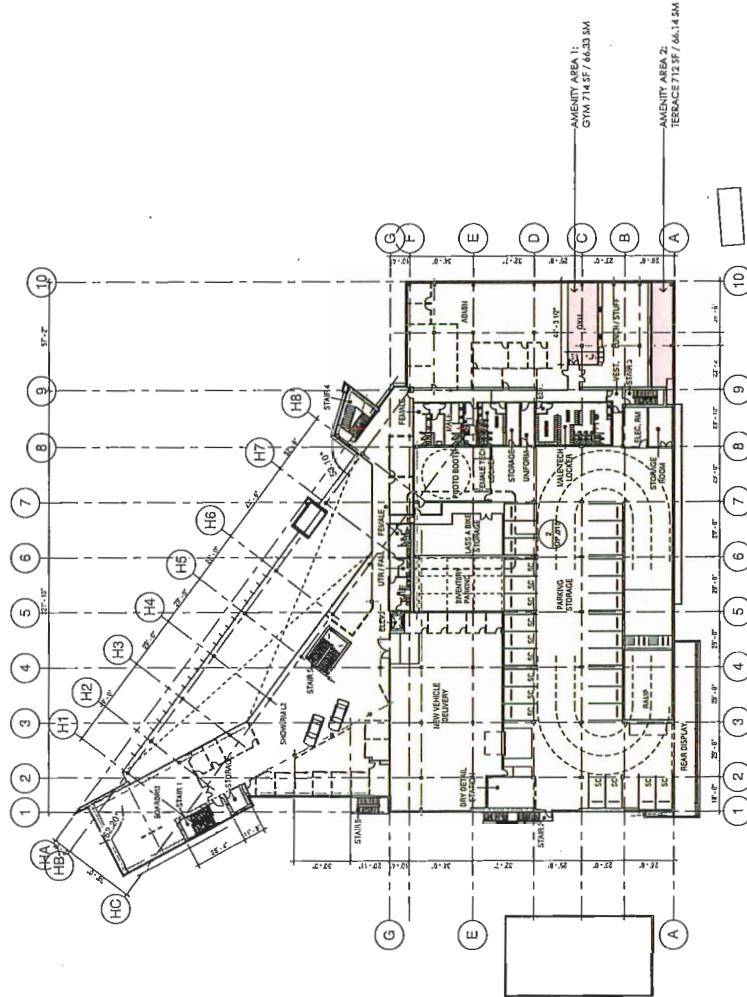
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DATE: SEPT 28, 2011
DRAWN BY: [Name]
PROJECT NUMBER: [Number]

PLAN #1A

DP.005



1 GROUND FLOOR PLAN
1"=20'-0"



1 SECOND FLOOR PLAN
1" = 32'-0"

REVISION	DATE	REASON FOR UPD. ASSIGNMENT
1	11.04.11	REASON FOR UPD. ASSIGNMENT
2	11.08.11	REASON FOR UPD. ASSIGNMENT

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OpenRoad Toyota Richmond

DP 18-818762

1110 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 2

SCALE: 1" = 32'-0"

DATE: 11/11/11

PROJECT: 18-818762

PLAN #1B

DP.006

VERSION	DATE	DESCRIPTION
1	14.04.11	ISSUED FOR DP AMENDMENT
2	18.06.25	ISSUED FOR DP AMENDMENT

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utilization dimensions shall have precedents over stated dimensions. Conclusions shall verify and be responsible for all dimensions and conditions on the job; shall guard identification of errors, discrepancies, or doubtful information submitted by

submit drawings and documents. Failure to obtain such clarification renders the contractor responsible for any resulting improper work and the cost of rectification.

OpenRoad Toyota Richmond

CP 18-818762

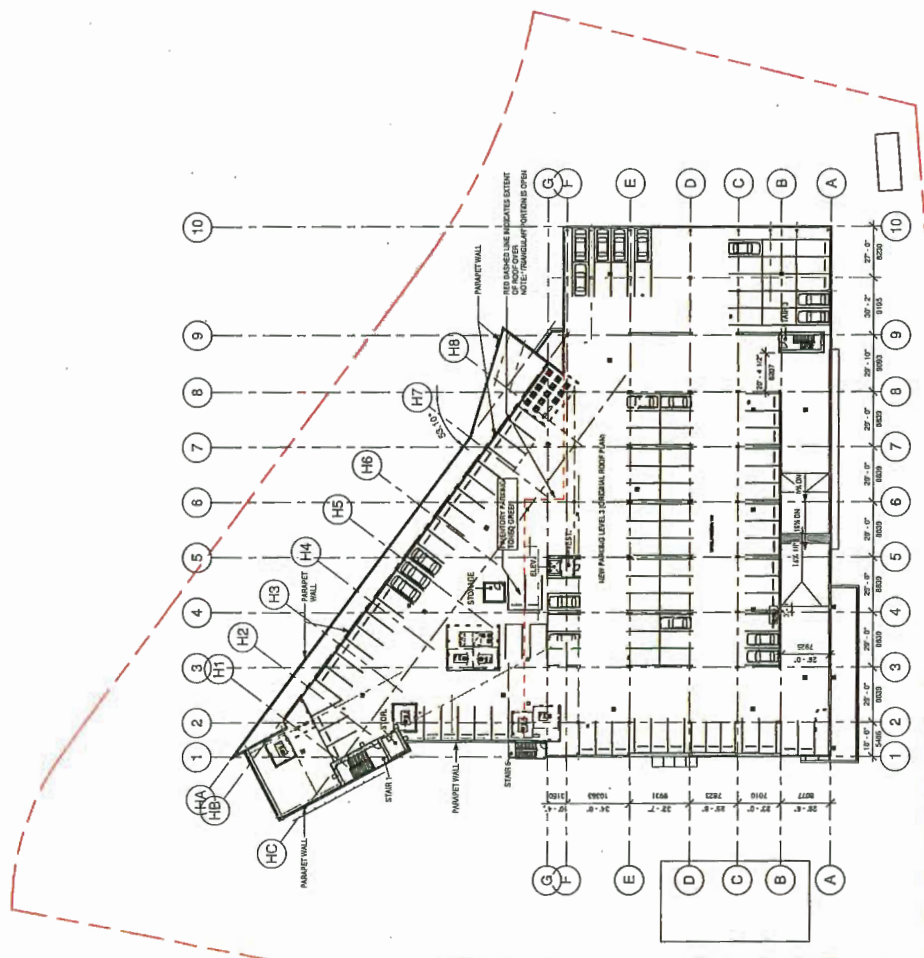
13100 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 3

SCALE 1" = 30'-0" DATE: SEPT 29, 2018 DRAWING NO. 71-4027
PROJECT NUMBER

PLAN #1C

DP.007



REVISION	DATE	DESCRIPTION
2	16.05.16	ISSUED FOR DP ALIGNMENT
1	16.04.11	ISSUED FOR DP ALIGNMENT

DESIGNED BY: [Name]
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

ALL DIMENSIONS ARE IN METERS, UNLESS OTHERWISE SPECIFIED.
ALL DIMENSIONS ARE TO FACE, UNLESS OTHERWISE SPECIFIED.
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OpenRoad Toyota Richmond

DP 18-818762

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

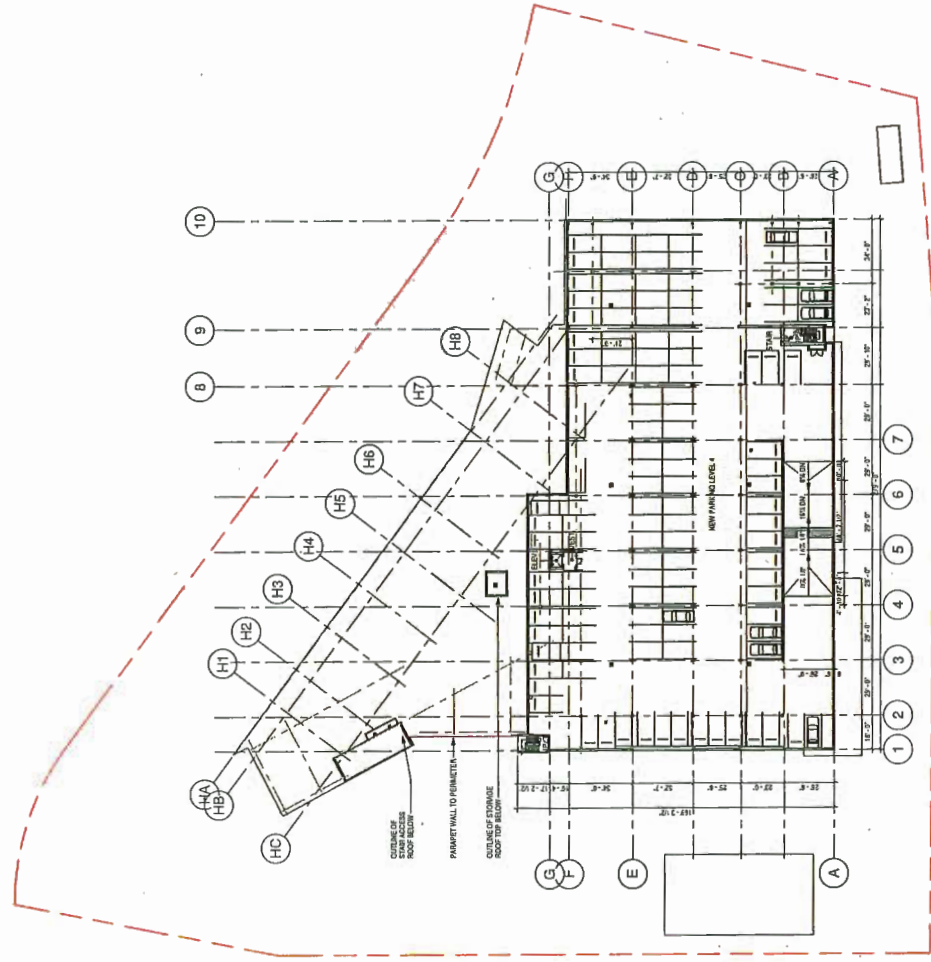
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PROJECT NUMBER: 1808

PLAN #1D

DP.008

1 ADDITIONAL PARKING LEVEL 1
1"=30'-0"



REVISION	DATE	DESCRIPTION
1	15.04.11	ISSUED FOR L.P. AMENDMENT
2	15.05.15	ISSUED FOR L.P. AMENDMENT

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Notes: Dimensions shall be given in metric units (millimeters). Dimensions shall be given in imperial units (feet and inches) where indicated. The contractor shall be responsible for all dimensions and conditions on the job, and shall verify the accuracy of the dimensions and conditions on the job. The contractor shall be responsible for all dimensions and conditions on the job, and shall verify the accuracy of the dimensions and conditions on the job.

OpenRoad Toyota Richmond

DP 18-818762

13100 SMALL WOOD PLACE RICHMOND, BC

LEVEL 5

SCALE: 1" = 30'-0"

PROJECT NUMBER

DATE: SEPT 23, 2016

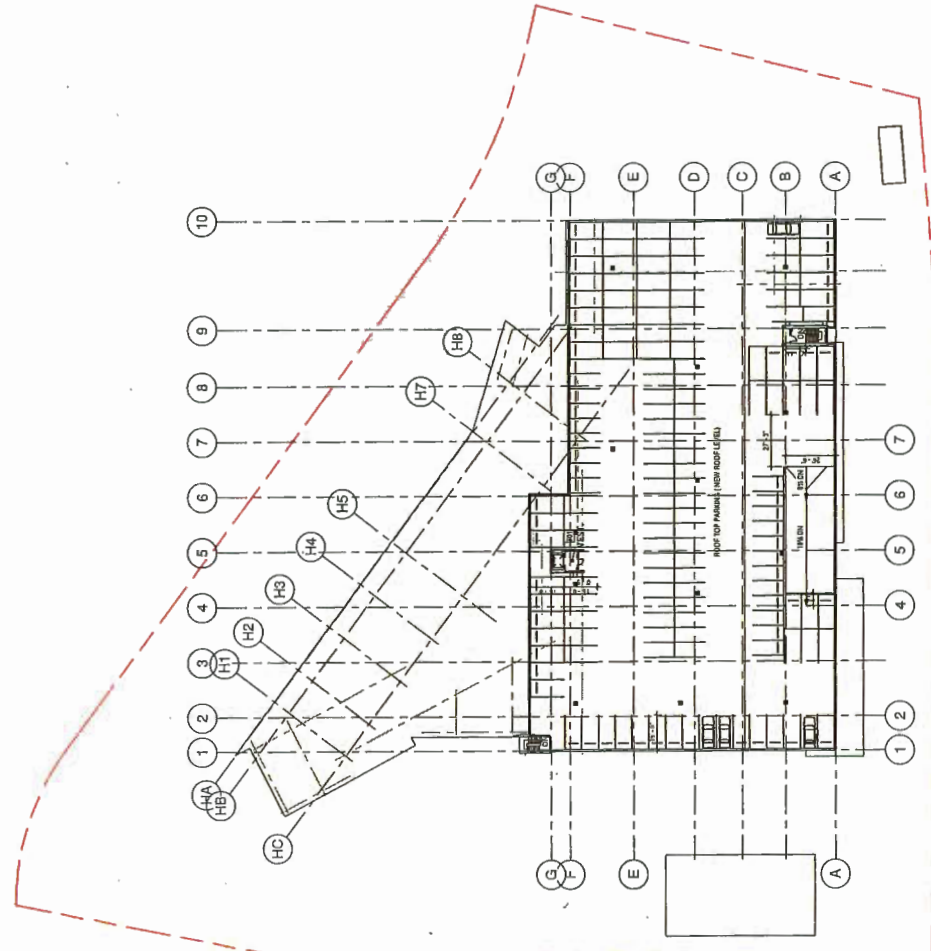
DRAWN BY

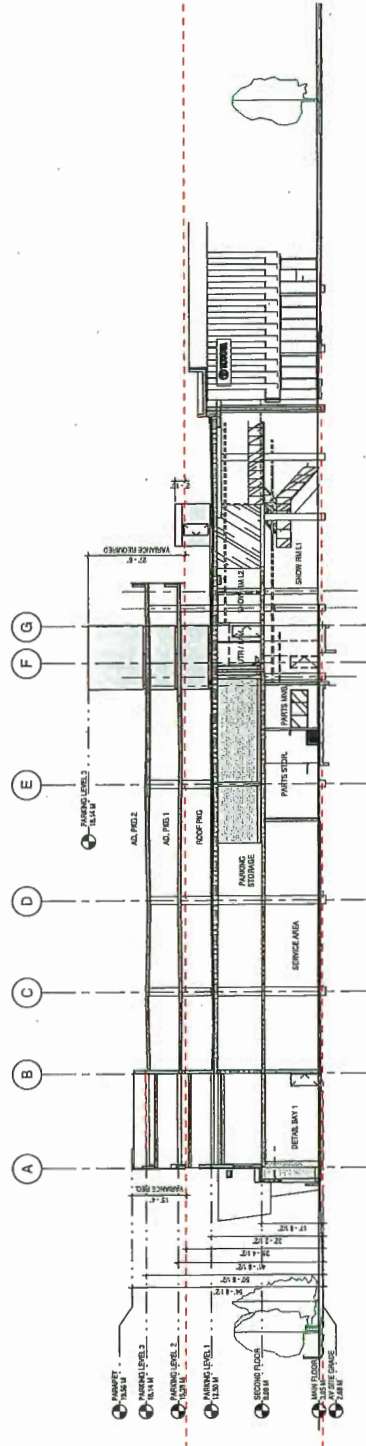
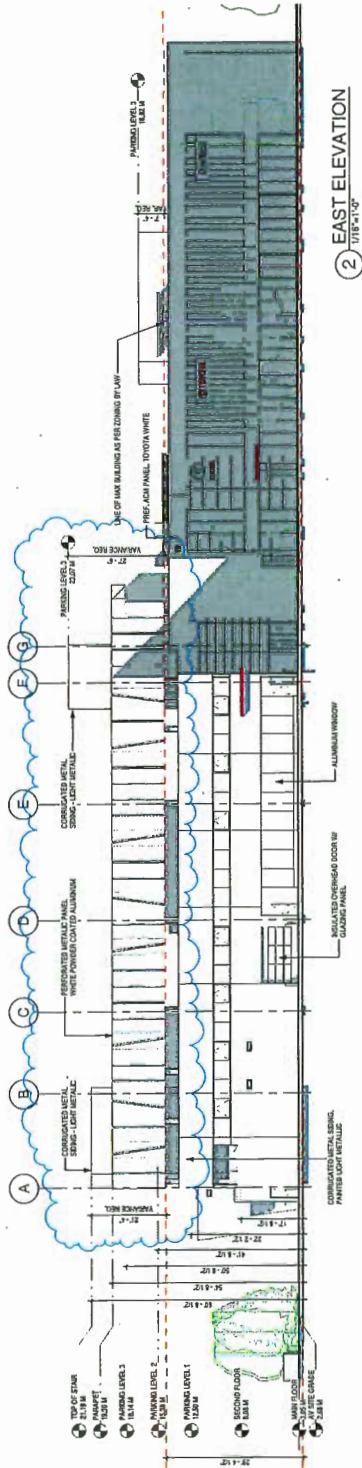
1" = 30'-0"

PLAN #1E

DP.009

1 ADDITIONAL PARKING LEVEL 2
1" = 30'-0"





REVISION	DATE	DESCRIPTION
1	10.04.11	ISSUED FOR CD ASSIGNMENT
2	10.06.11	ISSUED FOR CD ASSIGNMENT

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OpenRoad Toyota Richmond

DP 18-818762

13183 SMALL WOOD PLACE RICHMOND, BC

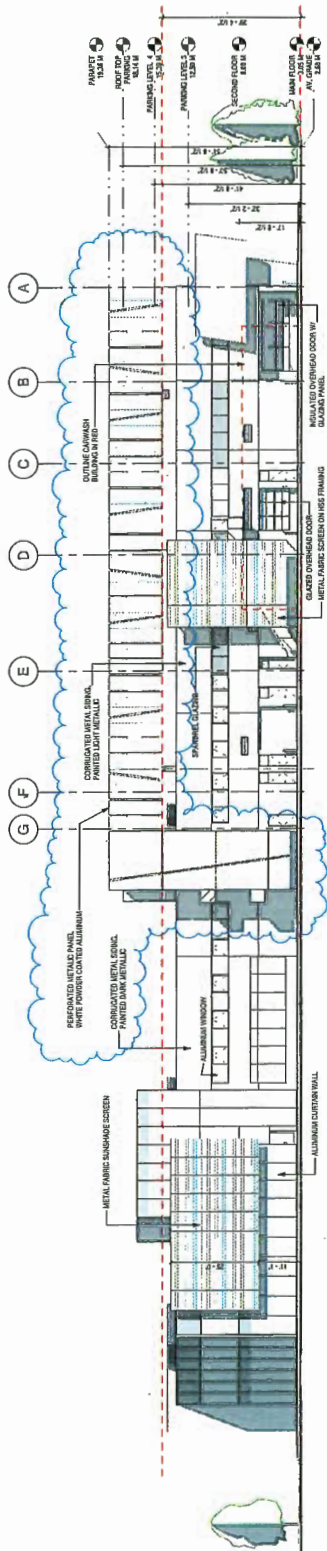
ELEVATIONS AND SECTIONS

SCALE: 1/16\"/>

DATE: SEP 18, 2010

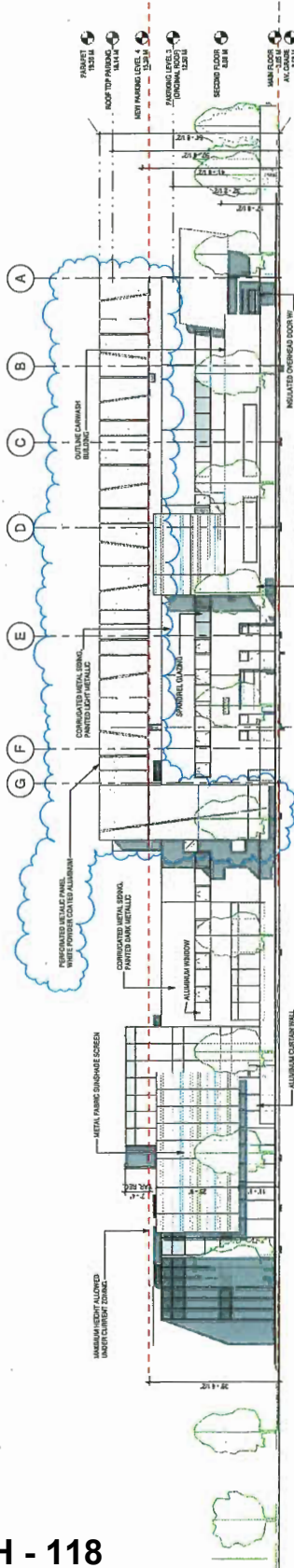
PLAN #4

DP-010



2 WEST ELEVATION
1/16" = 1'-0"

PH - 118



1 WEST ELEVATION
1/16" = 1'-0"

REVISION	DATE	DESCRIPTION
1	10.10.11	REVISION FOR DTP AMENDMENT
2	10.10.11	REVISION FOR DTP AMENDMENT

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

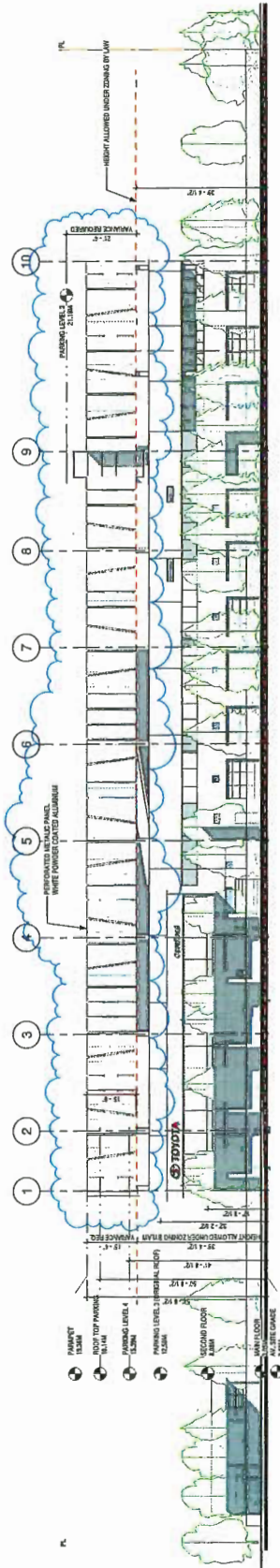
OpenRoad Toyota Richmond

DP 18-818762

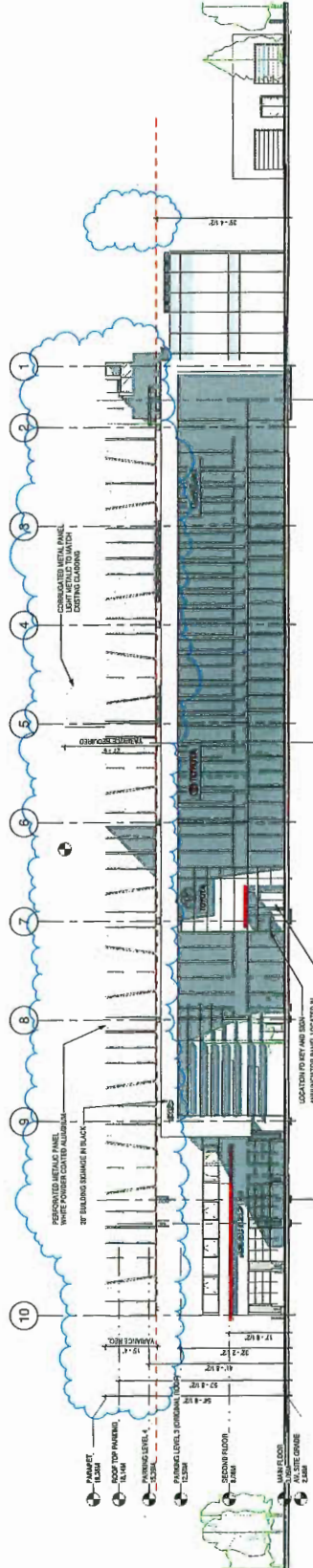
1385 SMALL WOOD PLACE RICHMOND BC
JACOBBS ROAD
ELEVATION

SCALE: 1/16" = 1'-0"
DATE: SEP 17, 2011
DRAWN BY: J. BOZYK
CHECKED BY: J. BOZYK

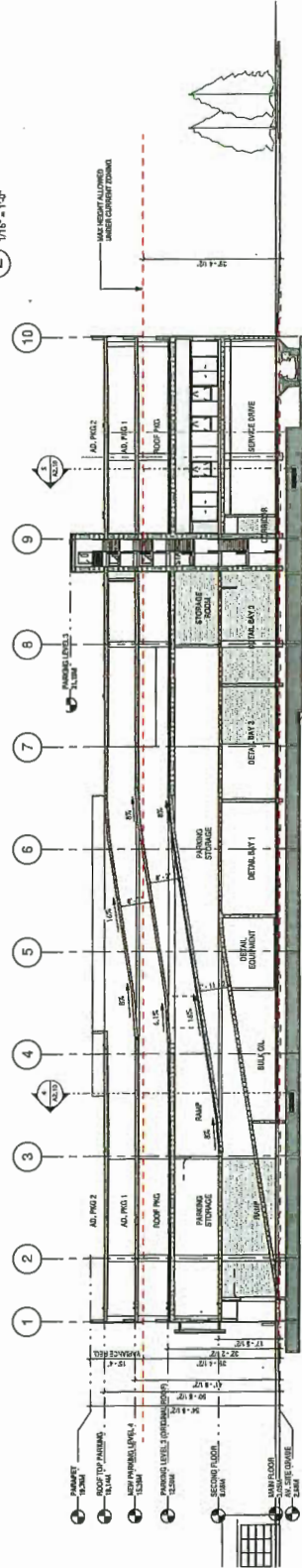
PLAN #5
DP.011



3 SOUTH ELEVATION
1/8\"/>



2 NORTH ELEVATION
1/8\"/>



1 SECTION THROUGH RAMP
1/8\"/>

OpenRoad
AUTO GROUP

CLIENT

NO.	DATE	DESCRIPTION
1	18.04.11	ISSUED FOR DP AMENDMENT
2	18.06.18	ISSUED FOR DP AMENDMENT

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OpenRoad Toyota Richmond
DP 18-818762

