



Page

23 2. **Zoning Amendment Bylaw 8796 (RZ 11-572975)**  
TO VIEW eREPORT CLICK HERE

See Page PH-23 of the Public Hearing agenda for full hardcopy report

**Location:** 9640/9660 Seacote Road  
**Applicant:** Gurjit Bapla  
**Purpose:** To rezone the subject property from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", to permit development of two (2) single-family lots.

**First Reading:** September 12, 2011

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Bylaw 8796.



35 3. **Official Community Plan Amendment Bylaw 8803 and Zoning Amendment Bylaw 8804 (RZ 11-563568)**

TO VIEW eREPORT CLICK HERE

See Page PH-35 of the Public Hearing agenda for full hardcopy report

**Location:** 7691, 7711 and 7731 Bridge Street  
**Applicant:** Am-Pri Construction Ltd.  
**Purpose of the OCP Amendment:**  
To amend the Circulation Map within the McLennan South Sub-Area Plan (OCP Schedule 2.10D) to change the designation of the section of Keefer Avenue between Bridge Street and Armstrong Street from "Local" to "Trail/Walkway".

**Purpose of Zoning Amendment:**

To rezone the subject property from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)", to permit the construction of 34 three storey Townhouse units.

**First Reading:** September 26, 2011



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**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 Bylaws 8803 and 8804. ☐
2. Adoption of OCP Bylaw 8803. ☐

59 4. **Zoning Amendment Bylaw 8806 (RZ 11-585249)**

[TO VIEW eREPORT CLICK HERE](#)

See Page PH-59 of the Public Hearing agenda for full hardcopy report

**Location:** 11531 Williams Road

**Applicant:** Ajit Thaliwal

**Purpose:** To rezone the subject property from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit a subdivision to create two (2) lots with vehicle access from the existing rear lane.

**First Reading:** September 26, 2011

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Bylaw 8806. ☐

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69    5.    **Official Community Plan Amendment Bylaw 8807 and Zoning Amendment Bylaw 8808 (RZ 11-561611)**

[TO VIEW eREPORT CLICK HERE](#)

See Page PH-69 of the Public Hearing agenda for full hardcopy report

**Location:** 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

**Applicant:** Abbarch Architecture Inc.

**Purpose of OCP Designation Amendment:**

To amend the Generalized Land Use Map to the Richmond Official Community Plan and the Land Use Map to the East Cambie Area Plan to designate previously undesignated portions of the subject properties to "Commercial".

**Purpose of Zoning Amendment:**

To rezone the subject property from "Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1) " to "Auto Oriented Commercial (CA)", to permit development of a Mini Cooper Automobile Dealership at the subject site.

**First Reading:** September 12, 2011

**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 Bylaws 8807 and 8808.

☐

2. Adoption of OCP Amendment Bylaw 8807.

☐

93    6.    **Zoning Text Amendment Bylaw 8811 (ZT 11-565675)**

[TO VIEW eREPORT CLICK HERE](#)

See Page PH-93 of the Public Hearing agenda for full hardcopy report

**Location:** 14000 and 14088 Riverport Way

**Applicant:** Patrick Cotter Architect Inc.

**Page**

**Purpose:** To amend "Low Rise Apartment (ZLR14) – Riverport" to permit a mid rise mixed-use development with market rental apartment housing, limited commercial and community amenity space.

**First Reading:** September 26, 2011

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
  - 135 (a) Memorandum dated October 6, 2011, from Brian J. Jackson, Director of Development
  - 141 (b) Robert A. Gillis, General Manager, Holiday Inn Express & Suites, 10688 No. 6 Road
  - 143 (c) Avtar Bains, President, No. 176 Sail View Ventures Ltd., 14200 Entertainment Blvd.
  - 145 (d) Chris and Kenneth Lau, #303 – 14100 Riverport Way
  - 147 (e) Mark Westcott, #208 – 14100 Riverport Way
3. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Bylaw 8811.



**ADJOURNMENT**

**Page**



**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** July 11, 2011  
**File:** RZ 11-577573  
**Re:** **Application by Navjeven Grewal for Rezoning at 3680/3700 Blundell Road from Two-Unit Dwellings (RD1) to Single Detached (RS2/B)**

**Staff Recommendation**

That Bylaw No. 8795, for the rezoning of 3680/3700 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

ES:blg  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Navjeven Grewal has applied to the City of Richmond for permission to rezone 3680/3700 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", to permit the property to be subdivided to create two (2) lots, each with vehicle access from Blundell Road (**Attachment 1**). There is currently an existing strata-titled duplex on the subject site, which is proposed to be demolished.

### Findings of Fact

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

### Surrounding Development

The subject site is located on the south side of Blundell Road, between Dalemore Road and No. 1 Road, in an established residential neighbourhood consisting mainly of single detached housing and duplexes, with a mix of land uses towards the east near the intersection of No. 1 Road and Blundell Road.

To the north, directly across Blundell Road, are older character dwellings on lots zoned "Single Detached (RS1/E)";

To the east, is an older character duplex on a lot zoned "Two-Unit Dwellings (RD1)";

To the west is a vacant lot recently rezoned (RZ 10-522209) to "Single Detached (RS2/B)"; and

To the south, directly behind the subject site, are newer character dwellings on lots zoned "Single Detached (RS1/E)" fronting Bairdmore Crescent.

### Related Policies & Studies

#### Official Community Plan (OCP) Designation

There is no Area Plan for this neighbourhood. The Official Community Plan (OCP) Generalized Land Use Map designation for this project is "Neighbourhood Residential", and the Specific Land Use Map designation is "Low-Density Residential". This redevelopment proposal is consistent with these designations.

#### Lot Size Policy

The subject property is located within the area covered by Lot Size Policy 5474, adopted by City Council in 2008 (**Attachment 3**). This Policy permits existing duplexes to rezone and subdivide into two (2) equal halves. This redevelopment proposal is consistent with the Policy, and would allow for the creation of two (2) lots, each approximately 12.2 m wide and 446 m<sup>2</sup> in area.



## Public Input

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

## Staff Comments

### Background

Other than redevelopment under the Arterial Road Redevelopment Policy along No. 1 Road, this neighbourhood has seen limited redevelopment through rezoning and subdivision in recent years. There is potential for other duplex-zoned properties along this block of Blundell Road to rezone and subdivide consistent with the Lot Size Policy.

### Trees & Landscaping

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

- five (5) bylaw-sized trees and one (1) under-sized tree on-site; and
- one (1) bylaw-sized tree stump noted on the survey located along the west property line.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Remove and replace three (3) bylaw-sized trees on the subject property (Trees #2, #4, and #6) which are in very poor condition.
- Retain and protect two (2) bylaw-sized trees (Trees #1 and #5) and one (1) undersized tree (Tree #3) on the subject property. Tree protection fencing should be placed a minimum of 0.9 m (3 ft.) from the base of the tree.

The City's Tree Preservation Coordinator has also recommended replacement of Tree #7 that was removed without Permit.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

The Final Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 4**.

As a condition of rezoning, the applicant must submit a Contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of Trees # 1, #3, and #5. The Contract must include the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.



As a condition of rezoning, the applicant must also submit a Survival Security to the City in the amount of \$3,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure Trees # 1, #3 and #5 will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of eight (8) replacement trees are required to be planted and maintained on the future lots, with the following minimum calliper sizes/heights:

# Replacement Trees	Min. Calliper of Deciduous Tree	or	Min. Height of Coniferous Tree
6	6 cm		3.5 m
2	9 cm		5 m

Considering the effort to be taken by the applicant to retain the undersize tree in the front yard (Tree #3) and the limited space in the future yards, staff recommend only six (6) replacement trees be required.

To ensure that the six (6) required replacement trees are planted and maintained on the future lots, the applicant is required to submit a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

At subdivision stage, the applicant will be required to provide \$1,000 to the City via a work order for the planting of two (2) trees to improve the existing grassed boulevard on City property (\$500/tree).

### Affordable Housing

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

The applicant proposes to provide a cash-in-lieu contribution. The voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings (i.e. \$5,281).

Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This agreement would be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.



Existing Covenants

There are currently covenants on Title of the strata lots restricting the use of the property to a duplex (BF238528 & BF238529). These covenants must be discharged by the applicant as a condition of rezoning after confirmation has been provided to the City that Strata Plan NW120 has been cancelled.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to the lots at development stage will be from Blundell Road.

Subdivision

At Subdivision stage, the applicant will be required to pay Servicing Costs.

The applicant will also be required to provide \$1,000 to the City via a work order for the planting of two (2) trees to improve the existing grassed boulevard on City property (\$500/tree).

Flood Management

Registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

**Analysis**

The subject site is located in an established residential area consisting mainly of single detached dwellings and duplexes. This development proposal is consistent with Lot Size Policy 5474, which allows existing duplexes to rezone and subdivide into two (2) equal halves. This development proposal would allow for the creation of two (2) lots, each approximately 12.2 m wide and 446 m<sup>2</sup> in area. There is potential for other duplex-zoned properties along this block of Blundell Road to rezone and subdivide consistent with the Lot Size Policy.

**Conclusion**

This rezoning application to permit subdivision of an existing large duplex-zoned lot into two (2) smaller lots complies with Lot Size Policy 5474 and applicable policies and land use designations contained within the Official Community Plan (OCP).

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

On this basis, staff recommends support for the application.



Erika Syvokas  
Planning Technician  
(604-276-4108)

Attachments

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Lot Size Policy 5474

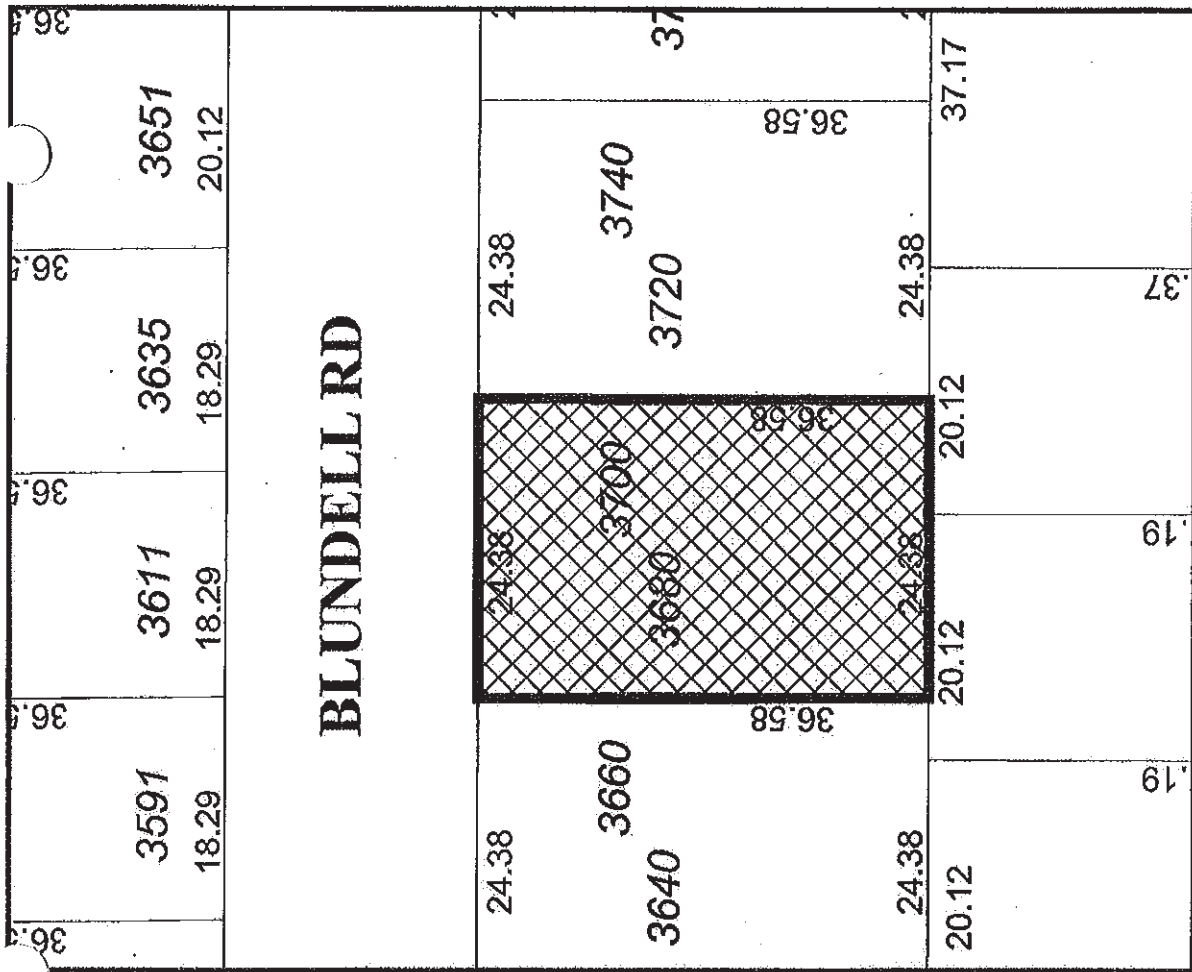
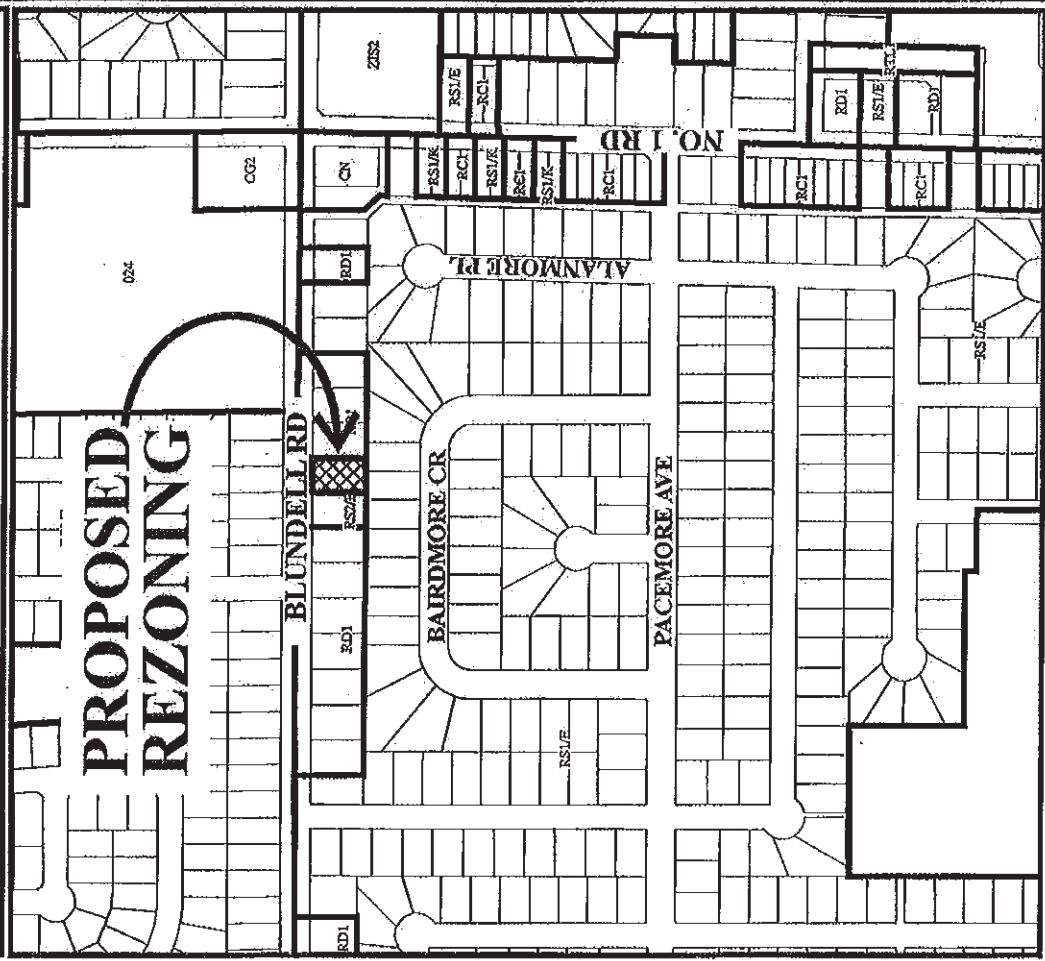
Attachment 4: Tree Retention Plan

Attachment 5: Rezoning Considerations Concurrence



# City of Richmond

## PROPOSED REZONING



RZ 11-577573

Original Date: 05/05/11  
Revision Date:  
Note: Dimensions are in METRES

PH-13





RZ 11-577573

Original Date: 05/06/11

Revision Date:

Note: Dimensions are in METRES

PH - 14





# City of Richmond

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

## Development Application Data Sheet

**RZ 11-577573**

**Attachment 2**

Address: 3680/3700 Blundell Road

Applicant: Navjeen Grewal

Planning Area(s): Seafair

	Existing	Proposed
<b>Owners:</b>	Rodney Siegler Navjeen Grewal & Jasinder Grewal	To be determined
<b>Site Size (m<sup>2</sup>):</b>	892 m <sup>2</sup> (9,602 ft <sup>2</sup> )	Two lots, each approx. 446m <sup>2</sup> (4,801 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) two-unit dwelling	Two (2) single detached dwellings
<b>OCP Designation:</b>	<ul style="list-style-type: none"> <li>Generalized Land Use Map Designation – "Neighbourhood Residential"</li> <li>Specific Land Use Map Designation – "Low-Density Residential"</li> </ul>	No change
<b>Area Plan Designation:</b>	None	No change
<b>702 Policy Designation:</b>	Policy 5474 permits existing duplexes to rezone and subdivide into two (2) equal halves.	No change
<b>Zoning:</b>	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
<b>Number of Units:</b>	Two (2)	Two (2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m <sup>2</sup>	446 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: May 20, 2008

Policy 5474

File Ref: 4430

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER SECTIONS 21-4-7 &amp; 22-4-7

**Policy 5474:**

The following policy establishes lot sizes in Sections 21-4-7 & 22-4-7, in the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trail as shown on the attached map:

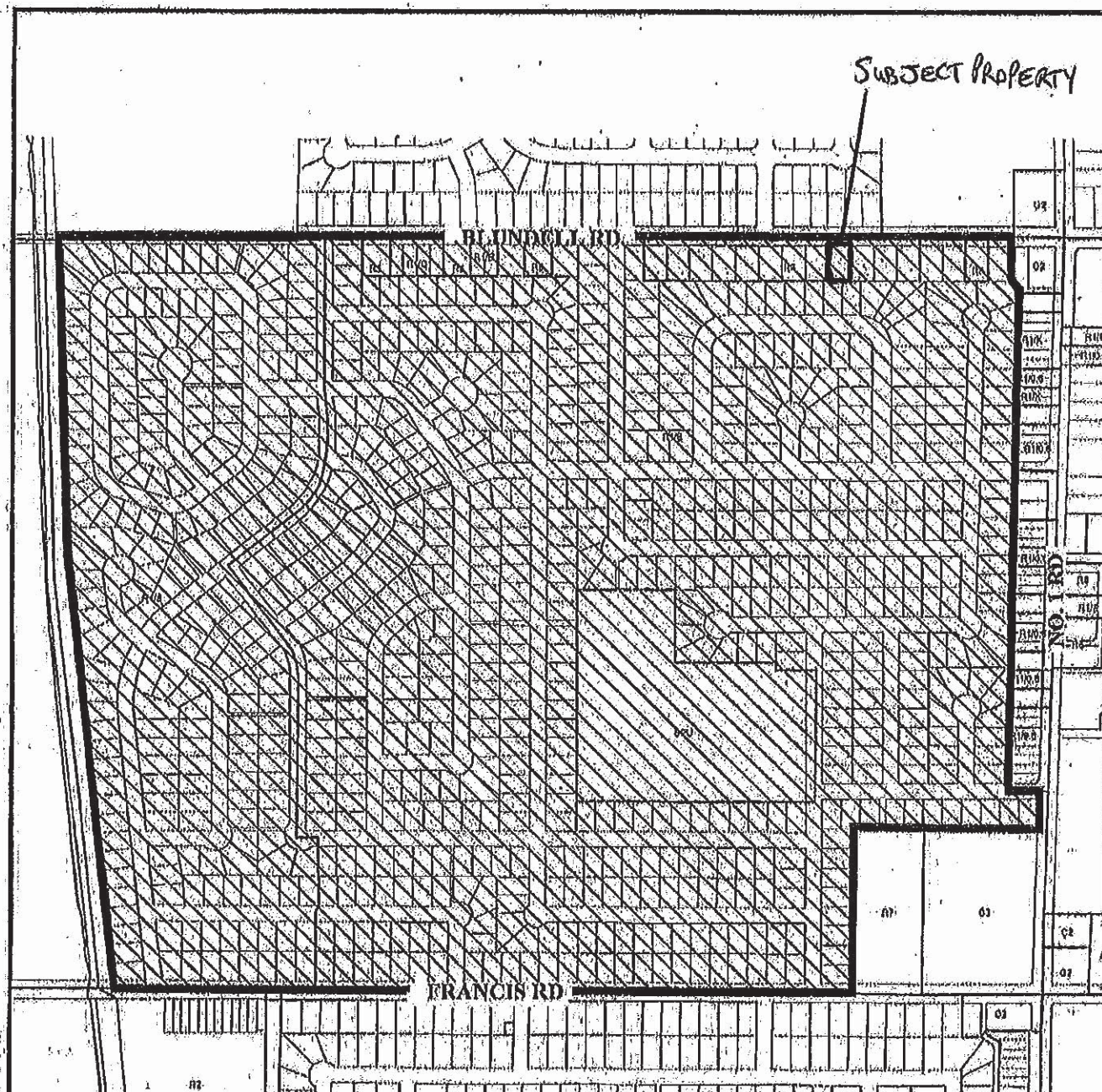
1. That properties within the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trail in Section 21-4-7 & 22-4-7, as shown on the attached map, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw No. 5300 with the following exceptions:


That lots with existing duplexes be permitted to rezone and subdivide into two (2) equal halves lots;

and that this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Zoning and Development Bylaw No. 5300.

2. Multiple-family residential development shall not be permitted.





 Subdivision permitted as per R1/E



**Policy 5474**  
**21-4-7 & 22-4-7**

Original Date: 02/29/08

Amended Date: 05/20/08

Note: Dimensions are in METRES



### TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF STRATA PLAN NW120 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT

#3680 BLUNDELL ROAD,  
RICHMOND, B.C.  
P.I.D 001-124-200  
#3700 BLUNDELL ROAD,  
RICHMOND, B.C.  
P.I.D 001-124-226

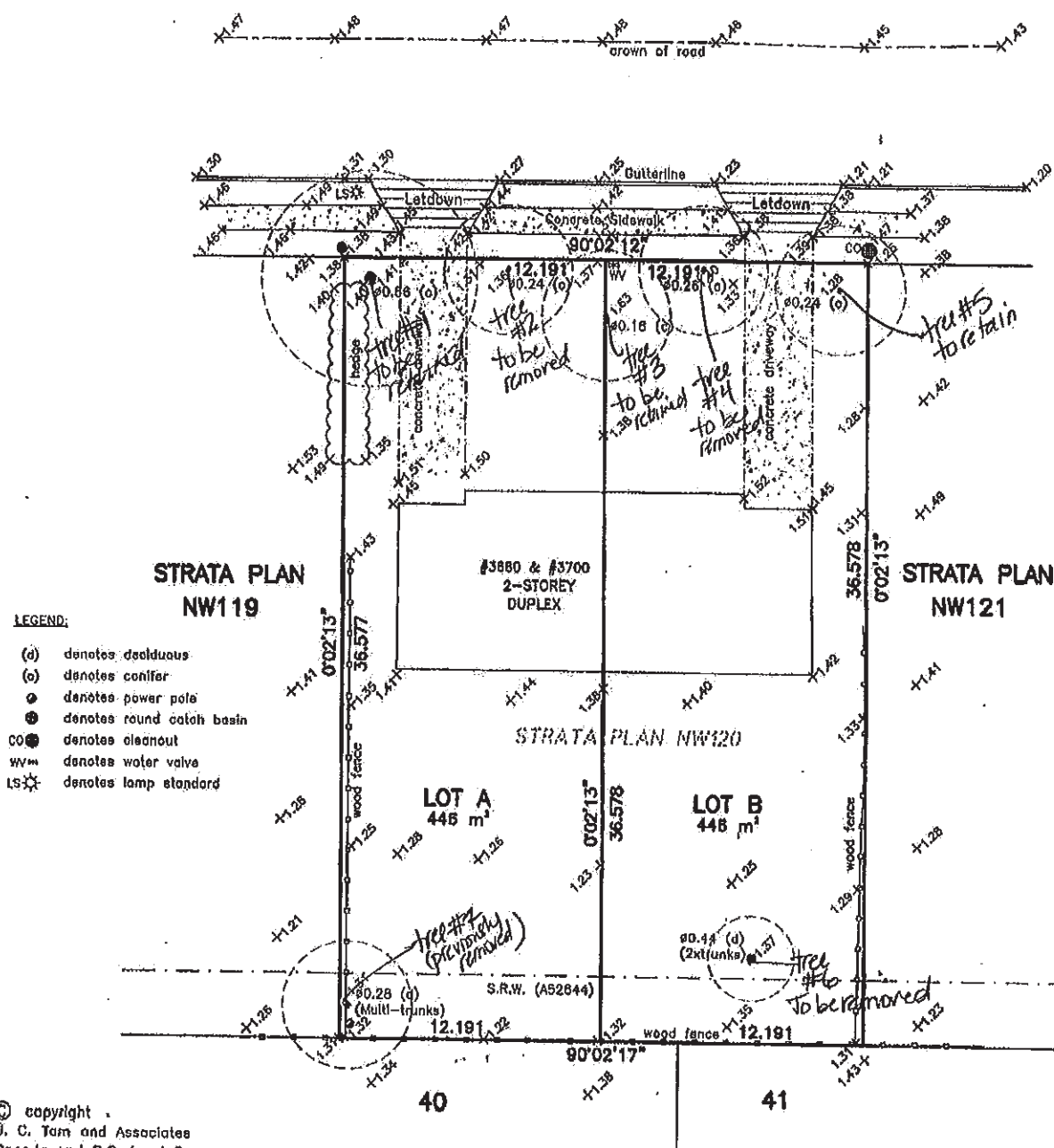
SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



BLUNDELL ROAD



#### LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- denotes power pole
- ⊙ denotes round catch basin
- CO● denotes cleanout
- WV● denotes water valve
- LS● denotes lamp standard

© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 4442  
FB-179 P17-19  
Drawn By: MY

#### NOTE:

Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #234,  
Control Monument 77H4891  
Located at CL Gibbons Dr & Gamba  
Dr, E side of grass median  
Elevation = 1.125 metres

CERTIFIED CORRECT:  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

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

DWG No. 4442-TOPO

APRIL 25th, 2011 PH - 18

**Rezoning Considerations**  
**3680/3700 Blundell Road**  
**RZ 11-577573**

Prior to final adoption of Zoning Amendment Bylaw 8795, the applicant is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) for the planting and maintenance of six (6) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. Calliper of Deciduous Tree	or	Min. Height of Coniferous Tree
4	6 cm		3.5 m
2	9 cm		5 m

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of on-site trees to be protected (Trees # 1, #3, & 5). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Survival Security to the City in the amount of \$3,000 for Tree # 1, #3, & #5. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.
4. Confirmation to the City that Strata Plan NW120 has been cancelled.
5. Discharge covenants BF238528 & BF238529 that currently exist on Title, which restrict the use of the property to a duplex.
6. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (\$5,281) to the City's Affordable Housing Reserve Fund.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

7. Registration of a flood indemnity covenant on Title.

At Demolition stage\*, the applicant will be required to:

- Install Tree Protection Fencing around Trees # 1, 3 & 5, a minimum of 0.9 m (3 ft) from the base of the tree in all directions. Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage\*, the applicant will be required to:

- Pay Servicing Costs.
- Provide \$1,000 to the City via a work order for the planting of two (2) trees to improve the existing grassed boulevard on City property in front of the subject site (\$500/tree).

[Signed original on file]

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Signed

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Date



Richmond Zoning Bylaw 8500  
Amendment Bylaw 8795 (RZ 11-577573)  
3680/3700 BLUNDELL ROAD

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

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

P.I.D. 001-124-200

STRATA LOT 1 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW120 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

AND

P.I.D. 001-124-226

STRATA LOT 2 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW120 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8795".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 12 2011



\_\_\_\_\_  
MAYOR

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





**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee **Date:** July 12, 2011  
**From:** Brian J. Jackson, MCIP **File:** RZ 11-572975  
Director of Development  
**Re:** Application by Gurjit Bapla for Rezoning at 9640/9660 Seacote Road from  
Single Detached (RS1/E) to Single Detached (RS2/B)

**Staff Recommendation**

That Bylaw No. 8796, for the rezoning of 9640/9660 Seacote Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

EL:blg

Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	



## Staff Report

### Origin

Gurjit Bapla has applied to the City of Richmond for permission to rezone 9640/9660 Seacote Road (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/B) in order to permit the property to be subdivided into two (2) single-family lots.

### Findings of Fact

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

### Surrounding Development

The subject property is located in an established residential neighbourhood consisting primarily of single-detached dwellings on large-sized lots. Development immediately surrounding the subject site is as follows:

- To the North: An existing single-family dwelling on lot zoned Single Detached (RS1/E) and a duplex on lot zoned Two-Unit Dwellings (RD1) fronting King Road;
- To the East: Existing single-family dwellings on lots zoned Single Detached (RS1/E), fronting Seaport Avenue;
- To the South: An existing single-family dwelling on lot zoned Single Detached (RS1/E); and
- To the West: Across Seacote Road, an existing non-conforming duplex on lot zoned Single Detached (RS1/E).

### Related Policies & Studies

#### Lot Size Policy 5409

The subject site is located within the area covered by Lot Size Policy 5409 (adopted by Council April 10, 1989 and amended July 16, 2001) (**Attachment 3**). This Policy permits existing duplexes to split into two (2) lots. This redevelopment proposal would enable the property to be subdivided in accordance with the provision of Single Detached (RS2/B); each lot would be approximately 12.97 m wide and 445 m<sup>2</sup> in area.

#### Affordable Housing

The Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$ 5,275). Should the applicant change their mind about the Affordable Housing option selected to providing a legal secondary suite on one (1) of the two (2) future lots at the subject site, the applicant will be required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lot without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

#### Floodplain Management Implementation Strategy

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

#### **Public Input**

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

#### **Staff Comments**

##### Tree Preservation

A Tree Survey (Attachment 4) and a Certified Arborist's report were submitted in support of the application. The Tree Survey indicates that there are no trees located on site. The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations that:

- No tree protection fencing is required on site to retain an existing neighbouring tree located on the property to the north (11440 King Road); and
- Tree protection fencing should be installed 1.2 m from the east property line to protect a Cedar hedge on the adjacent property to the east at 11351 Seaport Avenue.

##### Tree Planting

Council Policy 5032 encourages property owners to plant a minimum of two (2) trees per lot in recognition of the benefits of urban trees (minimum 6 cm calliper deciduous or 3 m high conifer). The applicant has agreed to plant and maintain a total of four (4) trees on the future lots [two (2) per future lot]. Prior to rezoning adoption, the applicant must submit a security in the amount of \$2,000 (\$500/tree) to ensure new trees are planted and maintained on-site.

##### Site Servicing

No servicing concerns with rezoning. Prior to approval of subdivision, the developer will be required to pay for servicing costs. The developer has been advised of the existing 3 m sanitary sewer right-of-way (ROW) along the entire north and east property lines.



