



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

Monday, October 21, 2019 – 7 p.m.

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

OPENING STATEMENT

Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9940 (RZ 18-824565)**
(File Ref. No. 12-8060-20-009940; RZ 18-824565) (REDMS No. 6251917; 6220730; 5977294; 6040362)

PH-6

See Page **PH-6** for staff memorandum

PH-9

See Page **PH-9** for full report

Location: 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road

Applicant: SNC Lavalin Inc.

Purpose:

1. To create the “BC Ferries Fleet Maintenance and Moorage (ZI14)” zone; and,
2. To rezone portions of the subject property from “Agricultural (AG1) and Light Industrial (IL)” to “BC Ferries Fleet Maintenance and Moorage (ZI14)”, to permit the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) inclusive of a new machine shop, weld shop, life safety appliance shop, covered storage, a tower crane of up to 84 m in height, a supporting access pier and a new dike of approximately 1,010 m in length.

First Reading: September 9, 2019

Page

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9940.



2. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 10006 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9999 (RZ 18-807620)**

(File Ref. No. 12-8060-20-01006; 12-8060-20-009999; RZ 18-807620) (REDMS No. 6117527 v. 4; 3186793; 6221555; 6124120; 6146166)

PH-86

See Page PH-86 for full report

Location: 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road

Applicant: GBL Architects

Purpose of OCP Amendment Bylaw 10006: To amend Schedule 2.11A (West Cambie Area Plan) to include a new planned pedestrian and bicycle connection between Garden City Road and Dubbert Street.

Purpose of Zoning Amendment Bylaw 9999: To create the “Mixed Use Employment – Residential (ZMU41) – Alexandra Neighbourhood (West Cambie)” zone, and rezone the subject site from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) – Alexandra Neighbourhood (West Cambie)” to allow for the construction of a mixed-use project with two five-storey residential buildings with 174 units, including nine Affordable Housing units, 15 Modest Market Rent Controlled units, and 17 Market Rental units, above a common parkade and a four-storey commercial/office building.

First Reading: September 9, 2019

Order of Business:

1. Presentation from the applicant.

Page

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 Official Community Plan Bylaw 7100, Amendment Bylaw 10006.

☐

2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9999.

☐

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10081 (RZ 18-839945)**

(File Ref. No. RZ 18-839945; 12-8060-20-010081) (REDMS No. 6246089; 6252684)

PH-173

See Page PH-173 for full report

Location: 4571, 4591, and 4611/4631 Steveston Highway

Applicant: Konic Development Ltd.

Purpose: To rezone the subject property from the “Single Detached (RS1/E)” and “Two-Unit Dwellings (RD1)” zones to the “Low Density Townhouses (RTL4)” zone, in order to develop 16 townhouse units and one secondary suite with vehicle access from Steveston Highway.

First Reading: September 23, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10081.

☐

Page

4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10082 (RZ 17-763712)**

(File Ref. No. RZ 17-763712; 12-8060-20-010082) (REDMS No. 6177240; 6255269)

PH-210

See Page PH-210 for full report

Location: 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road

Applicant: CLO Ventures K2 Ltd.

Purpose: To rezone the subject properties from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, in order to permit the development of 20 townhouse units with vehicle access from Steveston Highway.

First Reading: September 23, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10082.



5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10088 (RZ 17-794300)**

(File Ref. No. RZ 17-794300; 12-8060-20-010088) (REDMS No. 6245187; 6257175)

PH-256

See Page PH-256 for full report

Location: 10231, 10251, 10351, 10371, 10391, 10395 and 10397 No. 2 Road

Applicant: Konic Development Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, to permit development of 22 townhouse units and four secondary suites with vehicle access from No. 2 Road.

First Reading: September 23, 2019

Page

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10088.

☐

ADJOURNMENT

☐



To: Mayor and Councillors
From: Wayne Craig
Director, Development
Date: October 9, 2019
File: RZ 18-824565
Re: **Information Requested for Rezoning Application at 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road**

This memo provides information requested by Council in relation to the rezoning application by SNC Lavalin Inc. (on behalf of BC Ferries) on a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road to allow for the upgrading of the BC Ferries Fleet Maintenance Unit (FMU).

Environmentally Sensitive Area – “Site” and “Hub” Clarification

The staff report referenced that the Official Community Plan (OCP) designated Environmentally Sensitive Area (ESA) on the BC Ferries lands north of the CN rail line (totalling 6.8 ha or 16.8 ac) is identified as a “site” in the Ecological Network Management Strategy as opposed to a “hub”. Council requested additional information about the reference to “hubs” and “sites” in the rezoning report.

The components of the City’s Ecological Network consist of an inter-connected system of natural and semi-natural areas throughout the City that are categorized based on size and ecological function. “Hubs” are a core component of the Ecological Network as they are the largest natural areas in Richmond (greater than 10 ha or 25 ac) and are capable of supporting entire and diverse populations of animals and plants and associated ecological functions. In comparison to “hubs”, “sites” are smaller natural areas (0.25 ha/0.6 ac to 10 ha/25 ac) in total area. “Sites” support smaller or less diverse populations of animals and plants but serve a functional role in the network as connections between “hubs”. The designated ESA on BC Ferries land north of the CN rail line is 6.8 ha (16.8 ac) and based on ecological services provided is classified as a “site”.

Proposed Sanitary Sewer System Works

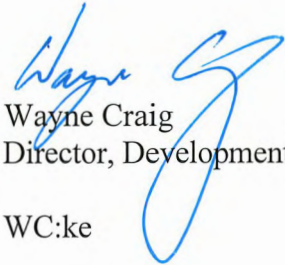
Council also requested information about the sanitary infrastructure proposed for this project, which is outlined in this section. A diagram outlining the proposed sanitary infrastructure for this development is contained in Attachment 1. The proposed on-site sanitary connection location to the sanitary system in Rice Mill Road is situated at the northwest corner of the BC Ferries site, near the existing lane, which is where the sanitary infrastructure located within Rice Mill Road ends. This approach to enable sanitary service to be maintained and upgraded for the BC Ferries FMU development is supported as it minimizes the amount of sanitary infrastructure in the City road that would only service BC Ferries land. Development of any sanitary infrastructure within Rice Mill Road east of the lane to service BC Ferries land only is not supported as it would result in increased

costs to the City for the ongoing upkeep and maintenance of this sanitary system and impacts the City's ability to place other infrastructure within the road in future.

The existing on-site private sanitary system needed to be upgraded to ensure sufficient capacity and operations of the system with the proposed modernization and upgrading of the FMU. The proposed new private on-site sanitary system would be owned, operated and maintained by BC Ferries. The new upgraded on-site sanitary infrastructure was determined to be the most technically feasible option with the alignment designed to minimize impacts to the ESA by routing the infrastructure through previously disturbed areas. Restoration of the sanitary alignment will be addressed through the ESA Development Permit application should the rezoning proceed.

In relation to Council questions about sanitary waste from vessels moored at the FMU, the applicant has confirmed that all sanitary waste from vessels is discharged into pump trucks and taken to the appropriate disposal facility. No discharge of vessel sanitary waste into the sanitary infrastructure described above is proposed as part of this development.

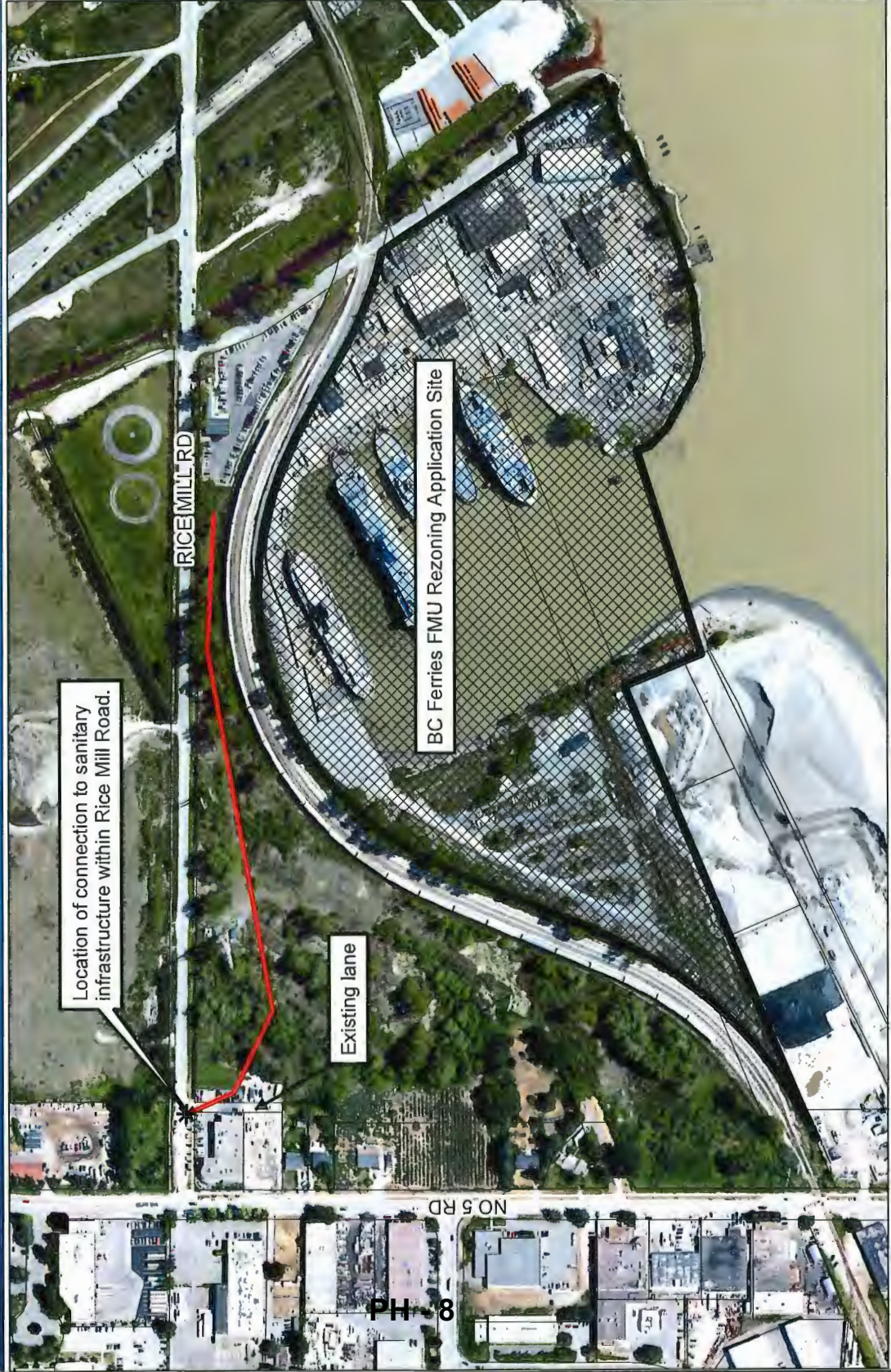
If you require any further information, please contact me directly at 604-247-4625.



Wayne Craig
Director, Development

WC:ke

pc: SMT
Peter Russell, Director, Sustainability and District Energy
Chad Paulin, Manager, Environment
Milton Chan, P.Eng, Acting Director, Engineering
Jason Ho, Manager, Engineering Planning
Kevin Muise, Project Manager
Kevin Eng, Planner 2



Legend

Proposed Private
 Sanitary Alignment

October 10, 2019
 Prepared by Onkar Buttar

Note:
 The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information. Legal description must be confirmed at the Land Title Office in New Westminster.
 This is NOT a legal document, and is published for information and reference only. It is not to be used for legal purposes.
 © City of Richmond, 2019. All rights reserved. Not to be reproduced or distributed without permission.





City of Richmond

Report to Committee

To: Planning Committee

Date: August 13, 2019

From: Wayne Craig
Director, Development

File: RZ 18-824565

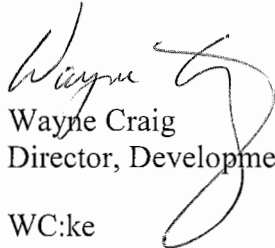
Re: Application by SNC Lavalin Inc. for Rezoning of portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agriculture (AG1) and Light Industrial (IL) to a Site Specific Zone

Staff Recommendation

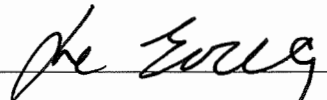
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agriculture (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.


Wayne Craig
Director, Development

WC:ke
Att.

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

Staff Report

Origin

SNC Lavalin Inc., on behalf of BC Ferry Services Inc. (BC Ferries), has applied to the City of Richmond for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agriculture (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) located in the Shellmont Planning Area between No. 5 Road and Highway 99. The site will be consolidated into one parcel bisected by the existing CN Rail line which runs through the property.

This report responds to the following referral from the June 18, 2019 Planning Committee meeting:

That the staff report titled "Application by SNC Lavalin Inc. for Rezoning of Portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agriculture (AG1) and Light Industrial (IL) to a Site-Specific Zone" be referred back to staff to consult with the Ministry of Transportation and Infrastructure and all appropriate bodies for acknowledgement that they understand the implications of this application on the George Massey Tunnel enhancement project and City of Richmond property and report back as soon as possible.

Findings of Fact

At the June 18, 2019 Planning Committee meeting, there was discussion about the corporate structure of BC Ferries in relation to project approval to upgrade the BC Ferries FMU. The applicant has provided this information, summarized as follows:

- BC Ferries is an independently managed company.
- The BC Ferries Commissioner acts as an independent commercial regulator. Their responsibility includes reviewing and considering any proposals for major capital expenditures for approval.
- The Province of BC establishes policy and service levels.
- The Province of BC does not make decisions on deploying capital assets or incurring capital expenditures. Those are left to BC Ferries management, although BC Ferries Commissioner review and approval is required for large capital expenditures.
- The proposal to upgrade the BC Ferries FMU requires approval from the BC Ferries Commissioner. This approval process would be sequenced with the development applications required from the City.
- The applicant anticipates this project will be submitted to the BC Ferries Commissioner in late 2019.

Additional Consultation Undertaken

In response to the June 18, 2019 Planning Committee referral, a letter (dated June 27, 2019) was sent from the City to applicable groups within the Ministry of Transportation and Infrastructure (the Ministry), including the staff lead for the George Massey Crossing project team (Attachment A – copy of City letter to the Ministry).

The City's letter sought confirmation that the George Massey Crossing project team is aware of and also has no concerns with the proposed rezoning application involving the BC Ferries site, and City properties located north of the BC Ferries site at 12851 Rice Mill Road and 12100 Hartnell Road (Attachment B – Property Map).

In addition, the City requested further clarification of the Ministry's expectations, anticipated process and timing related to the City's property at 10640 No. 5 Road (i.e., the Gardens Agricultural Park) located near the northwest corner of Highway 99 and Steveston Highway.

Prior to the June 18, 2019 Planning Committee meeting, City staff consulted with and received a response on February 8, 2019 from Ministry staff at the Lower Mainland District office indicating no objection to the proposed rezoning application.

Ministry Response

In response to the City letter, written correspondence has been received from the Ministry and additional communication occurred amongst City and Ministry staff (including the project lead on the George Massey Crossing project team). The following is a summary of the Ministry responses to City staff on this matter:

- Confirms that the Ministry, including the George Massey Crossing project team, continue to have no objection to the BC Ferries FMU rezoning proposal (12700 & 12800 Rice Mill Road, 12280 No 5 Road, 12300 No 5 Road), consistent with the Ministry's response to the City on February 8, 2019.
- For City properties (10640 No. 5 Road; 12851 Rice Mill Road and 12100 Hartnell Road), the Ministry communicated that as potential solutions for the George Massey Crossing are still under study, the Ministry is not in a position to comment further on these sites.

City staff work closely and are in continuous contact with Ministry staff with the George Massey Crossing project team. Council will be updated as soon as additional information and updates become available on this matter.

Analysis

In relation to the BC Ferries FMU rezoning proposal, the position of the Ministry, including the George Massey Crossing project team, remains unchanged and consistent with their previous comments provided to the City on February 8, 2019 indicating no objection to the rezoning.

For the three separate City properties (12851 Rice Mill Road, 12100 Hartnell Road and 10640 No. 5 Road), the Ministry indicates that a review of the George Massey Crossing is underway

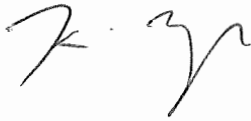
and that until a solution has been confirmed, they would not be in a position to comment on the City properties at this time.

The previous staff report and accompanying attachments, including rezoning considerations, remain applicable and are contained in Attachment C.

Conclusion

This report responds to the June 18, 2019 Planning Committee referral for staff to undertake additional consultation with the Ministry, including the George Massey Crossing project team, and report back. Ministry staff has responded confirming no objections to the subject rezoning as summarized in this report.

Based on the additional consultation with and response from the Ministry, Staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9940, to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agriculture (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries FMU, be introduced and given first reading.



Kevin Eng
Planner 2

KE:lce

Attachment A: City letter (dated June 27, 2019) to the Ministry (includes Attachments 1-3)

Attachment B: Property Map

Attachment C: Original Staff report and attachments (includes Attachments 1-8)



City of Richmond

6911 No. 3 Road,
Richmond, BC V6Y 2C1
www.richmond.ca

June 27, 2019
File: 10-6350-05-08/2019-Vol 01

Planning and Development Division
Transportation

Lina Halwani
Director, Planning and South Coast Region Major Project Lead
Ministry of Transportation and Infrastructure
Suite 310 – 1500 Woolridge Street
Coquitlam, BC V3K 0B8

Dear Ms. Halwani:

Re: Council Referral Regarding BC Ferries, City-Owned Lands and the George Massey Crossing Project

At the City of Richmond's Planning Committee meeting held June 18, 2019, the Committee considered a rezoning application (RZ 18-824565) for portions of the BC Ferries Fleet Maintenance Unit site on the south side of Rice Mill Road in the vicinity of Highway 99 and the north entrance to the George Massey Tunnel. The staff report can be found at: https://www.richmond.ca/_shared/assets/_4_-_BL9940_PLN_06181953869.pdf. The Committee minutes can be found at: https://www.richmond.ca/cityhall/council/agendas/planning/2019/061819_minutes.htm (scroll to Item 4).

Following discussion amongst Committee members regarding the potential impacts of this application on the future George Massey Crossing project, the report was referred back to staff *"to consult with the Ministry of Transportation and Infrastructure and all appropriate bodies for acknowledgement that they understand the implications of this application on the George Massey Tunnel enhancement project and City of Richmond property and report back as soon as possible."*

For your reference, Attachment 1 is the response from Ministry staff to the City indicating no objection to the proposed rezoning application. The City is seeking confirmation that the George Massey Crossing project team is aware of and also has no concerns with the rezoning application, particularly with respect to the BC Ferries and City properties at 12851 Rice Mill Road and 12100 Hartnell Road as shown in Attachment 2.

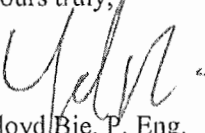
The City further requests clarification of the Ministry's expectations, anticipated process and timing related to the City's property at 10640 No. 5 Road (i.e., the Gardens Agricultural Park) located near the northwest corner of Highway 99 and Steveston Highway (Attachment 3).

For clarity, the table below provides further details on the properties identified in Attachments 2 and 3.

Owner	Address	PID	Legal
City of Richmond	12100 Hartnell Road 12751 Rice Mill Road	003-538-451	LOT 6 SEC 6&7 BLK 3N RG 5W PL NWP23654 Lot 6, Block 3N, Plan NWP23654, Section 6&7, Range 5W, New Westminster Land District
	12851 Rice Mill Road	004-203-691	SEC 6 BLK 3N RG 5W PL NWP25346 Parcel A, Block 3N, Plan NWP25346, Section 6, Range 5W, New Westminster Land District
BC Ferry Services Inc	12700 Rice Mill Road 12280 No. 5 Road	004-203-780	SEC 7 BLK 3N RG 5W PL NWP25346 Parcel B, Block 3N, Plan NWP25346, Section 7, Range 5W, New Westminster Land District, Except Plan 20. 834 AC TAKEN FOR HWY
	12300 No. 5 Road	004-161-980	LOT 7 SEC 7/8 BLK 3N RG 5W PL NWP27577 Lot 7, Block 3N, Plan NWP27577, Section 7/8, Range 5W, New Westminster Land District
	12800 Rice Mill Road	026-081-181	LOT 1 SEC 7 BLK 3N RG 5W PL BCP14018 Lot 1, Block 3N, Plan BCP14018, District Lot 6852, Section 7, Range 5W, Group 1, New Westminster Land District, & DL 8018 DEAS FERRY BASIN
City of Richmond	10640 No. 5 Road	028-631-595	LOT F SEC 31 BLK 4N RG 5W PL EPP12978 Lot F, Block 4N, Plan EPP12978, Section 31, Range 5 W, New Westminster Land District

We request a response to this letter prior to July 31, 2019 so that the Ministry's comments can be taken into consideration by Committee and Council at the first meeting in September 2019. If you have any questions, you may contact me directly at lbie@richmond.ca or 604-276-4131.

Yours truly,



Lloyd Bie, P. Eng.
Director, Transportation

pc: Elena Farmer, District Manager, Lower Mainland District, Ministry of Transportation and Infrastructure
David Sharpe, FMU Executive Director, BC Ferries
David McWalter, Project Manager, SNC Lavalin
Wayne Craig, Director, Development, City of Richmond

LB:jc

Brownlee, David

From: Cruz, Roanna S TRAN:EX <Roanna.Cruz@gov.bc.ca>
Sent: Friday, 8 February 2019 10:43
To: Brownlee, David
Subject: RE: Rezoning Within the Controlled Area-12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road BC Ferries FMU - RZ 18-824565

Hi David:

Richmond File: RZ 18-824565

MOTI File: 2019-00692

I apologize, unfortunately I did not assign this referral to anyone and it has just come to my attention that we have not provided any comments.

We have no objection to the proposed rezoning. Please note the following comments:

- The Provincial Approving Officer has confirmed that he does not need to sign off on the subdivision plan for the consolidation of properties.
- The proposed dike alignment within MOTI right-of-way will require permit approval from the ministry. Detailed design drawings will need to be submitted to this office for review and approval.
- The existing building within the encroachment into Rice Mill Road has a permit that was issued from this office on October 5th, 2018, Permit No. 2018-05498. The permit was issued to British Columbia Ferry Services Inc. and allows an existing building to be located approximately 1.82 metres from the Highway 99 right-of-way. When this building is demolished, any replacement buildings must meet our minimum setback of 3 metres or the municipal setback, whichever is greater.
- The provincial building/structure setback is 4.5 metres (from the Highway 99 right-of-way). The building/structure setback can be reduced to 3 m when there is existing alternative access to a municipal street. See Section 12 of the Provincial Public Undertakings Regulation BC Reg. 513/2004. If the municipal setback is greater, the greater setback will apply. http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/513_2004#section12
- An access permit for the existing Rice Mill Rd access road has been issued from this office. Permit No. 2016-04984 was issued to British Columbia Ferry Services Inc. dated November 21, 2016 for the installation, operation and maintenance of and access/access road (within Ministry right-of-way) along Hwy 99 at Rice Mill Road.
- Please provide the storm water management plans for our review.

Roanna Cruz
Sr. District Development Technician
Ministry of Transportation and Infrastructure
Lower Mainland District
#310 – 1500 Woolridge Street
Coquitlam, B.C. V3K 0B8
Phone: 604-527-2243
Email: Roanna.Cruz@gov.bc.ca

From: Brownlee, David [<mailto:DBrownlee@richmond.ca>]
Sent: Monday, October 15, 2018 12:34 PM
To: Cruz, Roanna S TRAN:EX
Subject: Rezoning Within the Controlled Area-12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road BC Ferries FMU

Good afternoon Roanna;
Attached is our request for review of the BC Ferries Fleet Maintenance Facility (FMU) at the Deas Basin adjacent to the Massey Tunnel in Richmond.
The application is for a partial rezoning of the BC Ferries FMU site.
Please feel free to contact me if you have any questions regarding the submission.

Regards

David Brownlee | Planner 2
City of Richmond
Development Applications Department
6911 No. 3 Road, Richmond, B.C., V6Y 2C1
Tel: 604-276-4200
Oct 15 2018

City and BC Ferries Properties on Rice Mill Road

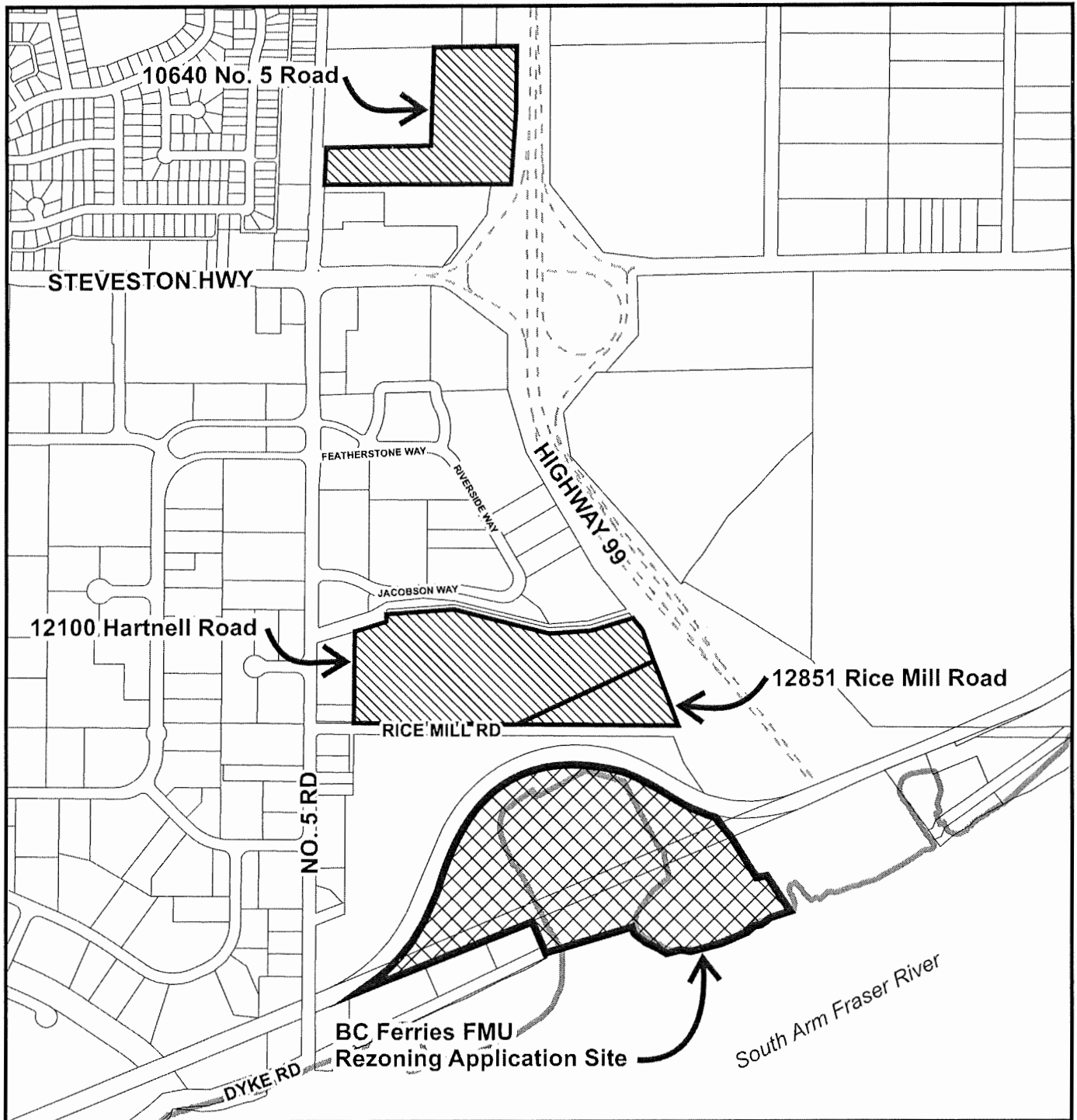


City Property near northwest corner of Highway 99 and Steveston Highway





City of
Richmond



Property Context Map

Original Date: 08/13/19

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

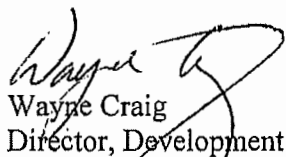
To: Planning Committee **Date:** June 3, 2019
From: Wayne Craig **File:** RZ 18-824565
 Director, Development
Re: **Application by SNC Lavalin Inc. for Rezoning of portions of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Agricultural (AG1) and Light Industrial (IL) to a Site Specific Zone**

Staff Recommendation

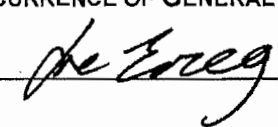
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agricultural (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.


 Wayne Craig
 Director, Development

WC:db
 Att. 8

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

Staff Report

Origin

SNC Lavalin Inc., on behalf of BC Ferry Services Inc. (BC Ferries), has applied to the City of Richmond for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agricultural (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) located in the Shellmont Planning Area between No. 5 Road and Highway 99 (Attachment 1). The site will be consolidated into one parcel bisected by the existing CN Rail line which runs through the property.

The redevelopment project is intended to replace ageing infrastructure, improve the efficiency of the operation, implement flood protection measures for the site, and generally ensure that the facility meets the long-term demands of the BC Ferries fleet. This application represents the first two phases of a longer term planned upgrade of the BC Ferries Fleet Maintenance site.

BC Ferries was transformed from a Provincial Crown Corporation into an independent commercial operation in April, 2003. As a result of this transformation, BC Ferries is required to seek municipal approvals which previously it was not obligated to do. The nature and extent of the proposed redevelopment have necessitated the request for rezoning of a portion of the site to bring the land use designations into line with the use of the site.

Findings of Fact

BC Ferries Fleet Maintenance Unit (FMU) site is generally located south of Rice Mill Road between No. 5 Road and the Highway 99 right of way and is centered around the Deas Basin where the ferry vessels moor while being repaired and serviced. Some outdoor storage occurs on lands immediately to the west of the basin and there is an existing small office building and staff parking lot at the northeast corner of the site, but the majority of the land side active fleet maintenance operations occur east of the basin and south of the CN Rail corridor which bisects the site. That area contains more than 20 larger buildings and numerous smaller structures that support BC Ferries on-going maintenance operations providing parts storage, mechanical workshops, paint shops, fabrication areas, office space and staff amenities, etc. The site is a secured facility with 24 hour security provided in accordance with Federal regulations.

The foreshore area of the site and the vegetated forest stands in the northwest corner of the site north of the CN Rail corridor are designated in the City's Official Community Plan (OCP) as Environmentally Sensitive Areas (ESA). Riparian Management Areas (RMA) have been designated along the south side of Rice Mill Road and along the MOTI slough just east of the site. (Attachment 2, Plan # q).

Surrounding Development

Surrounding Development is as follows:

- To the North: An 8.26 ha (20.41 acre) Agriculture (AG1) zoned vacant parcel at 12751 Rice Mill Road owned by the City and the 1.67 ha (4.13 acre) model airplane park at 12851 Rice Mill Road. The airplane park is also zoned Agriculture (AG1). The watercourse along the south side of Rice Mill Road is designated as a Riparian Management Area (RMA).
- To the East: A Ministry of Transportation and Infrastructure (MOTI) right-of-way containing the access road to the BC Ferries site, Highway 99 and the beginning of the George Massey Tunnel. A drainage watercourse that runs along Highway 99 just east of the BC Ferries site is designated as a 15 m Riparian Management Area (RMA).
- To the South: The Fraser River. The foreshore area of the Fraser River is designated as an Environmentally Sensitive Area.
- To the West: Five "Agricultural (AG1)" and two "Light Industrial (IL)" zoned parcels lie between BC Ferries property and No. 5 Rd. Only the south-west portion of BC Ferries' property abuts No. 5 Rd. The five agricultural parcels range in area between 1,335 m² (0.33 ac) and 6,677 m² (1.65 ac). All of these agricultural lots are outside of the Agricultural Land Reserve. The two light industrial parcels are 1,780 m² and 2,266 m² (0.44 ac and 0.56 ac) in area respectively.

A CN Rail right-of-way bisects the site curving around, and just north of, the Deas Basin.

Development Information

The proposed rezoning will apply to only the portion of the BC Ferries owned lands south of the CN Rail corridor (i.e. the Deas Basin and lands on both sides of the basin as shown in Attachment 1). BC Ferries lands north of the CN Rail corridor will retain their current zoning. The rationale for the partial rezoning is primarily to focus on the active area of the site.

This redevelopment project involves a two phased redevelopment of the FMU facility spread over a period of approximately five years (2019-2024). The scope of work generally includes:

- Demolition of a number of existing buildings;
- Site preparation and services;
- Construction of new consolidated industrial buildings;
- Raising portions of the site by approximately 0.55 +/- m to adjust for anticipated climate change induced sea level rise;
- Supplying and installing a new basin crane with up to 50 ton capacity;
- Constructing marine foundations and a loading pier for the basin crane;
- Upgrading of utility connections (e.g. water, sanitary, etc.);
- Providing compensation and enhancement for Environmentally Sensitive Area (ESA) and Riparian Management Area (RMA) impacts; and
- Building an advanced section of the dike network planned for the facility.

The two phases of redevelopment will result in the construction of approximately 15,502.0 m² (166,862 ft²) of new building construction and the retention of approximately 6,209.5 m² (66,838.5 ft²) of existing buildings. Each development phase will be coordinated with increases in the site grades intended to mitigate flood risk.

Although the majority of the works will occur in the south-east area of the site south of the CN Rail line, some utility upgrades will also occur along Rice Mill Road and through portions of the lands north of the CN Rail to accommodate pipe upgrades. An overview of the utility works is provided in the “Analysis” section of this report.

Conceptual Development Plans are provided in Attachment 2 and a Development Application Data Sheet providing technical details about the development proposal is provided in Attachment 4.

In addition to the conceptual plan set submission, SNC Lavalin has undertaken and submitted a number of technical studies (listing provided in Attachment 6) in support of its Rezoning application. Each of these submissions have been reviewed by staff and comments on key aspects from the documents are included in the “Related Policies & Studies” and “Analysis” sections below.

Related Policies & Studies

Official Community Plan

BC Ferries FMU site is designated for “Industrial” land use in the Official Community Plan (OCP).

BC Ferries current and proposed future use of the FMU site is principally industrial use oriented to marine vessel repair and maintenance. The proposed uses are compliant with the OCP’s “Industrial” designation.

Portions of the site are also designated as Environmentally Sensitive Areas (ESA). This is discussed further in the following section.

Environmentally Sensitive Areas and Riparian Management Areas

Portions of the site along the waterfront and in the northwest corner of the site north of the CN Rail right-of-way are designated in the City’s Official Community Plan (OCP) as Environmentally Sensitive Areas (ESA). The area paralleling the southern edge of Rice Mill Road is designated as a 5 m wide Riparian Management Area (RMA). As required by the City’s OCP, SNC Lavalin, on behalf of BC Ferries, has submitted a separate Development Permit application (DP 18-824566) to address potential impacts to the ESA and RMA designated areas as a result of the proposed development. A description of the proposed ESA impacts and compensation/enhancement is provided in the “Analysis” section of this report. The proposed compensation plan will create a net gain of over 2:1 in functional habitat, improving poor to low quality habitat within the industrial site.

BC Ferries Agriculturally Zoned Parcels

As noted earlier, portions of the BC Ferries properties are zoned "Agricultural (AG1)", however, none of the properties involved are within the BC Agricultural Land Reserve. The Agricultural zoning is a remnant from when the area was farmed prior to the Massey Tunnel construction. The zoning was not updated when BC Ferries acquired the site as they were originally a Provincial Crown operation and not subject to Municipal land use jurisdiction. Under the current application only those portions of the agriculturally zoned lands south of the CN Rail corridor are proposed to be rezoned.

Floodplain Management Implementation Strategy

The operational portions of the BC Ferries site will lie outside the City's diking system. Under the City's Flood Plain Designation and Protection Bylaw No. 8204 developments outside the dike system would typically be required to meet the Flood Construction Level (FCL) of 4.35 m GSC. The proponent is seeking a site-specific exemption on the basis of an engineer prepared flood protection plan which would see portions of the site raised in coordination with the site's redevelopment and the establishment of Statutory Right-of-Ways for current and future dike construction across portions of the BC Ferries site. BC Ferries Floodplain Management response and the City Engineering staff's analysis are discussed in more detail in the "Analysis" section of this report.

Fisheries and Oceans Canada (DFO)

As the proposed redevelopment will involve in-water works to accommodate a tower crane, stormwater outfall replacement and pier installation, a review was undertaken by the Federal Department of Fisheries and Oceans (DFO). On the basis of their assessment, DFO has issued a letter of advice to BC Ferries (Attachment 7) with a series of recommended measures such as working within instream timing windows, use of an Environmental Monitor, installation of silt curtains, pile installation via vibratory hammer instead of impact pile driving, etc. Subject to BC Ferries implementing these measures, DFO concluded that the project would not result in serious harm to fish or prohibited effects on listed aquatic species at risk. Authorization under the Fisheries Act or a permit under the Species at Risk Act would therefore not be required.

NAV Canada

NAV Canada reviewed the proposed works and subsequently issued a letter to BC Ferries (dated October 25, 2018) advising that "they have no objection to the project as submitted".

Transport Canada

Transport Canada has reviewed the proposed development plans and determined that "the work is not likely to substantially interfere with navigation". On the basis of their review and subject to adherence to five terms and conditions relating to the quality of construction, lighting, removal of piles and prohibitions to obstruction of navigation aids/navigation, Transport Canada has issued their permission to proceed.

BC Ministry of Transportation and Infrastructure (MOTI) Review

Correspondence from the Ministry of Transportation and Infrastructure (MOTI) was received on February 11, 2019 advising that the Ministry has no objection to the proposed rezoning.

BC Ministry of Environment Review

A site profile and a remediation plan were submitted to the Ministry of Environment & Climate Change Strategy by BC Ferries and SNC Lavalin. Their submission noted that all contamination at, and migrating from, the site has been delineated and outlined a remediation plan that would be coordinated with the site's redevelopment.

The Ministry has issued a release letter (dated October 29, 2018) indicating that the site profile was satisfactory and that they have accepted the proposed remediation plan. The Ministry's letter states that "pursuant to the Local Government Act (section 557(2)(e)), that the City of Richmond may approve the zoning and development permit application under this section because the Director has received and accepted a notice of independent remediation with respect to the site". The Ministry's release applies to the entire BC Ferries site, not just to the area to be rezoned.

AnalysisTransportation and Site Access

A Traffic Impact Study (TIS – report dated December 6, 2018) was prepared and submitted by SNC Lavalin. The intent of the report was to:

- Determine the current level of traffic to the site and whether the site's traffic can be accommodated in surrounding roads with future growth;
- Review the parking requirements;
- Review site accessibility by alternate modes;
- Establish improvements needed to accommodate traffic as required;

The report notes that during peak season the facility employs a workforce of approximately 200 staff consisting of 140 BC Ferries employees and 60 contractor employees with the peak season running from early September to early May. The site typically operates with two shifts during that period and only one shift during non-peak season. The report also indicates that BC Ferries does not anticipate any increase in the number of workers at the site after it has been redeveloped.

The TIS conclusions are that the site's operation and associated traffic can be accommodated with no additional off-site upgrades required. Rice Mill Road was found to be adequate for pedestrian and cyclist travel. The development will provide on-site showers, change rooms and bike parking/lockers to encourage more bicycle commuting as recommended in the TIS.

The development will provide approximately 257 parking spaces, including 5 accessible spaces, 7 medium and 4 large loading bays, 42 Class 1 and 42 Class 2 bicycle spaces. Each of these provisions meet, or exceed, the current Zoning Bylaw No. 8500 requirements.

Transportation staff advise that the findings and recommendations provided by the TIS are supportable and that no new signal, intersection or road upgrades are required as a result of the proposed development.

Access to the site is, and will continue to be, provided through permit with the Ministry of Transportation and Infrastructure (MOTI) through an access permit (MOTI 2016-04984) issued November 21, 2016 providing for the installation, operation maintenance access via the roadway along the east side of the site that connects to Rice Mill Road.

Submission of a construction parking and traffic management plan to the Transportation Division is required prior to the issuance of a Building Permit (this requirement is included in the Rezoning Considerations in Attachment 8).

Engineering Review – Utilities and Site Servicing

The proposed redevelopment will require the consolidation of all the properties and the installation or upgrading of various services and utilities to service the site. Retained buildings are being reviewed through Building Approvals for BC Building Code equivalencies with some internal upgrading measures being made through separate building permit applications as necessary. A requirement for consolidation of the lots prior to Rezoning adoption is included in the Rezoning Considerations (Attachment 8).

The site's overall redevelopment will require a separate Servicing Agreement in order to provide the necessary works and services needed to support the development as proposed. A summary of site servicing requirements, as determined by Engineering, includes the following:

- Upgrading of approximately 680 m of watermain along Rice Mill Road;
- Installation of fire hydrants along Rice Mill Road per City spacing requirements;
- Establishing a right of way for a new water meter;
- Fill and abandon the storm sewer culverts at the entrance on Rice Mill Road;
- Upgrading the sanitary sewer works within the City right-of-way at No. 5 Road;
- Entering into a license agreement for the encroachment of the privately owned sanitary forcemain into the City road right-of-way;
- Undergrounding of overhead service lines (hydro, Telus, other); and
- Provision of approximately 1,010 m of dike and dike right-of-way through the development site with the physical dike construction to occur, through legal agreements, in three segments each with different timing and criteria:
 - i) Segment 1, located roughly in the east half of the site, will be constructed by the proponent to elevation 4.7 m in the future when needed for flood protection. The timing of constructing this segment will be determined by the City;
 - ii) Segment 2, located roughly in the centre of the site, will be constructed by the proponent to an interim elevation of 4.0 m through this development's Servicing Agreement, then raised in the future by the proponent to elevation 4.7 m when needed

for flood protection. The timing of raising this segment from 4.0 m to 4.7 m will be determined by the City;

- iii) Segment 3, located roughly on the west half of the site, will be constructed by the proponent to elevation 4.7 m through this development's servicing agreement.
- iv) In the future, Segments 1, 2, and 3 will be raised to elevation 5.5 m (separately from this development). The rights-of-ways secured through this development will provide adequate space for the future 5.5 m dike.

The Rezoning Considerations (Attachment 8) include a requirement for registration of a statutory right-of-way covering the entire dike alignment prior to Bylaw adoption. This SRW shall begin at the NE corner of the bay and shall connect to the existing dike at the southern extent of Rice Mill Road, as shown on Appendix (1) attached to the Servicing Agreement requirements in Attachment 8. The width of this SRW, will be determined through the servicing agreement and shall be sufficient to fit a standard City dike with erosion protection.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 82 bylaw-sized trees that will be impacted on the subject site. No street trees or trees on neighbouring properties will be impacted by the proposed redevelopment.

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

- 22 trees impacted by sanitary line (tag# 443-459, 462-466)
 - 59 trees impacted by new dike (tag# 1-56, 898,899 and 900)
 - 1 tree conflicts with on-site functions (tag# 600)
 - A total of 82 trees impacted by the development and noted to be removed.
 - Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
 - Replacement trees should be specified at 2:1 ratio as per the OCP.
 - The applicant proposes to plant 70 replacement trees. 94 trees cash-in-lieu (\$47,000).
- The Tree Management Plan provided in Attachment 3 shows the locations of the trees proposed for removal.

Engineering staff note that the proposed sanitary line will be a private system which cannot be located within Rice Mill Road. The proponent worked with staff to propose an alternative alignment along an internal gravel pathway and thereby minimize the tree impacts to the extent possible.

Tree Replacement

The applicant wishes to remove 82 on-site trees. The 2:1 replacement ratio would require a total of 164 replacement trees. The applicant has agreed to plant 70 trees on site. The required

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

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
24	6 cm	3.5 m
46	8 cm	4 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$47,000 to the City's Tree Compensation Fund in lieu of the remaining 94 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

No trees on neighbouring properties will be impacted by the proposed development however protective fencing will be required along portions of the foreshore area. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 3, Plans # w-x: "Tree Management Plan Drawings"). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

Environmental Review

Environmentally Sensitive Area (ESA) Detailed Assessment

Three ESAs have been designated on site (Attachment 2, Plan #q: "City of Richmond Environmentally Sensitive Areas and Riparian Management Areas"):

- 6.80 ha (16.8 ac) located north of the CN rail line, classified as "Upland Forest" and "Old Fields and Shrublands";
- 3.38 ha (8.35 ac) located within the 30 m (98.4 ft.) above high water mark of the Fraser River, classified as "Shoreline"; and
- 3.34 (8.25 ac) ha located 30 m (98.4 ft.) below high water mark of the Fraser River, classified as "Intertidal";

The ESA north of the CN rail line is designated as a "site", as opposed to a "hub", in the Ecological Network Management Plan in recognition of the ecological services that this area provides.