17180 SMALL WOOD PLACE RICHMOND, BC

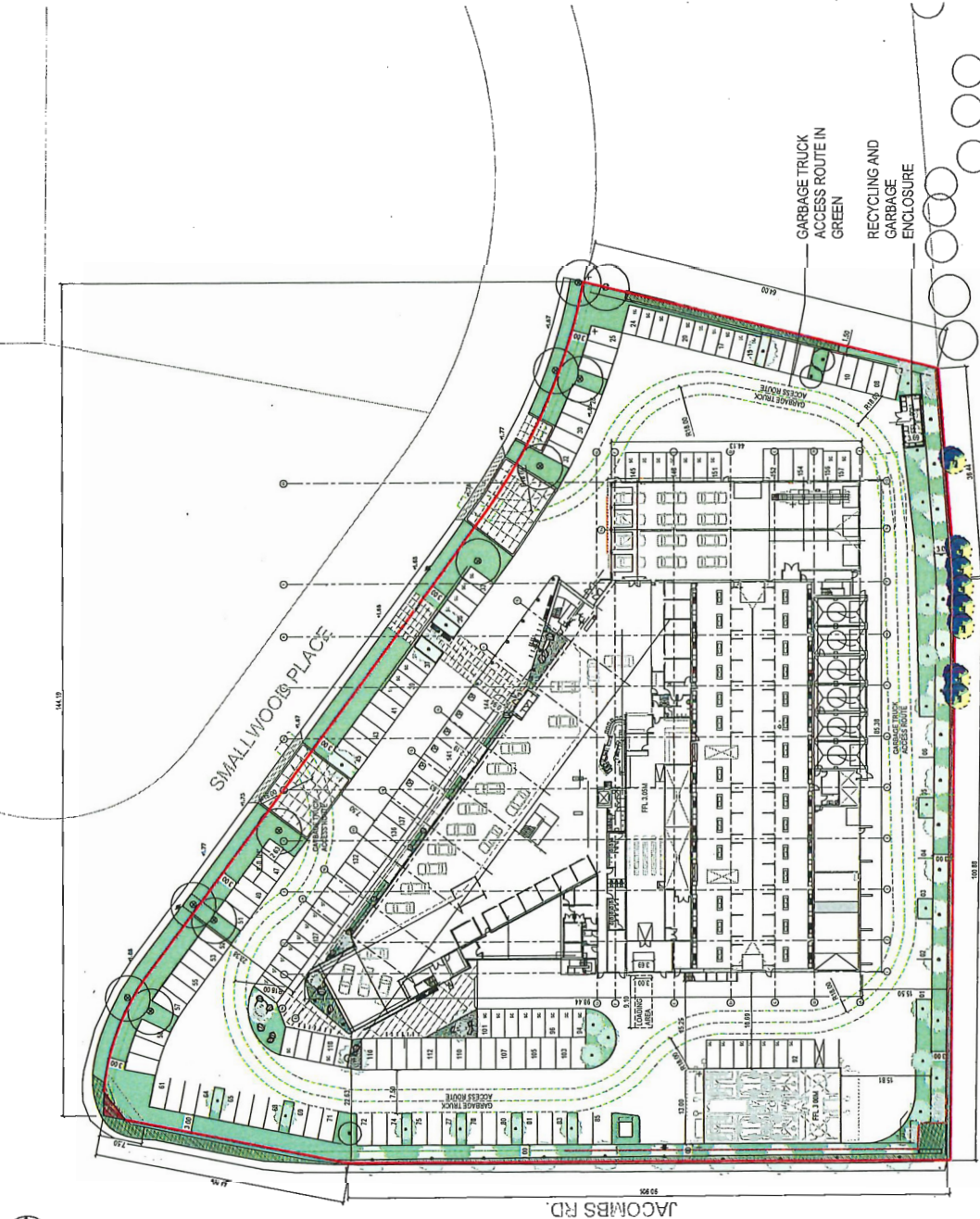
ELEVATIONS AND
SECTIONS

SCALE: 1/8\"/>

PROJECT NUMBER: 201807

PLAN #6

DP.012



REVISION	DATE	DESCRIPTION
1	18.10.25	ISSUED FOR DP

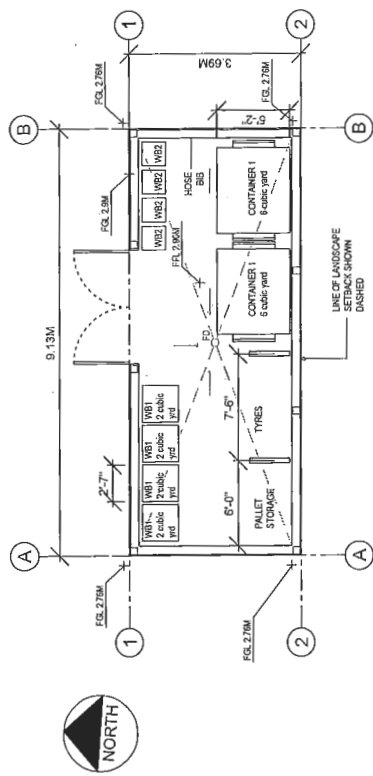
CONTRACT NO. 18-818762
PROJECT NAME: OpenRoad Toyota Richmond
PROJECT ADDRESS: 18-818762
PROJECT NUMBER: 18-818762
PROJECT DATE: 18-818762
PROJECT NUMBER: 18-818762

OpenRoad
Toyota Richmond

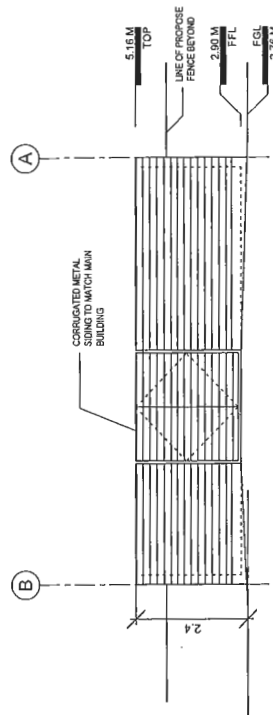
WASTE MANAGEMENT PLAN
DP 18-818762

SCALE: 1" = 30'-0"
PROJECT NUMBER: 18-818762
DATE: 18-818762
DRAWN BY: 18-818762

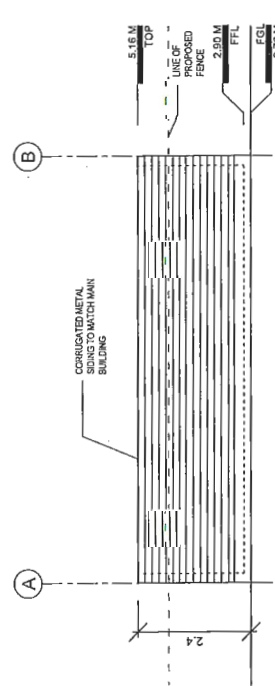
DP0.30



① GARBAGE ROOM PLAN
1/4" = 1'-0"



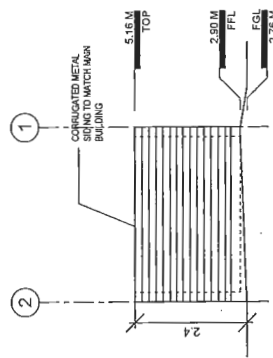
② NORTH ELEVATION
1 1/4" = 1'-0"



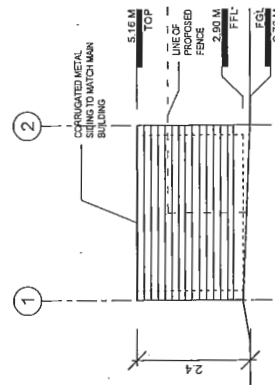
③ SOUTH ELEVATION
1/4" = 1'-0"



① SITE PLAN SHOWING REVISED GARBAGE ROOM LOCATION
1" = 30'-0"



④ EAST ELEVATION
1/4" = 1'-0"



⑤ WEST ELEVATION
1/4" = 1'-0"

6	18.10.25	ISSUED FOR DP
5	18.04.11	ISSUED FOR DP
4	17.12.05	ISSUED FOR ADDENDUM
3	17.09.27	ISSUED FOR BP REVISION
2	17.05.30	ISSUED FOR DP
1	17.05.19	ISSUED FOR DP

REVISION	DATE	DESCRIPTION
COMPOSITE NOTICE:		
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While dimensions and base precedents are used liberally, Cushman and Wakefield will be responsible for all dimensions and conditions on the job that require clarification of errors, discrepancies, or conflicting information contained in contract drawings and documents. It allows to obtain such clarification from the Client for drawings and documents for over resulting important work and the total of responsible parties.

OpenRoad
Toyota Richmond

GARBAGE ENCLOSURE

DP 18-818762

SCALE 1" = 20'-0" DATE Jun 1, 2018 DESIGNED BY J. L. B. 2011
DRAWN BY M. J. B. 2011

DPO.31

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ARCHITECT:
CHRISTOPHER BOZAK, ARCHITECT'S

PLAN #3B

13	RE-ASSUED FOR DP	18-06-20
14	RE-ASSUED FOR CONSTRUCTION	18-06-20
15	ISSUED FOR REVIEW BP	17-11-20
16	ISSUED FOR REVIEW BP	17-11-20
17	RE-ASSUED FOR DP	17-06-20
18	RE-ASSUED FOR DP	17-06-20
19	RE-ASSUED FOR DP	17-06-20
20	RE-ASSUED FOR DP	17-06-20
21	RE-ASSUED FOR DP	17-06-20
22	RE-ASSUED FOR DP	17-06-20
23	RE-ASSUED FOR DP	17-06-20
24	RE-ASSUED FOR DP	17-06-20
25	RE-ASSUED FOR DP	17-06-20
26	RE-ASSUED FOR DP	17-06-20
27	RE-ASSUED FOR DP	17-06-20
28	RE-ASSUED FOR DP	17-06-20
29	RE-ASSUED FOR DP	17-06-20
30	RE-ASSUED FOR DP	17-06-20
31	RE-ASSUED FOR DP	17-06-20
32	RE-ASSUED FOR DP	17-06-20
33	RE-ASSUED FOR DP	17-06-20
34	RE-ASSUED FOR DP	17-06-20
35	RE-ASSUED FOR DP	17-06-20
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37	RE-ASSUED FOR DP	17-06-20
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95	RE-ASSUED FOR DP	17-06-20
96	RE-ASSUED FOR DP	17-06-20
97	RE-ASSUED FOR DP	17-06-20
98	RE-ASSUED FOR DP	17-06-20
99	RE-ASSUED FOR DP	17-06-20
100	RE-ASSUED FOR DP	17-06-20

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:300
Drawn:	KD
Reviewed:	KL
Project No.:	06-480

LANDSCAPE
TREE MANAGEMENT

L0.1

TREE MANAGEMENT LEGEND

DESCRIPTION	SYMBOL
EXISTING TREE TO BE REMOVED PER ARBORIST REPORT	⊗
EXISTING TREE TO BE RETAINED PER ARBORIST REPORT	⊕
TREE PROTECTION FENCING PER CITY OF RICHMOND	⊞

TREE PROTECTION FENCING PER CITY OF RICHMOND

TO BE REMOVED:	13
SMALLWOOD PLACE	3
TOTAL	16
TO BE INSTALLED:	10 (7.5m CAL)
SMALLWOOD PLACE	3 (7.5m CAL)
EAST PROPERTY LINE	1 (7.5m CAL)
SOUTH PROPERTY LINE	14 (7.5m CAL)
ONITE	12
TOTAL	44 (28 @ 7.5m CAL)

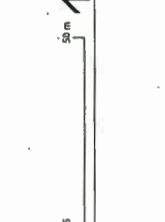
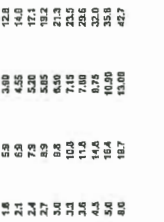
SEE PLANTING PLAN L2.0 FOR NEW AND REPLACEMENT TREES

Tree Protection Distance Table

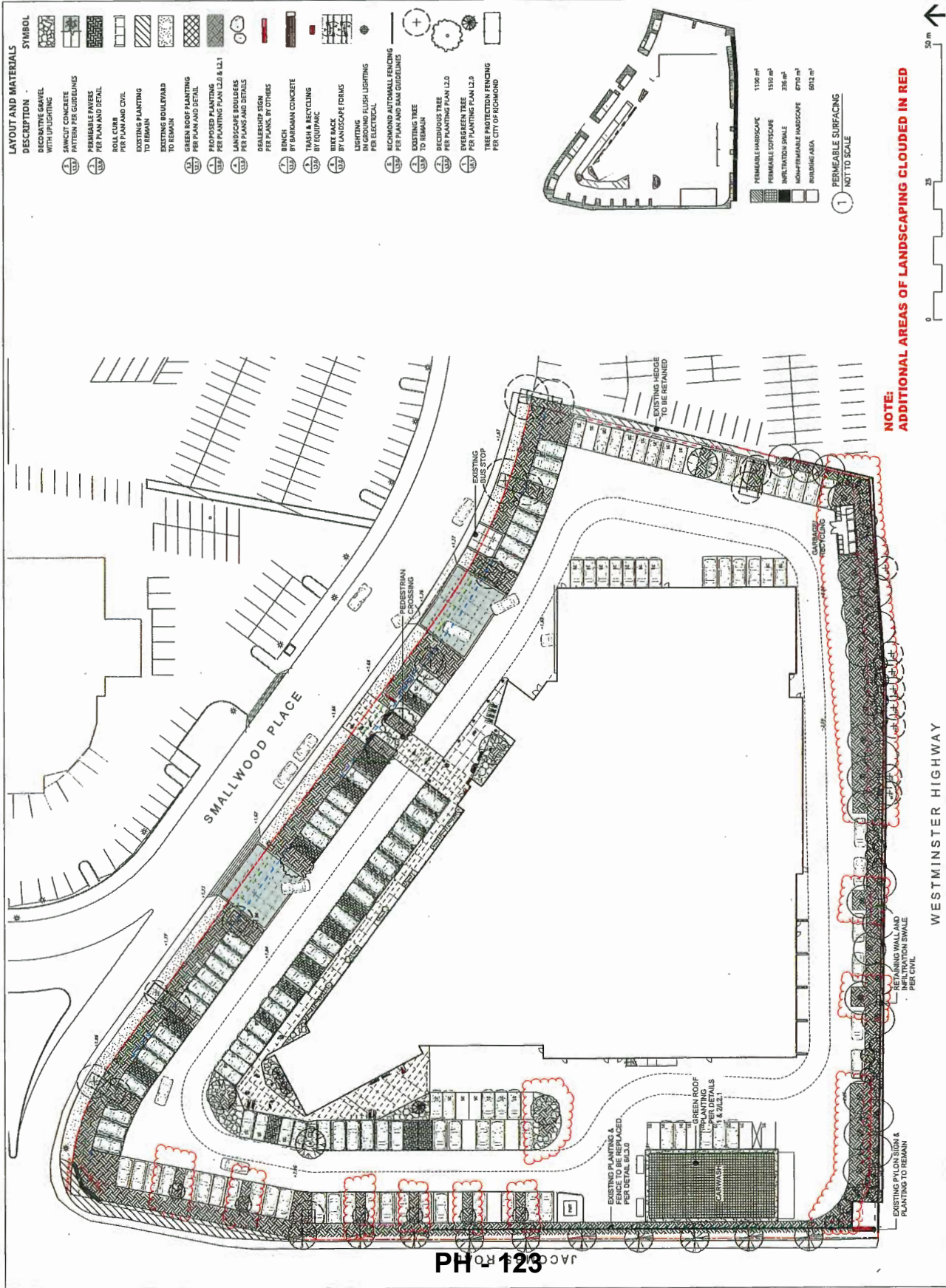
Tree Type	Minimum Protection Distance (m)	Maximum Protection Distance (m)
25	0.8	1.2
26	0.8	1.2
27	0.8	1.2
28	0.8	1.2
29	0.8	1.2
30	0.8	1.2
31	0.8	1.2
32	0.8	1.2
33	0.8	1.2
34	0.8	1.2
35	0.8	1.2
36	0.8	1.2
37	0.8	1.2
38	0.8	1.2
39	0.8	1.2
40	0.8	1.2
41	0.8	1.2
42	0.8	1.2
43	0.8	1.2
44	0.8	1.2
45	0.8	1.2
46	0.8	1.2
47	0.8	1.2
48	0.8	1.2
49	0.8	1.2
50	0.8	1.2
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52	0.8	1.2
53	0.8	1.2
54	0.8	1.2
55	0.8	1.2
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59	0.8	1.2
60	0.8	1.2
61	0.8	1.2
62	0.8	1.2
63	0.8	1.2
64	0.8	1.2
65	0.8	1.2
66	0.8	1.2
67	0.8	1.2
68	0.8	1.2
69	0.8	1.2
70	0.8	1.2
71	0.8	1.2
72	0.8	1.2
73	0.8	1.2
74	0.8	1.2
75	0.8	1.2
76	0.8	1.2
77	0.8	1.2
78	0.8	1.2
79	0.8	1.2
80	0.8	1.2
81	0.8	1.2
82	0.8	1.2
83	0.8	1.2
84	0.8	1.2
85	0.8	1.2
86	0.8	1.2
87	0.8	1.2
88	0.8	1.2
89	0.8	1.2
90	0.8	1.2
91	0.8	1.2
92	0.8	1.2
93	0.8	1.2
94	0.8	1.2
95	0.8	1.2
96	0.8	1.2
97	0.8	1.2
98	0.8	1.2
99	0.8	1.2
100	0.8	1.2

EXISTING TREE PROTECTION

1	NOT TO SCALE
---	--------------



PH 122



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ARCHITECT:
CHRISTOPHER BOZYN, ARCHITECTS

PLAN #3D

12	ISSUED FOR CONSTRUCTION	34-06-20
11	ISSUED FOR REVIEW	31-03-19
10	ISSUED FOR TENDER	27-02-20
9	RECEIVED FOR DP	17-02-20
8	ISSUED FOR DP	17-02-20
7	RECEIVED FOR DP	17-02-20
6	RECEIVED FOR DP	17-02-20
5	ISSUED FOR BUILDING	17-02-20
4	RECEIVED FOR DP	17-02-20
3	ISSUED FOR DP	16-11-19
2	ISSUED FOR DP	16-07-17
1	ISSUED FOR CLIENT REVIEW	16-06-20

REVISIONS

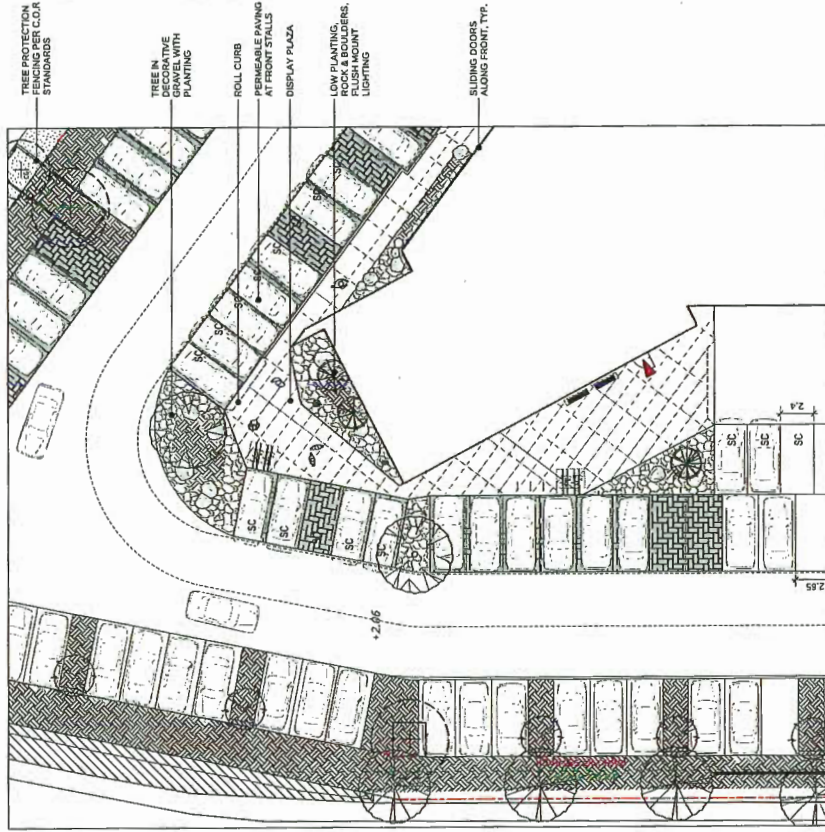
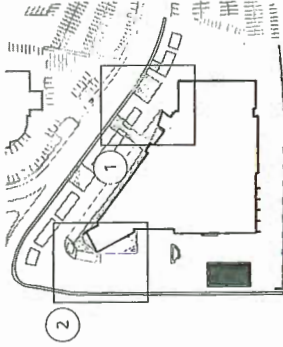
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

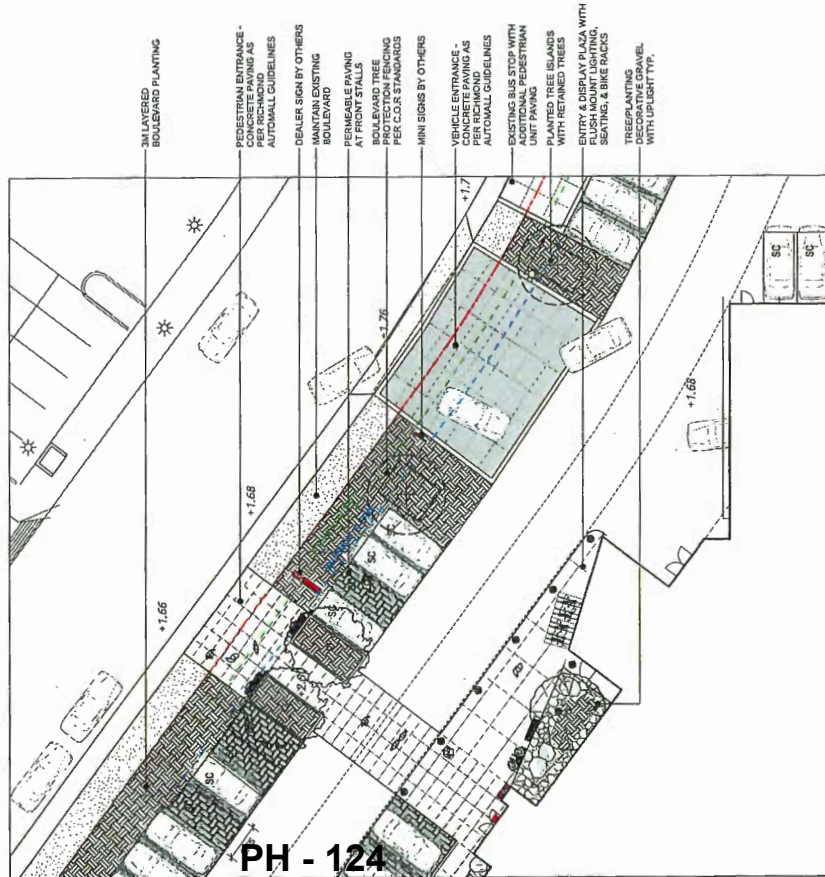
Scale:	1:150
Drawn:	KD
Reviewed:	KL
Project No.	06-490