### **Analysis**

This is a relatively straightforward redevelopment proposal. This development proposal is consistent with Lot Size Policy 5409. All the relevant technical issues have been addressed.

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

None.

### **Conclusion**

This rezoning application is to permit subdivision of an existing large lot with a non-conforming duplex into two (2) medium sized lots that comply with Lot Size Policy 5409 and all applicable policies and land use designations contained within the Official Community Plan (OCP). On this basis, staff recommend support of the application.



Edwin Lee  
Planning Technician -- Design  
(604-276-4121)

EL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5409
- Attachment 4: Tree Survey
- Attachment 5: Rezoning Considerations Concurrence



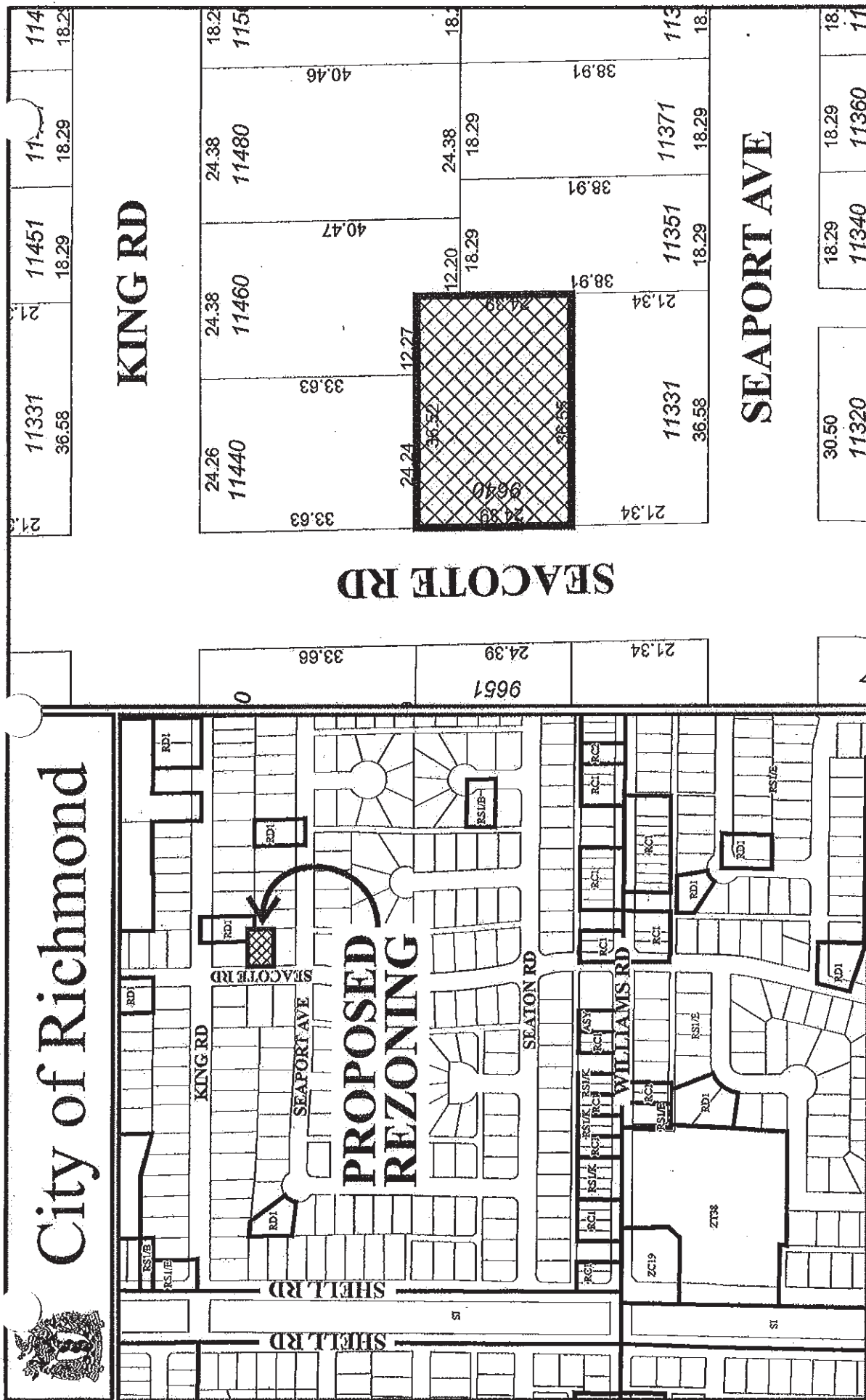
Original Date: 04/21/11

Revision Date:

**Note:** Dimensions are in METRES.

~~PH 27~~

ATTACHMENT 1





**SUBJECT  
PROPERTY**

KING RD

SEACOTE RD

SEAPORT AVE

SEATON RD

WILLIAMS RD

SHELL RD

SHELL RD



RZ 11-572975

Original Date: 04/21/11

Revision Date:

Note: Dimensions are in METRES

PH - 28





# City of Richmond

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

## Development Application Data Sheet

**RZ 11-572975**

**Attachment 2**

Address: 9640/9660 Seacote Road

Applicant: Gurjit Bapla

Planning Area(s): West Cambie

	Existing	Proposed
Owner:	Gurjit S. Bapla and Jasvir K. Bapla	To be determined
Site Size (m <sup>2</sup> ):	891 m <sup>2</sup> (9,590 ft <sup>2</sup> )	approx. 445 (4,795 ft <sup>2</sup> ) each
Land Uses:	1 non-conforming duplex	2 single-family dwellings
OCP Designation:	Specific Land Use Map designation – "Low Density Residential"	No change
Area Plan Designation:	n/a	No change
702 Policy Designation:	Policy 5409 permits existing duplex to split into 2 lots	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	2	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	max. 2 ½ storeys	none
Lot Size (min. dimensions):	360 m <sup>2</sup>	approx. 445 m <sup>2</sup> each	none

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



# City of Richmond

# Policy Manual

Page 1 of 2

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

POLICY 5409

File Ref: 4045-00

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

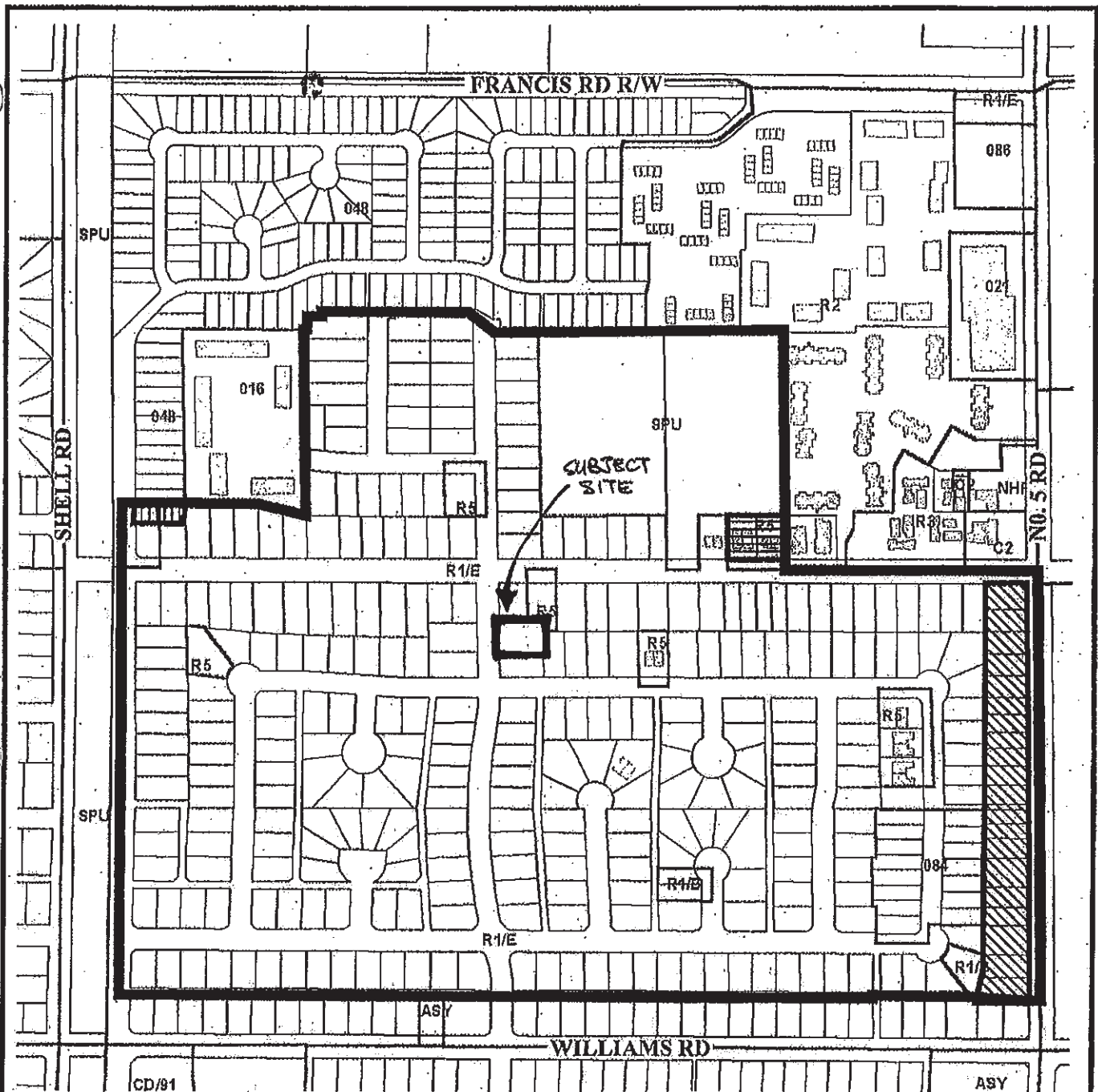
## POLICY 5409:

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

1. Properties within the area be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw 5300, with the following exceptions:
  - (a) properties with duplexes may be subdivided into two lots, provided those that have access to No. 5 Road meet the requirements of Single-Family Housing District, Subdivision Area C (R1/C) and all others meet the requirements of Single-Family Housing District, Subdivision Area B (R1/B);
  - (b) properties with frontage on No. 5 Road may be subdivided as per Single-Family Housing District, Subdivision Area C (R1/C);
  - (c) the rear portions of 11031 and 11051 King Road may be subdivided to create a lot meeting the requirements of Single-Family Housing District, Subdivision Area B (R1/B); and
  - (d) two lots on the north side of King Road (11691 and 11711 King Road) may be developed with townhouses; and
2. This policy, as shown on the accompanying plan, be used to determine the disposition of future single-family and townhouse 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 5300.

\* Original Adoption Date in Effect





Townhouses



Subdivision permitted as per R1/E



Subdivision permitted as per R1/C



Subdivision permitted as per R1/B

Existing duplexes can be split into two lots



## Policy 5409 Section 25,4-6

Adopted Date: 04/10/89

Amended Date: 07/16/01

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 77 SECTION 25 BLOCK 4 NORTH  
RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 35759**

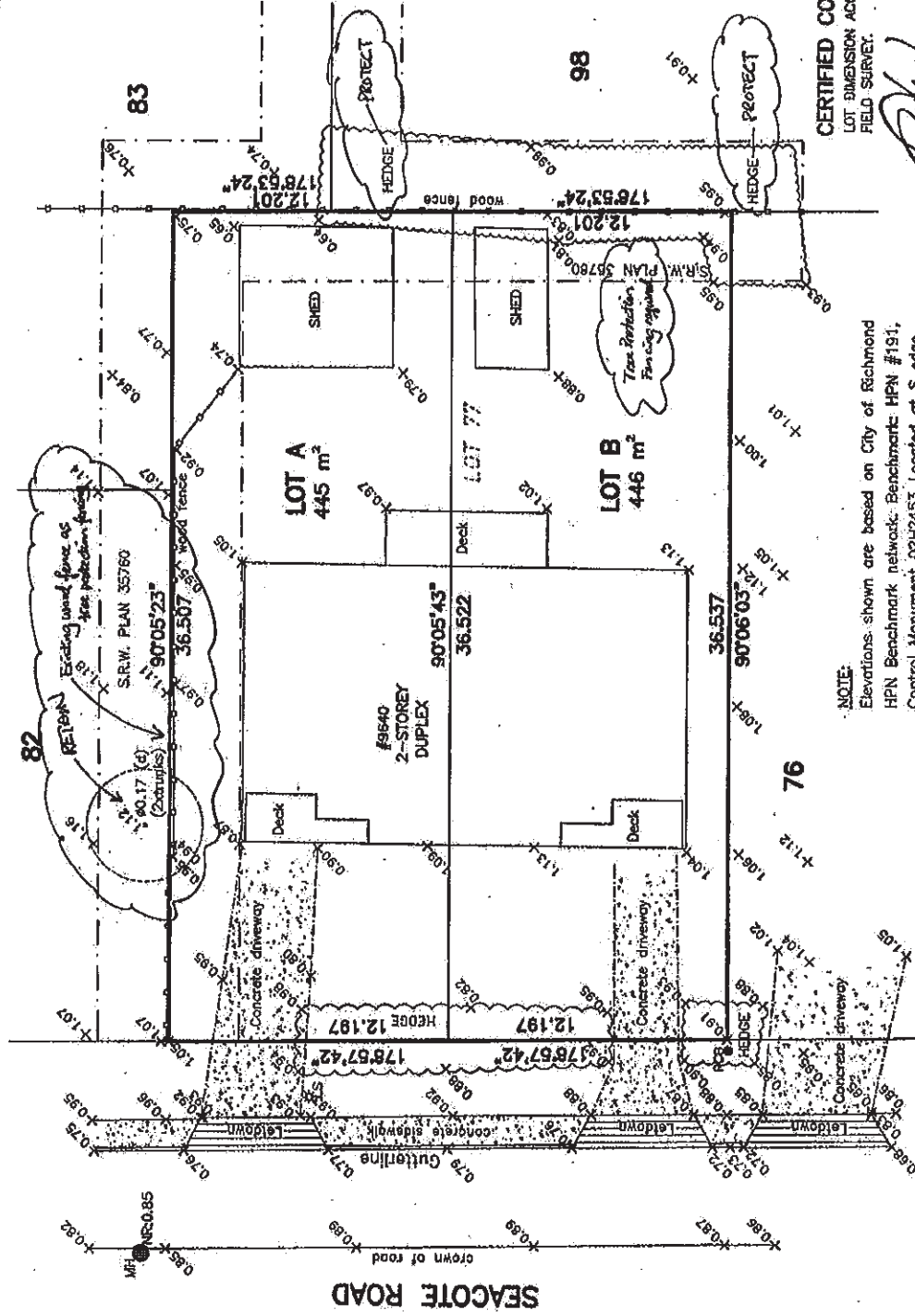
#9640 SEACOTE ROAD,  
RICHMOND, B.C.  
P.I.D. 007-178-263



SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



**LEGEND:**  
(d) denotes deciduous  
RCS denotes round catch basin  
MH denotes manhole  
LS denotes lamp standard  
NK denotes north rim

© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 4344  
FB-173 P114-1115  
Drawn By: MY

**DWG No. 4344-TOPO**

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

*[Signature]*  
JOHNSON C. TAM, B.C.L.S.  
MARCH 4th, 2011.

**NOTE:**  
Elevations shown are based on City of Richmond  
HPN Benchmark network: Benchmark HPN #191,  
Control Monument 02H2453 Located at S edge  
traffic island @ Riverside Dr & Featherstone Way  
Elevation = 1.664 metres

PH 2  
ATTACH NT 4

## Rezoning Considerations

9640/9660 Seacote Road  
RZ 11-572975

Prior to final adoption of Zoning Amendment Bylaw 8796, the applicant is required to complete the following:

1. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,275) to the City's Affordable Housing Reserve Fund.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

2. Registration of a flood indemnity covenant on Title.
3. Submission of a Landscaping Security to the City of Richmond in the amount of \$2,000 (\$500/tree) for the planting and maintenance of four (4) new trees (minimum 6 cm calliper deciduous or 3 m high conifer) on site.

Prior to approval of Subdivision, the applicant is required to do the following:

1. Payment of servicing costs.

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

1. Installation of appropriate tree protection fencing to protect the existing Cedar hedge located on adjacent property to the east prior to any construction activities, including building demolition, occurring on-site.

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_





# City of Richmond

**Bylaw 8796**

## **Richmond Zoning Bylaw 8500 Amendment Bylaw 8796 (11-572975) 9640/9660 SEACOTE ROAD**

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

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

P.L.D. 007-178-263

Lot 77 Section 25 Block 4 North Range 6 West New Westminster District Plan 35759

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8796".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 12 2011



\_\_\_\_\_  
MAYOR

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



## City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** August 31, 2011  
**File:** RZ 11-563568  
**Re:** **AM-PRI CONSTRUCTION LTD.** has applied to the City of Richmond for permission to amend the McLennan South Sub-Area Plan Circulation Map and to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)" in order to develop a 34 unit townhouse development.

### Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw No. 8803 proposing to repeal the Circulation Map of Schedule 2.10D (McLennan South Sub-Area Plan) and replacing it with "Schedule A attached to and forming part of Bylaw 8803", to change the road type of Keefer Avenue between Armstrong Street and Bridge Street from "Local" to "Trail/Walkway" be introduced and given First Reading;
2. That Bylaw No. 8803, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
3. That Bylaw No. 8803 having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation;
4. That Bylaw No. 8804 to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development  
(604-276-4138)

### FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Am-Pri Construction Ltd. has applied to rezone 7691, 7711 and 7731 Bridge Street (**Attachment 1**) from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)" to permit the construction of 34 residential townhouse units (**Attachment 2**).

This rezoning application will require an amendment to the OCP – McLennan South Sub-Area Plan to amend the Circulation Map. Details are outlined in this report.

### Findings Of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Surrounding Development

To the North: At 7671 Bridge Street, a Single Detached Dwelling on land zoned "Single Detached (RS1/F)".

To the East: Across Bridge Street, a 32 unit, three storey Townhouse complex at 9688 Keefer Avenue on land zoned "Town Housing (ZT50) – South McLennan (City Centre)".

To the South: A 22 unit, two and three storey Townhouse complex at 7771 Bridge Street on land zoned "Town Housing (ZT60) – North McLennan (City Centre)".

To the West: A 29 unit, two and three storey Townhouse complex at 7788 Ash Street on land zoned Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)".

### Related Policies and Studies

#### Official Community Plan

OCP designation: City Centre Area, McLennan South Sub-Area Plan, Schedule 2.10D.

#### McLennan South Sub-Area Plan, Schedule 2.10D

- Residential, 2 ½ - stories typical (3 stories maximum), predominately Triplex, Duplex Single Family. 0.55 base FAR (**Attachment 6**).

#### Affordable Housing Strategy

The applicant has volunteered to make a contribution to the Affordable Housing Strategy reserve fund. Details are provided later in this report.

#### Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption.

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

The subject site is not located within the ANSD policy area and is not subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant.



### Public Input

A notice board is posted on the subject property to notify the public of the proposed development and staff did have a meeting with the owner of the adjacent property to the north at 7671 Bridge Street to review the proposal, but no comments have been received from neither this owner or from the public.

Should this application receive first reading, a public hearing will be scheduled.

### Staff Comments

A preliminary Site Plan is attached for reference (**Attachment 2**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

### Analysis

The analysis is set out in two parts to clarify the proposed OCP and Rezoning Bylaws.

#### **PART 1 – OFFICIAL COMMUNITY PLAN (OCP) AMENDMENT TO THE McLENNAN SOUTH SUB-AREA PLAN (SCHEDULE 2.10D) CIRCULATION MAP (BYLAW No. 8803)**

The amendment to the OCP is to change the Circulation Map within the McLennan South Sub-Area Plan to change a portion of Keefer Avenue from "Local" to "Trail/Walkway" in order to facilitate this rezoning application (RZ 11-563568). The McLennan South Sub-Area Plan introduces Keefer Avenue as one of the new internal ring roads to allow easier vehicle access from existing roads such as Bridge Street and Ash Street, to allow access to new single family lots and townhouse developments the Sub-Area Plan envisions. The circulation map within the McLennan South Sub-Area Plan currently shows this section of Keefer Avenue connecting Bridge Street and Armstrong Street as a local road (**Attachment 4**).

To make the physical connection between Armstrong Street and Bridge Street a reality, Keefer Avenue would require a large amount of land that would encompass the entire property at 7691 Bridge Street and a large part of the rear yard of 7671 Bridge Street to connect the north-south Armstrong Street to the east-west Keefer Avenue (shown in the hatched area of **Attachment 5**).

Objection to this concept was raised during the review of a recent rezoning application (RZ 09-504342) which created a seven (7) lot single family subdivision at 7700 and 7720 Ash Street, located directly north and west of the subject site (**Attachment 5**). Consultation with some of the affected property owners to the east questioned the need to have the connecting road from Armstrong Street to Bridge Street. Upon hearing these concerns, the City studied the need for this vehicle route and the impact of removing this section of road and determined the ring road design for this part of the neighbourhood was less important to the area than once thought, as alternate vehicular connection was established via Breden Avenue to the north. Instead of simply removing the road entirely, staff still wanted to ensure public movement and access between the two streets.

The result of this consultation is to change the road designation connecting Armstrong Street to Bridge Street from a local road to a public walkway that would run along the northern edge of the subject site. As this walkway would not allow access to vehicle traffic, an alternative was presented to Planning Committee at the time the seven (7) lot subdivision was presented, that would create a cul-de-sac at the southern end of Armstrong Street. This would allow access to the future lots that can be created at the rear of 7651 and 7671 Bridge Street upon receipt of a rezoning application. As typically requested for all applicants who wish to rezone their property



on this block, a 9.0 meter land dedication for the continuation of Armstrong Street is a requirement of rezoning and the cul-de-sac is to fit within the dedicated area (**Attachment 6**).

The introduction of this walkway would:

1. Reallocate the land that would have been dedicated for road and become available for development;
2. Encourage public pedestrian movement between these two streets; and
3. Reduce the amount of pavement required from the City's road standards.

The implementation of this walkway is to register a six (6) meter wide Public-Right-of-Passage Right-of-Way (PROP ROW) covenant along the entire northern edge of the subject site. The applicant is willing to work with City Staff to provide a design of the walkway during the Development Permit stage that will provide a pleasant walking experience along the entire walkway, with the intent they will also construct it.

While the intent of the walkway is to provide circulation between Armstrong Street and Bridge Street, direct access to Armstrong Street will be restricted at this time as the intended point of entry to the walkway is private property. While the units fronting the walkway will have direct access to Bridge Street via the walkway, complete through access to Armstrong Street will not be possible until the property directly to the north is ready to rezone. At that time, the City is in a position to require a land dedication for the purpose of a cul-de-sac at the south end of Armstrong Street, which will provide the access point needed to complete the walkway connection to Bridge Street.

Because the PROP ROW will only benefit the townhouse development until the time the property to the north dedicates the land and constructs the cul-de-sac and opens up the pathway to Armstrong Street, the maintenance of the ROW - including all hard surfaces and soft landscaping - will be the responsibility of the future strata, until the time when the cul-de-sac to the north is complete and placed on the maintenance period when the City will take over the maintenance of the hard surface of the main path and the strata will maintain the soft landscaping on each side of the main path and the walkways connecting the main path to the individual units fronting the walkway.

While the idea of amending this portion of Keefer Avenue from a road to a walkway was introduced at the time the seven (7) lot subdivision was brought forward to Planning Committee, the timing of this OCP amendment is because the change affects the subject site of this rezoning application and not the land assembly of the subdivision. To do so earlier would have been premature.

## **PART 2 - PROPOSED REZONING AT 7691, 7711 and 7731 BRIDGE STREET (BYLAW No. 8804)**

### **Proposed Zoning to Medium Density Townhouses (RTM2)**

The proposed rezoning from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)" represents an increase in density which is consistent with the land use designation within the McLennan South Sub-Area Plan in facilitating the transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the creation of more single family lots, apartment and townhouse buildings.

The proposed increase in density from a 0.55 FAR base to the proposed 0.65 FAR is an appropriate density for a site of this size and is supported through a voluntary contribution to the affordable housing reserve fund, local road improvements for Bridge Street, retention of a



healthy Douglas Fir tree and through the registration of a Public Access ROW along the northern edge of the property, including the construction of a landscaped public pathway within this ROW. This pathway is a requirement as outlined in the OCP amendment section of this report. The proposed site plan conforms to the regulations of the RTM2 zone with the exception of the side yard setback along the southern edge of the property and tandem parking configurations which will be addressed in the upcoming Development Permit application. Transportation staff have made the applicant aware they are conducting a review of tandem parking arrangements in townhouse developments but did not raise any concerns to the proposed tandem parking arrangements.

#### Proposed Site Assembly and Site Design

The applicant was able to acquire these three sites to facilitate this 34 unit townhouse proposal. The land area of this assembly meets the minimum land area requirement of the neighbourhood plan for a townhouse development, and therefore no additional site acquisitions are needed.

In lieu of the section of Keefer Avenue that would provide a vehicle connection between Armstrong Street and Bridge Street, the applicant is to register a six (6) meter wide Public-Right-of-Passage Right-of-Way (PROP ROW) along the entire northern edge of the property. The PROP ROW will consist of a landscaped pedestrian orientated thoroughway with a paved path to not only enable the connection of Armstrong Street with Bridge Street but will also act as the main pedestrian access points to the townhouse units along the northern part of the site.

As shown in **Attachment 2**, the main access to the site is from Bridge Street with the outdoor amenity area immediately to the right as one enters the site. The units are arranged in four and five unit building clusters and the individual units take advantage of addressing Bridge Street and the PROP ROW. The building cluster arrangement was designed to minimize the amount of pavement used to allow vehicle parking in the self-contained garages. The location of the outdoor amenity takes advantage of an existing and healthy Douglas Fir tree which will be retained and incorporated in the landscape design of the complex. More information as to the design of the site will be provided in the forthcoming Development Permit.

#### Design

The three-storey proposal meets the intent of the neighbourhood plan. Information on façade materials will be available when the applicant makes their application for Development Permit. A more detailed analysis regarding the form and character of the proposal will be conducted during that same process.

Also through the Development Permit process, the applicant will be identifying what unit(s) will be identified for easy conversion for Universal Access.

#### Transportation and Site Access

Vehicular access to and from the site is proposed from Bridge Street, with the internal drive-aisle routed down the centre of the site (**Attachment 2**). The entrance is visually softened by the outdoor amenity area, located by the entry on the northern side of the internal drive aisle. The drive aisle runs in a predominately east to west direction to access the units along the northern side before turning into the north to south aisles to access the remaining units. Manoeuvrability within the site supports larger vehicles through the use of corner cuts at all the internal intersections.

Pedestrian access to the site is through the same access point of the site as the vehicles. Roughly half of the units proposed allow pedestrian access from either the Bridge Street frontage or the



PROP ROW along the northern edge. The remaining units rely on the internal drive aisle to access their units, the applicant is to demonstrate how pedestrians will be able to safely navigate between the units and the main access point but also to the on-site amenities.

### Parking

The submitted proposal meets the number of off-street parking stalls required by the Off-Street Parking and Loading requirements of Zoning Bylaw 8500. A total of seventy-four (74) stalls are being proposed with sixty-seven (67) proposed for residents (with one unit having only one space) and seven (7) visitor stalls. A variance will be required at the Development Permit stage to allow the proposed tandem parking. A restrictive covenant to prevent conversion of tandem parking garages to habitable floor space will be secured at the Development Permit stage.

A total of seven (7) visitor parking stalls are proposed and are scattered throughout the site for convenient access to the units. One visitor stall is to be designed and designated for wheelchair accessibility.

### Trees

An Arborist Report and site survey (**Attachment 7**) was submitted to assess the existing trees on the site for possible retention of existing trees.

A detailed site review was conducted by City staff which identified that of the 36 trees on-site, 30 are in poor condition and/or located within the development area and will need to be removed. Of the remaining, five (5) that are listed in moderate to good health and are good candidates for retention, including a noteworthy Douglas Fir located within the proposed outdoor amenity area, and one (1) other tree is a candidate for relocation within the site.

**Tree Summary Table**

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
<b>Total On Site Trees</b>	36	-	-	-
<b>To be removed due to poor health</b>	30	2:1	60	To be removed, due to conflicts with proposed building locations, flood bylaw requirements and poor health or structure of the trees.
<b>Trees for retention</b>	5	-	-	Applicant to incorporate them into the landscape plan as part of the DP.
<b>Trees for relocation within the site</b>	1	-	-	-

Of the 30 trees that are to be removed, they would need to be replaced in accordance with the City's 2 for 1 replacement policy. A review of the new tree plantings will be conducted at the Development Permit stage where it will be determined if the number of trees proposed on the submitted landscape drawings meet the replacement requirements. If not, a cash-in-lieu of the shortfall can be applied to allow the City to plant trees where needed.

### Amenity Space

The applicant will be providing an outdoor amenity space, which is located to the north of the main vehicle entrance to the complex, just east of Building 1 (**Attachment 2**). The space is intended for a children's play area, as well as open spaces and benches for sitting. A more detailed review will be conducted at the Development Permit stage when landscaping drawings



will be submitted with more detailed information, including how the retained and relocated trees – including the noteworthy Douglas Fir tree and play equipment – are to be incorporated into the design of the outdoor amenity area.

No indoor amenity space is being proposed, but as per policy, a voluntary cash-in-lieu contribution of \$49,000.00 will be collected prior to final adoption of this application.

#### Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the applicant has agreed to a voluntary contribution of \$2.00 per allowable square foot based on the FAR of the zone. In this situation, the amount comes to \$74,297.00 and is payable prior to the adoption of this rezoning application.

#### Public Art

In response to the City's commitment to the provision of Public Art, the developer is considering providing a piece of public art to the site. Another option is for the developer to provide a voluntary contribution at a rate of \$0.75/ft<sup>2</sup> based on the maximum floor area ratio (0.65 FAR) that can be built. This amount comes to \$27,862.00 for the entire project and is payable prior to the adoption of the rezoning application. Should the applicant choose to proceed with the provision of a piece of public art, they will need to contact the City's Public Art Coordinator to initiate the process.

#### Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The applicant has been notified of the following comments:

- No upgrades are required for this project in regards to Storm Sewer Capacity;
- A latecomer payment associated with storm sewer works on Bridge Street;
- No upgrades are required for this project in regards to Sanitary Sewer Capacity;
- Water analysis is not required to determine upgrades to achieve minimum requirements; and
- Submit fire flow calculations to meet the City's requirements at the time of applying for Building Permit.

#### Servicing Agreement

The applicant is to enter into a separate servicing agreement prior to rezoning adoption. Works include, but not limited to:

- Registration of a 6.0 meter wide PROP ROW along the northern property line of the subject site.
- Design of the PROP ROW to include the width of the path and the proposed paving materials.
- Frontage improvements for Bridge Street to include from the eastern property line of the subject site, 1.75 meter wide sidewalk, 2.5 meter wide grassed and treed boulevard, curb and gutter, and extend existing road improvements to match the townhouse complex at 9688 Keefer Avenue done through SA 09-468973.



**Development Permit**

A separate Development Permit application will be required with a specific landscaping plan to include the following:

1. Design of the outdoor amenity area, including the play area.
2. Landscaped design of the public walkway along the northern edge of the property to be designed and constructed by the applicant.
3. Overall appropriateness of the landscaping plan.
4. Manoeuvrability of larger vehicles (SU-9) within the site.
5. Form and Character of the townhouse units, including design features in highly visible sections and how they address adjacent properties.
6. Provide a sense of territory for pedestrian use and movement within the site.
7. Identify unit(s) to allow easy conversion for Universal access.


**Financial Impact**

None.