Proposed Impacts to ESA

Within the area north of the CN Rail, impacts to the “Upland Forest” and “Old Fields and Shrublands” ESA will result from the installation of a new sanitary sewer line. The area of impact is estimated as 1,134 m² (12,206 ft²) by SNC Lavalin based on a working width of 4 m (to accommodate a 1.2 m wide trench).

Within the main BC Ferries work site, impacts to the “Shoreline” and “Intertidal” ESA are estimated as 1,514 m² (16,297 ft²) by SNC Lavalin as follows:

- 1,252 m² (13,476 ft²) within the Shoreline ESA for the buildings, roads and diking which impact permeable or vegetated areas within the site. Redevelopment of Shoreline ESA areas that are already impacted by buildings or roads are not considered to impact the ESA;
- 10 m² (107.6 ft²) within the Intertidal ESA; and
- 252 m² (2,713 ft²) within the Intertidal ESA to permit construction of the new access pier, trestle and tower crane.

(Attachment 2, Plan #: “Area in ESA SH-5 and IT-5 Impacted by the Proposed Development”).

Total impacts to all ESA areas is estimated to be 2,648 m² (28,503 ft²). Detailed information from the biophysical inventory and wildlife survey assessments will be provided through the Development Permit review (DP 18-824566).

Tree Inventory within the ESA

The arborist report submitted by Diamond Head Consulting identified 22 trees proposed to be removed within the ESA due to conflicts with the proposed sanitary alignment (tag# 443-459, 462-466).

18 Bylaw-sized trees were inventoried within the areas of Shoreline and Intertidal ESA. Of these only one tree is proposed to be removed within the Shoreline ESA (Tree tag # 600) as it would interfere with the clear working area of the future crane operations.

Tree replacements for the 23 trees removed from the ESA are proposed to be replaced through 45 new tree installations within the proposed compensation area north of the CN Rail line and an additional 25 new trees along the shoreline ESA adjacent to the Fraser River resulting in a better than 2 for 1 replacement. The tree removals and replacements are included in Attachment 3 (Plans # w-x: “Tree Management Plan Drawings”).

Mitigation Measures

To minimize impacts to the ESA, the new sanitary sewer line is proposed to be aligned within a gravel pathway and cleared area on the site. Fencing will be installed to limit access outside of the working width, and the disturbed ground will be re-seeded with native grasses and wildflowers post-development.

Proposed Compensation and Landscape Restoration

Total ESA disturbance across the site is calculated at 2,648 m² (28,503 ft²) with total compensation of 6,251 m² (67,285 ft²) resulting in a net gain of 2.36:1 (Attachment 2, Plan # v, “Habitat Balance Sheet”).

The proposed compensation plan will result in a net-gain of functional habitat within the ESA with no net loss of total ESA designated on site. The establishment of native shrubs and herbaceous vegetation throughout the enhancement areas, with pockets of trees to provide canopy, will create moderate to high quality habitat, restore ecological function and promote biodiversity within the ESA. Preliminary plans are provided in Attachment 2. Detailed plans will be included in the Development Permit review (DP 18-824566).

Monitoring and Maintenance

To ensure that the proposed enhancements have the best chance of survival and that invasive species are controlled, monitoring, maintenance and annual reporting by a Qualified Environmental Professional (QEP) will occur for 5 years following installation of the landscape restoration plan. Reports will be provided to the City.

Securities acceptable to the Director of Development will be sought through the Development Permit review to ensure the landscape restoration including plants, soil, irrigation and the five year monitoring program; tree installations within the ESA; installation of tree and ESA protection fencing. Registration of legal agreements to ensure protection and retention of ESA on private land will also be required through the Development Permit review.

Riparian Management Areas

There are two Riparian Management Areas (RMAs) designated at the perimeter of the site, consisting of a 5 m RMA associated with a watercourse along the south side of Rice Mill Road and a 1.5 m RMA associated with the slough located to the east of the site. The two watercourses do not connect, but an RMA designated watercourse on the north side of Rice Mill Road does connect to the slough to the east.

5 m RMA

The 5 m (16.4 ft.) RMA is associated with a drainage watercourse that is daylighted for approximately 550 m (1,805 ft.) and connects to the City's drainage system to the west. The south bank is vegetated with grasses, Himalayan blackberry, black cottonwood and small shrubs such as red-osier dogwood. The north bank adjacent Rice Mill Road is grass on gravel, which is regularly mowed by the City. No fish were present within the RMA.

Impacts to the RMA will result from excavation of a 1.2 m trench for a new water line, which will be restricted to the impervious/disturbed area of the RMA. Total disturbance is calculated as 695 m² (7,481 ft²). The exact alignment of the waterline will be subject to review by Engineering through the required Servicing Agreement.

Proposed Compensation and RMA Restoration

In addition to hydroseeding the area that will be disturbed during installation of the water main, restoration is proposed in the form of removal of two undersized and dormant 300 mm diameter corrugated steel culverts. Habitat value and ecological function will be improved within the 5 m RMA when the 54 m² that is currently occupied with redundant culverts is converted to a vegetated, open watercourse. After the culverts are removed, the ditch geometry will be restored

covering areas of 30 m² and 24 m². The watercourse will be hydroseeded to promote ground cover within the watercourse.

Mitigation Measures

Prior to any works being taken in this area, a site-specific Erosion and Sediment Control Plan must be submitted to the City and approved by the Environmental Manager. City of Richmond Environment Department staff will conduct a site visit to inspect the installed mitigation measures, prior to giving leave to commence with construction.

Works are to be completed in accordance with the City of Richmond's Riparian Management Areas Bulletin INFO-23, the approved Construction Environmental Management Plan, and the site-specific Erosion and Sediment Control Plan. Culvert removal will proceed in accordance with requirements under the Water Sustainability Act and Standards and Best Practices for Instream Works. Disturbed areas will be re-vegetated with a native riparian seed mix in accordance with the Riparian Area Regulation Re-vegetation Guidelines.

The mitigation measures have been added to the Servicing Agreement requirements attached to the Rezoning Considerations (Attachment 8- "Sustainability").

15 m RMA

The 15 m (49.2 ft.) RMA is associated with an off-site watercourse that drains south through a pump station to the Fraser River. No impacts are anticipated to the 15 m RMA as a result of the proposed BC Ferries development.

Flood Construction Elevation

Under the City's Flood Plain Designation and Protection Bylaw No. 8204 the required flood construction elevation for developments outside the City's dikes is 4.35 m GSC. Due to the operational necessity of needing to keep their infrastructure closer to the average water level, BC Ferries propose to build the two phases of development associated with this application so that their building slab elevations are at 3.85 m GSC. Land grades associated with each phase will be raised from the current elevations of approximately 3.2 m GSC to support these slab heights. BC Ferries long term flood strategy is to raise the site grades as necessary to correspond to sea level rise and as future buildings are replaced.

The City's Engineering Department has indicated that the City will permit the minimum Flood Construction Level for the site to be 3.85 m with the understanding that the owner and applicant accept all risks associated with flooding due to construction outside of the City's dike. The owner will be solely responsible for flood protection on their site. The owner/applicant will also be responsible for confirming that the proposed strategy addresses any provincial flood protection requirements with the provincial Inspector of Dikes, prior to rezoning adoption.

The Rezoning Considerations (Attachment 8) include a requirement for registration of a legal agreement establishing a minimum Flood Construction Elevation of 3.85 m GSC for all new buildings constructed after May 1, 2019. The Considerations also include a requirement for the owner/applicant to submit written confirmation from the provincial Inspector of Dikes, acceptable to the City's Director of Engineering, that the proposed strategy to incrementally raise

the subject site and structures in the future, as needed for flood protection, is acceptable to the Provincial Dike Authority. The confirmation from the Provincial Inspector of Dikes is required prior to Rezoning adoption.

Built Form and Architectural Character

BC Ferries new facilities will be constructed in two phases with the first phase including a machine shop, weld shop, life safety appliance shop, covered storage, a tower crane and supporting access pier. The second phase will include an outfitting trades building with two covered storage areas.

The industrial buildings will be one, two or three storey structures varying in height with the machine shop being the tallest at approximately 22.2 m (73 ft. measured from top of slab) and the outfitting trades building being approximately 13.7 m (45 ft. measured from top of slab).

The building exteriors are anticipated to consist of prefinished insulated metal panels painted "regal white" with curtain wall glazing and spandrel glass panels. Panelized translucent skylights will be incorporated into the machine shop building. Each building will include identification signage.

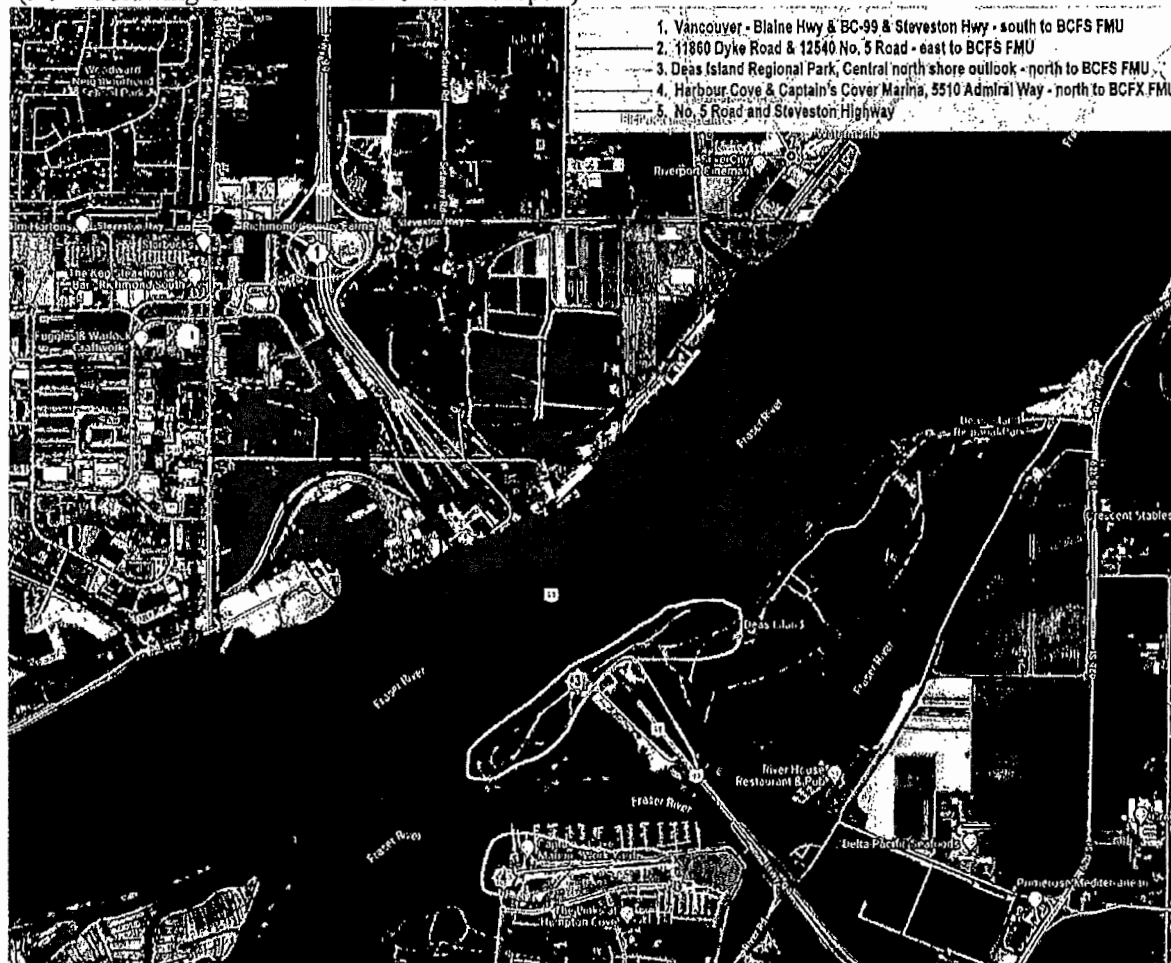
An 11.5m (38 ft.) wide steel and concrete pier with supporting pile structures will extend more than 70 m (230 ft.) into the Deas basin. A new sheet pile wall will be installed where the pier meets the land. The tower crane will be located at the end of the pier within the Deas Basin. The preliminary design accommodates a maximum crane height of 84 m (276 ft.) with a reach of approximately 96 m (315 ft.). The actual crane design which will be refined as the project moves forward. The crane will be of steel construction.

Visual Impact Assessment

A visual impact assessment report prepared by Goldwing Continuum Architects Inc (dated August 9, 2018) was reviewed and supported by Environment Sustainability staff. The purpose of the assessment was to determine the overall visual impact of the development, specifically the proposed tower crane, from nearby viewpoints. The impacts were assessed from five strategic visual sensitivity areas (circled areas on the diagram) and five viewpoint areas as listed below and numbered on the diagram.

1. BC Highway 99 and Transit Stop west side of Highway 99 south of Steveston Highway
2. Intersection of No 5 Road at 11860 Dyke Road, Richmond
3. Deas Island Regional Park - Pedestrian Pathway along south bank of the Fraser River
4. Harbour Cove & Captain's Cove Marina – 5510 Admiral Way, Delta
5. No. 5 Road and Steveston Highway, Richmond

Visual Impact Assessment Sensitivity and Viewpoint Locations
(from Goldwing Continuum Architects Inc. report)



The assessment concludes that the visual impact is considered low to medium for the Deas Island Regional Park (location 3) and the No. 5 Road and Steveston Highway (location 5) locations with the upper portion of the tower crane expected to be visible. The visual impact for all three remaining locations (locations 1, 2 and 4) is considered low with existing landscape vegetation and the new facilities helping to mitigate the overall visual impact.

The assessment notes that the visual impact of the proposed tower crane will vary depending upon factors such as the viewing distance, number and type of viewers and duration and angle of view of the crane. But notes that existing communication and hydro transmission towers in the area will have a greater impact than the crane.

Existing Legal Encumbrances

Several legal encumbrances exist on Title that will need to be addressed as part of the proposed development. The encumbrances are as follows:

- An earlier dike right-of-way was established over portions of the BC Ferries site in 1981 (RD144951 with reference to plan NWD 59814). The right-of-way does not entirely align with the dike alignment proposed for the current development and will need to be discharged after the new right-of-way has been registered on title. The Rezoning Considerations (Attachment 8) include a requirement for the discharge of RD144951 after the replacement dike right-of-way has been registered on title.
- A statutory right-of-way in favour of BC Hydro runs across portions of the BC Ferries site to accommodate an array of high voltage power lines. The location of the right-of-way carries restrictions over the type and height of vegetation that can be planted within the area controlled by the agreement. Compensation areas have been located to avoid conflicts with BC Hydro's right-of-way.
- A statutory right-of-way in favour of the Greater Vancouver Water District (GVWD -- aka Metro Vancouver) crosses through BC Ferries' site protecting a main water line leading to Delta. The applicant has been working in coordination with the GVWD and the City regarding the proposed dike alignment and intersections with the GVWD's water main. The Servicing Agreement requirements in the Rezoning Considerations (Attachment 8) include a requirement for BC Ferries to submit to the City confirmation of the GVWD's acceptance of the encroachment of the proposed dike and associated improvements into the GVWD water line right-of-way. The confirmation will be required as part of the Servicing Agreement.

Fire Prevention

Preliminary reviews of fire hydrant locations, access route widths, capacity of internal roadways to support fire vehicles and truck turning radii were undertaken by the Fire Department. A Construction Fire Safety plan submitted by the proponent has been reviewed and accepted by the Fire Department. BC Ferries have indicated that they do not plan to store fuel for the ferries at the Terminal.

Garbage and Recycling

A preliminary Waste Management Overlay Plan (WMOP) has been prepared and submitted by the applicant (plan dated December 12, 2018) indicating that sufficient waste collection and sorting facilities can be accommodated at the site. The plan provides for sorting of 11 different types of waste materials including compost, paper, glass, plastics, wood, metals, hazardous waste and asbestos. Sorting stations are located in several areas of the site associated with work areas where the different waste materials would be generated. Each location provides appropriate loading space for garbage/recycling collection. City Garbage and Recycling staff have reviewed and signed off on the proposed WMOP plan.

Public Art

Based on buildable floor area for the new construction of approximately 15,502 m² (166,862 ft²) industrial floor area, the recommended public art contribution based on Administrative Guidelines of \$0.24/SF (2018 rate) is approximately \$40,047.00. BC Ferries has agreed to make the contribution all at once. The Rezoning Considerations (Attachment 8) includes the requirement for the contribution the Richmond's Public Art Reserve prior to Bylaw adoption.

Site Specific Zoning

Because of the nature of the uses on the site and the foreshore topography considerations, a new site specific zone, "BC Ferries Fleet Maintenance and Moorage (ZI14)", was prepared for this development application.

The proposed site specific zone includes a range of permitted uses tailored to the site's ongoing operations as well as some broad industrial uses. The uses have been reviewed by BC Ferries. The zone also accommodates the calculation of building heights measured from top of slab rather than average finished grade as is typical within Zoning Bylaw No. 8500 and it provides for building heights in excess of the Zoning Bylaw's current 12 m (39.37 ft.) height standard in the industrial zoning schedules (see discussion under "Building Height Measurement" for more details). Finally it accommodates the installation of a single tower crane of up to 84 m GSC in height which is essential to BC Ferries future operations.

Building Height Measurement:

Under the City's Zoning Bylaw No. 8500, building height is typically measured from the average grade of the site not from the building slab elevations. BC Ferries site, however, includes the Deas basin, an area of submerged fee simple lands which would skew the calculation of the average site grade creating a flood construction elevation (FCL) that would be below the site's existing grade level.

The second building height consideration is that BC Ferries is proposing to place their building slabs at 3.85 GSC and raise grades over time as buildings are replaced.

Given these considerations, the site-specific zoning for the subject site accommodates the measurement of building heights from the slab elevation rather than the average grade of the site. The site specific zoning also restricts the maximum building height to the lesser of 22.2 m as measured from top of slab or a maximum building height of 26.6 GSC (approximately 4.35 GSC + 22.2 m). This allows BC Ferries to raise to the grades for future buildings up to City's current FCL of 4.35 m GSC (the City's current minimum FCL for sites outside the dike system) while at the same time restricting the maximum building height to 22.2 m.

Sustainability Features

Both design and operational measures are being incorporated into the development to address efficiency and sustainability. A list of the proposed sustainability features proposed for the site is provided in Attachment 5.

Development Permit Review

The proposed development will undergo a separate design review via Development Permit application (DP 18-824566). Specific issues to be addressed through the review will include:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- Verify setbacks, building heights and overall compliance with the Site Specific zoning;
- A review of the proposed exterior materials and colours;
- A review of vehicle parking spaces to ensure compliance with the parking requirements in the Zoning bylaw No. 8500;
- Review detailed landscaping species selections, sizes and quantities;
- Confirm habitat compensation requirements for ESA/RMA are addressed;
- Establish legal agreements to ensure appropriate monitoring and survival;
- Confirm plans reflect minimum flood construction elevations; and
- Confirm building setbacks from the dike right-of-ways.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, and dikes. The anticipated operating budget impact for the ongoing maintenance of these assets is estimated to be \$254,000; this will be considered as part of the 2020 Operating budget.

Conclusion

SNC Lavalin's application on behalf of BC Ferries for permission to rezone a portion of 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road from Light Industrial (IL) and Agricultural (AG1) to a new site specific zone "BC Ferries Fleet Maintenance and Moorage (ZI14)" in order to allow for the phased upgrading of BC Ferries Fleet Maintenance Unit (FMU) has undergone an extensive technical review addressing issues such as new dike alignment and construction, environmental impact mitigation and compensation, utility servicing, visual impact assessment and archaeological reviews. A custom site specific zoning schedule has been prepared to address the particulars of the site and the proposed uses anticipated.

On the basis of its technical review, staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9940 to create the "BC Ferries Fleet Maintenance and Moorage (ZI14)" zone, and to:

- 1) Rezone 12300 No. 5 Road and 12800 Rice Mill Road from "Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)" and;
- 2) Rezone a portion of 12280 No. 5 Road and 12700 Rice Mill Road from "Agricultural (AG1) and Light Industrial (IL)" to "BC Ferries Fleet Maintenance and Moorage (ZI14)";

be introduced and given first reading.



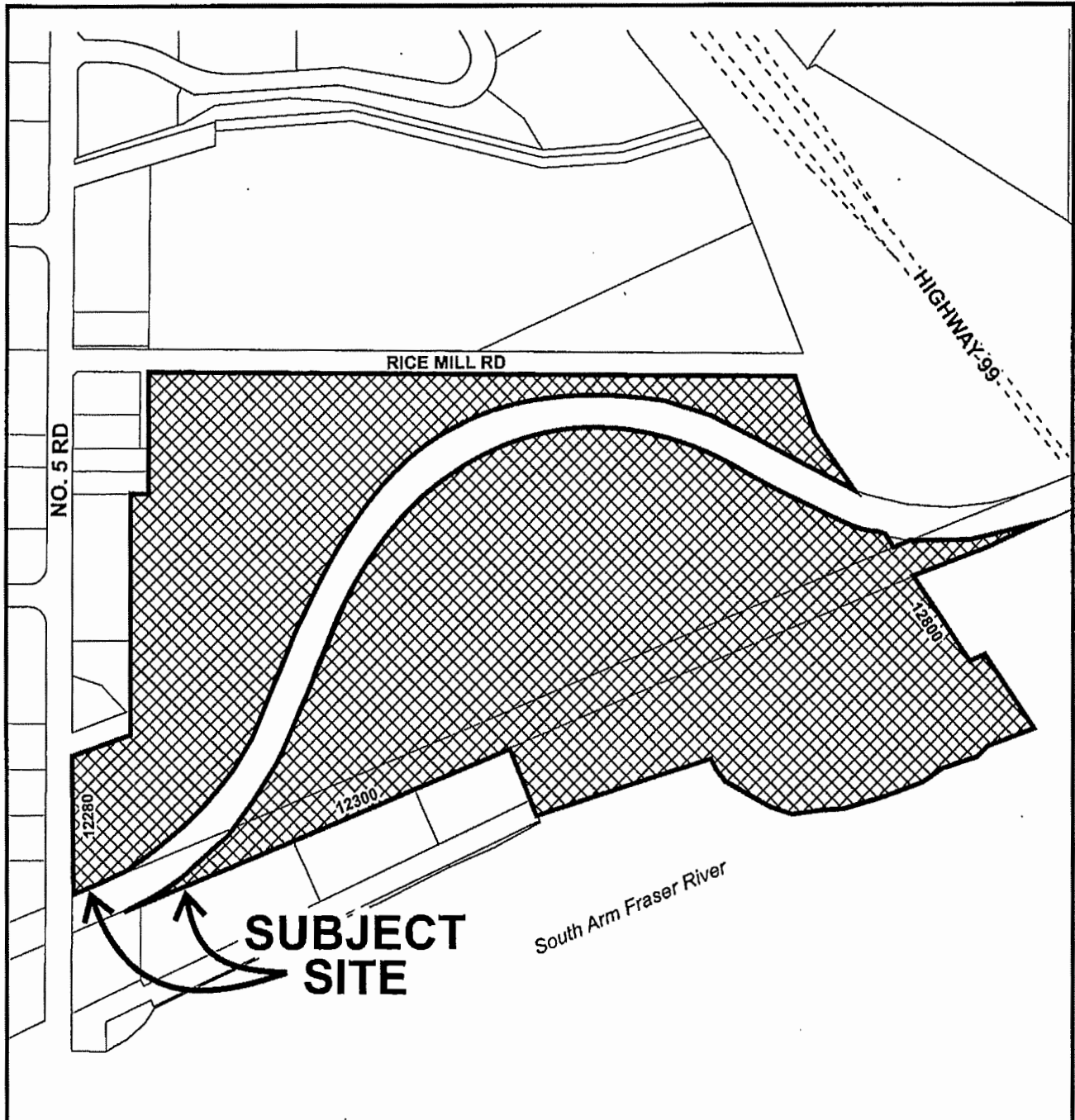
David Brownlee
Planner 2

DCB:rg

Attachment 1: Location Map and Area to be Rezoned
Attachment 2: Conceptual Development Plans
Attachment 3: Tree Management Plan
Attachment 4: Development Application Data Sheet
Attachment 5: Proposed Sustainability Features
Attachment 6: Technical Studies Submitted
Attachment 7: DFO Letter of Advice
Attachment 8: Rezoning Considerations



City of
Richmond



RZ 18-824565

Original Date: 04/23/19

Revision Date:

Note: Dimensions are in METRES

PLN - 171
PH - 38



City of
Richmond



RZ 18-824565

Original Date: 08/17/18

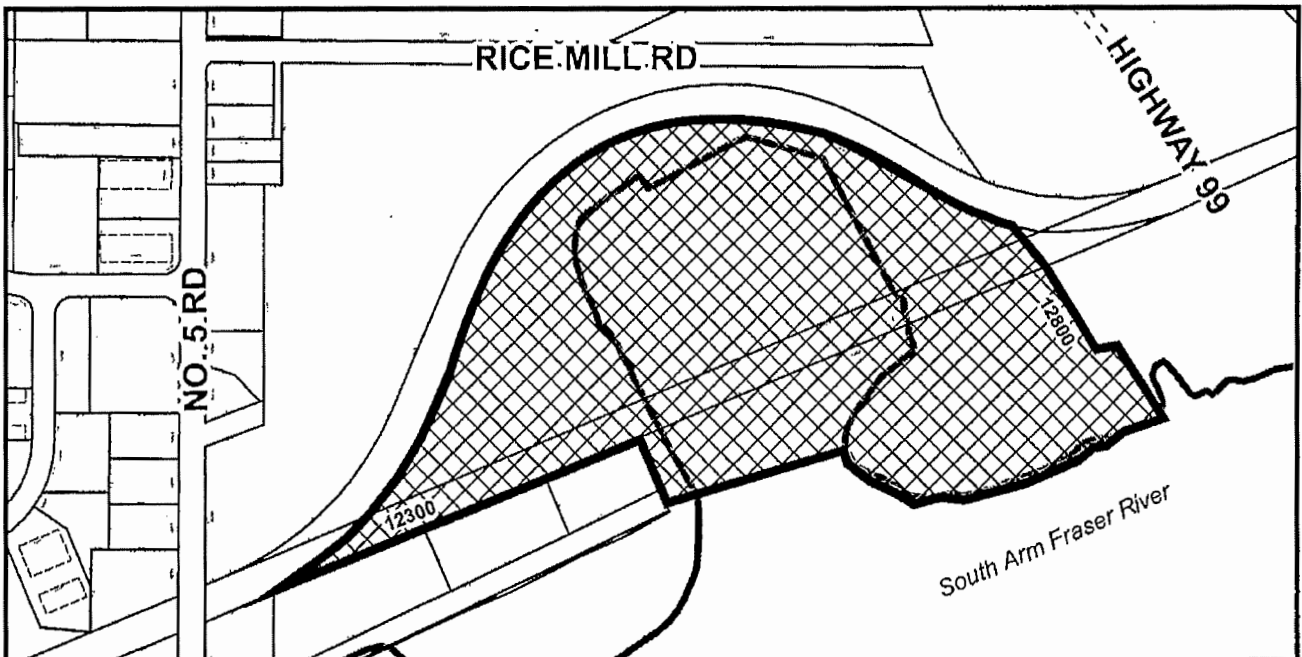
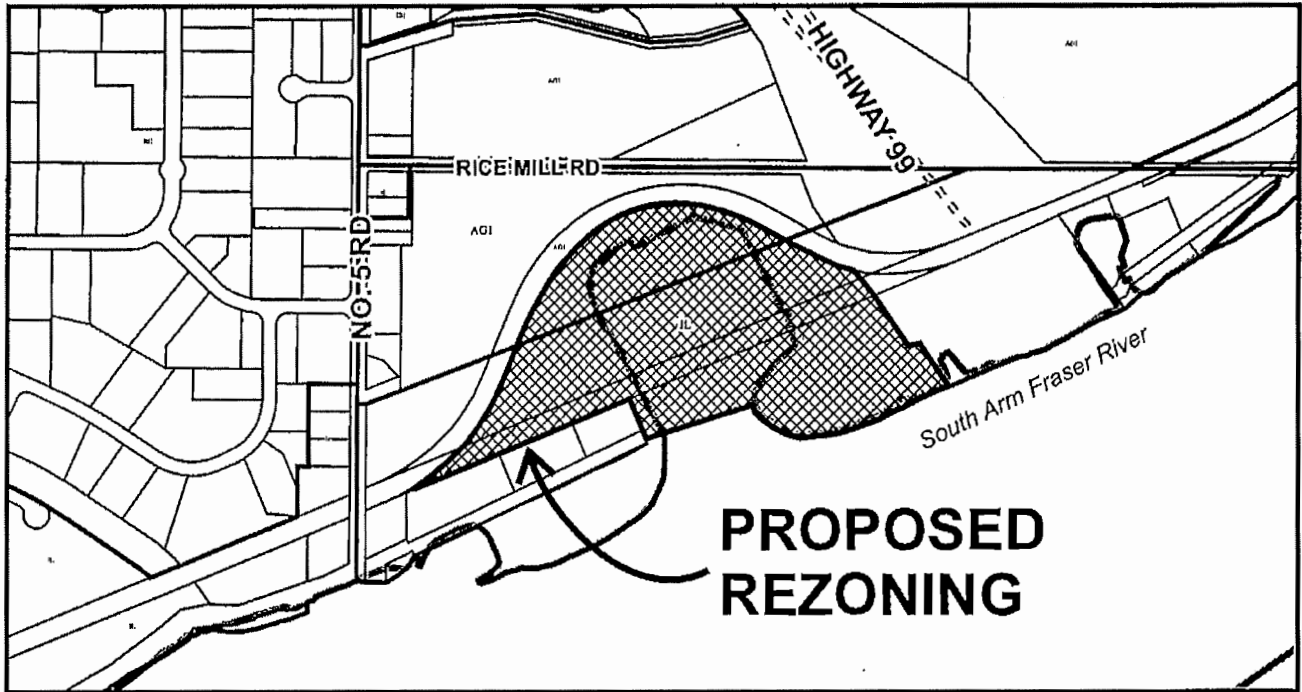
Revision Date:

Note: Dimensions are in METRES

PLN - 172
PH - 39



City of
Richmond



RZ 18-824565

Original Date: 06/20/18

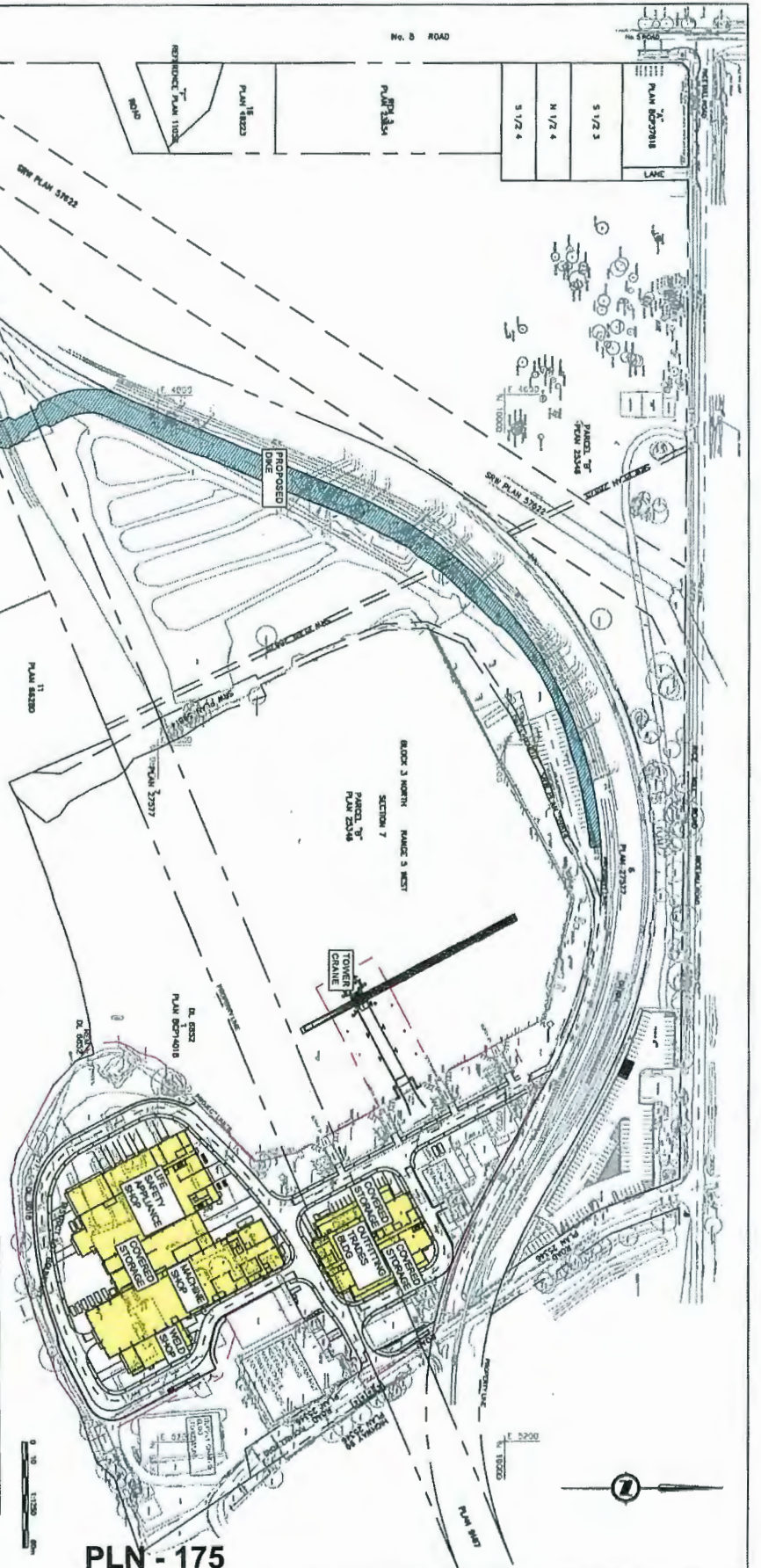
Revision Date: 09/28/18

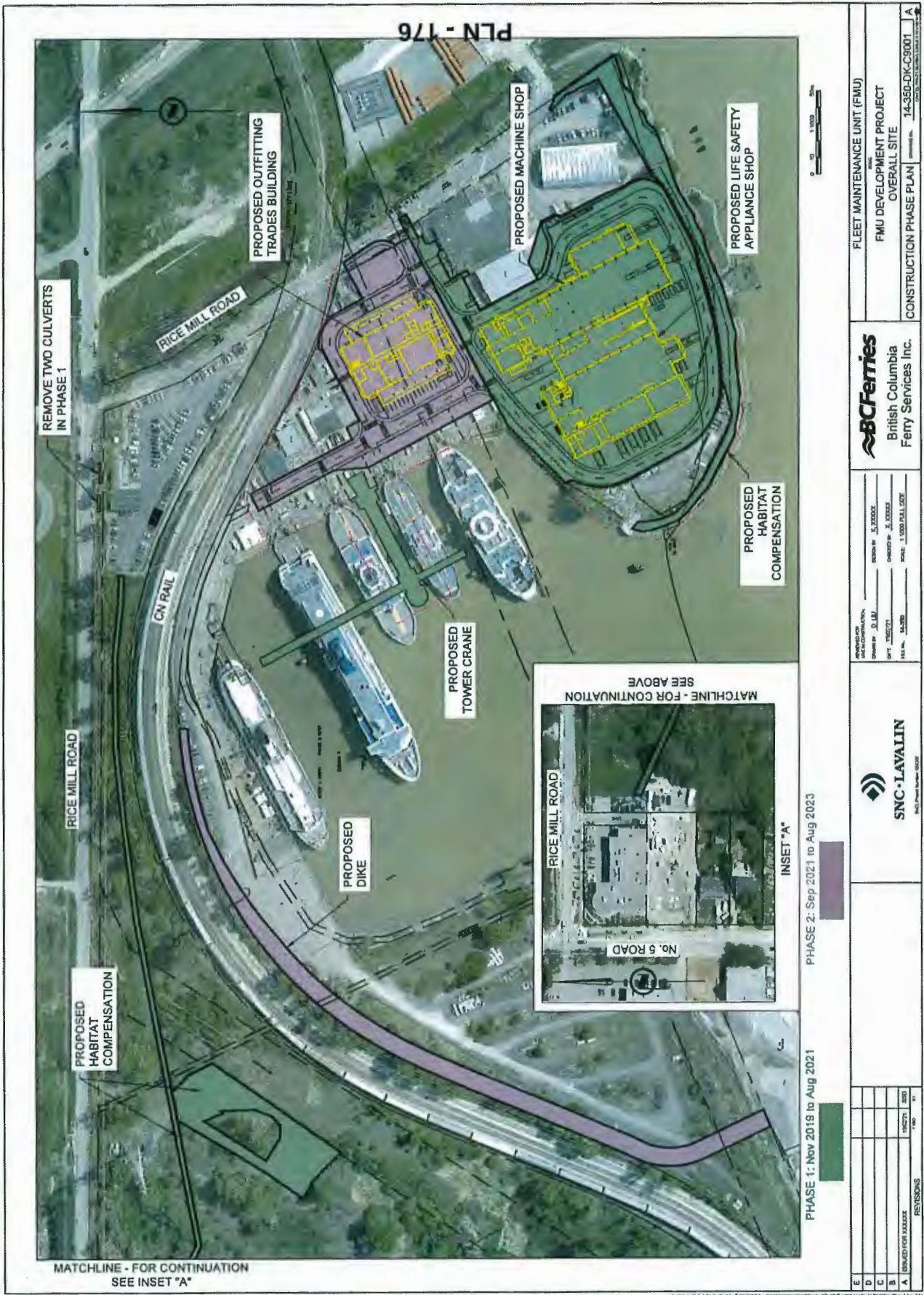
Note: Dimensions are in METRES

PLN - 173
PH - 40

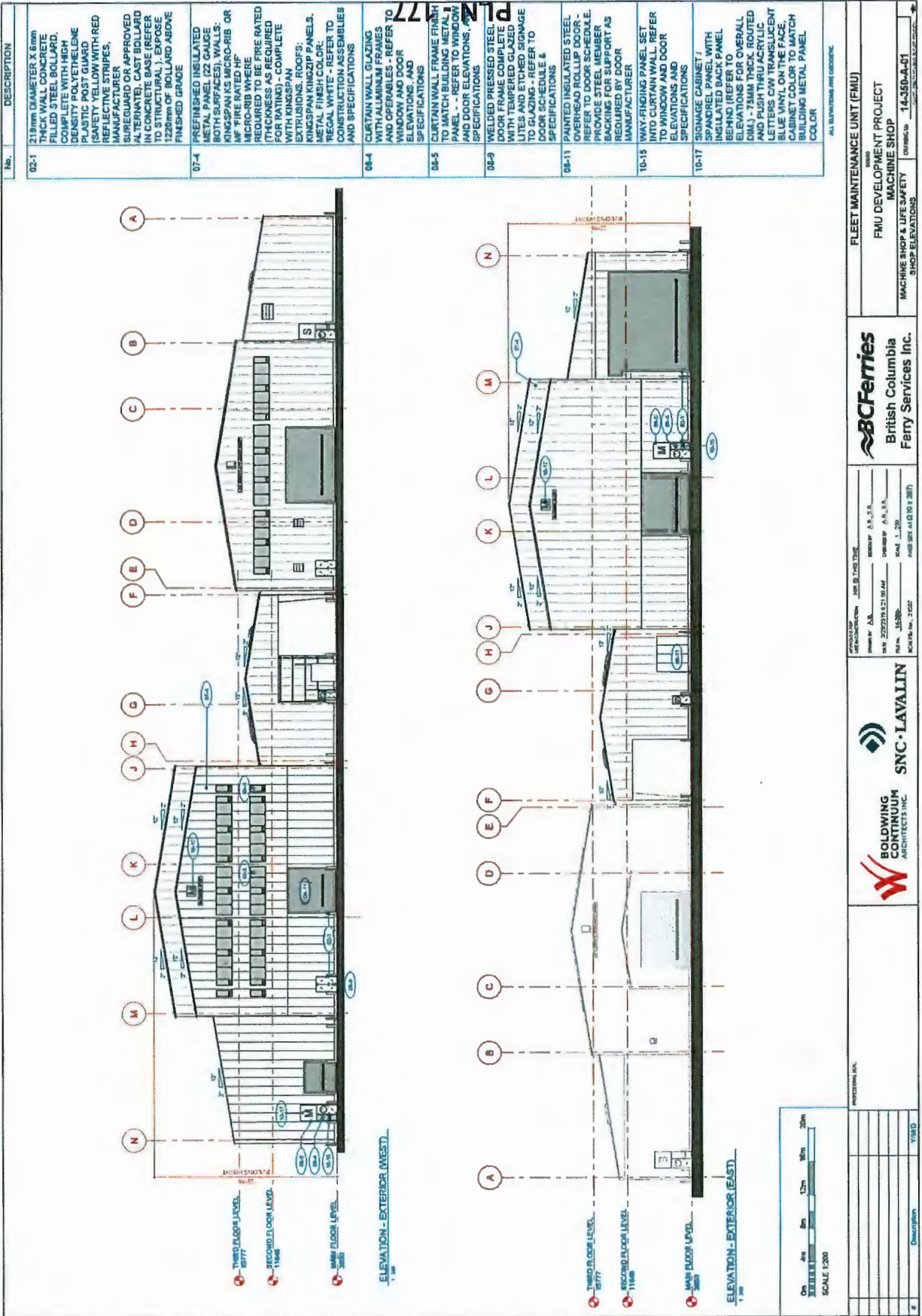
Conceptual Development Plans - Index

	Document:	Plan No.
1	Site Plan	a
2	Construction Phasing Plan	b
3	Building Elevation drawings	c-f
4	Basin Crane drawings	g-i
5	Grading Plan	j
6	Parking Plan	k-o
7	Waste Management Overlay Drawing	p
8	Environmentally Sensitive Areas and Riparian Management Areas	q
9	AREA in ESA SH-5 and IT-5 Impacted by the Proposed Development	r
10	Landscape Plan drawings	s-u
11	Habitat Balance Sheet	v