LANDSCAPE ENLARGEMENTS

L1.1



2 CORNER ENLARGEMENT PLAN
Scale: 1:150



1 MAIN ENTRY ENLARGEMENT
Scale: 1:150

PH - 124

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ARCHITECT:
CHRISTOPHER BOZYN, ARCHITECT

PLAN #3E

13	REISSUED FOR DP	18-09-20
12	ISSUED FOR CONSTRUCTION	18-02-20
11	ISSUED FOR REVIEW	17-12-19
10	ISSUED FOR REVIEW	17-11-19
9	REISSUED FOR DP	17-06-19
8	REISSUED FOR DP	17-06-19
7	REISSUED FOR DP	17-06-19
6	REISSUED FOR DP	17-05-19
5	ISSUED FOR BUDGETING	17-02-19
4	REISSUED FOR DP	17-01-19
3	ISSUED FOR DP	16-11-18
2	ISSUED FOR DP	16-07-17
1	ISSUED FOR CLIENT REVIEW	16-06-17

REVISIONS

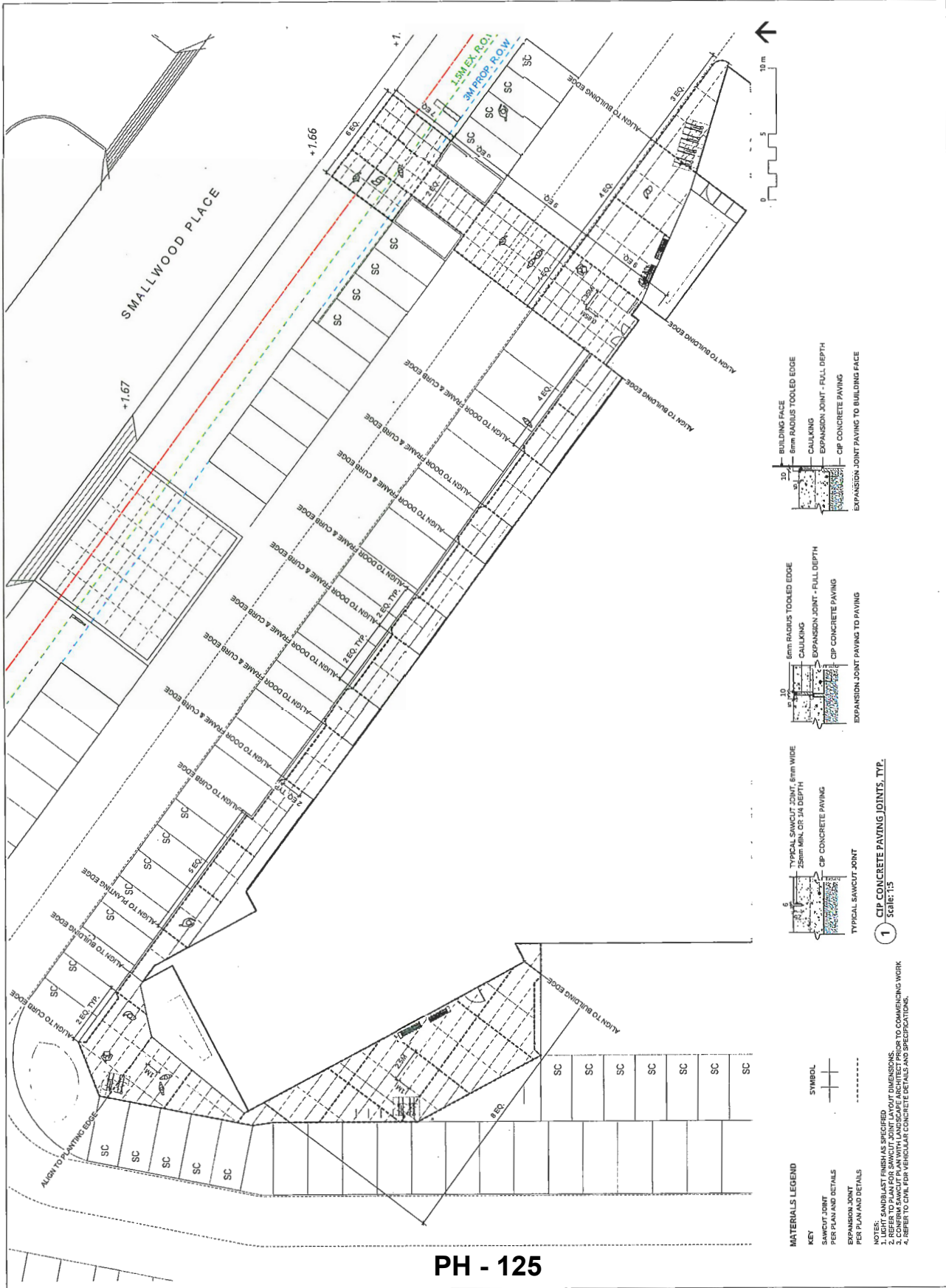
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:125
Drawn:	KD
Reviewed:	KL
Project No.	06-490

LANDSCAPE LAYOUT PLAN

L1.2



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ARCHITECT:
CHRISTOPHER BOZTIN, JR. ARCHITECTS

PLAN #3F

13	RECALCULATED FOR DP	14-09-15
12	ISSUED FOR CONSTRUCTION	14-02-28
11	ISSUED FOR REVISION DP	13-12-15
10	ISSUED FOR TENDER	13-11-15
9	REDESIGNED FOR DP	13-05-15
8	ISSUED FOR ADP	13-04-17
7	REDESIGNED FOR DP	13-02-15
6	REDESIGNED FOR DP	13-02-15
5	ISSUED FOR INDICATING	13-03-14
4	RE-DESIGNED FOR DP	13-03-14
3	ISSUED FOR DP	14-11-15
2	ISSUED FOR DP	14-01-17
1	ISSUED FOR CLIENT REVIEW	14-06-20

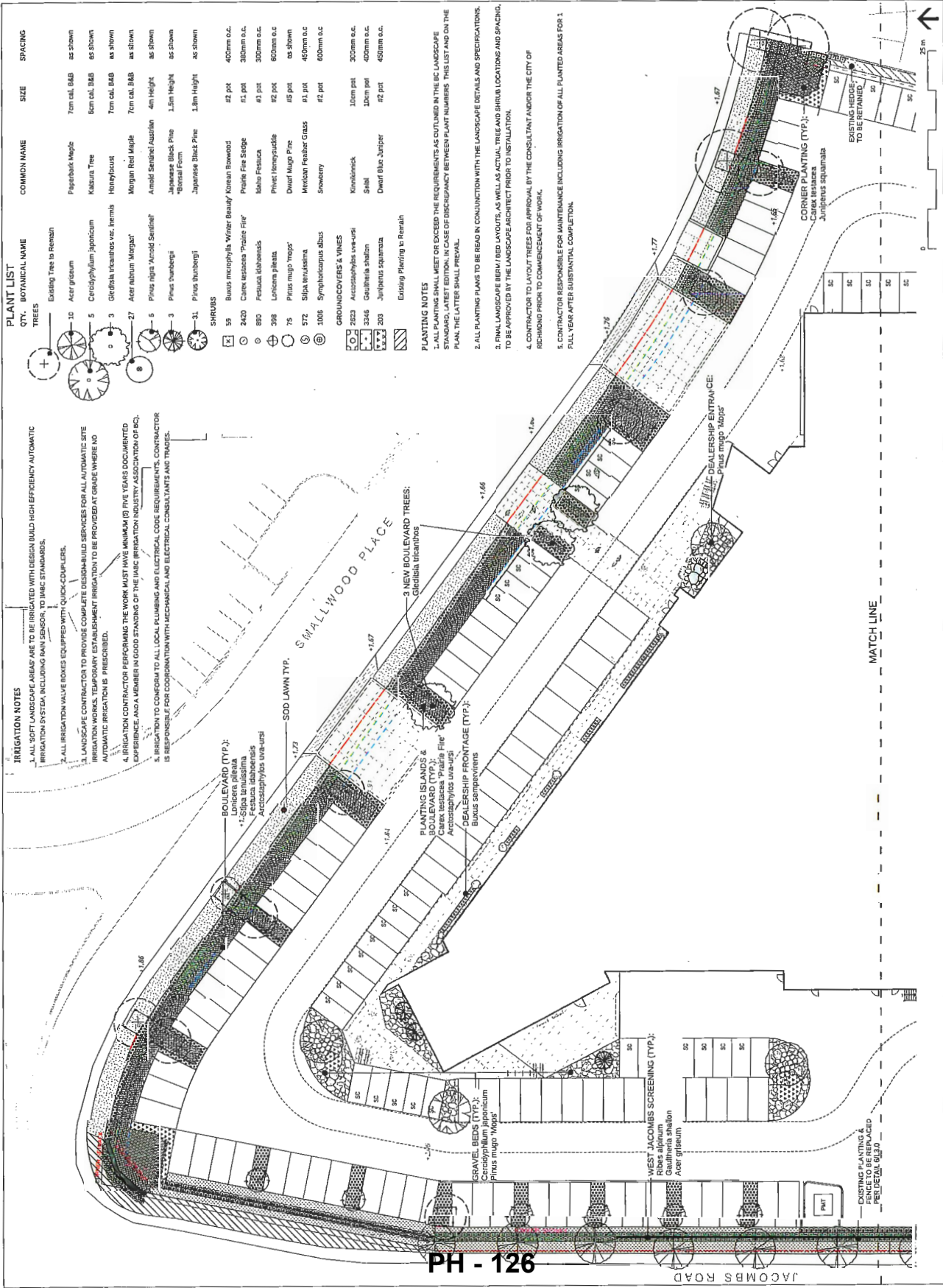
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:200
Drawn:	KD
Reviewed:	KL
Project No.	DS-490

LANDSCAPE PLANT MATERIALS NORTH

L2.0



PLAN #3G

13	RE-ISSUED FOR DP	18-09-20
12	ISSUED FOR CONSTRUCTION	18-02-20
11	ISSUED FOR PROVED RP	17-12-19
10	ISSUED FOR TENDER	17-11-19
9	REISSUED FOR DP	17-08-20
8	ISSUED FOR ADP	17-06-20
7	RE-ISSUED FOR DP	17-05-20
6	RE-ISSUED FOR DP	17-03-20
5	ISSUED FOR BUDGETING	17-02-20
4	RE-ADMITTED FOR DP	17-02-20
3	ISSUED FOR RP	16-11-18
2	ISSUED FOR DP	16-07-20
1	ISSUED FOR CLIENT REVIEW	16-06-20

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:200
Drawn:	KD
Reviewed:	KL
Project No.	06-490

LANDSCAPE
PLANT MATERIALS
SOUTH

L2.1

REFER TO L2.0 FOR PLANT LIST.

PLANTING NOTES

1. ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE BC LANDSCAPE STANDARD, LATEST EDITION, IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.

IRRIGATION NOTES

1. ALL "SOFT LANDSCAPE AREAS" (INCLUDING ONSITE, OFFSITE, AND GREEN ROOF AREAS) ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IASBC STANDARDS.

2. ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK-COUPERS.

3. LANDSCAPE CONTRACTOR TO PROVIDE COMPLETE DESIGN-BUILD SERVICES FOR ALL AUTOMATIC SITE IRRIGATION WORKS. TEMPORARY ESTABLISHMENT IRRIGATION TO BE PROVIDED AT GRADE WHERE NO AUTOMATIC IRRIGATION IS PRESCRIBED.

4. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED

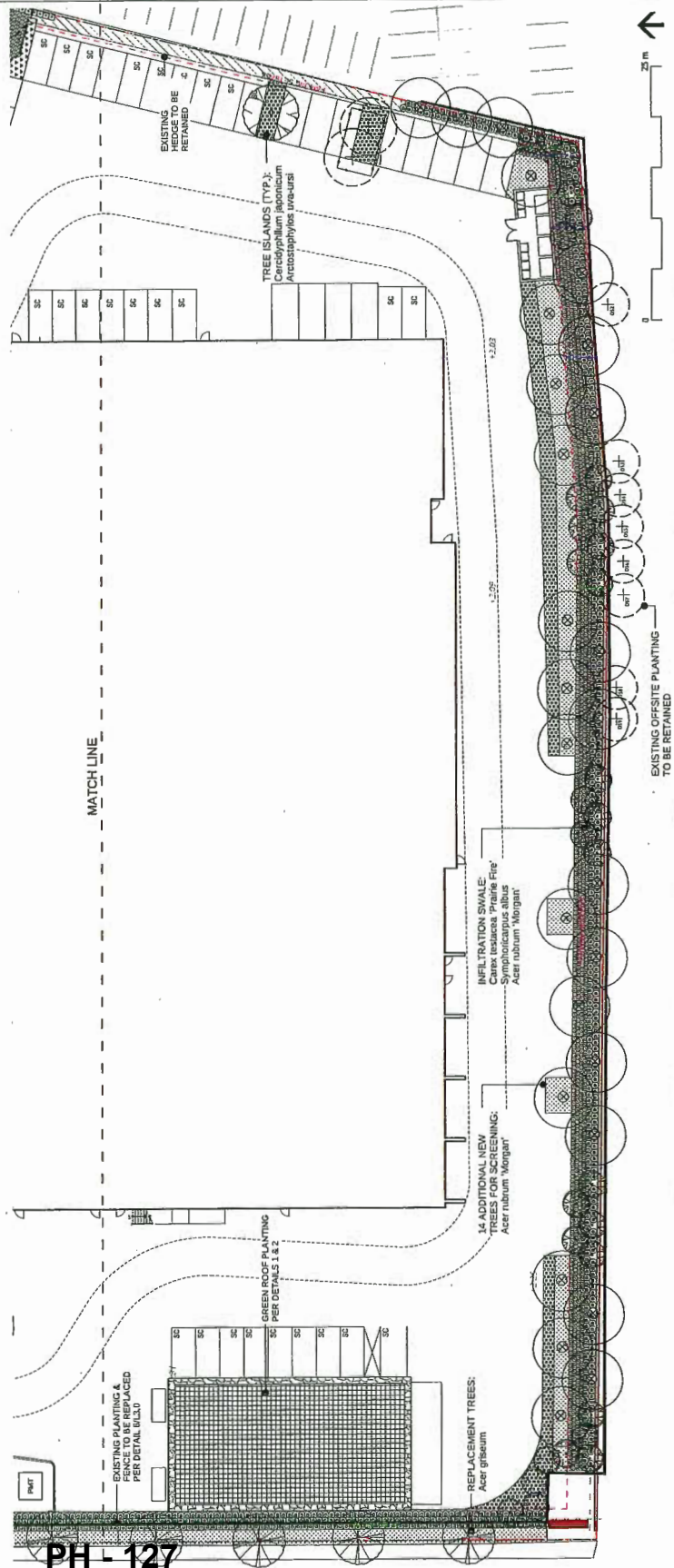
EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IAWQ (IRRIGATION INDUSTRY ASSOCIATION OF BC),

EXTENSIVE PLANTING ON SLAB

Scale: 1:10

 EXTENSIVE PLANTING DRAIN

Scale: 1:10



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE DEPARTMENT OF PUBLIC WORKS AND TO CARRY OUT ITS OPERATIONS.

ARCHITECT:

CHRISTOPHER BOZTIN, ARCHITECTS

PLAN #3H

13	REDESIGNED FOR DP	14-02-20
12	DESIGNED FOR CONSTRUCTION	14-02-20
11	DESIGNED FOR INVOICED DP	17-12-19
10	DESIGNED FOR TENDER	17-12-19
9	DESIGNED FOR DP	17-02-20
8	DESIGNED FOR DP	17-02-20
7	DESIGNED FOR DP	17-02-20
6	DESIGNED FOR DP	17-02-20
5	DESIGNED FOR DP	17-02-20
4	DESIGNED FOR DP	17-02-20
3	DESIGNED FOR DP	17-02-20
2	DESIGNED FOR DP	17-02-20
1	DESIGNED FOR DP	17-02-20
0	DESIGNED FOR DP	17-02-20

REVISIONS

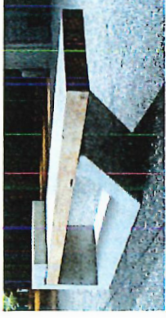
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

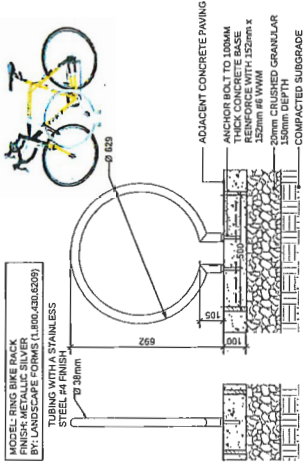
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Drawn:	KD
Reviewed:	KL
Project No.	05-490

LANDSCAPE DETAILS

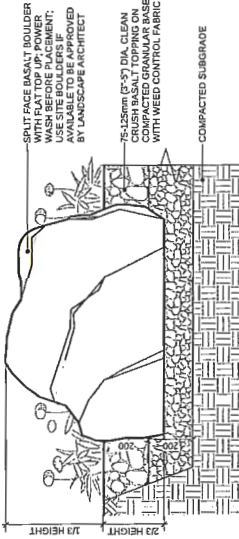
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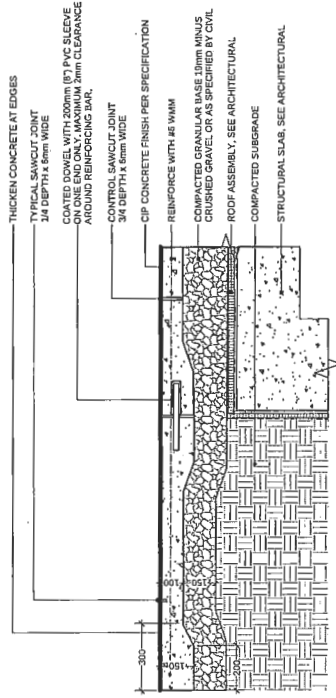
7 CONCRETE BENCH
TYPE: ON-SITE DESIGN
BY: BARKMAN CONCRETE
PORT MOODY, BC 78.089.7970



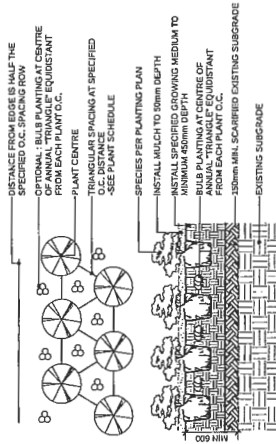
8 RING BIKE RACK BY LANDSCAPE FORMS
Scale: 1:10



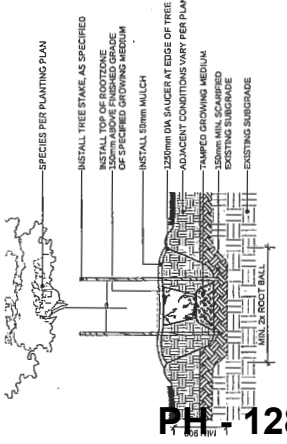
4 LANDSCAPE BOULDER
Scale: 1:10



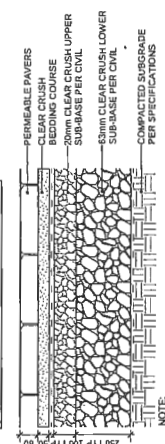
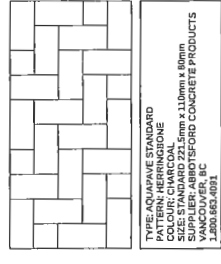
5 CIP CONCRETE ON GRADE / ON SLAB (TYPICAL)
Scale: 1:10



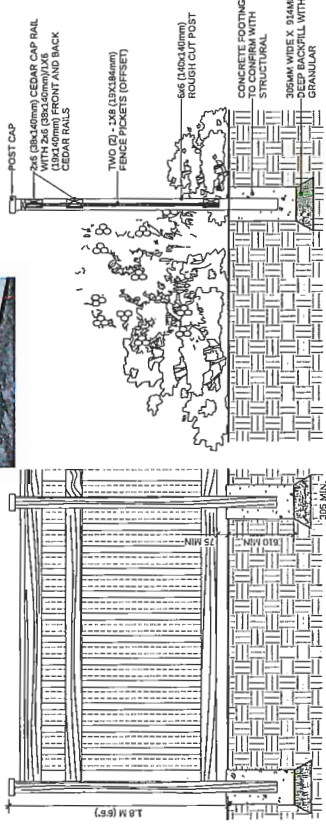
1 PLANTING ON GRADE (TYPICAL)
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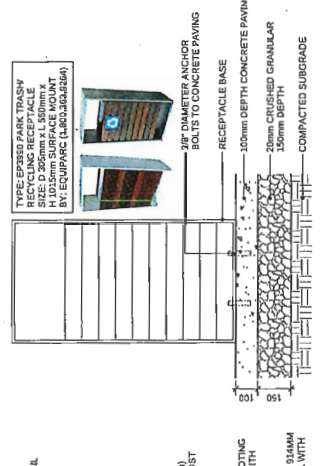
PH - 128
Scale: 1:25



3 PERMEABLE PAVING
Scale: 1:10



6 PERIMETER WOOD FENCE
Scale: 1:20



9 TRASH/RECYCLING RECEPTACLE
Scale: 1:10



October 12, 2018

MEMO TO: Christian Chia, OpenRoad Toyota Richmond

FROM: RAMA Board of Directors

RE: OpenRoad Toyota Richmond Development Permit Application-
Car Parking Addition

Dear Christian,

This letter is to inform you that your revised building design application submitted April, 2018 for the new OpenRoad Toyota Richmond dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

We note that the maximum Floor Area Ratio of 0.82 is higher than the municipal bylaw of .5 and that the proposed: roof height 15.46M, parapet height of 16.88M, stair tower 18.51M and elevator over-run of 20.39M exceed the bylaw maximum of 12M. Based on the variances granted on the recent Audi and Jaguar LandRover applications on these same two issues, the Board has also approved the variances on your application.

If you have any questions, please don't hesitate to call. On behalf of the Directors and myself, we wish you the very best with your new facility.

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', with a stylized, cursive script.

Gail Terry

General Manager, Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



City of Richmond

Rezoning Considerations

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

Address: 13100 Smallwood Place

File No.: ZT 18-818765

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
3. City acceptance of the developer's offer to voluntarily contribute \$0.45 per buildable square foot (e.g. \$38,432) to the City's public art fund.

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

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

Note:

- * This requires a separate application.
 - Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends

that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9948 (ZT 18-818765)
13100 Smallwood Place**

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

1. Richmond Zoning Bylaw 8500, section 10.7 entitled "Vehicle Sales (CV)", is amended by deleting subsection 10.7.4.1 d) in its entirety and replacing with the following:
 - d) 0.82
13100 Smallwood Place
P.I.D. 000-955-574
Lot 7 Section 5 Block 4 North Range 5 West New Westminster District Plan
68775 Except Plan EPP72489
2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9948"**.

FIRST READING

DEC 19 2018

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>AB</i>
APPROVED by Director or Solicitor <i>JR</i>

MAYOR

CORPORATE OFFICER



City of Richmond



TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Memorandum

Planning and Development Division
Development Applications

To: Mayor and Councillors
From: Wayne Craig
Director, Development

Date: January 17, 2019
File: RZ 18-829101
08-4100-01/2019-Vol 01

Re: **Secondary Suite Minimum Sizes – Council Referral Response;
11111 and 11113 Seafeld Crescent – Revised Rezoning Considerations; and
Information on Existing Duplexes**

The purpose of this memorandum is to provide Mayor and Councillors with the following:

1. a response to the referral passed at the Planning Committee meeting on December 4, 2018: *that staff examine the minimum sizes of various secondary suites in any dwelling in the community and the possibility of increasing density where required;*
2. an update on the above-noted rezoning application for the two (2) proposed secondary suites and vehicular access as directed at the December 4, 2018 Planning Committee meeting; and
3. information on existing duplexes in Richmond.

Response to Referral on Secondary Suites

At the Planning Committee meeting of December 4, 2018, Planning Committee passed the following referral:

“That staff examine the minimum sizes of various secondary suites in any dwelling in the community and the possibility of increasing density where required.”

To understand typical secondary suite sizes and types constructed within new single-family dwellings in Richmond over the past five (5) years (i.e., 2014 to 2018), staff have examined a sample of 524 building permits for single-family dwellings with known secondary suites. Key findings are summarized below and in Attachment 1.

- Average suite size for a studio secondary suite is 36.9 m² (397 ft²).
- Average suite size for a one-bedroom secondary suite is 43.2 m² (465 ft²).
- Average suite size for a two-bedroom secondary suite is 62.2 m² (670 ft²).
- Average suite size for a three-bedroom secondary suite is 76.6 m² (824 ft²).
- The average number of bedrooms in a secondary suite is 1.3 bedrooms.