**Conclusion**

The amendment to the OCP to alter the identification of the affected portion of Keefer Avenue within the Circulation Map of the McLennan South Sub-Area Plan from Local to Trail/Walkway is supported by Transportation and will increase the pedestrian movement. The proposed 34 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM2)" zone for the McLennan South neighbourhood plan. Staff contend that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption.

Staff recommends that both these Bylaws relating to rezoning application RZ 11-563568 proceed to first reading.



David Johnson  
Planner 2  
(604-276-4193)

DJ:cas

**List of Attachments**

- |              |   |
|--------------|---|
| Attachment 1 | Location Map, Zoning Site Map, Site Context and Aerial View of the Site |
| Attachment 2 | Site Plan Drawings  |
| Attachment 3 | Development Application Data Sheet                                      |
| Attachment 4 | McLennan South Sub-Area Circulation Map                                 |
| Attachment 5 | Current road configuration for Keefer Avenue                            |
| Attachment 6 | Armstrong Street cul-de-sac   |
| Attachment 7 | McLennan South Sub-Area Land Use Map                                    |
| Attachment 8 | Arborist Report - Tree Survey Plan                                      |
| Attachment 9 | Conditional Rezoning Requirements                                       |





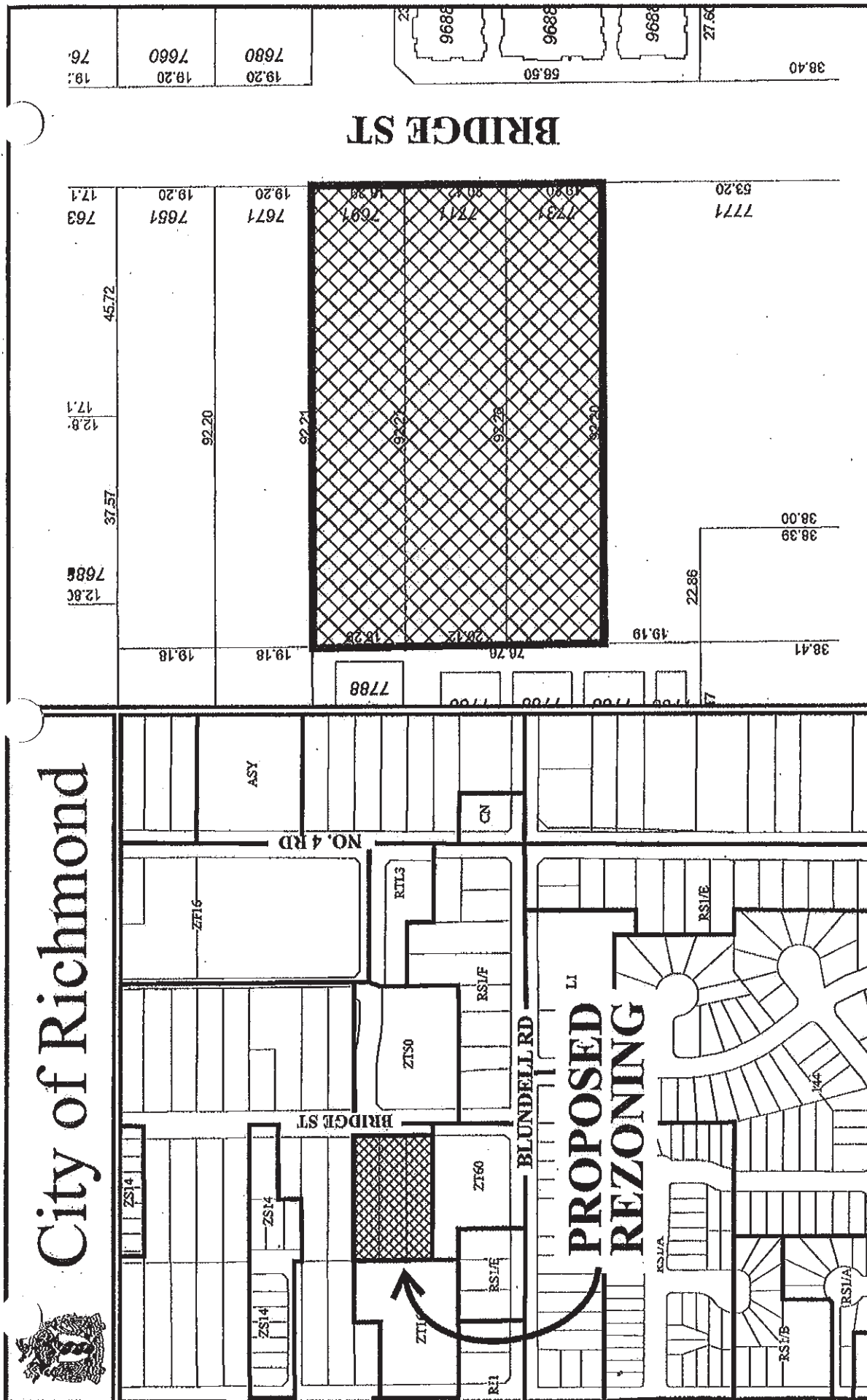
RZ 11-563568

Original Date: 02/14/11

Revision Date:

**Note:** Dimensions are in METRES

34110







RZ 11-563568

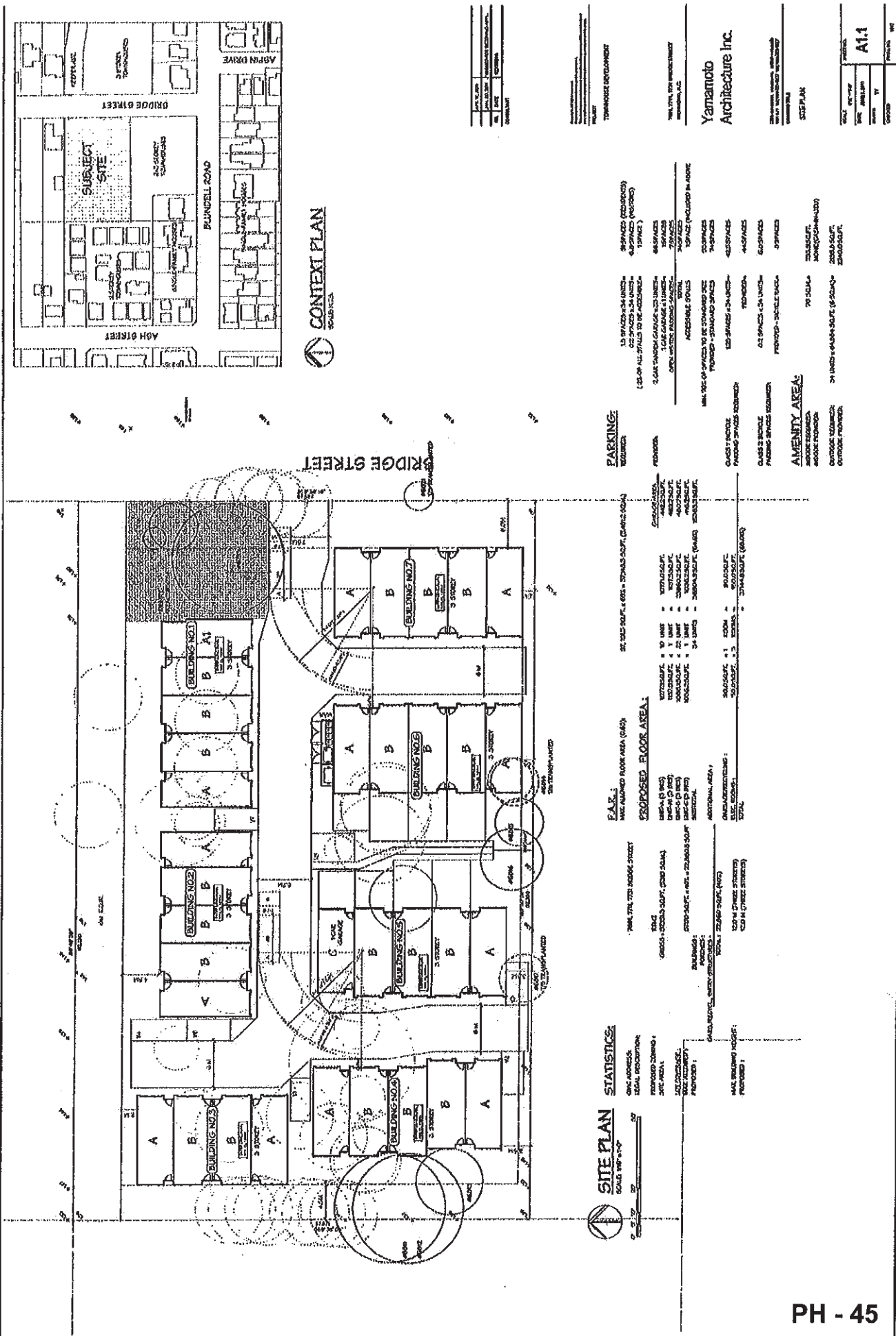
Original Date: 02/14/11

Revision Date:

Note: Dimensions are in METRES

PH - 44








**City of Richmond**

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

**Development Application  
Data Sheet**
**RZ 11-563568**

Address: 7691, 7711 and 7731 Bridge Street

Applicant: Am-Pri Construction Ltd.

Planning

Area(s): City Centre – McLennan South Sub-Area (Schedule 2.10D)

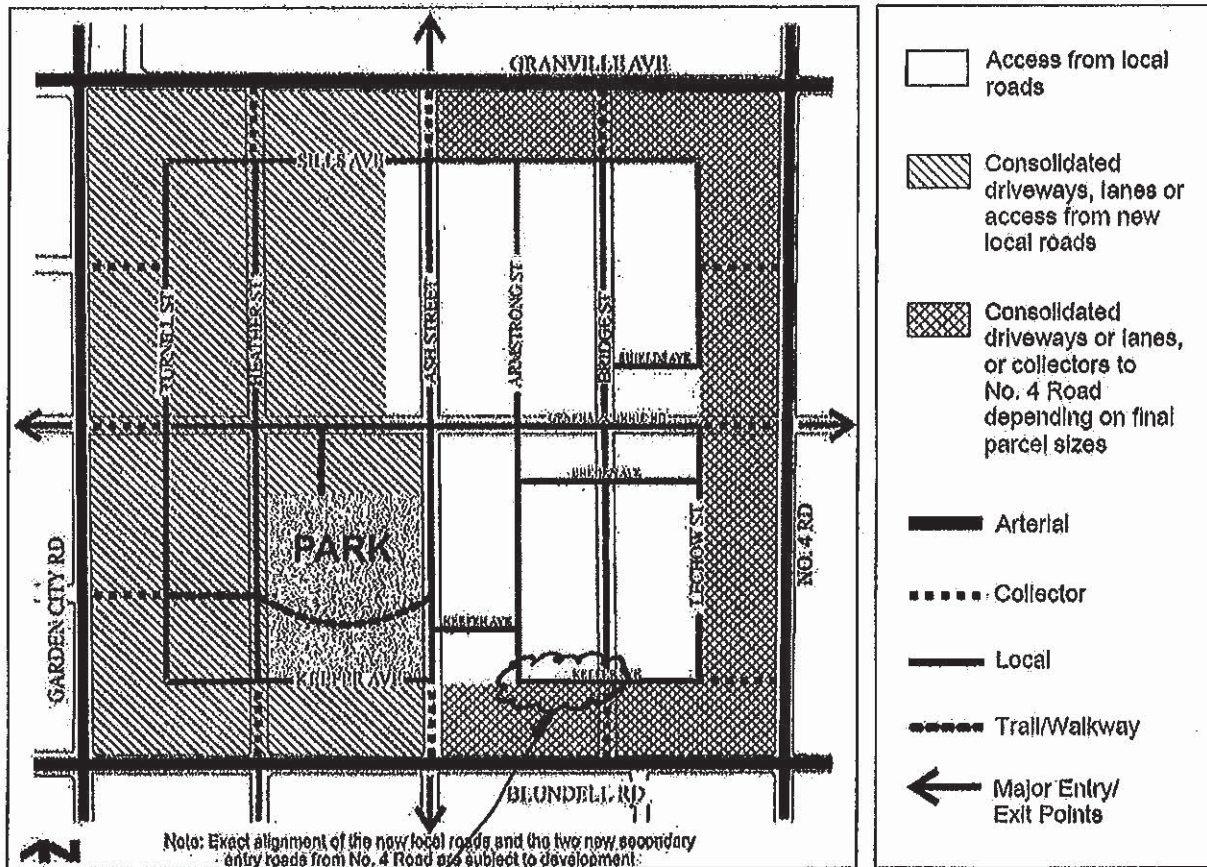
	Existing	Proposed
<b>Civic Address:</b>	7691 Bridge Street 7711 Bridge Street 7731 Bridge Street	To Be Determined
<b>Owner or Applicant:</b>	Am-Pri Construction Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	5,309.5m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family	Townhouse Residential
<b>OCP Area Plan Designation:</b>	Residential, 2 ½ storeys typical (3 storeys maximum) predominately Triplex, Duplex, Single-Family 0.55 base F.A.R.	No Change
<b>Zoning:</b>	Residential Single Detached, Subdivision F (RS1/F)	Medium Density Townhouses (RTM2)  Permits Townhouses at 0.65 F.A.R. with a contribution to the Affordable Housing reserve Fund
<b>Number of Units:</b>	1 Single-Family Dwelling per lot	34 Townhouse Units on a consolidated lot.

	Bylaw Requirements RTM2	Proposed	Variance
<b>Density (FAR):</b>	Site Area = 5,309.5m <sup>2</sup> (0.65 FAR) = 3,451.2m <sup>2</sup> Max.	3,450.9m <sup>2</sup> (0.65 FAR)	none permitted
<b>Lot Coverage – Building:</b>	40% Max.	40%	none
<b>Lot Width (Min.):</b>	30.0m	57.6m	none
<b>Lot Depth (Min.):</b>	35.0m	92.2m	none
<b>Lot Size (Min.):</b>	No requirements	5,309.5m <sup>2</sup>	none

	Bylaw Requirements RTM2	Proposed	Variance
Setback: Bridge Street	6.0m Min.	6.0m	none
Setback: Rear Yard	3.0m Min.	4.5m	none
Setback: North Side:	3.0m Min.	8.0m	none
Setback: South Side:	3.0m Min.	1.5m	Required
Height:	12.0m and no more than 3 stories maximum	10.8m	none
Minimum off-street Parking Requirements:	48 Resident <i>plus</i> 7 Visitor <b>55 spaces minimum</b>	67 Resident <i>plus</i> 7 Visitor <b>74 spaces</b>	none
Tandem Parking Spaces:	No tandem parking for townhouses	33 units x 2 <b>= 66 spaces</b>	Required for tandem stalls for townhouse development.
Amenity Space – Indoor:	70 m <sup>2</sup> or cash-in-lieu payment	Cash-in-lieu payment of <b>\$49,000.00</b>	none
Amenity Space – Outdoor:	6 m <sup>2</sup> minimum per unit x 34 units = 204m <sup>2</sup>	272.2m <sup>2</sup>	none

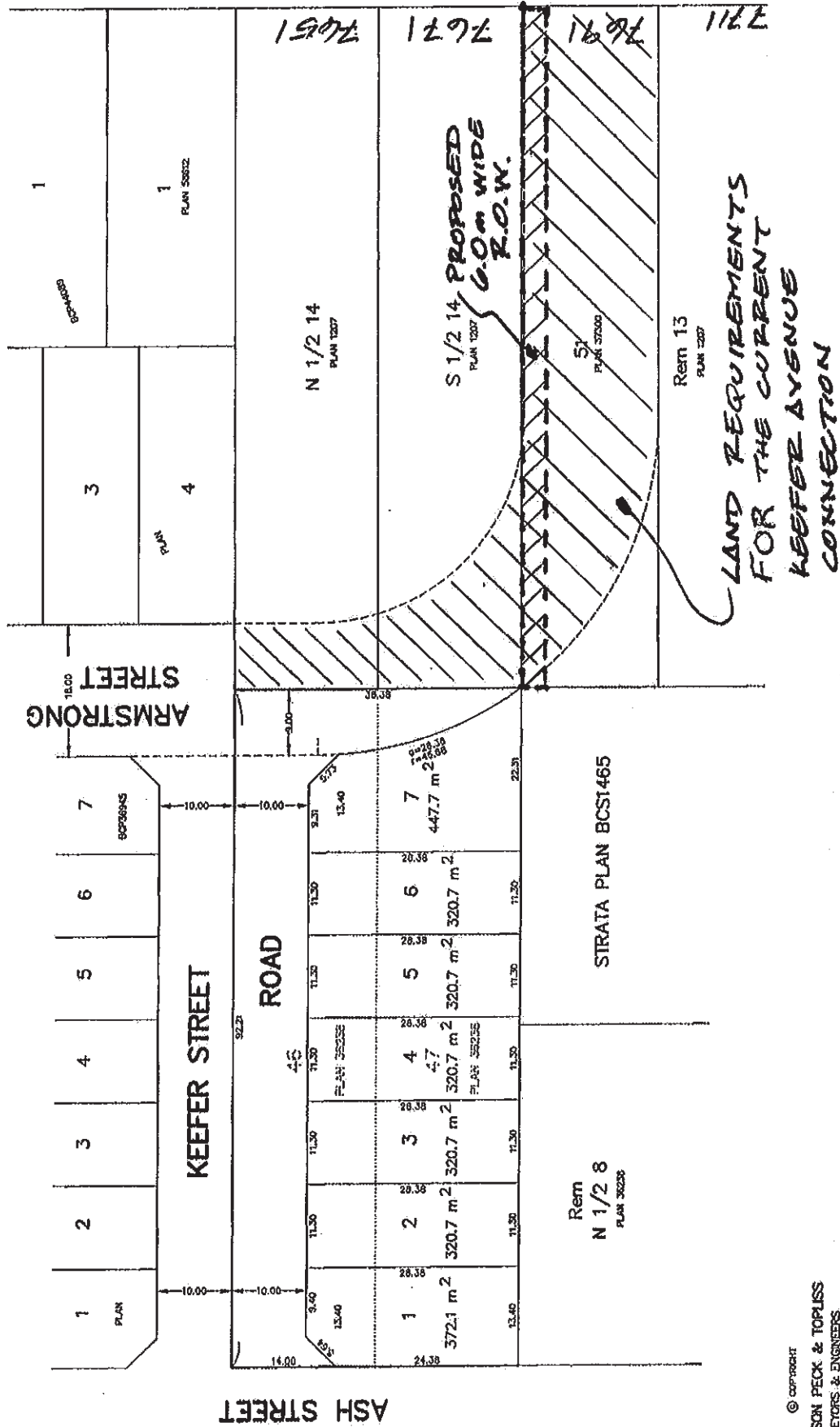


## Circulation Map [Bylaw 8746, 2011/05/16]



LOT 46 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238

LOT 47 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238



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**MATSON PECK & TOPLISS**  
**SURVEYORS & ENGINEERS**  
4320 — 11120 HORSESHOE WAY

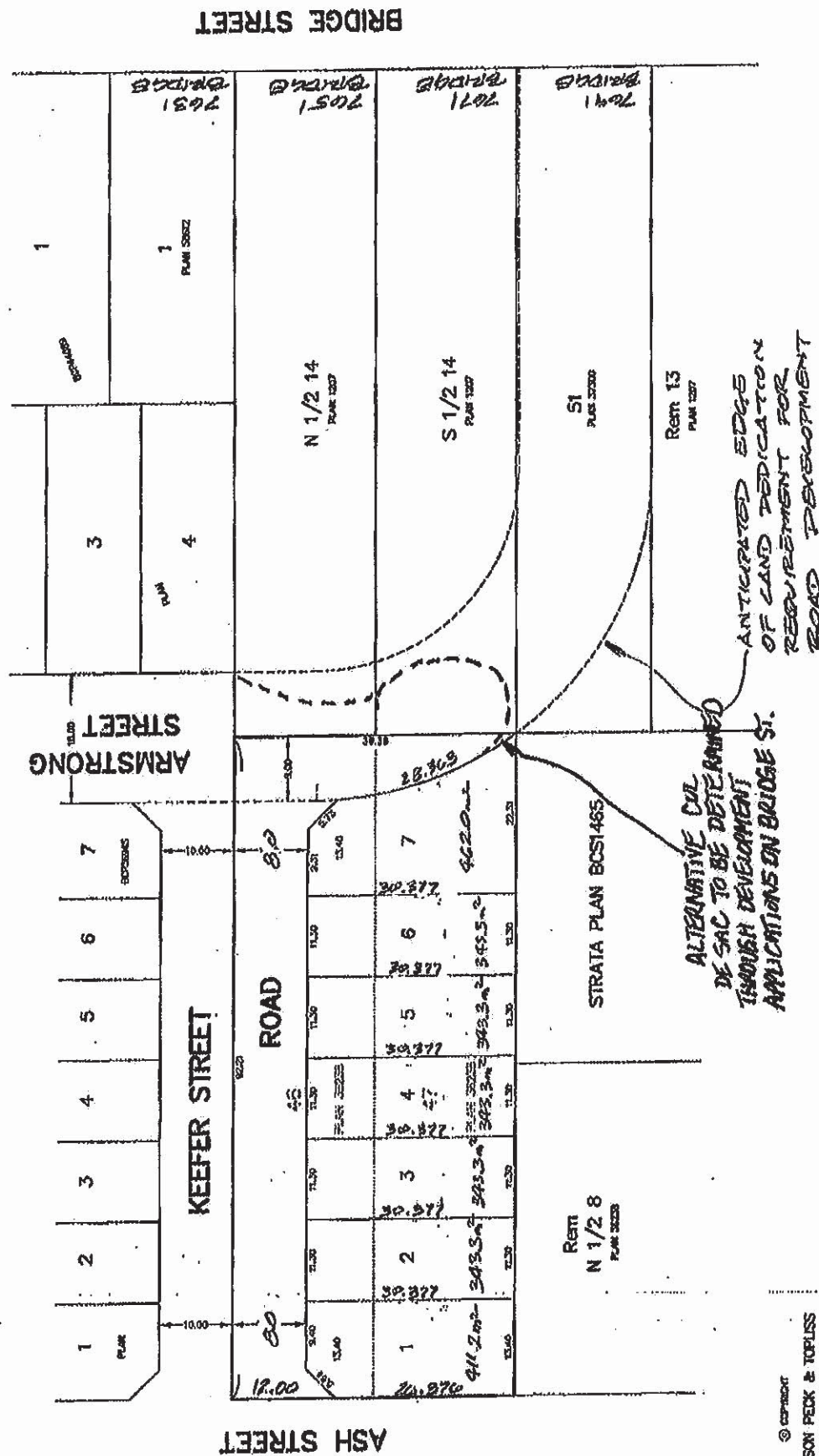
YTA SHZ  
PH: 604.270.9331  
FAX: 604.270.4157

CAD FILE: 16227-COMP-POSTE.DWG

R-10-16227-COMPOSITE



LOT 46 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 362338



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MATSON PECK & TOPLESS  
SURGEONS & ENGINEERS  
4022 - 11220 HERRSHADE WAY  
BOSTON, B.C.  
VIA 307  
PH: 604.270.0031  
FAX: 604.270.6157  
CABLE: 60227-COMPSTLING

**LEGEND**

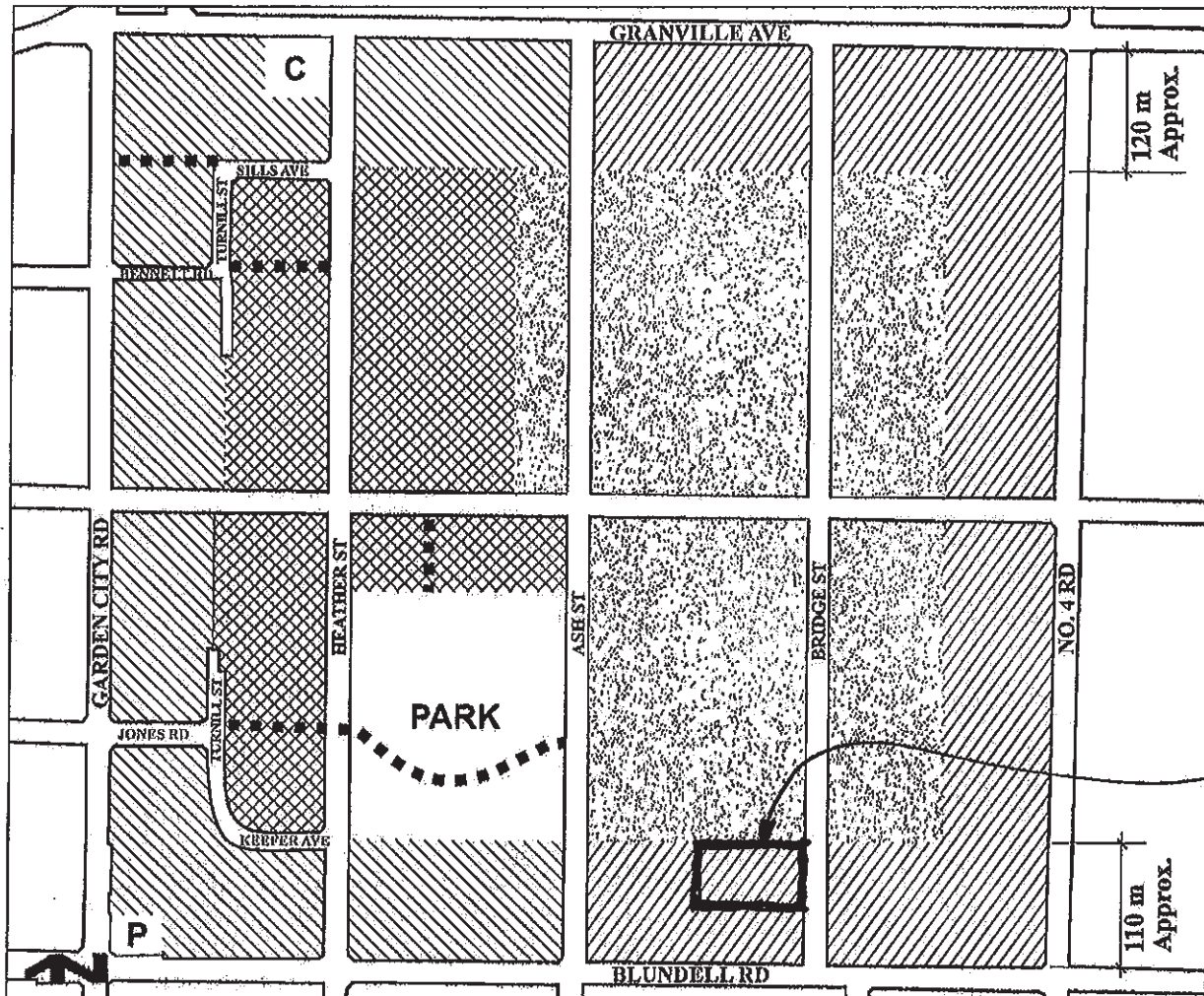
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City of Richmond

Bylaw 7892

## Land Use Map

2005/04/18



Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

Residential, 2 1/2 storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

Residential, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m<sup>2</sup>/5,920 ft<sup>2</sup> min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m<sup>2</sup>/3,444 ft<sup>2</sup> 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.

Trill/Walkway

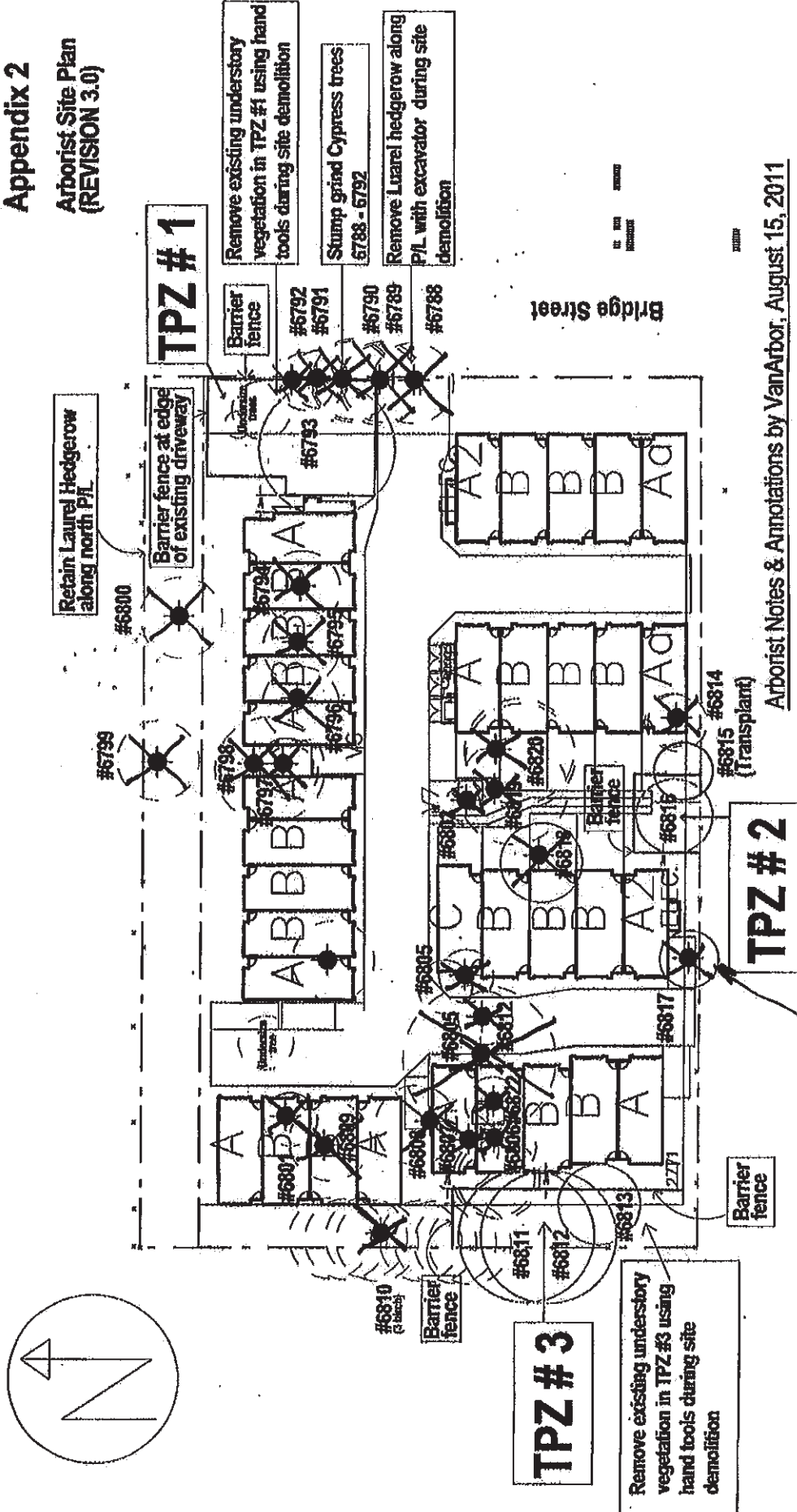
**C** Church

**P** Neighbourhood Pub

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



# Appendix 2 Arborist Site Plan (REVISION 3.0)



- Trees proposed for on-site preservation (5 trees: # 6793, 6811, 6812, 6813, 6816)
  - Trees proposed for transplant (1 tree: # 6815)
  - Tree removal symbol; Tree proposed to be removed: (30 trees)
- Site Plan Layout by Yamamoto Architects Inc.

TREES TO BE  
REMOVED (TYP.)