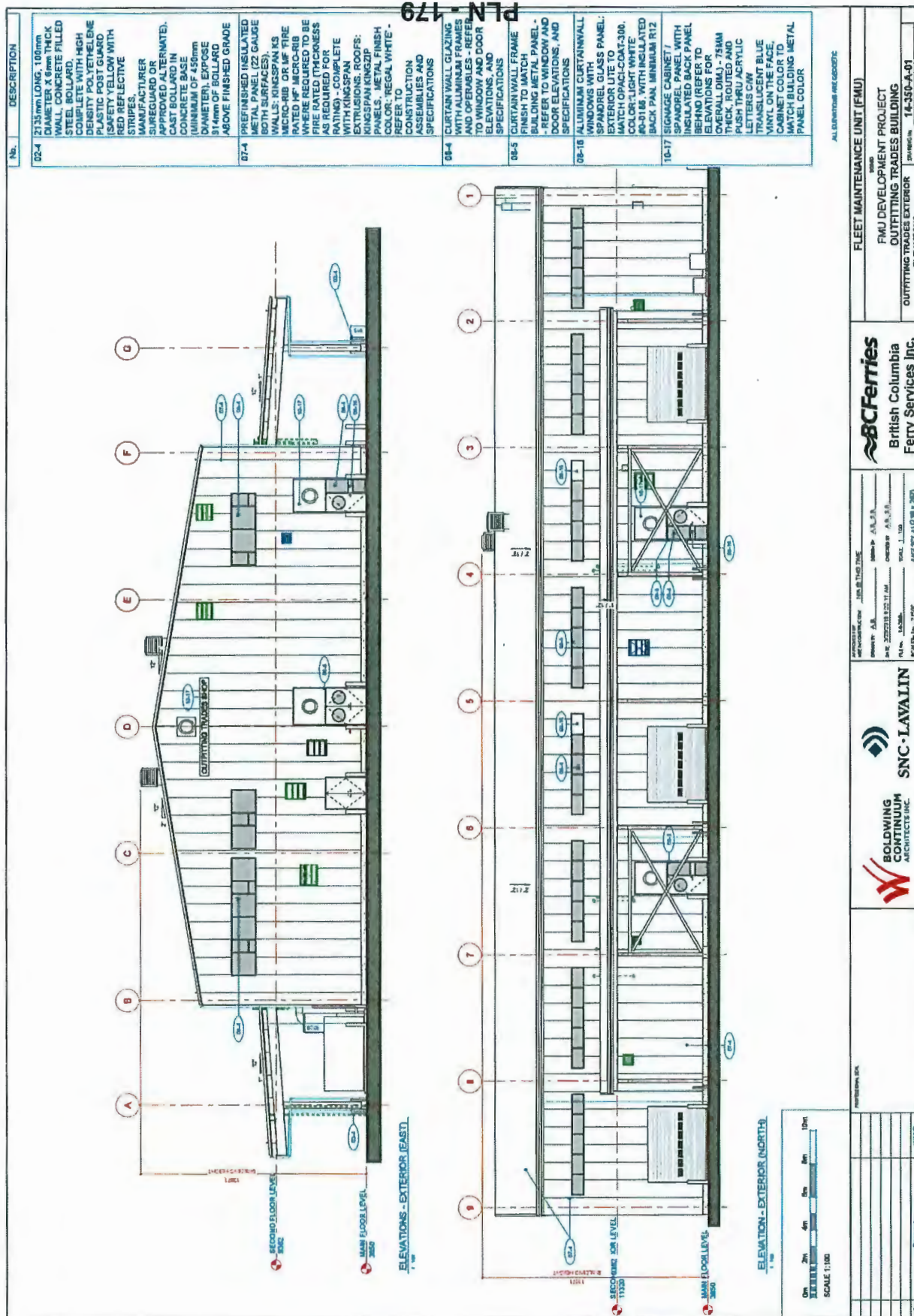


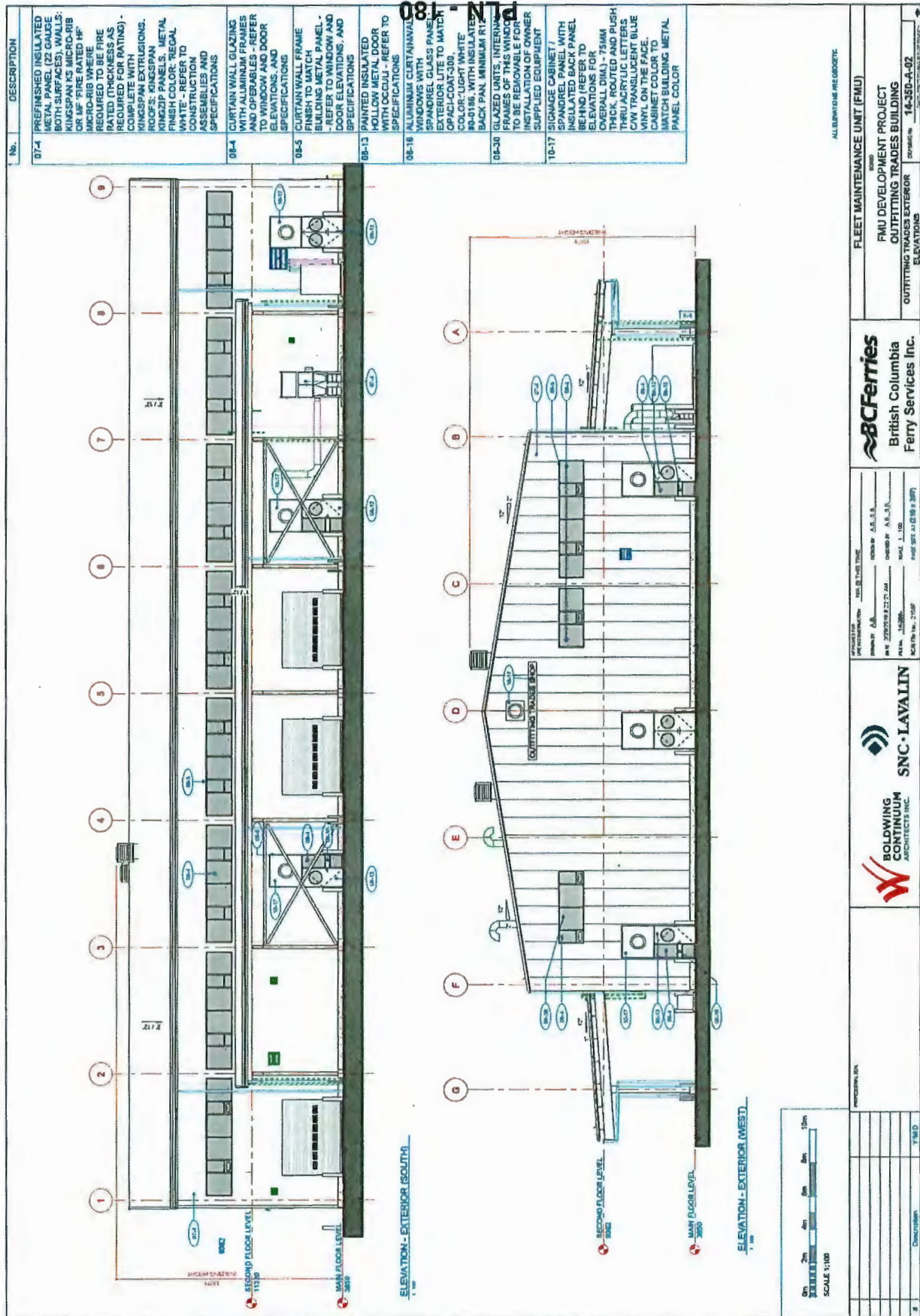


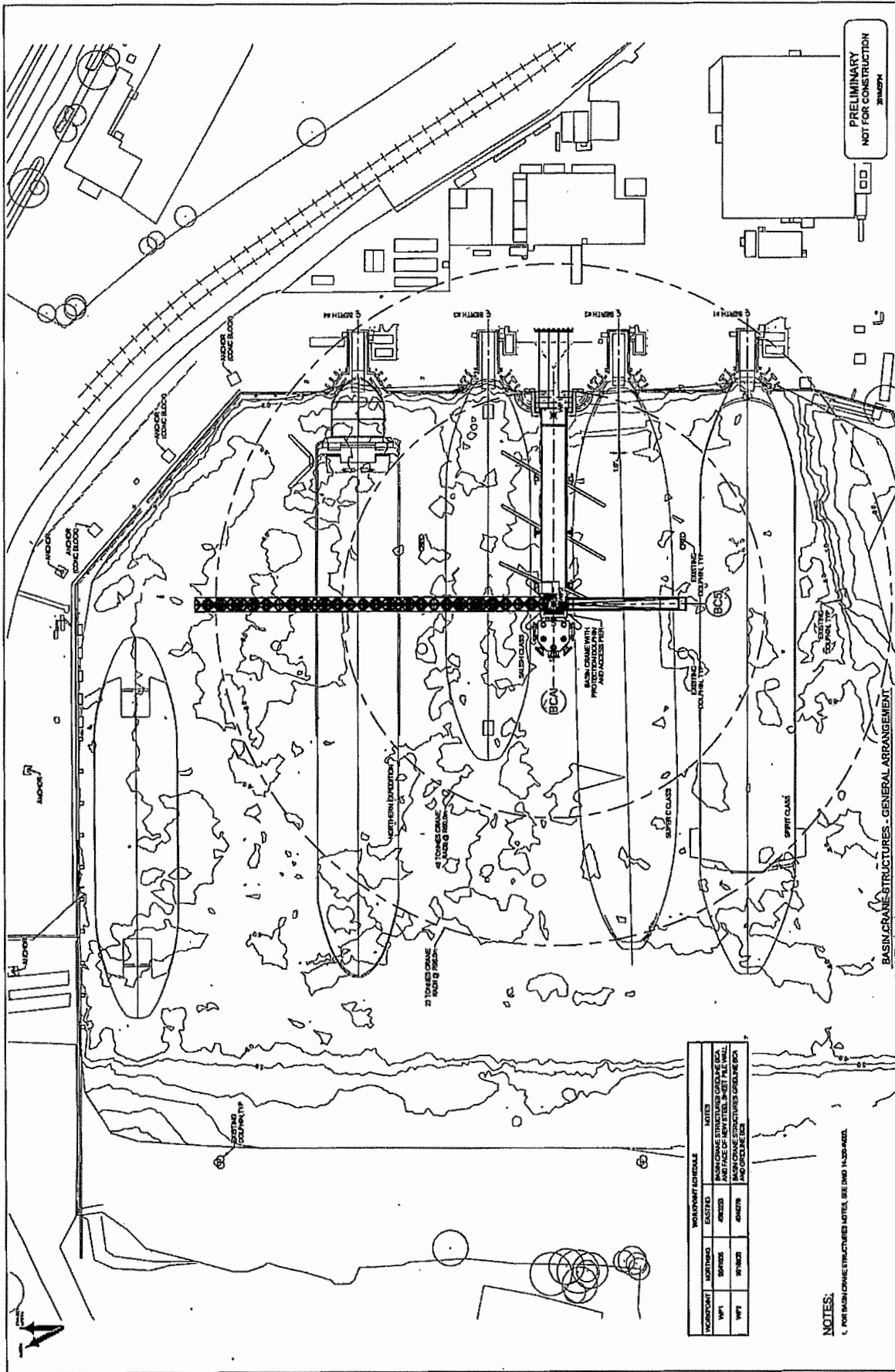
Plan #6



Plan #c





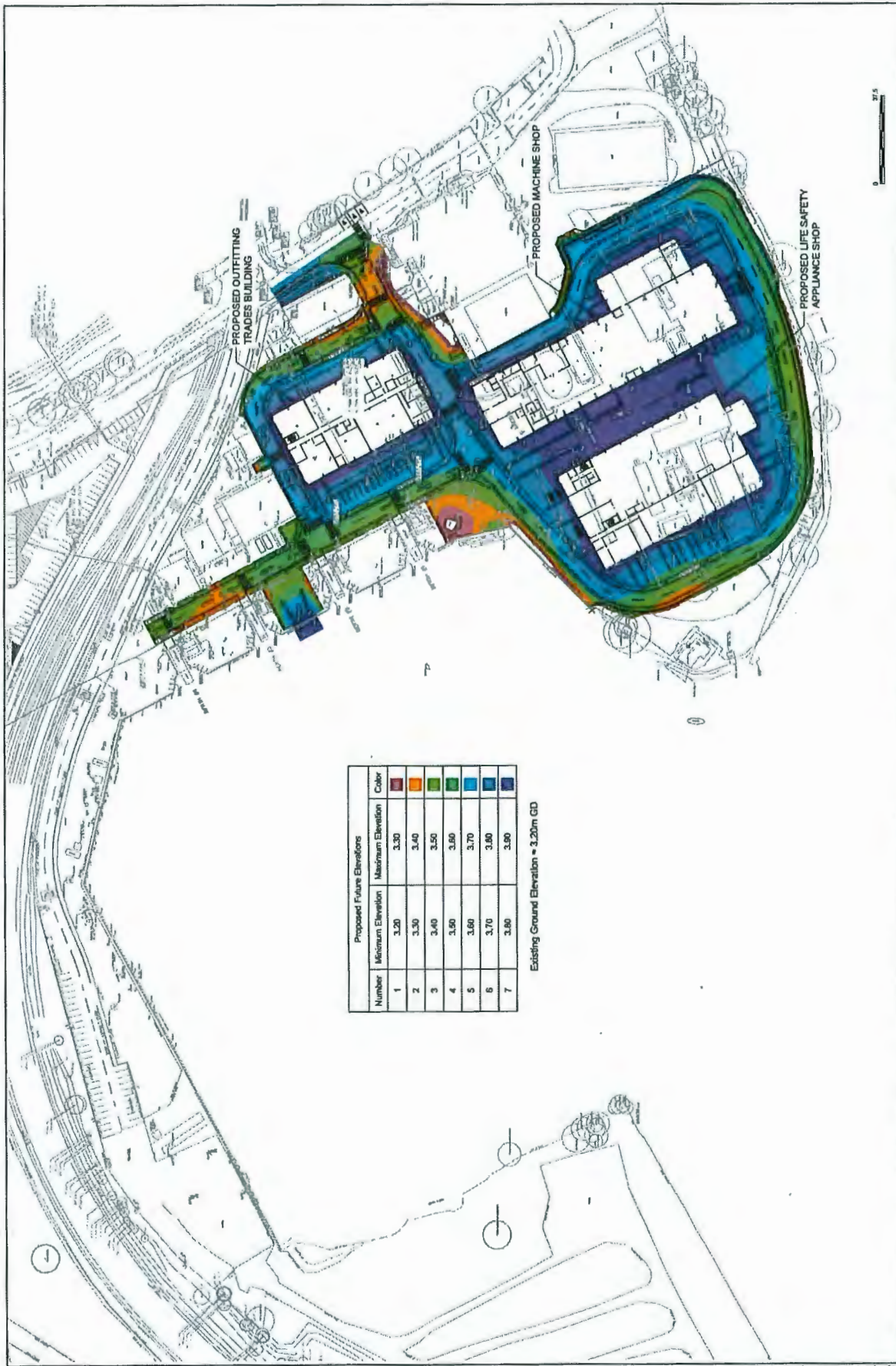


BC Ferries British Columbia Ferry Services Inc.		FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT BASIN CRANE STRUCTURES	
SHEET: 25-181 DATE: 01/05/2014 SCALE: 1"=50' PAGE: 1 OF 1		GENERAL ARRANGEMENT 14-350-W004	
SNC-LAVALIN 1001000000		PRELIMINARY NOT FOR CONSTRUCTION	

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
2	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
3	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
4	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
5	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
6	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
7	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
8	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
9	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
10	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
11	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
12	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
13	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
14	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
15	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
16	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
17	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
18	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
19	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
20	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
21	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
22	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
23	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
24	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
25	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
26	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
27	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
28	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
29	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
30	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
31	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
32	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
33	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
34	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
35	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
36	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
37	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
38	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
39	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
40	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
41	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
42	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
43	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
44	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
45	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
46	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
47	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
48	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
49	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
50	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
51	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
52	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
53	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
54	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
55	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
56	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
57	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
58	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
59	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
60	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
61	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
62	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
63	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
64	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
65	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
66	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
67	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
68	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
69	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
70	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
71	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
72	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
73	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
74	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
75	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
76	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
77	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
78	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
79	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
80	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
81	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
82	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
83	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
84	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
85	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
86	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
87	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
88	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
89	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
90	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
91	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
92	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
93	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
94	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
95	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
96	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
97	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
98	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
99	01/05/2014	ISSUED FOR TENDER (PT)	W/ST
100	01/05/2014	ISSUED FOR TENDER (PT)	W/ST

NOTES:
1. FOR BASIN CRANE STRUCTURES, SEE 25-181-001.

Plan # 9



Proposed Future Elevations			
Number	Minimum Elevation	Maximum Elevation	Color
1	3.20	3.30	Red
2	3.30	3.40	Orange
3	3.40	3.50	Yellow
4	3.50	3.60	Green
5	3.60	3.70	Blue
6	3.70	3.80	Dark Blue
7	3.80	3.90	Dark Blue

Existing Ground Elevation = 3.20m GD

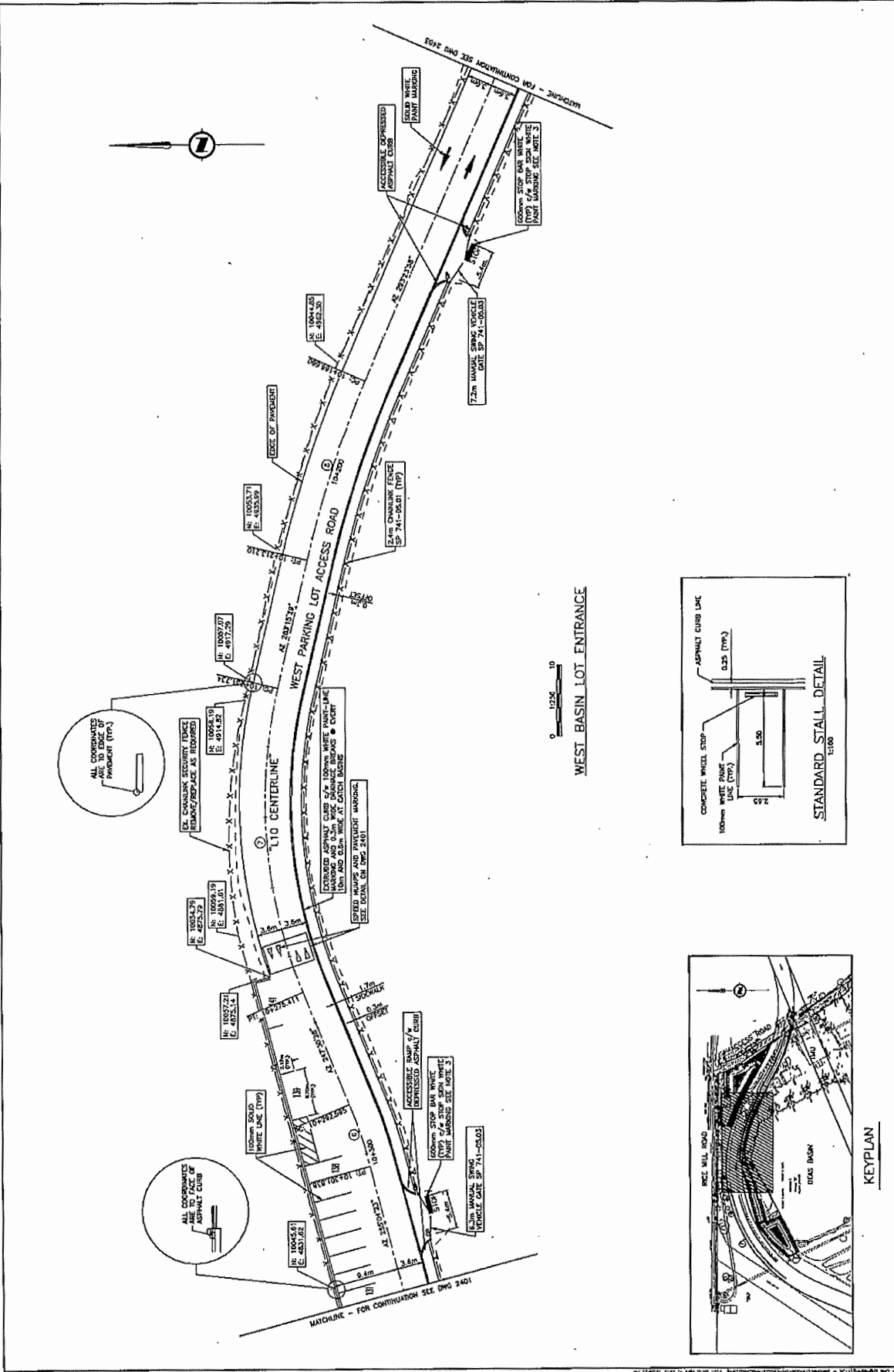
0 37.5

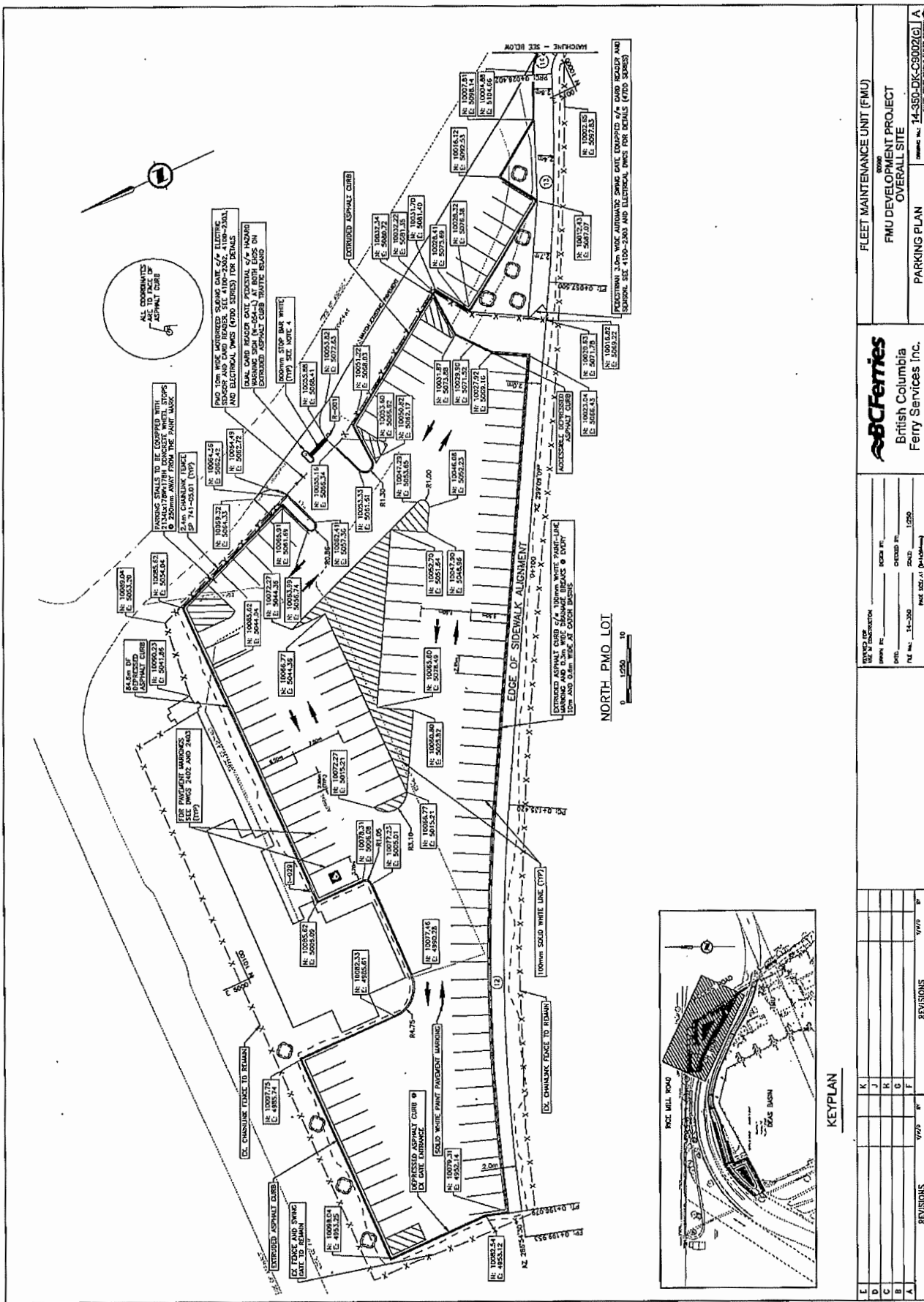
BC Ferries British Columbia Ferry Services Inc.		FLEET MAINTENANCE UNIT (FMU) FMU DEVELOPMENT PROJECT OVERALL SITE GRADING PLAN																																		
REVISIONS <table border="1"> <tr> <th>Rev.</th> <th>Description</th> <th>Date</th> </tr> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> </tr> <tr> <td>6</td> <td></td> <td></td> </tr> <tr> <td>7</td> <td></td> <td></td> </tr> <tr> <td>8</td> <td></td> <td></td> </tr> <tr> <td>9</td> <td></td> <td></td> </tr> <tr> <td>10</td> <td></td> <td></td> </tr> </table>		Rev.	Description	Date	1			2			3			4			5			6			7			8			9			10			PROJECT INFORMATION DRAWN BY: J. LAMARCA CHECKED BY: S. S. DESPAIN DATE: 2014-02-28 SCALE: 1/200 SHEET NO.: 14-350-DK-C0053	
Rev.	Description	Date																																		
1																																				
2																																				
3																																				
4																																				
5																																				
6																																				
7																																				
8																																				
9																																				
10																																				

Plan # j



Plan # K





PLN - 188
PH - 55

Plan #



PRELIMINARY
NOT FOR CONSTRUCTION
2018-04-04

0 5 100 200
feet

FLEET MAINTENANCE UNIT (FMU)
FMU DEVELOPMENT PROJECT
OVERALL SITE
PARKING PLAN
14-350-DK-C9002(d) A

BC Ferries
British Columbia
Ferry Services Inc.

APPROVED FOR
SUBMITTAL
DATE: 10/25/2018
FILE NO. 14-350
SCALE: 1/2" = 1'-0"

SNC-LAVALIN
SNC Project Number: 14-350

REVISIONS		NO.	DATE	BY	REVISIONS
E					
D					
C					
B					
A					

PLN - 189
PH - 56

Plan # 0

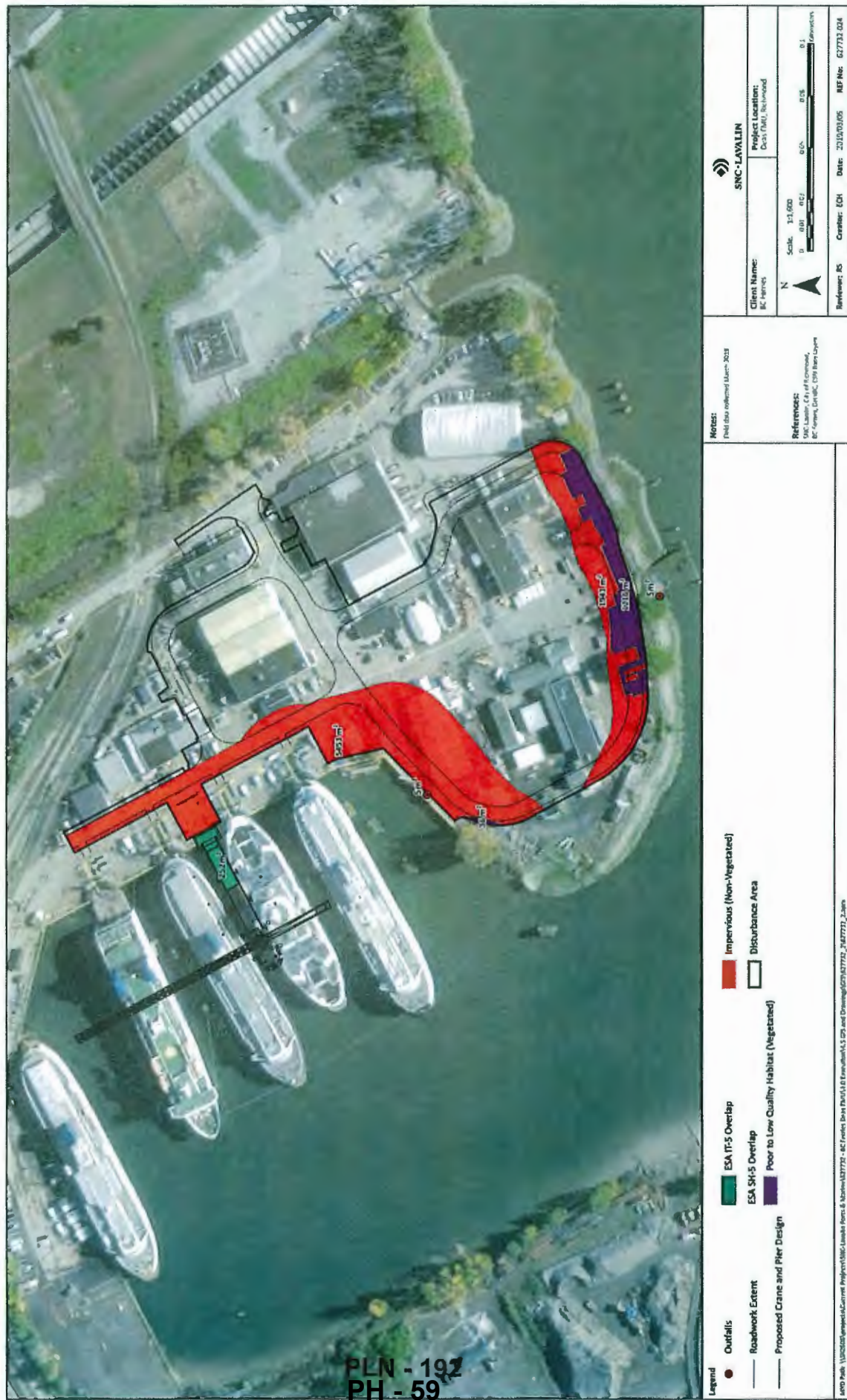


Figure 4: City of Richmond Environmentally Sensitive Areas and Riparian Management Areas

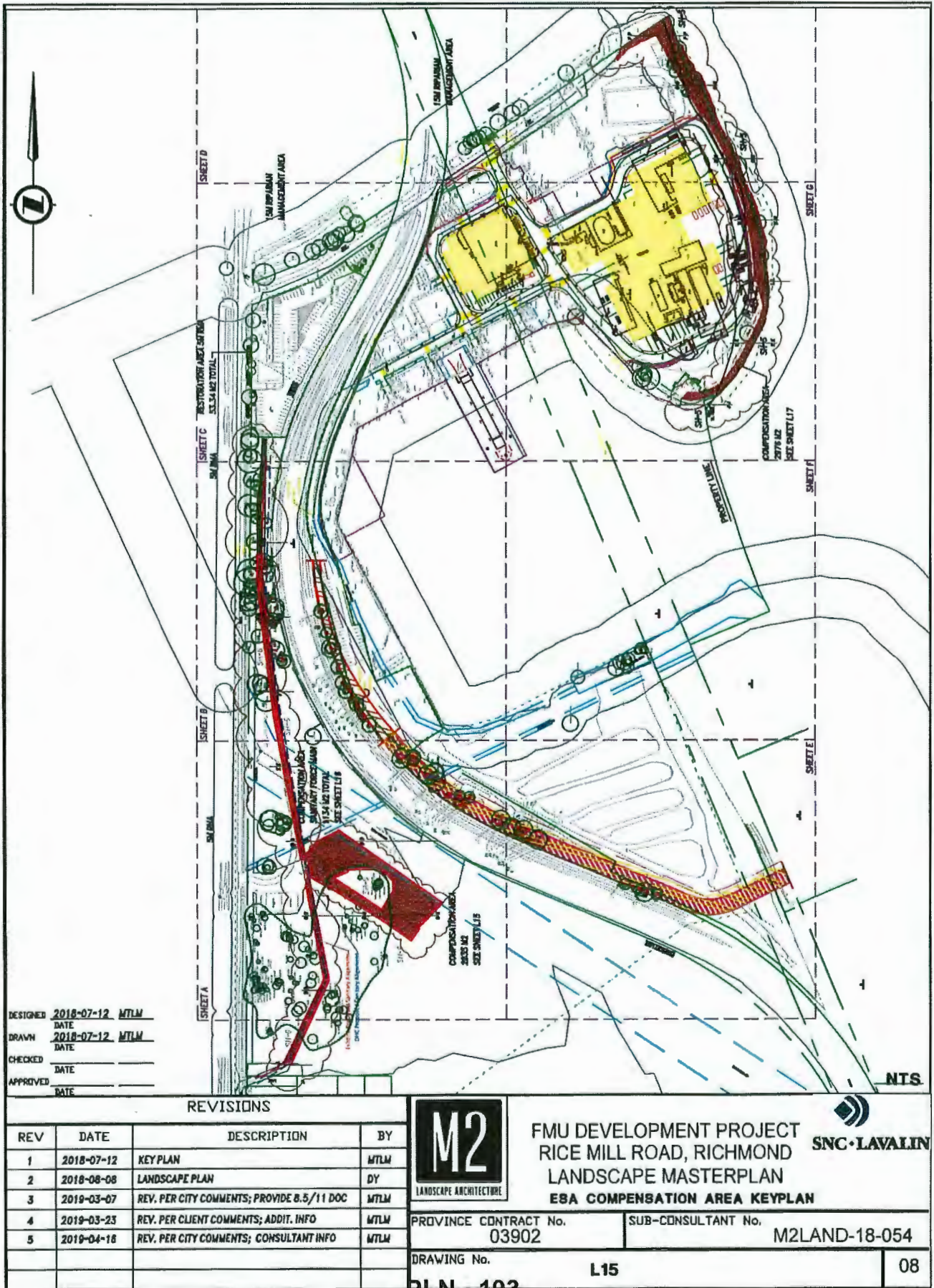


Plan # 8

Figure 14: Area in ESA SH-5 and IT-5 Impacted by the Proposed Development



Plan # 1



REVIEWS			
REV	DATE	DESCRIPTION	BY
1	2018-07-12	KEY PLAN	MTLM
2	2018-08-08	LANDSCAPE PLAN	DY
3	2019-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MTLM
4	2019-03-23	REV. PER CLIENT COMMENTS; ADDIT. INFO	MTLM
5	2019-04-18	REV. PER CITY COMMENTS; CONSULTANT INFO	MTLM



FMU DEVELOPMENT PROJECT
RICE MILL ROAD, RICHMOND
LANDSCAPE MASTERPLAN
ESA COMPENSATION AREA KEYPLAN



PROVINCE CONTRACT No.
03902

SUB-CONSULTANT No. M2LAND-18-054

DRAWING No.

L15

08

~~PLN - 193~~
PH - 60

ARBORIST

5-11



EXISTING TREE



EXISTING TREE REMOVED

--- ARBORIST SCOPE OF WORK AREA

--- ARBORIST TREE PROTECTION FENCING (BASED ON ARBORIST REPORT; UTILIZE EXISTING CHAINLINK)

ARCHITECTURE



AREA OF DISTURBANCE



PROPOSED BUILDINGS



EXISTING STRUCTURES TO BE REMOVED



STRUCTURES TO BE RETAINED

LANDSCAPE ARCHITECTURE



PROPOSED LANDSCAPE AREA



PROPOSED ESA COMPENSATION AREA
6945 M² PROPOSED TOTAL

RIPARIAN MANAGEMENT AREAS AND ENVIRONMENTALLY SENSITIVE AREAS (ESA'S)



ENVIRONMENTALLY SENSITIVE AREA (IT-5)
INTERTIDAL (30M SEAWARD SETBACK)



HIGH WATER MARK



15M RIPARIAN MANAGEMENT AREA



ENVIRONMENTALLY SENSITIVE AREA (SH-5)
SHORELINE 30M ABOVE HIGH WATER MARK



ENVIRONMENTALLY SENSITIVE AREA (SH-6)
UPLAND FOREST, OLD FIELDS, AND SHRUBLANDS



5M RIPARIAN MANAGEMENT AREA



5M RIPARIAN MANAGEMENT AREA (RESTORATION AREA)
AND SANITARY FORCE MAIN RESTORATION AREA
TERRALINK SEED; RIPARIAN / WETLAND REVEGETATION
SEED MIX; PRODUCT #22200330, 50-100 LB/ACRE

ARCHITECTURAL DIKE LOCATION



PHASE 1 DIKE LOCATION



PHASE 2 DIKE LOCATION



FUTURE DIKE LOCATION

ARBORIST NOTES

1. PLEASE REFER TO ARBORIST REPORT BY DIAMOND HEAD CONSULTING FOR:

BC FERRIES FMU FACILITY
PHASE 2, 3 AND 4 ARBORIST REPORT IN SUPPORT OF DEVELOPMENT PERMIT
12900 RICE MILL RD, RICHMOND, BC
MARCH 25, 2019

2. THE ARBORIST REPORT IDENTIFIES THREE PHASES OF WORK THAT ARE PHYSICALLY SEPARATED FROM EACH OTHER: PHASE 2 (MAIN SITE), PHASE 3 (DIKE), AND PHASE 4 (SANITARY LINE).

3. TREE FENCING IS REQUIRED IN TWO LOCATIONS:

a. IN THE PHASE 2 AREA, FENCING IS REQUIRED ALONG THE FRASER RIVER IN THE LOCATION OF THE PROPOSED HABITAT PROTECTION ZONE IN ORDER TO PROTECT THE MATURE TREES THAT WILL BE RETAINED. THE HABITAT PROTECTION ZONE WILL RESULT IN A LARGER, PERMANENT TREE PROTECTION ZONE THAN CURRENTLY EXISTS. THE FENCING SHOULD BE INSTALLED IN THE LOCATION OF THE EXISTING CHAIN-LINK FENCE AS A MINIMUM.

b. IN THE PHASE 4 AREA, FENCING IS REQUIRED WHERE THE NEW SANITARY LINE WILL BE INSTALLED. THIS FENCING WILL PROTECT MATURE TREES ALONG RICE MILL RD.

4. TREE TOTALS FROM PHASE 2 INCLUDE TREES THAT HAVE SINCE BEEN CONFIRMED TO BE OFF-SITE INCLUDING THE ONE HIGH RISK TREE 549. COMPLETE TREE INVENTORIES HAVE NOT BEEN GIVEN AS A RESULT OF CHANGING INFORMATION AND ONGOING REVISIONS. THE REPORT WILL FOCUS ON TREE REMOVALS AND TREE PROTECTION ADJACENT TO DEVELOPMENT. ONE ON-SITE TREE IN THE PHASE 2 SECTION WILL BE REMOVED DUE TO CONFLICTS.

A TOTAL OF 82 TREES HAVE BEEN IDENTIFIED FOR REMOVAL DUE TO CONFLICTS: 1 TREE IN THE PHASE 2 AREA (MAIN SITE); 59 TREES IN THE PHASE 3 AREA (DIKE); AND 22 TREES IN THE PHASE 4 AREA (SANITARY LINE).

5. TREE REPLACEMENT WILL BE AT A 2:1 RATIO, AS CONFIRMED BY THE CITY OF RICHMOND. WITH 82 TREES TO BE REMOVED, THAT WILL REQUIRE 164 REPLACEMENT TREES. IF TREES CANNOT BE PLANTED ON-SITE, THE CITY WILL DETERMINE THE COMPENSATION FOR THE DEFICIT.

6. NO TREES NOTED ON ADJACENT SITES THAT HAVE POTENTIAL TO BE IMPACTED BY WORK ON SITE.

ENVIRONMENTAL NOTES:

1. PLEASE REFER TO BC FERRIES FLEET MAINTENANCE UNIT (FMU) DEVELOPMENT PROJECT ENVIRONMENTAL ASSESSMENT REPORT; ENVIRONMENTALLY SENSITIVE AREA (ESA) DEVELOPMENT PERMIT REPORT BY SNC LAYALIN

DATED: JUNE 04, 2019
CONSISTS OF REPORT FOR BOTH RIPARIAN/AQUATIC AND TERRESTRIAL AREAS

2. THREE AREAS OF ESA DELINEATED WITHIN THE SITE: SHELLMONT SOUTH SH-6 (UPLAND FOREST, OLD FIELDS AND SHRUBLANDS), SHELLMONT DYKE SH-5 (SHORELINE) AND LULU ISLAND FORESHORE IT-5 (INTERTIDAL). THE PROJECT IS NOT EXPECTED TO AFFECT THE EXISTING CONNECTIVITY OF THE ESA'S.

3. THE MAJORITY OF CONSTRUCTION WILL TAKE PLACE ON PREVIOUSLY DEVELOPED LANDS. SPECIFIC PROPOSED CONSTRUCTION WORKS WITHIN THE SITE THAT HAVE THE POTENTIAL TO AFFECT FISH OF WILDLIFE HABITAT ARE: INSTALLATION OF NEW CRANE IN THE EASTERN AREA OF THE DEAS BASIN. CONSTRUCTION OF A PORTION OF THE FLOOD PROTECTION DIKE SYSTEM.

4. NO VEGETATION SPECIES AT RISK WERE NOTED AT TIME OF SITE VISIT (PLEASE SEE REPORT FOR FULL DISCUSSION OF SPECIES). TWO WILDLIFE SPECIES AT RISK WERE OBSERVED (DOUBLE CRESTED CORMORANT AND GREAT BLUE HERON). NO NESTING COLONIES ARE PRESENT IN OR NEAR THE SITE.

5. UNNAMED SLOUGH EAST OF SITE; WITH GRAVITY DRAINAGE PUMP SYSTEM; SMALL FISH SPECIES NOTED IN SAMPLING. SALMONIDS AND SPAWNING HABITAT CONSIDERED POOR DUE TO CHANNEL SUBSTRATES. REARING HABITAT MODERATE, OVERWINTERING HABITAT MODERATE TO GOOD. DESIGNATED A 15M RMA BY CITY.

6. UNNAMED SLOUGH EAST OF SITE; WITH GRAVITY DRAINAGE PUMP SYSTEM; SMALL FISH SPECIES NOTED IN SAMPLING. SALMONIDS AND SPAWNING HABITAT CONSIDERED POOR DUE TO CHANNEL SUBSTRATES. REARING HABITAT MODERATE, OVERWINTERING HABITAT MODERATE TO GOOD. DESIGNATED A 15M RMA BY CITY.

7. PLEASE SEE ENVIRONMENTAL REPORT FOR AREA CALCULATIONS OF DISTURBANCE TO ESA'S. GENERALLY, SCOPE OF WORK OF DP AREA WILL HAVE LIMITED IMPACT WITH VEGETATED AREAS. FOOTPRINT WILL OVERLAP APPROX. 8028 M² OF SHORELINE (MAJORITY OF WHICH IS DEVELOPED PAVED, GRAVELLED INDUSTRIAL LAND). NO VEGETATION SPECIES AT RISK ARE KNOWN TO BE PRESENT ON THE SITE AND THE SITE HAS LIMITED POTENTIAL FOR OCCURRENCES OF PLANT SPECIES OF RISK DUE TO HISTORIC CONTEXT. DP AREA FOOTPRINT DOES NOT OVERLAP SENSITIVE TERRESTRIAL WILDLIFE HABITAT.

8. HABITAT COMPENSATION AREAS IS DISCUSSED IN ENVIRONMENTAL REPORT; TOTAL AREA IS 2976 M² AT SHORELINE, 2635 M² AT UPLANDS AND 1134 M² AT SANITARY LINE RESTORATION; 6945 M² TOTAL. M² LANDSCAPE ARCHITECTURE WILL PROVIDE PLANTING PLAN IN COORDINATION WITH SNC. SEE SHEETS L13-L15 FOR SUGGESTED SHAPES FOR PLANTING PLAN. SHELLMONT SOUTH SH-6 (UPLAND FOREST, OLD FIELDS AND SHRUBLANDS), SHELLMONT DYKE SH-5 (SHORELINE) ARE DENOTED AS COMPENSATION AREAS

9. AN IRRIGATION SYSTEM COMPRISED OF WATER HOSES AND SPRINKLERS WILL BE TEMPORARILY ESTABLISHED IN THE AREA AND OPERATED BY A TIMER (BASED ON SEASON). FOR THE FIRST THREE MONTHS POST-PLANTING, THE COMPENSATION AREAS WILL BE IRRIGATED DAILY TO PROMOTE OPTIMAL SOIL-WATER BUDGET CONDITIONS FOR ESTABLISHMENT. FOR THE REMAINDER OF THE FIRST YEAR, POST-PLANTING, THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY. FOR THE NEXT TWO YEARS THE COMPENSATION AREAS WILL BE IRRIGATED WEEKLY DURING SPRING AND SUMMER.

DESIGNED 2018-07-12 MTLW

DATE

DRAWN 2018-07-12 MTLW

DATE

CHECKED

DATE

APPROVED

DATE

REVISIONS

REV	DATE	DESCRIPTION	BY
1	2018-07-12	KEY PLAN	MTLW
2	2018-08-08	LANDSCAPE PLAN	DY
3	2019-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MTLW
4	2019-03-23	REV. PER CLIENT COMMENTS; ADDIT. INFO	MTLW
5	2019-04-16	REV. PER CITY COMMENTS; CONSULTANT INFO	MTLW



FMU DEVELOPMENT PROJECT
RICE MILL ROAD, RICHMOND
LANDSCAPE MASTERPLAN
CONSULTANT REPORT NOTES



PROVINCE CONTRACT No.
03902

SUB-CONSULTANT No.

M2LAND-18-054

DRAWING No.