Staff have also reviewed single-family dwelling building permits issued in 2018. A total of 305 building permits were issued for single-family dwellings in 2018. Of those permits, 95 (31%) contained a secondary suite within the building. Staff believe that this represents a reasonable uptake in the construction of new secondary suites. Accordingly, an additional density incentive is not recommended at this time. Furthermore, permitting additional density as an incentive to construct a secondary suite would contribute to an increase in building massing which is an ongoing issue within single-family developments and has been an area of concern for Richmond residents.

11111 and 11113 Seafield Crescent – Revised Rezoning Considerations

The above noted rezoning application (RZ 18-829101) proposed to provide two (2) secondary suites on the two (2) future single-family lots with vehicular access to both lots from the existing rear lane. At the December 4, 2018 Planning Committee meeting, Council directed staff to enter into discussions with the applicant to determine if there was an ability to provide two (2) bedrooms in each proposed secondary suite and accommodate vehicular access to one of the future lots via Seafield Crescent.

Staff have met with the applicant several times since the application was considered by Planning Committee. The applicant has reviewed the development proposal and advanced the house design plans to determine what size of suites can be accommodated to consider Council's request. The revised proposal is discussed below and in the applicant's letter dated January 10, 2019 (Attachment 2) and preliminary ground floor house plans (Attachment 3).

Secondary Suites

The applicant has committed to constructing two (2) bedrooms in each proposed secondary suite with minimum sizes of 74.3 m² (800 ft²) for Lot A and 65 m² (700 ft²) for Lot B. The secondary suite sizes proposed by the applicant are larger than the average size of existing two-bedroom secondary suites in Richmond, approximately 62.2 m² (670 ft²). Should Council wish to accept the applicant's proposal, staff recommend it to be secured through revised Rezoning Considerations, which have been agreed to by the applicant, and include:

- registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on all future lots; and
- the legal agreement would require that Lot A is built with a secondary suite containing minimum of two (2) bedrooms and a minimum gross floor area of 74.3 m², and Lot B is built with a secondary suite containing a minimum of two (2) bedrooms and a minimum gross floor area of 65 m².

The Rezoning Considerations are provided as follows:

- The original Rezoning Considerations with the proposed changes to include the secondary suite conditions, as highlighted and underlined (Attachment 4).
- The revised Rezoning Considerations with the revised secondary suite requirements, as signed by the applicant (Attachment 5).

Vehicular Access

The applicant proposes to maintain vehicular access to both proposed single-family lots via the existing rear lane. Transportation staff have assessed the potential traffic impacts of using the rear lane to provide access for the proposed development. Based on industry-recognized trip generation rates published by the Institute of Transportation Engineers, the proposed development is anticipated to generate an average of up to five (5) vehicle trips in the peak period, representing an increase of three (3) trips over the two (2) trips generated by the existing duplex. The anticipated increase in traffic volume is considered to be minimal and can be accommodated within the existing lane.

Staff Recommendation for Consideration

- 1) That the Rezoning Considerations for RZ 18-829101 be amended as outlined above and set out in Attachment 5.

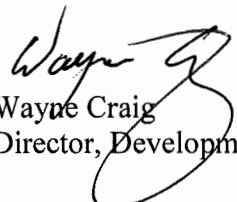
Existing Duplexes

Planning Committee also expressed interest in obtaining updated information on existing duplexes in Richmond. There are approximately 539 existing duplex buildings city-wide. Additional information regarding these duplexes is provided below:

- 289 duplexes are conforming uses, on lots zoned "Two-Unit dwellings (RD1 and RD2)".
- 208 duplexes are existing legal non-conforming uses, on lots zoned for single-family developments (i.e., RS1, RS2, RC2, CC, RTL1).
- 300 of the 539 existing duplexes are currently strata-titled, for a total of 600 strata units. The remaining 239 duplexes are not stratified.
- The average age of existing duplexes is 42 years (i.e., built 1976).

Currently, there are 11 active rezoning applications that involve sites with existing duplexes, most of which involve new townhouse developments and subdivision for new single-family dwellings.

For clarification, please contact me at 604-247-4625.


Wayne Craig
Director, Development
WC:jl

cc. SMT
James Cooper, Director, Building Approvals
Barry Konkin, Manager, Policy Planning
Joshua Reis, Program Coordinator, Development
Suzanne Smith, Program Coordinator, Development
Jessica Lee, Planning Technician

Attachment 1: Statistics of Secondary Suites Issued Between 2014 and 2018

Attachment 2: Letter from Applicant Regarding Revised Proposal

Attachment 3: Preliminary Ground Floor House Designs (With Secondary Suites Highlighted)

Attachment 4: Original Rezoning Considerations (With Proposed Changes Highlighted)

Attachment 5: Revised Rezoning Considerations (Signed Copy)

Statistics of Single-Family Dwellings with Secondary Suites
(Building Permits, 2014 – 2018)

Secondary Suite Type	Total Constructed	Minimum Suite Size		Maximum Suite Size		Average Suite Size	
2014 – 2018	#	SQ.M.	SQ.FT.	SQ.M.	SQ.FT.	SQ.M.	SQ.FT.
Studio	9	28.7	308.9	48.1	517.7	36.86	397
1 Bedroom	365	28.34	305.1	89.59	964.3	43.18	465
2 Bedroom	142	33.44	359.9	90.02	969	62.23	670
3 Bedroom	8	60.38	649.9	88.44	952	76.57	824
Total	524						
Average # of Bedrooms	1.3						

Single-Family Dwelling (SFD) Building Permits	Total
2018	#
Total # of SFD issued	305
Total # of SFD issued with Secondary Suites	95
% of SFD with Secondary Suites	31%

January 10, 2019

Maryem Ahbib

Applicant

11111-11113 Seafield Cr. RZ 18-829101

Hereby I express owners' cooperation with city hall council's request to have a legal secondary suite at each of the two upcoming new houses with two bedrooms each:

- ⑦ Lot A is to be built with a minimum of two (2) bedrooms with a minimum gross floor area of 74.3 sq.m. (800 sq.ft.); and
- ⑦ Lot B is to be built with a minimum of two (2) bedrooms with a minimum gross floor area of 65.0 sq.m. (700 sq.ft.)

The dimensions of each suite are spacious enough for convenient living and each suite offers two bedrooms rather than one bedroom as the most popular number of bedrooms in the legal suite so far. Also, if we go any larger square foot for the suites, there will be not enough space for having living room dining room and principal kitchens with sufficient space in the houses on lots A and B.

For the two car garage, it will be better if it is from the backlane for both lots Lot A and Lot B. For these lots, it is good advantage that it has access to the backlane from two sides: Williams Rd and Seacote Rd. The backlane is very much spacious to allow the residents to drive east west towards Seacote Rd and driving north and south towards Williams Rd; also this neighborhood is growing and not a mature neighborhood thus the number of cars driving through the backlane is still small at this time.

These lots' frontages are very narrow; there are not enough frontages for building the garages and still allowing space for green space. If we build garage from the front of the house, it will interfere with walkways at front of the house and specifically the possibility to have some bushes, flowers, trees and beautification of the front of the two houses. The increase of vegetation at the front of the houses will improve the landscape along Seafield Cr; windows will also be missing and all you will see when you come to front of the house is the garages, not the entrances or the windows or the flowers. Only the doors of the garage will be appearing at the front of the house. Also, the living room, dining room and kitchen will not have enough space to be comfortable living areas when the garage is built at the front.

The designer did prepare sketches showing the proposed floor plans for the first floor for Lot A and Lot B with the revised two-bedroom secondary suites and position of the two car garages from the rear lane

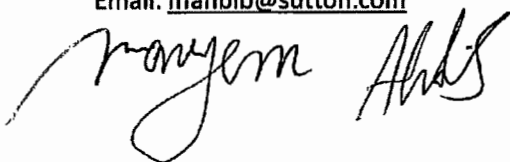
Greatest Regards;

Maryem Ahbib

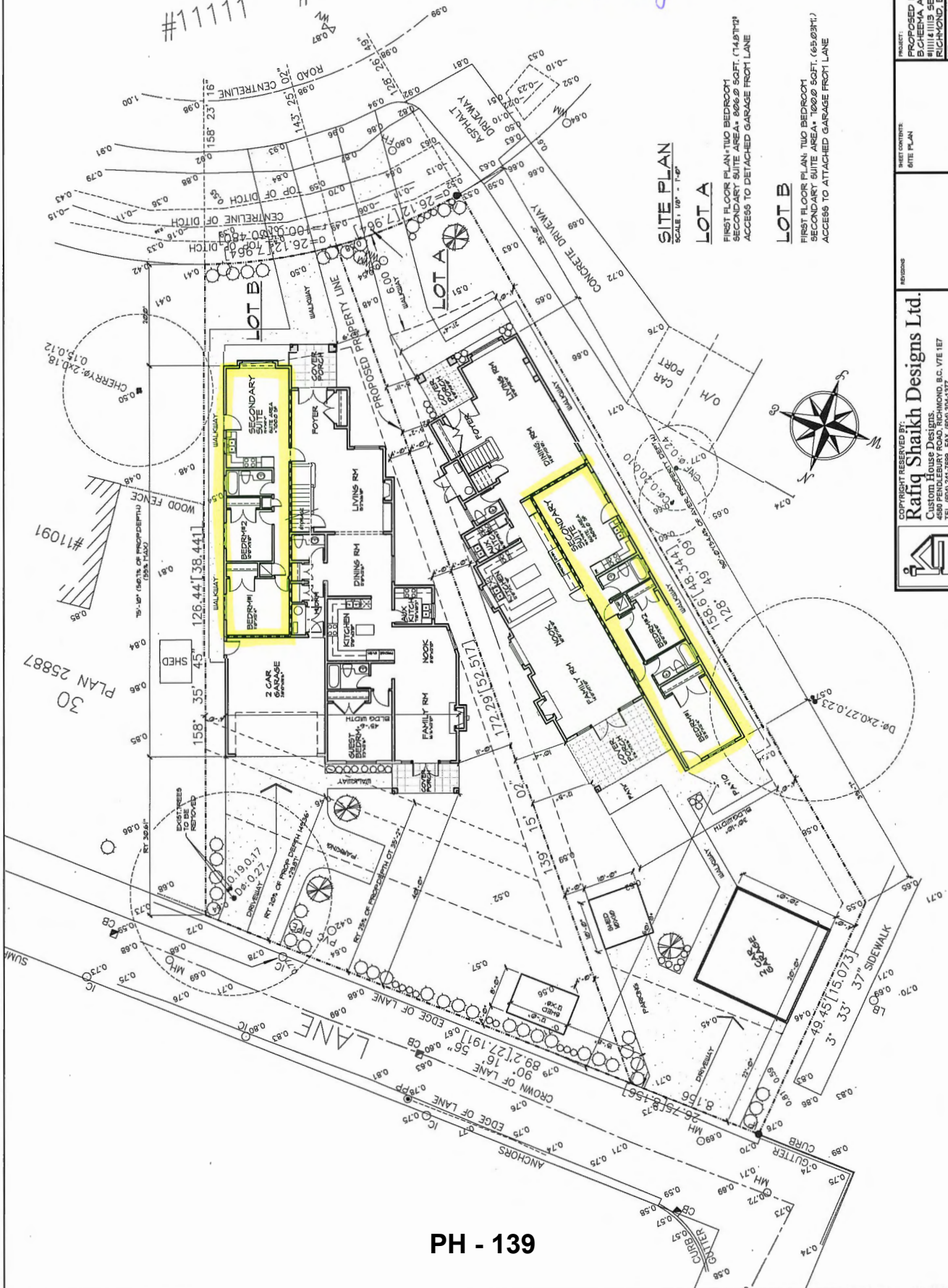
Applicant

Mobile: (604) 724-8275

Email: mahbib@sutton.com



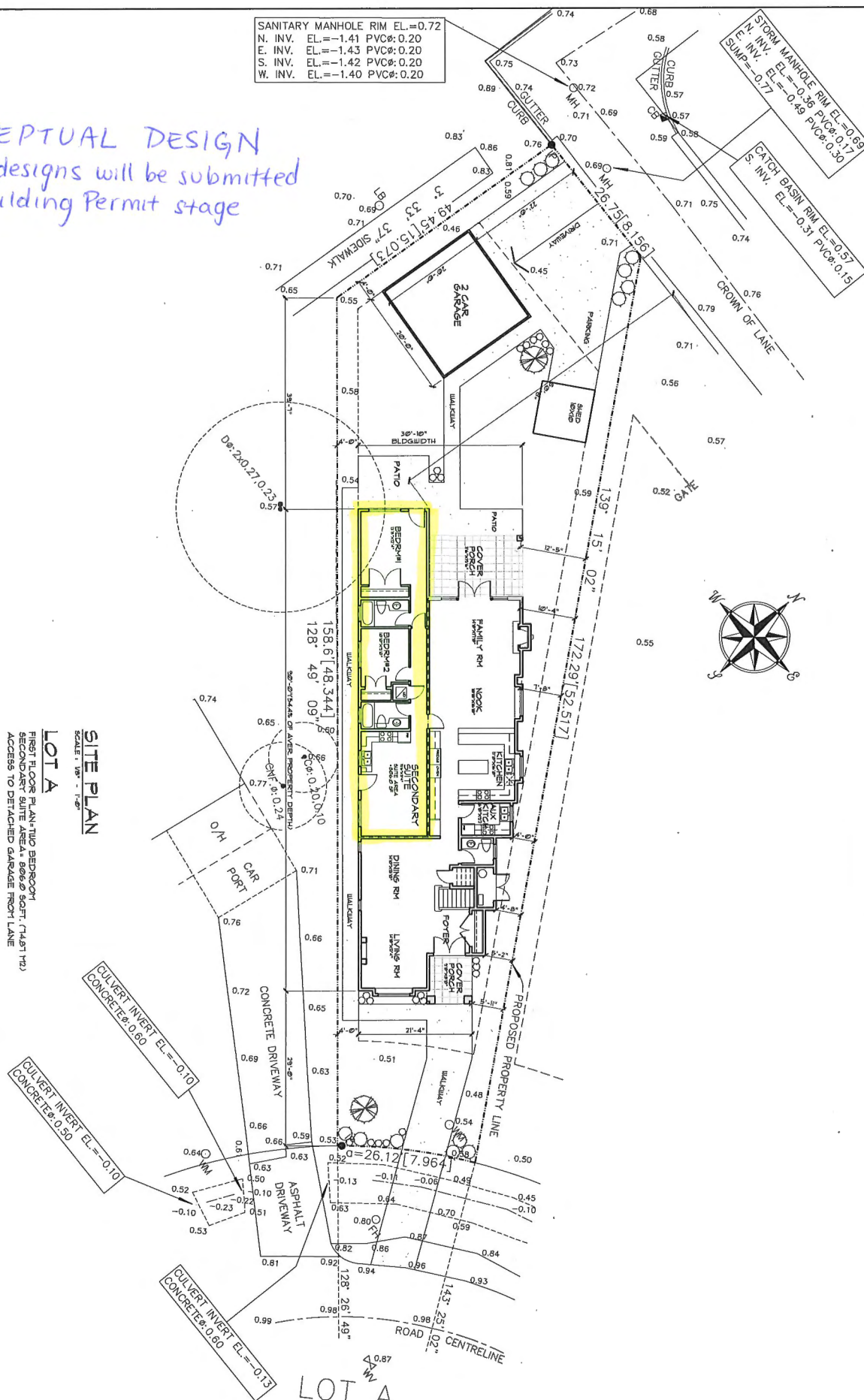
CONCEPTUAL DESIGN
Final designs will be submitted at Building Permit stage.



SANITARY MANHOLE RIM EL.=0.72
N. INV. EL.=-1.41 PVCØ: 0.20
E. INV. EL.=-1.43 PVCØ: 0.20
S. INV. EL.=-1.42 PVCØ: 0.20
W. INV. EL.=-1.40 PVCØ: 0.20

STORM MANHOLE RIM EL.=0.69
F.Y. INV. EL.= -0.36 PVCø: 0.17
SUMP=-0.77 EL.= -0.49 PVCø: 0.30

CATCH BASIN RIM EL.=0.57
S. INV. EL.=-0.31 PVC@:0.74



LOT A
#11113 SEAFIELD
CRESCENT
PH 140



COPYRIGHT RESERVED BY:
Rafiq Shaikh Designs Ltd.
Custom House Designs,
4580 PENDELBURY ROAD, RICHMOND, B.C. V7E 1E7
TEL: (604) 241-7699 FAX: (604) 304-1377
email: radesigns@shaw.ca

REVIEWS

SHEET CONTENTS
SITE PLAN

PROPOSED RESIDENCE FOR

REVISION JAN.9,2019

DWG NO.

CONCEPTUAL DESIGN
Final designs will be submitted at Building Permit stage

REVISION JAN 9 2016 PROJECT:	DWG. NO.	
	1	
PROPOSED RESIDENCE FOR B.CHEEMA AND S.MINHAS KAJUR LOT B #1111 SEAFIELD CR. RICHMOND, B.C.		
DATE:	SCALE: 1/8" = 1'-0"	DRAWN: MA
DEC 3 2015		

SHEET CONTENTS:
SITE PLAN

REVIEWS

COPYRIGHT RESERVED BY:
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Custom House Designs.
4580 PENDELBURY ROAD, RICHMOND, B.C. V7E 1E7
TEL. (604) 241-7659 FAX. (604) 304-1377
email: rsdesigns@shaw.ca



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

NOT

FIRST FLOOR PLAN: TWO BEDROOM
SECONDARY SUITE AREA= 1000 SQFT. (65.03M²)
ACCESS TO ATTACHED GARAGE FROM LANE



PH - 141



City of Richmond

Rezoning Considerations

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

Address: 11111 and 11113 Seafield Crescent

File No.: RZ 18-829101

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9954, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$2,000 (\$500/tree) to ensure that a total of two (2) replacement trees are planted and maintained on each lot proposed (one (1) tree to be planted and maintained within 3.0 m of the front lot line on each lot proposed), for a total of four (4) trees; minimum 6 cm deciduous caliper or 3.5 m high conifers). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	11 cm	6 m
2	10 cm	5.5 m

2. Registration of a flood indemnity covenant on Title.
3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two of the two future lots. The agreement shall stipulate that the secondary suite on Lot A shall have a minimum of two (2) bedrooms and a minimum gross floor area of 74.3 m² (800 ft²), and the secondary suite on Lot B shall have a minimum of two (2) bedrooms and a minimum gross floor area of 65 m² (700 ft²), to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
4. Discharge of the existing covenants registered on Title of the subject property (document no. BF344085), which restricts the use of the subject property to a duplex.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, and Address Assignment Fees for each future lot.
2. Complete the following servicing works and frontage improvements. These may be completed through a Servicing Agreement* or a City work order:

Water Works

- Using the OCP Model, there is 156.0 L/s of water available at 20 psi residual at the hydrant located at the property frontage of Seafield Crescent. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Retain the existing 25mm water service connection at the Seafield Crescent frontage of the lot to serve the western lot.
- At the Developer's cost, the City will:
 - Provide a water meter for the existing water service connection.
 - Install a new 25mm water service connection off of the existing 200mm PVC watermain on Seafield Crescent, complete with water meter, to service the northeast lot.

Initial: _____

Storm Sewer Works

- At the Developer's cost, the Developer is required to:
 - If desired by the developer, the developer may apply for a watercourse crossing* to fill in the ditch on the Seafield Crescent frontage.
 - Provide a storm connection with inspection chamber and dual service leads.

Sanitary Sewer Works

- At the Developer's cost, the Developer is required to:
 - Check the existing sanitary service connections at the north frontage of the subject site (SIC10352) via video inspection. Confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connection may be retained to serve the eastern lot. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Replace the existing sanitary service connection at the north frontage of the subject site (SIC10352) complete with inspection chamber, if required.
 - Install a new sanitary service connection off of the north sanitary sewer complete with inspection chamber without crossing the storm sewer pipe.

Frontage Improvements

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

General Items:

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

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

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

Note:

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

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

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

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

Signed

Date



City of Richmond

Rezoning Considerations

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

Address: 11111 and 11113 Seafield Crescent

File No.: RZ 18-829101

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9954, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$2,000 (\$500/tree) to ensure that a total of two (2) replacement trees are planted and maintained on each lot proposed (one (1) tree to be planted and maintained within 3.0 m of the front lot line on each lot proposed), for a total of four (4) trees; minimum 6 cm deciduous caliper or 3.5 m high conifers). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	11 cm	6 m
2	10 cm	5.5 m

2. Registration of a flood indemnity covenant on Title.
3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two of the two future lots. The agreement shall stipulate that the secondary suite on Lot A shall have a minimum of two (2) bedrooms and a minimum gross floor area of 74.3 m² (800 ft²), and the secondary suite on Lot B shall have a minimum of two (2) bedrooms and a minimum gross floor area of 65 m² (700 ft²), to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
4. Discharge of the existing covenants registered on Title of the subject property (document no. BF344085), which restricts the use of the subject property to a duplex.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, and Address Assignment Fees for each future lot.
2. Complete the following servicing works and frontage improvements. These may be completed through a Servicing Agreement* or a City work order:

Water Works

- Using the OCP Model, there is 156.0 L/s of water available at 20 psi residual at the hydrant located at the property frontage of Seafield Crescent. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Retain the existing 25mm water service connection at the Seafield Crescent frontage of the lot to serve the western lot.
- At the Developer's cost, the City will:
 - Provide a water meter for the existing water service connection.
 - Install a new 25mm water service connection off of the existing 200mm PVC watermain on Seafield Crescent, complete with water meter, to service the northeast lot.

Initial: *MA*

Storm Sewer Works

- At the Developer's cost, the Developer is required to:
 - If desired by the developer, the developer may apply for a watercourse crossing* to fill in the ditch on the Seafield Crescent frontage.
 - Provide a storm connection with inspection chamber and dual service leads.

Sanitary Sewer Works

- At the Developer's cost, the Developer is required to:
 - Check the existing sanitary service connections at the north frontage of the subject site (SIC10352) via video inspection. Confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connection may be retained to serve the eastern lot. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Replace the existing sanitary service connection at the north frontage of the subject site (SIC10352) complete with inspection chamber, if required.
 - Install a new sanitary service connection off of the north sanitary sewer complete with inspection chamber without crossing the storm sewer pipe.

Frontage Improvements

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

General Items:

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

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Signed Myron Aris Date January 11th, 2019



City of Richmond

Report to Committee

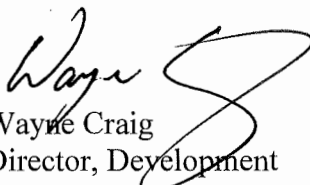
To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 26, 2018
File: RZ 18-829101


Re: Application by Maryem Ahbib for Rezoning at 11111 and 11113 Seafield Crescent from Two-Unit Dwellings (RD1) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9954, for the rezoning of 11111 and 11113 Seafield Crescent from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)" to facilitate the creation of two new single family lots, be introduced and given first reading.


Wayne Craig
Director, Development
604-247-4625

WC:jl
Att. 6

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

Staff Report

Origin

Maryem Ahbib has applied to the City of Richmond for permission to rezone the property at 11111 and 11113 Seafeld Crescent from the “Two-Unit Dwelling (RD1)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) single-family lots, with vehicle access from the existing rear lane. A location map is provided in Attachment 1. The proposed subdivision plan is shown in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing legal duplex on the property, which would be demolished. The applicant has indicated that each dwelling unit is currently occupied. One of the two units is owner-occupied, and the second unit is rented.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: A single-family dwelling on a lot zoned “Single Detached (RS1/E)” and a single-family dwelling on a lot zoned “Compact Single Detached (RC1),” both fronting Williams Road.
- To the South: A two-unit dwelling on a lot zoned “Two-Unit Dwellings (RD1),” fronting Seafeld Crescent.
- To the East: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Seafeld Crescent.
- To the West: A townhouse complex and a commercial building on the lot zoned “Town Housing (ZT38)” and “Neighbourhood Commercial (ZC19)” fronting Williams Road and Shell Road.

Related Policies & Studies

Official Community Plan (OCP) Designation

The 2041 OCP land use designation for the subject site is “Neighbourhood Residential”. This designation is intended for single-family, two-family, and multiple family housing. There is no Area Plan for this area. The proposed rezoning and future subdivision are consistent with the OCP.

Lot Size Policy 5434

The subject property is located in the area governed by Single-Family Lot Size Policy 5434, which was adopted by City Council on February 19, 1990, and subsequently amended in 1991 and 2006 (Attachment 4). The Lot Size Policy permits properties on specific sections of Williams Road, No. 5 Road, and Steveston Highway to rezone and subdivide to compact lots, and permits the majority of lots within the Policy area to subdivide in accordance with the “Single Detached (RS1/E)” zone.