**Conditional Zoning Requirements  
7691, 7711 and 7731 Bridge Street  
RZ 11-563568**

Prior to adoption of Zoning Amendment Bylaw 8804, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. Adoption of the Official Community Plan Bylaw 8803.
2. Consolidate 7691, 7711 and 7731 Bridge Street into one development parcel.
3. Registration of a 6.0 meter wide Public Right of Passage Right of Way (PROP ROW) along the north property line to facilitate a public walkway within the PROP ROW. The concrete path is to be 2.0 meters in width with landscaping on each side. The PROP ROW will identify maintenance provisions where the future strata corporation will maintain the PROP ROW until the time the property to the north (7671 Bridge Street) dedicates the land and completes the required frontage works to the point where it is placed on the City's maintenance program. At this time the City will maintain the main hard surfaced pathway connecting Armstrong Street to Bridge Street, and the strata will maintain the soft landscaping and the individual walkways connecting the main path to the individual units.
4. Registration of a Flood Indemnity Agreement Restrictive Covenant on title.
5. Payment of \$49,000.00 cash-in-lieu of on-site indoor amenity space.
6. Voluntary contribution of \$74,297.00 towards the City's Affordable Housing Reserve Fund.
7. Voluntary contribution of \$27,862.00 towards the City's Public Art reserve fund.
8. Submission of a Servicing Agreement\* that will include, but not limited to:
  - Along the eastern property line, a 1.75 meter wide sidewalk, 2.5 meter grass and treed boulevard (with 7cm Red Horse Chestnut trees), curb and gutter, and road widening to meet with road works done through SA 09-468973.
  - Street lighting to be Lumec Z10G Type 3 (aka "zed" lights).
  - Design and paving pattern of the pathway within the 6.0 m wide PROP ROW.
9. The submission and processing of a Development Permit\* completed to a level of acceptance by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
  - a) Design of the outdoor amenity area, including the play area.
  - b) Design of the PROP ROW, including providing information to the width and the use of paving materials.
  - c) Overall appropriateness of the landscaping plan.
  - d) Manoeuvrability of larger vehicles (SU-9) within the site.
  - e) Form and Character of the townhouse units and how they address adjacent properties and high visibility areas.
  - f) Provide a sense of territory for pedestrian use within the site along the internal drive aisle.
  - g) Identify unit(s) to allow easy conversion for Universal access.



\* Note: This requires a separate application

Then, prior to issuance of the Building Permit\*:

- Provision of a construction parking and traffic management plan to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 (<http://www.richmond.ca/services/ttp/special.htm>).
- A payment on stormworks done to the benefit of this application.

Signed \_\_\_\_\_

Date \_\_\_\_\_



City of Richmond

Bylaw 8803

**Richmond Official Community Plan Bylaw 7100  
McLennan South Sub Area Plan (2.10D)  
Amendment Bylaw 8803**

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

1. Schedule 2.10D (McLennan South Sub-Area Plan) to Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing "Circulation Map" in Section 4.0 Transportation, and replacing it with "Schedule A attached to and forming part of Bylaw No. 8803".
2. This Bylaw may be cited as "Official Community Plan Bylaw 7100 (Schedule 2.10D -- McLennan South Sub-Area Plan), Amendment Bylaw 8803".

FIRST READING

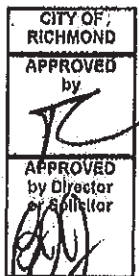
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

SEP 26 2011



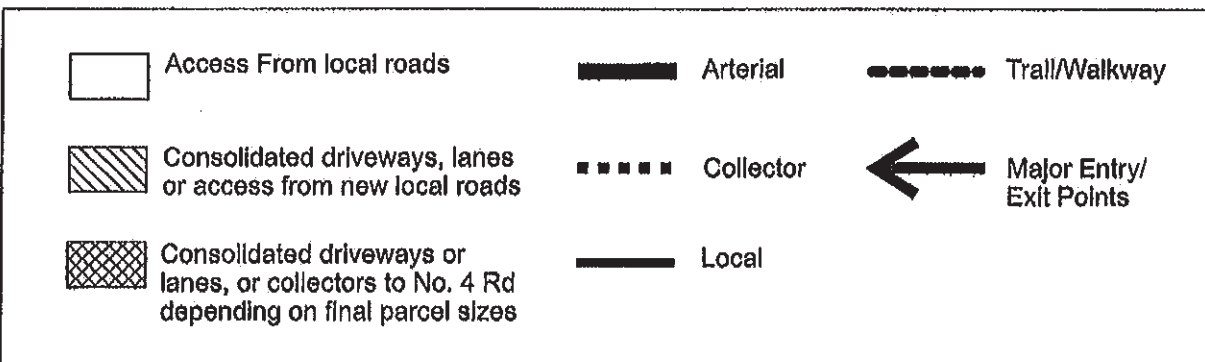
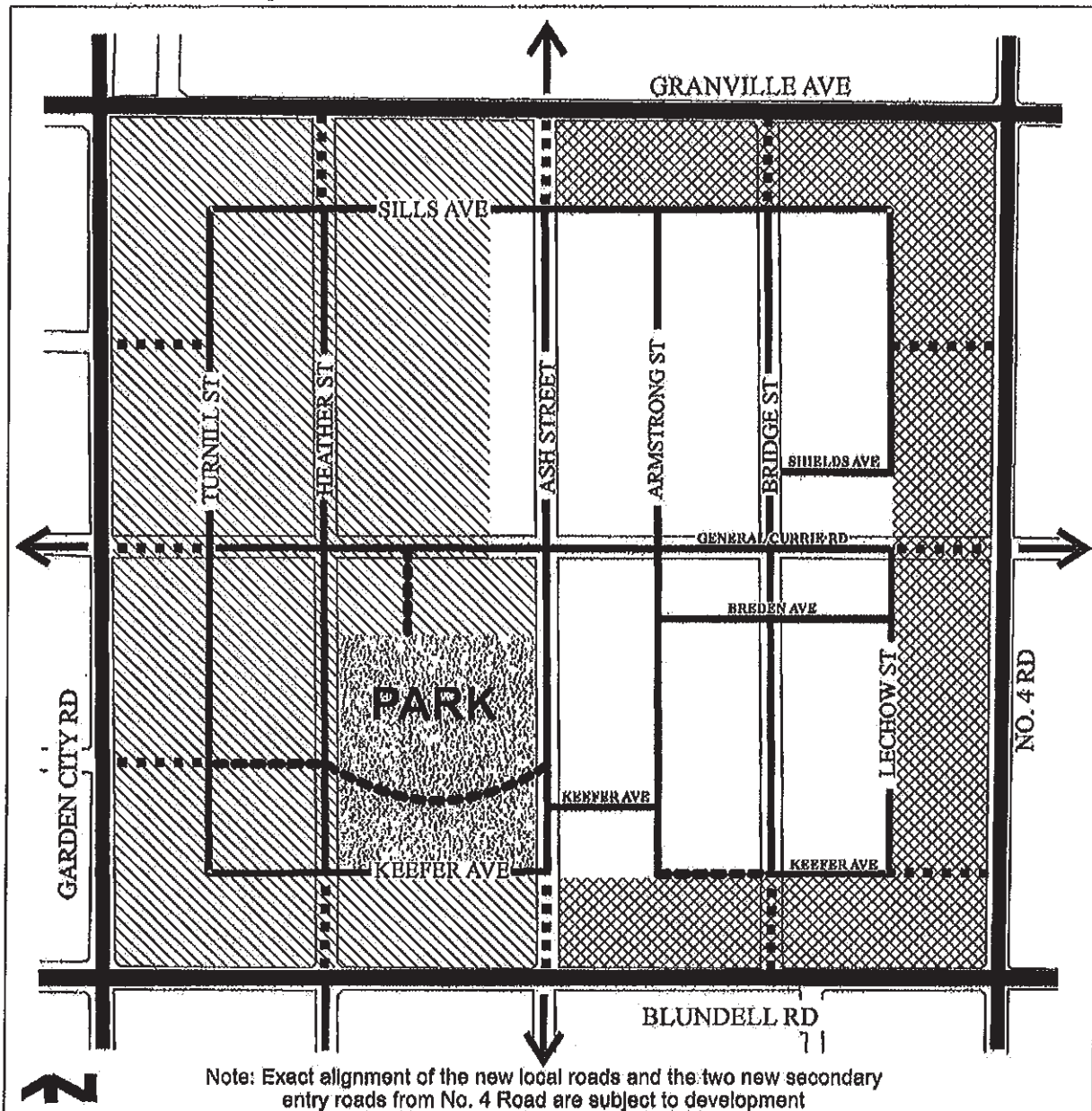
\_\_\_\_\_  
MAYOR

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



City of Richmond

## Circulation Map





**Richmond Zoning and Development Bylaw 8500  
Amendment Bylaw 8804 (RZ 11-563568)  
7691, 7711 and 7731 Bridge Street**

The Council of the City of Richmond enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it "**Medium Density Townhouses (RTM2)**."

P.I.D. 008-359-458

Lot 51 Section 15 Block 4 North Range 6 West New Westminster District Plan 37300

P.I.D. 003-566-145

Lot 13 Except: Part Subdivided By Plan 37300, Block "F" of Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 009-035-923

North Half Lot 12 Block "F" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8804**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 26 2011



MAYOR

CORPORATE OFFICER







**City of Richmond**  
Planning and Development Department

**Report to Committee**  
**Fast Track Application**

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** August 18, 2011  
**File:** RZ 11-585249  
**Re:** Application by Ajit Thallwal for Rezoning at 11531 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

**Staff Recommendation**

That Bylaw No.8806, for the rezoning of 11531 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading,

Brian J. Jackson, MCIP  
Director of Development

ES:blg  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>THORPE FOR J. E. RCL</i>



Item	Details
Application	RZ 11-585249
Location	11531 Williams Road
Owner	Amit Dhingra, Sushil Arora, Varun Pasad
Applicant	Ajit Thallwal

Date Received	July 22, 2011
Acknowledgement Letter	July 28, 2011
Fast Track Compliance	August 8, 2011
Staff Report	August 9, 2011
Planning Committee	September 20, 2011

Site Size	652 m <sup>2</sup> (7,0182.3 ft <sup>2</sup> )
Land Uses	Existing – One (1) single detached dwelling Proposed – Two (2) single detached lots, each 326 m <sup>2</sup> (3,509 ft <sup>2</sup> )
Zoning	Existing – Single Detached (RS1/E) Proposed – Compact Single Detached (RC2)
Planning Designations	<ul style="list-style-type: none"> <li>• Official Community Plan (OCP) Generalized Land Use Map designation – "Neighbourhood Residential"</li> <li>• OCP Specific Land Use Map designation – "Low-Density Residential"</li> <li>• Area Plan or Sub-Area Plan – None</li> </ul> <p><i>This application conforms with applicable land use designations and policies.</i></p>
Surrounding Development	<ul style="list-style-type: none"> <li>• The subject property is located on the north side of Williams Road, between Seacote Road and No. 5 Road, in an established residential neighbourhood consisting of a mix of older single detached dwellings on larger lots and new single detached dwellings on small lots.</li> <li>• Development immediately surrounding the subject lot is as follows: <ul style="list-style-type: none"> <li>◦ To the north is a single detached dwelling zoned "Single Detached (RS1/E)";</li> <li>◦ To the east is a single detached dwelling zoned "Compact Single Detached (RC1)";</li> <li>◦ To the south across Williams Road, are single detached dwellings zoned "Compact Single Detached (RC1)";</li> <li>◦ To the west is a single detached dwelling zoned "Single Detached (RS1/E)";</li> </ul> </li> </ul>

**Staff Comments****Background**

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

**Trees & Landscaping**

- A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:
  - Two (2) bylaw-sized trees and a Laurel hedgerow on the subject property; and
  - Two (2) undersized trees located within the sidewalk on City-owned property.
- The City's Tree Preservation Coordinator reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to remove the Laurel hedgerow and remove and replace the two (2) bylaw-sized trees (Trees #493 & #494) located on the site due to structural defects and impacts due to grade changes required, as this site is currently approximately 1 m below the existing sidewalk grade.
- The City's Tree Preservation Coordinator also concurs with the Arborist's recommendation to retain the two (2) undersized trees located on City-owned property (Trees A & B). Tree protection barriers are not required around these trees as there are no potential impacts from the proposed development due to their existing condition within pre-cast concrete surrounds in the sidewalk.

The final Tree Retention Plan is included in **Attachment 3**.

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

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		3.5 m
2	9 cm		5 m

- As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that the replacement trees will be planted and the front yards of the future lots will be enhanced.



	<p><u>Affordable Housing</u></p> <ul style="list-style-type: none"> <li>Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.</li> <li>The applicant proposes to provide a legal secondary suite on one of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.</li> <li>Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings (i.e. \$4,212).</li> </ul> <p><u>Flood Management</u></p> <p>Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.</p> <p><u>Site Servicing &amp; Vehicle Access</u></p> <p>There are no servicing concerns with rezoning.</p> <p>Vehicular access to Williams Road is not permitted in accordance with Bylaw 7222. Access to the site at future development stage is to be from the existing rear lane only.</p> <p><u>Subdivision</u></p> <p>At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS &amp; DD), Neighbourhood Improvement Charges (for future lane improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.</p>
Analysis	<p>This rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies since it is a single detached residential redevelopment proposal with access to an existing operational rear lane. The future lots will have vehicle access to the existing operational rear lane, with no access being permitted to or from Williams Road.</p>
Attachments	<p>Attachment 1 – Location Map/Aerial Photo</p> <p>Attachment 2 – Development Application Data Sheet</p> <p>Attachment 3 – Tree Retention Plan</p>



Recommendation	This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots, with vehicle access to the existing operational rear lane, complies with all applicable land use designations and policies and is consistent with the direction of redevelopment currently on-going in the surrounding area. On this basis, staff support the application.
----------------	--



Erika Syvokas  
Planning Technician  
(604-276-4108)

Prior to final adoption of Zoning Amendment Bylaw 8806, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect (including installation costs). The landscape plan should:
  - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
  - Include a mix of coniferous and deciduous trees; and
  - Include the four (4) required replacement trees with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		3.5 m
2	9 cm		5 m

2. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,212) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

3. Registration of a flood indemnity covenant on Title.

At future subdivision stage, the developer will be required to:

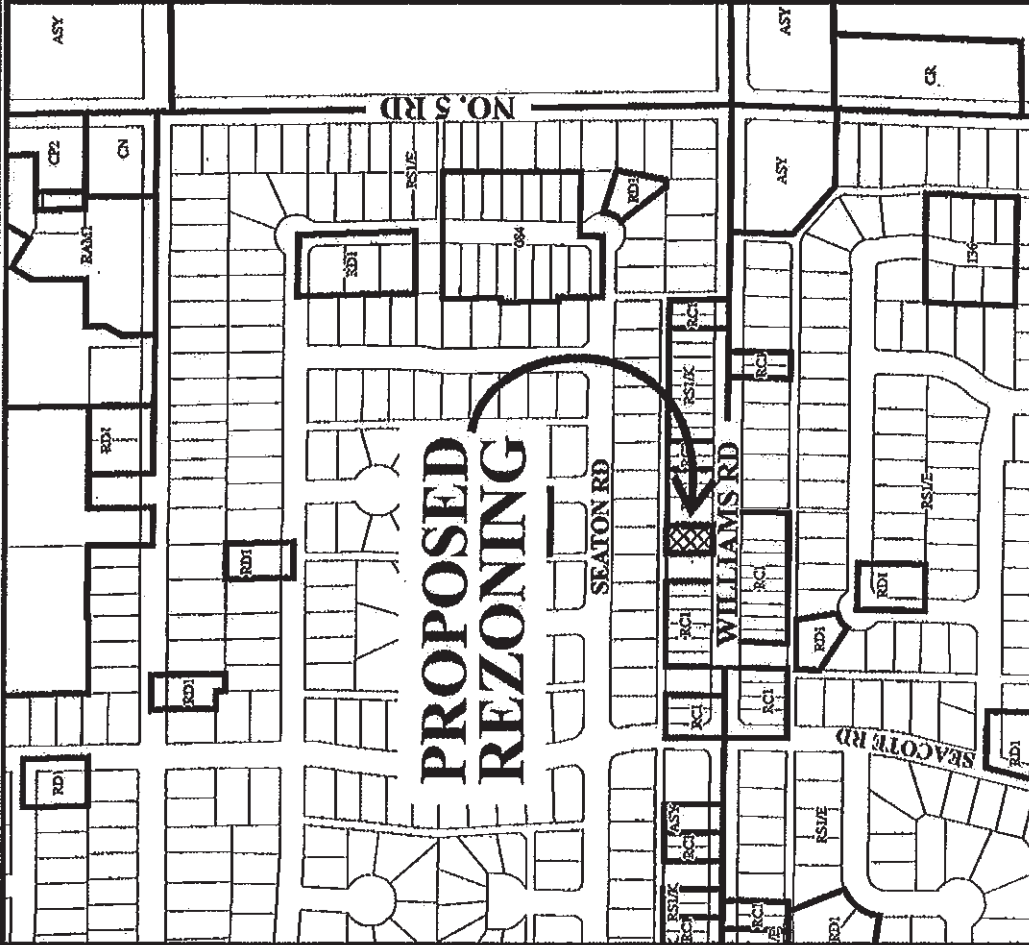
- Pay Development Cost Charges (City and QVS & DD), Neighbourhood Improvement Charge (NIC) fees for future lane improvements, School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_

# City of Richmond



# PROPOSED REZONING

**WILLIAMS RD**

RZ 11-585249

**Note:** Dimensions are in METRES

十





**SUBJECT  
PROPERTY**

SEATON RD

WILLIAMS RD

SEACOTE RD

NO. 5 RD



**RZ 11-585249**

Original Date: 07/29/11

Amended Date:

Note: Dimensions are in METRES

**RH - 65**





# City of Richmond

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

## Development Application Data Sheet

RZ 11-585249

Attachment 2

Address: 11531 Williams Road

Applicant: Ajit Thaliwal

Planning Area(s): Shellmont

	Existing	Proposed
<b>Owners:</b>	Amit Dhingra, Sushil Arora, & Varun Pasad	To be determined
<b>Site Size (m<sup>2</sup>):</b>	662 m <sup>2</sup> (7,018 ft <sup>2</sup> )	Two (2) lots each approx. 326m <sup>2</sup> (3,509 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) single detached dwelling	Two (2) single detached dwellings
<b>OCP Designation:</b>	<ul style="list-style-type: none"> <li>Generalized Land Use Map – Neighbourhood Residential</li> <li>Specific Land Use Map – Low-Density Residential</li> </ul>	No change
<b>Area Plan Designation:</b>	None	NA
<b>702 Policy Designation:</b>	None	NA
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Other Designations:</b>	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment where there is access to an existing operational rear lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Size (min. dimensions):	270 m <sup>2</sup>	326 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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



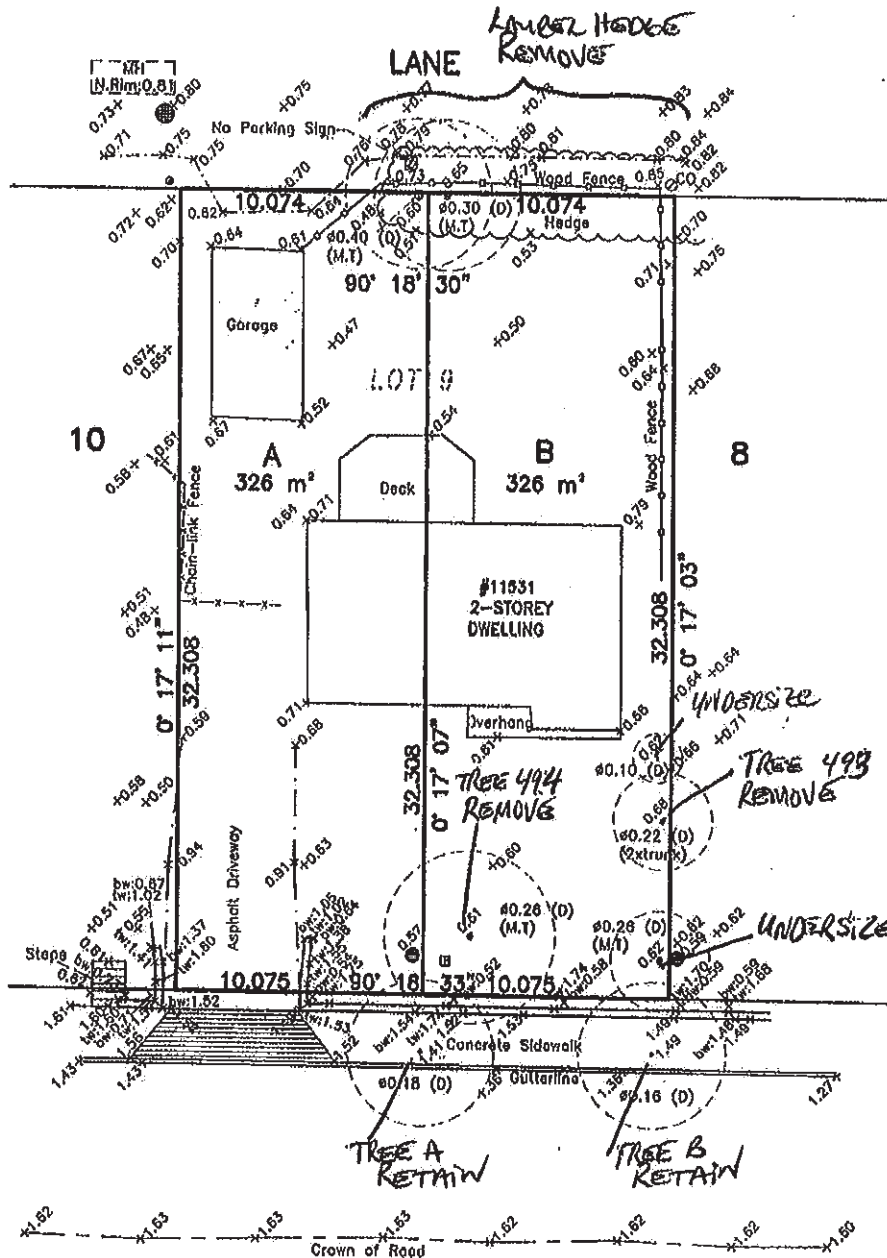
## TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 9 BLOCK 1 SECTION 25 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 18935

531 WILLIAMS ROAD,  
RICHMOND, B.C.  
P.I.D 000-782-084

SCALE: 1:200

0 5 10 16

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



WILLIAMS ROAD

© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Phone: 214-8928  
214-8928  
E-mail: office@jotam.com  
Website: www.jotam.com  
Job No. 4526  
FB-187 P33-35  
Drawn By: TH

### LEGEND:

- (D) denotes deciduous
- denotes power pole
- denotes round catch basin
- denotes manhole
- denotes water meter
- lw denotes top of retaining wall
- bw denotes bottom of retaining wall
- M.T denotes multi-trunk

### NOTE:

Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #191,  
Control Monument 02H2453  
Located at S edge traffic island  
© Riverside Dr & Featherstone Way  
Elevation = 1.664 metres

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

*[Signature]*  
JOHNSON C. TAM, B.C.L.S.  
JULY 7th, 2011

DWG No. 4526--TOPO

PH - 67



# City of Richmond

**Bylaw 8806**

## **Richmond Zoning Bylaw 8500 Amendment Bylaw 8806 (RZ 11-585249) 11531 WILLIAMS ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMPACT SINGLE DETACHED (RC2)**.

P.I.D. 000-782-084

Lot 9 Block 1 Section 25 Block 4 North Range 6 West New Westminster District Plan 18935

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8806**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

**SEP 26 2011**



\_\_\_\_\_  
MAYOR

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





**To:** Planning Committee **Date:** August 23, 2011

**From:** Brian J. Jackson  
Director of Development **File:** RZ 11-561611

**Re:** Application by Abbarch Architecture Inc. to amend the Generalized Land Use Map and the Land Use Map to the East Cambie Area Plan of the Richmond Official Community Plan to designate previously undesignated portions of their site to "Commercial" and to Rezone 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1) to Auto Oriented Commercial (CA)

---

**Staff Recommendation**

1. That Bylaw No. 8807 to amend the Official Community Plan Bylaw No. 7100 to facilitate the use of the subject properties for Auto Oriented Commercial as follows:
  - a) Schedule 1, Attachment 1 (Generalized Land Use Map), redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "undesignated highway" to "Commercial"; and
  - b) Schedule 2.11B (East Cambie Area Plan), repeal the existing Land Use Map and replace it with "Schedule A attached to and forming part of Bylaw 8807" to redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) to "Commercial";be introduced and given first reading.
2. That Bylaw No. 8807, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8807, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

4. That Bylaw No. 8808, for the rezoning of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)" to "Auto Oriented Commercial (CA)", be introduced and given first reading.

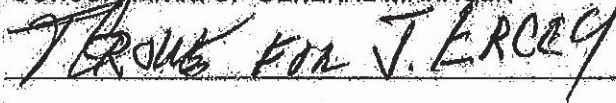


Brian J. Jackson  
Director of Development

BJ:dcg  
Att. 4

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER





## Staff Report

### Origin

Abbarch Architecture Inc. has applied to the City to amend the Generalized Land Use Map and the Land Use Map to the East Cambie Area Plan of the Official Community Plan to designate previously undesignated portions of their site to "Commercial" and to Rezone 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1) to Auto Oriented Commercial (CA). The site is proposed to be used for a Mini Cooper Automobile Dealership. A consolidation plan has been received by the City which will ultimately consolidate all the lots into one parcel.

### Findings of Fact

The subject property has been used by the proponent for vehicle sales and storage. A portion of the site has, and will continue to be used for a fast food restaurant (McDonalds). Various easements exist on title to ensure the access and parking rights associated with the restaurant use and these have been factored into the redevelopment planning for the site. As the operator of the car dealership is seeking to expand and upgrade the operation it is necessary to amend the Official Community Plan and the site Zoning to reflect the use.

The development proposal is to replace two previous (already removed) buildings on the site with a single new 1,806.87 m<sup>2</sup> (19,448.85 ft<sup>2</sup>) building for the Mini Dealership. A second 527.45 m<sup>2</sup> (5,677.29 ft<sup>2</sup>) existing building will be modified for use in vehicle preparation and detailing (PDI Centre).

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

### Surrounding Development

- To the North: On the north side of Cambie Road are offices on a site zoned Industrial Business Park (IB1) and a motel business on a site zoned Auto Oriented Commercial (CA).
- To the East: A Holiday Inn hotel (Jordan Hotel Corp.) on a parcel zoned Auto-oriented Commercial (CA) and Gas & Service Stations (CG1) and the BMW dealership on a site zoned Auto-oriented Commercial (CA).
- To the South and West: An on-ramp to Highway 99 from Shell Road and Highway 99 itself.

### Related Policies & Studies

#### *Nearby Rezoning and Development Permit Amendments*

Council approved the Rezoning and issued a Development Permit for the BMW automobile dealership to the east of the subject site in November 2005 (RZ04-277643) (DP 05-302568).

#### *Official Community Plan Amendments*

The Official Community Plan amendments are required to re-designate portions of the site which were previously held as road by the Provincial Government but were subsequently surplus and

sold as lots. The lots have been in use by the applicant for vehicle parking and internal roadways for a number of years. The proposed use will be identical to the uses that have been occurring on these lots. As Provincial road lands these properties were not provided with use designations under the City's existing Official Community Plan.

## **Consultation**

### *Official Community Plan Consultation*

No special consultation process was undertaken for the proposed re-designations of the former road parcels to "Commercial" designations as there are no immediate neighbours to these lots apart from the applicant and the proposed use is essentially identical to the existing use of these lots. To time of writing, no comments have been received from the public with regard to the proposed OCP amendment or the Rezoning. A Public Hearing will be undertaken as part of the OCP and Rezoning approval process. Pursuant to OCP Bylaw Preparation Consultation Policy 5043 staff have consulted with the Ministry of Transportation and Infrastructure (MOTI) on this application. MOTI's responses appear below. No other consultations were deemed necessary per Policy 5043.

### *Ministry of Transportation and Infrastructure (MOTI) Consultation*

As the subject properties are within immediate proximity to a Provincial Highway, the Rezoning application was referred to the Ministry for review. No objections were raised by MOTI however the following conditions were identified:

1. Pursuant to Section 16 of the Transportation Act any installation which may distract a vehicle operator including development signage or lighting shall not be directed toward Highway 99.
2. All storm water to be directed to a municipally maintained storm drainage system. Development discharge will not be permitted to enter the Provincial highway right-of-way via pipe or overland drainage channel.
3. The supply and installation of a 1.8 meter high chain link fence located at the property line along the entire frontage with Highway 99.
4. No parking on the highway right-of-way.
5. No direct access to Highway 99.
6. No landscaping or associated works on the highway right-of-way.

These elements have been preliminarily reviewed for compliance through the Rezoning process. As is detailed later in this report the rezoning conditions will include a requirement for a covenant to be registered on title which will restrict access and egress for the consolidated site via the intersection at Cambie Rd. and St. Edwards Drive. Staff will continue to work with the applicant to ensure these conditions are appropriately addressed through the Development Permit design review process.

### *Site Profile Review*

The BC Ministry of Environment has advised that the site profile submitted by the applicant has been accepted and has been sent to the Provincial Site Registrar. No further action or concerns have been required by the Province.

## **Staff Comments**

No significant concerns have been identified through the technical review.



## **Analysis**

### *Tree Inventory*

A tree inventory and Arborist's report were submitted and reviewed by the City's Tree Protection staff.

Based upon the submissions City staff have recommended the retention of six on-site under-sized (non-bylaw) trees along the Cambie Road frontage and the retention of 10 off-site bylaw sized Conifer trees in the Ministry of Transportation and Infrastructure (MOTI) owned lands between the Cambie Rd. overpass and the subject property adjacent to the PDI building. The retention or removal of these trees will be addressed in the Development Permit design review and, if necessary, with additional discussions with MOTI staff. Any tree removals will result in tree replacement/compensation measures.

### *Storm and Capacity Analysis*

Engineering staff have reviewed the storm and capacity analysis reports submitted by the applicant's engineers. Based on the submission that there are no storm or sanitary upgrades required. Several upgrades have been identified by Transportation staff. As these improvements are of a relatively minor nature staff have determined that they can be addressed through a City Work Order rather than through a Servicing Agreement. The applicant will be responsible for designing and payment for these works prior to Building Permit issuance.

Directly addressing the MOTI's concerns regarding storm drainage onto MOTI lands, Richmond's standard requirement is for property's storm drainage to be collected on site and discharged into the City's storm system where these facilities exist. The subject site will be required to have its storm drainage connected to the City's system.

### *Transportation*

Transportation staff have indicated that two corner cuts are required at the Cambie Rd./St. Edwards intersection to provide for future corner improvements. The corner cuts are both on the south-west side of the intersection and are both 1.5m wide by 1.5m deep.

Additional requirements have been identified for design and construction of a 1.5m concrete sidewalk with a 1.5m landscaped boulevard within the existing 2.2m sidewalk/lighting strip fronting Cambie Road from the intersection curb return and matching existing sidewalk beginning of the Cambie overpass structure. A minimum 0.6m landscaping strip is to be maintained between the back of the new sidewalk and the existing McDonalds drive-thru aisle.

Upgrading of the existing signals are also required at the Cambie Rd. St. Edwards Drive intersection with accessible audible pedestrian signals and internally illuminated street name signs (IISNS) on all approaches.

Both the sidewalk improvements and the signal upgrades will be addressed via the aforementioned City Work Order. Design and payment will be the applicant's responsibility.