L3

08


PLN - 194
PH - 61

Plan # 4

PLANT SCHEDULE

SH-5 PLANT MATERIAL

M2 JOB NUMBER: 18-045

KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
 15	ALNUS RUBRA	RED ALDER	8CM CAL; B4B
15	CORNUS NUTTALLII	PACIFIC DOGWOOD	8CM CAL; B4B
15	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	4M HT; B4B
A2 311	ANAPHALIS MARGARITACEA	PEARLY EVERLASTING	#1 POT
G 810	SAULTHERIA SHALLOM	SALAL	#2 POT; 1M O.C.
PP 44	PHYSCARPUS CAPITATUS	PACIFIC NINE-BARK	#2 POT
R 446	ROSA NUTKANA	NOOTKA ROSE	#2 POT
SA 448	SAMBUCUS RACEMOSA	ELDERBERRY	#2 POT; 40CM
SY 335	SYMPHORICARPOS ALBUS	SNOWBERRY	#2 POT; 30CM
PERENNIAL			
L2 344	LUPINUS POLYPHYLLUS	LARGE LEAF LUPINE	#2 POT


NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNRA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

PLANT SCHEDULE

SH-5 PLANT MATERIAL

M2 JOB NUMBER: 18-045

KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
 6	ACER MACROPHYLLUM	BIGLEAF MAPLE	8CM CAL; B4B
6	CORNUS NUTTALLII	PACIFIC DOGWOOD	8CM CAL; B4B
9	CRATAEGUS DOUGLASII	BLACK HAWTHORN	8CM CAL; B4B
4	MALUS FUSCA	PACIFIC CRABAPPLE	8CM CAL; B4B
SHRUB			
AR 412	ARONIA MELANOCARPA	CHOKEBERRY	#2 POT; 35CM
CC 643	CORNUS SERICEA	RED OSIER DOGWOOD	#2 POT; 50CM
O 410	HOLODISCUS DISCOLOR	OCEANSPRAY	#2 POT; 1M O.C. TRIANGULAR SPACING
RH 441	RUBUS PARVIFLORUS	THIMBLEBERRY	#2 POT
S 631	SALIX LASIANDRA	PACIFIC WILLOW	1.2M HT; B4B
PERENNIAL			
F 301	FRASARIA CHILOENSIS	COASTAL STRAWBERRY	#1 POT
B 310	LATHYRUS JAPONICAS	BEACH PEA	#2 POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNRA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

DESIGNED 2018-07-12 MTLM
DATE
DRAWN 2018-07-12 MTLM
DATE
CHECKED
DATE
APPROVED
DATE

REVISIONS

REV	DATE	DESCRIPTION	BY
1	2018-07-12	KEY PLAN	MTLM
2	2018-08-08	LANDSCAPE PLAN	DY
3	2018-03-07	REV. PER CITY COMMENTS; PROVIDE 8.5/11 DOC	MTLM
4	2018-03-23	REV. PER CLIENT COMMENTS; ADDIT. INFO	MTLM
5	2018-04-18	REV. PER CITY COMMENTS; CONSULTANT INFO	MTLM



FMU DEVELOPMENT PROJECT
RICE MILL ROAD, RICHMOND
LANDSCAPE MASTERPLAN



E8A COMPENSATION PLANT LIST8 SH-5 AND SH-6

PROVINCE CONTRACT No. 03902	SUB-CONSULTANT No. M2LAND-18-054
DRAWING No. L30	08

PLN - 195
PH - 62

Plan # 1



HABITAT BALANCE SHEET

Disturbances and Compensation for Impacts in ESA SH-5 and ESA IT-5.

Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Buildings, roads and diking.	Shoreline ESA SH-5	Poor to low quality (vegetated)	1,252		
Stormwater outfalls	Intertidal ESA IT-5	Low quality rip rap and sheet pile wall	10		
Access pier, trestle and tower crane	Intertidal ESA IT-5	Subtidal (no true intertidal habitat)	252		
Shoreline Enhancement (Soil amendment, remove invasives, plant trees, shrubs and forbs)	Shoreline ESA SH-5	Moderate to high quality (vegetated)		2,976	
Intertidal Enhancement (Rock reef creation)	Intertidal ESA IT-5	Moderate quality habitat		440*	
Disturbance Summary			1,514	3,416	2.3:1

* Note: 440 m² of intertidal enhancement is equivalent to 176 m² after applying the rugosity factor, as accepted by DFO. Environmental Assessment Appendix A includes rationale and calculations regarding the application of a rugosity factor towards habitat productivity.

Disturbances and Proposed Compensation for Impacts in ESA SH-6

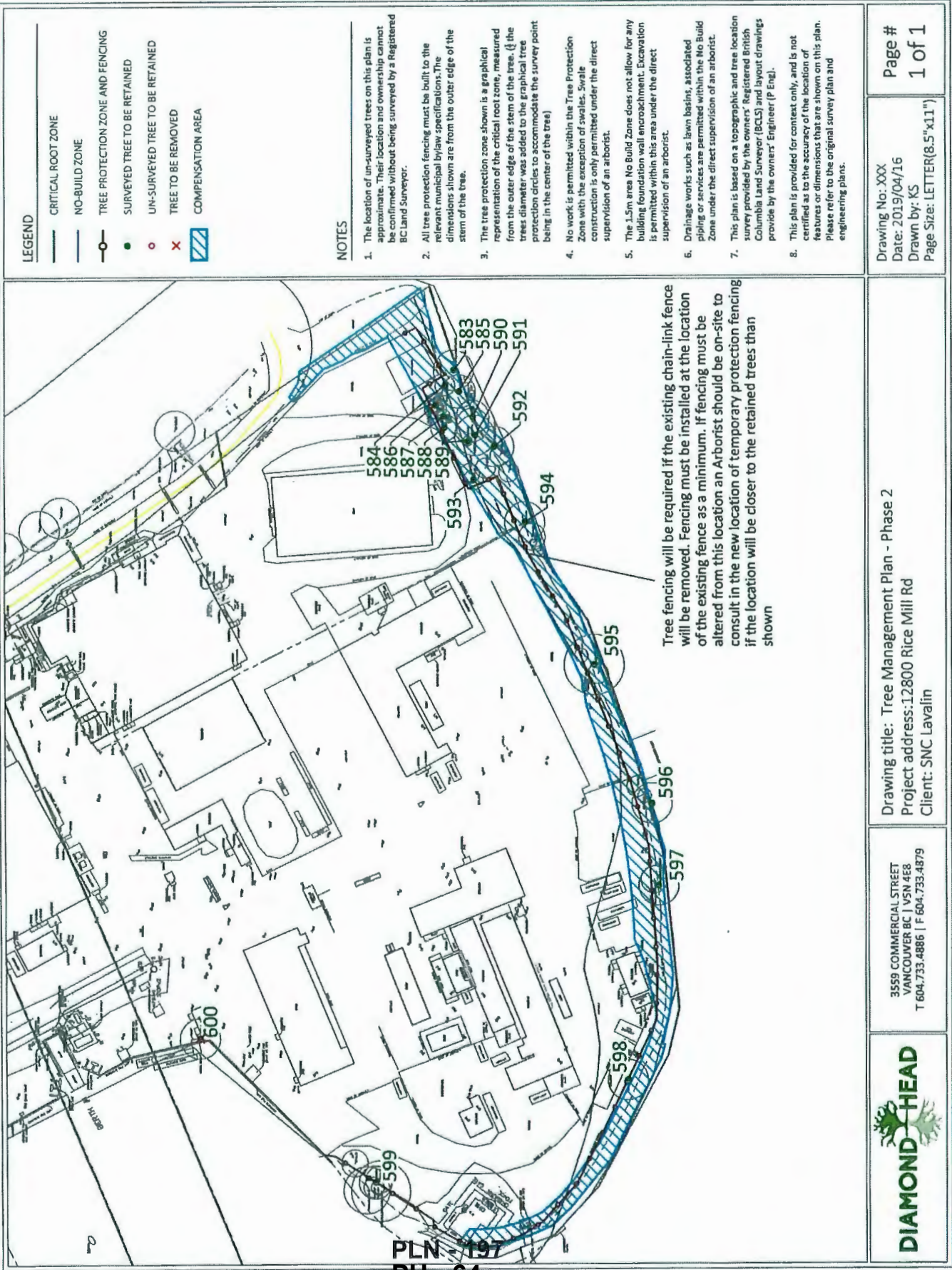
Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Sanitary force main	Upland forest, old field and shrublands ESA SH-6	Disturbed (poor to low quality), Shrubland, Upland Forest.	1,134		
Grassed Enhancement (hydroseeding to establish ground cover)	Upland Forest and Shrubland ESA SH-6	Low quality (vegetated)		1,134*	
Upland Forest and Shrubland Enhancement (Soil amendment, remove invasives, plant trees, shrubs and forbs)	Upland forest, old field and shrublands ESA SH-6	Moderate to high quality (vegetated)		2,835	
Disturbance Summary			1,134	2,835	2.5:1

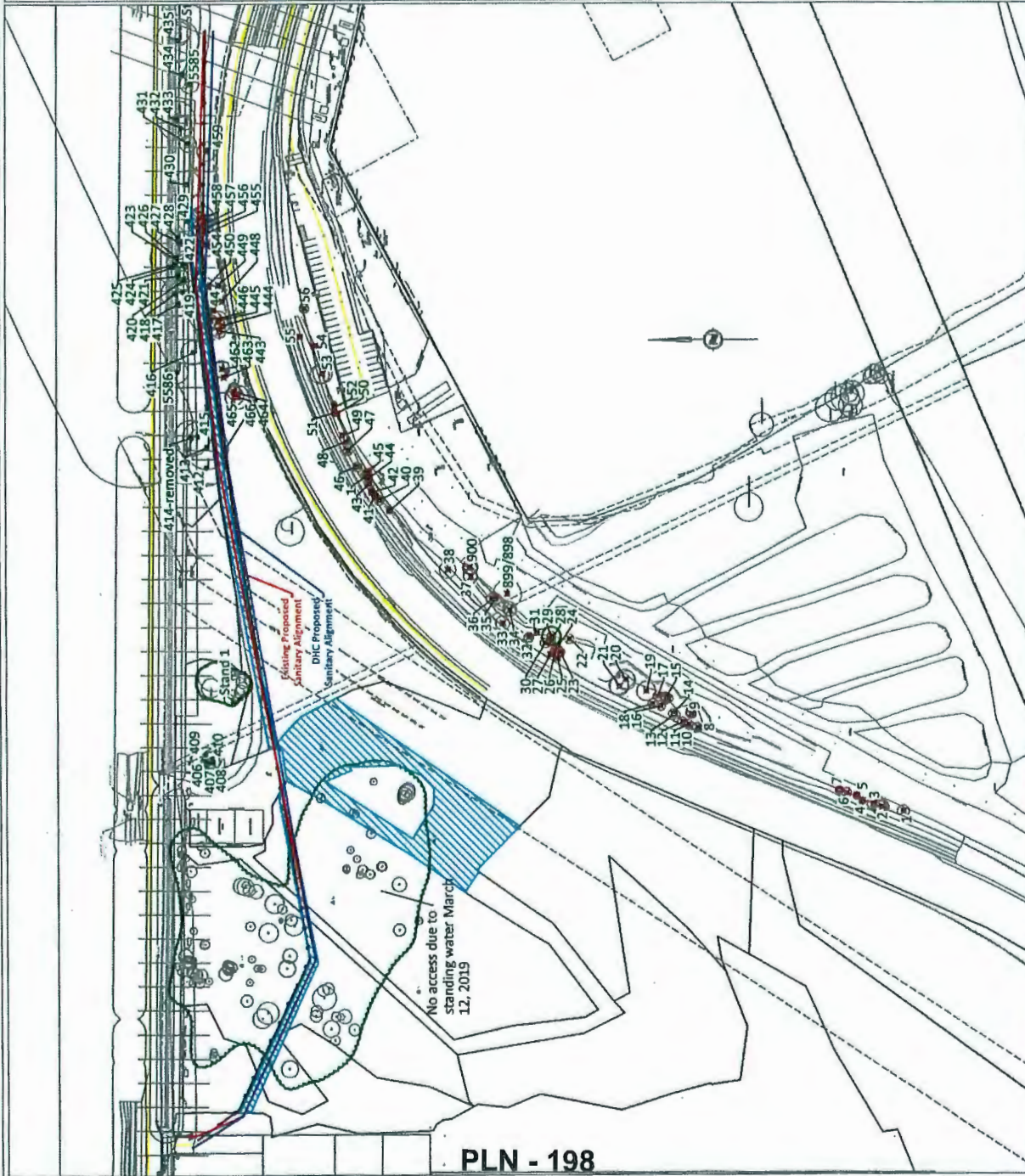
* Note: Although the 1,134 m² area of sanitary trenchline will be restored to enhance the habitat, it was not included in the total compensation area or compensation ratio calculation since the proposed grass habitat does not fully conform with the upland forest, shrublands and old fields designation of the ESA.

Disturbances and Proposed Compensation for impacts in 5m RMA

Type of Disturbance/Enhancement	ESA Classification	Habitat Type	Area of Disturbance in ESA (m2)	Area of Compensation (m2)	Compensation Ratio
Water main	5 m RMA	Disturbed / Impervious (poor quality)	695		
Culvert Removal and Ditch Restoration	5 m RMA	Restored ditch		54	
5 m RMA Enhancement	5 m RMA	Restored ground surface and grass.		695	
Disturbance Summary			695	749	1.1:1

Plan # W





LEGEND

- CRITICAL ROOT ZONE
- NO-BUILD ZONE
- TREE PROTECTION ZONE AND FENCING
- SURVEYED TREE TO BE RETAINED
- UN-SURVEYED TREE TO BE RETAINED
- TREE TO BE REMOVED
- COMPENSATION AREA

NOTES

- The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
- All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
- The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. (I the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
- No work is permitted within the Tree Protection Zone with the exception of swales. Swale construction is only permitted under the direct supervision of an arborist.
- The 1.5m area No Build Zone does not allow for any building foundation wall encroachment. Excavation is permitted within this area under the direct supervision of an arborist.
- Drainage works such as lawn basins, associated piping or services are permitted within the No Build Zone under the direct supervision of an arborist.
- This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
- This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

Drawing title: Tree Management Plan - Phase 3 and 4
Project address: 12800 Rice Mill Rd
Client: SNC Lavalin

3559 COMMERCIAL STREET
VANCOUVER BC | V5N 4E8
T 604.733.4886 | F 604.733.4879



Page #
1 of 1

Drawing No: XXX
Date: 2019/04/16
Drawn by: KW
Page Size: LETTER(8.5"x11")

Plan # x

PLN - 198
PH - 65



RZ 18-824565

Attachment 4

Address: 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road

Applicant: SNC Lavalin Inc.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	BC Ferry Services Ltd.	No Change
Site Size (m²):	245,065.5 m ² (60.56 ac)	No Change
Land Uses:	Marine Vessel Repair and Moorage	No Change
OCP Designation:	Industrial	No Change
Zoning:	"Agricultural (AG1)" and "Light Industrial (IL)"	North of the CN Rail Corridor: No Change South of the CN Rail Corridor: "BC Ferries Fleet Maintenance and Moorage (Z114)"
Other Designations:	Environmentally Sensitive Areas over portions of the site	Encroachment and Compensation to be addressed via DP

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.1	None permitted
Buildable Floor Area (m ²) *	Max. 245,065.5 m ² (2,637,863 ft ²)	Proposed New: 15,502.0 m ² (166,862 ft ²) Existing Retained: Max. 6,209.5 m ² (66,838.5 ft ²) Combined Total: 21,711.5 m ² (233,701 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 60%	Building: Max. 7.1% Non-porous Surfaces: Max. 14.3% Total: Max. 21.4%	None
Lot Size:	245,065.5 m ² (60.56 ac)	Same	None
Setbacks (m):	Front (East PL): Min. 3.0 m Rear: Min. 0 m Side: Min. 0 m	Front (East PL) Min: 0.0 m for existing, min 3.0 m for new construction after May 1, 2019 Rear: Min. 3.0 m Side: Min. 3.0 m	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Buildings: 23 m GSC (measured from slab) Heavy Lift Crane: 84.0 m GSC	Buildings: 22.2 m GSC (measured from slab) Heavy Lift Crane: 83.1 m GSC	None
Accessible Spaces	Min. 5	5	None
Off-street Parking Spaces – Total:	Min. 218	257	None
Bicycle Spaces	Min. Class 1: 42 Min. Class 2: 42	Class 1: 42 Class 2: 42	None
Loading Spaces	Min. 5 medium Min. 4 large	7 medium 4 large	None

Proposed Sustainability Features

Both design and operational measures are being incorporated into the development to address efficiency and sustainability. These measures include the following:

1. Limited skylights to reduce energy consumption.
2. Light coloured roof to reduce heat build-up.
3. Low VOC interior paint coatings.
4. Central heating plant using condensing boilers and a low temperature heating system to allow future fuel switching and a lower carbon energy operation compared to a low budget business as usual gas-fired terminal heating appliances approach.
5. Use of air source heat pump chillers to generate a significant portion of low carbon heating during the shoulder seasons, and to allow heat recovery operation from steady-state year round cooling loads in the buildings.
6. Variable speed heating and chilled water pump systems to minimize electrical energy use during low load seasonal periods.
7. Chilled beam cooling and heating systems in the offices areas of each building using a dedicated outdoor air system equipped with heat recovery sections.
8. Occupancy controlled HVAC terminals in all offices and amenity spaces to allow reduction of system energy use when spaces are unoccupied.
9. Extensive use of ceiling de-stratification fans to mix space air and keep warm buoyant air driven down to the occupied zone in high bay areas.
10. Manually controlled point source local exhaust systems to minimize constant central exhaust fan operations.
11. Variable speed high efficiency shop air compressors with specifications for leak-free compressed air piping distribution, and large receiver tanks to minimize run-time cycling of the main air compressors.
12. Extensive System Commissioning requirements are specified to insure that the energy efficiency measures are tested, balanced, and commissioned prior to turnover to BC Ferries.
13. High efficiency gas-fired condensing domestic hot water heaters coupled with low flow plumbing fixtures to minimize service water heating energy use.
14. Local small electric domestic hot water heaters for remote service sink and emergency eye-wash and shower stations to minimize the amount of insulated domestic hot water distribution, and insulated recirculation piping.
15. Extensive floor drainage and sanitary drainage containment and oil interception with sediment filtration to insure sanitary sewer flows leaving the site are treated as much as possible at the source, and contained within the spaces.
16. Extensive local polluted drain water containment where chemical cleaning and contaminated sanitary waste drainage is produced (Chemical Cleaning and Wash area and Life Boat washing and cleaning area).

Technical Reports Submitted

1. Arborist Report, prepared by Diamond Head, dated April 9, 2019 (REDMS 6170332);
2. Archaeological Overview Assessment (AOA), prepared by Arrowstone Archaeological Research and Consulting Ltd., dated September 15, 2016 (REDMS 6165681).
3. Construction Environmental Management Plan (CEMP), prepared by SNC Lavalin, dated April 15, 2019, (REDMS 6170374).
4. Department of Fisheries Letter of Advice, dated February 27, 2019 (REDMS 6143363).
5. Environmental Assessment ESA DP Report, prepared by SNC Lavalin, dated April 15, 2019 (REDMS 6170298).
6. Fire Response Plan. Prepared by GHL Consultants Ltd., dated December 12, 2018 (REDMS 6135049)
7. Flood Protection Plan (powerpoint), prepared by SNC Lavalin, updated April 12, 2019 (REDMS 6167724).
8. Geotechnical Input to the West Dike Design (Segments 2 to 3), prepared by Tetra Tech, dated February 22, 2019 (REDMS 6135058).
9. Grading and Drainage Plan prepared by SNC Lavalin, dated February 1, 2019 (REDMS 6135062).
10. Letter from Nav Canada, dated October 25, 2018 (REDMS 6143393). (Air navigation)
11. Letter From Transport Canada Navigation Protection Program, Dated December 10th, 2018 (REDMS 6165138).
12. MOECCS Release Letter For Site Profile, Dated October 29th, 2018 (REDMS 6017755).
13. MOTI Setback Permit (For Existing Buildings), Dated October 5th, 2018 (REDMS 6165138).
14. Soil Management Plan, included within the CEMP document (REDMS).
15. Traffic Assessment (rev3), prepared by SNC Lavalin, dated December 6, 2018 (REDMS 6047959) – pending rev4 for minor edits;
16. Visual Impact Assessment (VIA), prepared by Boldwing Continuum Architects Inc., dated August 9, 2018 (REDMS 6165687).
17. Waste Management Overlay Plan prepared by SNC Lavalin, dated December 18, 2018 (REDMS 6065374).
18. Landscape Plan Revisions, dated April 16, 2019 (REDMS 6170361)



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Pacific Region
3190 Hammond Bay Road
Nanaimo, BC V9T 6N7

Région du Pacifique
3190 rue Hammond Bay
Nanaimo, CB V9T 6N7

Your file Votre référence

February 27, 2019

Our file Notre référence

18-HPAC-00751

Scott Hall
BC Ferries Services Inc.
500-1321 Blanshard Street
Victoria, BC, V8W 0B7

Via email: RScott.Hall@bcferries.com

**Subject: Tower Crane Installation, Deas Basin Fraser River, Richmond –
Implementation of Measures to Avoid and Mitigate Serious Harm to Fish**

Dear Mr. Hall:

The Fisheries Protection Program (the Program) of Fisheries and Oceans Canada (DFO) received your proposal on August 13, 2018. We understand that you propose to:

- Redevelop the BC Ferries Fleet Maintenance Unit (FMU) in Richmond. Construction activities which have the potential to impact fish and fish habitat include:
 - Removal of two sets of dolphin piles where the crane and pier are proposed to be installed;
 - Installation of 23 piles using a vibratory hammer or impact hammer from a spud barge for the access pier and crane pad foundation;
 - Infilling an area in front of an existing sheet pile wall at the shoreline for construction of an access pier abutment;
 - Seismic support activities including installation of timber piles below the river bed to support the access pier;
 - Installation of a raised access pier and decking for the crane pad; and,
 - Replacement of the existing stormwater outfall in Deas Basin.

Our review considered the following information:

- Request for Review package as provided by SNC-Lavalin to DFO via email on August 13, 2018 including:
 - Request for Review Form;
 - Site Location and Design Drawings prepared by SNC-Lavalin, dated June 12, 2018;
 - Habitat Impact and Offsetting Drawings prepared by SNC-Lavalin, dated August 2, 2018; and,
 - Site photos, dated March 14, 2018.

Canada

.../2

PLN - 203
PH - 70

- Information collected during the site visit attended by Sandy Foxall and Kris Singer (DFO), and Peter Troffe and David McWalter (SNC-Lavalin) on November 15, 2018;
- Project update letter provided by SNC-Lavalin to DFO on February 20, 2019 including:
 - Updated scope of works;
 - Updated quantification and mitigation effects to CRA fish habitat; and,
 - Updated habitat offsetting plan.

Your proposal has been reviewed to determine whether it is likely to result in serious harm to fish which is prohibited under subsection 35(1) of the *Fisheries Act* unless authorized. Your proposal has also been reviewed to determine whether it is likely to affect listed aquatic species at risk, any part of their critical habitat or the residences of their individuals in a manner which is prohibited under sections 32, 33 and subsection 58(1) of the *Species at Risk Act*, unless authorized.

To avoid and mitigate the potential for serious harm to fish as well as prohibited effects on listed aquatic species at risk, we recommend implementing the measures listed below, as per your project plan and discussions with DFO:

- All instream works will be conducted during the instream work window for the Fraser River Estuary Area 28 (July 16 to February 28).
- Barges and other vessels used during the project should not disturb the foreshore or basin seabed.
- An Environmental Monitor (EM) will monitor instream construction activities including conducting water quality monitoring to ensure that water quality adheres to provincial water quality guidelines for the protection of aquatic life.
- When possible, works will be conducted during favourable weather and low water conditions (i.e., low tide).
- A silt curtain will be installed around the work area in Deas Basin to contain potential sedimentation during instream works, where possible.
- Existing riparian vegetation along shorelines will be protected from potential damage during construction activities.
- Install sheet piles around the area to be infilled to isolate the work area prior to infilling activities.
- All rock used during the project (e.g., construction of enhancement features, etc.) should be clean and free of dirt, etc. before placing in the water. The rock should be carefully placed into position as opposed to just dumped into the water.
- All fish should be removed from within isolated work areas prior to in-water works.
- A vibratory hammer will be used as the primary pile driving method. Impact pile driving will only be used if piles cannot be installed using a vibratory hammer.
- Potential vibration impacts to fish will be monitored during pile driving (i.e., acoustic monitoring). The Program acknowledges the pile driving best management practices reference that shock waves not be in excess of 30 kPa;

.../3

however, updated information on acoustic noise thresholds for fish presented below should be applied:

- The criteria agreed upon by the US Fisheries Hydroacoustic Working Group (FHWG, 2009) for the onset of effects of percussive pile driving activities in terms of injuries to fishes identified the dual criteria of a peak sound pressure level of 206 dB re: 1 μ Pa and a SELcum of 187 dB re: 1 μ Pa²·s. These thresholds are the most up-to-date for protection of fish from acoustic injuries in North America (<http://acousticstoday.org/wp-content/uploads/2015/05/Assessing-the-Impact-of-Underwater-Sounds-on-Fishes-and-Other-Forms-of-Marine-Life-Anthony-D.-Hawkins-and-Arthur-N.-Popper.pdf>); and,
- Sound levels for fish should not exceed 206 dB re: 1 μ Pa and a SELcum of 187 dB re: 1 μ Pa²·s, acoustic monitoring should occur at 10 m from the noise source.
- If monitoring indicates sound levels in excess of the above thresholds at the 10 m monitoring distance for fish, the activity should cease and only resume after additional mitigation measures are implemented. The above mentioned acoustic thresholds are applicable to all underwater generated noise, such as, but not limited to, those from blasting, hydraulic ramming, and vibratory hammers.

Provided that you incorporate these measures into your plans, the Program is of the view that your proposal will not result in serious harm to fish or prohibited effects on listed aquatic species at risk. As such, an authorization under the *Fisheries Act* or a permit under the *Species at Risk Act* is not required.

Should your plans change or if you have omitted some information in your proposal, further review by the Program may be required. Consult our website (<http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html>) or consult with a qualified environmental consultant to determine if further review may be necessary. It remains your responsibility to avoid causing serious harm to fish and avoid prohibited effects on listed aquatic species at risk, any part of their critical habitat or the residences of their individuals.

It is also your *Duty to Notify* DFO if you have caused, or are about to cause, serious harm to fish that are part of or support a commercial, recreational or Aboriginal fishery. Such notifications should be directed to <http://www.dfo-mpo.gc.ca/pnw-ppe/violation-infraction/index-eng.html>, or to the DFO-Pacific Observe, Record and Report phone line.

Please notify this office at least 10 days before starting your project. A copy of this letter should be kept on site while the work is in progress. It remains your responsibility to meet all other federal, territorial, provincial and municipal requirements that apply to your proposal.

If you have any questions with the content of this letter, please contact Sandy Foxall at our Nanaimo office at 250-756-7295, by fax at 250-756-7229, or by email at

.../4

Sandy.Foxall@dfo-mpo.gc.ca. Please refer to the file number referenced above when corresponding with the Program.

Yours sincerely,



Vincent Harper
Senior Fisheries Protection Biologist
Fisheries Protection Program

cc. Sandy Foxall, DFO, Nanaimo
Peter Troffe, SCN-Lavalin, Burnaby
David McWalter, SNC-Lavalin, Victoria



**City of
Richmond**

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

Address: 12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road **File No.:** RZ 18-824565

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9940, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
4. Granting of an approximately 1,010 m (3,314 ft.) long Statutory Right-of-Way (SRW) for the purposes of dike works covering the entire dike alignment as outlined under "Section 5 Dike Works" of the Servicing Agreement requirements and to the satisfaction of the General Manager, Engineering and Public Works.
5. Registration of a legal agreement on title identifying a minimum habitable elevation of 3.85 m GSC for all new construction after May 1, 2019. The legal agreement shall indemnify the City for all flood-related damages at the site as a result of the variance, and shall include acceptance from the owner that flood protection on their site will be their sole responsibility. Based on BC Ferries' intended use of the site, which is incompatible with the City's flood construction level of 4.35 m geodetic for buildings outside of the dike, the City will permit the minimum Flood Construction Level to be lowered to 3.85 m with the understanding that the owner and applicant accept all risks associated with flooding due to construction outside of the City's dike.
6. The owner/applicant is to submit written confirmation from the Provincial Inspector of Dikes acceptable to the City's Director of Development that the proposed strategy to incrementally raise the subject site and structures in the future, as needed for flood protection, addresses any provincial flood protection requirements. The intent to incrementally raise the site and structures in the future as needed for flood protection will be the sole responsibility of the owner.
7. The owner/applicant is to submit to the City written confirmation of the GVWD's (Metro Vancouver) acceptance of the encroachment of the proposed dike and associated improvements into the GVWD water line right-of-way.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
9. City acceptance of the developer's offer to voluntarily contribute \$0.24/SF (2018 rate) per buildable square foot (e.g. \$40,047.00) to the City's public art fund. This contribution is for both phase 1 and phase 2 of the development.
10. Discharge of the existing dike right-of-way (RD144951 with reference to plan NWD 59814). The discharge is to follow the registration of the replacement dike right-of-way noted earlier in these Rezoning Considerations.
11. Enter into a Servicing Agreement* for the design and construction of dike works, utility services and frontage works. Works include, but may not be limited to, the following:

A Servicing Agreement is required to design and construct the following works, to be registered on Title prior to Rezoning adoption.

1) Water Works:

- a) Using the OCP Model and with the upgrades identified below, there will be 424 L/s of water available at a 20 psi residual at the Rice Mill Road frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit, as part of the first servicing agreement submission, Fire Underwriter Survey (FUS) fire flow calculations confirming that the available fire flow of 424 L/s with water main upgrades is adequate for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer.
 - ii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
 - iii) Install a new water connection, complete with meter and meter box, to serve the proposed development.
 - iv) Provide fire hydrants along Rice Mill Road per City spacing requirements.
 - v) Upgrade approximately 680 m of 250 mm water main to 300 mm along Rice Mill Road from No 5 Road to the driveway entrance of the site as required to meet the fire flow demand for the proposed development.
- c) At Developer's cost, the City is to:
 - i) Reconnect all existing water service connections to the new water main.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Fill and abandon the existing 310 mm culvert at the entrance on Rice Mill Road to the driveway access to the development site. Prior to filling and abandoning the culvert, the developer's engineer shall confirm via video inspection that there are no connections to the culvert and that the culvert can be safely abandoned, and provide a signed and sealed letter with the servicing agreement confirming the same.
 - ii) Provide a sediment and erosion control plan for the proposed onsite and offsite works, to be reviewed as part of the servicing agreement design.

3) Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Replace the portion of the existing privately-owned sanitary forcemain that is within the City road dedication (approximately 80 m) with approximately 30 m of City-owned gravity-fed sanitary sewer and approximately 50 m of privately-owned force main, located within the roadway. The exact lengths of private- and City-owned sewer shall be determined during the servicing agreement process. A gravity-fed system shall be used to the extent possible, transitioning to a private forcemain once issues with cover arise. The design of the forcemain shall minimize the length of the forcemain located within City road dedication as much as possible (i.e., shall transition into the development site as soon as possible).
 - ii) Enter into a license agreement with the City for the proposed encroachment of the privately-owned sanitary forcemain into City road right-of-way. The license agreement shall, among other things:
 - i. Place ownership, maintenance responsibility, and liability of the sanitary forcemain with the developer/owner;
 - ii. Impose license fees for use of the City road right-of-way;
 - iii. Require the developer/owner to design and construct the forcemain to the satisfaction of the General Manager, Engineering & Public Works via the servicing agreement;

- iv. Require the developer/owner to relocate or remove the forcemain upon reasonable request from the City;
 - v. Require the developer/owner to remove the private forcemain within the roadway and connect to a City-owned system if/when one becomes available, upon request from the City; and
 - vi. Indemnify the City.
- b) At Developer's cost, the City is to:
- i) Complete all tie-ins of the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) At Developer's cost, the Developer is required to:
- i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - i. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - ii. To underground overhead service lines.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

5) Dike Works:

- a) Through this rezoning, the City will secure from the developer an approximately 1010 m-long dike and dike right-of-way through the development site. Based on the developer's site constraints and the proposed use of the site, the City understands that construction of the entire dike is not feasible for the developer at this time. The right-of-way for the entire dike will be registered through the rezoning process; however, the developer's construction of the dike will be done in stages, as follows:
- i) Segment 1, located roughly in the east half of the site, will be constructed to elevation 4.7 m in the future when needed for flood protection. The timing of constructing this segment will be determined by the City;
 - ii) Segment 2, located roughly in the centre of the site, will be constructed to an interim elevation of 4.0 m through this development's servicing agreement, then raised in the future to elevation 4.7 m when needed for flood protection. The timing of raising this segment from 4.0 m to 4.7 m will be determined by the City;
 - iii) Segment 3, located roughly on the west half of the site, will be constructed to elevation 4.7 m through this development's servicing agreement.
- b) In the future, Segments 1, 2, and 3 will be raised to elevation 5.5 m (not covered by this development). The rights-of-ways secured through this development will provide adequate space for the future 5.5 m dike.
- c) At Developer's cost, the Developer is required to:
- i) *Dike SRW*: Prior to rezoning adoption, provide registered statutory rights-of-ways for diking, as follows:
 - i. *Segment 1*: an approximately 430 m long SRW along the northern property line adjacent to the CNR property and the eastern property line adjacent to Rice Mill Road. This SRW shall begin at the NE corner

- of the bay and shall connect to the existing dike at the southern extent of Rice Mill Road, as shown on Appendix (1). The width of this SRW, which will be determined through the servicing agreement, shall be sufficient to fit a standard City dike to elevation 5.5 m with erosion protection. The SRW shall:
- (a) Prohibit any excavation or construction within the SRW without prior written consent from the City.
 - (b) Include provisions requiring the Developer to design and construct a dike to the satisfaction of the General Manager, Engineering and Public Works at a time where this is required for the purpose of flood protection, as determined at the sole discretion of the City. The dike shall be built to elevation 4.7 m and conform to the City and Provincial specifications and standards for dike design and construction that are most current at the time of design and construction. If the Developer fails to fulfill such obligations within the time specified in the right-of-way agreement, the City may carry out the Developer's obligations to complete the necessary construction, including the demolition of any existing structures within the SRW, at the Owner's cost.
 - (c) Provide the City with unrestricted vehicular and man access to all sections of the SRW for the purpose of dike maintenance and future upgrade.
 - (d) Upon completion of the construction of the dike, the City shall have full rights of access to the SRW area for the purposes of inspecting, maintaining and upgrading the dike. The dike will be owned and maintained by the City.
- ii. *Segments 2 & 3:* an approximately 17 m wide (or as required to fit a standard City dike to elevation 5.5 m with erosion protection, as determined through the servicing agreement), approximately 580 m long SRW extending north from the existing dike at the south-west corner of the site along the west side of Metro Vancouver's water main to the north property line of the site adjacent to CNR's property, and continuing eastward to tie into the Section A SRW identified above, as shown on Appendix (1). The SRW shall:
- (a) Prohibit any excavation or construction within the SRW without prior written consent from the City.
 - (b) Provide the City with unrestricted vehicular and man access to all sections of the SRW for the purpose of dike maintenance and future upgrade.
 - (c) Upon completion of the construction of the dike, the City shall have full rights of access to the SRW area for the purposes of inspecting, maintaining and upgrading the dike. The dikes shall be owned and maintained by the City.
 - (d) *Segment 2:* Where the dike is not constructed to the City's standard to an elevation of 4.7 m, the SRW shall include provisions requiring the Owner/Developer to raise the dike to elevation 4.7 m at the Developer/Owner's cost, to the satisfaction of the General Manager, Engineering and Public Works at a time where this is required for the purpose of flood protection, as determined at the sole discretion of the City. If the Developer fails to fulfill such obligations within the time specified in the right-of-way agreement, the City may carry out the Developer's obligations to complete the necessary construction, including the demolition of any existing structures within the SRW, at the Owner's cost.
- iii. Minimum building setback from the dike rights-of-way shall be 3.0 m for all new buildings. Existing buildings constructed prior to 2019 shall be exempt from this setback requirement.
- iv. Any crossings of the dike SRW proposed for this development must be reviewed and approved by the City. This includes, but is not limited to, private onsite services such as water, storm, and sanitary, hydro, and tel. Crossings will be required to be designed and constructed in a way to minimize impact to the dike, and must be in conformance with Dike Maintenance Act Approval for Pipe Crossings of Dikes (2014) or any superseding guidelines.
- v. The Developer shall coordinate the design and alignment of the Segment 1 dike and dike SRW with the Ministry of Transportation and Infrastructure, and ensure that the SRW width and configuration is adequate to construct a future 5.5 m dike that addresses MOTI concerns. The developer shall obtain a conceptual-level sign-off from MOTI for the future Segment 1 dike prior to the SRW width being finalized.
- ii) Discharge the existing dike right-of-way as reflected on Plan 59814.
- iii) *Dike Access:* Provide maintenance vehicle access to all portions of the City dike and dike SRW, to the satisfaction of the General Manager, Engineering and Public Works. Prior to rezoning adoption, the developer is to provide a dike access plan showing how City maintenance vehicles will access the dike in the interim and ultimate conditions, and indicating any required items to facilitate access, such as ramps, turnarounds, rights-of-ways, etc., which shall be secured from the developer through the servicing agreement. Access ramps shall be designed to accommodate the TAC's SU vehicle and be at no more than 10% grade.

- iv) *Dike Construction:* Construct an approximately 580 m-long embankment dike within Segments 2 & 3 of the SRW, extending from the NE extent of the SRW (at the connection to Segment 1 of the SRW) to the south property line adjacent to property 003-543-765 as shown on Appendix (2). The dike shall satisfy the following conditions:
- i. The dike shall be designed by a Professional Geotechnical Engineer.
 - ii. The dike shall be constructed to an elevation of 4.7 m geodetic (except segment 2, as noted under point 3), and designed to accommodate a future elevation of 5.5 m geodetic. The waterside slope of the dike shall be a maximum of 2:1 and the landside slope of the dike shall be a maximum of 3:1, except as recommended by the developer's geotechnical engineer and reflected on Appendix (2). The crest of the dike shall be a minimum 4.0 m wide and shall accommodate vehicular access. All dike construction and design, including materials, shall be in conformance with City standard drawing MB-98 or MB-99, Dike Design and Construction Guide – Best Management Practices for British Columbia (2003), and Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment (1999), or any superseding guidelines.
 - iii. *Segment 2:* At the existing asphalt parking lot (segment 2 on Appendix (2)), the dike crest elevation may be constructed to 4.0 m geodetic, with the ability to be raised to 5.5 m geodetic in the future.
 - iv. The dike shall be designed to have a smooth transition to the existing dike towards the west, with a maximum slope of 3:1. No retaining walls within the dike crest or slope area are permitted.
 - v. The dike shall include erosion protection on the waterside slope.
 - vi. The Developer shall coordinate the dike alignment, design and construction with Metro Vancouver with regards to impacts to and from Metro Vancouver's water transmission main.
 - vii. The design and construction of the dike shall complete to the satisfaction of the General Manager, Engineering and Public Works and any other relevant dike approving authorities. Once approved by the City, the developer must submit an application for a Dike Maintenance Act approval to the Ministry of Forest, Lands, Natural Resources Operations and Rural Development.
 - viii. The developer shall submit to the City a FLAC or Plaxis analysis for the dike to assess seismic performance of the dike design under the three seismic design scenarios specified in the Ministry of Forest, Lands, Natural Resources Operations and Rural Development's Seismic Design Guidelines for Dikes (2014) or any superseding guidelines.

6) Sustainability:

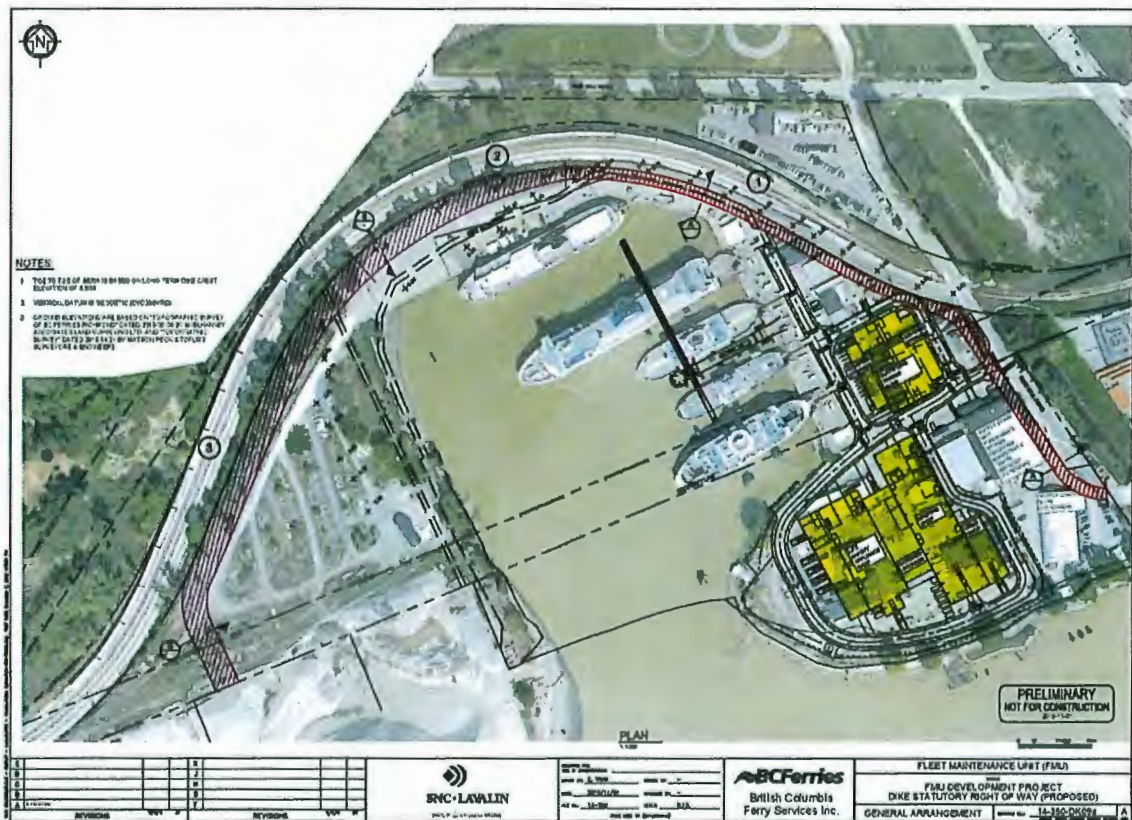
- a) Two redundant culvert crossings within the Riparian Management Area along the south side of Rice Mill Road are to be removed and the open watercourse reinstated and re-vegetated. Culvert removal will proceed in accordance with requirements under the Water Sustainability Act and Standards and Best Practices for Instream Works. Disturbed areas will be re-vegetated with a native riparian seed mix in accordance with the Riparian Area Regulation Re-vegetation Guidelines.
- b) A site-specific Erosion and Sediment Control Plan must be submitted to the City and approved by the Environmental Manager prior to any works being undertaken within, or that could impact, the designated Riparian Management Area(s).
- c) All works within, or that could impact, designated Riparian Management Areas are to be completed in accordance with the City of Richmond's Riparian Management Areas Bulletin INFO-23, the approved Construction Environmental Management Plan, and the site-specific Erosion and Sediment Control Plan.