The subject site contains a legal duplex. Section 2.3.7 of Richmond Zoning Bylaw 8500 provides that the Lot Size Policy does not apply to a rezoning application on a site that contains a legal duplex and that is intended to be subdivided into no more than two (2) single detached housing lots. This redevelopment proposal would result in a subdivision to create two (2) single-family lots; each approximately 688.5 m² (7,411 ft²) in area. Further, the proposed subdivision would comply with the minimum lot dimensions and size identified in the “Single Detached (RS2/B)” zone.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Existing Legal Encumbrances

There is an existing restrictive covenant registered on Title restricting the use of the subject property to a duplex (document #BF344085). The covenant must be discharged from Title prior to final adoption of the rezoning bylaw.

Transportation and Site Access

Current vehicle access is from the rear lane, which was built as per City standards. Vehicle access to both proposed lots will continue to be via the existing rear lane to prevent new driveways on the curved section of a roadway, reduce conflicts with pedestrians, and improve vehicle circulation.

Tree Replacement

The applicant has submitted a Certified Arborist's Report (Attachment 5); which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject property and four (4) trees on neighbouring properties.

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

- 1 tree (tag# 5) located on the development site is in very poor condition – remove and replace.
- 1 stump located on the development site was removed without a permit between 2007 and 2009. As a result, two replacement trees are required to compensate for the removal.
- 4 trees (tag# 1, 2, 3, 4) located on neighbouring property are far enough from the property line that they will not be impacted by the proposed development.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove one (1) on-site tree (Tree # 5). One (1) tree was previously removed from the site without a permit and requires replacement. The 2:1 replacement ratio would require a total of four (4) replacement trees. The applicant has agreed to plant two (2) trees on each lot proposed (one (1) tree to be planted and maintained within 3.0 m of the front lot line on each future lot); for a total of four (4) trees.

As per Tree Protection Bylaw No. 8057, based on the size of the on-site trees being removed, replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	10 cm	5.5 m
2	11 cm	6 m

To ensure the four (4) replacement trees are planted on-site, the applicant is required to submit a Landscaping Security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Tree Protection

Four trees (Trees #1, 2, 3, and 4) on neighbouring properties are to be retained and protected. Due to the distance between the trees and the subject property, no additional or special tree protection measures are required.

Affordable Housing Strategy

The City's current Affordable Housing Strategy (adopted by Council in 2017) for single-family rezoning requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots plus a cash-in-lieu contribution of \$4.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution based on the total buildable area of the development if secondary suites cannot be accommodated.

The applicant has proposed to provide a legal secondary suite in each of the two (2) single-family dwellings proposed at the subject site. To ensure that the two (2) secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees for each future lot, and the costs associated with the completion of the required servicing works and frontage improvements through a City work order as described in Attachment 6.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone the property at 11111 and 11113 Seafeld Crescent from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)" to permit the property to be subdivided to create two (2) lots, with access via the existing rear lane.

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

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9954 be introduced and given first reading.



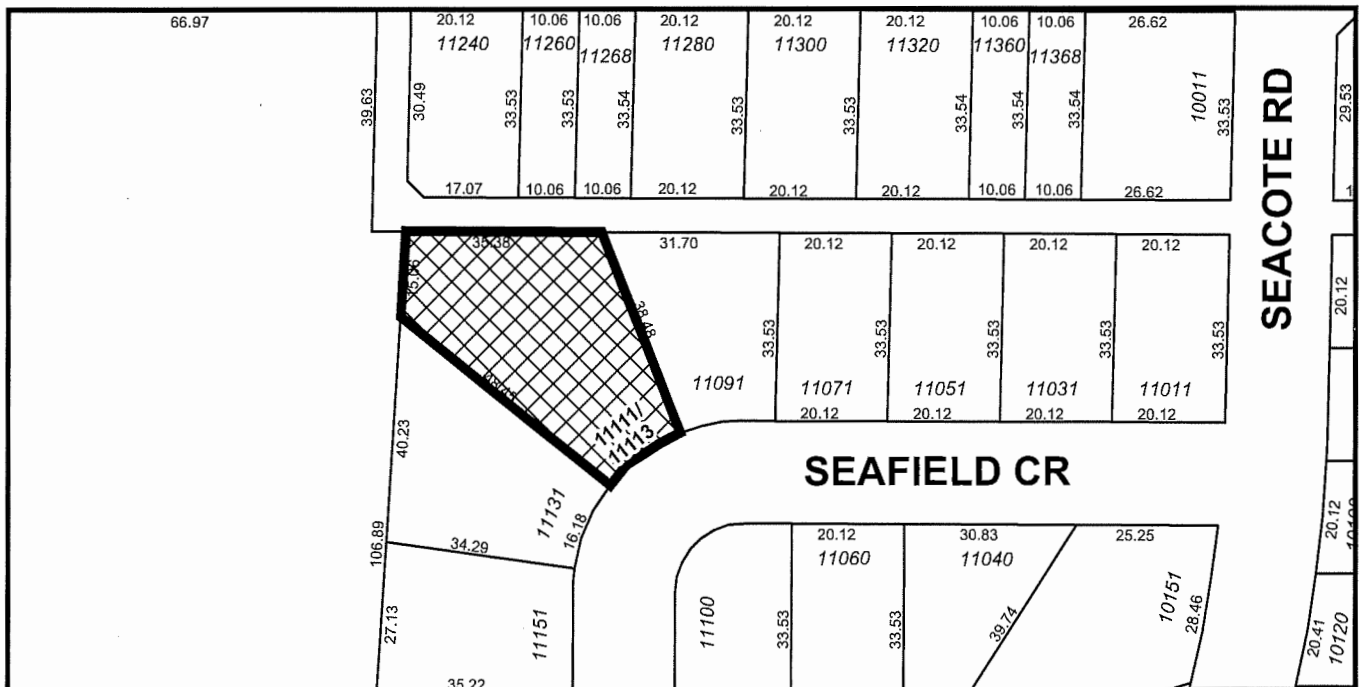
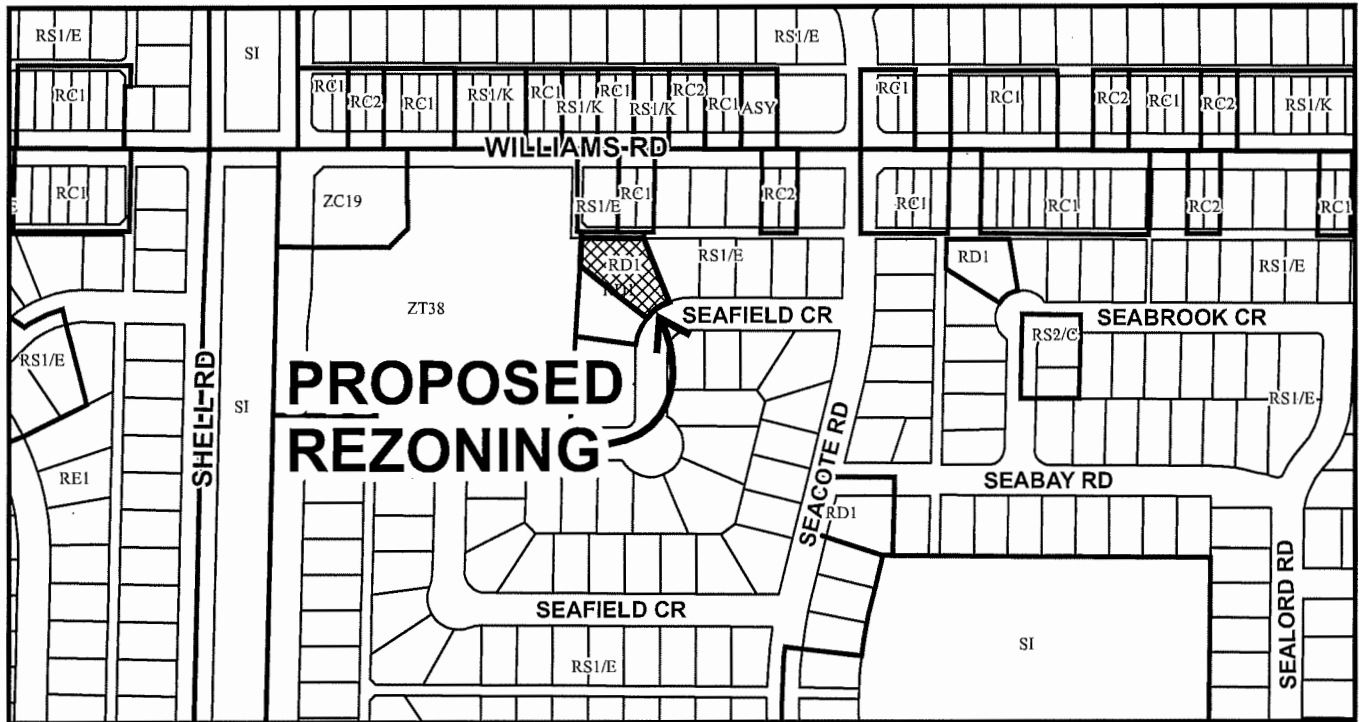
Jessica Lee
Planning Technician
604-247-4908

JL:cas

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



City of
Richmond



RZ 18-829101

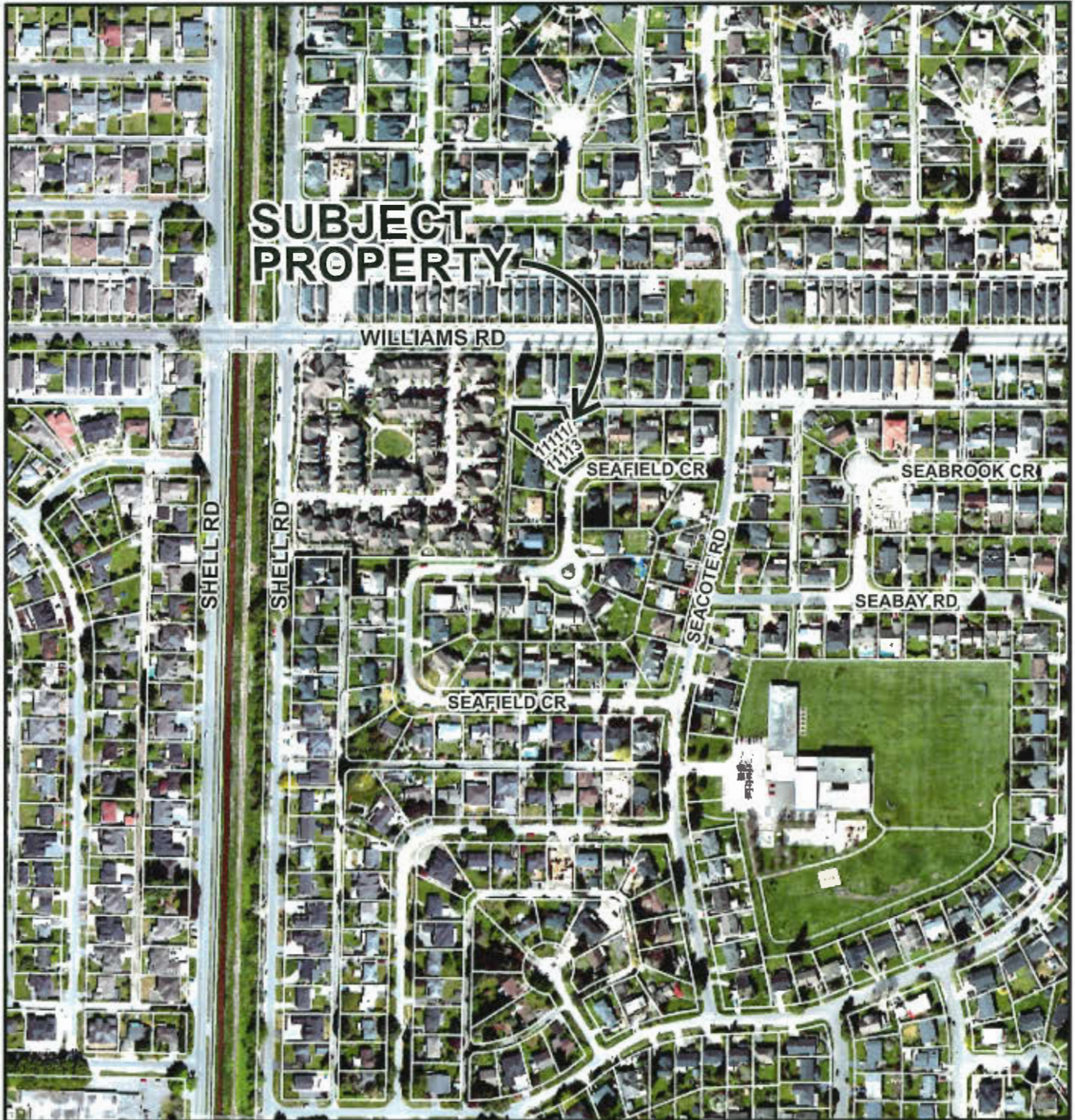
Original Date: 08/16/18

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 18-829101

Original Date: 08/16/18

Revision Date:

Note: Dimensions are in METRES

SURVEY PLAN OF LOT 29 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 25887

PID: 004-272-362

QVIC ADDRESS:

#11111 SEAFIELD CRESCENT
RICHMOND, B.C.FOR CITY OF RICHMOND
PERMIT APPLICATIONS

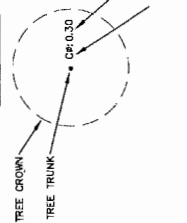
LEGEND

SCALE 1:200

ALL DISTANCES ARE IN METRES.

- INDICATES SPOT ELEVATION
- IP INDICATES IRON POST
- CB INDICATES CATCH BASIN
- LB INDICATES LAWN BASIN
- WM INDICATES WATER METER
- MH INDICATES MANHOLE
- PP INDICATES POWER POLE
- IC INDICATES INSPECTION CHAMBER
- 6 INDICATES DIAMETER

TREE SYMBOLS



CURRENT ZONING: RD1

NOTES:

- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND FIELD SURVEY.
- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND H.M. MONUMENT #191 (0242453) ELEVATION=1.664 METRES.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BY-LAW NO. 8057, ARE SHOWN HEREON.

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#220 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

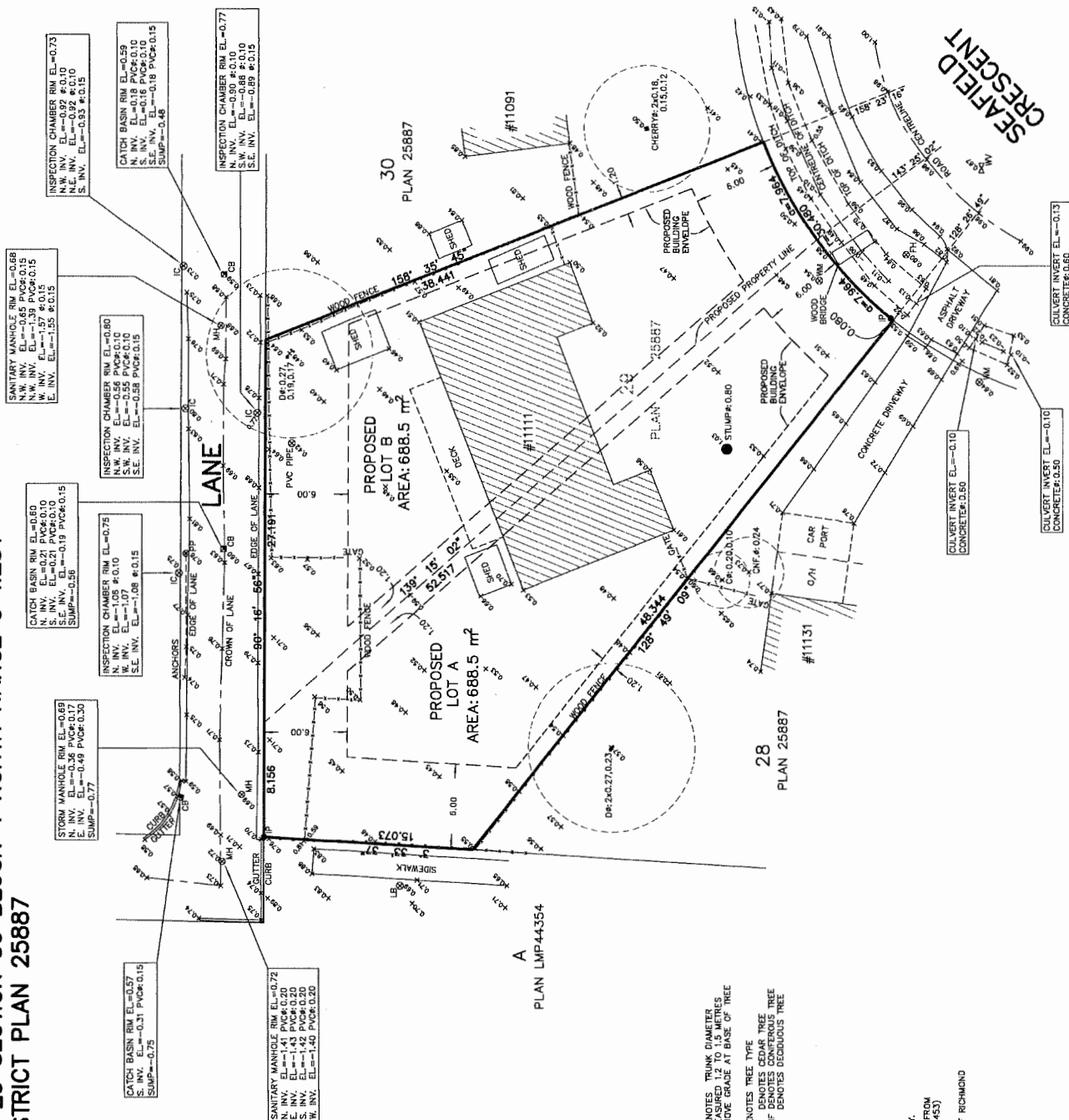
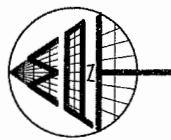
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CERTIFIED CORRECT
THIS 28TH DAY OF JUNE, 2018

Joe Coe LHO
B.C.L.S.

DATE OF SURVEY: JUNE 27, 2018





**City of
Richmond**

Development Application Data Sheet

Development Applications Department

RZ 18-829101

Attachment 3

Address: 11111 and 11113 Seafeld Crescent

Applicant: Maryem Ahbib

Planning Area(s): Shellmont

	Existing	Proposed
Owners:	Eleanor Sandra Dumont Trixie Cruz	To be determined
Site Size (m²):	1, 377 m ² (14,822 ft ²)	Lot A: 688.5 m ² (7,411 ft ²) Lot B: 688.5 m ² (7,411 ft ²)
Land Uses:	Two-unit residential	Single-family residential
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Single Detached (RS2/B)	No change
Zoning:	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	None permitted
Buildable Floor Area (m ²):*	Lot A: Max. 323 m ² (3,473 ft ²) Lot B: Max. 323 m ² (3,473 ft ²)	Lot A: Max. 323 m ² (3,473 ft ²) Lot B: Max. 323 m ² (3,473 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	None
Lot Size:	Min. 360 m ²	Lot A: 688.5 m ² Lot B: 688.5 m ²	None
Lot Dimensions (m):	Width: Min. 12.0 m Depth: Min. 24.0 m	Lot A Avg. Width: 12.6 m Avg. Depth: 50.4 m Lot B Avg. Width: 17.6 m Avg. Depth: 45.5 m	None
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min 9.1 for up to 60% of rear wall on the first storey of the principal dwelling, min. 10.7 m for remainder and second storey	None
Height (m):	Max. 2 ½ Storeys	Max. 2 ½ Storeys	None

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



City of Richmond

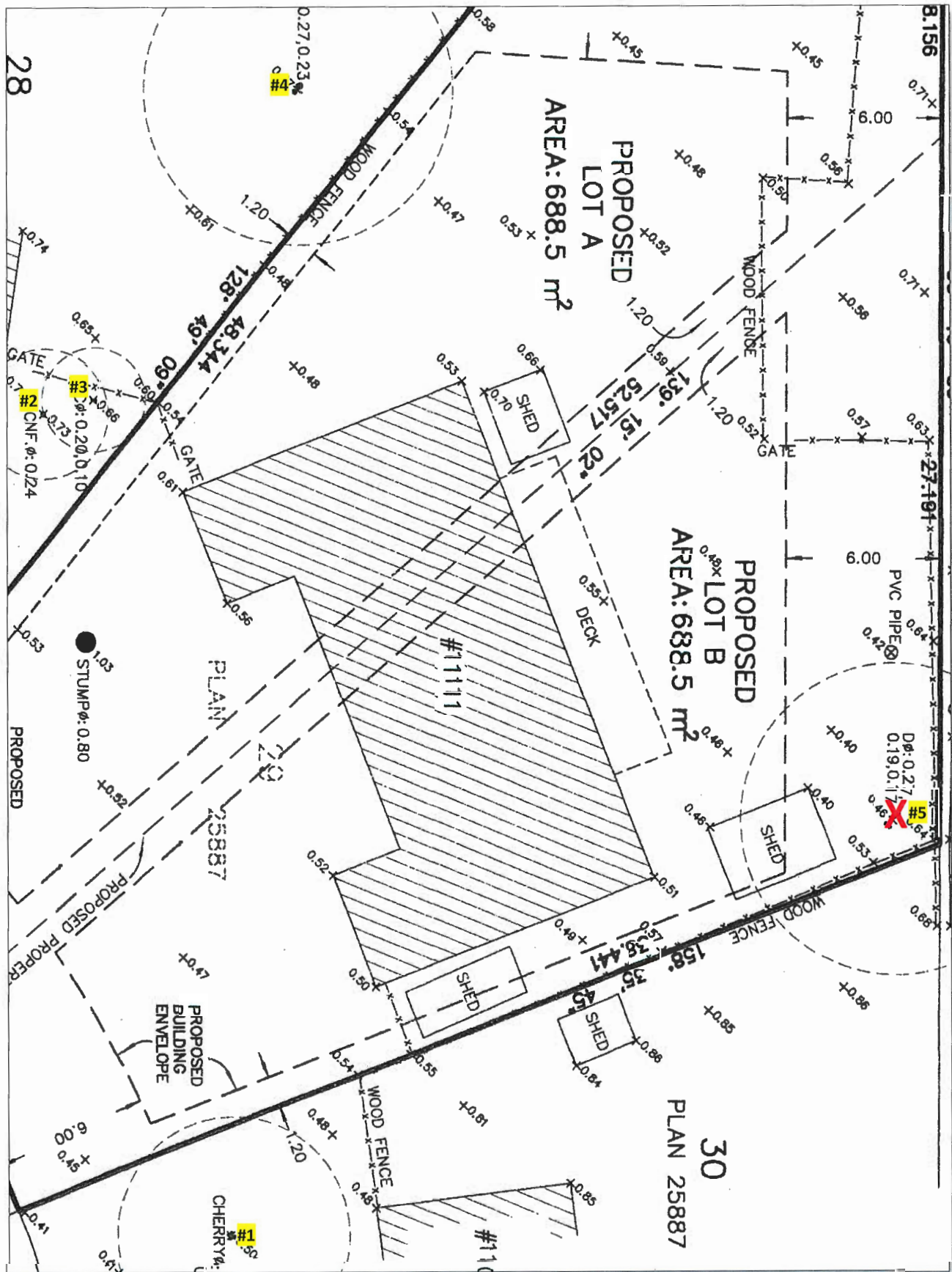
Policy Manual

Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	POLICY 5434
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

POLICY 5434:

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

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





City of Richmond

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

Address: 11111 and 11113 Seafeld Crescent

File No.: RZ 18-829101

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No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	11 cm	6 m
2	10 cm	5.5 m

2. Registration of a flood indemnity covenant on Title.
3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
4. Discharge of the existing covenants registered on Title of the subject property (document no. BF344085), which restricts the use of the subject property to a duplex.

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2. Complete the following servicing works and frontage improvements. These may be completed through a Servicing Agreement* or a City work order:

Water Works

- Using the OCP Model, there is 156.0 L/s of water available at 20 psi residual at the hydrant located at the property frontage of Seafeld Crescent. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Retain the existing 25mm water service connection at the Seafeld Crescent frontage of the lot to serve the western lot.
- At the Developer's cost, the City will:
 - Provide a water meter for the existing water service connection.
 - Install a new 25mm water service connection off of the existing 200mm PVC watermain on Seafeld Crescent, complete with water meter, to service the northeast lot.

Storm Sewer Works

- At the Developer's cost, the Developer is required to:
 - If desired by the developer, the developer may apply for a watercourse crossing* to fill in the ditch on the Seafield Crescent frontage.
 - Provide a storm connection with inspection chamber and dual service leads.

Sanitary Sewer Works

- At the Developer's cost, the Developer is required to:
 - Check the existing sanitary service connections at the north frontage of the subject site (SIC10352) via video inspection. Confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connection may be retained to serve the eastern lot. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Replace the existing sanitary service connection at the north frontage of the subject site (SIC10352) complete with inspection chamber, if required.
 - Install a new sanitary service connection off of the north sanitary sewer complete with inspection chamber without crossing the storm sewer pipe.