### *Lot Consolidation and Highway 99 Access Restriction*

The Rezoning conditions for this application required the consolidation of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) into one parcel and an access covenant will be required to

restrict direct vehicle access to Highway 99. This directly responds to MOTI's condition that no access be provided to Highway 99. The applicant has been advised that they will need to discharge an existing covenant on title (BB105700) which would otherwise require the inclusion of a fourth parcel with the site consolidation. Staff have been informed that MOTI and the property owner have reached an agreement that will allow the discharge of this covenant to occur.

#### *Flood Covenant*

The subject property is located within the 2.9m GSC Area A Flood Plain Designation. New construction exceeding 25% of building area will be required to achieve habitable floor elevations of either 2.9m GSC or 0.3m above the highest elevation of the crown of the adjacent Cambie Road. As the immediate frontage to the site is a graded slope that rises up toward the Cambie Road / Highway 99 overpass the City's Engineering staff have reviewed the typical grades in the broader area to determine a suitable elevation from which to apply the Flood Protection Bylaw for the subject site. Based upon this assessment it was determined that 2.1m GSC would be a workable floor elevation for the new Mini Dealership building and would be compatible with the grade of the existing PDI building. Based upon Engineering's analysis, the 2.1m GSC elevation for the new Mini building conforms with the City's Flood Protection Bylaw. Existing building elevations will not be affected and can remain at their current elevations.

A flood covenant will be required to be registered on title as a condition of Rezoning.

#### *Aircraft Noise Covenant*

The subject property is located within Area 2 (High Aircraft Noise Area) under the Aircraft Noise Sensitive Development Policy. All uses except new Single Family Residential may be considered within Area 2. The proposed use (i.e. auto dealership) is considered a non-aircraft noise sensitive development and there are no specific noise mitigation measures required under the OCP Policies.

An aircraft noise indemnity covenant will be required to be registered on title as a condition of Rezoning.

#### *Site and Landscaping Plans*

A preliminary landscape plan is included with the Rezoning submission. As much of the site was under pre-existing use staff are aware that full compliance with the Zoning Bylaw in terms of achieving full landscaping setbacks will not be possible. As noted below, a variance will likely be required for the landscaping setbacks. Staff will work with the applicant through the Development Permit review to reduce the variances to the extent possible. The applicant has indicated that they are working on a sustainability package that will be part of their Development Permit.

#### *Public Art*

The applicant has consulted with the City's Public Art Planner and has proposed incorporating two green wall features into the building design. The proposed green wall features are vertical panels mounted on the outside façade of the buildings and covered with vegetation in an artistic arrangement. Staff will review the proposal in more detail through the Development Permit process to ensure compatibility with other on and off-site elements.



*New Vehicle Delivery*

Although the applicant has provided truck turning radius and travel path information for the site, they have also indicated that all the new vehicles to be delivered to the dealership will be brought to the BMW Dealership at 10780 Cambie Road then driven to the dealership.

*Development Permit*

The proposed development is required to undergo a Development Permit design review. On the basis of the Rezoning submission, the following development variances are anticipated and will be reviewed through the Development Permit process:

- A reduction in the minimum aisle width from 7.5m to 7.0m. This will apply to only a single pinch point on the site. All the remaining drive aisle will meet City standards.
- A reduction in the 3.0m wide landscaped area requirements adjacent to public roads (will vary to zero).
- A reduction in the parking setbacks from a lot line which abuts a road from 3m to 0m.

Staff anticipate that adjustments may be made to these variances and alternative measures, such as Transportation Demand Management (TDM) responses may be considered for this site.

The Development Permit review will also specifically address the proposed dealership's identification signage for the development. The Advisory Design Panel will be asked to review and comment, if necessary, on the proposed identification signs. The development proposal includes three main identification signs one of which will face Highway 99. Inclusion within the Development Permit review process will expedite Sign Bylaw reviews and approvals. It is noted, however, that Provincial regulations may over-ride local government approvals for signage impacting Highway 99.

**Financial Impact or Economic Impact**

There are no financial or economic impacts to the City as a result of this project.

**Conclusion**

Staff have reviewed the technical aspects related to the application for Rezoning of 10600, 10700 Cambie Rd. and Parcel C (PID 026-669-404). While there are a number of issues yet to be fully resolved, staff are confident that these can be adequately addressed through the Development Permit review process. Staff are recommending support for the proposed Rezoning application.



David Brownlee  
Planner 2

DCB:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Rezoning Considerations Concurrence





# City of Richmond

# PROPOSED REZONING

**CAMBIERD**

HIGHWAY 99

## CRITICS

# CAMBIE RD



RZ 11-561611

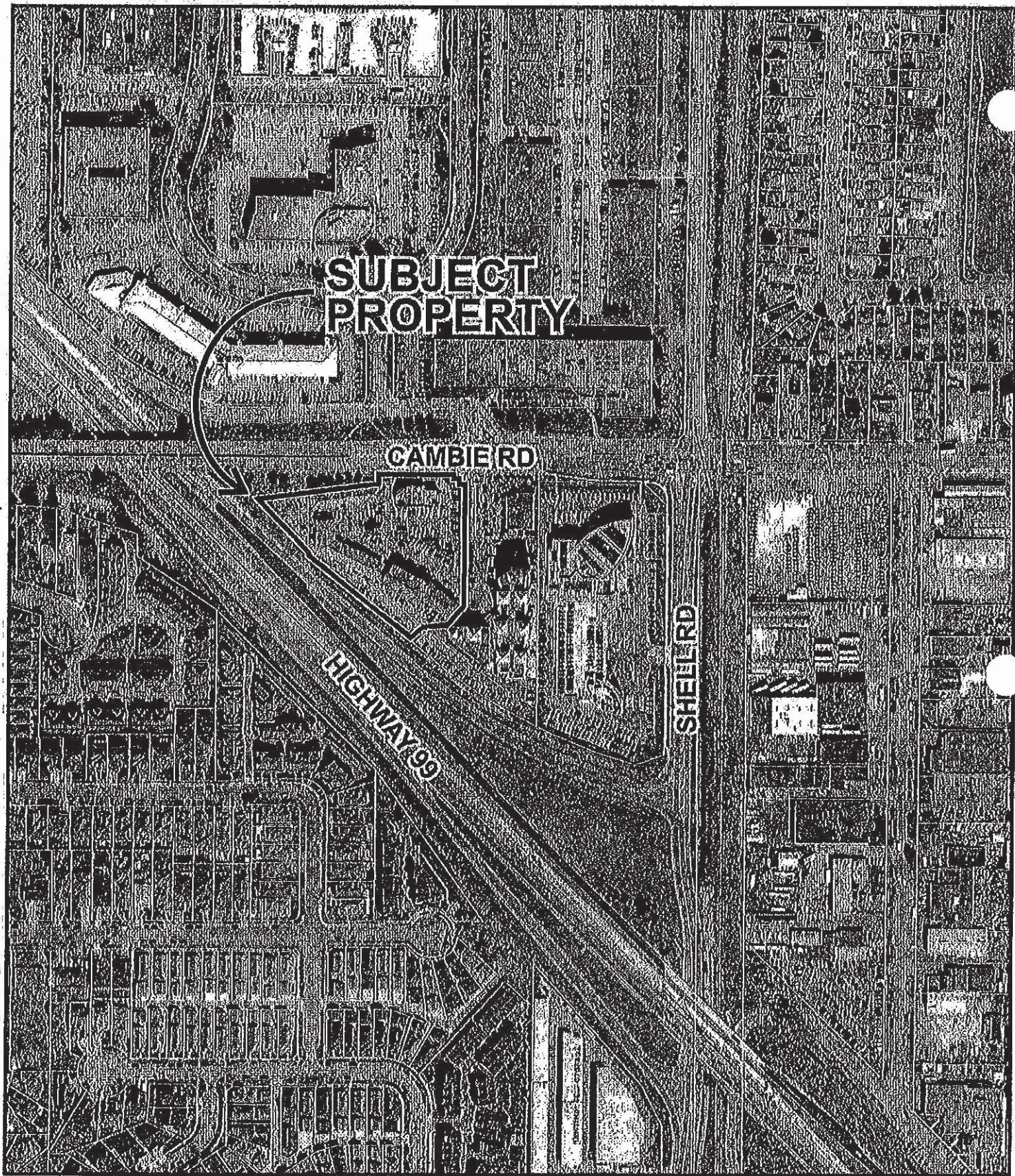
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Revision Date:

Note: Dimensions are in METRES

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RZ 11-561611

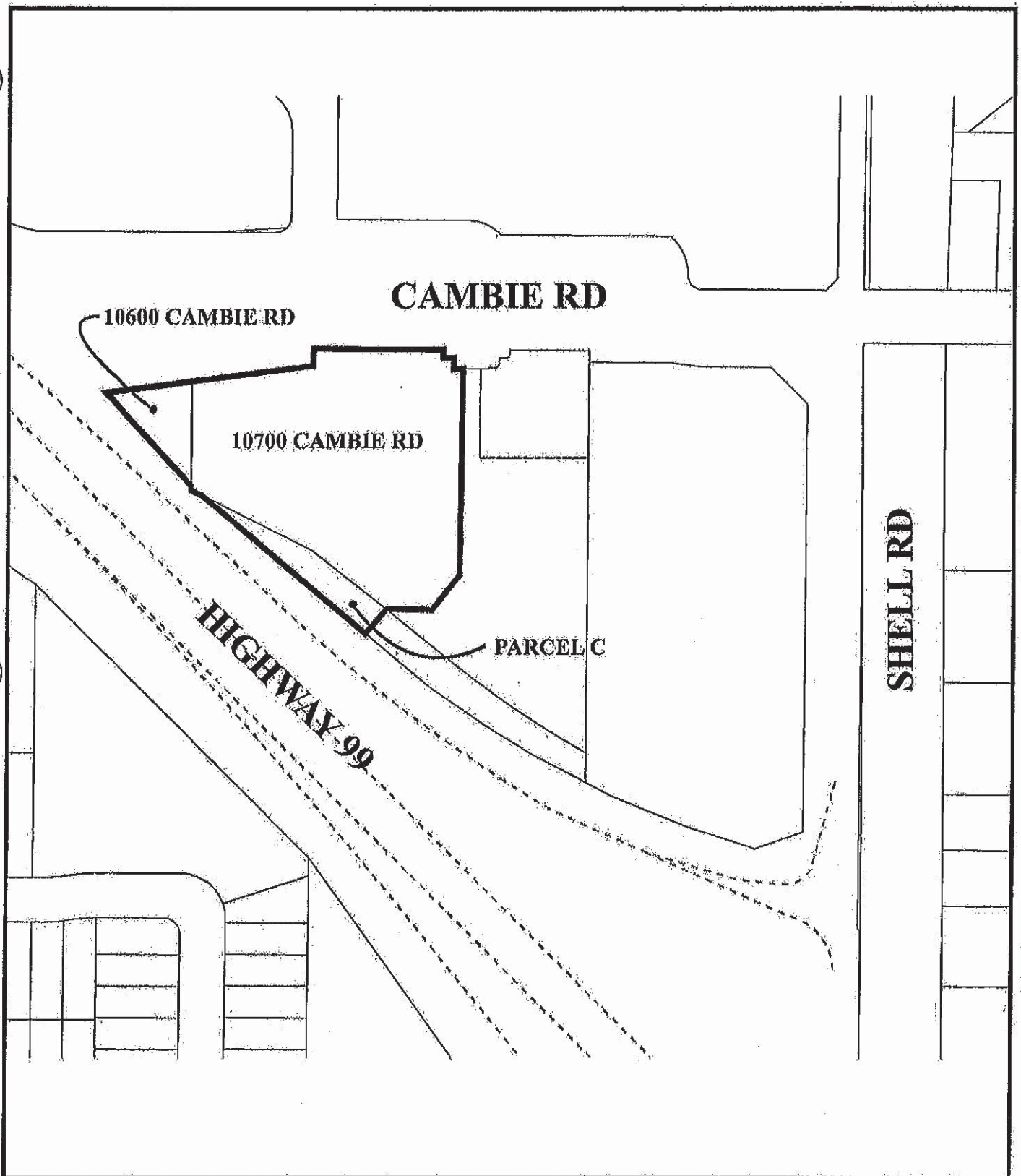
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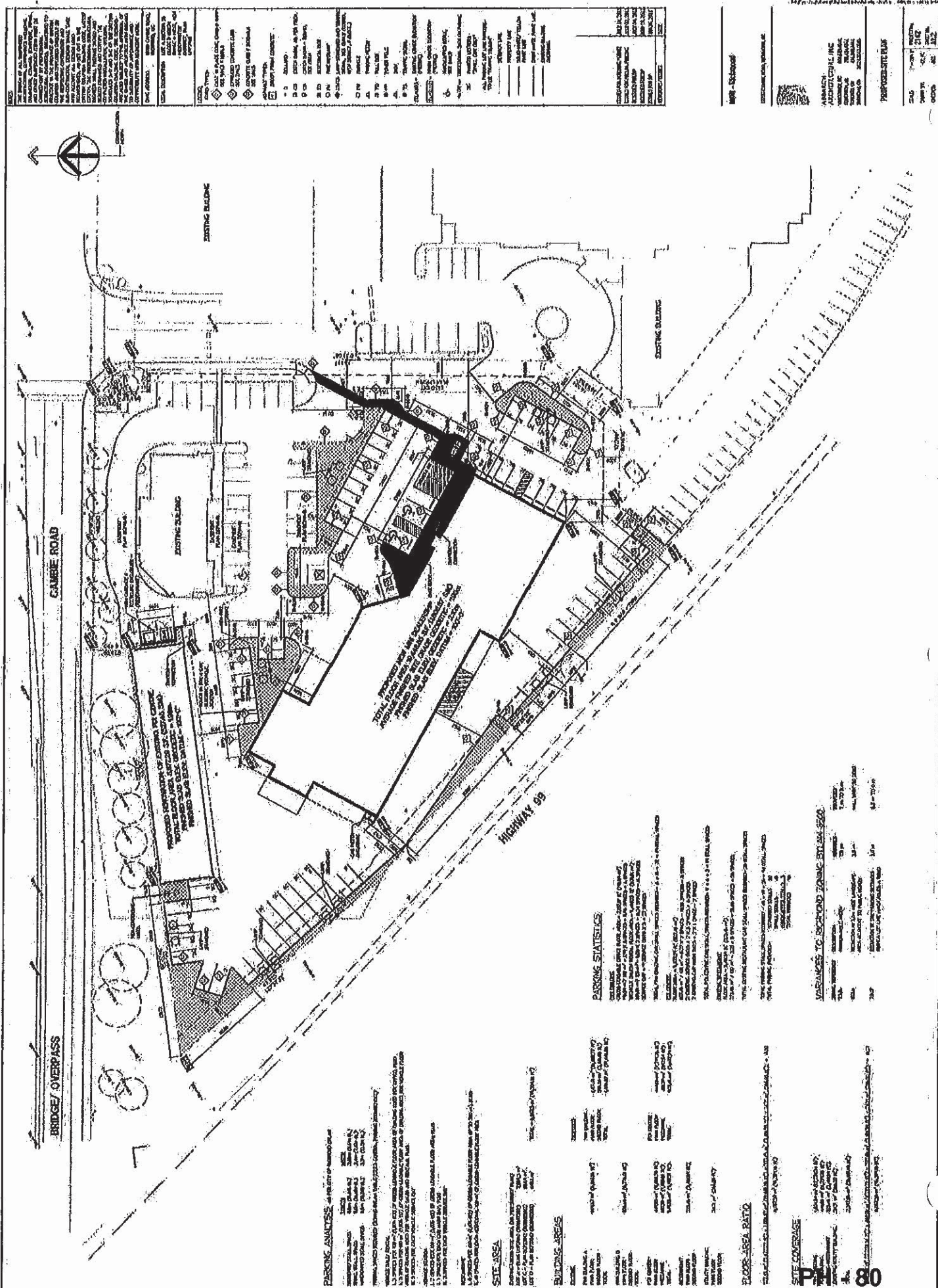


## Subject Property Map

Original Date: 08/22/11

Revision Date:

Note: Dimensions are in METRES









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CAMBIE ROAD

BRIDGE/ OVERPASS

HIGHWAY 99

HIGHWAY 99

DMG

DMG RICHMOND  
1000 CAMBIE ROAD  
RICHMOND, VA

LANDSCAPE  
PLAN

11

OF 2

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# City of Richmond

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

## Development Application Data Sheet

**RZ 11-561611**

**Attachment 3**

Address: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

Applicant: Abbarch Architecture Inc.

Planning Area(s): East Cambie

	Existing	Proposed
<b>Owner:</b>	Pacific Grove Plaza Inc.	same
<b>Site Size (m<sup>2</sup>):</b>	8867.3 m <sup>2</sup> combined over 3 lots	same but consolidated
<b>Land Uses:</b>	Automobile Dealership and Restaurant	Same
<b>OCP Designation:</b>	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
<b>Area Plan Designation:</b>	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
<b>Zoning:</b>	Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)	Auto-oriented Commercial (CA)
<b>Other Designations:</b>	NEF area 2	Same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.30	none permitted
Lot Coverage – Building:	Max. 50%	27%	none
Lot Size (min. dimensions):	NA	NA	none
Setback – Front and Exterior Side Yard (m):	Min. 3.0 m	Frontage: 7.6 m Exterior Side: 0 m pre-existing	none
Setback – Interior Side & Rear Yards (m):	Min. 3.0 m	Interior Side: 7.535 m Min. Rear Min. 7.75 m	none



On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	12.0 m	11.6 m max	none
Off-street Parking Spaces	94	Total 98 including: 50 Std. Stalls 45 Sm Stalls 3 Handicapped Stalls	none
Tandem Parking Spaces	allowed	6 stalls	none
Loading Spaces	1 medium	1 medium	none
Minimum Aisle Width	7.5m	7 to 8 m reduction applies to one location only	variance
Width of Landscaping Adjacent to Public Roads	3.0m	Will vary to zero	variance
Parking Setbacks From Lot Line Adjacent to Public Roads	3.0m	3.0m to zero	variance

**Rezoning Considerations**  
**10600, 10700 Cambie Road and Parcel C (PID 026-669-404)**  
**RZ 11-561611**

Prior to final adoption of Zoning Amendment Bylaw 8808, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 8807.
2. Provincial Ministry of Transportation & Infrastructure approval.
3. Consolidation of all the lots into one development parcel.
4. In conjunction with the consolidation plan, provide two, 1.5m wide by 1.5m deep corner cut road dedications along the west side of the Cambie Rd. and St. Edwards Dr. Intersection.
5. Registration of a legal agreement on title of the consolidated parcel ensuring that the only means of vehicle access and egress to the site is at the Cambie Road and St. Edwards Drive Intersection and that there be no vehicle access/egress to Highway 99 or the adjacent on-ramp to Highway 99.
6. Registration of an aircraft noise indemnity covenant on title.
7. Registration of a flood covenant on title.
8. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of an acceptable design and payment for the construction of frontage and signalization improvements outlined in the Rezoning Report to Council (REDMS 3243437). Works include, but may not be limited to, a 1.5m concrete sidewalk with a 1.5m landscaped boulevard within the existing 2.2m sidewalk/lighting strip fronting Cambie Road from the intersection curb return and matching existing sidewalk beginning of the Cambie overpass structure. A minimum 0.6m landscaping strip is to be maintained between the back of the new sidewalk and the existing McDonalds drive-thru aisle. Upgrading of the existing signals at the intersection of Cambie Road and St. Edwards Drive with accessible audible pedestrian signals and internally illuminated street name signs (IISNS) on all approaches is also required.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.



**Note:**

- 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.

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8807 (RZ11-561611)  
10600, 10700 Cambie Road and Parcel C (PID 026-669-404)**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by:
  - 1.1 Repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) to Schedule 1 thereof of the following areas and by designating them "Commercial".
    - P.I.D. 026-669-412 (10600 Cambie Road)  
Parcel D (Reference Plan BCP23042) Section 35 Block 5 North Range 6 West New Westminster District as dedicated road on plans 21735 and 63255
    - P.I.D. 023-488-107 (10700 Cambie Road)  
Lot A Section 35 Block 5 North Range 6 West New Westminster District Plan LMP29160
    - P.I.D. 026-669-404 (No address parcel)  
Parcel C (Reference Plan BCP23042) Section 35 Block 5 North Range 6 West New Westminster District as dedicated road on plan 21735
  - 1.2 Repealing the existing Land Use Map from Schedule 2.11B East Cambie Area Plan and replacing it with "Schedule A attached to and forming part of Bylaw 8807" to designate 10600, 10700 Cambie Road, Parcel C (PID 026-669-404) to "Commercial".



2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8807".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 12 2011

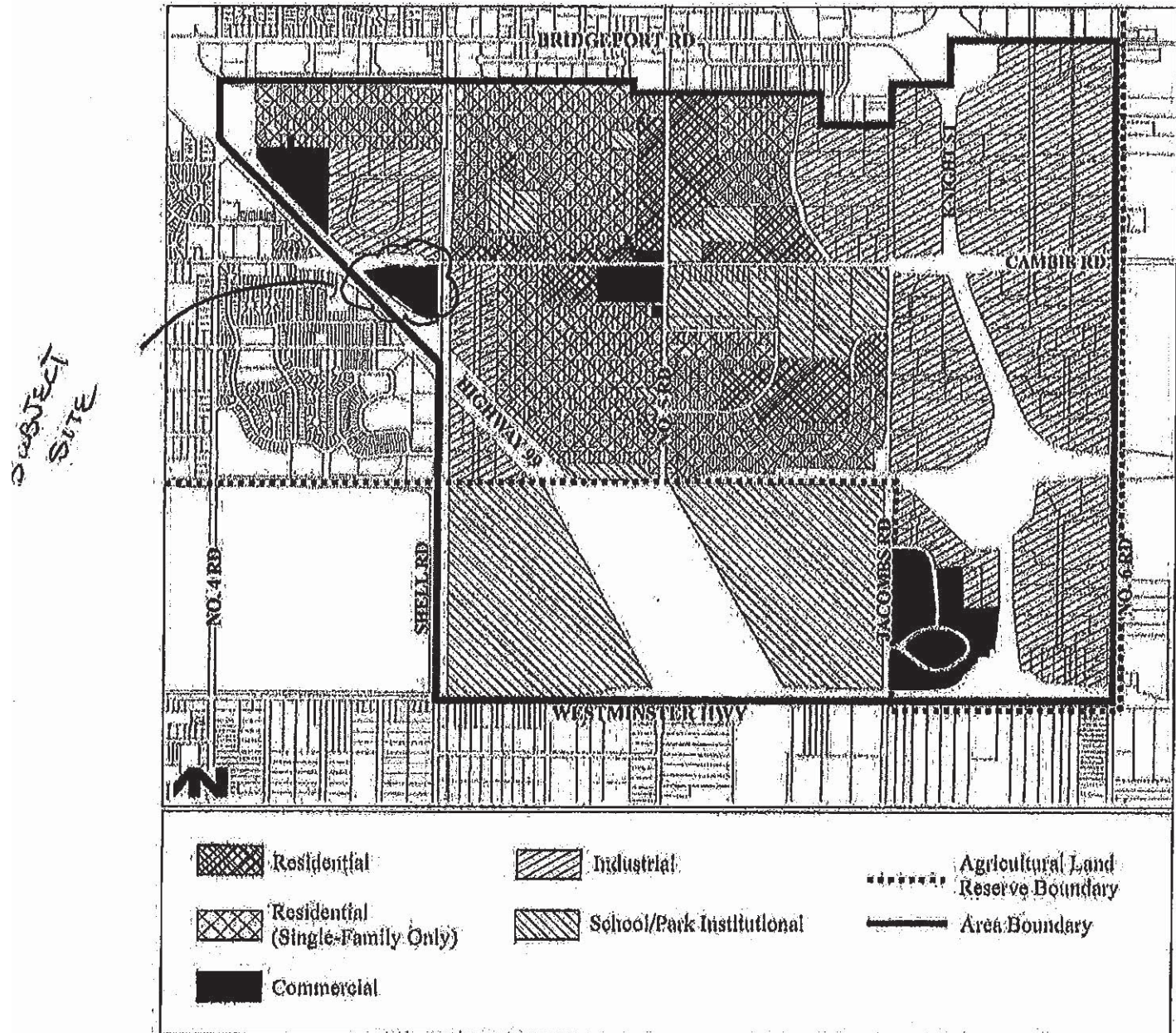


\_\_\_\_\_  
MAYOR

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

Schedule A attached to and forming part of Bylaw 8807

## Land Use Map







**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8808 (RZ11-561611)  
10600, 10700 Cambie Road and Parcel C (PID 026-669-404)**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designations of the following area and by designating it **AUTO ORIENTED COMMERCIAL (CA)**.

P.I.D. 026-669-412 (10600 Cambie Road)  
Parcel D (Reference Plan BCP23042) Section 35 Block 5 North Range 6 West  
New Westminster District as dedicated road on plans 21735 and 63255

P.I.D. 023-488-107 (10700 Cambie Road)  
Lot A Section 35 Block 5 North Range 6 West New Westminster District Plan  
LMP29160

P.I.D. 026-669-404 (No address parcel)  
Parcel C (Reference Plan BCP23042) Section 35 Block 5 North Range 6 West  
New Westminster District as dedicated road on plan 21735

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8808".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION  
AND INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

**SEP 12 2011**



\_\_\_\_\_  
MAYOR

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







**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** August 30, 2011  
**File:** ZT 11-565675  
**Re:** Application by Patrick Cotter Architect Inc. for a Zoning Text Amendment to Low Rise Apartment (ZLR14) – Riverport to Permit a Mixed-use Development With Dedicated Rental Apartment Housing and Shared Parking at 14000 and 14088 Riverport Way

**Staff Recommendation**

That Bylaw No. 8811, for a zoning text amendment to "Low Rise Apartment (ZLR14) - Riverport" to permit a medium density mid-rise mixed-use development with market rental apartment housing, commercial and community amenity space, be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

SB:blg

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering Design & Construction	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Patrick Cotter Architect Inc. has applied to the City of Richmond for a zoning text amendment to Low Rise Apartment (ZLR14) – Riverport in order to permit a medium-density mid-rise mixed-use rental residential development at 14000 Riverport Way with a shared parking facility for 14000 and 14088 Riverport Way (**Attachment 1**).

The development includes a proposed 7-storey mixed-use building with 60 market rental dwelling units, ground level commercial (approximately 68 m<sup>2</sup>) and community meeting space (approximately 83 m<sup>2</sup>) at 14000 Riverport Way, and a proposed shared parking structure with a site specific rental residential parking requirement for the proposed mid-rise building and the previously approved 80-unit four-storey market rental residential building at 14088 Riverport Way (**Attachment 2**).

### Findings of Fact

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

A Servicing Agreement (SA 02-218175) was secured through the rezoning application for this waterfront community (RZ 03-234655) for the new Riverport Way road, Steveston Highway improvements from Entertainment Boulevard to a dike plaza, storm sewer and water distribution systems, dike walkway, viewing piers, float, and walkway and parking area in the City-owned lands to the north. The works are mostly constructed. The last remaining development lot at 14000 Riverport Way is surrounded with temporary frontage works, which are proposed to be completed with construction of the development.

A City sanitary sewer does not service the development. This waterfront community, including the proposed building, is tied into the private sewage treatment plant for the Riverport Sports and Entertainment Complex.

### Background

The sites at 14000 and 14088 Riverport Way together are proposed to provide market rental accommodation for employees in the area, and the general public. The vacant site at 14000 Riverport Way is the last development parcel of the former industrial lands at 14791 Steveston Highway to be developed by Legacy Park Lands Limited as part of its waterfront community next to the Fraser River, CN rail lands, and the Riverport Sports and Entertainment Complex. The waterfront development has been the subject of several development applications; a chronology is included as **Attachment 4**. The existing waterfront residential community is characterized by three (3) existing four-storey market condominium buildings, a four-storey market rental building under construction, dike walkway with viewing piers, new Riverport Way public road, Steveston Highway terminus with plaza, pier and float, and walkway and parking improvements in the City-owned lands to the north.



The site at 14000 Riverport Way was originally envisioned as a mixed use site with commercial (office, retail and restaurant) and community meeting space, lift and storage facilities for boats, and dormitory facilities for athletes visiting the nearby Richmond Ice Centre and Watermania pool in the Riverport Sports and Entertainment Complex.

As a result of the construction of the hotel at Triangle Road and No. 6 Road, the previously envisioned dormitory for athletes is no longer needed. The owners have experienced a strong demand for the market rental units approved at 14000 Riverport Way. This led the owners to ask if the City would support the construction of additional market rental apartment housing instead of the previously envisioned dormitory facilities and other uses.

The original site contained contamination and has undergone soil remediation with the phases of development. The remaining subject site is in the process of applying to have the completed soil remediation work cleared to a residential standard. Prior to zoning text amendment approval, documentation is required from the Ministry of Environment, in the form of an appropriate Instrument or Release under Section 40 of the Environmental Management Act, indicating that the City may approve zoning changes. Approval from the Ministry of Environment is a requirement of zoning text amendment.

### **Surrounding Development**

Development surrounding the Fraser Lands Planning Area properties at 14000 and 14088 Riverport Way includes:

- To the northeast, is phase 1 of the waterfront community, consisting of three (3) four-storey market residential buildings at 14100, 14200 and 14300 Riverport Way, with a total of 144 strata-titled apartments over a shared parking structure (DP 04-269797), also zoned Low Rise Apartment (ZLR14) – Riverport;
- To the east, is dike property owned by the City and a water lot owned by Legacy Park Lands Limited, zoned Entertainment & Athletics (CEA), and the Fraser River;
- To the west, across Riverport Way, is CN Rail right-of-way and the Riverport Sports and Entertainment Complex beyond, zoned Entertainment & Athletics (CEA); and
- To the south, across Steveston Highway, is Fraser Wharves land, zoned Light Industrial (IL).

### **Related Policies & Studies**

#### **Official Community Plan (OCP)**

In the Official Community Plan (OCP), the subject sites are designated Limited Mixed Use, which supports the proposed residential, limited commercial, and community uses.



### Environmentally Sensitive Areas (ESAs)

The area between Riverport Way and the Fraser River is designated as an ESA, including the subject development site. The ESA aspect of the waterfront community shoreline was resolved through an approved Development Permit (DP 97-122639) prior to the rezoning, Servicing Agreement, and Development Permit for the waterfront community development. City and Department of Fisheries and Oceans staff agree that the proposed development does not impact the environmentally sensitive shoreline, as it is restricted to the inland side of the existing dike walkway.

### Noise Sensitive Development

- As noted above, the subject site is in close proximity to industrial, commercial and railway lands. It is important to address the adjacency for the comfort of the future residents.
- A restrictive covenant was secured through the approved rezoning (RZ 03-234655) to ensure that residential buildings be built to CMHC Noise Transmission Criteria and to notify potential residents of nearby industrial, commercial and rail operations.
- Registration of a Noise Sensitive Use Restrictive Covenant is a requirement of zoning text amendment to ensure the following appropriate indoor sound levels determined by CMHC and industry standard thermal comfort levels are provided in the residential units. The covenant requires that a registered professional confirm compliance of the project design and construction of the dwelling units.

a) Indoor sound level criteria (with doors and windows closed):

Portion of Dwelling Unit	Maximum Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

b) Indoor thermal comfort standard (with doors and windows closed throughout all seasons): ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy".

- The required Noise Sensitive Use Restrictive Covenant for the subject development proposal is an improvement over some older covenants. The proposed covenant will include specifications for acceptable indoor noise levels, thermal comfort in the summer months, and the requirement to have construction measures designed and reviewed by registered professionals. The acceptable indoor noise levels are set for the different areas of the residential units, with bedrooms as the quietest rooms. Thermal comfort is needed for the summer months when residents would open their windows and lose the benefit of noise insulating construction measures.