7) General Items:

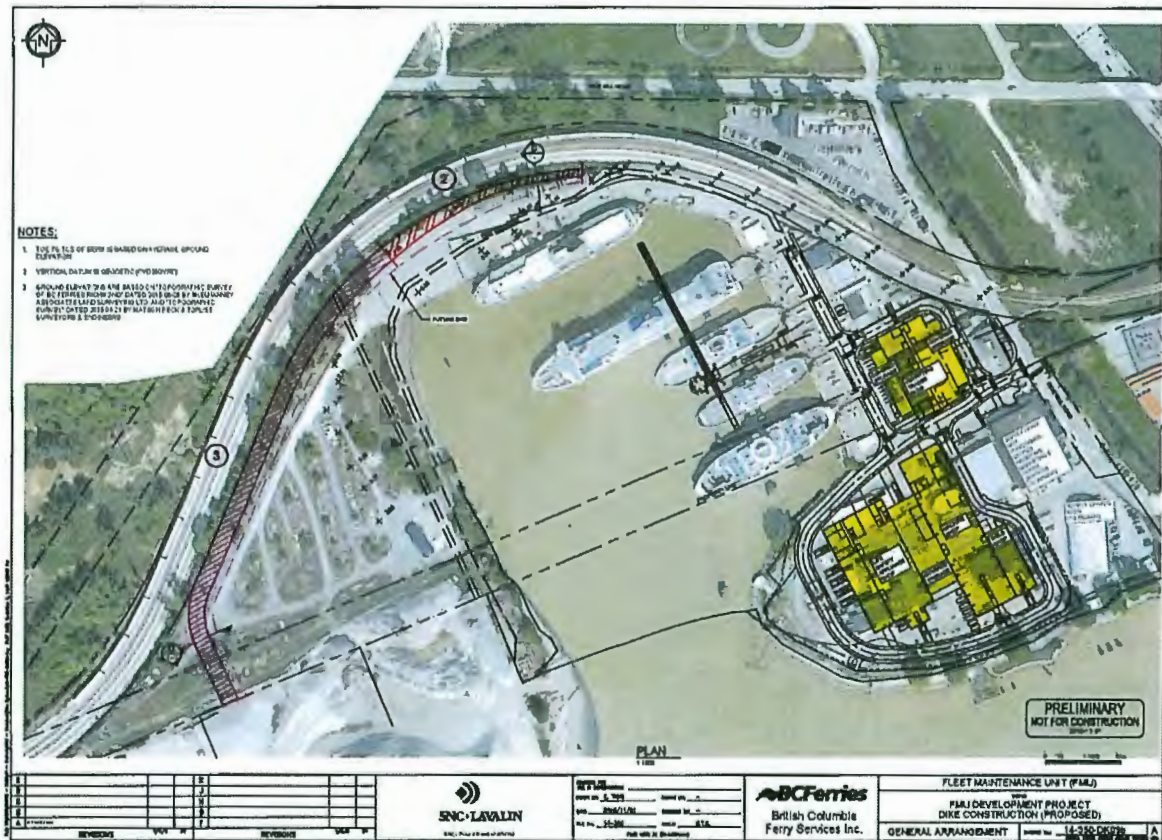
- a) At Developer's cost, the Developer is required to:
 - i) Coordinate with Metro Vancouver to:
 - i. obtain approval for the proposed encroachment of the dike fill into their existing water main right-of-way through the site;
 - ii. confirm any potential impacts due to construction;

- iii. provide any improvements, including modifications to the existing SRW, as required for the protection of the water main; and
- iv. comply with their requirements regarding the same.
- ii) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Appendix 1



Appendix 2



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

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

Note:

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

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

PLN - 213
PH - 80

Initial: _____

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

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

[Signed Concurrence in File]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9940 (RZ18-824565)
12700 and 12800 Rice Mill Road, 12280 and 12300 No. 5 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 23.14 thereof the following:

“23.14 BC Ferries Fleet Maintenance and Moorage (ZI14)

23.14.1 Purpose

A site specific zone to provide for the service, moorage and maintenance of BC Ferries fleet.

23.14.2 Permitted Uses

- commercial vehicle parking and storage
- contractor service
- industrial, general
- industrial, heavy
- manufacturing, custom indoor
- vehicle & equipment services, industrial
- vehicle body repair or paint shop
- vehicle repair

23.14.3 Secondary Uses

- residential security/ operator unit
- outdoor storage

23.14.4 Permitted Density

1. The maximum floor area ratio is 1.0.

23.14.5 Permitted Lot Coverage

1. The maximum lot coverage is 60% for buildings.

23.14.6 Yards & Setbacks

1. The minimum front (east) yard setback is 4.5 m for all new construction after May 1, 2019.
2. The minimum exterior side yard is 3.0 m.

3. There is no minimum interior side yard or rear yard.

23.14.7 Permitted Heights

1. The maximum **height** for **buildings** is the lesser of 22.2 m above top of building slab elevation or 26.6 m GSC.
2. The maximum **height** is 84.0 m GSC for a single heavy lift crane and 20.0 m for all other **accessory structures**.

23.14.8 Subdivision Provisions/Minimum Lot Size

1. There is no minimum **lot width, lot depth** or **lot area**.

23.14.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

23.14.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

23.14.11 Other Regulations

1. The following **Outdoor storage** uses are prohibited from occurring:
 - a. **Outdoor storage** of food products;
 - b. **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;
 - c. **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
 - d. Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**BC FERRIES FLEET MAINTENANCE AND MOORAGE (ZI14)**".

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9940"

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9940**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

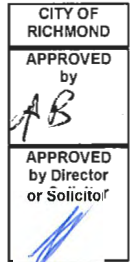
THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

SEP 09 2019



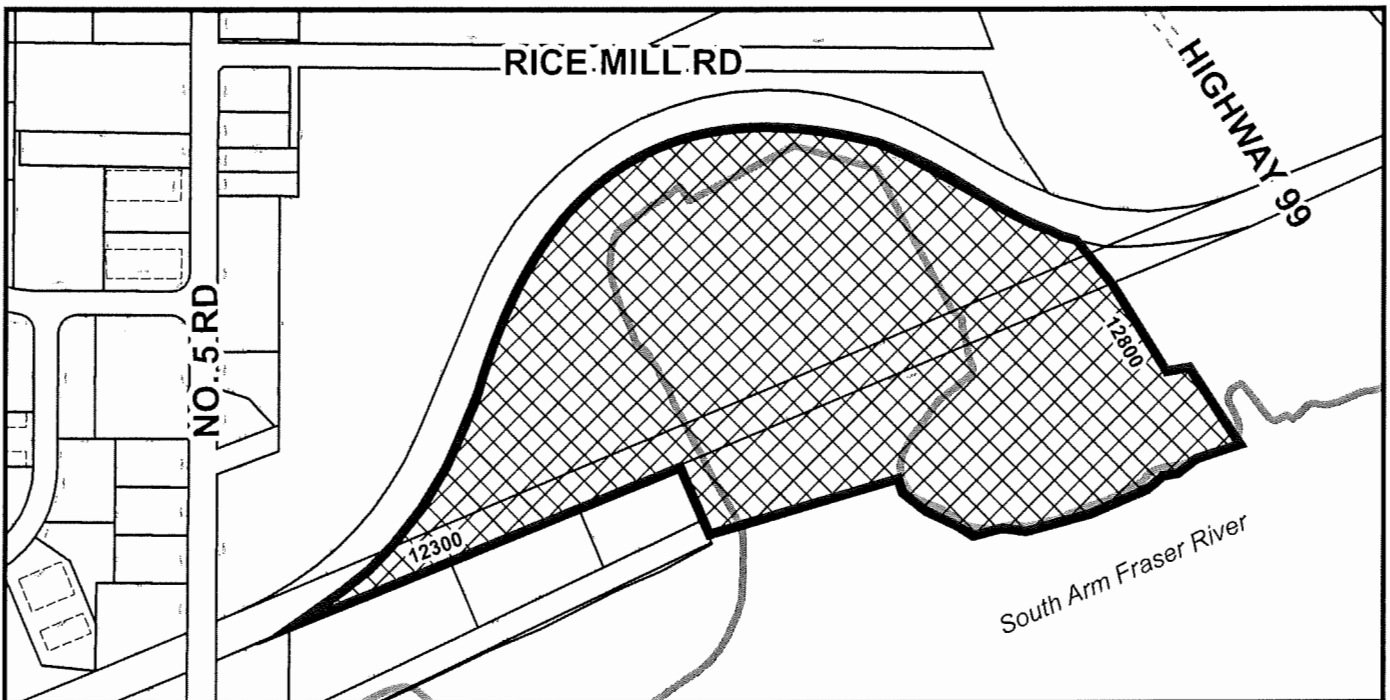
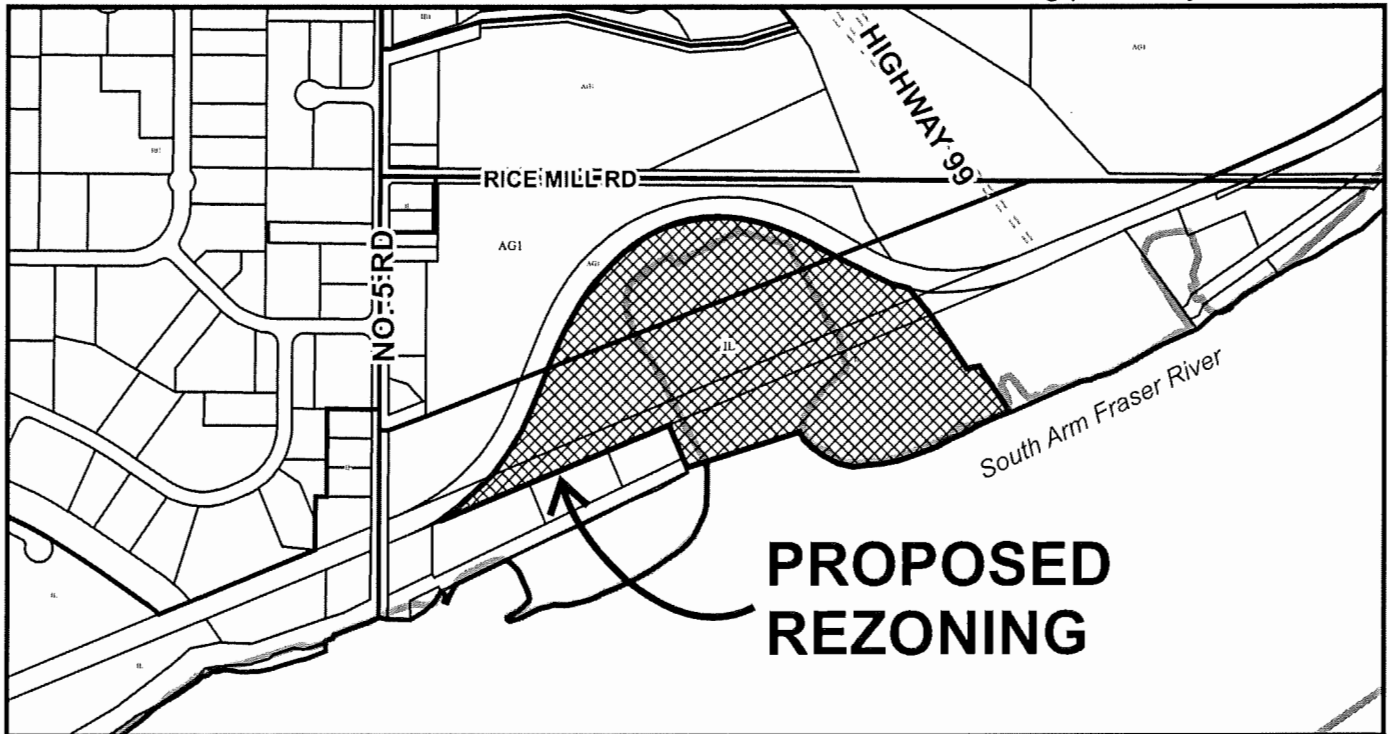
MAYOR

CORPORATE OFFICER



City of Richmond

Schedule A attached to and forming part of Bylaw No. 9940



RZ 18-824565

Original Date: 06/20/18

Revision Date: 10/12/18

Note: Dimensions are in METRES



To: Planning Committee
From: Wayne Craig
Director, Development

Date: August 19, 2019
File: RZ 18-807620

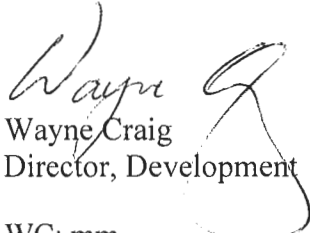
Re: **Application by GBL Architects to Amend Schedule 2.11A of Official Community Bylaw 7100 (West Cambie Area Plan), Create the “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” Zone, and Rezone the Site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”**

Staff Recommendations

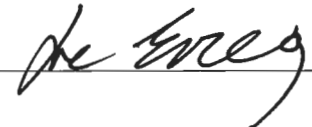
1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006 to amend Schedule 2.11A (West Cambie Area Plan) to amend the “Alexandra Neighbourhood Open Space System Map”, the “Alexandra Neighbourhood Character Area Map” and the “Character Area 1 – Mixed Use Employment-Residential Alexandra Map” to include a pedestrian and bicycle connection between Garden City Road and Dubbert Street, be introduced and given First Reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in conjunction with:
 - a. The City’s Financial and Capital Program; and
 - b. The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9999 to create the “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”, be introduced and given First Reading.


Wayne Craig
Director, Development

WC: mm
Att. 7

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

Staff Report

Origin

GBL Architects has applied to the City of Richmond for permission to rezone a 12,691 m² (3.14 acre) site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” (Attachment 1). The 12,691 m² (3.14 acre) gross site area includes the 10,856 m² (2.68 acres) development site, 336 m² (3,617 ft²) to be subdivided and transferred to the City and 1,499 m² (16,135 ft²) to be provided as road dedication to widen Dubbert Street.

The proposed rezoning would permit the development of a four-storey commercial building fronting Garden City Road and two five-storey residential buildings facing Odlin Road and Dubbert Street, all over a common parkade.

The proposed development will contain approximately 174 residential units including nine Affordable Housing units, 15 Modest Market Rent Controlled units and 17 Market Rental units as discussed further below in this report. Details on the proposed rental housing is provided within the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”. The total net area of the proposed project is approximately 21,032 m² (226,386 ft²) of which 5,821 m² (62,656 ft²) is located within the commercial building that has been designed to accommodate a range of employment uses.

Findings of Fact

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

Subject Site Existing Housing Profile

The existing six lots each included a single family dwelling, all of which have been demolished. One of the single family dwellings had a secondary suite.

Surrounding Development

- To the North: Across Odlin Road, single family dwellings and a duplex on lots respectively zoned “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan.
- To the South: Single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.
- To the East: Dubbert Street and a four-storey apartment project on a site zoned “Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)” and designated

“Residential Area 1” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.

- To the West: Garden City Road and single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “General Urban T4 (25m)” on the Aberdeen Village Specific Land Use Map and “Industrial Reserve: Limited Commercial” within the City Centre Area Plan.

Related Policies & Studies

Official Community Plan/West Cambie Area Plan – Schedule 2.11.A

Official Community Plan

The Official Community Plan (OCP) designates the subject site as “Mixed Use”. The proposed rezoning is consistent with this designation. Section 3.3 of the OCP also encourages the development of Market Rental units and allows for up to a 0.10 FAR density bonus for projects such as the one proposed. Consistent with the OCP, this proposal includes a 0.08 FAR density bonus associated with the proposed Market Rental units.

West Cambie Area Plan

The subject site is designated “Mixed Use Employment-Residential” in the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan (Attachment 3). The Area Plan requires that 0.52 FAR of the total floor area proposed be comprised of only employment/commercial uses, and allows for up to a 1.28 FAR density bonus for residential uses subject to the provision of Affordable Housing units, Modest Market Rent Controlled units, and Market Rental units (for a maximum total of 1.80 FAR). Consistent with the Area Plan, this proposal includes:

- a 0.52 FAR base density for employment/commercial uses; and,
- a 1.28 FAR density bonus for residential apartments, of which:
 - 5% of the residential floor space is for Affordable Housing units;
 - 7.5% of the residential space is for Modest Market Rent Controlled units; and,
 - 2.5% of the residential floor space is for Market Rental units (note: this is separate from and in addition to the above-noted 0.08 FAR density bonus permitted by the OCP).

A description of the three rental tenures is provided in the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”.

In summary, the total density proposed with this project is 1.88 FAR, consistent with both the OCP and the West Cambie Area Plan.

West Cambie Area Plan Amendment

This application includes proposed amendments to the West Cambie Area Plan to add a pedestrian and bicycle connection between Garden City Road and Dubbert Street under OCP Amendment Bylaw 10006 (see Attachment 4). The pathway and landscaping would have an ultimate 10 m (32.8 ft.) wide Statutory Right-of-Way (SRW) of which 5.0 m (16.4 ft.) will be

provided on the subject development site and a further 5.0 m (16.4 ft.) to be provided by the future development to the south. This is further described under the “Vehicle and Pedestrian Access” section below in this report.

Zoning Bylaw Amendment with Affordable and Market Rental Housing

Zoning Amendment Bylaw 9999 proposes to create and rezone the site to a new site-specific zone, "Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)". It includes density bonuses consistent with the affordable housing and market rental housing policies within the OCP and West Cambie Area Plan.

The proposed ZMU41 zone provides for the following:

- There is 0.52 FAR base density that permits only employment uses including office, retail, restaurant, and a range of commercial and public services.
- A density bonus of 1.28 FAR under the West Cambie Area Plan for residential uses plus the 0.08 FAR Market Rental Bonus under the OCP provided that 41 rental units are provided in the following rental tenures:
 - Nine Affordable Housing (Low-End Market Rental) units comprising 5% of the residential floor space is provided as required under the Area Plan.
 - 15 Modest Market Rent Controlled units comprising 7.5% of the residential floor space being provided as rental housing units required under the Area Plan.
 - 17 Market Rental Units comprising 8.3% of the total residential floor space of which 2.5% is provided as required under the Area Plan and 0.08 FAR or 5.8% of the total residential floor area being provided as required under the OCP Market Rental policy.

Over 40% of each of the above unit tenure types are comprised of family-friendly units (i.e., two-bedroom or larger), specifically: 77% of the Affordable Housing units; 46% of the Modest Market Rent Controlled units; and 58% of the Market Rental units. Overall, 68% of the units in this proposal consist of family-friendly units.

Separate housing agreements and covenants are required to be registered on Title for the Affordable Housing units and the Modest Rent Controlled units. The legal agreements for the Affordable Housing units and the Modest Rent Controlled units will provide that:

- Occupants of the units enjoy full and unlimited access and use of all on-site indoor and outdoor amenity spaces at no additional cost.
- The units in each tenure type be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the Housing Agreement shall apply in perpetuity.
- No parking fees are charged to residents of the units.

In addition to the above-noted common terms of the agreements, the housing agreement for the nine Affordable Housing units ensures that City-wide Low-End Market Rental (LEMR) rates

apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	2	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

In addition to the above-noted common terms of the agreements, the housing agreement for the 15 Modest Rent Controlled Rental units ensures that the West Cambie Council Policy 5004 rates apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index. It should be noted that this is the first project in West Cambie to implement West Cambie Modest Rent Controlled Rental Council Policy No. 5004.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	8	50 m ² (535 ft ²)	\$750	\$38,000 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,100	\$46,500 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,400	\$57,500 or less

A Market Rental Agreement and covenant are required to be registered on Title for the Market Rental units, which will provide that:

- Occupants of the units may access and use of all on-site indoor and outdoor amenity spaces.
- No fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant). This provision will allow for separate sale of two groups of rental units within the two residential buildings to facilitate ease of management and development phasing.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the market rental agreement shall apply in perpetuity.

There will be no restriction on tenant incomes or rental rates for the Market Rental units.

There will also be registration of a covenant and/or other legal agreements to ensure that the building with the employment/commercial uses be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses as required under the West Cambie Area Plan.

Other Policies, Strategies & Bylaws

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Given this, there is a requirement for registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m.

Aircraft Noise Sensitive Development Policy

The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Policy. The proposed rezoning is consistent with this policy. Registration of an aircraft noise covenant is required prior to rezoning adoption. This will require that project be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces.

Mixed-use Noise Covenant

There will be registration of a legal agreement on title identifying the development as mixed-use, and specifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces. Furthermore, the commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated from penetrating into residential uses.

Public Consultation

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

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

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

The table below clarifies this recommendation as it relates to the proposed OCP.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Richmond School Board	No referral necessary, as the proposed amendment would generate less than 50 school aged children (typically around 295 multiple-family housing units).
The Board of Metro Vancouver	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment pertains to a pedestrian walkway only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
TransLink	No referral necessary, as no transportation road network changes are proposed, and the proposed amendment pertains to a pedestrian walkway only.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

School District

This application was not referred to School District No. 38 (Richmond) because the proposed OCP amendment to add a walkway does not change the amount residential floor area permitted. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, OCP amendments are only referred to the School District if they involve a density increase which generates more than 50 school aged children (e.g., typically around 295 multiple family housing units).

Analysis

Built Form and Architectural Character

The proposed development will consist of three modern-style, low-rise buildings including one commercial (retail/office) building and two residential buildings constructed on top of a common parkade (Attachment 5). The commercial building will face Garden City Road and is proposed to be four storeys in height. The larger of the two residential buildings will be five storeys in height along Odlin Road and four to five storeys along Dubbert Street. The smaller residential building will face Dubbert Street and is proposed to be five storeys in height.

The parkade is situated as low as possible within approximately 0.30 m (1.0 ft.) of the water table and can only be partially located below the existing grade. By lowering the parkade as much as possible, the grade difference between the main floor of the two residential buildings in relation to Odlin Road and Dubbert Street is limited to between 1.5 m (5.0 ft.) to 1.7 m (5.6 ft.) with stepped with landscaping along the street frontages. The ground floor of the commercial building has been able to be lowered down to street level fronting Garden City Road due to no parkade being located beneath this section of the building.

A grade separation of approximately 2.9 m (9.4 ft.) would exist between the main floor of the buildings to the existing grade on the remaining adjacent single-family lots to the west. For this site, the applicant has demonstrated that a five-storey, 1.8 FAR mixed-use development consistent with the West Cambie Area Plan could be developed should a rezoning application be submitted for this site.

Subdivision and Transfer of Lot to the City

As a condition of this rezoning application, the owner will subdivide and transfer to the City a 336 m² (3,617 ft²) portion of land, located adjacent to and south of the development site. This parcel is intended to be consolidated with the anticipated land assembly to the south.

Transportation and Site Access

Vehicle and Pedestrian Access

The vehicle access for the proposed surface parking lot for the commercial building is to be provided by a driveway leading from Odlin Road. There is one driveway from Dubbert Street leading to the parkade beneath the two residential buildings (Attachment 5). There will be a Statutory Right of Way (SRW) registered on Title to allow the driveway from Odlin Road to provide a connection to the above-noted site to the west at such time that it is re-developed in the future.

Vehicle and pedestrian access from Dubbert Street will be improved with a 2.0 m (6.6 ft.) sidewalk on the west side, 11.2 m (36.7 ft.) wide driving surface and a 2.25 m (7.4 ft.) wide grassed boulevard. A 10.0 m (32.8 ft.) wide road dedication and corner cut at the intersection of Dubbert Street and Odlin Road will be provided to enable the frontage improvements.

There will also be an east-west pathway within a 5.0 m (16.4 ft.) wide SRW to be registered on Title of the development site that will provide a public pedestrian and bicycle connection between Garden City Road and Dubbert Street along the southern edge of the site. The SRW will

provide for public access for this pathway within the subject site and will be widened to 10.0 m (32.8 ft.) when a development is constructed to the south, and will be maintained by the subject developments. The inclusion of this pathway is facilitated by the proposed OCP amendment to the pathway network shown within the West Cambie Area Plan.

Parking

There will be a total of 224 resident and 164 commercial parking spaces. There will be a minimum of 32 residential visitor parking spaces shared with the commercial parking spaces. A covenant will be registered on Title that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit.

The proposed project includes 62 tandem resident parking spaces or 28% of the required residential parking spaces. A legal agreement will be registered on Title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

The proposed parking is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The proposed TDM measures include:

- Monthly bus passes (2-zone) offered to: 25% of market strata units (34 units); 50% of Market Rental units (9 units); and 100% of both the Affordable Housing units and Modest Rent-Controlled units (24 units) for one year. The contribution will be secured through a covenant registered on Title or other legal agreement.
- A bicycle end-of-trip facility for the commercial building and bicycle repair/maintenance stations for each of the two residential buildings secured by a restrictive registered on Title.
- Road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (90 m to Odlin Road and 170 m to Alexandra Road), that includes road widening to provide a separate 1.8 m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

Based on the size of the development, there is one medium (SU9) loading space provided for residential uses and two medium (SU9) spaces for the commercial uses. The standard Zoning Bylaw requirement for one large (WB17) commercial loading space is proposed to not be included for this development based on the findings of the Traffic Impact and Parking Study and is supported by Transportation staff. Thus, the proposed ZMU41 zone does not require a large (WB17) commercial loading space for this development.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 49 bylaw-sized trees on the subject property, eight (8) trees on neighbouring properties to west and one (1) tree currently on City property (Attachment 6).

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

- Five (5) trees located on the site will be retained due to their good condition and being located on the lot to be transferred to the City and outside of the development site. (See tree nos. 21 to 25 in the tree plan in Attachment 6).
- The applicant intends to remove 44 on-site trees, of which:
 - 34 trees are in poor condition due to their tree structure, leaning angle or previous topping, and thus are required to be removed.
 - 10 trees are in good condition but are proposed to be removed due to the nature of the soils in the area, required excavation of the site for the proposed building and the widening of Dubbert Street. (See tree nos. 1, 5, 8, 9, 32 to 36 and 47) in the tree plan in Attachment 6).
- There is removal of one tree (tree no. ci061) from City property within the existing Odlin Road allowance which is in good condition but needs to be removed for the proposed road works.
- Eight trees on neighbouring properties are to be retained at the time of development of the subject site. The applicant has submitted a tree protection plan showing the trees to be retained (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to submit to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones.

Tree Retention

There are five trees proposed to be retained at the time of development of the subject site that are located within the lot proposed to be transferred to the City. Long-term retention of these trees would be assessed as part of the anticipated future rezoning of the site to the south. These trees include three Silver Birch, one Black Pine and one Cottonwood. A Tree Survival Security of \$35,000.00 for these trees will be provided and retained by the City for a period of three years after occupancy of the project.

Tree Replacement

In compensation for the 44 trees proposed to be removed, the OCP 2:1 replacement ratio would require a total of 88 replacement trees to be included within the final Development Permit landscape plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057.

Basic Universal Housing Units

All Affordable, Modest Rent Controlled and Market Rental units (a total of 41 units) will meet the Basic Universal Housing provisions within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.

West Cambie Area Plan Contributions

This West Cambie Area Plan requires that following contributions be made to the City prior zoning adoption:

- Childcare contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to the City childcare reserve fund.
- West Cambie Area Plan Beatification contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie.
- West Cambie Area Plan Planning Costs contribution of \$0.08 per buildable square foot (e.g. \$17,147.10) to assist with paying for community and engineering planning costs within West Cambie.

The above amounts are based on the proposed development design with the final amounts to be based on the Development Permit plans.

Public Art Contribution

The applicant will be making a contribution of approximately \$194,146.00 to the City's Public Art Reserve Fund. The applicant may choose to make a cash contribution for City-wide public art or to provide public art on-site through the Developer Public Art process. If the artwork is to be provided on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan to be reviewed by the City's Public Art Advisory Committee.

Renewable Energy and Sustainability Requirements

The subject site is within the Alexandra District Energy Utility (ADEU) and connection to the utility will be required for this development. The rezoning considerations include requirements for the registration of legal agreements ensuring that the building is designed with the capability to connect and be serviced by the utility and ensuring that the service connection will be made prior to occupancy.

The applicant has also submitted a letter indicating their intent to meet the sustainability requirements set out in the OCP and the applicable sections of Richmond's BC Energy Step Code.

Amenity Space

The proposed development provides 116 m² (1,250 ft²) of common indoor amenity space on the second level of the northerly residential building. The preliminary landscape plans also include approximately 1,399 m² (15,059 ft²) of common outdoor amenity space, of which 536 m² (5,770 ft²)

will be outdoor play area which will accommodate play equipment within the final Development Permit plans. These amenity areas exceed the OCP Development Permit guidelines. There will be registration of an easement and other legal agreements to ensure that residents of each residential building will have access to the common indoor amenity space and common outdoor amenity spaces.

Site Servicing and Frontage Improvements

The applicant will be required to enter into a Servicing Agreement that includes the design and construction of the following works:

Frontage Improvements

- Along the Dubbert Street frontage: Road widening to provide a 2.25 m (7.4 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the west side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Odlin Road frontage to Garden City Road: Road widening to provide a 2.5 m (8.2 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the south side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Garden City Road frontage of the site: Work includes the revision of the width of the two existing northbound traffic lanes to 3.5 m (11.5 ft.) each, and construction of a 1.5 m (5.0 ft.) wide grassed/treed boulevard, a 2.0 m (6.6 ft.) wide asphalt bike path, a 1.35 m (4.4 ft.) wide buffer strip with pedestrian lighting and a 2.0 m (6.6 ft.) wide sidewalk. The works will extend 30 m (98.4 ft.) north and south outside the limit of the development frontage.
- Further works that include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50 m (164 ft.) to Garden City Road, that includes road widening to provide a parking lane, and an interim 1.5 m wide paved sidewalk.
- Upgrade of the existing traffic signal at the Garden City Road/Odlin Road intersection to accommodate the road widening noted above which includes Accessible Pedestrian Signals and illuminated street signs.
- TDM works that include road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (853 ft.) (with 90 m (295 ft.) to Odlin Road and 170 m (558 ft.) to Alexandra Road), that includes road widening to provide a separate 1.8 m (6.0 ft.) wide bike lane and a 1.5 m (5.0 ft.) wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

Servicing Works

- Installation of approximately 167 m (580 ft.) of new 200 mm diameter watermain along the proposed development's Dubbert Street frontage.
- Installation of fire hydrants as required by the City standards along the development road frontages.
- Installation of a new watermain to replace the existing watermain along the east side of Garden City Road may be required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing watermain.

- Possible replacement of the existing storm sewer on the Dubbert Street frontage.
- Construction of approximately 85 m (108 ft.) of 200 mm diameter sanitary line from 9080 Odlin Road to the intersection of Odlin Road and Dubbert Street.
- Provision of street lighting along the Garden City Road, Odlin Road and Dubbert Street frontages.
- Removal or placement underground of the existing private utility overhead lines (e.g. BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to 9211 Odlin Road.

Prior to issuance of the Building Permit, the applicant will be required to pay latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.

Development Permit Review

At the forthcoming Development Permit stage, design elements to be further addressed include:

- Providing detailed designs of the parkade walls and landscaping around the perimeter of the project.
- A detailed review of the façade materials and colours.
- Providing detailed landscape plans with the required number of replacement trees and plant lists.
- Providing additional landscaping specifications for the outdoor amenity and children's play areas.

Financial Impact

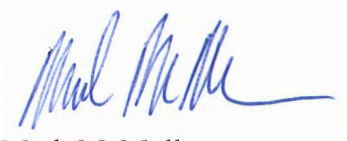
As a result of the proposed development, the City will take ownership of developer contributed assets including roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$10,500.00. This will be considered as part of the City's 2020 Operating Budget.

Conclusion

The proposed 174-unit mixed use development is the first development to be considered under the "Mixed Use Employment-Residential Neighbourhood Residential" designation within the West Cambie Area Plan. The project includes 17 Market Rental units, 15 Modest Rent-Controlled units and nine Affordable Housing units for a total of 41 rental units.

The development will also provide a new pedestrian and bicycle connection between Garden City Road and Dubbert Street.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9999 and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, be introduced and given first readings.



Mark McMullen
Senior Coordinator – Major Projects

MM:rg

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: West Cambie Area Plan Alexandra Neighbourhood Land Use Map

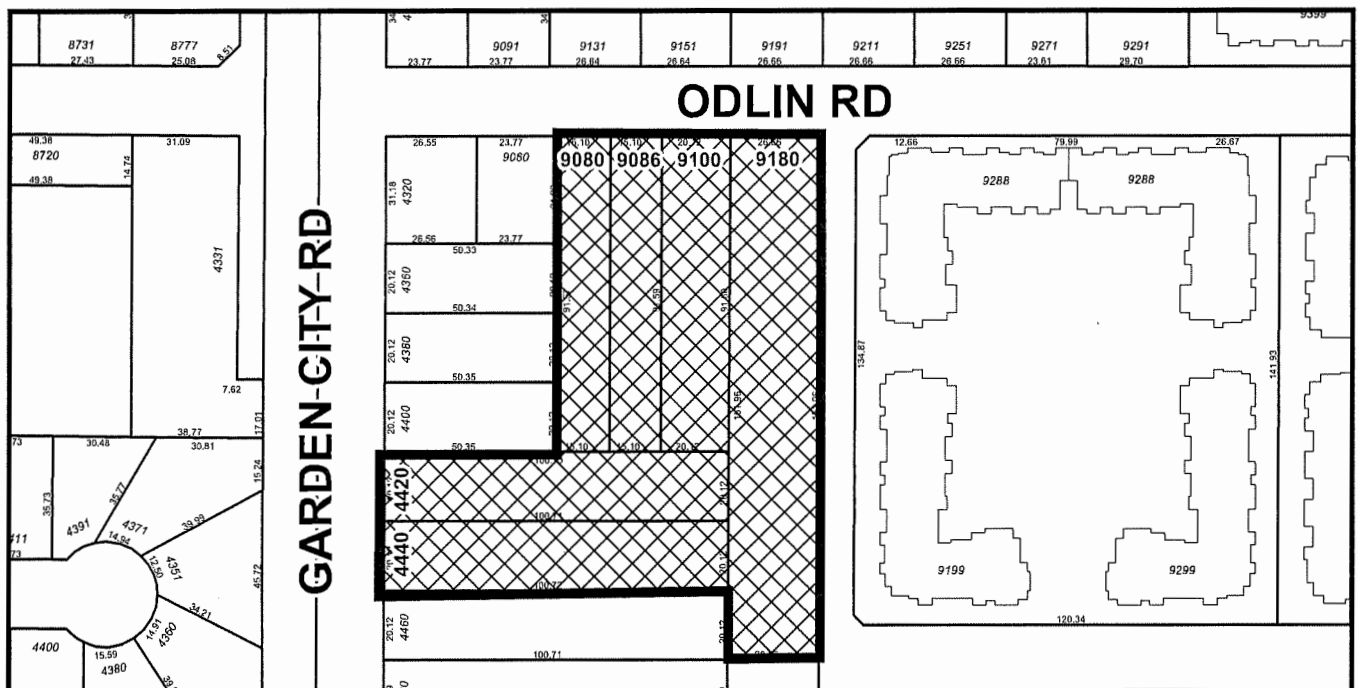
Attachment 4: Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

Attachment 5: Conceptual Development Plans

Attachment 6: Tree Preservation Plan

Attachment 7: Rezoning Considerations

The map shows a portion of the City of Chicago with various zoning districts. A large area is shaded with a cross-hatch pattern and labeled "PROPOSED REZONING". The map includes streets such as Cambie Rd, Garden City Rd, Stolberg St, Mckim Way, Odlin Rd, Dubbert St, and Tomicki Ave. The map also shows various zoning codes like ZC2, ZI2, ZI5, ZI7, ZI8, ZI9, ZI10, ZI11, ZI12, ZI13, ZI14, ZI15, ZI16, ZI17, ZI18, ZI19, ZI20, ZI21, ZI22, ZI23, ZI24, ZI25, ZI26, ZI27, ZI28, ZI29, ZI30, ZI31, ZI32, ZI33, ZI34, ZI35, ZI36, ZI37, ZI38, ZI39, ZI40, ZI41, ZI42, ZI43, ZI44, ZI45, ZI46, ZI47, ZI48, ZI49, ZI50, ZI51, ZI52, ZI53, ZI54, ZI55, ZI56, ZI57, ZI58, ZI59, ZI60, ZI61, ZI62, ZI63, ZI64, ZI65, ZI66, ZI67, ZI68, ZI69, ZI70, ZI71, ZI72, ZI73, ZI74, ZI75, ZI76, ZI77, ZI78, ZI79, ZI80, ZI81, ZI82, ZI83, ZI84, ZI85, ZI86, ZI87, ZI88, ZI89, ZI90, ZI91, ZI92, ZI93, ZI94, ZI95, ZI96, ZI97, ZI98, ZI99, ZI100.



Note: Dimensions are in METRES



City of Richmond



RZ 18-807620

Original Date: 03/01/18

Revision Date: 07/31/19

Note: Dimensions are in METRES



RZ 18-807620

Attachment 2

Address: 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road

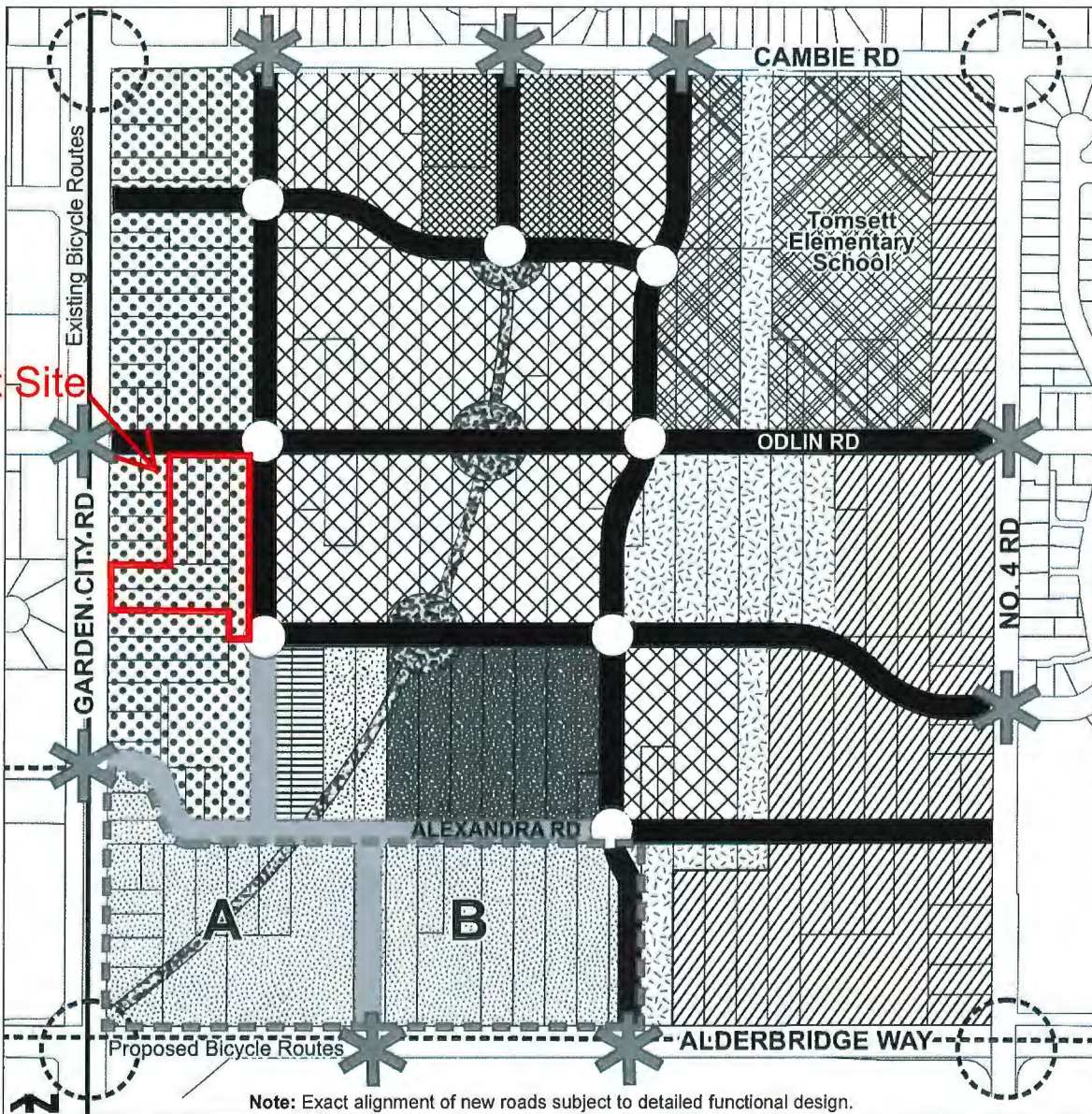
Applicant: GBL Architects

Planning Area(s): West Cambie – Alexandra Neighbourhood (Schedule 2.11 A)

	Existing	Proposed
Owner:	1074971 BC Ltd.	1074971 BC Ltd.
Site Size (m²):	12,691 m ²	12,691 m ² including: 10,856 m ² development site 1,499 m ² road dedication 336m ² to be transferred to the City
Land Uses:	Single-Family Residential	Apartment Residential and Commercial
OCP Designation:	Mixed Use	Mixed Use
Area Plan Designation:	Mixed Use Employment -Residential	Mixed Use Employment -Residential
Zoning:	RS1/F	ZMU41
Number of Units:	Six lots with single-family detached dwellings (now demolished)	174 apartment units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.8 FAR under Area Plan & 0.08 FAR under OCP Market Rental Policy	Total 1.88 FAR per Area Plan & OCP Market Rental Policy	none permitted
Lot Coverage (% of lot area):	Max. 55%	52%	none
Lot Size:	Min. 10,000 m ² for development lot	10,856 m ² for development lot	none
Lot Dimensions (m):	Min. lot width is 35.0 m and min. lot depth is 110.0 m for the development lot	Min. lot width is 40.2 m and min. lot depth is 117.4 m for the development lot	none
Setbacks (m):	North (Odlin Rd): 3.5 m North (Interior): 3.0 m East (Dubbert St): 4.5 m West (Interior): 14.5 m West (Garden City): 1.5 m South (Interior): 5.0 m	North (Odlin Rd): 3.7 m North (Interior): 3.0 m East (Dubbert St): 4.6 m West (Interior): 14.8 m West (Garden City): 1.7 m South (Interior): 7.2 m	none
Height (m):	Buildings facing Garden City Rd: 23 m Buildings facing Odlin Rd & Dubbert Rd: 20 m	Buildings facing Garden City Rd: 21.9 m Buildings facing Odlin Rd & Dubbert Rd: 19.2 m	none
Off-street Parking Spaces –Residential (R) / Visitor (V) (Shared w/Commercial):	224 (R) 32 (V)	228 (R) 32 (V)	none
Off-Street Parking Spaces – Total Commercial and Office	Min. 161	164	none
Tandem Parking Spaces:	Max. 50% (112) of required spaces	28% (62) of required spaces	none
Amenity Space – Indoor:	Min. 100 m ²	116 m ²	none
Amenity Space – Outdoor:	Min. 1,068 m ²	1,399 m ²	none

City of Richmond

Alexandra Neighbourhood Land Use MapBylaw 9121
2015/06/15**PH - 104**

Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

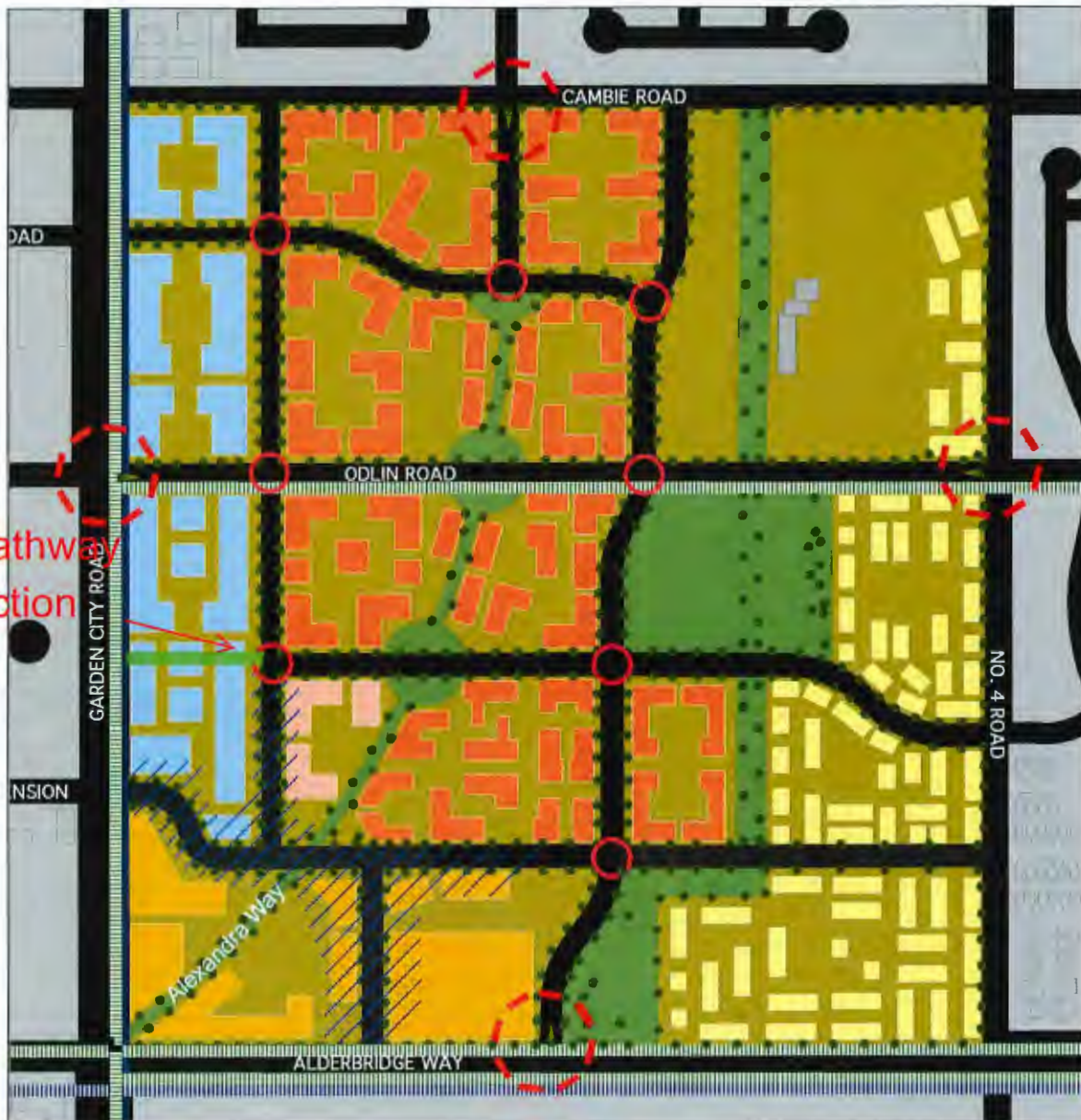
Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