Frontage Improvements

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

General Items:

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

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

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

Note:

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

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

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

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

[Signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9954 (RZ 18-829101)
11111/11113 Seafeld Crescent**

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. 004-272-382

Lot 29 Section 36 Block 4 North Range 6 West New Westminster District Plan 25887

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9954**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

DEC 10 2018



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

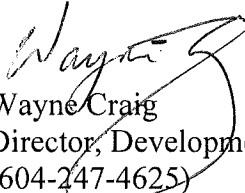
Date: November 28, 2018

File: RZ 18-800159

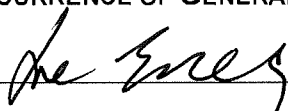
Re: Application by 1137183 BC Ltd. for Rezoning at 22551 Westminster Highway
from "Single Detached (RS1/F)" Zone to "Town Housing (ZT11) – Hamilton" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9970, for the rezoning of 22551 Westminster Highway from "Single Detached (RS1/F)" to "Town Housing (ZT11) - Hamilton" to permit the development of seven three-storey townhouse units with vehicle access from 22571 Westminster Highway, be introduced and given First Reading.


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

WC:jr
Att. 5

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

Staff Report

Origin

1137183 BC Ltd. has applied to the City of Richmond for permission to rezone 22551 Westminster Highway from the “Single Detached (RS1/F)” zone to the “Town Houses (ZT11) – Hamilton” zone, to permit the development of seven three-storey townhouse units with vehicle access from 22571 Westminster Highway. A location map and aerial photo are provided in Attachment 1.

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 2. Conceptual development plans are provided in Attachment 3.

Existing Condition and Site Context

Existing Housing Profile

The subject site is 1,179 m² in size and is located on the northwest side of Westminster Highway. There is an existing single-family dwelling on the property, which will be demolished.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Three-storey townhouses on a property zoned “Town Houses (ZT11) – Hamilton,” with vehicle access from Westminster Highway. Vehicle access to the subject site is proposed via the internal drive aisle of this property.
- To the South: The road right-of-way for Westminster Highway, including an undeveloped treed area.
- To the East: Across Westminster Highway, three-storey townhouses on a property zoned “Low Density Townhouses (RTL1),” with vehicle access from Windsor Court.
- To the West: McLean Park, which includes a grass sports field, hard-surface courts, children’s play equipment, open landscaped areas, and Richmond Fire Hall No. 5 (Hamilton).

Related Policies & Studies

Official Community Plan/Hamilton Area Plan

The subject property is designated “Neighbourhood Residential” in the Official Community Plan (OCP), which permits low-rise residential housing, including townhouses. The proposed rezoning is consistent with this designation.

The subject property is located within the area governed by the Hamilton Area Plan. It is designated “Neighbourhood Residential (Townhouse 0.75 FAR),” which permits low-rise

residential development up to a maximum density of 0.75 FAR (Attachment 4). The proposed townhouses at 0.60 FAR are consistent with this designation.

Floodplain Management Implementation Strategy

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

The Flood Construction Level in the Hamilton area is 3.5 m GSC. Structural elevation of the floor systems containing habitable space is proposed to meet the Flood Construction Level. No indoor habitable space is proposed at grade. This proposal is consistent with the Richmond Flood Plain Designation and Protection Bylaw 8204 and the form of development typical in Hamilton.

Ministry of Transportation and Infrastructure Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, this redevelopment proposal has been referred to the Ministry of Transportation and Infrastructure (MOTI). Formal approval from MOTI is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

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

Analysis

Built Form and Architectural Character

The applicant proposes two clusters of three-storey townhouse units arranged on a double-loaded central drive aisle. Each unit contains two storeys of living space above a tandem garage, private outdoor space at grade, and second storey decks accessed off of the living room. The height is consistent with the development to the north, which is also composed of three-storey units. Living spaces in both developments are oriented towards the road, internal drive aisle, and McLean Park.

The units are arranged in a saw-tooth pattern due to the diagonal geometry of the site. This provides building articulation and visual interest when viewed from both Westminster Highway and McLean Park. The design incorporates traditional pitched roofs with a secondary butterfly roof over the third storey projections. Vertical massing is broken up through the use of different

cladding treatments on the first two storeys, with the third storey clad in a lighter material than the base.

One convertible unit is proposed, and includes space designed for the future installation of an elevator. The tandem garage in this unit is wider to accommodate a larger vehicle.

Further refinement of the site plan and architectural character of the proposed development will occur through the Development Permit process.

Transportation and Site Access

Vehicle access is proposed via an existing Statutory Right-of-Way (SRW) registered on the drive aisle of 22571 Westminster Highway, to the north. This access arrangement was secured through the rezoning and development applications for 22571 Westminster Highway, which received final adoption by Council on December 15, 2003 (RZ 02-213359). Registration of a legal agreement on Title, prohibiting direct vehicle access to Westminster Highway and limiting access to the SRW on the driveway at 22571 Westminster Highway, will be required prior to final adoption of the rezoning bylaw. This agreement must include language indemnifying and releasing the City from any issues arising from such reliance.

Pedestrian access to Westminster Highway will be possible via the aforementioned SRW, as well as a walkway at the south end of the development site.

The applicant has indicated that they met with the strata council of the neighbouring property on July 5, 2018 to discuss the proposed development (Attachment 5). No significant concerns were expressed at this meeting, and the applicant will continue to work with the neighbouring strata during redevelopment of the subject site.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight bylaw-sized trees on the subject property and one tree on the neighbouring property. The Tree Management Plan is provided in Attachment 6.

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

- Eight trees (Tag # 932, 933, 934, 935, 936, 937, 938, and 939) located on the development site are in poor condition and not good candidates for retention, and should be removed and replaced.
- One tree (Tag # N1) located on adjacent neighbouring property will not be impacted by the development, and no tree protection measures are required.

Tree Replacement

The applicant wishes to remove eight on-site trees (Trees # 932-939). The 2:1 replacement ratio would require a total of 16 replacement trees. The required replacement trees are to be of the

following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	11 cm	6 m
2	10 cm	5.5 m
8	6 cm	3.5 m

As part of the Development Permit application, the applicant must provide a Landscape Plan prepared by a registered Landscape Architect. The preliminary Landscape Plan in Attachment 3 shows 16 replacement trees in the development. Replacement trees and additional landscaping should include native species, with particular emphasis on species found in McLean Park. The City will collect a Landscape Security prior to issuance of the Development Permit based on the cost estimate for the works, including a 10% contingency, provided by the Landscape Architect.

Variance Requested

The proposed development, as illustrated in the conceptual development plan in Attachment 3, is generally in compliance with the Town Houses (ZT11) – Hamilton” zone in Richmond Zoning Bylaw 8500, with the exception of a variance request to increase the allowable tandem parking from 50% to 100% of the total required residential spaces.

Staff is supportive of this variance request as the proposed tandem garages are consistent with the form of development in Hamilton, and are a direct response to the required Flood Construction Level. The crown of Westminster Highway in front of the development site is between 1.06 and 1.40 m GSC, and the existing site grade is between 0.46 and 1.4 m GSC. The required Flood Construction Level is 3.5 m GSC, therefore no habitable space can be located on the ground floor of the development. Tandem parking provides an efficient layout utilizing the full depth of the site.

Affordable Housing Strategy

As per the City’s Affordable Housing Strategy, townhouse rezoning applications are required to provide a cash-in-lieu contribution of \$8.50 per buildable square foot towards the City’s Affordable Housing Reserve Fund. The applicant proposes to make a cash-in-lieu contribution of \$64,722.25, which is consistent with the Affordable Housing Strategy.

BC Energy Step Code

On July 16, 2018, Council adopted BC Energy Step Code requirements for new residential developments. The proposed development consists of townhouses that staff anticipates would be designed and built in accordance with Part 9 of the BC Building Code. As such, this development would be expected to achieve Step 3 of the Energy Step Code for Part 9 construction (Climate Zone 4).

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. As per Council Policy 5041, rezoning applications received prior to February 28, 2018 may choose to provide a cash contribution of \$1,000 per unit for developments up to 19 units. The total cash contribution required for this seven-unit townhouse development is \$7,000.

Outdoor amenity space will be provided on-site, and is located at the south end of the development adjacent to a treed area. The proposed location at the end of the driveway means it will not be significantly impacted by vehicle circulation or parking and will benefit from direct sunlight. The proposed location adjacent to the mailbox and the walkway to Westminster Highway ensures opportunity for casual surveillance. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the OCP requirement of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration, design, and programming of the outdoor amenity space meets the Development Permit Guidelines in the OCP and Hamilton Area Plan, including choice of equipment, to create a safe and inviting environment for children's play and social activities.

Site Servicing and Frontage Improvements

A Servicing Agreement is required for the design and construction of the site servicing and off-site works described in Attachment 7. Frontage improvements include, but may not be limited to, the following:

- Removal of the existing sidewalk and replacement with a new 1.5 m wide landscaped boulevard behind the existing curb and 1.5 m wide concrete sidewalk along the property line.
- Removal of the existing driveway and replacement with curb, gutter, boulevard, and sidewalk as described above.

The applicant is also required to pay DCC's (City & Metro Vancouver), School Site Acquisition Charges, Address Assignment fees, and the costs associated with the completion of the required site servicing works.

Development Permit Application

A Development Permit application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape, and urban design will be completed as part of the Development Permit application review process, including, but not limited to the following:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan, including those general and sub-area guidelines contained in the Hamilton Area Plan.
- Refinement of the proposed building form and architectural character.

- Refinement of the design of the outdoor amenity area, including choice of equipment, to create a safe and inviting environment for children's play and social activities.
- Review of aging-in-place features and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve BC Energy Step Code requirements.

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

Financial Impact

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

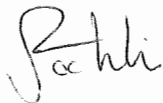
Conclusion

1137183 BC Ltd. has applied to the City of Richmond for permission to rezone 22551 Westminster Highway from the "Single Detached (RS1/F)" zone to the "Town Houses (ZT11) – Hamilton" zone, to permit the development of seven three-storey townhouse units with vehicle access from 22571 Westminster Highway.

The proposed seven-unit townhouse development is consistent with the plans and policies contained in the Official Community Plan and the Hamilton Area Plan. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, which 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).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9970 be introduced and given First Reading.



Jordan Rockerbie
Planning Technician
(604-276-4091)

JR:blg

Attachments:

Attachment 1: Location Map and Aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Conceptual Development Plans

Attachment 4: Hamilton Area Land Use Map

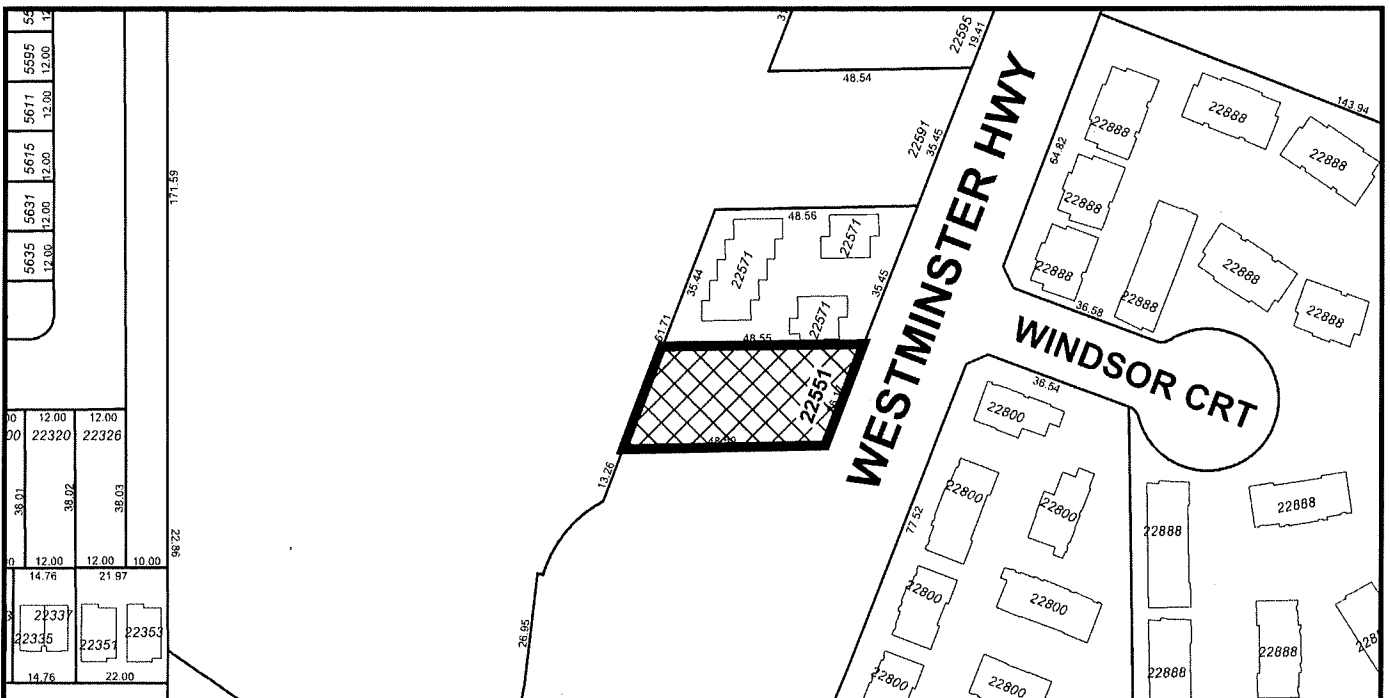
Attachment 5: Letter from Owner documenting meeting held on July 5, 2018

Attachment 6: Tree Management Plan

Attachment 7: Rezoning Considerations

PROPOSED REZONING

Map showing proposed rezoning for a parcel located near Westminister Hwy and Highway 91. The parcel is currently zoned RS1/F and is highlighted with a cross-hatch pattern. The surrounding area includes various zoning districts (ZT11, ZT13, ZT61, ZF3, ZS8, RCH, IB1, IL, MA2) and streets (Garratt Dr, Wilson Ave, Sharpe Ave, Lemon Ave, Mur Dr, Westminister Hwy, Windsor Crt, Highway 91). The map also shows existing zoning codes (RS1/B, RS1/F, ZT11, ZT13, ZT61, ZF3, ZS8, RCH, IB1, IL, MA2) and the location of the proposed rezoning area relative to these streets and zones.



RZ 18-800159

Note: Dimensions are in METRES



City of
Richmond



RZ 18-800159

Original Date: 02/07/18

Revision Date:

Note: Dimensions are in METRES



RZ 18-800159

Attachment 2

Address: 22551 Westminster Highway

Applicant: 1137183 BC Ltd.

Planning Area(s): Hamilton

	Existing	Proposed
Owner:	1137183 BC Ltd.	To be determined
Site Size (m²):	1,179 m ²	No change
Land Uses:	One single-family dwelling	Seven townhouse dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Neighbourhood Residential (Townhouse 0.75 FAR)	No change
Zoning:	Single Detached (RS1/F)	Townhouses (ZT11) - Hamilton

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Buildable Floor Area (m ²):*	Max. 707.4 m ² (7,614 ft ²)	707.4 m ² (7,613 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 35%	Building: Max. 35%	none
Lot Size:	None	1,179 m ²	none
Lot Dimensions (m):	None	Width: 26.2 m Depth: 48.6 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: No minimum Side: No minimum Exterior Side: No minimum	Front: 6.88 m Rear: 6.22 m Side: 2.04 m Exterior Side: 1.63 m	none
Height (m):	10.6 m	10.28 m	none
Off-street Parking Spaces – Regular (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:	14 (R) and 2 (V)	14 (R) and 2 (V)	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	100% of required spaces	Variance requested
Amenity Space – Indoor:	Min. 50 m ²	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6.0 m ² per unit (i.e. 42 m ²)	71.3 m ² (767 ft ²)	none

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

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

REZONING FOR TOWNHOUSE DEVELOPMENT AT 22551 WESTMINSTER HWY, RICHMOND, BC

DEVELOPMENT DATA

(A) CIVIC ADDRESS: 22551 WESTMINSTER HIGHWAY, RICHMOND, BC
 (B) LEGAL DESCRIPTION: LOT 1 SECTION 2 BLOCK 4 NORTH RANGE 4 WEST
 NEW WESTMINSTER DISTRICT PLAN 6132
 (C) LOT AREA: 1,179 SM (12,690 SF)
 (D) ZONING USE: CURRENT: RST/F
 (UNDER RST/F ZONING)

PROPOSED REZONING
 (ZT11)

(E) FLOOR AREA RATIO: 0.55 TO 454.5 SM
 D.3 TO REST OF SITE AREA: 0.60
 TOTAL GROSS FLOOR AREA: 0.60 X 1,179 SM = 707.4 SM
 (7,614 SF)

(F) NUMBER OF UNIT: 1 PER LOT
 (G) BUILDING COVERAGE: MAX - 45%
 (H) BUILDING HEIGHT: MAX MAIN BUILDING HEIGHT - 10.6M
 (I) SETBACK: FRONTYARD - 6M
 SIDEYARD - 2M
 REARYARD - 6M

(J) PARKING: 2 PER DWELLING UNIT
 0.2 VISITOR PARKING / UNIT X7 = 2
 TOTAL = 16 REQUIRED

VISITOR BICYCLE
 0.2 PER DWELLING UNIT X7 = 2
 RESIDENTIAL BICYCLE STORAGE
 1.25 PER DWELLING UNIT X7 = 9

OUTDOOR AMENITY SPACE
 6SM PER UNIT X7 = 42 SM (452SF)

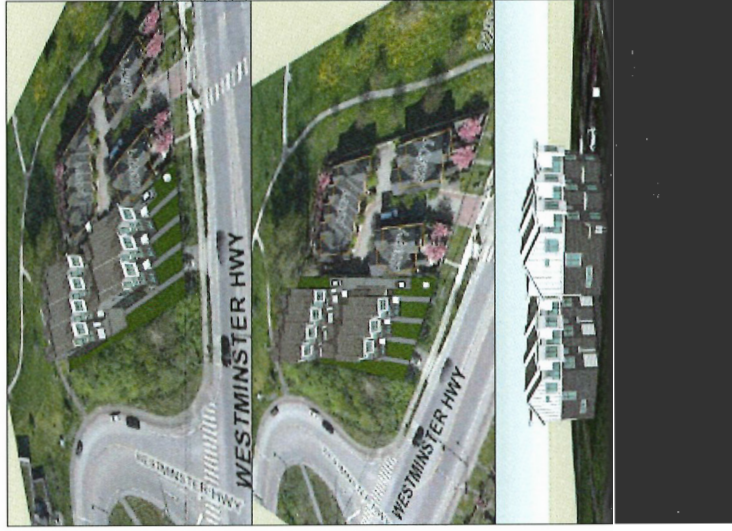
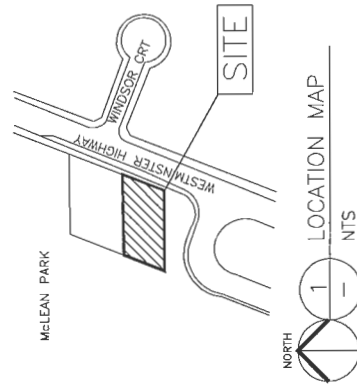
0.60
 707.4M (7613 SF) GROSS FLOOR AREA

7 UNITS
 34.7% (4412 SQ. FT.)
 BUILDING HEIGHT - 10.28M
 FRONTYARD FACING WESTMINSTER - 6.88M (22'7")
 NORTH SIDEYARD - 2.04M (6'8")
 SOUTH SIDEYARD - 1.63M (5'4")
 REAR YARD - 6.22M (20'5")

RESIDENTIAL PARKING: 14 PARKING IN TANDEM ARRANGEMENT
 (VARIANCE REQUIRED FOR MORE THAN 50%
 TANDEM UNITS)

VISITOR PARKING: 2
 BICYCLE
 VISITOR BIKE RACK 2
 TOWNHOUSE 12 (INSIDE GARAGE)

OUTDOOR AMENITY SPACE PROVIDED:
 CHILDREN PLAYGROUND: 71.3 SM 767 SQ. FT.



IMAGES OF PROPOSED TOWNHOUSE

PROPOSED TOWNHOUSE
 AT 22551
 WESTMINSTER HIGHWAY
 RICHMOND BC

DEVELOPMENT SUMMARY

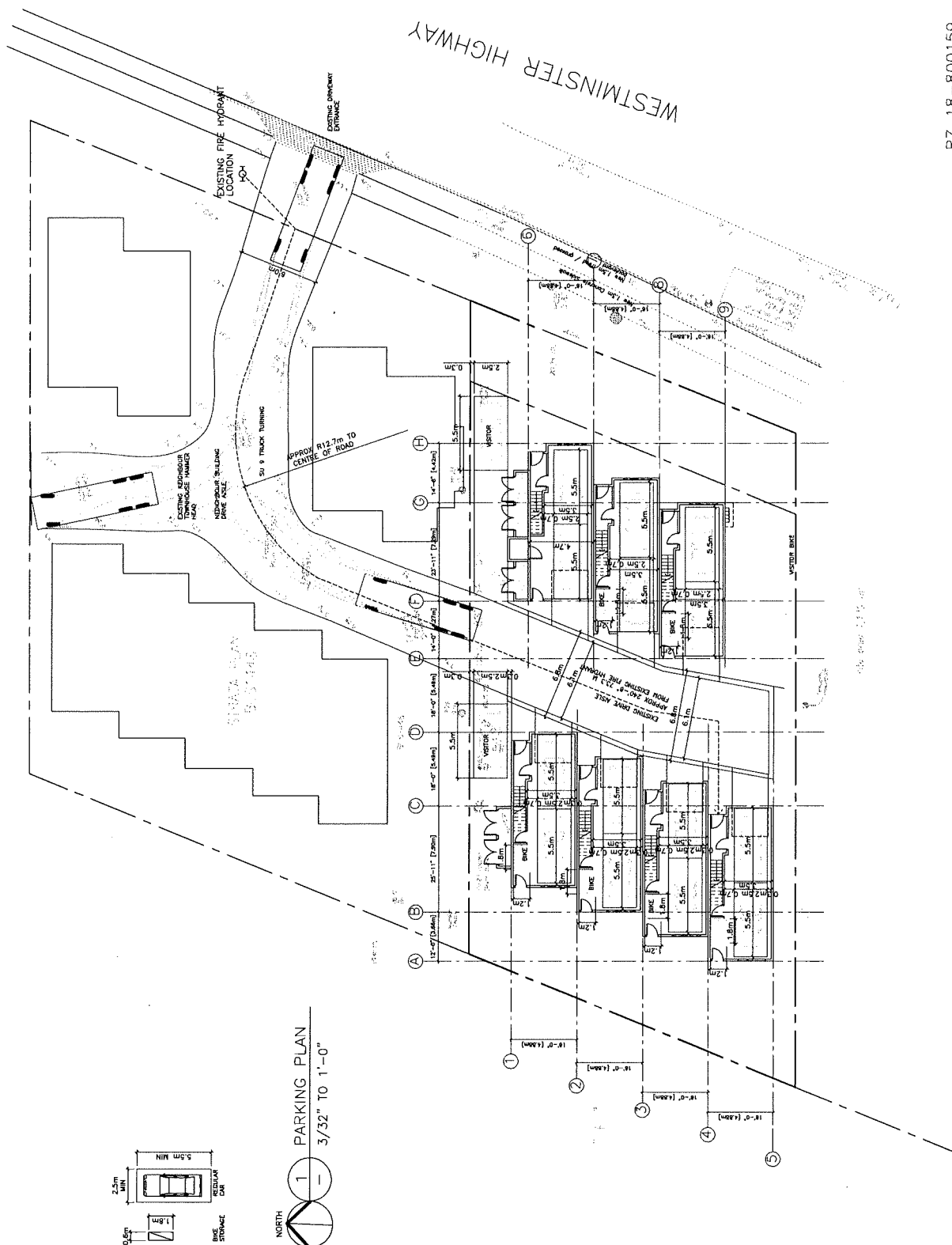
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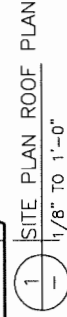
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RZ 18-800159

ATTACHMENT 3



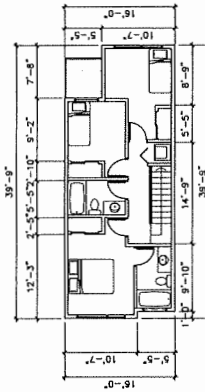




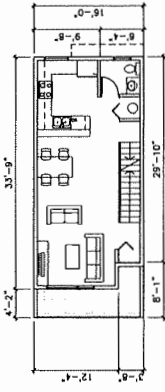
ERIC LAW ARCHITECT

1. PREPARED BY: ERIC LAW ARCHITECT
 2. DATE: 09/27/2018
 3. PROJECT: PROPOSED TOWNHOUSE AT 22551 RICHMOND BC
 4. DRAWING: UNIT PLANS
 5. SHEET: PH - 181