Affordable Housing Strategy

The City's Affordable Housing Strategy does not provide explicit reference to purpose-built rental housing requirements. However, the strategy does acknowledge the importance of preserving and maintaining existing and new rental housing stock in Richmond. Separate from the subject application, staff will be reviewing the Affordable Housing Strategy regarding purpose-built, market rental housing contribution requirements.

Purpose-built rental housing provides the following community benefits:

- 1) Relieves pressure on market rental vacancy rates in Richmond (i.e., Canada Mortgage Housing Corporation reports that rental vacancy rates have continued to maintain an average low of 1.5 percent consistently over the past 10 years).
- 2) Supports the availability of non-market affordable rental housing for low to moderate income households.
- 3) Increases housing options for those who do not choose or are not able to purchase a condominium or enter into the homeownership market.

The applicant advised that, in the absence of any advertising in the media, as of August, 2011, 77 rental inquiries have been received for the rental project under construction at 14088 Riverport Way. The interest by potential renters reflects both a need and demand for market rental housing. Further, the proposed development will provide workers with the opportunity to live and work in Richmond.

Given the foregoing and acknowledging that the subject application presents a unique opportunity to provide new rental housing in Richmond (i.e., few developments see a financial incentive in the option), Community Social Services and Development Applications staff recommends that the Affordable Housing Contributions for this project be waived.

Registration of a legal agreement on Title to secure rental use in perpetuity of the proposed apartment housing will be a requirement of the zoning text amendment. To secure market rental use of the proposed apartment housing, the owner is required to enter into a Housing Agreement prior to final adoption of the text amendment bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. The Affordable Housing Coordinator will prepare a separate report, including the Housing Agreement and associated bylaw. The following terms, among others, will be articulated in the Housing Agreement.



Housing Agreement Terms

Rental Rate	Market rent
Tenure of units	Market rental
Ownership	Block ownership of each of the two properties, without subdivision or strata-titling (consolidation is permitted)
Duration of Agreement	Perpetuity
Allocation of Floor Area	<b>14000 Riverport Way</b> Approximate distribution of 4,966.2 m <sup>2</sup> residential floor area in 60 units. * Ground floor commercial & community amenity uses excluded <b>14088 Riverport Way</b> Approximate distribution of 4,489.5 m <sup>2</sup> residential floor area in 80 units.

For each property, a legal agreement will secure full and unlimited access and use of the indoor and outdoor amenity spaces provided on-site for all occupants of the rental units on that property. A separate legal agreement will secure the access and use of the community meeting space provided at 14000 Riverport Way for all residents in the waterfront community's five buildings (14000, 14088, 14100, 14200 & 14300 Riverport Way).

Floodplain Management

Through the original rezoning application for this waterfront community (RZ 03-234655), dike improvements were secured through a Servicing Agreement (SA 02-218175) and a floodplain covenant was registered on Title, requiring a minimum elevation for habitable areas (flood construction level) of 3.5 m GSC (Geodetic Survey of Canada).

In addition to the terms of the registered covenant, the applicant is required to comply with the City's Flood Plain Designation and Protection Bylaw No. 8204, which came into effect after the property was originally rezoned. Similar to the building under construction at 14088 Riverport Way, the development proposal for 14000 Riverport Way includes a 4.3 m GSC ground floor elevation to tie into the surrounding sidewalk elevations, which is higher than both the minimum requirements in the covenant (3.5 m GSC) and the bylaw (3.0 m GSC).

The Province has indicated that, in response to the potential effects of global warming, the relatively newly improved dike will need to be raised in the future. The City's current planning horizon requires that dikes are capable of being raised to at least 5.5 m GSC. The existing dike in this area is at a height of under 4.0 m GSC. Since the dike improvements are relatively new in front of this waterfront community, the City does not have plans to raise this portion of the dike at this time. However, the applicant has been asked to take into consideration both the existing elevation and the future higher dike elevation. As a result of these special conditions of the site, in consultation with City Engineering staff, a Dike Maintenance Agreement is required as a condition of the zoning text amendment. Subsurface structures will provide support for a future higher dike.

Registration of a Dike Maintenance Agreement is also required as a condition of the zoning text amendment to permit structures to encroach into the required 7.5 m setback from a dike right-of-way (Flood Plain Designation and Protection Bylaw No. 8204) along Steveston Highway and the east edge of the site. The approved Development Permit (DP 04-269797) included an underground parking structure on the 14000 Riverport Way that encroaches into both required



dike setbacks. In consultation with City Engineering staff, the applicant has maintained the approved setback along Steveston Highway, and increased the setback by 1.4 m along the east edge of the site. The encroaching structures include a required continuous engineered dike support structure designed to support a future raised dike (5.5 m GSC), subsurface parking and bicycle storage, mixed-use building, vehicle and pedestrian circulation, and landscaping elements. The agreement will include an Engineering Report and a safeguard right-of-way for maintenance or removal of encroaching structures.

Provincial approval is required to permit the structures to encroach into the existing dike structure. The proposed underground parking structure encroaches approximately 1.7 m into the inland toe of the existing dike at the northeast corner of the site. On July 6, 2011, staff received a copy of an e-mail from the Ministry of Natural Resource Operations (Provincial dike Authority) that advises that; the Province does not object to the current configuration and its impacts to the dike; and the applicant is required to complete the Dike Maintenance Act approval application process to obtain written approval before any works are started. As part of the application process, the applicant is required to provide additional information regarding analysis, design and construction details for the project, dike and accommodating a future raised dike. Provincial approval is a requirement of the zoning text amendment. Staff from Development Applications and Engineering will continue to work with the applicant and the Provincial Dike Authority to respond to the Province's concerns, recognizing that development of this site has been under review for over seven years and improvements to the dike were recently completed.

### **Consultation**

The development application process to date has included the installation of informational development application signage on the site, and an open house meeting for the residents in the phase 1 market residential buildings at 14100, 14200 and 14300 Riverport Way. The Public Hearing will include notification to neighbours and local newspaper advertising.

### **School District**

This application was not referred to School District No. 38 (Richmond) because it is consistent with the existing OCP designation. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments requiring an OCP amendment which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves 60 multiple-family housing units in an area that has not been envisioned to support families due to the distance to the closest schools: Woodward Elementary School west of No. 5 Road, and McNair Secondary School on No. 4 Road north of Williams Road. A legal agreement was registered on Title through the approved rezoning (RZ 03-234655) specifying that all residents would be at least 18 years of age.

Staff did review the application informally with staff from the School District No. 38 (Richmond). School district staff did not express any concerns about the proposal.



CN Rail

CN Rail staff has recently expressed concern about the potential impact of rail noise and vibration on adjacent residential buildings and has advised that any residential development should be designed to anticipate future construction of the rail right-of-way as a branch line.

In the 2003 rezoning staff report, it was noted that rail line construction would ultimately result in the rail line west of the subject site extending to connect the Fraserport Lands to Fraser Wharves. It was noted that there may be up to three (3) tracks within the right-of-way, and shunting or switching of trains was not proposed at this location.

CN Rail staff has asked to receive a copy of the future Development Permit application for their review.

As noted above, registration of a Noise Sensitive Use Restrictive Covenant on Title is a requirement of the zoning text amendment to ensure appropriate indoor sound levels and thermal comfort levels are provided in the residential units.

**Public Input**

The owner hosted two meetings for the existing waterfront community residents at the nearby Holiday Inn Express Riverport hotel. An open house meeting for residents was held on April 21, 2011 to discuss the construction process for the approved building at 14088 Riverport Way and the development proposal for 14000 Riverport Way. Invitations were posted in the lobby of each of the three (3) existing market residential buildings at 14100, 14200 and 14300 Riverport Way. Five (5) residents signed into the meeting. Comments regarding the proposal included:

- Appreciation of proposed concrete and glass building materials and contemporary design for the proposed building at 14000 Riverport Way.
- Appreciation of commitment to provide transit pass program for the approved building at 14088 Riverport Way.
- Concern that proposed building would impact sight lines for existing residents. *Views of the river from the existing buildings will be impacted by the building at 14088 Riverport Way, which was approved as part of the same development that included the first three (3) existing buildings. The proposed building at 14000 Riverport Way will not impact river views from the existing buildings.*



- Concern that the proposed building was taller than the existing and approved buildings. *The proposed building is taller with a building height of seven stories and roof-top mechanical space. The additional building height and associated smaller building floor plate provide the benefits of: a tall landmark feature marking the east end of Steveston Highway; a greater sense of openness and afternoon sunlight penetration between buildings along Riverport Way; an increased building separation and feeling of privacy for future residents of both rental buildings.*
- Concern regarding existing special event traffic volume westbound on Steveston Highway and the suggestion to install a traffic light at No. 6 Road. *At this time, the City has no plans to install a traffic light at the No. 6 Road and Steveston Highway intersection, but will continue to monitor traffic volume in the area. Transportation staff have reviewed the proposal and there is capacity in the existing road network to accommodate the proposed 60 rental dwelling units.*
- Concern that residents were not able to access the locked public float at Steveston Highway. *The public float was constructed through the approved Servicing Agreement and was opened this year to the public in July, 2011.*

A further meeting was held on May 16, 2011 for the strata council of the Pier 1 building. The strata council president provided the following comments regarding the proposal:

- Appreciation of proposed concrete and glass building materials and contemporary design for the proposed building at 14000 Riverport Way.
- Advice to carefully consider the location of any coloured glass to avoid impacting views from the building out to the river.
- Appreciation of Steveston Highway completion and provision of street parking along both Riverport Way and Steveston Highway.
- Concern that residents were not able to access the locked public float at Steveston Highway. *See open house comments above.*

Public correspondence has been received from Fraser Lands Planning Area resident, Gabrielle Grun, urging the City to provide sanitary sewer service to the Riverport residents. As noted above, the existing waterfront community and proposed development will be serviced by the private sewage treatment plant for the Riverport Sports and Entertainment Complex. The City has no plans to extend sanitary sewer service in the vicinity.

### **Staff Comments**

#### Project Description

- The applicant proposes approximately 60 market rental apartment housing units with ground level commercial space (approximately 68 m<sup>2</sup>) within a building consisting of a mid-rise and associated parking structure that is partially submerged and partially screened by ground floor spaces of the mid rise building and landscaping.



- The proposed mid rise development also includes outdoor amenity space on the parking structure roof, and ground level indoor amenity space and community meeting space (approximately 83 m<sup>2</sup>).
- The proposed shared parking structure provides for the rental residential, visitor and limited commercial parking needs for both the proposed mid rise building at 14000 Riverport Way and the approved low-rise building under construction at 14088 Riverport Way. Parking for residents is provided on both properties, with limited shared use of the parking on the 14000 Riverport Way lot. Parking for visitors and commercial use is provided on the 14000 Riverport Way lot, with shared use for both lots. Registration of a legal agreement on Title to the lot at 14000 Riverport Way is a requirement of the zoning text amendment to provide the following benefits for the lot at 14088 Riverport Way: access to/egress from the underground parking structure; 15 resident parking spaces; and 16 visitor parking spaces.

## Analysis

### Land Use

- The proposed development complies with the OCP and follows the development pattern for the local waterfront neighbourhood. As noted previously, the subject site is designated in the Specific Land Use Map as 'Limited Mixed-Use'.
- As previously noted, the original site contained contamination and has undergone soil remediation with the phases of development. The remaining subject site is in the process of applying to have the completed soil remediation work cleared to a residential standard. Approval from the Ministry of Environment is a requirement of the zoning text amendment.

### "18.14 Low Rise Apartment (ZLR) – Riverport" Site Specific Zone

- "Low Rise Apartment (ZLR) – Riverport" site specific zoning was tailored for the waterfront community through the approved rezoning (RZ 03-234655), with different criteria for each of the portions of the site identified as Area A, B and C. Changes are needed to the site specific zone to allow for the proposed rental apartment housing building on Area A and to allow for a rental residential parking rate for both Area A and B.

### Proposed Changes:

- Revising the title of the site-specific zone to read "Low to Mid Rise Apartment (ZLR) – Riverport" to accommodate the proposed mid-rise 7-storey rental apartment housing building in Area A (14000 Riverport Way). The four-storey rental and market residential buildings in Areas B (14088 Riverport Way) and C (14100, 14200 & 14300 Riverport Way) are low-rise buildings.
- Allowing apartment housing and associated minor community care facility and home business in Area A.
- Eliminating outdoor storage, which is permitted in Area A only. This use accommodates the originally envisioned mixed-use facility with dry boat storage and is no longer appropriate with rental and market residential uses.



- Increasing the permitted density in Area A from 1.0 to 1.91, provided that the increase is used to provide apartment housing, and an additional 0.1 for amenity and community amenity space. The increase in density is needed for the proposed 60 market rental apartments, limited commercial, indoor amenity and community amenity space. The applicant has demonstrated the feasibility of accommodating the proposed density within the site.
- Decreasing the minimum side yard (East) in Area A from 18.0 m to 8.5 m. This setback is measured from the East property line and exceeds the parking structure setback in the approved 2004 Development Permit.
- Increasing the maximum building height in Area A from 18.0 m to 22.5.
- Including a new site specific parking rate in Area A and Area B for rental apartment housing at a rate of 1.32 parking spaces per rental apartment (1.19 parking spaces per unit after TDMs), provided that the rental use is secured with a legal agreement registered on Title. There is an existing legal agreement registered on Title requiring that any hotel, dormitory or rental buildings be used for that purpose in perpetuity. Discharge and registration of a new legal agreement is a requirement of the zoning text amendment to clarify the rental apartment proposal specifics, location and to update the document to current City standards.
- Deleting the on-site parking and loading requirement to provide 460 on-site parking spaces in total in Areas A, B, and C. This requirement was reduced to 420 parking spaces through the approved Development Permit (DP 04-269797). The current proposal is different from the originally envisioned uses for site A, and the new parking need is identified in the parking analysis prepared by the owner's transportation consultant and accepted by transportation staff. With the proposed 115 parking spaces in Area A, a total of 438 parking spaces is provided in Areas A, B and C.

#### Public Amenities

The following public amenities will be provided as a requirement of the zoning text amendment:

- An additional market rental apartment housing building at 14000 Riverport Way, with limited ground floor non-residential use. In total, two (2) market rental apartment housing buildings will be part of this waterfront community, with the approved rental apartment housing building under construction at 14088 Riverport Way. A legal agreement will be registered on Title to both lots to prohibit strata-titling, subdivision and to secure the rental use in perpetuity. Approximately 140 dwelling units will be provided in total, with 80 dwelling units under construction and an additional 60 dwelling units proposed.
- A 74.3 m<sup>2</sup> (800 ft<sup>2</sup>) meeting room for community use, and associated legal agreement to ensure access and use of the community meeting space for all residents in the waterfront community.
- Voluntarily contribution of \$0.75 per buildable square foot (e.g. \$40,742) to the City's Public Art fund or towards installation of Public Art on-site through participation in the City's Public Art Program. The applicant is investigating opportunities for integrating public artwork into the Riverport Way building façade.
- Statutory Rights-of-Way for utilities and public rights-of-passage over the boulevard and sidewalk at the Steveston Highway and Riverport Way intersection (design and construction of works secured via Servicing Agreement SA 02-218175).



Comparison to Previous Site A Proposal Under Approved Rezoning (RZ 03-234655):

- A 74.3 m<sup>2</sup> (800 ft<sup>2</sup>) meeting room for community use was proposed – this amenity is included in the subject development.
- A dry boat storage shed (30-vessel) for area residents, together with a boat launch and lift facility was proposed – this amenity is no longer proposed. Instead, the owner is proposing to provide market rental apartment housing to address the community need.

Public Amenities Provided Through Approved Rezoning (RZ 03-234655):

- Rights-of-way for public use were secured over all areas not occupied by buildings or private patio, including the public piers and float.
- Rights-of-way were secured for dike public walkway, access and maintenance.
- Road dedication was provided for new road (Riverport Way).
- Land was exchanged at No. 6 Road and Triangle Road and City land along Steveston Highway.
- \$43,615.00 was received for a waterfront walkway in the City-owned lands to the north.
- \$50,000.00 was received for child care.
- \$10,000.00 was received for child care or Public Art.
- A Servicing Agreement was entered into for the following works:
  - a. New frontage road (Riverport Way).
  - b. Steveston Highway improvements across the frontage and extending to Entertainment Boulevard.
  - c. Three (3) public piers, float, Steveston Highway pedestrian plaza, and continuous waterfront walkway, dike maintenance and access improvements.
  - d. Parking area and improvements in the City-owned lands to the north.

Amenity Space

- The proposed development will provide approximately 125.4 m<sup>2</sup> indoor amenity space for the use of the residents, which exceeds the requirements of the OCP (100 m<sup>2</sup>). The proposed indoor amenity space is provided in two (2) ground level meeting rooms, one (1) of which will also be available for community use, as a requirement of the zoning text amendment.
- The proposed development will provide approximately 618 m<sup>2</sup> of outdoor amenity space for the use of the residents, which far exceeds the requirements of the OCP (360 m<sup>2</sup>). The proposed outdoor amenity space is provided at the second level on the roof of the concrete parking structure.

Sustainability Measures for proposed building at 14000 Riverport Way:

- The applicant has identified the following sustainability measures for the development proposal:
  - Densification with addition of market rental apartment housing and supporting limited commercial space in close proximity to local employment opportunities and recreation amenities.



- Landscape design will include indigenous species, similar to previously approved and existing landscape treatment at 14088, 14100, 14200, and 14300 Riverport Way.
  - Water efficient low flow fixtures are proposed with dual flush toilets in residential units.
  - Energy efficiency - high efficiency boiler proposed for general heating for the proposed building; efficient lighting throughout building with automated sensors in parking area; efficient LED lighting in corridors; programmable thermostats in commercial and amenity areas, natural day lighting to reduce the need for artificial lighting; and high efficiency heating, ventilation and air conditioning system.
  - Passive Solar Design - intensive green roof for raised outdoor amenity space courtyard, and high albedo ('white roof') roofing membrane for upper roof to mitigate heat gain/urban heat island effect, 30 – 40% solid insulated wall, 60 – 70 % wall glazed with low-E argon filled double glazed window wall system, and partial shading from projecting slab edges.
  - Air quality – low VOC (volatile organic compound) paints, carpeting, and adhesives.
  - Recycling – secure common area proposed for newsprint, mixed paper, cardboard, container, and organics recycling along with garbage.
  - Alternative forms of transportation – locating market rental apartment housing in close proximity to local employment opportunity; within 200 m of transit service, on-site bicycle storage and proposed transportation demand measures including a bus shelter with pad and special crosswalk.
- The applicant has advised that a geothermal system is not practical for this development.

#### Development Permit

The proposed mid-rise building will be further reviewed through a separate Development Permit application process as a requirement of the zoning text amendment. The review process will consider:

- Detailed Architectural design, with consideration given to relationship with: Steveston Highway terminus and streetscape; Riverport Way streetscape, the waterfront dike walkway, neighbouring waterfront community buildings to northeast, and incorporation of Public Art.
- Landscape design for this vacant lot. There are no existing trees on the property.
- Outdoor amenity space programming.
- Accessibility and aging in place measures.
- Principles of Crime Prevention Through Environmental Design (CPTED).
- Acoustic and Mechanical engineering report design recommendations ensure nearby industrial, commercial and rail noise potential is appropriately taken into consideration.
- Provision of off-street parking. A parking rate of 1.19 parking spaces per rental apartment is proposed, which complies with the proposed zoning bylaw amendments and the permitted reduction based on the owner's commitment to implement the Transportation Demand Management (TDM) strategy supported by Transportation staff. The proposed TDM strategy includes:



- Voluntary contribution towards a bus shelter and bus pad at the existing bus stop at Steveston Highway and Entertainment Boulevard (\$25,000), and
- Voluntary contribution towards a special crosswalk on Steveston Highway at Entertainment Boulevard with wheelchair ramps (\$45,000).
- Garbage and recycling storage and collection.

#### Legal Agreements

- Discharge of existing dormitory, hotel and rental use in perpetuity covenant is required for both the 14000 and 14088 Riverport Way lots (BV459923).
- Registration of a Housing Agreement is required for both the 14000 and 14088 Riverport Way lots to secure residential market rental use in perpetuity, with the exception of other permitted uses at the ground floor level of 14000 Riverport Way, and prohibiting subdivision or strata-titling (consolidation is permitted).
- Discharge of existing offsite parking agreement covenants, easement, and priority agreements is required for both the 14000 and 14088 Riverport Way lots for access to/from the underground parking structure at 14088 Riverport Way via the access ramp at 14000 Riverport Way and securing 43 off-site parking spaces at 14000 Riverport Way for the exclusive use of 14088 Riverport Way (BB1703862 through to BB1703867).
- Registration of a legal agreement(s) is required for the 14000 Riverport Way lot to secure for the benefit of 14088 Riverport Way:
  - a. 15 resident off-site parking spaces, 24 hours a day, 7 days a week.
  - b. 16 visitor off-site parking spaces, 24 hours a day, 7 days a week.
  - c. Vehicle access to/from the underground parking structure at 14088 Riverport Way, and to/from the secured off-site parking spaces at 14000 Riverport Way.
- Registration of a legal agreement is required for the 14088 Riverport Way lot to allow access/egress of pedestrians to/from the underground parking northeast exit stairwell on the 14000 Riverport Way lot.
- The granting of Statutory Right-of-Ways for Public-Rights-of-Passage and utilities purposes is required over the 14000 Riverport Way lot for the boulevard and sidewalk at the southwest corner (design and construction of works secured via SA 02-218175).
- Discharge of existing noise covenant is required for the 14000 Riverport Way lot (BV459921).



- Registration of a Noise Sensitive Use Restrictive Covenant is required for the 14000 Riverport Way lot to ensure mitigation of industrial and railway noise potential (branch line) is incorporated into dwelling unit design and construction to achieve the following:

- a. Indoor sound level criteria (with doors and windows closed):

Portion of Dwelling Unit	Maximum Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

- b. Indoor thermal comfort standard (with doors and windows closed throughout all seasons): ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy"

- Registration of a Dike Maintenance Agreement (DMA) is required for the 14000 Riverport Way lot, including:

- a. A provision for structures to encroach within the minimum 7.5 m setback from the dike right-of-way (flood plain designation and protection Bylaw 8204). The structures shall be for the purpose of habitable space, parking, vehicle and pedestrian circulation, and subsurface structure(s) that have been engineered to support a future raised dike. The Owner shall be solely responsible for liability and maintenance of encroachments to the City's satisfaction. The Owner shall be responsible at the Owner's cost to maintain structure(s) or reinstate dike toe approved by the Province.
- b. The provision of an Engineering Report with specifications to the satisfaction of the City, as an attachment to the DMA, and if required, addressed to the City. The report should address all aspects of the development that have the potential to adversely impact the dike. Aspects should include but not be limited to:
  - i) Structural Building Integrity: all structures will be designed to accommodate a future dike height of 5.5 m plus dike maintenance vehicle loading (H20).
  - ii) Inspection and Maintenance Schedule of Structural Elements: for use by future owners, this will provide a recommended schedule of inspection and maintenance requirements for all structures that interact with the dike.
  - iii) Building Drainage: detail how any proposed drainage system will operate such that they will not negatively impact the dike or the storm sewer system.
  - iv) Construction Methodology: detail construction activities/methodologies that will be used and how they may impact the dike.
- c. The provision of a statutory right-of-way (SRW) agreement granting the City permission and access to maintain or remove encroaching structures.
- d. A provision that the Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dike.



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RZ 11-565675

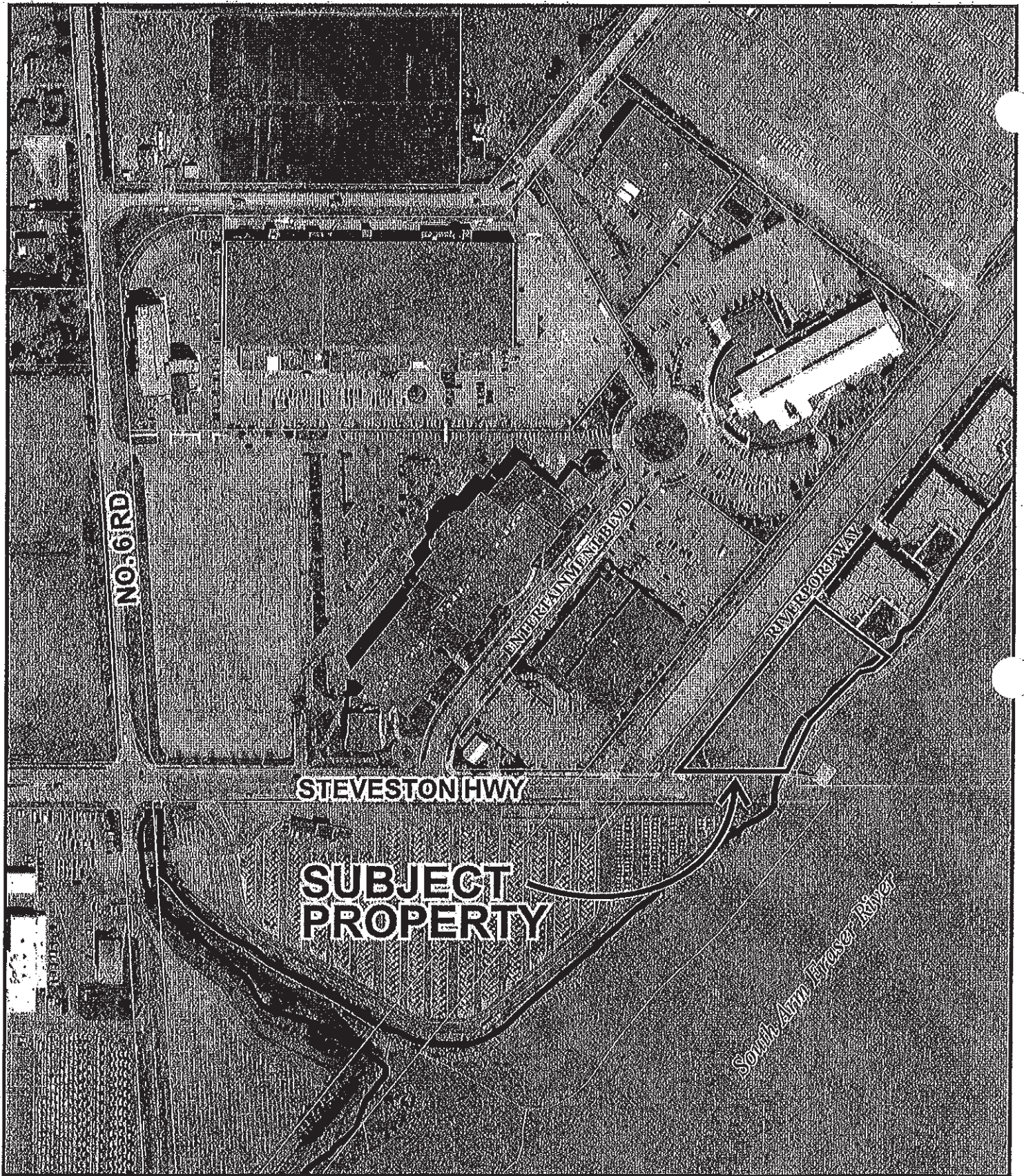
Original Date: 03/02/11

Revision Date:

Note: Dimensions are in METRES

PH - 110





RZ 11-565675

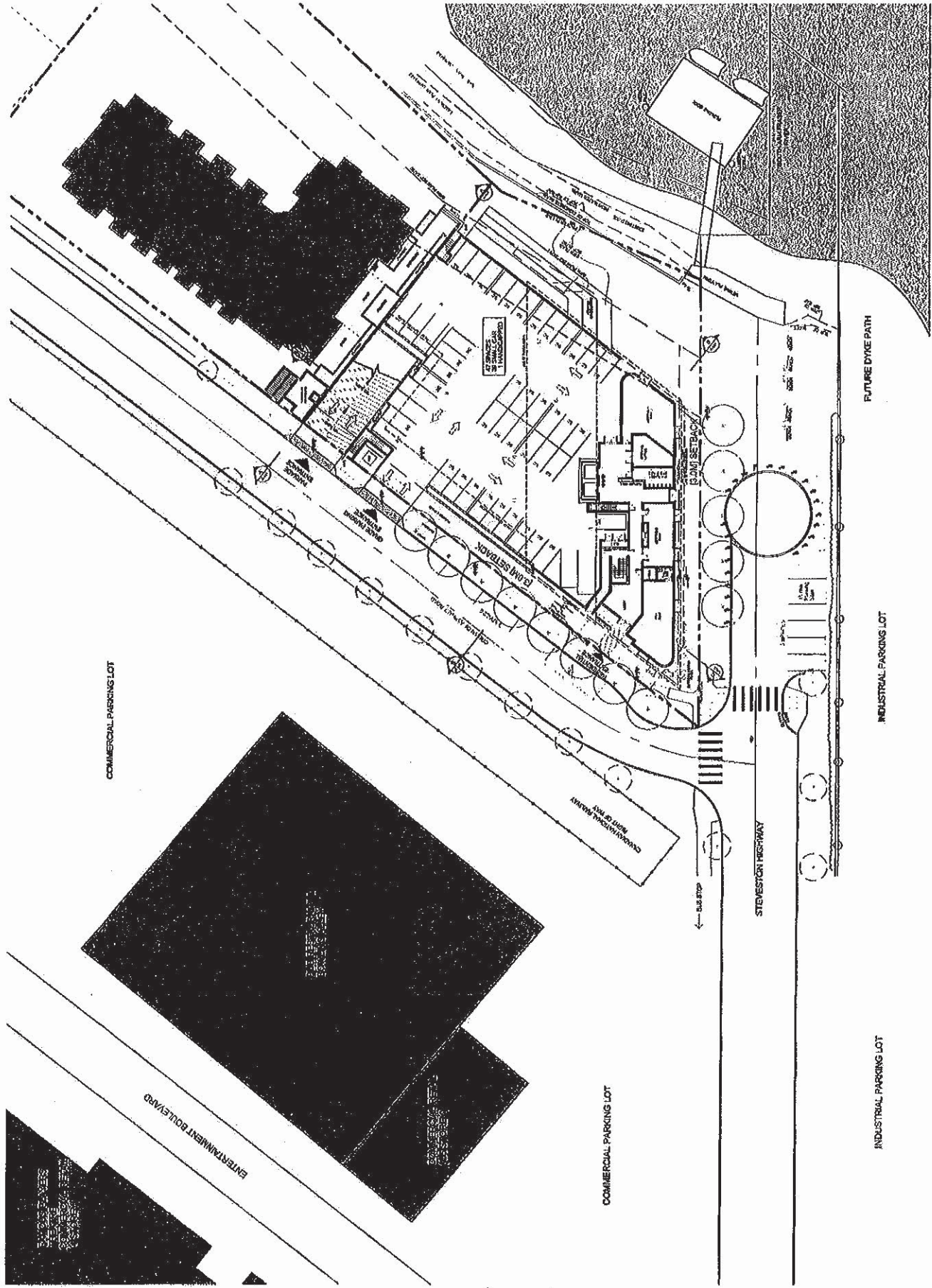
Original Date: 03/02/11

Revision Date:

Note: Dimensions are in METRES  
PH - 110







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14,000 Riverport Way  
 Richmond, BC  
 Legacy Park  
 Lands Ltd

SITE PLAN  
 SHEET 1  
 1:1000  
 1/2" = 1'

A-101  
 SITE PLAN

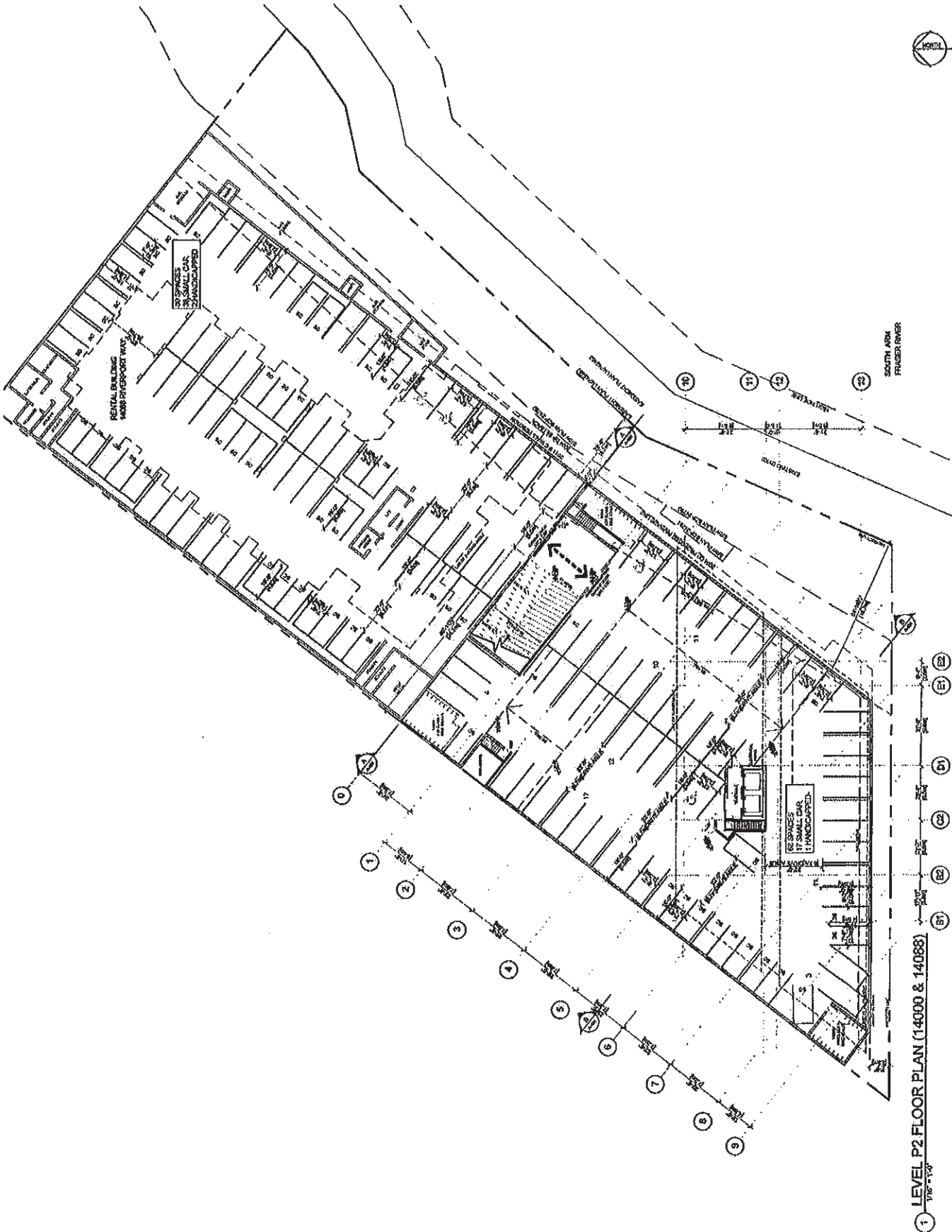








Notes: This plan shall include all dimensions and dimensions to allow for a minimum property line width of 10 feet.  
 Notes: For a complete list of dimensions, see the site plan.  
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1 LEVEL P2 FLOOR PLAN (14000 & 14088)

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Note: This plan includes 1200 square foot of space for a single property line at the north of the site.  
 Note: Floor Control Level 3.0m  
 Note: EASEMENT TO THE PROVISIONS WITH 2 sets per 100 sq. ft. of space.  
 Note: EASEMENT TO THE PROVISIONS WITH 2 sets per 100 sq. ft. of space.  
 Note: EASEMENT TO THE PROVISIONS WITH 2 sets per 100 sq. ft. of space.