City of Richmond

Alexandra Neighbourhood Character Areas Map

Bylaw 9121
2015/06/15

New Pathway
Conenction

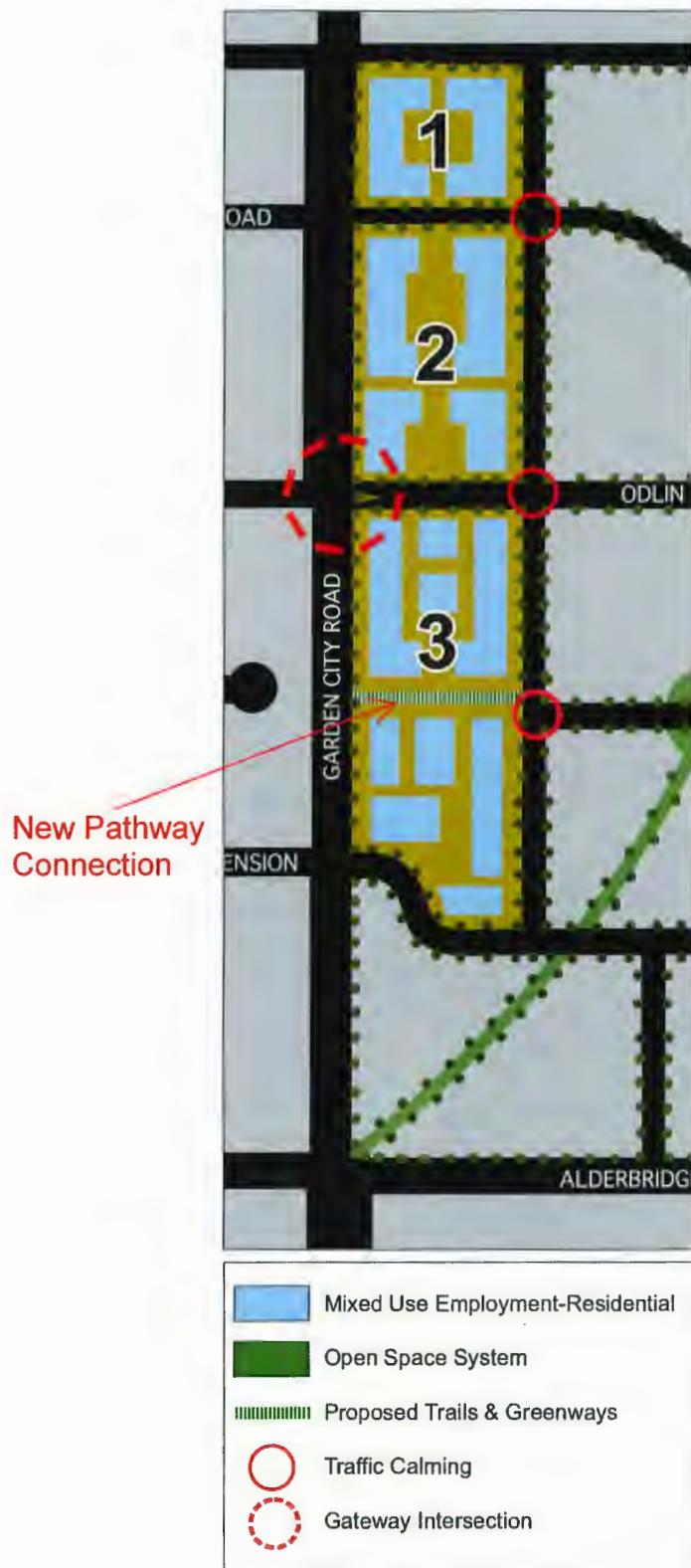


LEGEND

1	Mixed Use Employment-Residential	5	Low Density Housing	Proposed Trails & Greenways	Gateway Intersection
2	Mixed Use (Retail/Office/Hotel)		Mixed Use: • a mix of low to medium density residential with low to medium density residential over retail or live/work uses.	Existing Cycle Routes	The images in this figure illustrate the range of built forms and open spaces that are envisioned for Alexandra. Each of the six character areas is described in the text and illustrated in more detail on Figures 3 through 8.
3	The High Street			Proposed Cycle Routes	
4	Medium Density Housing		Open Space System	Traffic Calming	

New Pathway
Connection





A-0.00	COVER
A-0.01	STATISTICS
A-0.02	CONTEXT
A-0.03A	SURVEY
A-0.03B	SURVEY
A-0.03C	SURVEY
A-0.04	SHADOW ANALYSIS
A-0.05	DESIGN RATIONALE
A-1.01	SITE PLAN
A-1.02	SITE PLAN - Mill ADJACENT SITE
A-2.01A	LEVEL P1
A-2.01B	LEVEL P1 - BICYCLE ROOMS W/ ACCESS
A-2.01C	LEVEL P1 - NORTH
A-2.01D	LEVEL P1 - SOUTH
A-2.02	LEVEL 1
A-3.01B	WASTE MANAGEM. OVERLAY PLAN
A-3.01C	LEVEL 1 - NORTH
A-3.01D	LEVEL 1 - SOUTH
A-3.02A	LEVEL 2
A-3.02B	LEVEL 2 - NORTH
A-3.02C	LEVEL 2 - SOUTH
A-3.03A	LEVEL 3 - NORTH
A-3.03B	LEVEL 3 - SOUTH
A-3.03C	LEVEL 3 - SOUTH
A-3.04A	LEVEL 4
A-3.04B	LEVEL 4 - NORTH
A-3.04C	LEVEL 4 - SOUTH
A-3.05A	LEVEL 5
A-3.05B	LEVEL 5 - NORTH
A-3.05C	LEVEL 5 - SOUTH
A-3.06A	ROOF - NORTH
A-3.06B	ROOF - NORTH
A-3.06C	ROOF - SOUTH
A-4.01	ELEVATIONS
A-4.02	ELEVATIONS
A-5.01	SECTIONS
A-5.02	SECTIONS
A-5.03	SECTIONS
A-5.04	3D VIEWS - RESIDENTIAL
A-5.05	3D VIEWS - RESIDENTIAL
A-5.06	3D VIEWS - OFFICE
A-5.07A	FAR - P1
A-5.07B	FAR - P1 - NORTH
A-5.07C	FAR - P1 - SOUTH
A-5.08A	FAR - L1
A-5.08B	FAR - L1 - NORTH
A-5.08C	FAR - L1 - SOUTH
A-5.09A	FAR - L2
A-5.09B	FAR - L2 - NORTH
A-5.09C	FAR - L2 - SOUTH
A-5.09A	FAR - L3
A-5.09B	FAR - L3 - NORTH
A-5.09C	FAR - L3 - SOUTH
A-5.09A	FAR - L4
A-5.09B	FAR - L4 - NORTH
A-5.09C	FAR - L4 - SOUTH
A-5.09A	FAR - L5
A-5.09B	FAR - L5 - NORTH
A-5.09C	FAR - L5 - SOUTH
A-5.07A	FAR - ROOF
A-5.07B	FAR - ROOF - NORTH
A-5.07C	FAR - ROOF - SOUTH
A-10.01	STATISTICS - ADJACENT SITE
A-11.01	FAR - 11 - ADJACENT SITE
A-11.02	FAR - 11 - ADJACENT SITE
A-13.03	FAR - 12TH - ADJACENT SITE
A-13.04	FAR - 12 - ADJACENT SITE
A-13.05	FAR - 13 - ADJACENT SITE
A-13.06	FAR - 13 - ADJACENT SITE
A-13.07	FAR - 13 - ADJACENT SITE
A-13.08	FAR - ROOF - ADJACENT SITE
A-13.01	SECTION

9080 ODLIN RD

REZONING APPLICATION - RESUBMISSION - 04.04.2019





■ GBL PROJECT, INC.
14000 E. CHURCH ST. #100
DENVER, CO 80231
TEL: 303.733.1234
WWW.GBLPROJECT.COM

NOTES

REVISIONS

No. Date Description

JUL-19

ADDRESS: 9080 ODLIN ROAD
OCP DESIGNATION CHARACTER AREA 1: MIXED USE EMPLOYMENT-RESIDENTIAL

HEIGHT	ALLOWED	PROPOSED
	6 ST. (65.6 ft)	5 ST. (65.6 ft)
SITE AREA	120,443 sf	2,77 ac
NET SITE AREA (not including 325 sqm dedication to City)	116,851 sf	
LOT COVERAGE	43.074 sf	52%

F.A.R. PROPOSED	AREA (SF)	RATIO	F.A.R.	AREA ALLOWED	FAR ALLOWED
RETAIL-OFFICE	62,656	28%	0.52	62,441	0.52
RESIDENTIAL	154,186	68%	1.28	154,193	1.28
MARKET RENTAL BONUS (up to 0.1 FAR)	9,543	4%	0.08	12,046	0.10
TOTAL	226,385		1.88	228,680	1.90

RESIDENTIAL F.A.R. REQUIREMENTS	AREA REQUIRED (SF)	AREA PROPOSED (SF)
AFFORDABLE HOUSING:	7,709.6	7,740.1
MODEST MARKET RENTAL HOUSING:	11,564.4	11,564.4
MARKET RENTAL HOUSING:	3,854.8	3,854.8
TOTAL:	23,128.9	23,271.32
MARKET RENTAL BONUS (up to 0.1 FAR):	12,044.30	9,542.78

RESIDENTIAL	RETAIL	OFFICE	AMENITY	SERVICE ROOM	RETAIL/OFFICE EXCLUSIONS	GROSS AREA	RESIDENTIAL FAR	RET.-OFF. FAR
L1	27,114	13,167	-	-	-	42,091	23,532	14,975
L2	38,558	-	-	-	-	38,558	34,252	-
L3	28,558	-	-	-	-	54,404	37,500	15,894
L4	30,002	-	-	-	-	54,404	37,500	15,894
L5	918	93	-	-	-	46,248	28,944	15,894
TOTAL SF	172,710	13,260	50,743	47,545	-1,248	237,132	143,729	62,656

MINIMUM SPACE (per City of Richmond OCP 14.4.5.0)	REQUIRED SF	PROPOSED SF
INDOOR AMENITY SPACE:	1,076	1,248
OUTDOOR AMENITY SPACE:	11,310	15,059
45 sf (6m ²) outdoor amenity space per residential unit	5,548	5,770

RESIDENTIAL UNIT MIX - TOTAL	1B	2B	3B	COUNT	AREA
L1	8	7	6	21	17,378.4
L2	11	18	10	39	32,628.0
L3	15	18	9	42	34,168.8
L4	15	18	9	42	34,168.8
L5	6	13	11	30	24,193.4
TOTAL	55	74	45	174	146,537.0

RESIDENTIAL UNIT MIX - MARKET	1B	2B	3B	COUNT	AREA
L1	-	-	-	-	-
L2	2	11	6	19	17,199.4
L3	15	16	11	42	34,168.8
L4	15	16	11	42	34,168.8
L5	6	12	12	30	24,193.4
TOTAL	28	55	40	123	111,720.0

RESIDENTIAL UNIT MIX - MODEST MARKET RENTAL	1B	2B	3B	COUNT	AREA
L1	7	3	3	13	10,204.5
L2	1	1	-	2	1,451.9
L3	-	-	-	-	-
L4	-	-	-	-	-
L5	-	-	-	-	-
TOTAL	8	4	3	15	11,656.4

RESIDENTIAL UNIT MIX - AFFORDABLE	1B - BUH (min. 535sf)	2B - BUH (min. 741sf)	3B - BUH (min. 985sf)	COUNT	AREA
L1	1	4	3	8	7,173.9
L2	1	-	-	1	566.2
L3	-	-	-	-	-
L4	-	-	-	-	-
L5	-	-	-	-	-
TOTAL	2	4	3	9	7,740.1

RESIDENTIAL UNIT MIX - MARKET RENTAL	1B - BUH (min. 535sf)	2B - BUH (min. 741sf)	3B - BUH (min. 985sf)	COUNT	AREA
L1	-	-	-	-	-
L2	7	6	4	17	13,390.5
L3	-	-	-	-	-
L4	-	-	-	-	-
L5	-	-	-	-	-
TOTAL	7	6	4	17	13,390.5

PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL - MARKET UNITS (ZBL 7.7.2.1)		
1.5 per APARTMENT UNIT	200	
10% REDUCTION (TDM)	-20.0	
TOTAL	180	
RESIDENTIAL - MARKET RENTAL AND MODEST MARKET RENTAL UNITS (ZBL 7.7.2.1)		
1.2 per APARTMENT UNIT	38	
10% REDUCTION (TDM)	-3.8	
TOTAL	35	
RESIDENTIAL - AFFORDABLE HOUSING UNITS (ZBL 7.7.2.1)		
1 per UNIT	9.0	
10% REDUCTION (TDM)	-0.9	
TOTAL	9	
TOTAL RESIDENTIAL PARKING STALLS	224	228
HC STALLS (min. 2% of total parking stalls required)	4	4
SMALL CARS (max. 50% of total parking stalls allowed)	112	110
TANDEM ARRANGEMENT (max. 50% of total parking stalls allowed)	112	62
COMMERCIAL (ZBL 7.7.2.3)		
3 PER 1074 SF UP TO 3747 SF	11	
4 PER 1074 SF ABOVE 3747 SF	35	
10% REDUCTION (TDM)	-3	
RESIDENTIAL VISITOR 0.2 PER UNIT (SHARED W/ COMM)	#REF!	
TOTAL COMMERCIAL	42	44
HC STALLS (min. 2% of total parking stalls required)	1	2
OFFICE (ZBL 7.7.2.3)		
3 PER 1074 SF	133	
10% REDUCTION (TDM)	13	
TOTAL OFFICE	119	120
HC STALLS (min. 2% of total parking stalls required)	2	2
TOTAL	385	392

BICYCLE PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL (ZBL 7.14.4.1)		
CLASS 1 1.25 per DWELLING UNIT	218	233
CLASS 2 0.2 per DWELLING UNIT	35	36
TOTAL RESIDENTIAL	253	269
VERTICAL SPACES - maximum 33% of total CLASS 1	72	35
RETAIL AND OFFICE (ZBL 7.14.4.1)		
CLASS 1 0.27 per 100 m ² (1076.4 sf)	16	40
CLASS 2 0.4 per 100 m ² (1076.4 sf)	24	24
TOTAL RETAIL	40	64
VERTICAL SPACES - maximum 33% of total CLASS 1	5	-
TOTAL BICYCLE STALLS	292	333

LOADING CALCULATION	REQUIRED	PROVIDED
NON-RESIDENTIAL USES (ZBL 7.13.4.2)		
LARGE SIZE:		
1 per 53,820 sf above 20,021 sf	1	-
TOTAL	1	-
MEDIUM SIZE:		
1 per 20,021 sf	1	1
1 per 53,820 sf above 20,021 sf	2	2
TOTAL	3	3
RESIDENTIAL USE (ZBL 7.13.4.1)		
MEDIUM SIZE:		
Number of dwelling units: 81 to 240	1	1
TOTAL	1	1

STATISTICS

DATE: 6/15/2018 1:05:41 PM
DRAWN BY: EF
CHECKED BY: DE
SCALE: 1/8"=1'-0"
JOB NUMBER: 1554

A-0.01

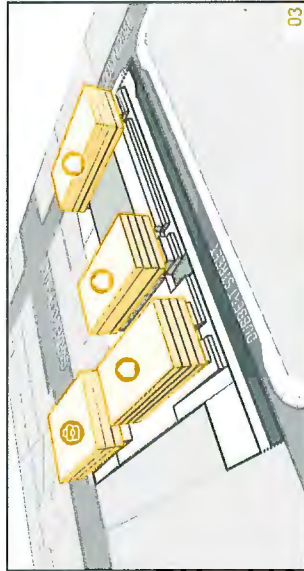
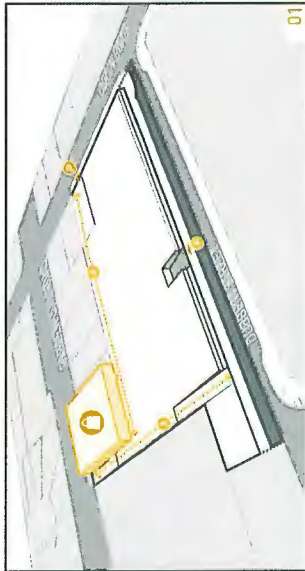
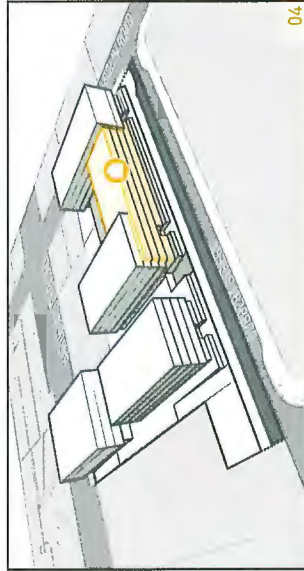
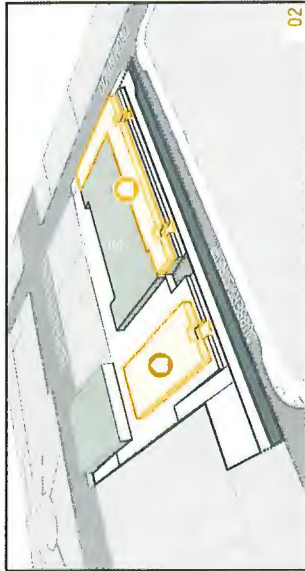
REVISIONS	
No.	Description
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
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	

9080 ODLIN ROAD

DESIGN RATIONALE

DATE
DRAWN BY
CHECKED BY
SCALE

2/1/2018 4:04:00 PM
RP
DE
1654

A-0.05

INTENT

The intent of this mixed use development is to build a 4 story employment edifice and two 5 story residential ones. The overall development, comprising 174 residential units (2% of which designed to be affordable units) and 17 designated to market rental office and commercial space, will be served by a half level below grade parking structure, a surface retail parking and a parcel covered residential parking at L1. Three medium size loading bays located at L1 will be serving all the users with one of them dedicated to the individual use of L2 and the office and commercial component.

The proposed development consists of 82,854 sq ft (0.52 FAR) employment, 154,174 sq ft (1.28 FAR) residential component and a bonus FAR of 2.45 sq ft of market rental housing (0.08 FAR of maximum 0.1 FAR allowed), for a combined overall density of 1,468 FPD. The residential component includes 11,059 sq ft of residential FAR for affordable housing, 11,059 sq ft (72.5% of residential FAR) of modest, market rental housing, 3,885 sq ft (12.3% of residential FAR) of market rental housing and additional 9,455 sq ft (0.08 FAR) allowed by the Market Rent Allowance Policy. A common private outdoor amenity space of approximately 5,500 sq ft is located at L5, one of approximately 6,000 sq ft is located at L2 in association with 1,248 sq ft of interior amenity space and additional 3,175 sq ft are provided at L1.

FORM OF DEVELOPMENT

The building form responds to the complex site form and to the different needs of the functional components. The office and retail component is located along Garden City Road while the residential component faces Odlin Road and Dubbert Street.

...A retail base with access from Garden City Road is sited by one main pedestrian connection to the South through the site, granting a link between Garden City Road and Dubbert Street and providing access to the commercial space from the residential part of the neighborhood, and a second one to the North. Another main pedestrian connection, provides direct access from Odlin Road and

links the site in the North-South direction, parallel to the vehicle aisle serving the retail surface parking, whilst animating the edge between the site and the adjacent orphan lots. The driveway access to the below grade parking structure is located mid-block along Dubbert Street to minimize the traffic impact on the closest street intersections.

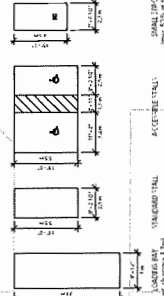
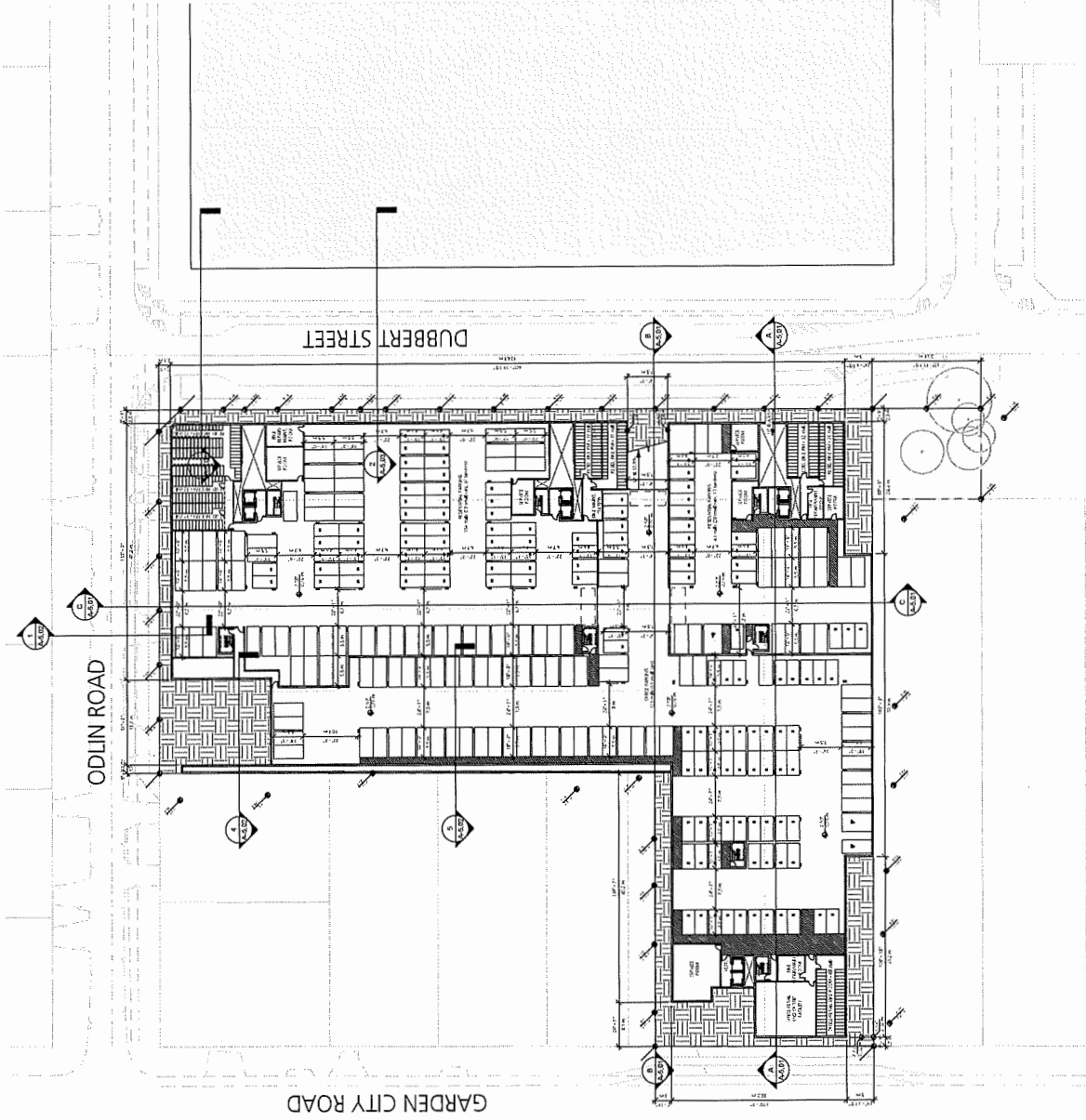
The ground oriented residential base is split in response to the pedestrian paths and driveway access, providing a large landscaped area at L1 which breaks the continuity of the residential frontage along Dubbert Street. The Northern block is wrapped around the L1 residential parking structure and provides a residential interface along Odlin Road as well as Dubbert Street. All accesses to residential lots are provided along Dubbert Street which is a more residential character.

4.5. The office volume above the retail base and the three main residential volumes emphasize the Garden City Road-Dubbert Street connection with their West-East orientation. At the same time, they maximize the residential exposure towards private and public outdoor spaces within the site as well as mediate the interaction with the neighbouring sites to the East with their linear balconies.

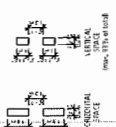
66. A lower residential volume is positioned to link two of the three residential main volumes, one of which is set back, to define a 4 storeys Dubbert Street frontage. Reducing the impact along the residential street, it provides animation to the streetscape with its variation in height and different elevation treatment.

The Intervention provides a separation of functions addressing the nature of the streets surrounding the site and mediating the transition between the employment area along Garden City Road and the residential neighbourhoods to the East. It grants permeability through the site with a pedestrian friendly public realm and an extensive ground oriented residential frontage.

1

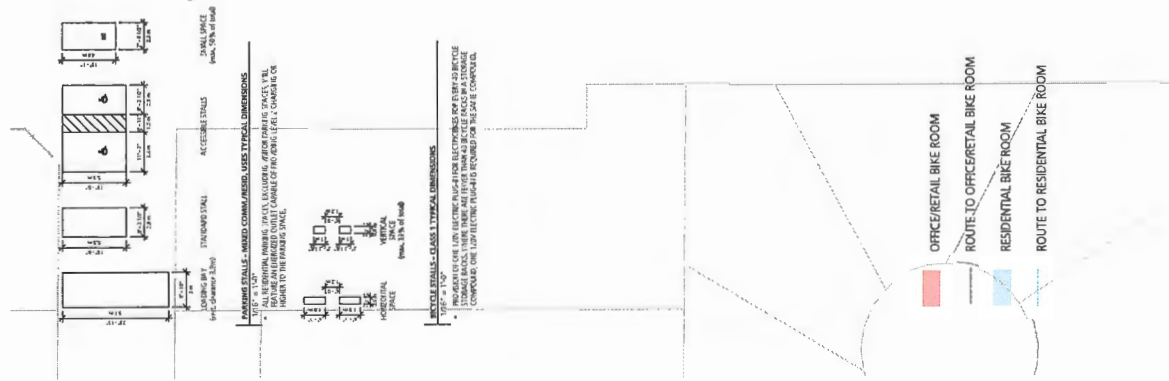
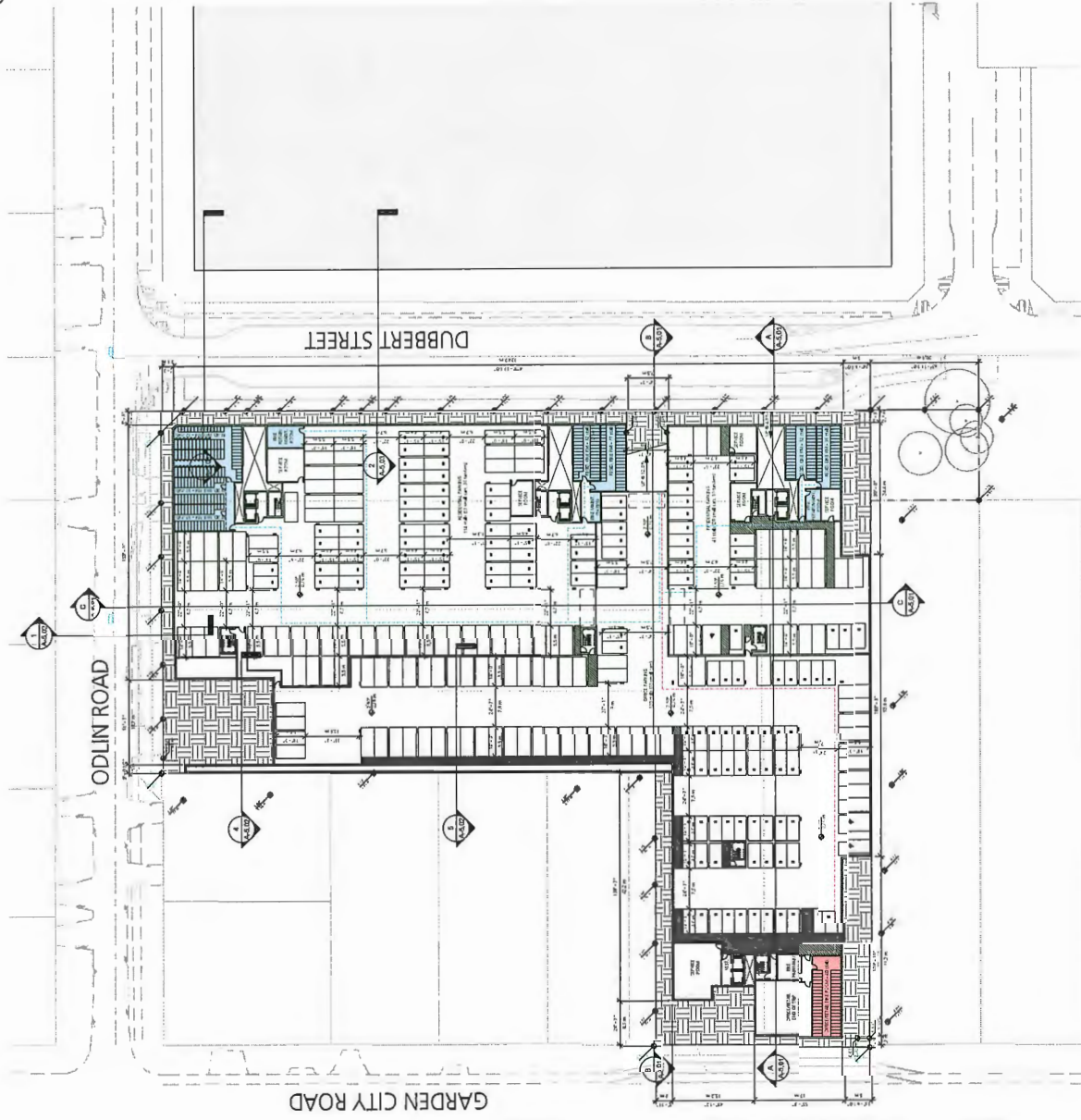


PARKING STALLS - MINIMUM CLEARANCE HEIGHT: 14'0"
 ALL DIMENSIONS SHOWN IN THIS PLAN ARE APPROXIMATE. THE
 EXACT DIMENSIONS SHALL BE DETERMINED BY THE FIELD SURVEYOR.



MINIMUM CLEARANCE HEIGHT: 14'0"
 ALL DIMENSIONS SHOWN IN THIS PLAN ARE APPROXIMATE. THE
 EXACT DIMENSIONS SHALL BE DETERMINED BY THE FIELD SURVEYOR.

1



gbl

■ GBL ARCHITECT, INC.
11150 PARKWAY DRIVE
SUITE 100
DALLAS, TEXAS 75244-1115
TEL: 214.343.1115
FAX: 214.343.1116
WWW.GBLARCHITECT.COM

NOTES

REVISIONS

Rev. Description

Dec 2011

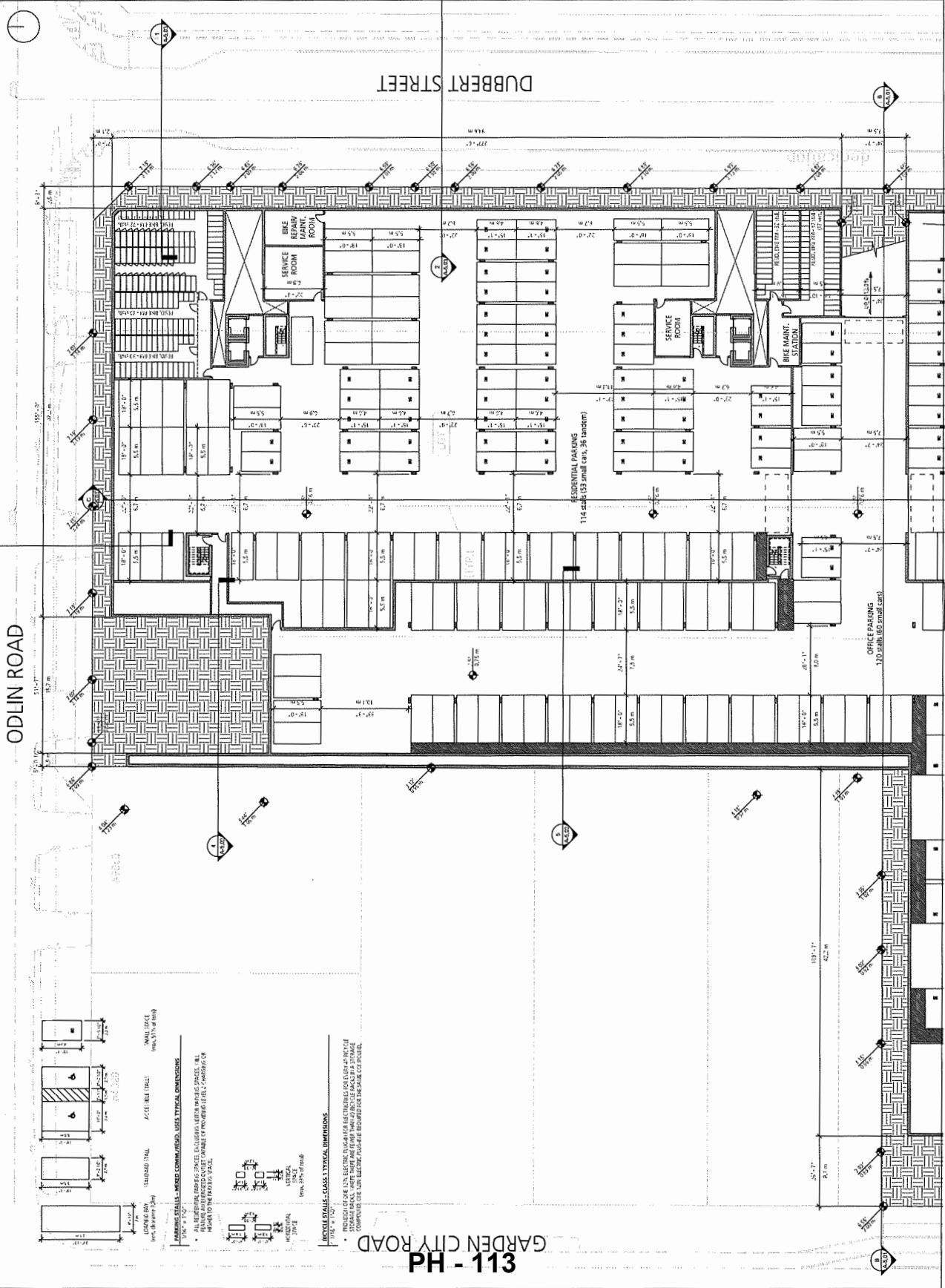
Dec 2011

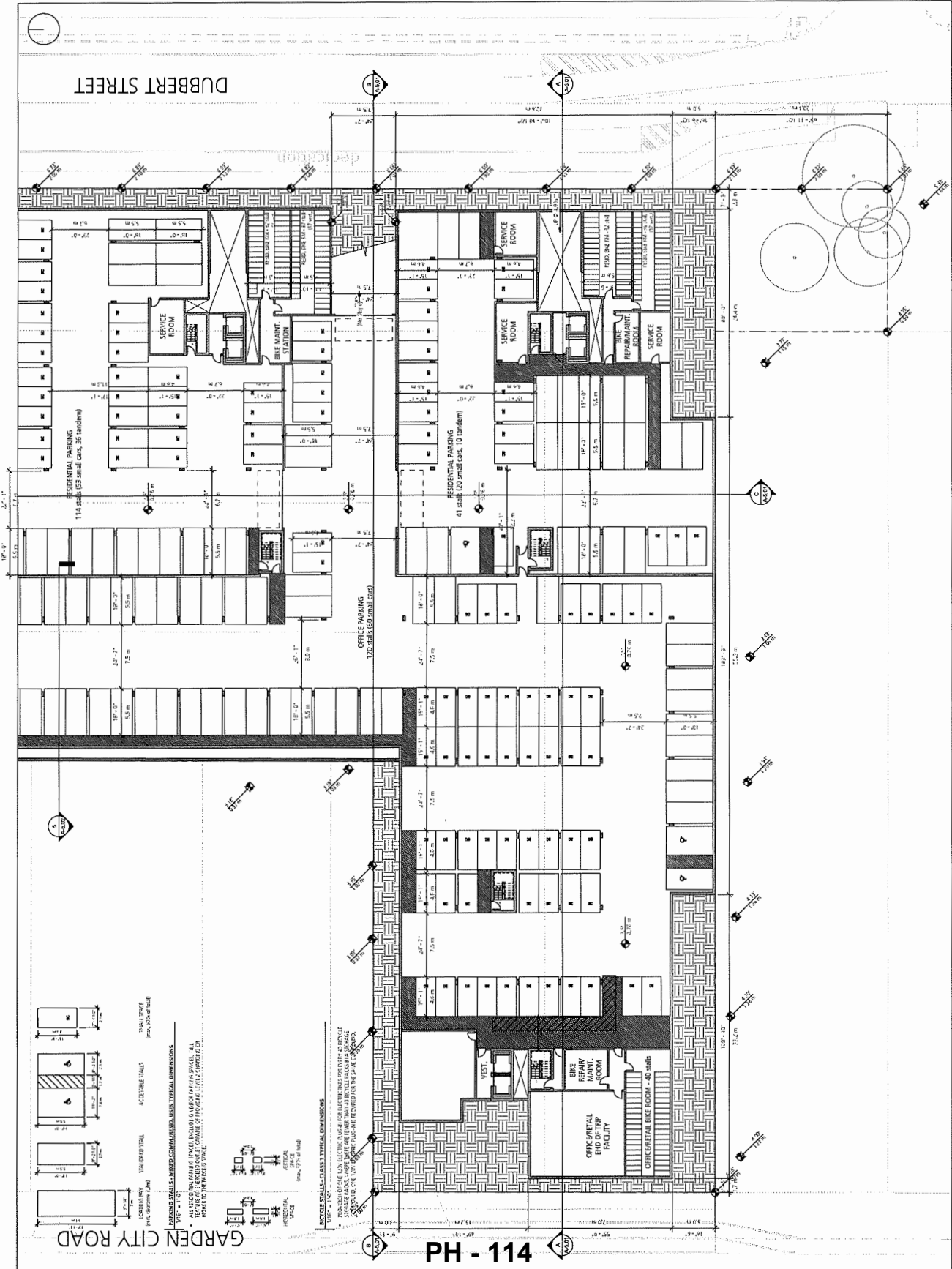
9080 ODLIN ROAD

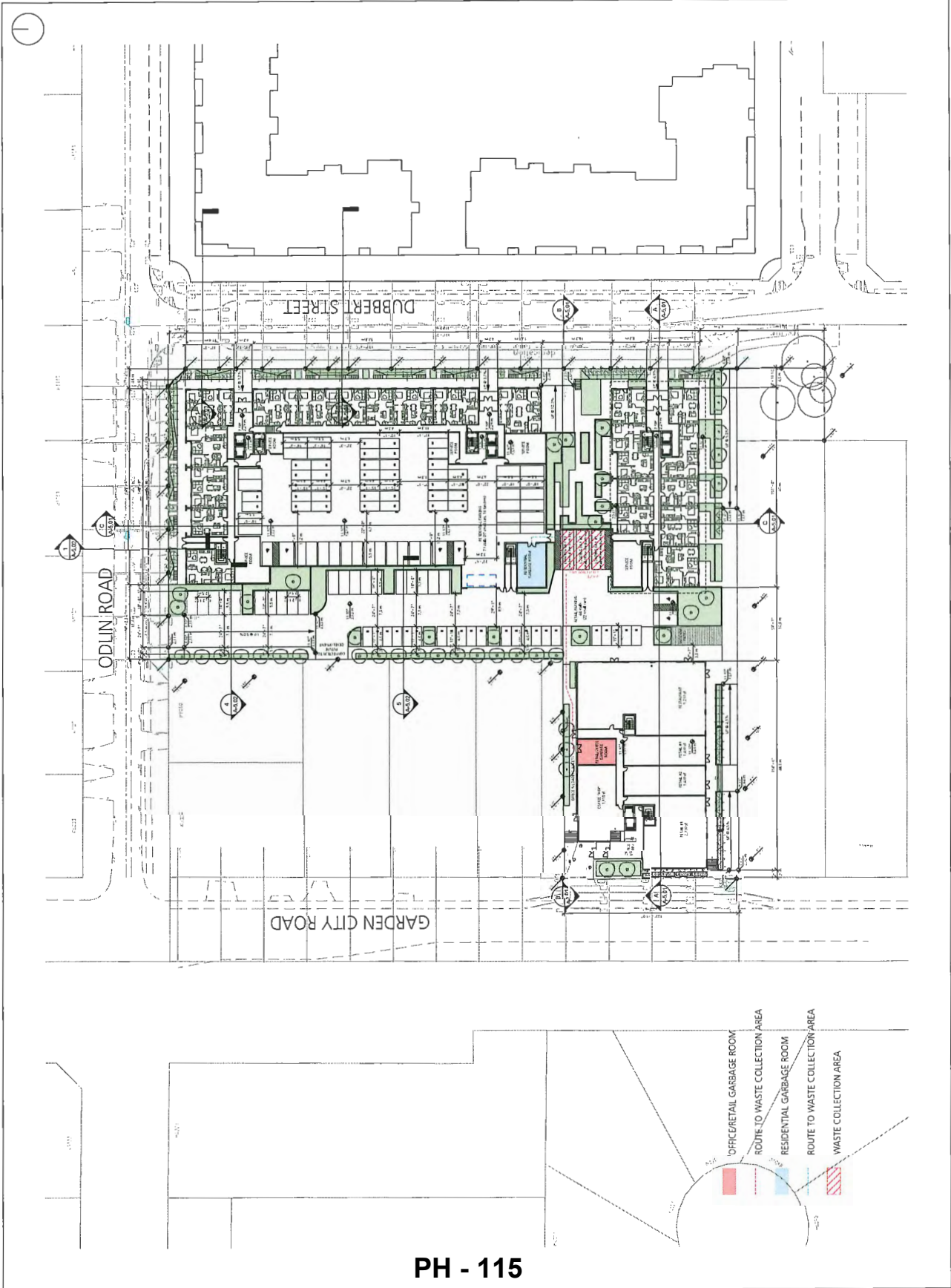
LEVEL P1 - NORTH

DATE
DRAWN BY
CHECKED BY
SCALE
JOB NUMBER
1654

A-2.01C







gbl

GBL ARCHITECTS, INC.
1100 AVENUE OF THE STARS, SUITE 100
VALENTI, VA 22180
TEL: 540.701.1800
FAX: 540.701.1279
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

No. Date Description

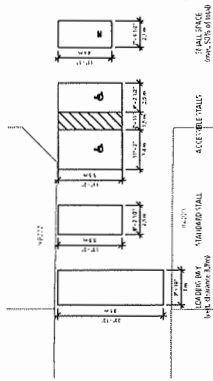
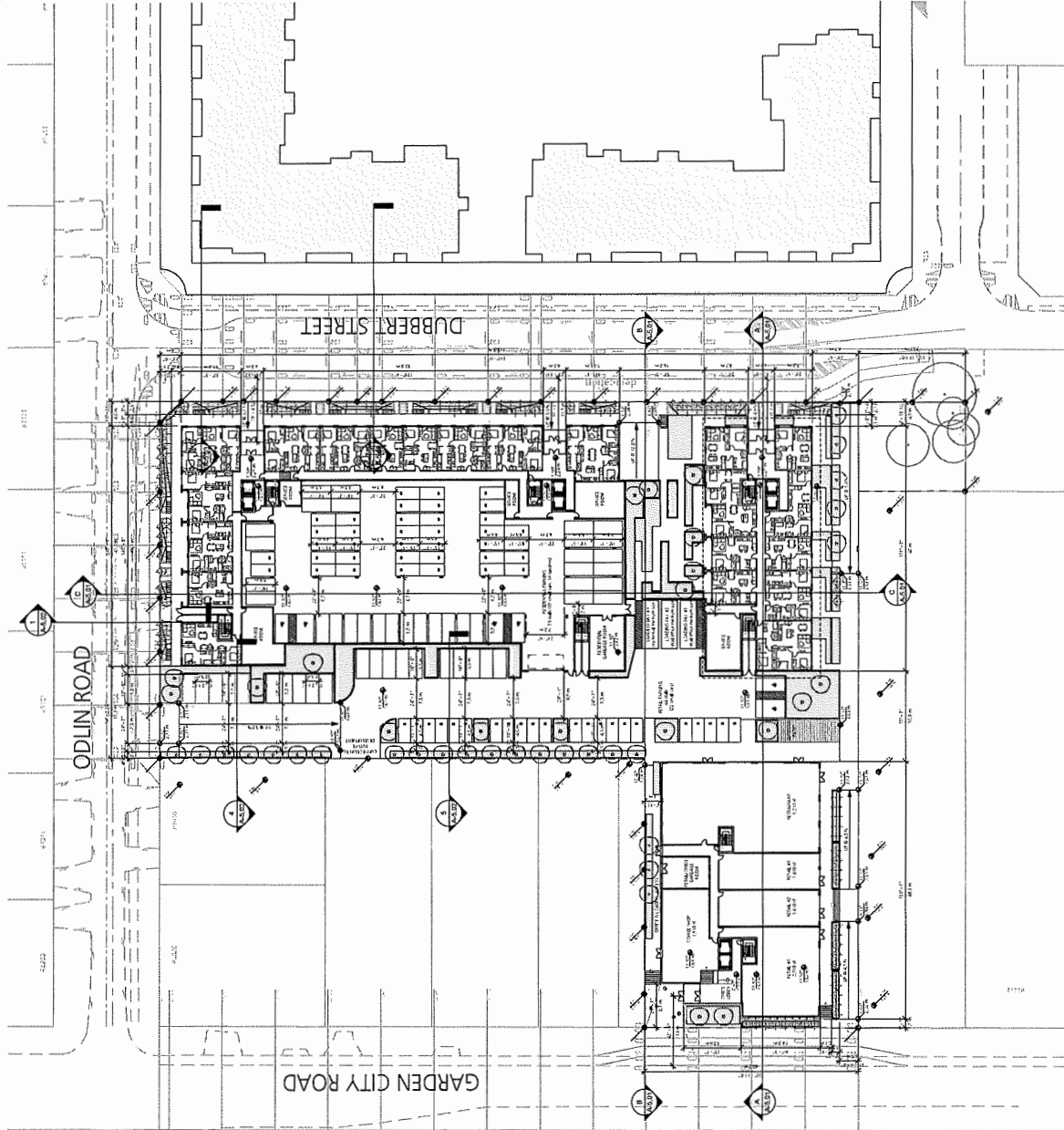
9080 ODLIN ROAD

LEVEL 1

DATE: 6/10/2019 11:54:02 AM
DRAWN BY: DE
CHECKED BY: JG
SCALE: 1/8"=1'-0"
JOB NUMBER: 1654

A-3.01A

1



FORMING STALLS - MINOR COMMONS - USUAL TYPICAL DIMENSIONS
10'0" x 10'0"
FOR THE UNFINISHED CONCRETE WALLS OF THE BUILDING, A COMPASSION
SHOULD BE THE FORMER WALL.