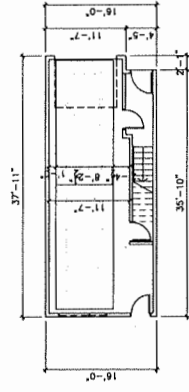
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AS 1/8" TO 1'-0"
TYPE-A-1F

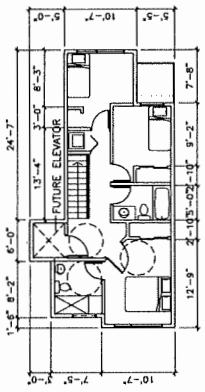


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TYPE-A-2F

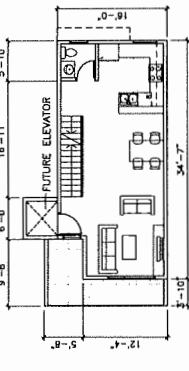


3 LEVEL 3
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TYPE-A-3F

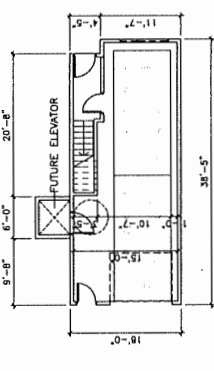
TYPE B



4 LEVEL 1
AS 1/8" TO 1'-0"
TYPE-B-1F



5 LEVEL 2
AS 1/8" TO 1'-0"
TYPE-B-2F



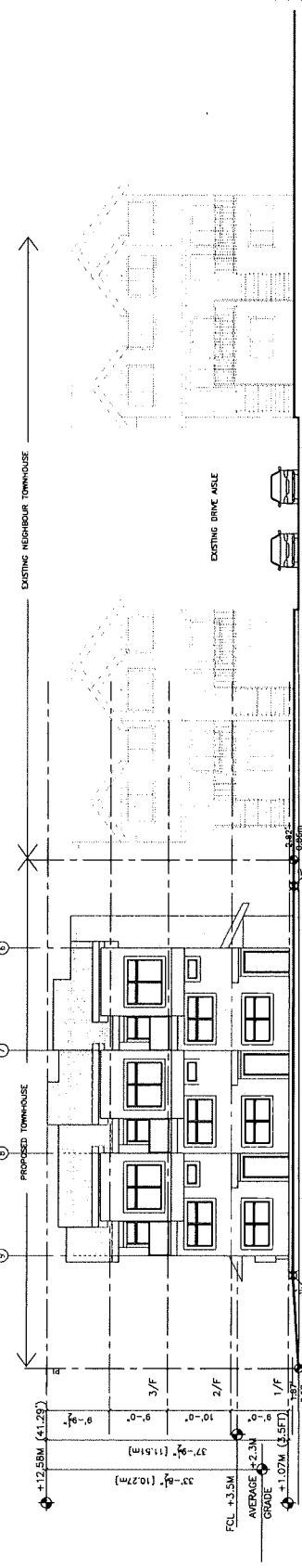
6 LEVEL 3
AS 1/8" TO 1'-0"
TYPE-B-3F

TYPE B
 3 BEDROOM
 LEVEL 1
 AS 1/8" TO 1'-0"
 TYPE-B-1F
 TOTAL UNIT AREA: 4333 SQ. FT.
 INCLUDING STAIR AND LOFT AREA

PROPOSED TOWNHOUSE
 AT 22551
 RICHMOND BC

UNIT PLANS

PROJECT NUMBER	17-12
ISSUED	9/27/2018
DRAWN BY	EL
CHECKED BY	EL
FILE NAME	17-12_PNG_100027-A5.PNG



ISSUED	
1. 2018.01.31 FOR MEDICINE PURCHASE	
2. 2018.03.15 FOR CITY MEDICINE REVIEW	
3. 2018.06.21 FOR CITY MEDICINE REVIEW	

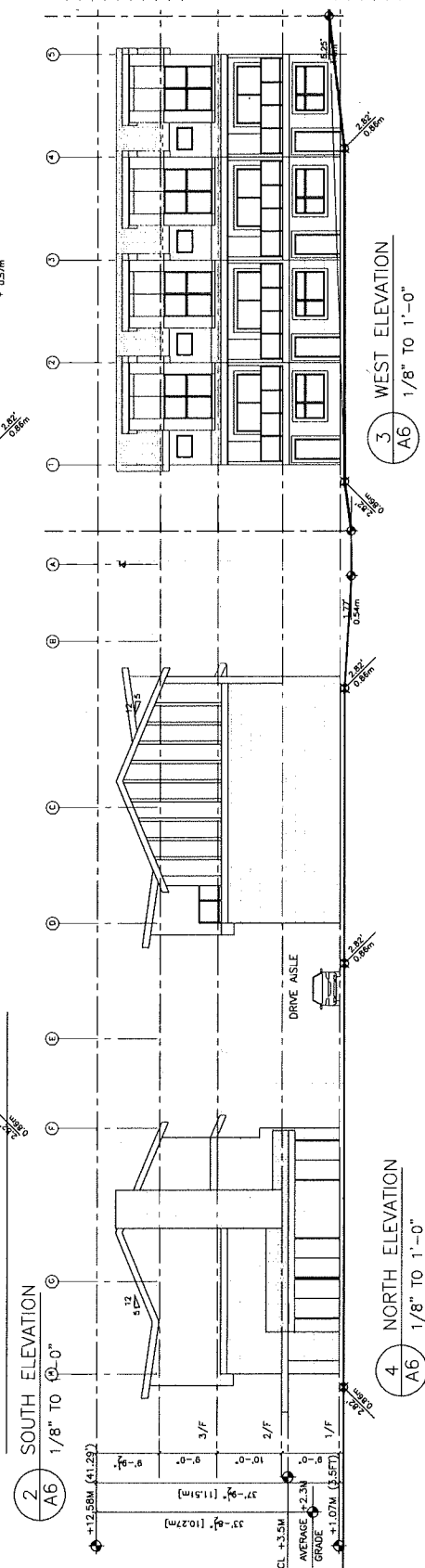
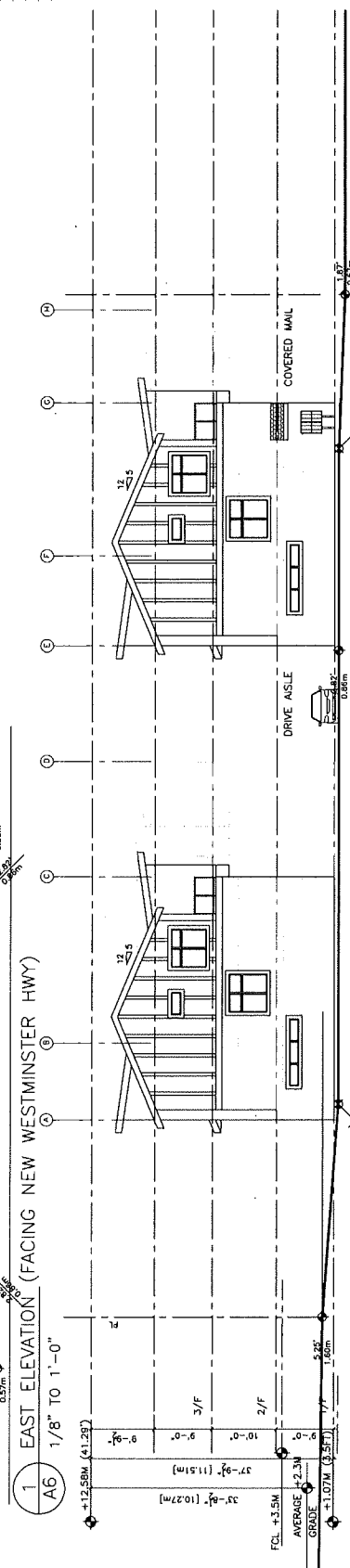
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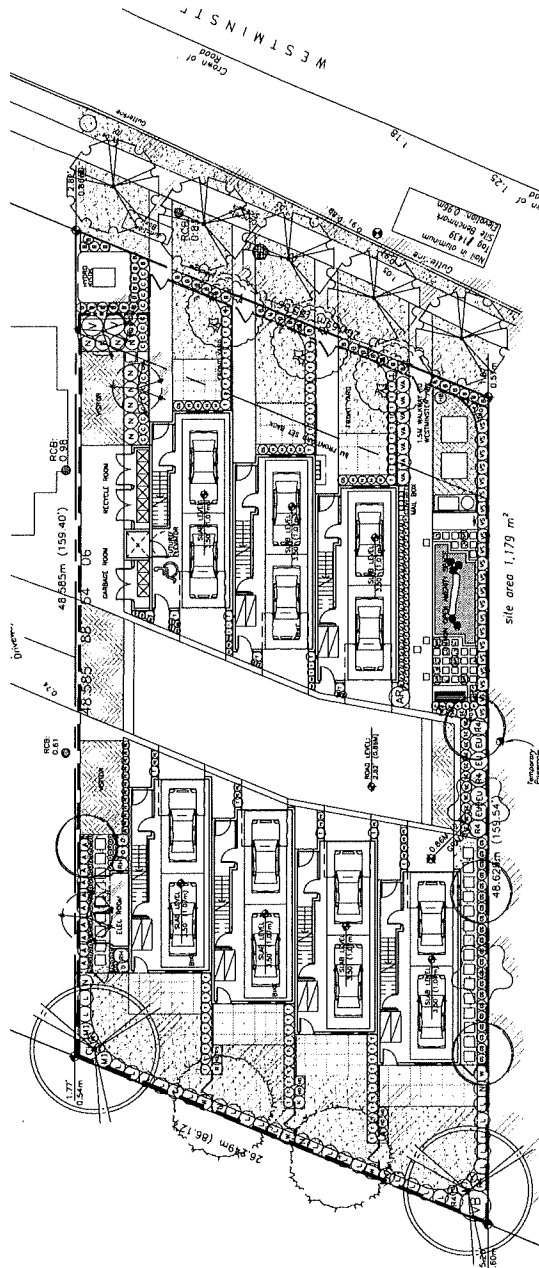
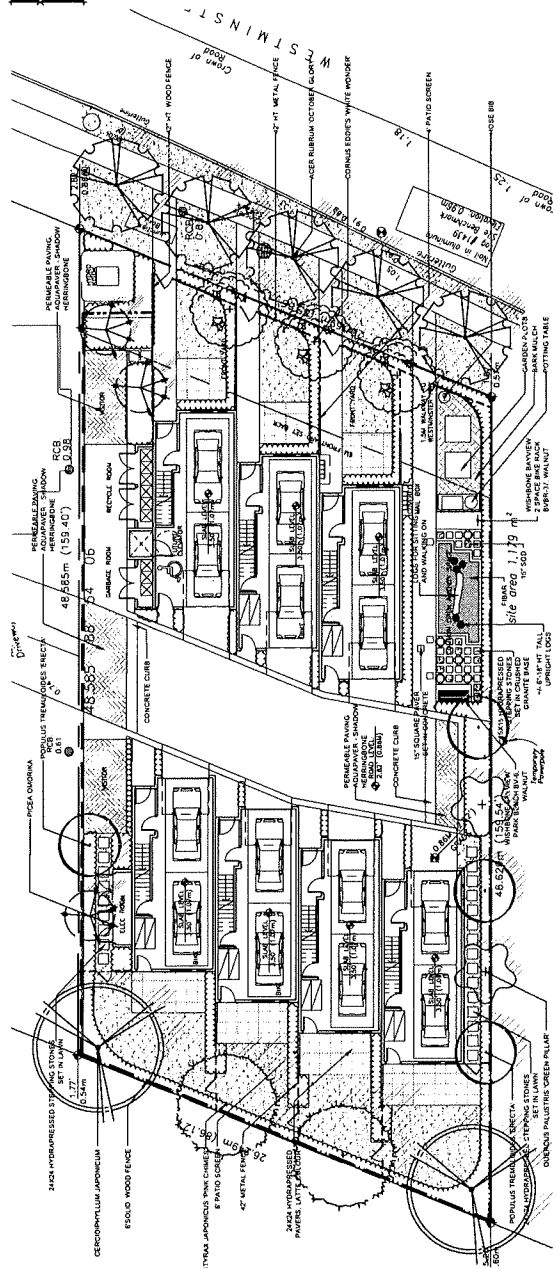
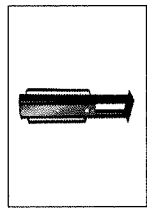
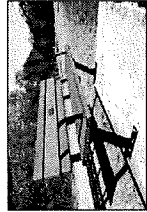
**PROPOSED TOWNHOUSE
AT 22551
RICHMOND BC**

PROJECT NUMBER: 17-12
ISSUED: 9/27/2018
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 17-12_PRR_180927-02.dwg

A6

RZ 18-800159



[illegible][illegible]

18148-120

DATE	18 AUG 16
SCALE	1/4" = 1'-0"
DRAWN BY	JD
DESIGN BY	JD
CHECKED BY	PC
DRAWING NUMBER	
17	
OF 3	
18-168	
PMS PROJECT NUMBER	

LANDSCAPE AND SHRUB
PLAN

1

L1

7 UNIT TOWNHOUSE DEVELOPMENT
22551 WESTMINSTER HIGHWAY
RICHMOND, BC

[illegible]

CLIENT

pmg
LANDSCAPE
ARCHITECTS

Suite C100 - 4185 Star Creek Drive
Burnaby, British Columbia, V5C 6G5
Canada
604.294.0011 • f. 604.294.0022
www.pmgarchitects.com

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The densities (in FAR) for each land use designation below are the **maximums** permitted based on the net parcel area and including any density bonus that may be permitted under the Plan's policies.

Area Plan Boundary	Neighbourhood Residential (Single Family or Duplex 0.75 FAR)
ALR Boundary	Neighbourhood Residential (Townhouse 0.55 FAR)
Agriculture	Neighbourhood Residential (Townhouse 0.75 FAR)
Community Institutional	Neighbourhood Residential (Stacked Townhouse 1.00 FAR)
Conservation Area	Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)
Industrial	Neighbourhood Village Centre (Retail and Office with Residential above 4 Storey 1.50 FAR)
Marine Residential/Industrial	Park and Major Trail/Greenway Corridors
Mixed Employment	Proposed Streets
Neighbourhood Residential (Single Family 0.55 FAR)	School
Neighbourhood Residential (Single Family 0.60 FAR)	
Neighbourhood Residential (Single Family with Coach Houses 0.60 FAR)	

Meeting Date: July 05, 2018

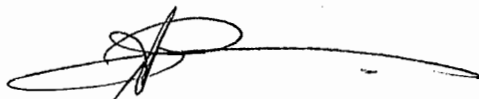
Meeting Time: 6:30pm

Attendees: Members of the strata council

Leslie Brock
Vice President-Property Management, Pacific Quorum
Properties Inc.

Raman Kooner
Representing the owner, 1137183 BC Ltd.
Re: 22551 Westminster Hwy, Richmond BC V6V 1B6

Comments: The meeting with the neighbors was very productive. There were no major concerns other than fencing between the two properties. During construction the exiting fence will be maintained as a barrier between the two sites. Upon completion, the strata have asked for the exiting fence to be either repaired or replaced. The owner of 22551 Westminister Hwy has agreed to pay for this.



Raman Kooner
Representing the owner, 1137183 BC Ltd.



Dave Mander
Owner, 1137183 BC Ltd.



Address: 22551 Westminster Highway

File No.: RZ 18-800159

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9970, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
3. Registration of a legal agreement on Title ensuring that the only means of vehicle access is via the statutory right-of-way BV468607 registered on 22571 Westminster Highway, and that there be no vehicle access to Westminster Highway. This agreement must include language indemnifying and releasing the City from any issues arising from such reliance.
4. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
5. Contribution of \$1,000 per dwelling unit (i.e. \$7,000) in-lieu of on-site indoor amenity space.
6. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (i.e. \$64,722.25) to the City's Affordable Housing Fund.
7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.

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

1. Submission of a Landscape Plan and cost estimate, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 16 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
6	11 cm	6 m
2	10 cm	5.5 m
8	6 cm	3.5 m

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (BC Energy Step Code), in compliance with the City bylaws.

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

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and a 10% contingency.

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

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

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
4. Enter into a Servicing Agreement* for the design and construction of the following works:

Water Works:

- Using the OCP Model, there is 242 L/s of water available at a 20 psi residual at the Westminster Highway frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit, at Building Permit stage, Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Provide an adequately sized utility SRW for a new water meter and its chamber that shall be placed inside the proposed development. A plan showing the location and size of the required utility SRW shall be submitted to the City for review and approval at the Servicing Agreement stage.
 - Install a new fire hydrant near the driveway of 22571 Westminster Hwy, off of the existing 300mm watermain along the east side of Westminster Hwy. Exact location of the required hydrant shall be determined via the Servicing Agreement design.
- At developer's cost, the City is to:
 - Install a new service connection off of the existing 300 mm PVC watermain at Westminster Highway.
 - Install a new water meter complete with chamber inside the development site.
 - Remove existing water service connection and cap at main.

Storm Sewer Works:

- The Developer is required to:
 - Remove the existing storm service connection leads and cap at main at Westminster Hwy frontage.
- At Developer's cost, the City is to:
 - Install an adequately sized storm service connection off of the existing storm sewer at Westminster Hwy frontage, complete with a type 3 inspection chamber at the property line. Tie-in to the storm main shall be via a sump manhole.

Sanitary Sewer Works:

- The Developer is required to:
 - Install a 200 mm diameter sanitary main from the boulevard located east of the northeast corner of the proposed site to existing manhole SMH51839. Approximate length of required sanitary main is 28 m. A new sanitary manhole is required at the high end of the new sanitary main.
 - Replace the existing sidewalk and boulevard that will be impacted by the required sanitary main installation. Approximate length of required sidewalk and boulevard replacement is 25 meters.
 - Replace the existing paver tiles and curb in the driveway of 22571 Westminster Hwy that will be impacted by the sanitary main installation. Extent of replacement shall be from back of sidewalk to the property line.
 - Install a sanitary service connection complete with a sanitary inspection chamber. Tie-in shall be to the new manhole at the high end of the new sanitary line.

- At Developer's cost, the City is to:
 - Tie-in new sanitary main into existing manhole SMH51839.

Frontage Improvements:

- The Developer is required to:
 - Pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 1mW X 1m (deep)
 - Traffic signal UPS – 2mW X 1.5m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - Check lighting levels and provide street lighting along Westminster Highway frontage, if required.
 - Provide other frontage improvements as per Transportation's requirements, including:
 - New 1.5 m wide grass and tree boulevard behind the existing curb and 1.5 m wide concrete sidewalk.
 - Permanent closure of the existing driveway letdown and replacement with the frontage works as described above.
 - All works to tie-in to existing conditions at the north and south of the development site.

General Items:

- The Developer is required to:
 - 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.

Note:

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

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

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

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

[signed concurrence on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9970 (RZ 18-800159)
22551 Westminster Highway**

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 **"TOWN HOUSING (ZT11) - HAMILTON"**.

P.I.D. 003-419-444

Parcel "D" (Explanatory Plan 8308) Except Firstly: Parcel "E" (Explanatory Plan 12694); Secondly: Part Subdivided by Plan LMP4865; Thirdly: Part Dedicated Road on Plan LMP4865; Lot 1 Section 2 Block 4 North Range 4 West New Westminster District Plan 6132

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9970"**.

FIRST READING

DEC 10 2018

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MayorandCouncillors

From: CityClerk
Sent: Monday, 14 January 2019 11:33
To: Craig, Wayne; Rockerbie, Jordan
Cc: Jesson, Claudia; MayorandCouncillors
Subject: FW: Richmond Zoning Bylaw 8500, Amendment Bylaw 9970

Follow Up Flag: Follow up
Flag Status: Completed

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

To Public Hearing	
Date:	<u>JAN. 21, 2019</u>
Item #	<u>4</u>
Bylaw	<u>BYLAW 9970</u>

From: Nasreen Alarakhia [mailto:ralarak@gmail.com]
Sent: Saturday, 12 January 2019 17:46
To: CityClerk
Subject: Richmond Zoning Bylaw 8500, Amendment Bylaw 9970

Location 22551 Westminster Highway

I am against allowing this development to go ahead as the area is getting too congested and the traffic in this area is ridiculous.

The Hamilton Park should be extended into this space instead of another Townhouse complex.

I don't understand how Richmond City can just hand out permits without thinking of how much development has already and is currently taking place in this area.

I hope you consider my suggestion for this space.

Thank you

Nasreen Alarakhia

Sent from Mail for Windows 10



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: December 12, 2018
File: ZT 18-841250

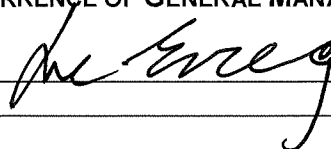
Re: Application by Farrell Estates Ltd. for a Zoning Text Amendment to the Industrial Business Park (IB1) Zone to Permit Vehicle Sale/Rental on a Portion of the Property at 6260 Graybar Road

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9977, for a Zoning Text Amendment to the "Industrial Business Park (IB1)" zone to allow "vehicle sale/rental" as a site-specific use limited to a maximum of 926.5 m² on a portion of the property at 6260 Graybar Road, be introduced and given first reading.


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

Att. 6

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER 

Staff Report

Origin

Farrell Estates Ltd. Has applied to the City of Richmond for permission to amend the “Industrial Business park (IB1)” zone to allow “vehicle sale/rental” as a site-specific permitted use limited to a maximum of 926.5 m² on a portion of the property at 6260 Graybar Road. A location map and aerial photograph is provided in Attachment 1. A copy of the current Survey Plan is provided as Attachment 2.

The proposed “vehicle sale/rental” use includes 926.1 m² (9,968 ft²) of gross floor area (Units 100 and 105/110) within the existing building and approximately 3,075 m² (33,097 ft²) of outdoor area for surface parking and the display of vehicles (Attachment 3).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site

The site is currently occupied by a 6,166.9 m² (66,380 ft²) light industrial/office building with 15 units, with frontages on Graybar Road and Westminster Highway. Surface parking is located at the front and the rear of the building. There is also a grass and landscaped area separating the front parking lot from Graybar Road.

The exterior of the building and site are proposed to remain in their current state.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- | | |
|---------------|---|
| To the North: | Across Westminster Highway and Highway 91, agricultural buildings and a single family dwelling on a lot zoned “Agriculture (AG1)”, fronting Westminster Highway. |
| To the South: | Across Gordon Way, a light industrial/office building on a lot zoned “Land Use Contract 127”, fronting Graybar Road. |
| To the East: | Light industrial/office buildings on a lot zoned “Industrial Business Park (IB1)”, fronting Gordon Way, and an industrial/office/retail building on a lot zoned “Industrial Limited Retail (ZI1)”, fronting Westminster Highway. |
| To the West: | A light industrial/office/retail building on a lot zoned “Industrial Limited Retail (ZI1)”, fronting Westminster Highway, a light industrial/office building on a lot zoned “Industrial Business Park (IB2)”, fronting Graybar Road, and industrial buildings on a lot zoned “Light Industrial (IL)”, also fronting Graybar Road. |

Related Policies & Studies**Official Community Plan (OCP) Designation**

The 2041 OCP land use designation for the subject site is “Mixed Employment”. This designation is intended for industrial and office development, with a limited range of support services and commercial uses. There is no Area Plan for this area. The proposed additional use to the zone is consistent with the OCP.

Public Consultation

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

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

Analysis**Proposed Zoning Text Amendment**

The subject site is currently zoned “Industrial Business Park (IB1)”, which permits vehicle repair, painting, and servicing, but does not permit vehicle sales. Two lots immediately east and west of the subject site, both fronting Westminster Highway, are zoned “Industrial Limited Retail (ZI1)” which allows “vehicle sale/rental” as a permitted use.

This application seeks to add “vehicle sale/rental” as a site specific permitted use limited only to the northern portion of the subject site that faces Westminster Highway. This area is restricted to the area indicated in the proposed bylaw. The vehicles to be displayed outdoors on the site are intended to be stored indoors after business hours.

This permitted use is consistent with the uses permitted on adjacent properties along Westminster Highway. No additional retail activities are proposed, and the remainder of the site is intended to continue for general industrial and office uses.

Transportation and Site Access

The existing driveways from Graybar Road and Gordon Way, surface parking lot and loading spaces for the existing buildings are to be maintained in their current state. Ongoing access in this manner is acceptable to the City’s Transportation department.

Under Section 7 of Richmond Zoning Bylaw 8500, the proposed “vehicle sale/rental” use is required to provide 28 parking spaces and one (1) loading space located on the subject site. The applicant is the owner of the unstratified building, and has provided a parking plan indicating the location of the required parking spaces on site (Attachment 5). The applicant is required to demonstrate the implementation of this plan prior to final adoption of the proposed bylaw.