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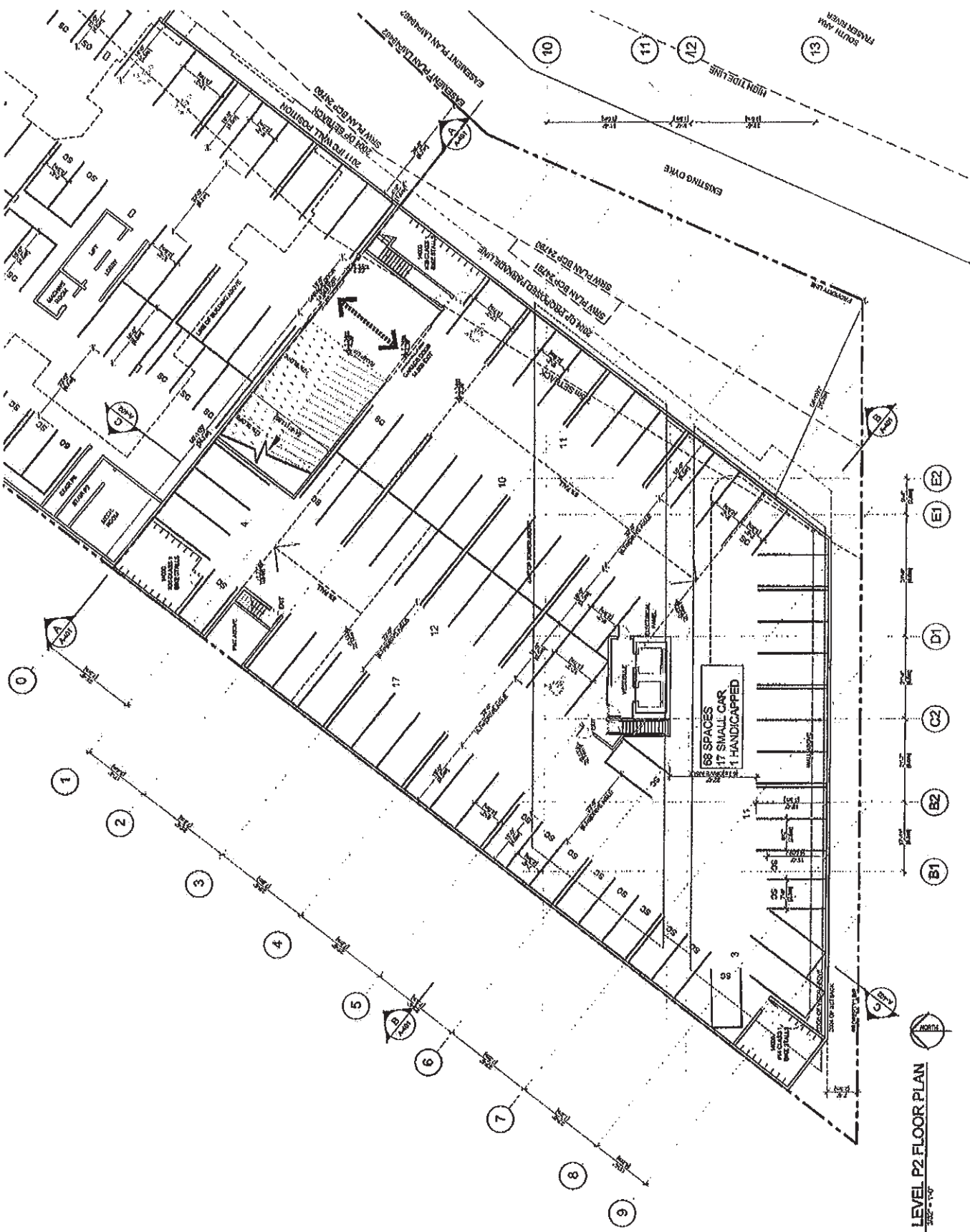
14,000 Riverport Way  
 Richmond, BC

LEGACY PARK  
 LANDS LTD

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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LEVEL P2 FLOOR PLAN

A-201





Note: Site plan retained 0.25 degree diagonals to allow for a straight property line at the south of the site.

Note: Flood Control Level 5.0m

Note: Each floor will be provided with 2 exits per 1000 sq. ft. of floor area.

Note: Exit travel distances will be limited to a maximum of 60m per Chapter 9.02.04 of the Building Code and the fire code.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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**Project: Cedar**

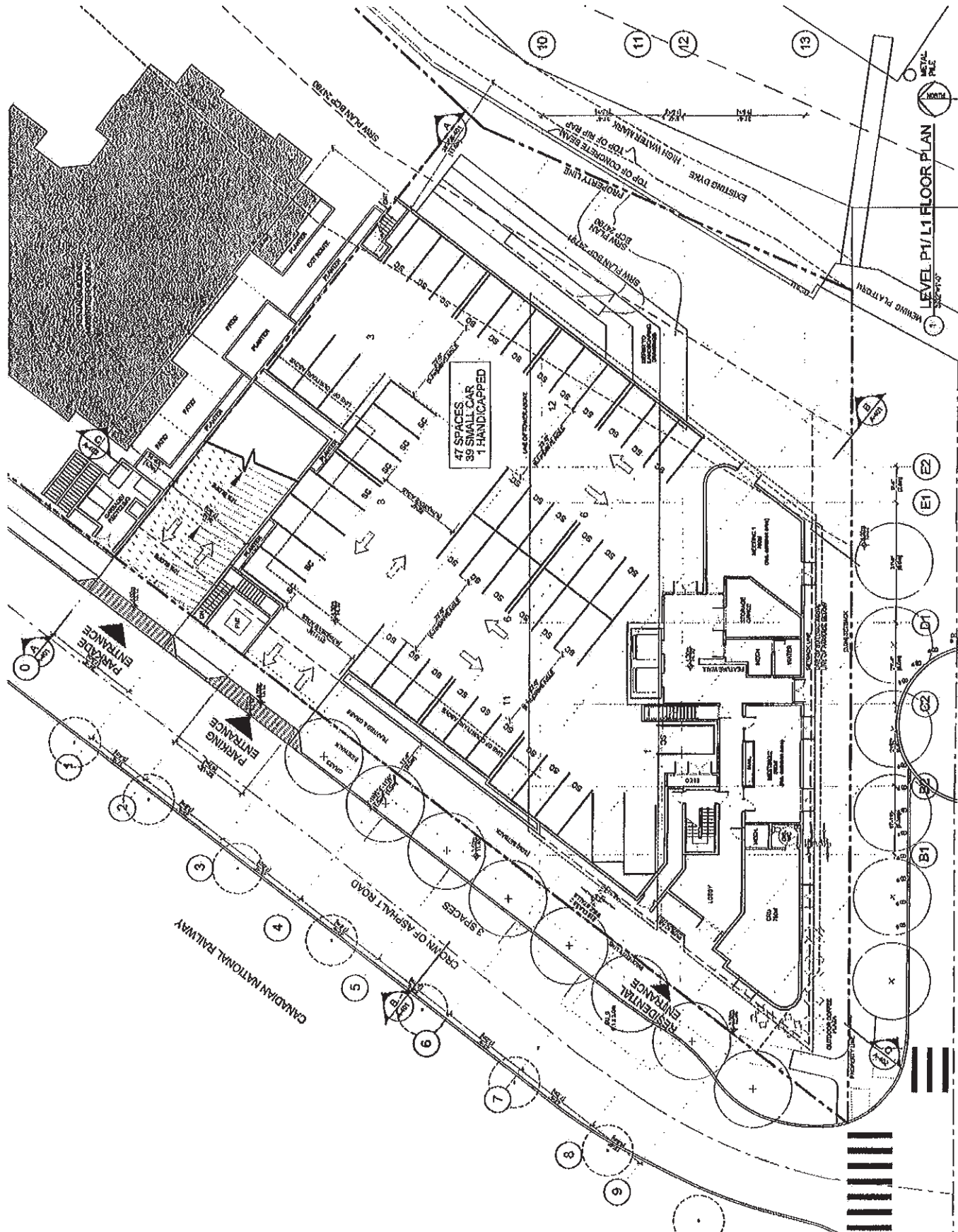
14,000 Riverport Way  
Richmond, BC

**LEGACY PARK  
LANDS LTD**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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FLOOR PLAN  
LEVEL L1 / P1

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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LEVEL P1/L1 FLOOR PLAN

Note: See plan notes D.03 regarding disclosure to follow for a slight property line at the south of the site.  
 Note: Flood Control Level 3.0m  
 Note: Each floor will be completed with 2 units per  
 Note: 200 level. Disclosure will be subject to a maximum of 1500 sq. ft. (1500 sq. ft.) (1500 sq. ft.) (1500 sq. ft.)  
 portions of contents will not exceed 100.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	12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Notes: The plan is intended to show the approximate location of the building. It is not intended to show the exact location of the building. The building is shown in a shaded area. The building is shown in a shaded area. The building is shown in a shaded area.

Notes: The plan is intended to show the approximate location of the building. It is not intended to show the exact location of the building. The building is shown in a shaded area. The building is shown in a shaded area. The building is shown in a shaded area.

Notes: The plan is intended to show the approximate location of the building. It is not intended to show the exact location of the building. The building is shown in a shaded area. The building is shown in a shaded area. The building is shown in a shaded area.

Notes: The plan is intended to show the approximate location of the building. It is not intended to show the exact location of the building. The building is shown in a shaded area. The building is shown in a shaded area. The building is shown in a shaded area.

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Architectural drawing of a roof plan for a building. The plan shows a large rectangular structure with a complex internal layout, including a central area labeled "RIVERPORT WAY" and a section labeled "STEVESTON HIGHWAY". The drawing includes a grid system with numbers 0 through 9 along the bottom edge and 10 through 13 along the right edge. Key features include a "PH 420" label, a "STEVESTON HIGHWAY" label, and a "RIVERPORT WAY" label. The drawing is oriented with North at the top, indicated by a north arrow in the upper right corner. The plan shows various structural elements, including walls, doors, and windows, and includes dimensions and annotations for construction.

[illegible]

**Patrick Cotter**

14,000 Riverport Way  
Richmond, BC

LEGACY PARK  
LANDS LTD

[illegible]

### ROOF PLAN



ROOF PLAN

1/4" = 1'-0"

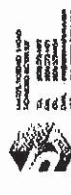
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14,000 Riverport Way  
Richmond, BC

LEGACY PARK  
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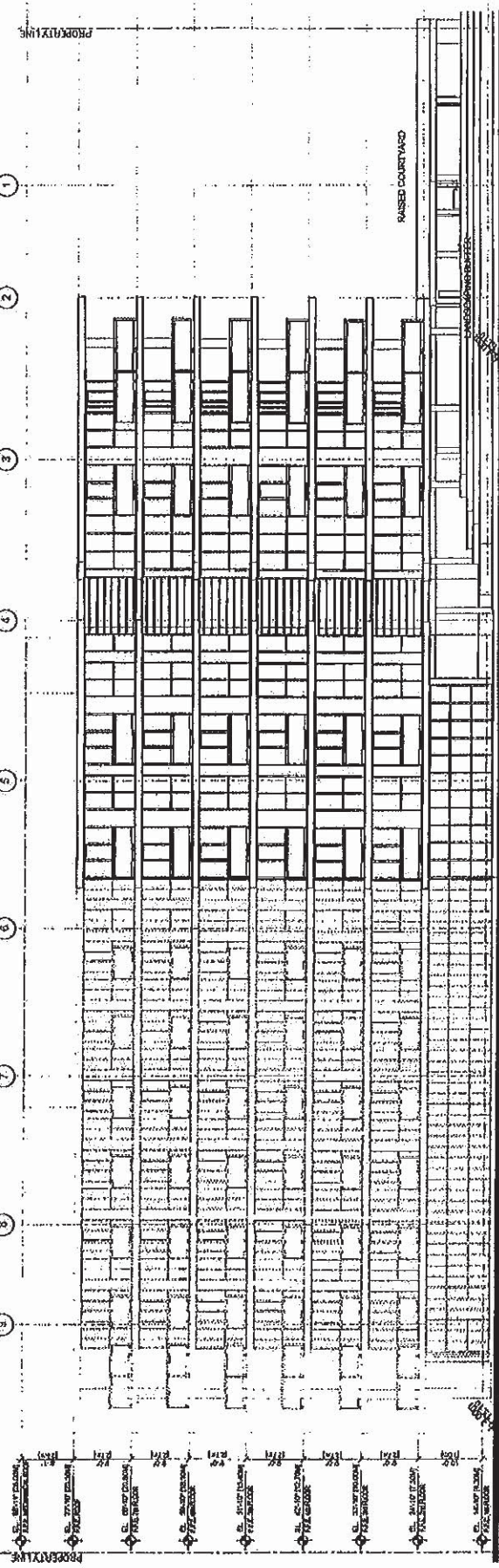
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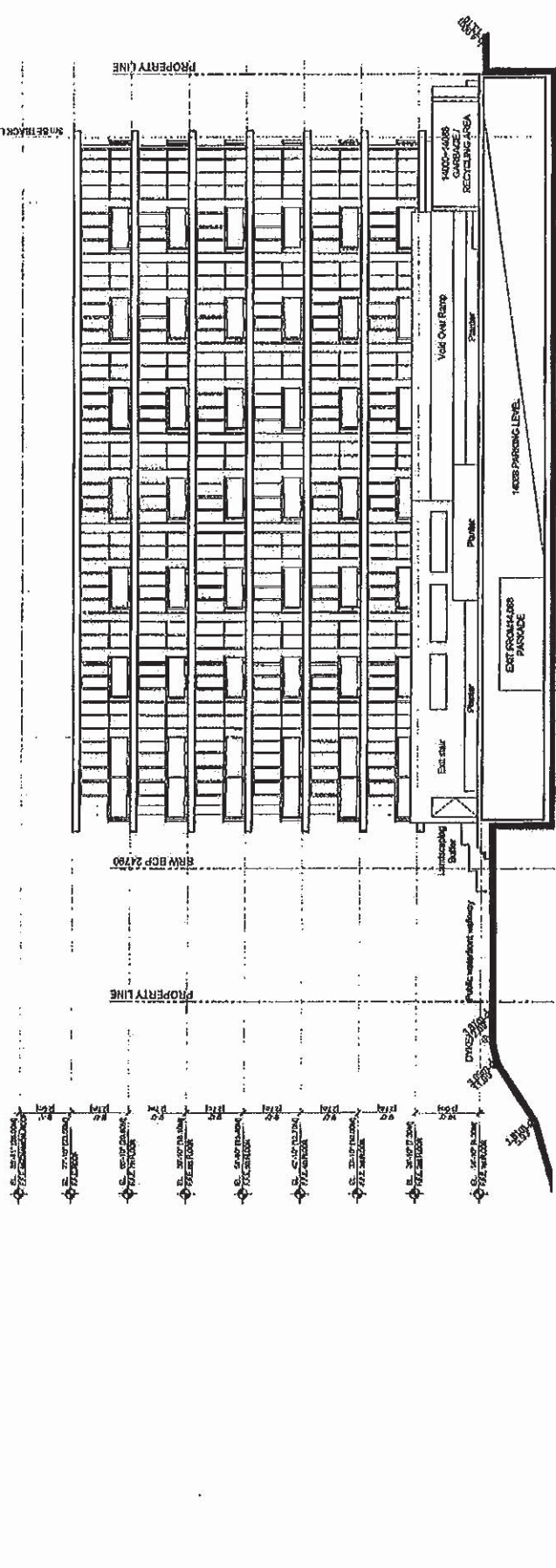
BUILDING ELEVATIONS

A-302a

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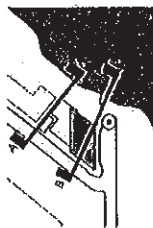


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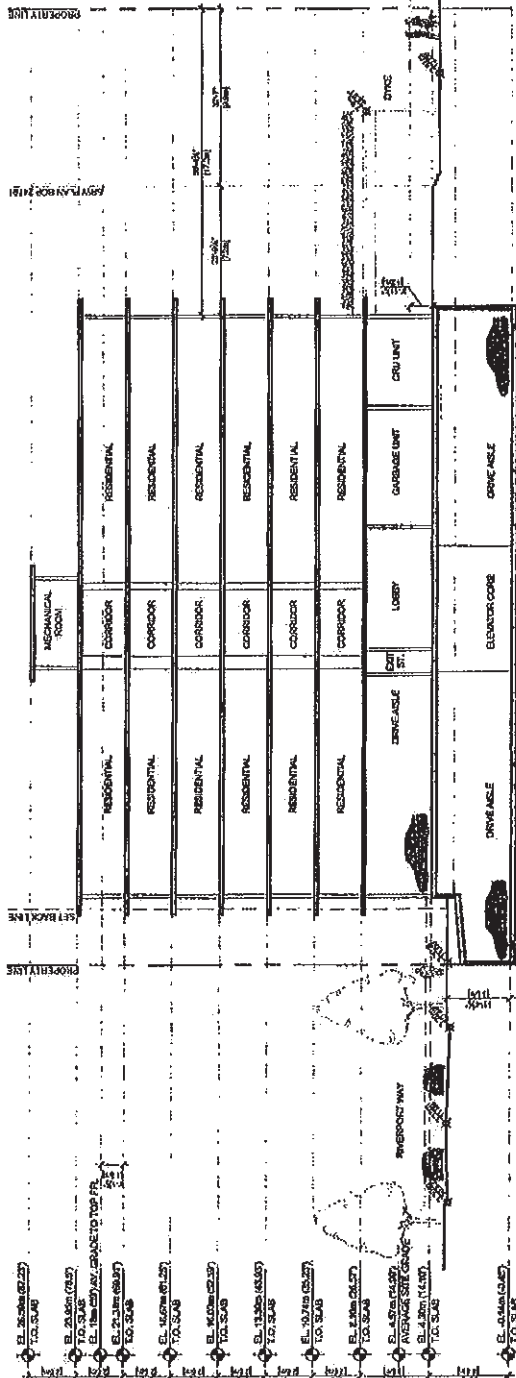


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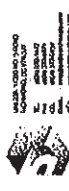


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**SECTION BB**

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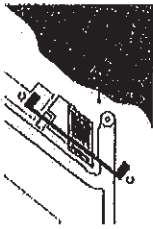
14,000 Riverport Way  
Richmond, BC

LEGACY PARK  
LANDS LTD

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BUILDING SECTIONS

CLASSIC NO. **A-401** 25



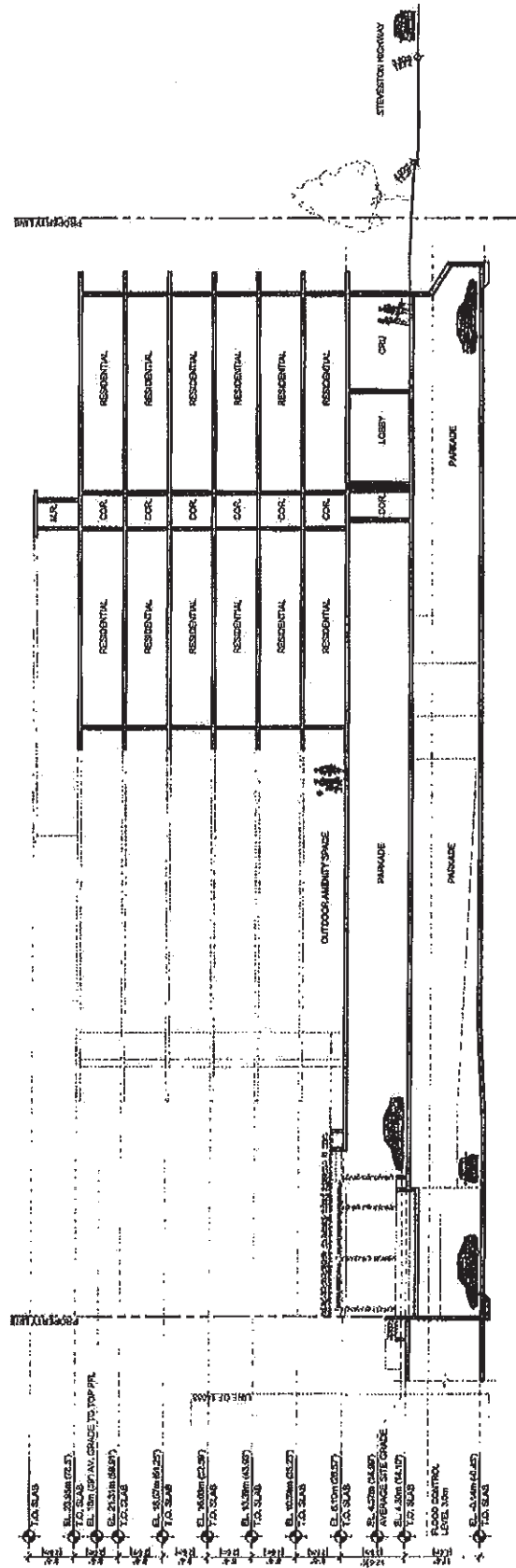
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**Park & Co.**
  
 14,000 Riverport Way
   
 Richmond, SC

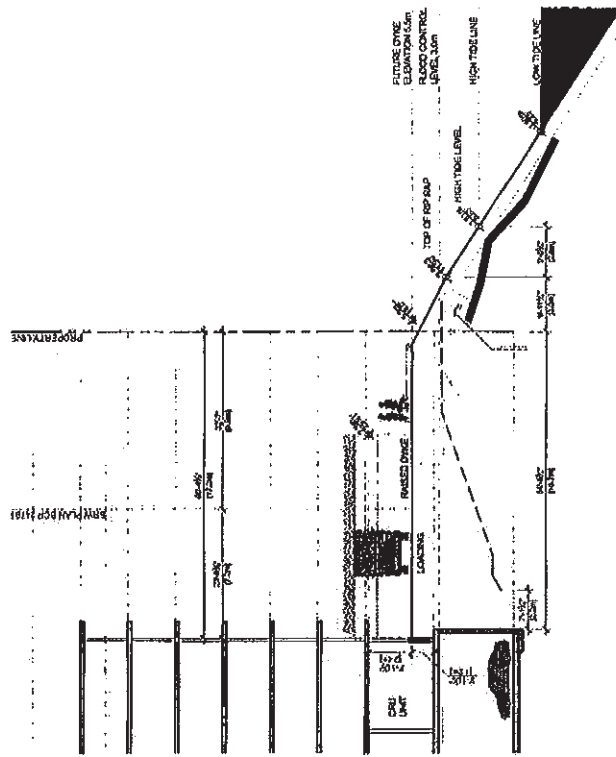
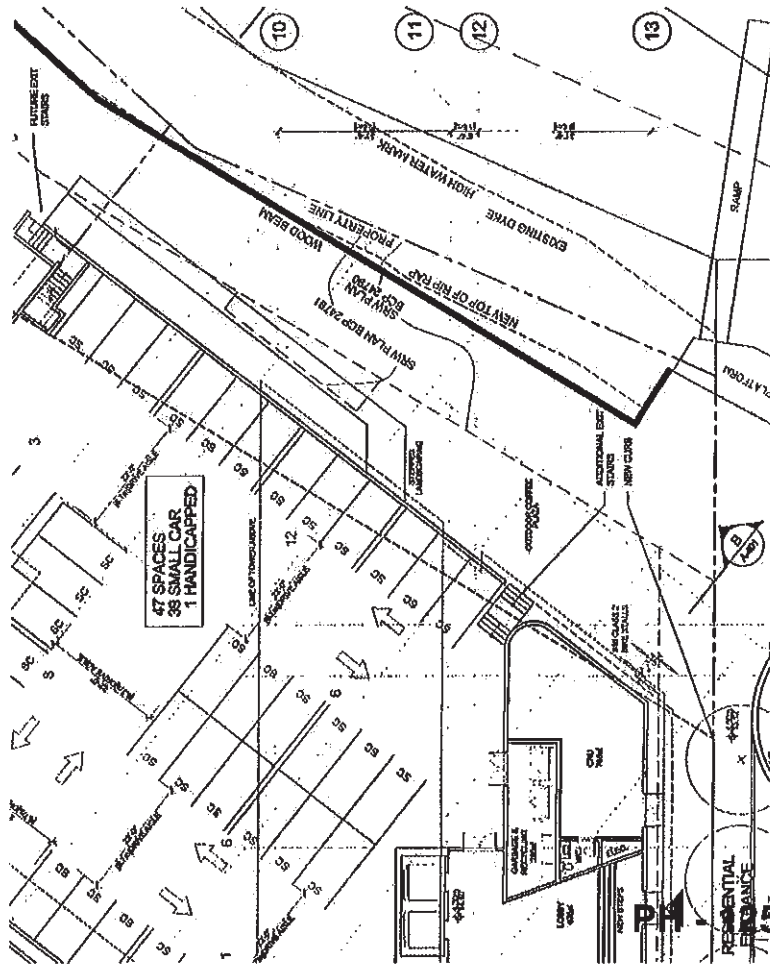
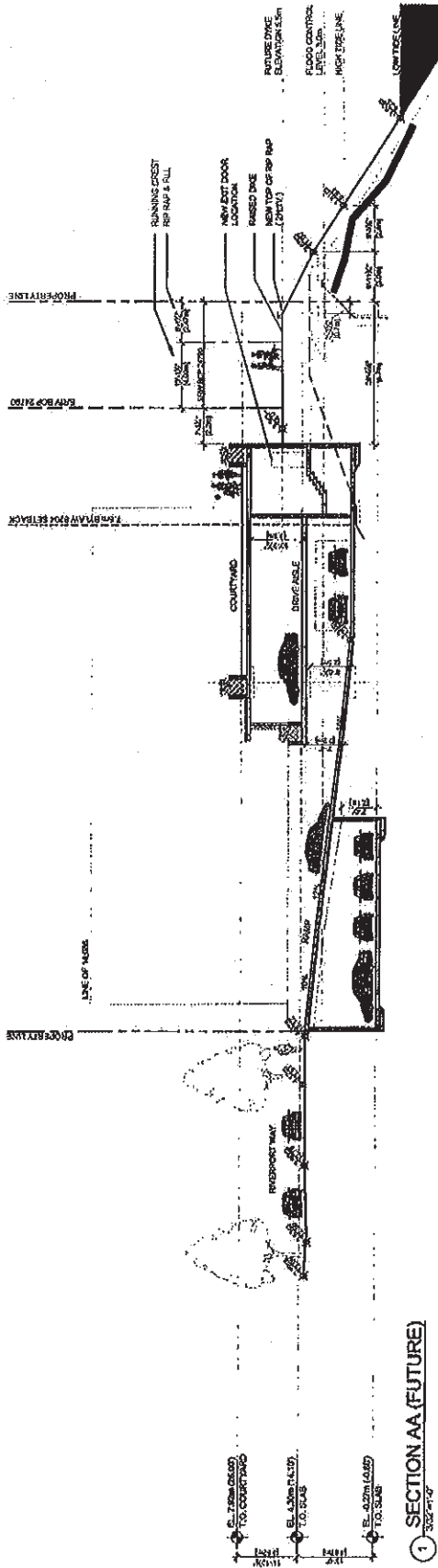
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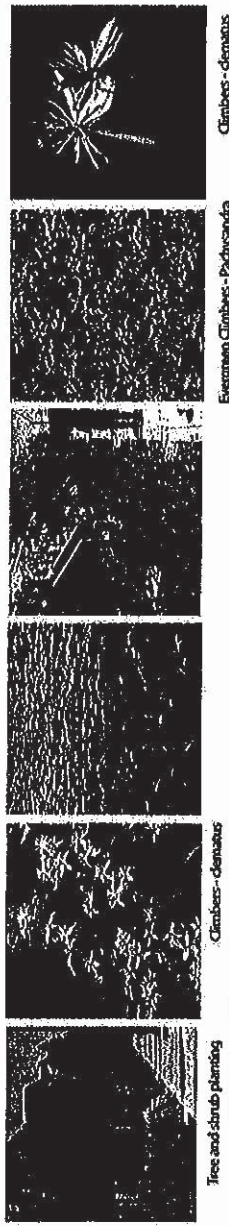






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# 14000 Riverport, Richmond



Tree and shrub planting  
Climbers - dense  
Climbers - dense  
Climbers - dense  
Climbers - dense

## PLANTING FOR 'SCREENING'

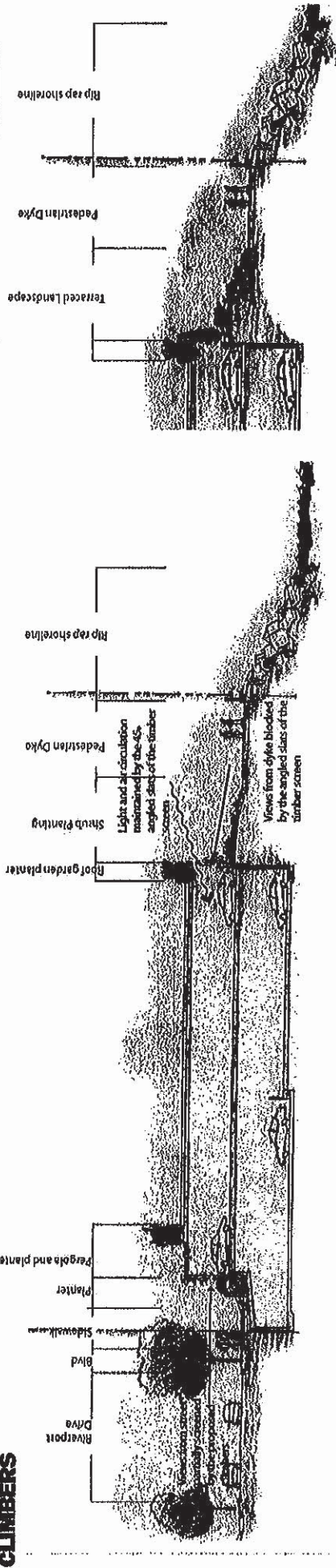


Pergola design  
Galvanized wires to support climbing plants  
Vertical slats, large gaps  
Vertical slat, sculptural forms  
Horizontal slats  
Sketch of proposed angled slats  
Horizontal slats, small gaps

## PERGOLA DETAIL AND WIRES FOR CLIMBERS

## EXAMPLES OF ALUMINUM SCREENS

## EXAMPLES OF TIMBER SCREENS



CROSS SECTION - OPTION A CROSS SECTION - OPTION B

## SKETCH IDEAS

## SCREEN WALL PRECEDENTS

August 2nd, 2011



**City of Richmond**

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

## Development Application Data Sheet

**ZT 11-565675**

 Address: New Building Proposal at 14000 Riverport Way

 Applicant: Patrick Cotter Architect Inc.