PH - 116

gbl

■ GBL ARCHITECTS INC.
100 EAST PAVILION BLVD.
SUITE 100
DENVER, CO 80202
TEL: 303.733.1234
FAX: 303.733.1235
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

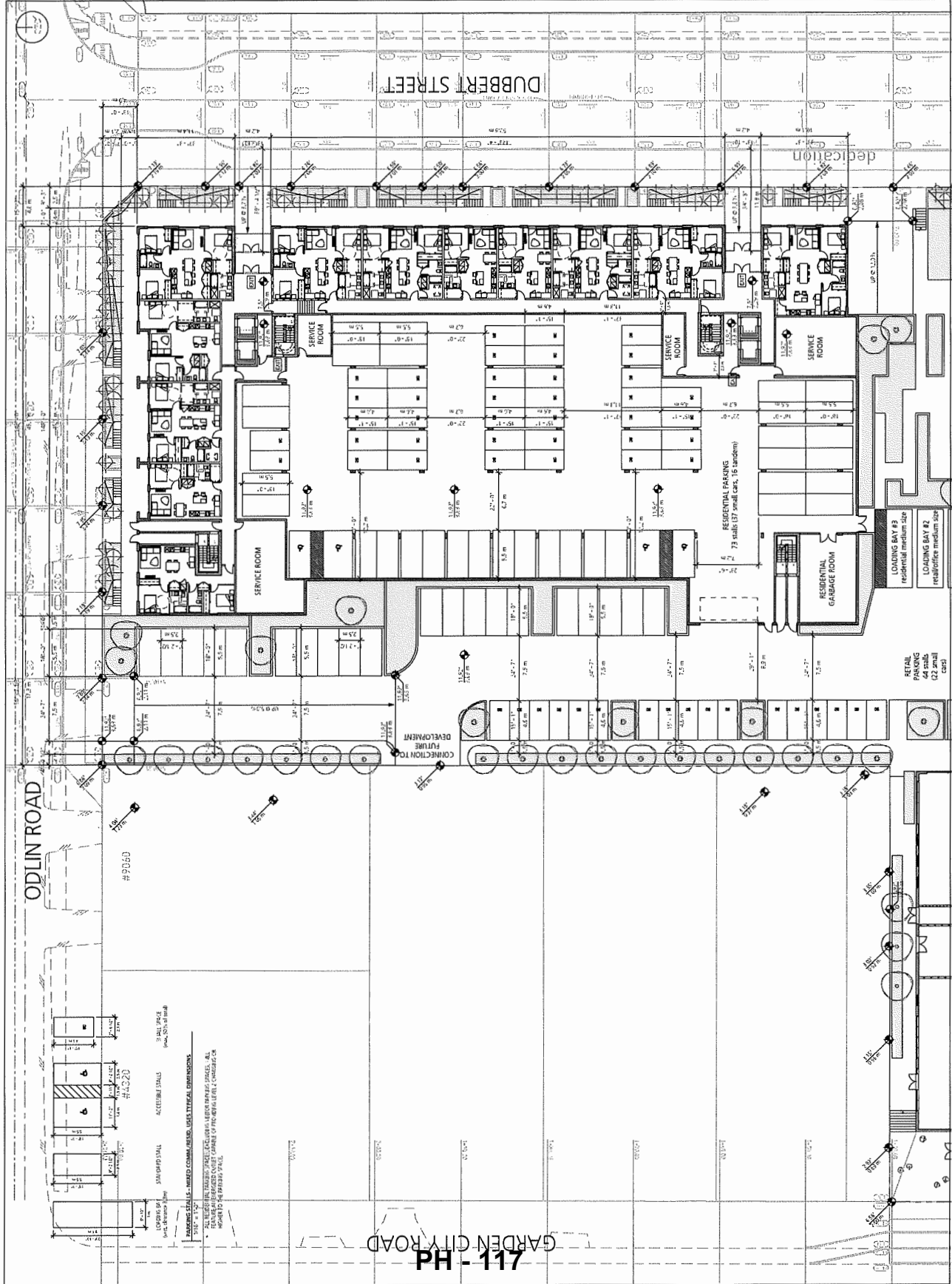
No. Date Description

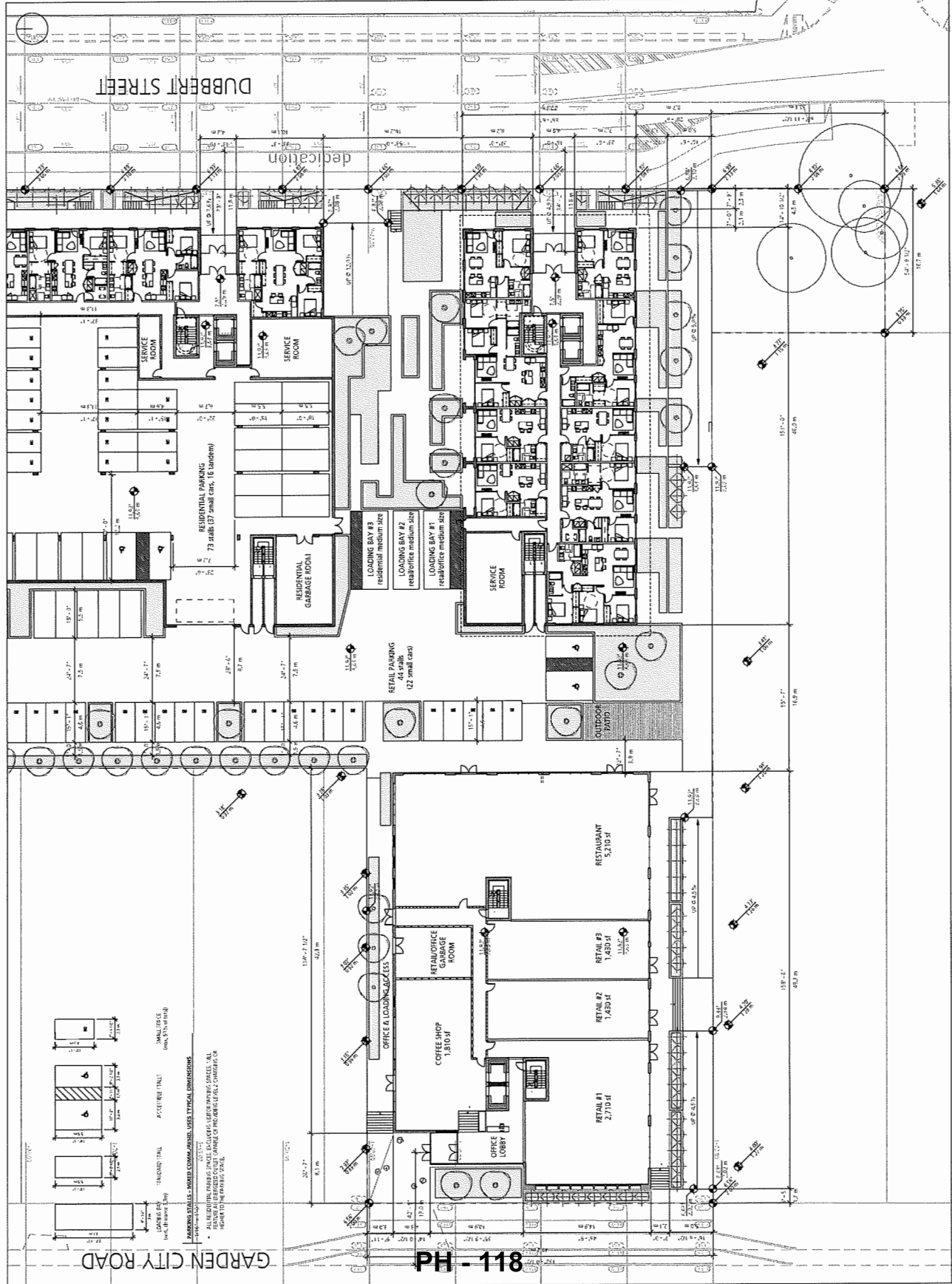
9080 ODLIN ROAD

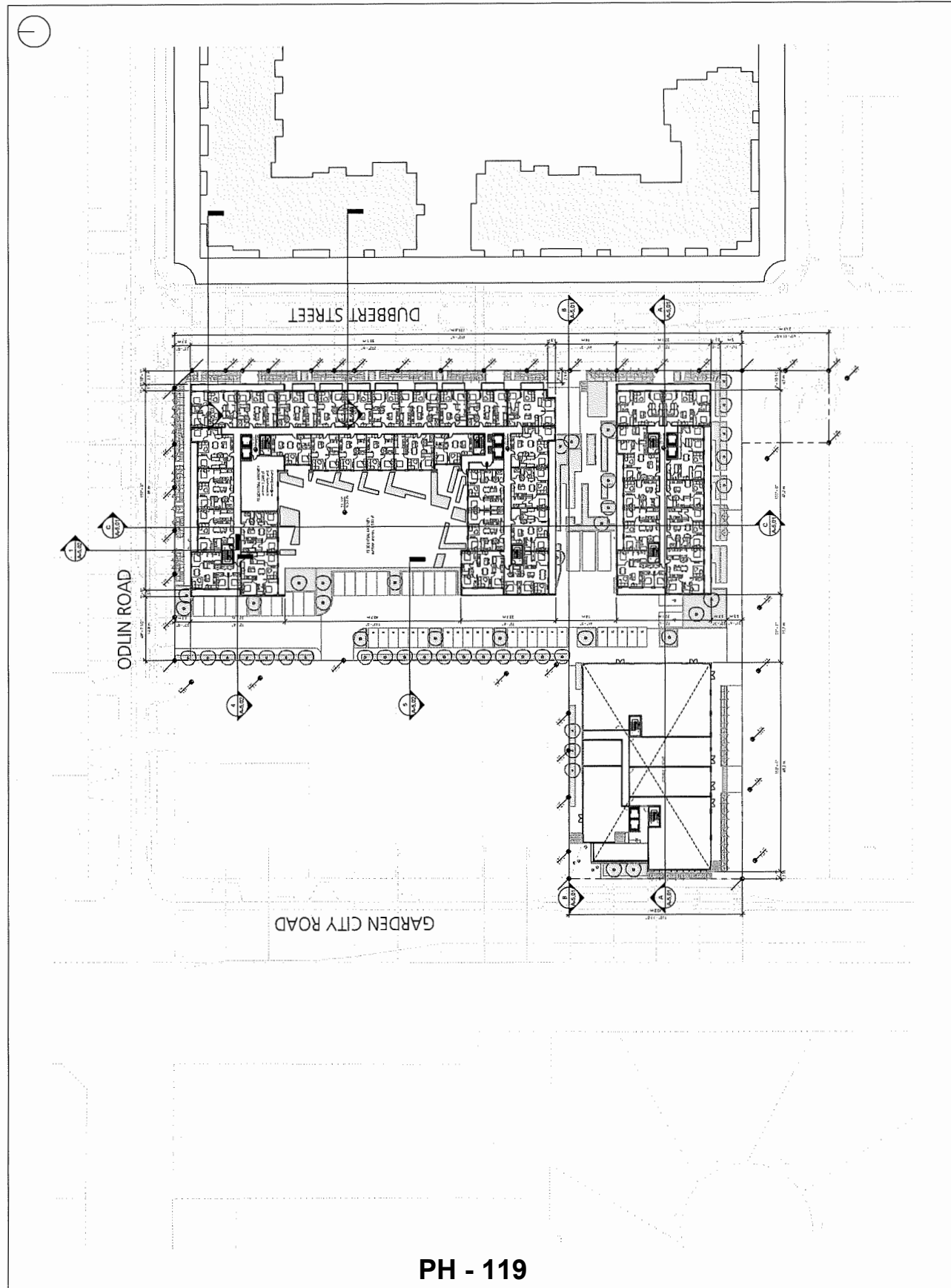
LEVEL 1 - NORTH

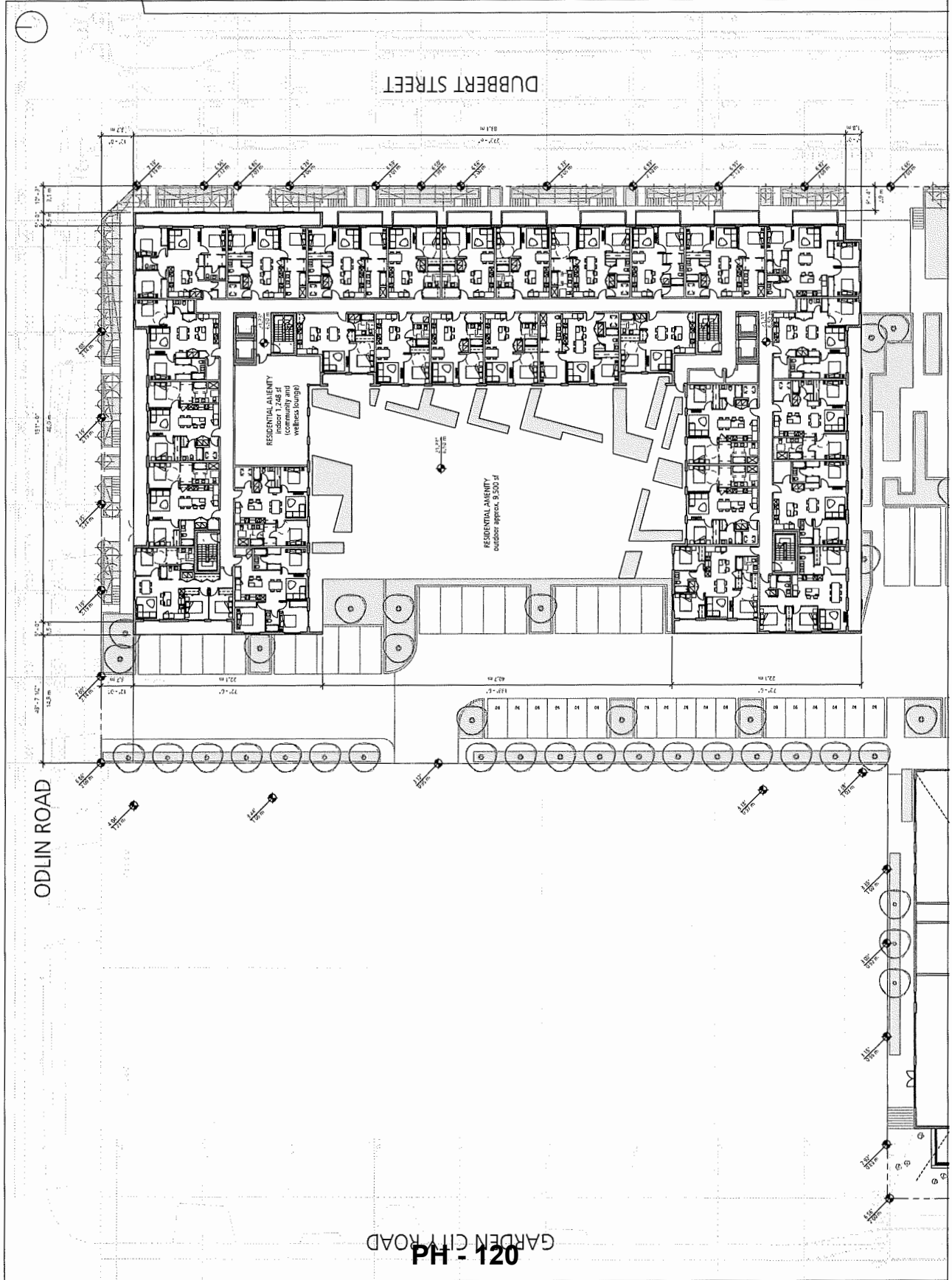
DATE 6/20/2019 11:59:31 AM
DRAWN BY DE
CHECKED BY DE
SCALE 1/8" = 1'-0"
JOB NUMBER 1654

A-3.01C









gbl

GBL ARCHITECTS, INC.
1100 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202-4712
TEL: 303.733.1100
FAX: 303.733.1279
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

Date

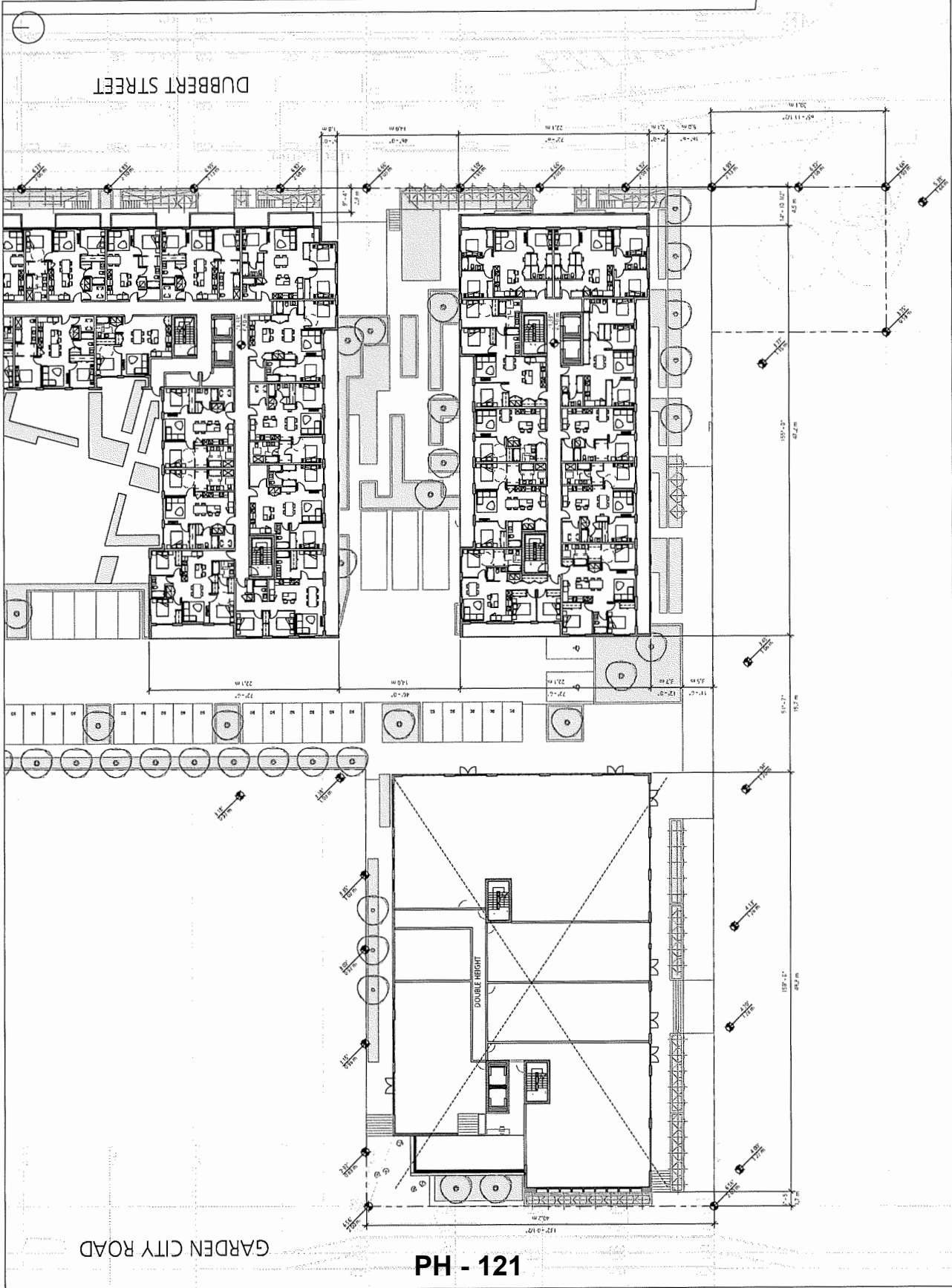
Description

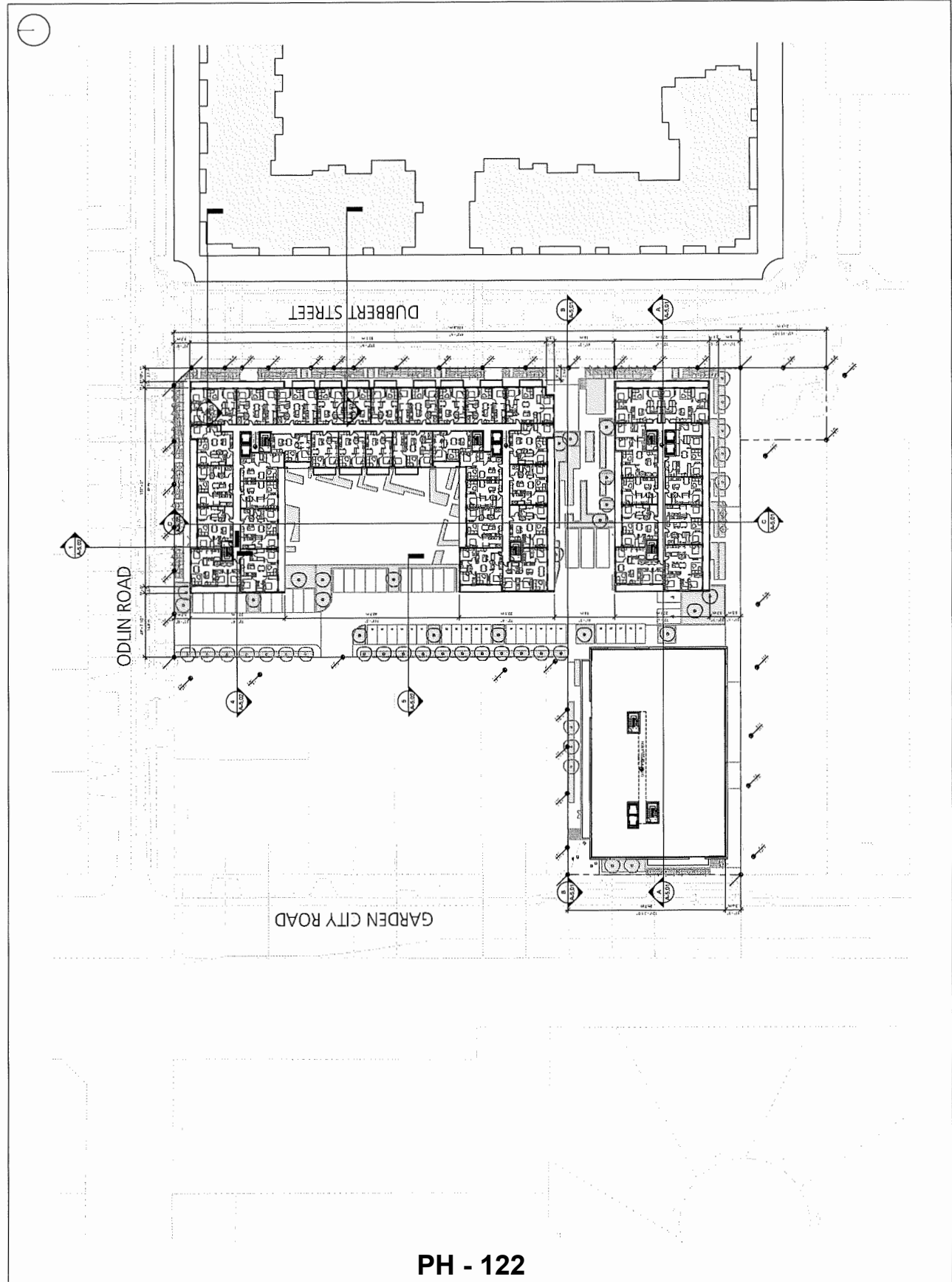
9080 ODLIN ROAD

LEVEL 2 - SOUTH

DATE: 01/02/11 11:58 AM
BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.02C





gbl

GBL ARCHITECT, INC.
110 EAST PINE AVE. SUITE 100
CHICAGO, IL 60611-1000
TEL: 312.321.1234
FAX: 312.321.1235
NOTES

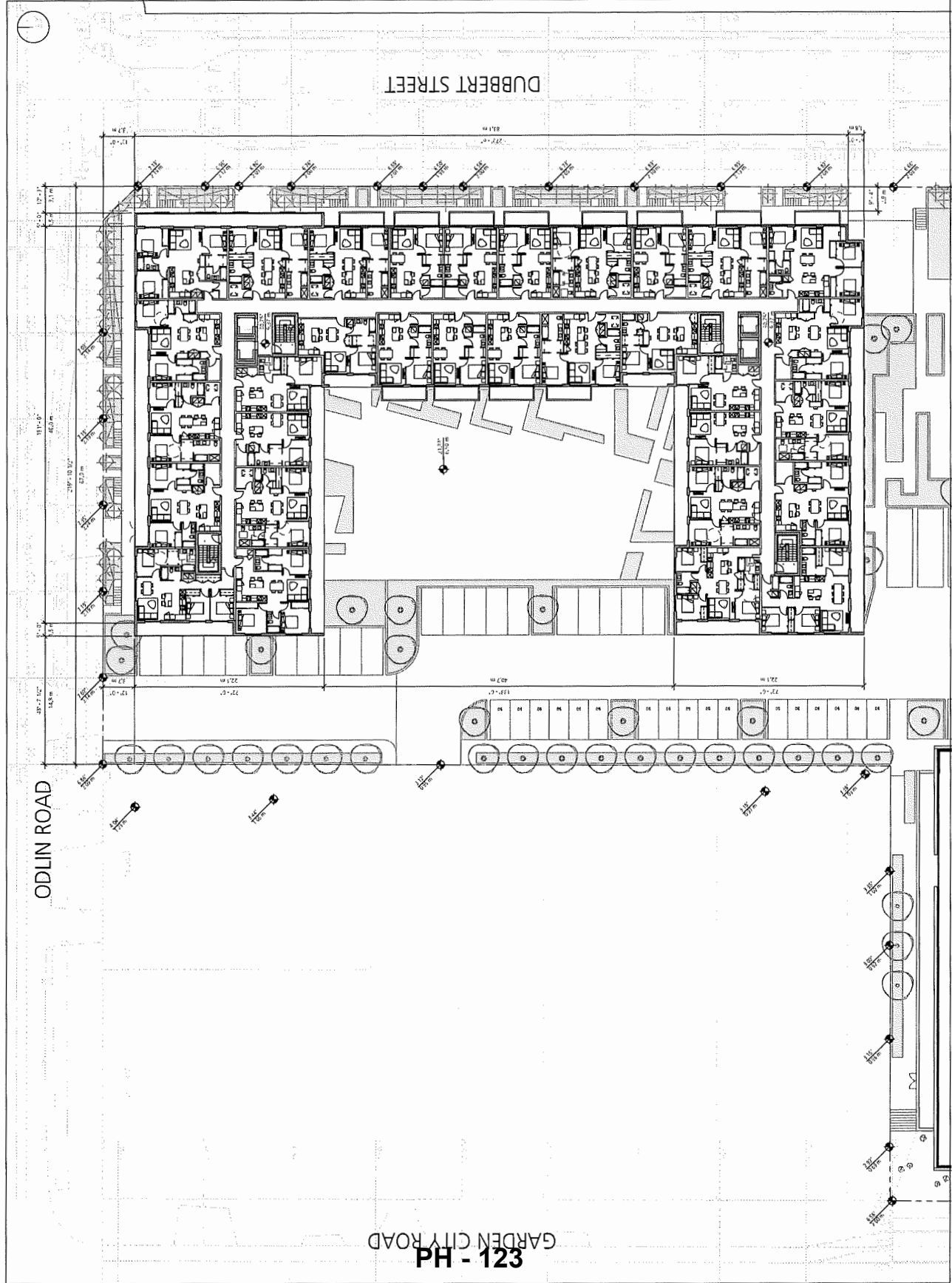
REVISIONS	No.	Date	Description

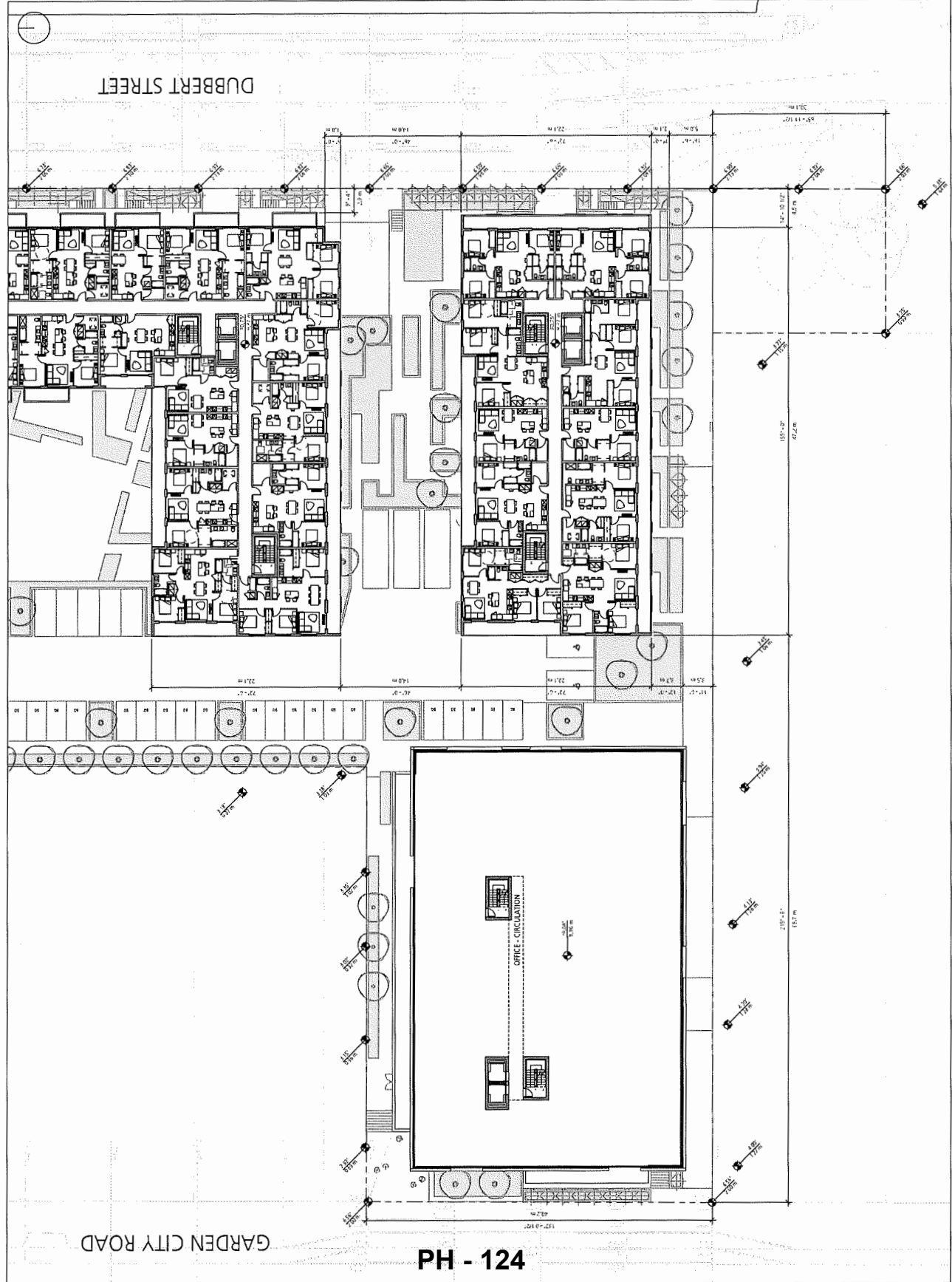
9080 ODLIN ROAD

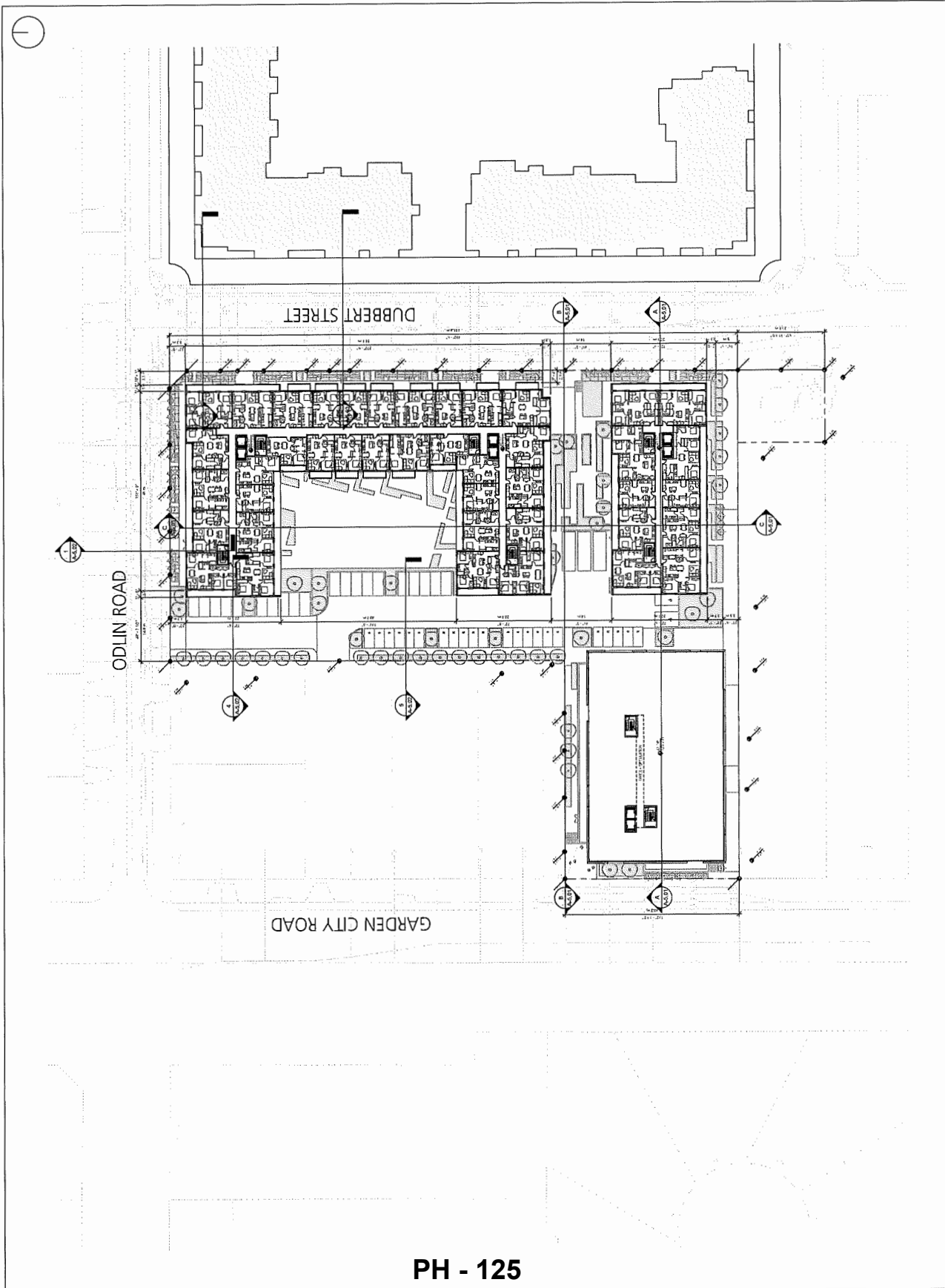
LEVEL 3 - NORTH

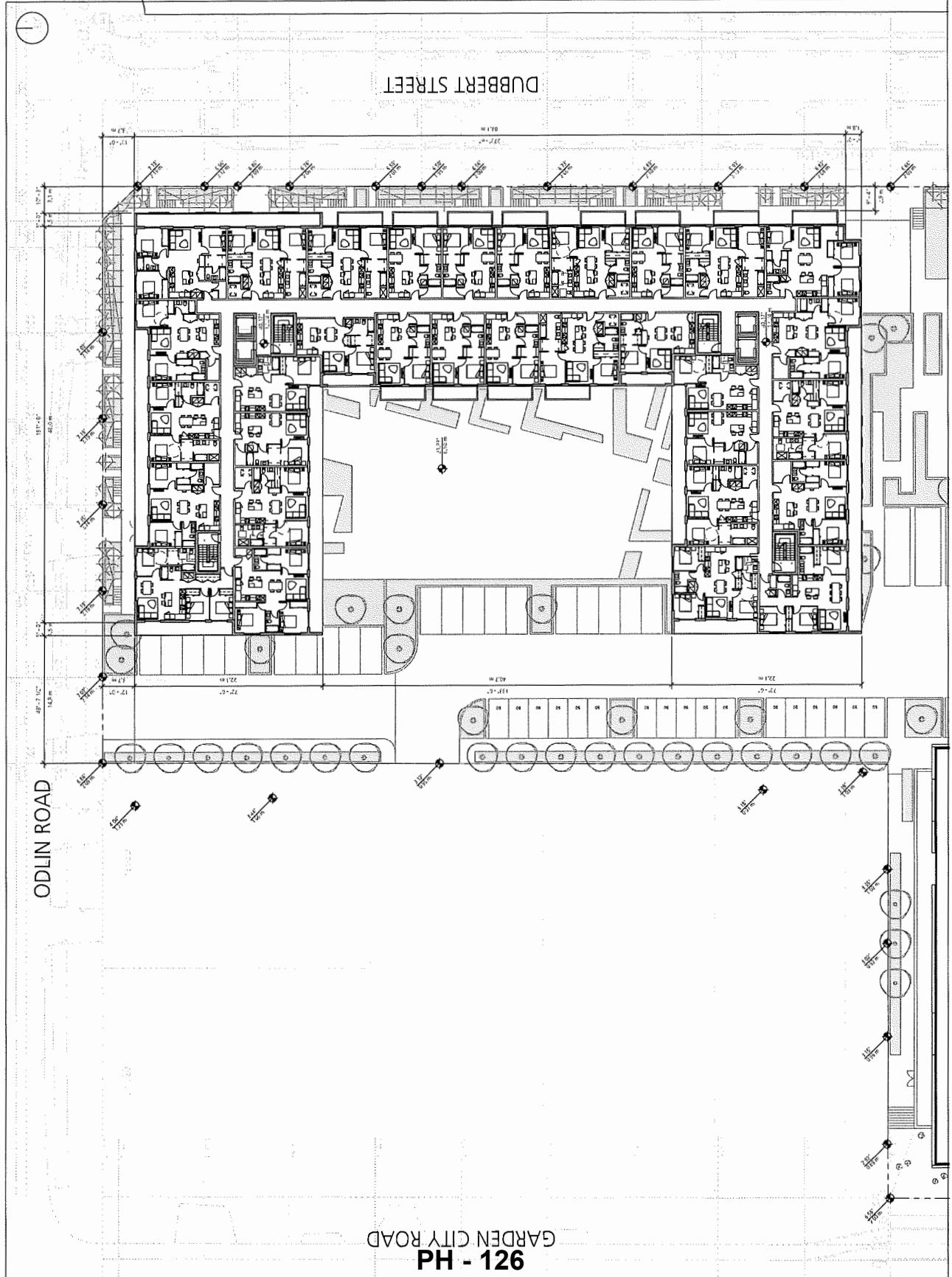
DATE: 6/20/2019 11:58:38 AM
DRAWN BY: DE
CHECKED BY: DE
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