Site Servicing

As a condition of rezoning, the applicant is required to:

- provide, at no cost to the City, a 2.0m wide utility right-of-way along the entire west property line to accommodate the existing water main, to bring it up to City standards; and
- the applicant is required to coordinate with tenants of the existing building and the City Works Yard to confirm which of the three (3) existing water connections to the development site are currently active. The applicant is then required to install water meters on any active, unmetered water connections found during the investigation at the applicant's sole cost. Based on City records, additional water meters are expected to be installed on two (2) of the three (3) water connections.

The servicing requirements are based on no redevelopment of the site. If the owner applies for a building permit to redevelop the site in the future (i.e., demolition, construction of a new building, subdivision, etc.), additional servicing requirements will be provided at that time.

Financial Impact

None.

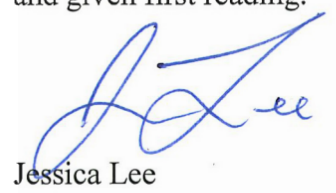
Conclusion

The purpose of this Zoning Text Amendment application is to amend the "Industrial Business Park (IB1)" zone to allow "vehicle sale/rental" as a site-specific permitted use on a portion of the property at 6260 Graybar Road.

The Zoning Text Amendment application complies with the land use designation and applicable policies contained within the OCP for the subject site.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9977 be introduced and given first reading.



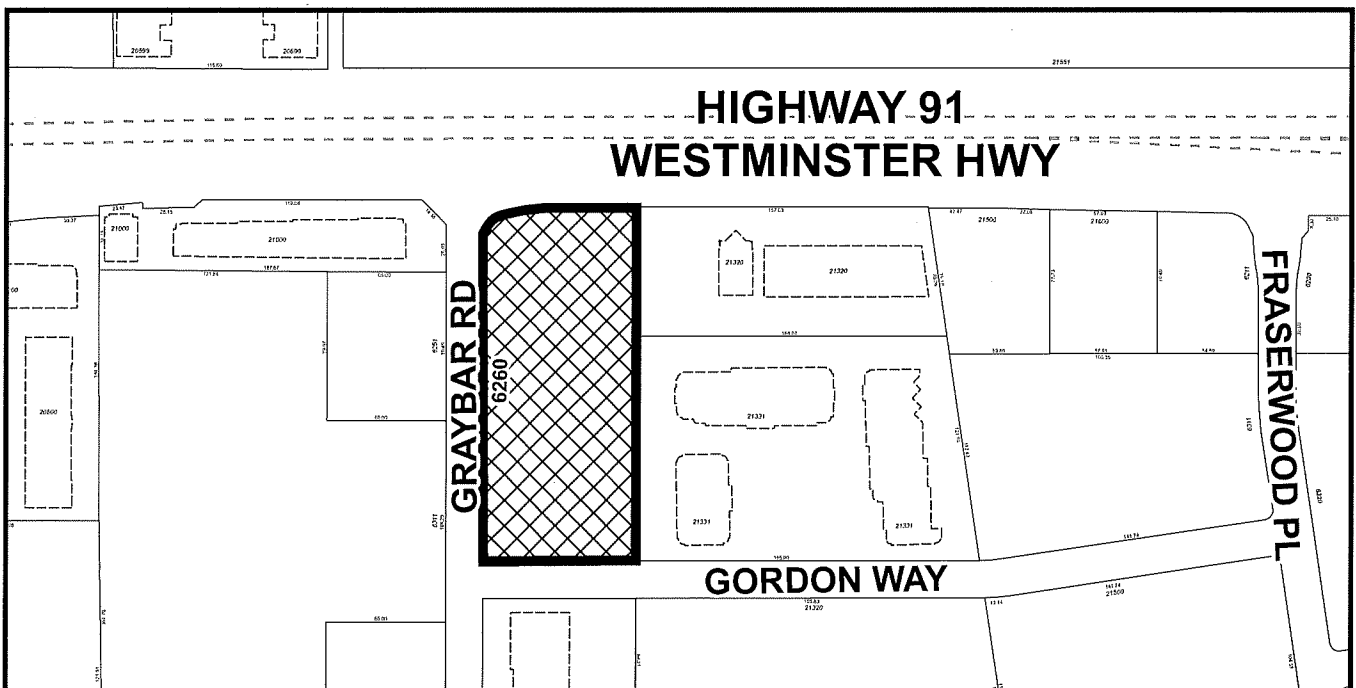
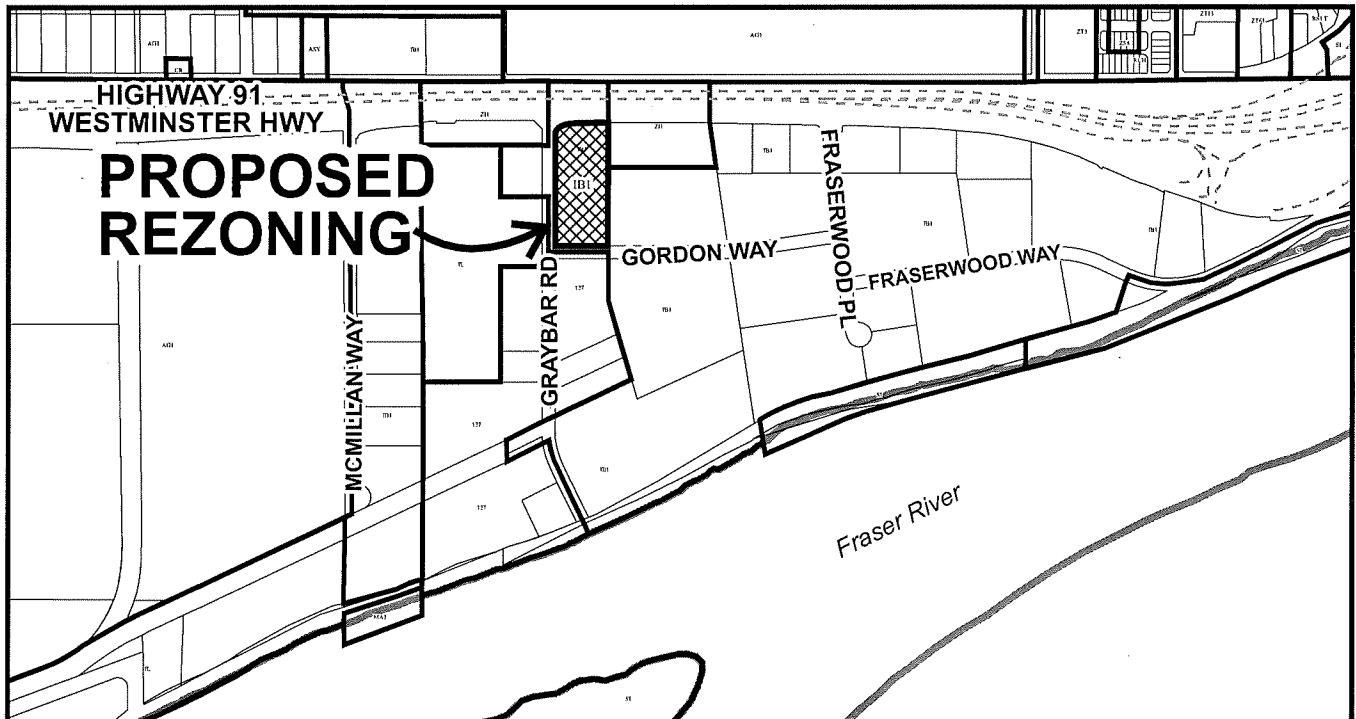
Jessica Lee
Planning Technician
(604-247-4908)

JL:cas

Attachment 1: Location Map and Orthophoto Map
Attachment 2: Survey Plan
Attachment 3: Proposed Area to Permit New Use
Attachment 4: Development Application Data Sheet
Attachment 5: Proposed Parking Plan
Attachment 6: Rezoning Considerations



City of
Richmond



ZT 18-841250

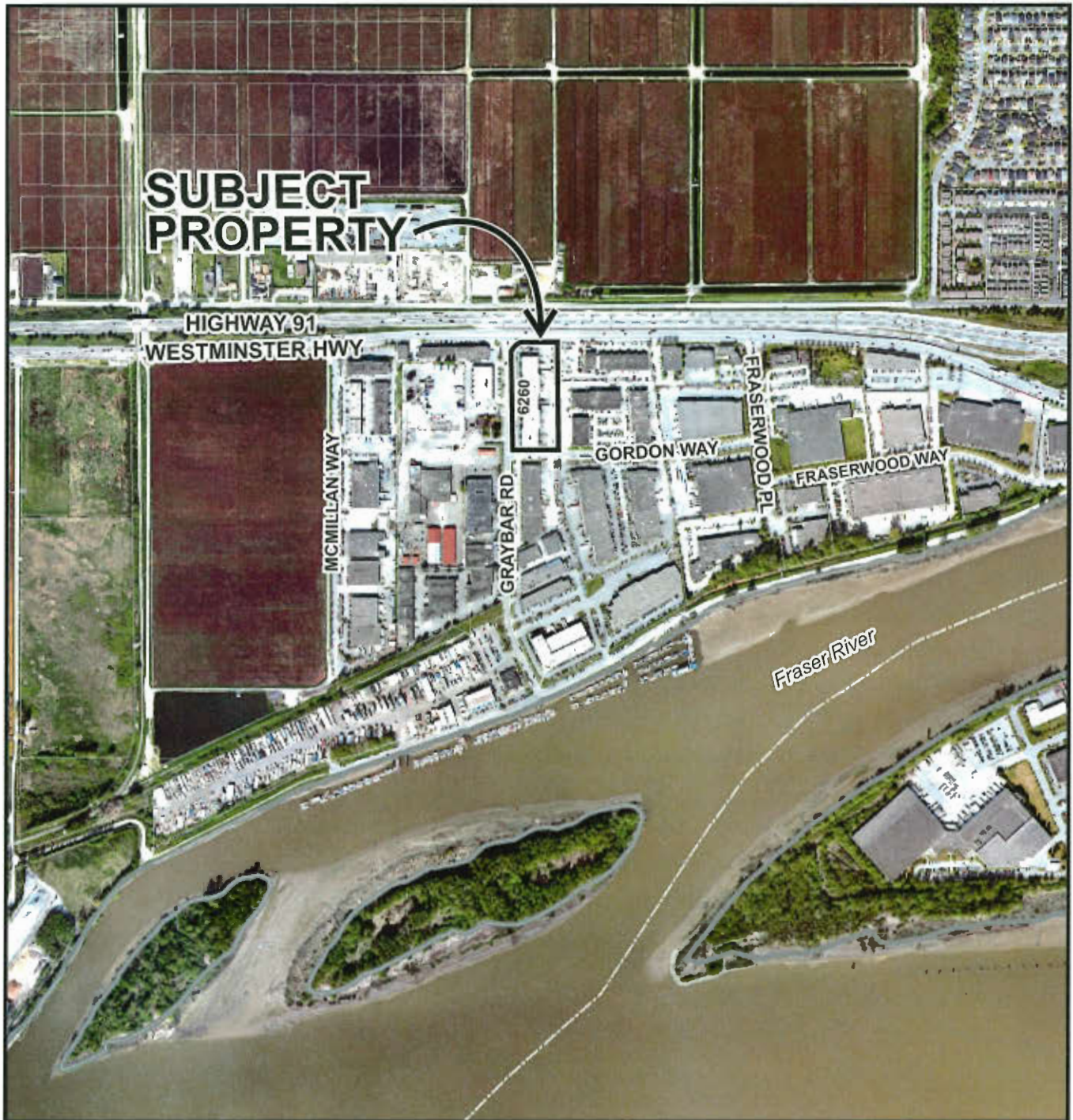
Original Date: 11/21/18

Revision Date: 11/29/18

Note: Dimensions are in METRES



City of
Richmond



ZT 18-841250

Original Date: 11/22/18

Revision Date: 11/29/18

Note: Dimensions are in METRES

SURVEY PLAN OF LOT "A", EXCEPT PART IN PLAN BCP25768 SECTION 10 BLOCK 4 NORTH RANGE 4 WEST NEW WESTMINSTER DISTRICT PLAN 75510

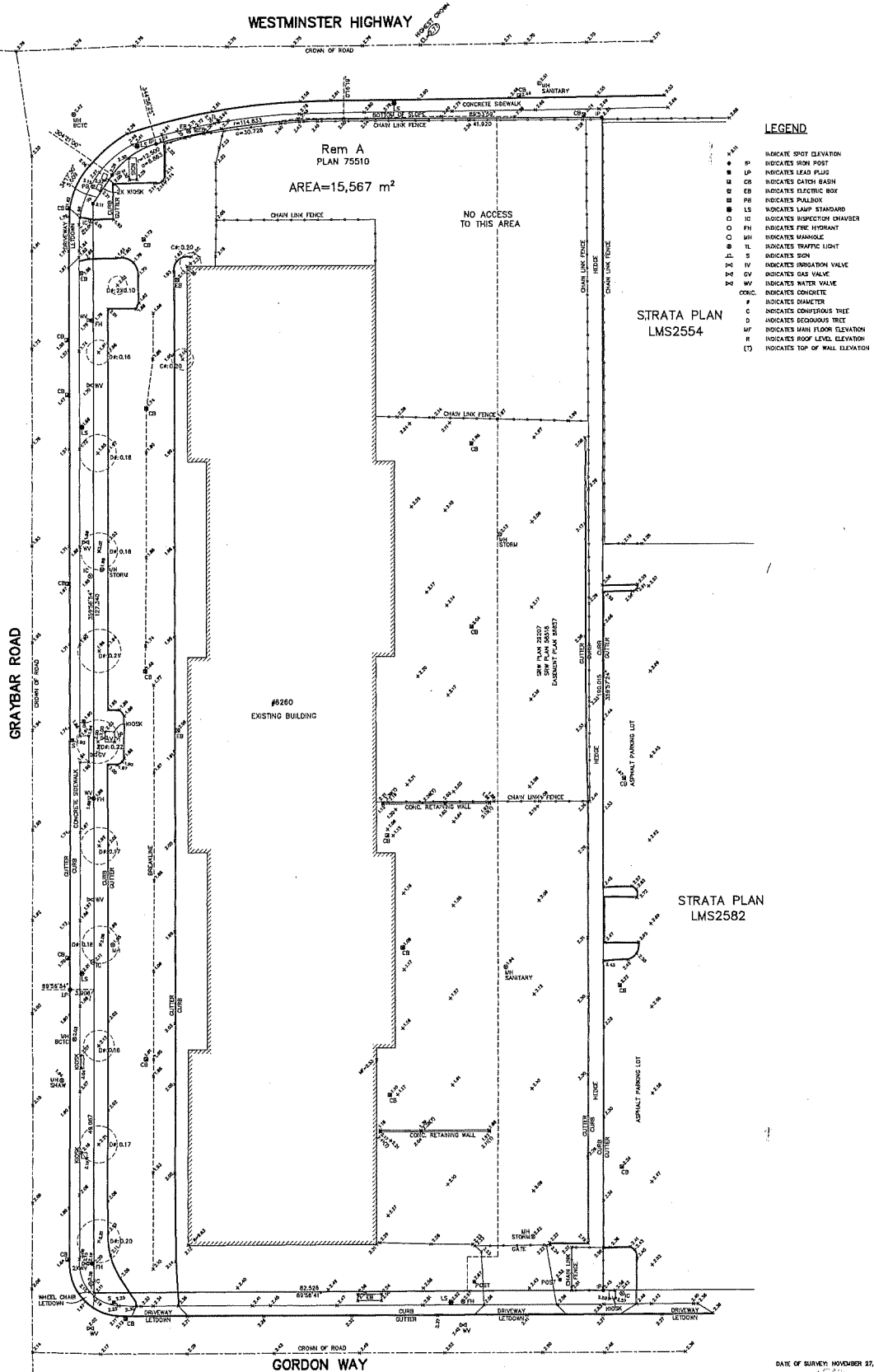
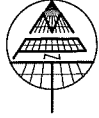
PARCEL IDENTIFIER (PID): 008-338-906

CIVIC ADDRESS
#6260 GRAYBAR ROAD
RICHMOND, B.C.

SCALE 1:300
ALL DISTANCES ARE IN METRES

NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPM MONUMENT #983 (20K412)
- LOCATED AT NELSON ROAD SOUTH-PUMP STATION WITH AN ELEVATION OF 4.051 METRES GEODETIC DATUM.
- PROPERTY LINE DIMENSIONS ARE BASED ON LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ALL TREES AND STUMPS HAVE BEEN PLOTTED AS REQUIRED BY CITY OF RICHMOND BYLAW #6057



© COPYRIGHT

MATSON PECK & TOPUSS
SURVEYORS & ENGINEERS
#330 - 11120 HORSESHOE WAY
RICHMOND, B.C. V7A 5H7
PH: 604-270-1331
FAX: 604-270-4137
CADFILE: 18872-TPG-06.DWG

R-18-18872-TPG

GORDON WAY

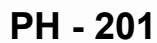
PH - 200

DATE OF SURVEY: NOVEMBER 27, 2016

SEALED

St. Stephen

J. STEPHEN CAUFIELD
B.C. LAND SURVEYOR (4712)
THIS DOCUMENT IS NOT VALID
UNLESS ORIGINALLY SIGNED
AND SEALED.





**City of
Richmond**

Development Application Data Sheet
Development Applications Department

ZT 18-841250

Attachment 4

Address: 6260 Graybar Road

Applicant: Farrell Estates Ltd.

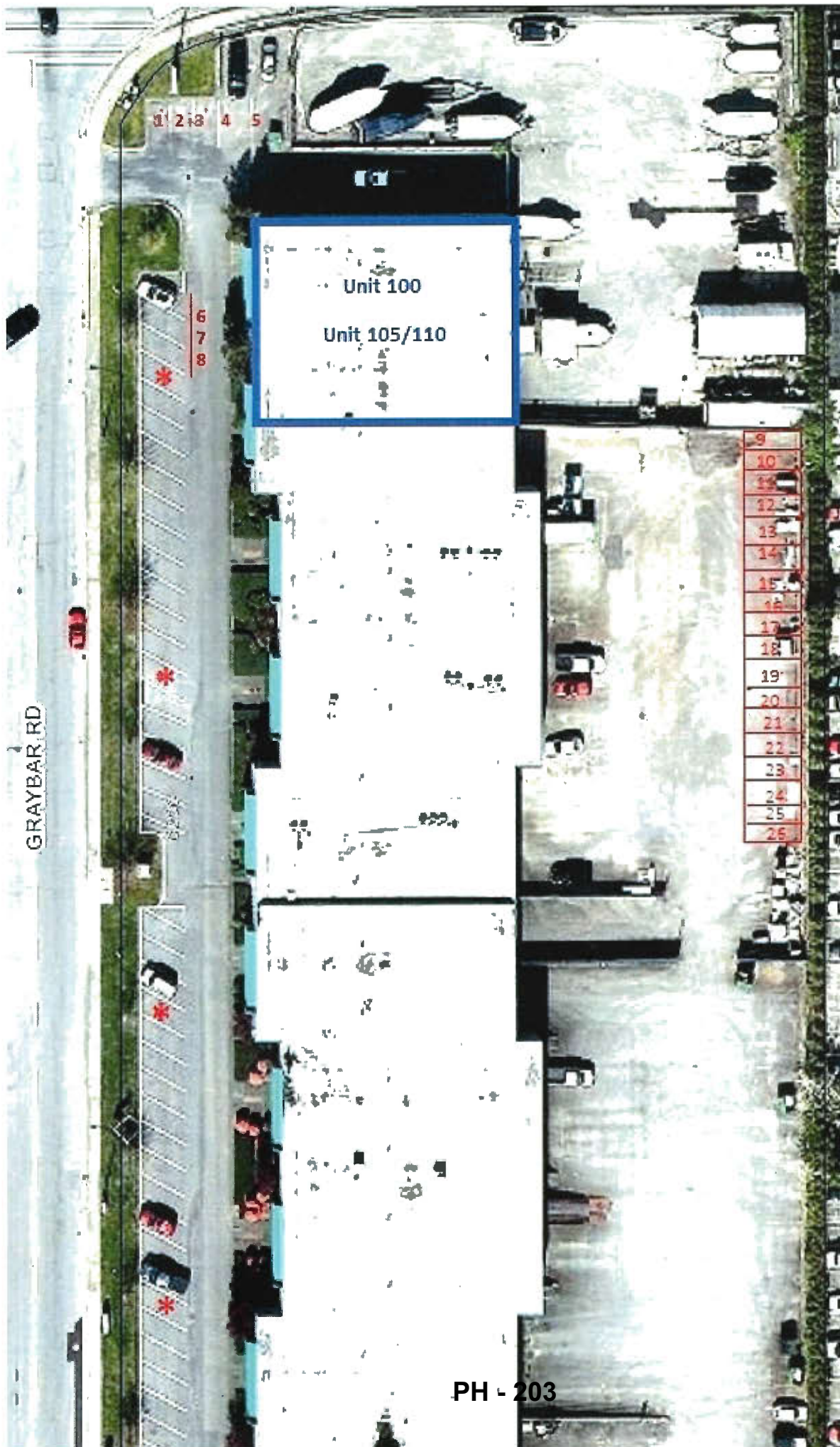
Planning Area(s): East Richmond

	Existing	Proposed
Owner:	Farrell Estates Ltd.	No Change
Site Size (m²):	15,567 m ²	No Change
Land Uses:	General industrial, office, vehicle repair	General industrial, office, vehicle repair, vehicle sale/rental
OCP Designation:	Mixed Employment	No Change
Area Plan Designation:	N/A	N/A
Zoning:	Industrial Business Park (IB1)	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	N/A	none permitted
Floor Area Ratio - Building:	Max. 1.0	0.40 (No Change)	none permitted
Lot Coverage (% of lot area):	Max. 60%	31% (No Change)	none
Lot Size:	None	15,567 m ² (No Change)	none
Setback – Front Yard (m):	Min. 3.0 m	> 3.0 m (No Change)	none
Setback – Side & Rear Yards (m):	Min. 0 m	> 0 m (No Change)	none
Height (m):	12.0 m	< 12.0 m (No Change)	none
Off-street Parking Spaces	90	90 (No Change)	none
Off-street Loading Spaces	7	17 (No Change)	none

ATTACHMENT 5

Proposed
Parking Plan:
Units 100 and
105/110 at
6260 Graybar
Road



*
Customer
Parking
Spaces



City of
Richmond

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

Address: 6260 Graybar Road

File No.: ZT 18-841250

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9977, the developer is required to complete the following:

1. Provide proof that the required parking spaces have been implemented and secured to the satisfaction of the Director of Development.
2. Provide, at no cost to the City, a 2.0m wide utility right-of-way along the entire west property line to accommodate the existing water main, to bring it up to City standards.
3. Coordinate with tenants of the existing building and the City Works Yard to confirm which of the three (3) existing water connections to the development site are currently active. The applicant is then required to install water meters on any active, unmetered water connections found during the investigation at the applicant's sole cost. Based on City records, additional water meters are expected to be installed on two (2) of the three (3) water connections.

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

[signed copy on file]

Signed _____

Date _____

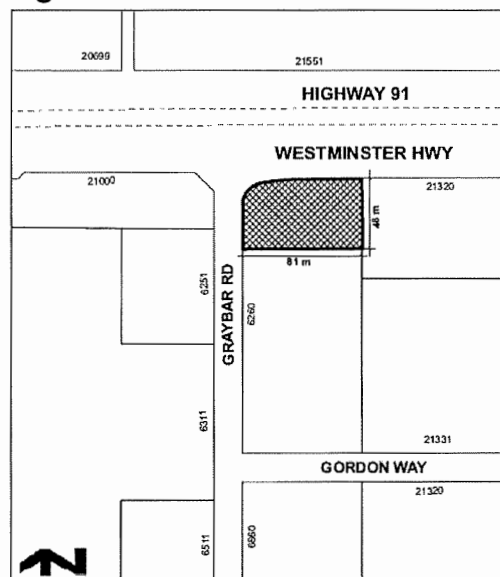


**Richmond Zoning Bylaw 8500
Amendment Bylaw 9977 (ZT 18-841250)
6260 Graybar Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12.3 [Industrial Business Park (IB1, IB2)] by:
 - a) adding “**vehicle sale/rental**” to the end of Section 12.3.3B (Additional Uses);
 - b) adding the following as new Sections 12.3.11.7 and 12.3.11.8, and renumbering the remaining sections:
 - “7. **Vehicle sale/rental** shall only be permitted on the following listed **sites**:
 - a) 6260 Graybar Road
P.I.D. 008-338-906
Lot A Except Part in Plan BCP 25768 Section 10 Block 4 North Range 4
West New Westminster District Plan 75510.
 8. In the case of the **site** listed in Section 12.3.11.7(a), 6260 Graybar Road, **vehicle sale/rental** shall be limited to a maximum **gross floor area** of 926.5 m² and located on the **site** in the area shown on Figure 1 below.

Figure 1



2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9977”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

DEC 19 2018



MAYOR

CORPORATE OFFICER