 Planning Area(s): Fraser Lands

14000 Riverport Way	Existing	Proposed
<b>Owner:</b>	Legacy Park Lands Limited	No change
<b>Site Size (m<sup>2</sup>):</b>	2,642.3 m <sup>2</sup>	No change
<b>Land Uses:</b>	Vacant	Market rental apartment housing, community amenity and commercial
<b>OCP Designation:</b>	Limited Mixed Use	No change
<b>Zoning:</b>	Low Rise Apartment (ZLR) – Riverport	Text Amendment
<b>Number of Units:</b>	Vacant	60 market rental apartments 68.3 m <sup>2</sup> CRU 83.6 m <sup>2</sup> community meeting space

Area A (14000 Riverport Way)	Requirement	Proposed	Variance
<b>Floor Area Ratio:</b>	Max. 1.91 & Max. 0.1 amenity	1.91 0.05	None permitted
<b>Lot Coverage – Building:</b>	Max. 46%	Approx. 33%	None
<b>Setbacks:</b> Steveston Highway Riverport Way Side yard (East) Rear yard (North)	Min. 1 m Min. 2 m Min. 8.5 m n/a	2.3 m to 3.7 m 0 m to 3.7 m 8.5 to 16.7 m 0 m	None
<b>Height (m):</b>	Max. 22.5 m	22.5 m	None
<b>Off-street Parking Spaces –</b> Resident Visitor Commercial Accessible 14088 Riverport Way <b>Total</b>	After TDMs 72 12 (3) (2) 31 <b>115</b>	After TDMs 72 12 (Visitor Spaces) (2) 31 <b>115</b>	None
<b>Small Car Parking Spaces:</b>	Max. 50%	49% (56 Spaces)	None
<b>Amenity Space – Indoor:</b>	Min. 100 m <sup>2</sup>	125.4 m <sup>2</sup>	None
<b>Amenity Space – Outdoor:</b>	Min. 360 m <sup>2</sup>	617.8 m <sup>2</sup>	None

**Chronology of Previous Development Applications at Waterstone Pier**  
 (14000, 14088, 14100, 14200 & 14300 Riverport Way, formerly 14791 Steveston Highway)

Year	Application No.	Description and Status
1997	RZ 97-117077	<ul style="list-style-type: none"> <li>The property was rezoned to "Athletics and Entertainment (AE)" from "Light Industrial District (I2)".</li> </ul>
1998	SD 97-122612	<ul style="list-style-type: none"> <li>The City and Legacy Park Lands Ltd. completed a subdivision and land exchange to create development site, for dyking and to provide access to City lands to north.</li> </ul>
1998	DP 97-122639	<ul style="list-style-type: none"> <li>A Development Permit was issued to allow the subdivision provided that identified ESA's in the eastern portion of the area and on parts of the shoreline were preserved.</li> </ul>
2000	DP 99-170431	<ul style="list-style-type: none"> <li>A Development Permit was issued for a concert hall.</li> <li>The Development Permit lapsed on January 24, 2002.</li> </ul>
2002	RZ 02-199268	<ul style="list-style-type: none"> <li>A Rezoning and Official Community Plan amendment was submitted for a mixed-use development consisting of rental housing, condominiums, dormitories, commercial use and recreational facilities.</li> <li>The bylaws 7370 &amp; 7371 had Public Hearing and Third Reading on June 17, 2002.</li> <li>The GVRD rejected the OCP amendment to the Regional Context Statement on October 29, 2002.</li> <li>The proposal was reviewed and refined. The bylaws were abandoned on June 23, 2003.</li> </ul>
2003	RZ 03-234665	<ul style="list-style-type: none"> <li>A Rezoning and Official Community Plan amendment was approved for a mixed-use development consisting of rental housing, condominiums, dormitories, commercial use and recreational facilities in 5 buildings.</li> <li>The previous Rezoning application was similar.</li> </ul>
2004	DP 04-269797	<ul style="list-style-type: none"> <li>A Development Permit was issued for 3 market residential buildings (14100, 14200 &amp; 14300 Riverport Way) and 1 rental residential building (14088 Riverport Way).</li> <li>The design of the rental residential building (14088 Riverport Way) was amended through General Compliance in 2010.</li> </ul>
2005	SD 03-246840	<ul style="list-style-type: none"> <li>A subdivision was completed to create Riverport Way and 3 development parcels (14000, 14088 and 14100/14200/14300 Riverport Way).</li> </ul>
2005	SA 02-218175	<ul style="list-style-type: none"> <li>A Servicing Agreement was executed for the design and construction of: Riverport Way; Steveston Highway; riverfront plaza, piers and float; dike roadway, walkway and improvements; and parking and walkway in the City lands to north.</li> <li>A large proportion of the works are constructed and under maintenance. Temporary frontage improvements need to be replaced with permanent works adjacent to the remaining undeveloped lot at 14000 Riverport Way.</li> </ul>
2011	ZT 11-686675	<ul style="list-style-type: none"> <li>Current rental residential proposal submitted for consideration.</li> </ul>



**Zoning Text Amendment Considerations  
14000 & 14088 Riverport Way  
ZT 11-565675**

Prior to final adoption of Zoning Text Amendment Bylaw 8811, the developer is required to complete the following:

1. Discharge existing perpetuity covenant registered on title of both the 14000 & 14088 Riverport Way lots (BV459923).
2. Registration of a site specific Housing Agreement on title of both the 14000 & 14088 Riverport Way lots to secure 140 market rental apartment housing units, the combined habitable floor area of which shall comprise all of the subject development's total residential building area (based on the total permitted residential FAR), with the exception of other permitted uses at the ground floor level of 14000 Riverport Way, and prohibiting subdivision or strata-titling (consolidation is permitted). Occupants of the market rental apartment housing units shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on that property. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Property	Number of Units	Total Residential Floor Area
14000 Riverport Way	60	Approx. 4,966.2 m <sup>2</sup>
14088 Riverport Way	80	Approx. 4,489.5 m <sup>2</sup>
Total	140	Approx. 9,455.7 m <sup>2</sup>

3. Registration of a legal agreement on title of the 14000 Riverport Way lot to secure a meeting room for community use (min. 74.3 m<sup>2</sup> room area) to benefit the 14000 & 14088 Riverport Way lots and strata plan BCS1965 (14100, 14200 & 14300 Riverport Way).
4. Discharge existing offsite parking agreement covenants, easement, and priority agreements registered on title of both the 14000 & 14088 Riverport Way lots for access to/from the underground parking structure and securing 43 off-site parking spaces (BB1703862 through to BB1703867).
5. Registration of a legal agreement on title of the 14000 Riverport Way lot to secure:
  - a. Vehicle access to/from the underground parking structure for the 14088 Riverport Way lot.
  - b. 15 resident parking spaces, 24 hours a day, 7 days a week, for the 14088 Riverport Way lot.
  - c. 16 visitor parking spaces, 24 hours a day, 7 days a week, for the 14088 Riverport Way lot.
6. Registration of a legal agreement on title of the 14088 Riverport Way lot to allow access/egress of pedestrians to/from the underground parking northeast exit stairwell on the 14000 Riverport Way lot.
7. The granting of a Statutory Right-of-Way for Public-Rights-of-Passage purposes on title of the 14000 Riverport Way lot for the boulevard and sidewalk at the southwest corner (design and construction of works secured via SA 02-218175).
8. The granting of a Statutory Right-of-Way for utilities purposes on title of the 14000 Riverport Way lot for the boulevard and sidewalk at the southwest corner (design and construction of works secured via SA 02-218175).
9. Discharge existing noise covenant registered on title of the 14000 Riverport Way lot (BV459921).

10. Registration of a Noise Sensitive Use Restrictive Covenant on Title of the 14000 Riverport Way lot to ensure mitigation of industrial and railway noise potential (branch line) is incorporated into dwelling unit design and construction to achieve the following:

- a. indoor sound level criteria (with doors and windows closed):

Portion of Dwelling Unit	Maximum Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

- b. indoor thermal comfort standard (with doors and windows closed throughout all seasons): ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy"

11. Registration of a Dike Maintenance Agreement (DMA) on title of the 14000 Riverport Way lot, including:

- a. A provision for structures to encroach within the minimum 7.5 m setback from the dike right-of-way (flood plain designation and protection Bylaw 8204). The structures shall be for the purpose of habitable space, parking, vehicle and pedestrian circulation, and subsurface structure(s) that have been engineered to support a future raised dike. The Owner shall be solely responsible for liability and maintenance of encroachments to the City's satisfaction. The Owner shall be responsible at the Owner's cost to maintain structure(s) or reinstate dike toe approved by the Province.
- b. The provision of an Engineering Report with specifications to the satisfaction of the City, as an attachment to the DMA, and if required, addressed to the City. The report should address all aspects of the development that have the potential to adversely impact the dike. Aspects should include but not be limited to:

- i. Structural Building Integrity: all structures will be designed to accommodate a future dike height of 5.5m (note: all elevations are based on the City's HPN benchmark datum) plus dike maintenance vehicle loading (H20).
- ii. Inspection and Maintenance Schedule of Structural Elements: for use by future owners, this will provide a recommended schedule of inspection and maintenance requirements for all structures that interact with the dike.
- iii. Building Drainage: detail how any proposed drainage system will operate such that they will not negatively impact the dike or the storm sewer system.
- iv. Construction Methodology: detail construction activities/methodologies that will be used and how they may impact the dike.

- c. The provision of a statutory right-of-way (SRW) agreement granting the City permission and access to maintain or remove encroaching structures.
- d. A provision that the Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dike.

12. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$40,742) to the City's public art fund or towards installation of Public Art onsite through participation in the City's Public Art Program.

13. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

14. Ministry of Environment approval, in a form acceptable to the Director of Development.

15. Provincial Dike Authority approval, in a form acceptable to the Director of Engineering.



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

- Finalize parking layout and Transportation Demand Measures (TDMs), which include:
  - a. Voluntary contribution towards a bus shelter and bus pad at the existing bus stop at Steveston Highway and Entertainment Boulevard (\$25,000), and
  - b. Voluntary contribution towards a special crosswalk on Steveston Highway at Entertainment Boulevard with wheelchair ramps (\$45,000).
- Submission of a Title summary report of existing charges on Title, with lawyer's assessment recommendations on whether charges/modifications/discharges are required to achieve the development proposal.

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

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Registration of a geotechnical/subsidence covenant on title to the lands, if needed.
- Registration of an alternative solution (Building Code equivalency) covenant on title to the lands, if needed.
- Obtain a separate 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.

**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.

Signed copy on file

Signed \_\_\_\_\_

Date \_\_\_\_\_



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8811 (ZT 11-565675)  
14000 AND 14088 RIVERPORT WAY**

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

- 1) Richmond Zoning Bylaw 8500 is amended by:
  - a) Amending the title of the site specific zone to read "18.14 Low to Mid Rise Apartment (ZLR14) – Riverport"
  - b) Amending 18.14.1 (Purpose) to read "The zone provides for medium density, low to mid rise apartment housing, rental apartment housing, and limited commercial uses in the Riverport area."
  - c) Amending 18.14.2 (Permitted Uses) and 18.14.11.1 (Other Regulations) to delete reference to "outdoor storage"
  - d) Amending Section 18.14.4 (Permitted Density) by inserting:
    - "18.14.4.3      The maximum floor area ratio for Area A is increased by an additional 0.1 floor area ratio provided that it is entirely used to accommodate amenity space or community amenity space.
    - 18.14.4.4      Notwithstanding Section 18.14.4.2, the reference to "1.0" is increased to a higher density of "1.91" if prior to the first occupancy of the building, the owner:
      - a)      provides in the building rental apartment housing units and the combined habitable space of the total number of rental apartment housing units would comprise at least 50% of the total building area; and
      - b)      enters into a housing agreement with respect to the rental apartment housing units and registers the housing agreement against the title to the lot, and files a notice in the Land Title Office."
  - e) Amending clause 18.14.6.2.a (Minimum side yard) to read "Area A: 8.5 m for buildings and accessory buildings; 1.0 m for accessory structures;"
  - f) Amending 18.14.7.1.a (Permitted Heights) to read "Area A: 22.5 m;"



- g) Amending clause 18.14.10.1 (On-site Parking & Loading) to read "On-site vehicle and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:

In the areas identified as Area "A" and Area "B" in Diagram 1 in Section 18.4.4.1

- a) On-site parking shall be provided at the rate of:

Residential Use	Minimum Number of Parking Spaces Required per Dwelling Unit	
	For Residents	For Visitors
Rental housing, apartment	1.32	0.2"

- h) Deleting clause 18.14.10.2 (On-Site Parking & Loading)
- i) Deleting clause 18.14.11.3 (Other Regulations)
- j) Amending clause 18.14.11 (Other Regulations) by inserting:

"18.14.11.3 The following uses are only permitted within the area identified as Area "A" in Diagram 1 in Section 18.14.4.1, if any apartment housing use is limited to rental only and is secured by a housing agreement registered against the title to the lot in the Land Title Office:

- a) housing, apartment;
- b) community care facility, minor; and
- c) home business"

18.14.11.4 For the purposes of this zone only, a housing agreement means an agreement in a form satisfactory to the City that restricts the occupancy of the dwelling unit to rental tenure."

- 2) This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8811".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 26 2011

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

MAYOR

CORPORATE OFFICER 133







# City of Richmond

## Memorandum

Planning and Development Department  
Development Applications

**To:** Mayor and Councillors  
**From:** Brian J. Jackson, Director of Development  
Dena Kae Beno, Affordable Housing Coordinator  
**Date:** October 6, 2011  
**File:** RZ 11-565675  
**Re:** **Mixed-Use Market Rental Apartment Housing Proposal at  
14000 & 14088 Riverport Way**

### Purpose of Memo

On September 26, 2011, Council gave First Reading to the Patrick Cotter Architect Inc. zoning text amendment proposal regarding 14000 & 14088 Riverport Way. The issue of affordable housing was discussed, and Council made the following referral requesting further information:

*“staff was directed to provide information for the Public Hearing, on the strategy used in determining the density for this application.”*

The purpose of this memorandum is to respond to this request.

### Proposed Density

Staff carefully reviewed the applicant's request to change land uses and increase density from 1.0 FAR to 1.91 FAR to accommodate a new mixed-use purpose built rental apartment building on the development site at 14000 Riverport Way. Staff considered the following in determining an appropriate density for the site:

- ability of site to maximize amount of market rental residential housing;
- ability of site to accommodate building massing;
- ability of site to accommodate adequate parking for commercial and residential uses;
- opportunity to provide a taller landmark building at the East end of Steveston Highway on the River's edge;
- fit with neighbouring 1.5 FAR density market rental residential housing development (see Table 1 below);
- need for higher density to offset more expensive higher quality concrete construction; and
- requirements for neighbourhood meeting room, and indoor and outdoor amenities for residents.

The proposed increased density of 1.91 FAR allows the project to shift from wood construction to more expensive concrete construction, which provides the following benefits:

- Longer building life (approximately 100 years);
- Lower maintenance costs with reduced materials shrinkage; and
- Improved resident privacy with reduced lower pitch vibration noise transmission from floor to floor.

Table 1: 14000 & 14088 Riverport Way: Comparison of Density and Land Uses

	Permitted FAR	Proposed FAR	Permitted Uses	Proposed Uses
14000 Riverport Way	1.0	1.91 + 0.1 amenity	Child care Dormitory Hotel Office Parking, non accessory Private club Restaurant Retail, General Outdoor storage	68.3 sq.m. CRU Deleted: Outdoor storage Housing, apartment (60)*
14088 Riverport Way	1.5	1.5	Child care Dormitory Hotel Office Parking, non accessory Private club Restaurant Retail, General Housing, apartment*	Housing, apartment (80)*

Apartment Housing\* may include the following permitted secondary uses:

- residential security/operator unit
- community care facility, minor
- home business

### **Market Rental Support to Affordable Housing**

Canada Mortgage and Housing Corporation (CMHC) reports that the Richmond rental housing vacancy rate was 1.5% in October 2010 and is anticipated to decline modestly in 2011. Moreover, CMHC indicates that a strong rental demand will remain due to a number of factors, including:

- The region's diverse economy and role as the gateway to Asia-Pacific immigrants;
- The anticipated location for 40,000 new residents annually; and
- Anticipated employment growth (e.g. Attracting and keeping knowledge based workers is integral to supporting a strong economy in coming years. Technical Industries employ knowledge workers who are highly mobile and often depend on rental housing located near employment).



The Urban Futures report entitled: "Community-level Projections of Population, Housing and Employment" prepared for the City's 2041 OCP Update, suggests that Richmond's share of new apartments in the Region will decline from 11 percent in 2009 to 6 percent in 2041. Some of the reasons cited are:

- Increased competition throughout the region for this housing form;
- Regional availability of land in other areas; and
- Region-wide densification patterns.

The report also reveals that 77 percent of Richmond's condo apartment development is anticipated to be located in the City Centre. With these considerations in mind, the Riverport application provides a unique opportunity to develop much needed rental housing in an area outside of the City Centre, which will:

- Meet growing rental demand;
- Relieve pressure on vacancy rates; and
- Serve as dedicated rental housing stock in perpetuity.

Staff recognize that it is financially challenging to develop purpose-built rental housing in the absence of Senior government funding or incentives. In the absence of such programs or other incentives (e.g. Vancouver's Short Term Incentives for Rental development), rental revenue will be required to offset the project's debt-servicing costs; whereas, a private condominium development would utilize unit sales revenue. Further, independent studies for Metro Vancouver and Vancouver, confirm that both concrete and wood-frame, purpose-built market rental developments are at a capital cost disadvantage relative to condo apartment developments. Thus, challenges exist to achieve viable project economics to support both the development and delivery of market rental housing.

Decreased rental housing starts and forecasted future rental demand impose on-going pressure on existing rental stock. For example, the CMHC report entitled: "Rental Market Report- Vancouver and Abbotsford CMAs" released in the Fall of 2010 reflected that 20 of the 1,088 one-bedroom units in Richmond were vacant and 15 of the 1,065 two-bedroom units were vacant. The report also reveals that average Richmond market rents range from \$724 for bachelor units to \$1,096 for two-bedroom units.

Securing additional purpose-built rental stock is considered important, both for households who are not able to or for those who choose not to purchase housing. At this time, the applicant is not able to set rental rates as a full accounting of the construction and financing costs are not yet known. However, based on preliminary rental rate estimates, it is estimated that at least 40 percent of Richmond renters could afford the expected market rents in 14000 and 14088 Riverport Way.

The Regional Growth Strategy indicates that Richmond's 10 year estimated rental demand is 5,600 units or 560 units, annually. The Riverport project will deliver 140 rental units or approximately 25 percent of Richmond's annual estimated need for rental housing. The units will be affordable to individuals with incomes between \$35,800 and \$84,400, thus, relieving pressure on available private rental stock for Richmond's low to moderate income households with incomes between \$31,500 and \$51,000, as stipulated in the City's Affordable Housing Strategy.

For the reasons listed above, Staff recommend waiving the affordable housing contribution of \$213,823.00 with respect to the project's delivery of rental housing that will:

- Be secured through legal agreements in perpetuity;
- Attract and support current and future employment growth in Richmond;
- Potentially serve 40 percent of Richmond's renters; and
- Added market rental stock will relieve pressure on local rental housing demand.

In summary, the proposed Riverport development will increase the variety of available rental options in the City, thereby, relieving pressure on other forms of rental options that may be more affordable (e.g. secondary suites, low end market rent units, co-op housing, and affordable rental housing).

### **Challenges of Dormitory Development and Market Rental Development**

The original Riverport rezoning included the development of dormitory space within the overall project. With close proximity to the Riverport Athletics and Entertainment Complex, dormitory space was then seen as a need and an economically viable use. As noted in the staff report, since the original rezoning, a hotel has been developed in the immediate area satisfying much, if not all, of the need for short term stay accommodation. As the area now has no specific need for a dormitory (the local hotel already satisfies the needs of the neighbourhood), staff agree with the applicant's contention that a dormitory in this location would not be financially self-sufficient, and would most likely result in operating losses. Therefore, staff believed that it was appropriate to consider another, more viable use on this site.

There is a shortage of purpose built market rental residential accommodation in Richmond and very little interest in developing new purpose built market rental residential accommodation. The primary reasons for the lack of new purpose built rental development are as follows:

- the demand for residential land in the region is extremely intense, leading to high levels of competition resulting in very significant land value increases;
- people are willing, and able, to pay more to purchase units as compared to the capitalized value of such units based on their achievable market rental rates; and
- based on the above, the result is that there is significantly more profit potential, and actual profits derived, from the development of units to sell in the open market, thus "out-competing" the market rental building developer for the land.

The likelihood of Richmond seeing any sort of significant development of market rental units in the near future is very limited. Unless lands are specifically set aside for market rental development only (which lowers land price expectations thus providing developers with similar profit expectations) or there are very significant relaxations of other rezoning and building related provisions (such as parking requirement relaxation), projects oriented toward the ownership market will continue as the predominant, if only, form of residential development for the foreseeable future.

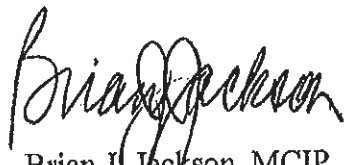
This issue has long been a problem in the Lower Mainland, and has been identified as such since the late 1980's. Clearly, there has been a very limited increase in the supply of market rental product over the past 20 or so years, which is in marked comparison to the extreme levels of development oriented toward the ownership market.



**Conclusion**

Staff supports the proposal to develop the last remaining development parcel in the Riverport waterfront community with a new mixed-use building including 60 units of purpose built market rental apartment housing. The applicant has demonstrated the feasibility of accommodating the proposed density within a building that responds to its context and a site specific rental residential parking rate.

The proposal addresses the need for market rental residential accommodation in Richmond. The proposed Riverport development will increase the variety of available rental options in the City, thereby, relieving pressure to other forms of rental options that may be more affordable (e.g. secondary suites, low end market rent units, co-op housing, and affordable rental housing).

  
Brian J. Jackson, MCIP  
Director of Development

  
Dena Kae Beno  
Affordable Housing Coordinator  
604-247-4946





October 11, 2011

mayorandcouncillors@richmond.ca

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

10688 No. 6 Road  
Richmond, BC V6W 1E7  
604.241.1830  
604.241.1840  
www.HIERichmond.com



RIVERPORT

<b>To Public Hearing</b>
Date: <u>OCTOBER 17, 2011</u>
Item # <u>6</u>
Re: <u>Bulw 8811</u>

Dear Mayor Brodie and Councillors;

**Re: Application for a Zoning Text Amendment – Riverport to Permit A Mixed-use Development with Rental Apartment Housing at 14000 and 14088 Riverport Way (File Ref. No. 12-8060-20-8811)**

I am writing to you as the General Manager of the Holiday Inn Express Hotel and Suites, located at 10688 Number 6 Road at Riverport. We wish to register our support for the above-captioned application to permit a change in use that will result in much needed rental apartment housing to be built on the Riverport Way site.

This change in use, from the original plan that permitted dormitory facilities to be built on the site, is one that we enthusiastically welcome.

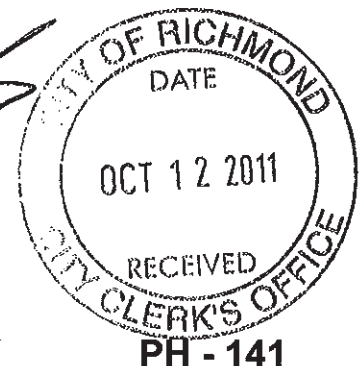
Since that original plan for the Riverport Way site was approved some years ago, we have made a substantial investment in our 105 - suite hotel. Since 2008, we have been successfully serving not only the needs of athletes visiting the facilities at Riverport but also business and leisure visitors to Richmond. Our competitive rates and our flexible accommodation arrangements make it economical for teams visiting Riverport, with athletes sharing spacious suites at our hotel, eliminating any demand for a dormitory facility at Riverport.

Moreover, with 35 people employed at our hotel, we welcome additional residential development at Riverport. The addition of rental housing will now offer our staff the opportunity to consider living in very close proximity to their place of employment.

We respectfully encourage Council to approve this application.

Yours truly,

Robert A. Gillis  
General Manager







# No. 176 Sail View Ventures Ltd.

October 11, 2011

mayorandcouncillors@richmond.ca

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

Dear Mayor Brodie and Councillors;

**Re: Application for a Zoning Text Amendment – Riverport to Permit A  
Mixed-use Development with Rental Apartment Housing at 14000  
and 14088 Riverport Way (File Ref. No. 12-8060-20-8811)**

This letter is submitted in support of the application detailed above that will result in a zoning text amendment to permit the development of market rental housing on the site adjacent to the commercial property I own at 14200 Entertainment Boulevard.

You will know that my property is occupied by the Zone Bowling Centre, the Big River Brew Pub and the Old Spaghetti Factory restaurant.

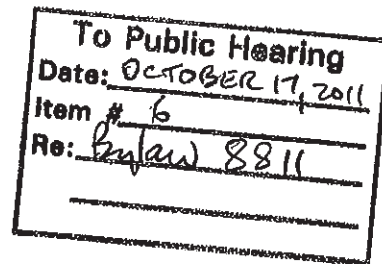
We welcome additional residential development at Riverport. By providing more housing diversity at Riverport, you will be strengthening the mixed-use nature of this unique district, making it more vibrant and also making the area more viable for those commercial uses that serve not only visitors to Riverport, but also those who live there.

We all know that rental housing is desperately needed in Metro Vancouver and this purpose-built rental project is one of very few such projects that are being developed today. Moreover, this addition of rental housing at Riverport will offer more of the employees who work for my tenants an opportunity to consider living next door to where they work.

I urge you to support this application.

Respectfully submitted,  
No. 176 Sail View Ventures Ltd.

  
Aytar Balas  
President



PH - 143





**Mayor and Councillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** October 13, 2011 10:35 AM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #602)

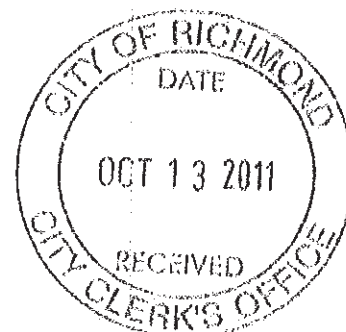
<b>To:</b>	Public Hearing
<b>Date:</b>	OCTOBER 11, 2011
<b>Item #</b>	6
<b>Re:</b>	Bylaw 8811

**Send a Submission Online (response #602)****Survey Information**

<b>Site:</b>	City Website
<b>Page Title:</b>	Send a Submission Online
<b>URL:</b>	http://cms.richmond.ca/Page1793.aspx
<b>Submission Time/Date:</b>	10/13/2011 10:34:28 AM

**Survey Response**

<b>Your Name:</b>	Chris & Kenneth Lau
<b>Your Address:</b>	303-14100 Riverport Way, Richmond, B.C.
<b>Subject Property Address OR Bylaw Number:</b>	Zoning Text Amendment Bylaw 8811 (ZT 11-565675)
<b>Comments:</b>	I object the amendment as the reason we bought at this location and not on west of Steveston as in view of its low density. The increase of density would cause more traffic and parking problem. We have traffic congestion in the morning along Steveston to No. 5 Road and also after the end of movies in the neighbourhood cinema. Kindly draw your attention to these issues. Thanks.

**PH - 145**

10/13/2011





<b>To Public Hearing</b>	
Date:	OCTOBER 17, 2011
Item #:	6
Re:	Bylaw 8811

**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** October 13, 2011 9:24 AM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #601)

**Send a Submission Online (response #601)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	10/13/2011 9:23:46 AM

**Survey Response**

Your Name:	Mark Westcott
Your Address:	#208 - 14100 Riverport Way, Richmond, V6W 1M3
Subject Property Address OR Bylaw Number:	14000 / 14088 Riverport Way, Richmond
Comments:	<p>Zoning Text Amendment Bylaw 8811 (ZT 11-565675) Richmond Council, I have a concern I would like you to consider when determining if you will grant the amendment to build a 7 story building at 14000 and 14088 Riverport Way in Richmond. I am an owner at 14100 Riverport Way and am very aware of the problem the current residences and our visitors have trying to park on Riverport Way today. I understand that the initial proposal for the buildings 14000/14088 Riverport Way had originally allocated 1.25 parking spots per unit. It is probable that many of the renters in the new building will have multiple cars they will have to park them on Riverport Way. Should Council allow a 7 story building to be built instead of a 4 story building there will be no parking available for visitors to any of the existing buildings on Riverport Way. Please consider not allowing the by-law amendment to avoid making an existing parking problem on Riverport Way much worse. Thank you for your consideration, Mark Westcott</p>