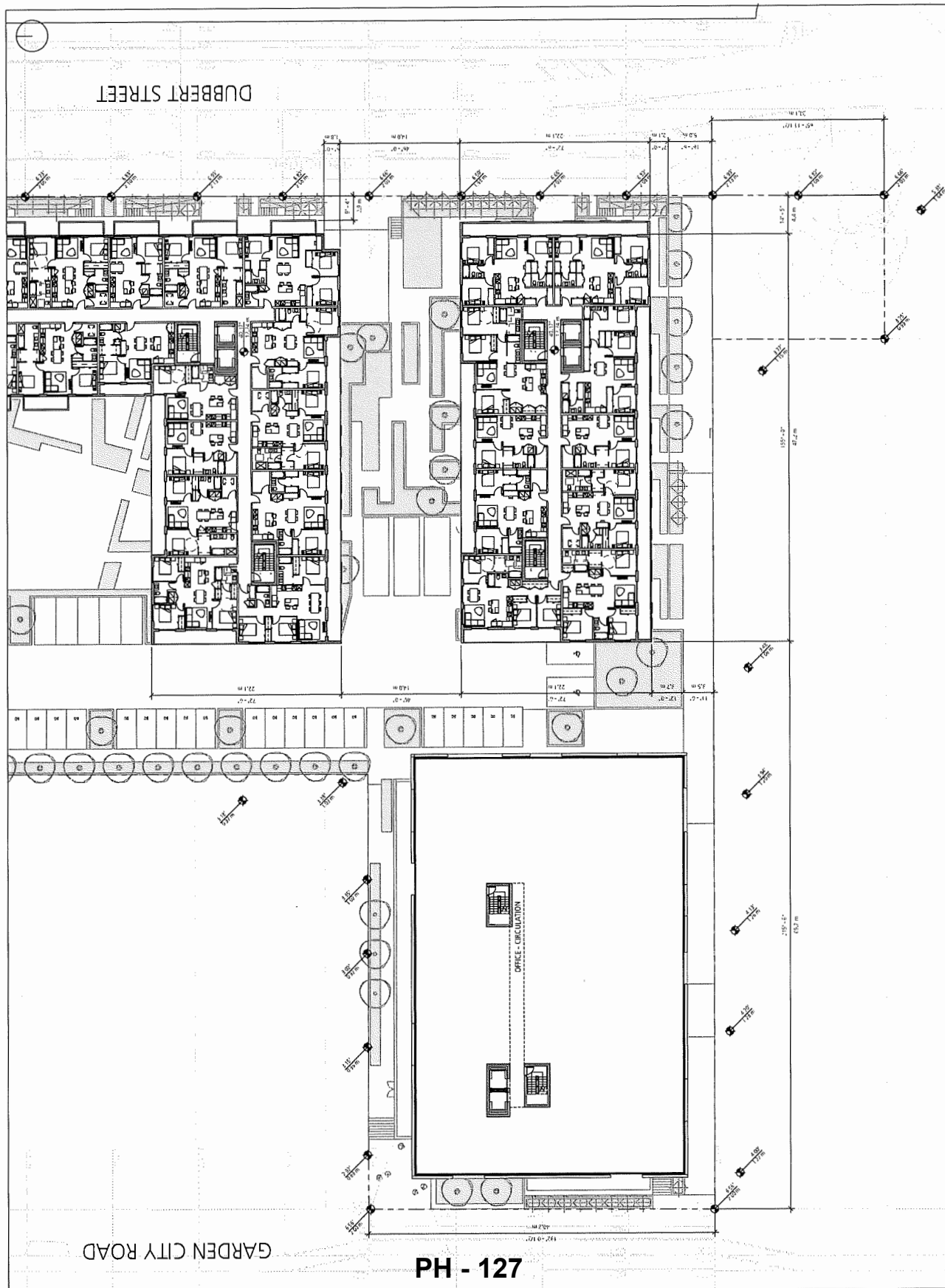
A-3.03B











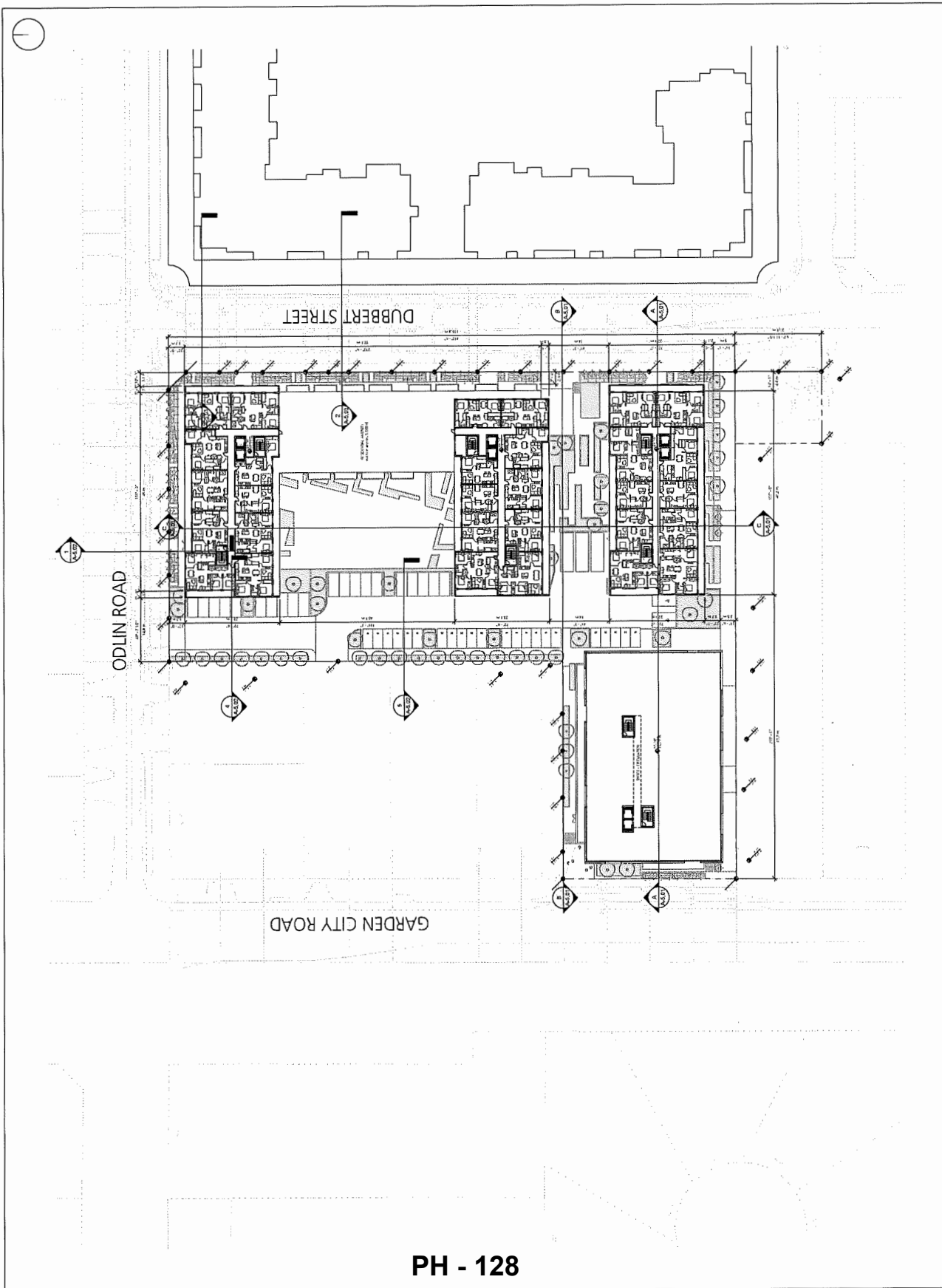
[illegible]

9080 ODLIN ROAD

LEVEL 5

DATE 6/15/2013 11:52 AM
 DRAWN BY RF
 CHECKED BY DE
 SCALE 1/8" = 1'-0"
 JOB NUMBER 1654

A-3.05A



gbl

■ GBL ARCHITECTS, INC.
1100 WEST 10TH AVENUE, SUITE 100
DENVER, CO 80202-1500
TEL: 303.733.1100
FAX: 303.733.1101
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

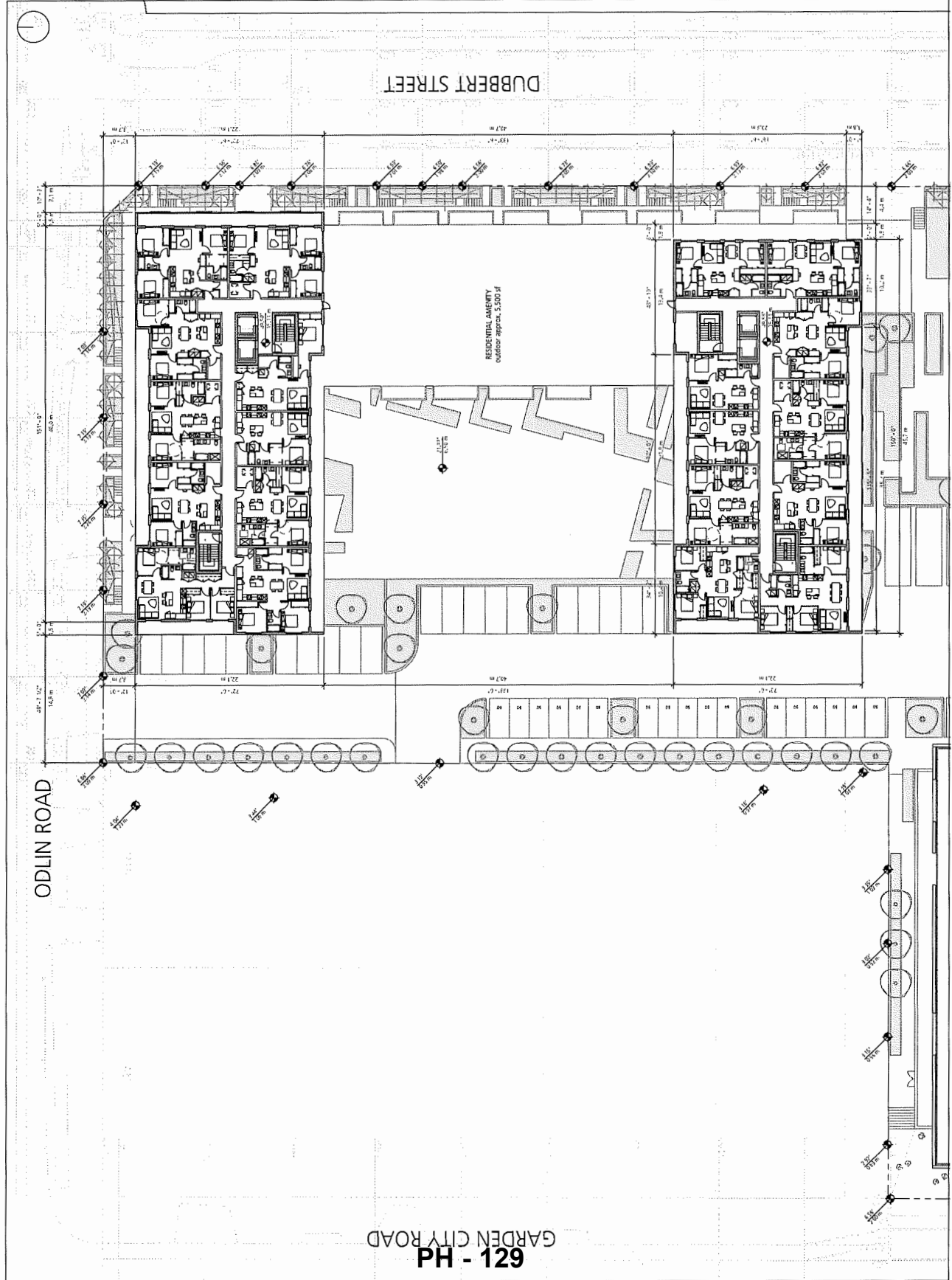
No. Date Description

9080 ODLIN ROAD

LEVEL 5 - NORTH

DATE: 6/26/2019 11:52:38 AM
DRAWN BY: [signature]
CHECKED BY: [signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-3.05B



REVISIONS

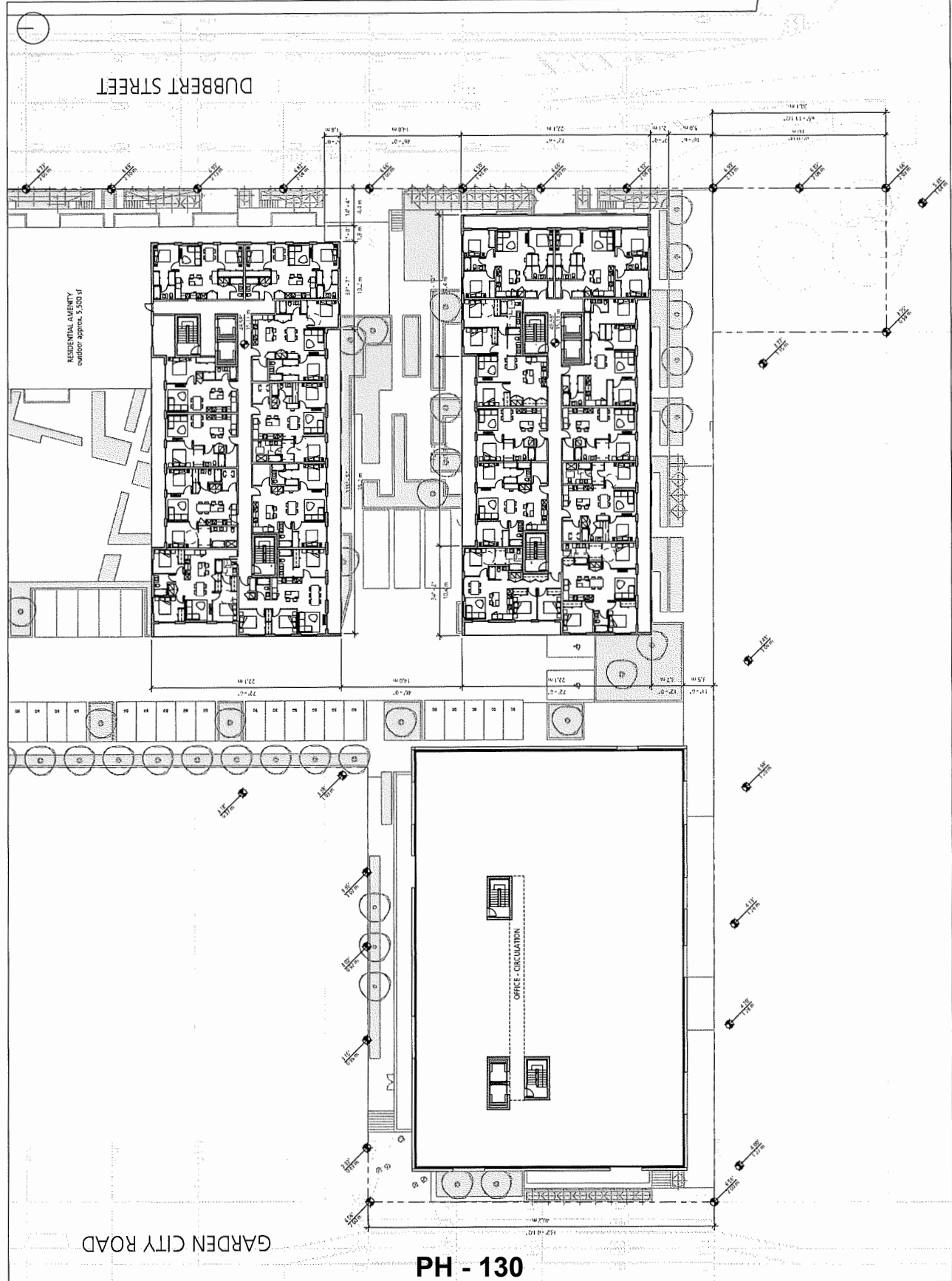
Rev. Date Description

9080 ODUN ROAD

LEVEL 5 - SOUTH

DATE: 03/08/11 BY: 14.442
DRAWN BY: DE
CHECKED BY: 1/10" = 1'-0"
SCALE: 1654
JOB NUMBER: A-3.05C

A-3.05C



REVISIONS

Rev. Date Description

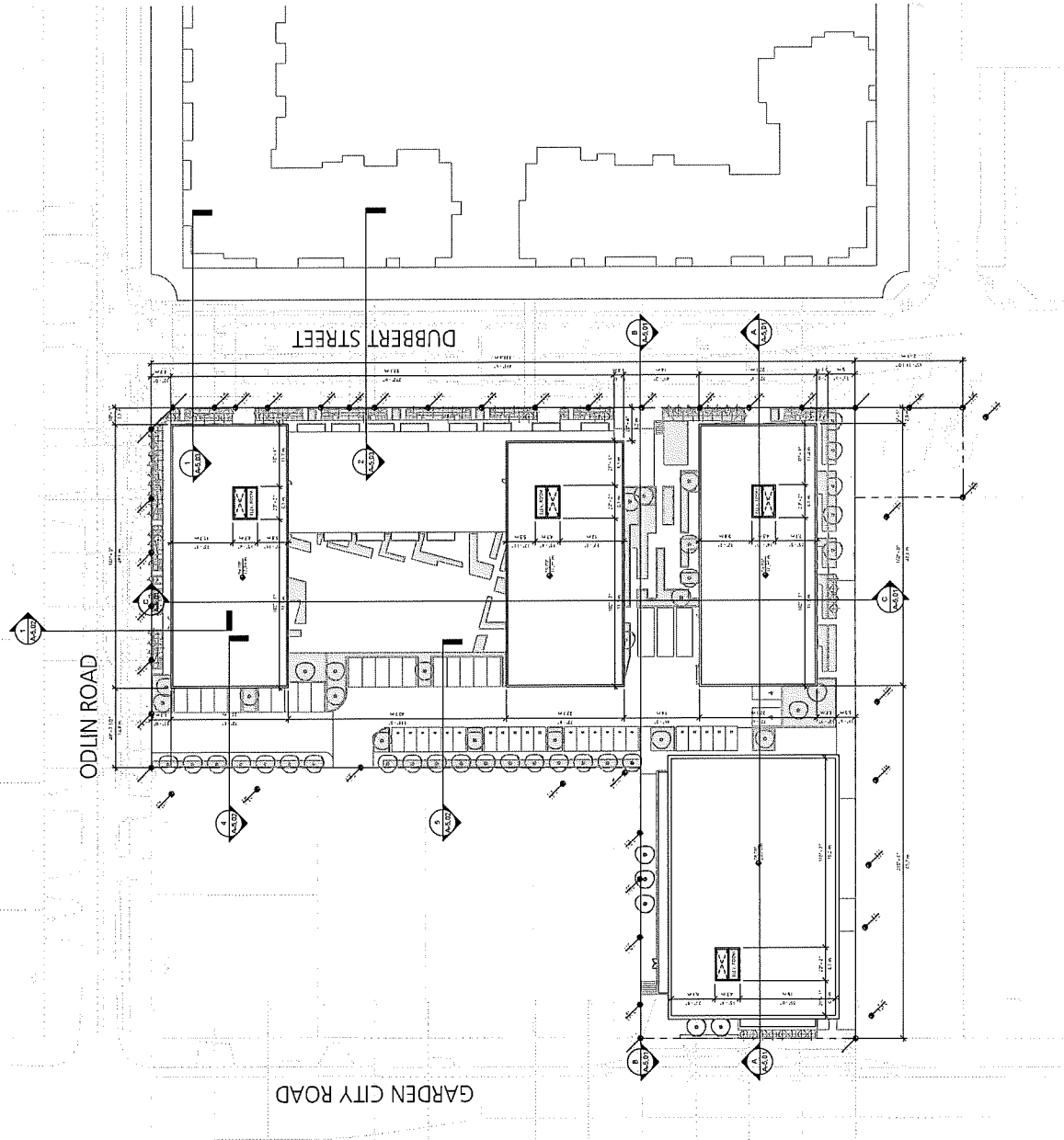
9080 ODLIN ROAD

ROOF

DATE: 6/25/2018
 DRAWN BY: JH
 CHECKED BY: JH
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1654

A-3.06A

1



gbl

GBL ARCHITECTS, INC.
1000 N. GARDEN AVENUE, SUITE 100
TAMPA, FL 33606
TEL: 813.271.1100
FAX: 813.271.1100
WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

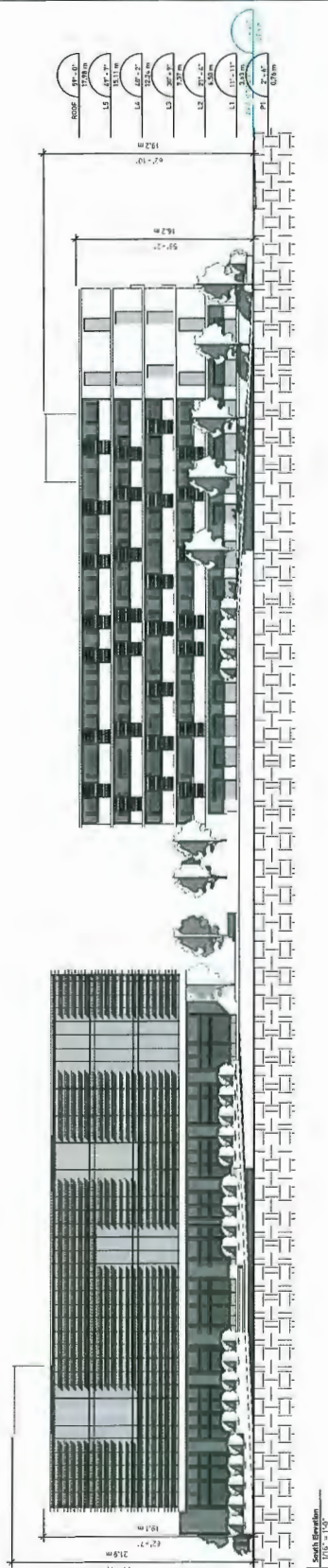
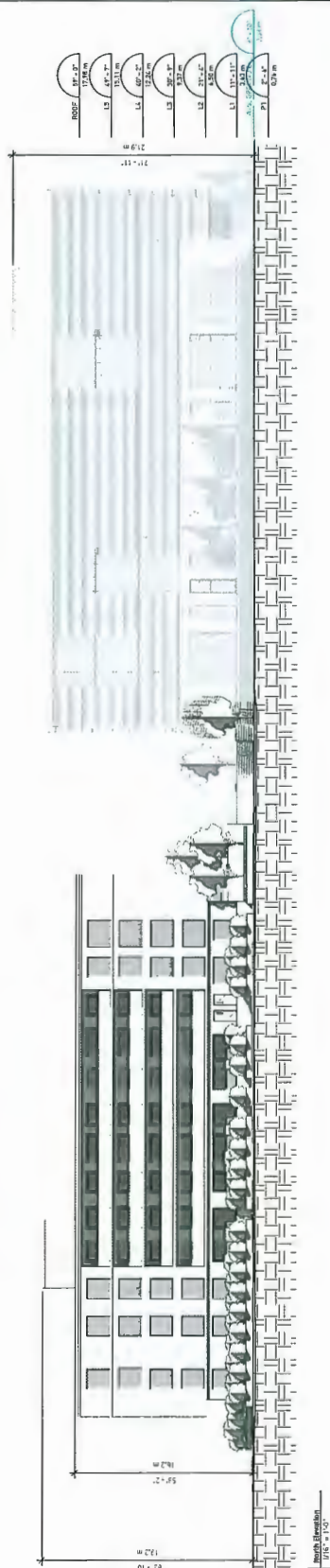
No.	Date	Description
1		

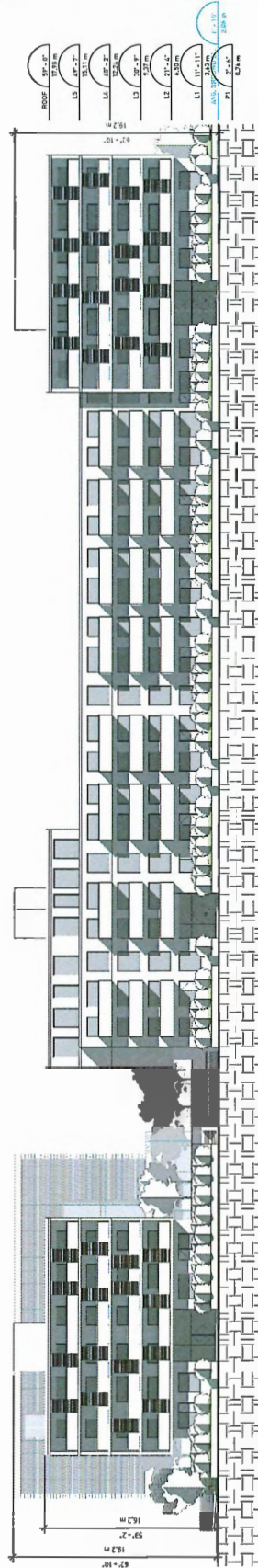
9080 ODLIN ROAD

ELEVATIONS

DATE: 6/27/2019 11:52:15 AM
DRAWN BY: JAC
CHECKED BY: JAC
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

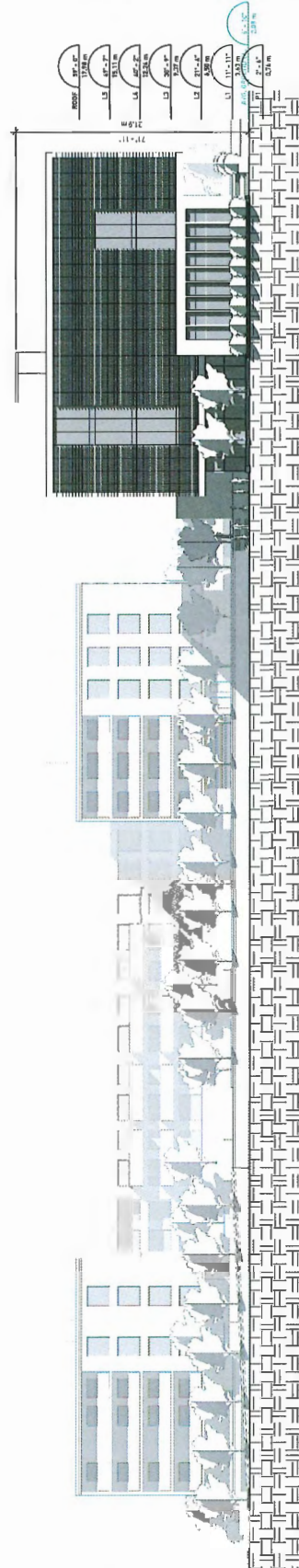
A-4.01



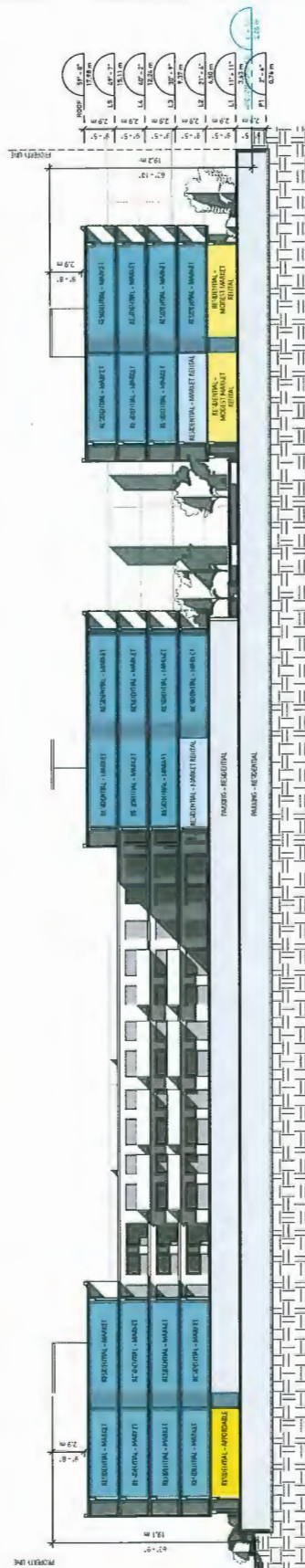
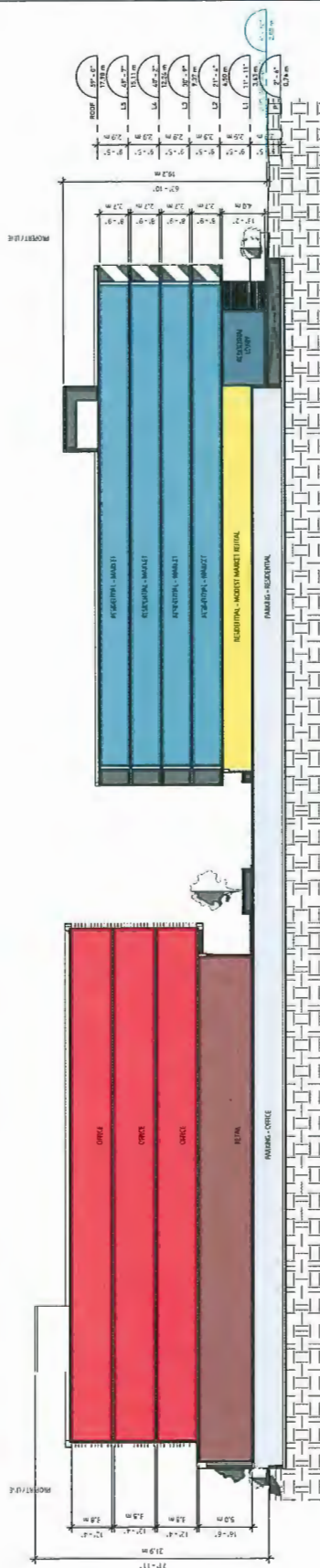


East Elevation
1/8" = 1'-0"

PH - 133



West Elevation
1/8" = 1'-0"



REVISIONS

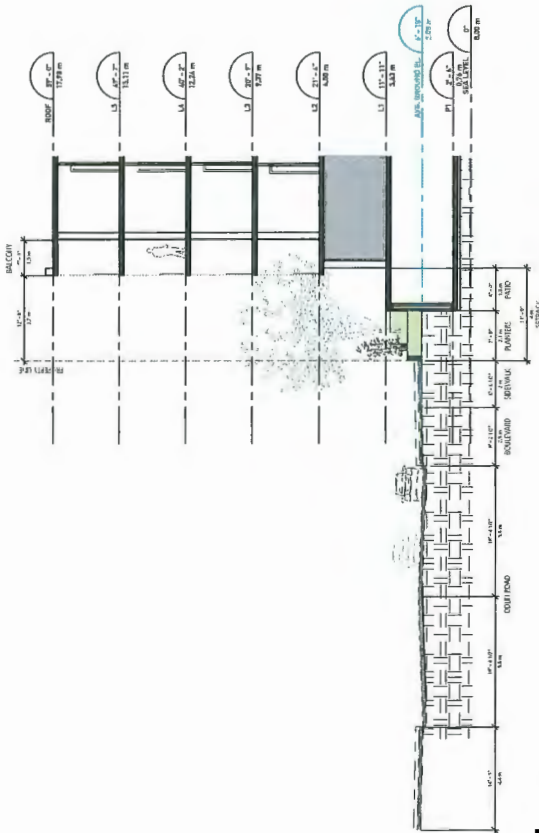
No.	Date	Description

9080 ODLIN ROAD

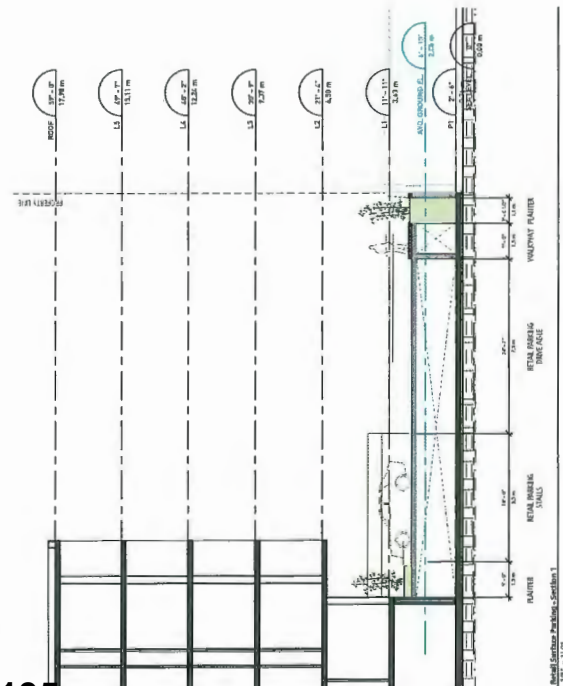
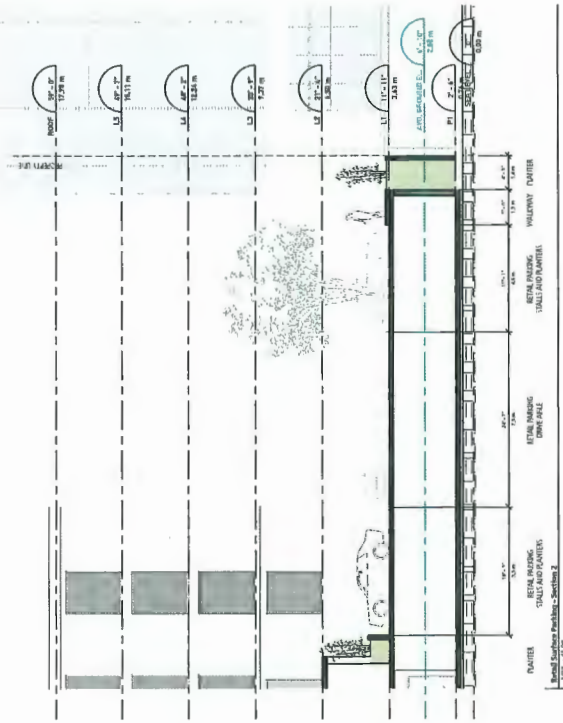
SECTIONS

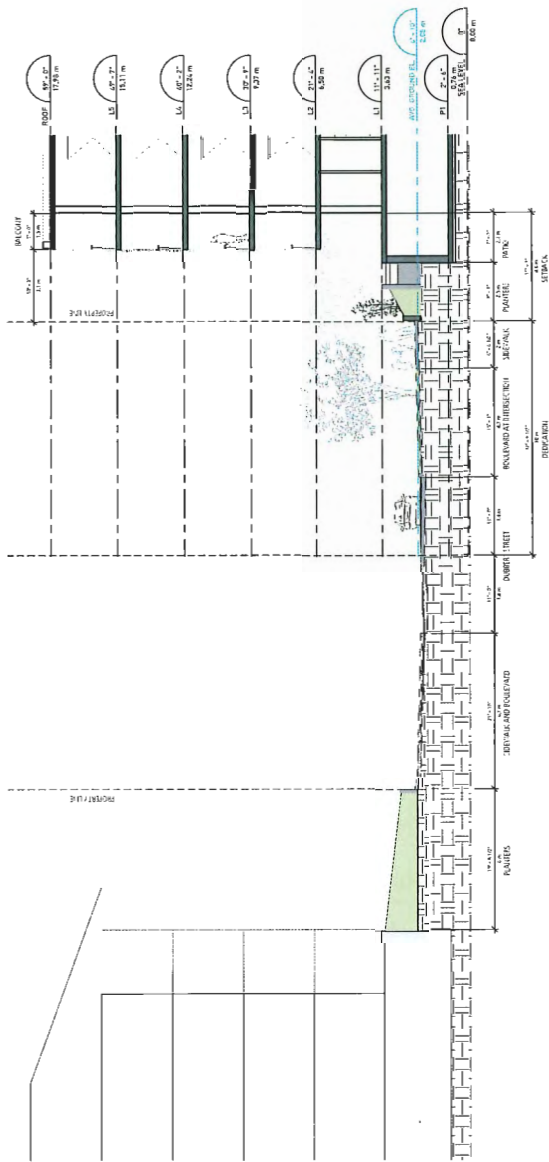
DATE: 6/25/2019 11:55:14 AM
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1654

A-5.02

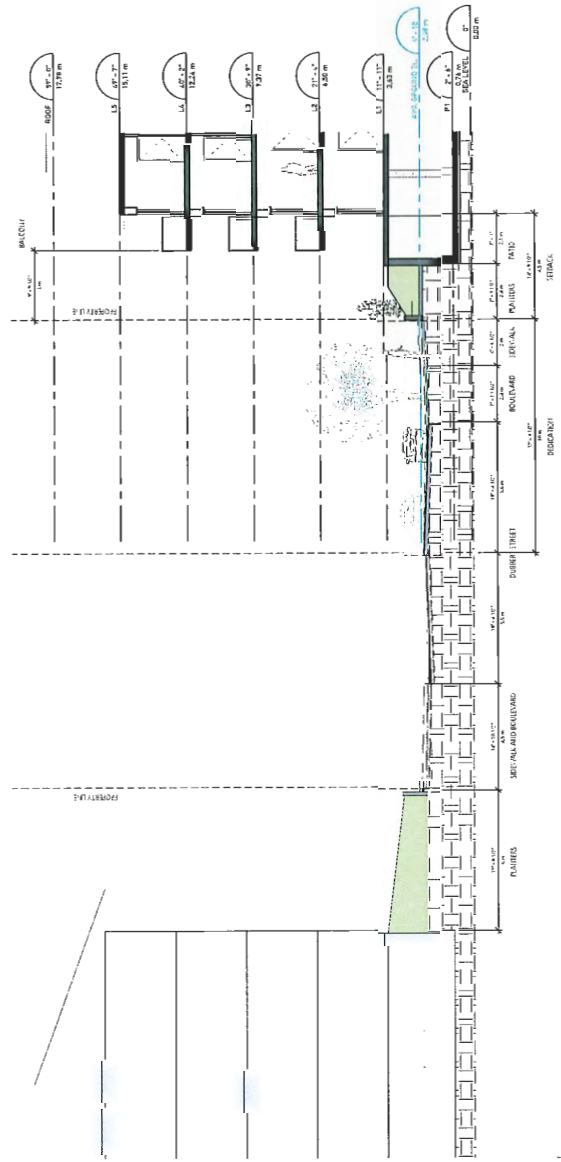


PH - 135





Building Section - Section 1



Building Section - Section 2

REVISIONS

Rev.	Date	Description
------	------	-------------

9080 ODLIN ROAD

3D VIEWS -
RESIDENTIAL

DATE	6/15/2019 11:08:19 AM
DRAWN BY	JP
CHECKED BY	DE
SCALE	
JOB NUMBER	1654

A-6.01



3D view 1 - view of the Residential building from Dubbert Street at Tornicki Street intersection

REVISIONS

No.	Date	Description

9080 ODLIN ROAD

3D VIEWS -
RESIDENTIAL

DATE	6/20/2019 11:58:19 AM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1:50
JOB NUMBER	1654

A-6.02

BRICK

CEMENTITIOUS PANEL

SOLAR SCREEN



3D view 2 - view of the Residential building from Dubbert Street at parkade entrance

REVISIONS

No.	Date	Description

9080 ODLIN ROAD

3D VIEWS - OFFICE

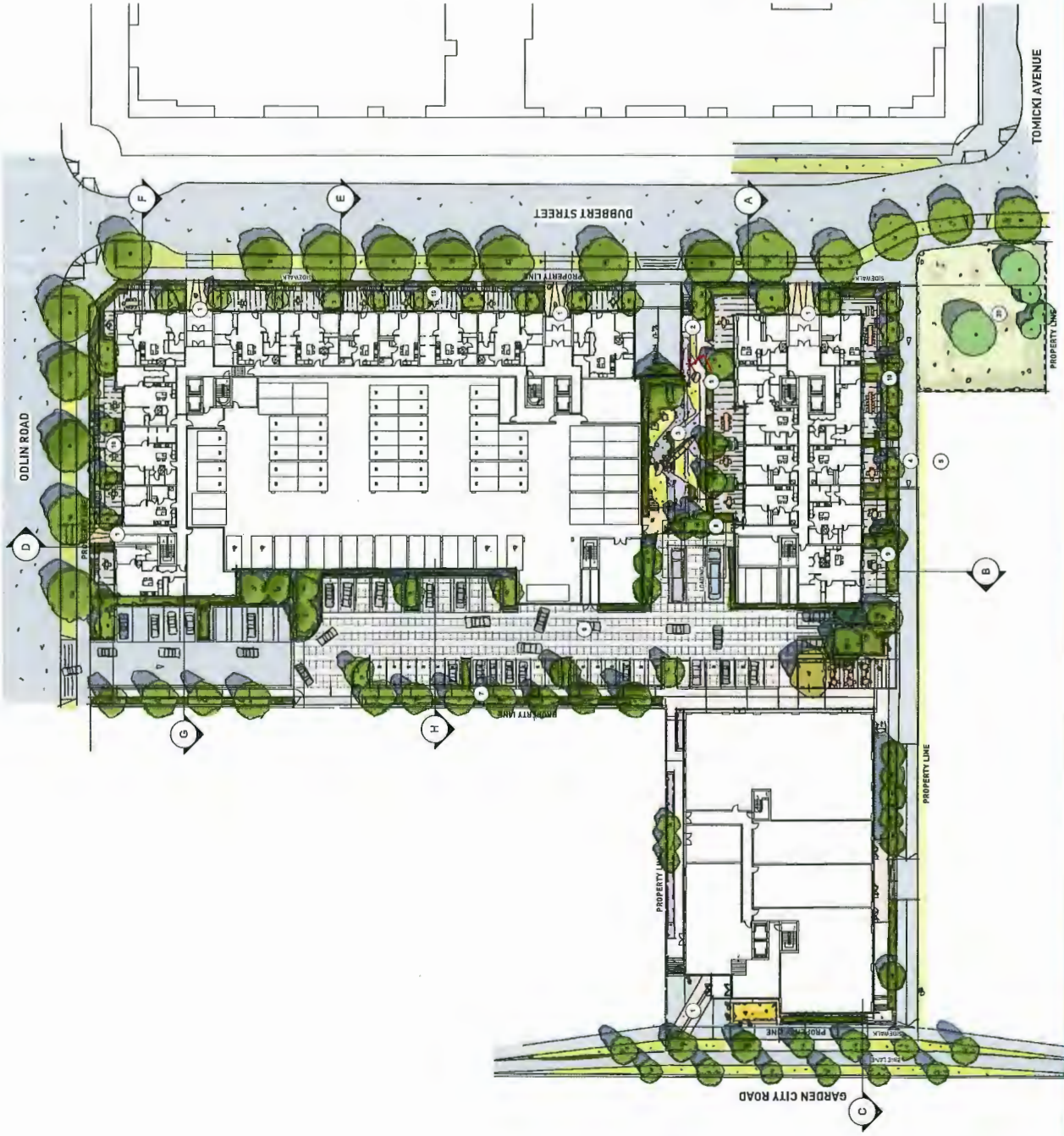
DATE: 6/20/2019 11:58:42 AM
 DRAWN BY: RP
 CHECKED BY: DE
 SCALE: 1/8"=1'-0"
 JOB NUMBER: 1654

A-6.03



PH - 139

3D view 3 - view of the Retail/Office building from Garden City Road at office lobby entrance



LEGEND

- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH ON THE ADJACENT SITE
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (FLAT ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 L2 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE EXISTING 5 TREES TO BE RETAINED

NOTE:

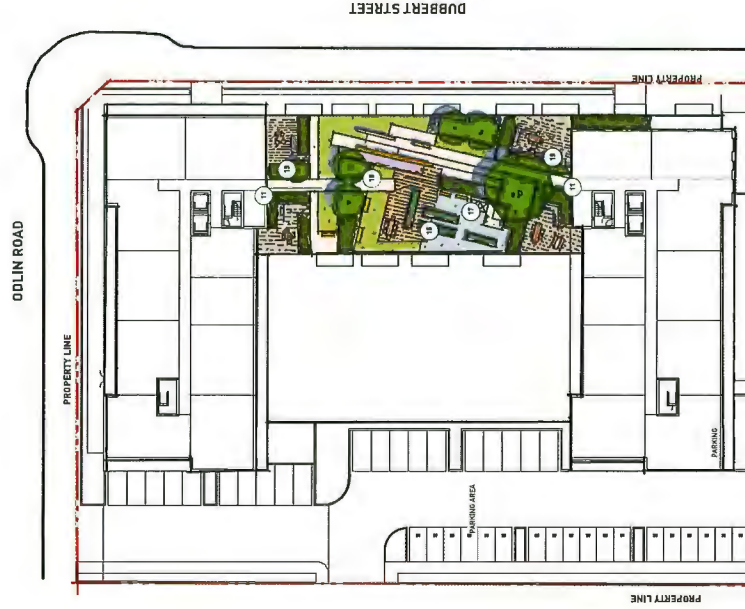
TREES REPLACEMENT AT 2:1 RATIO REQUIRED BY OCP



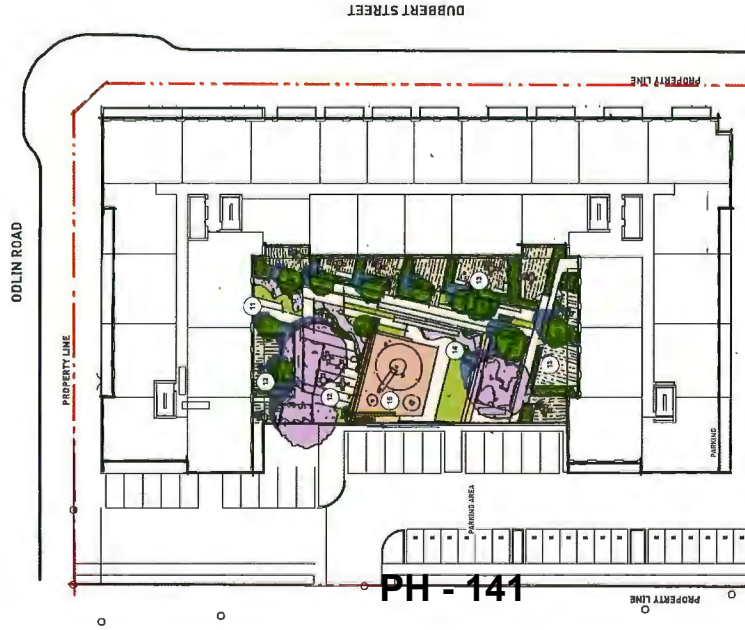
INFORMAL CHILDREN'S PLAY PERSPECTIVE

LEGEND

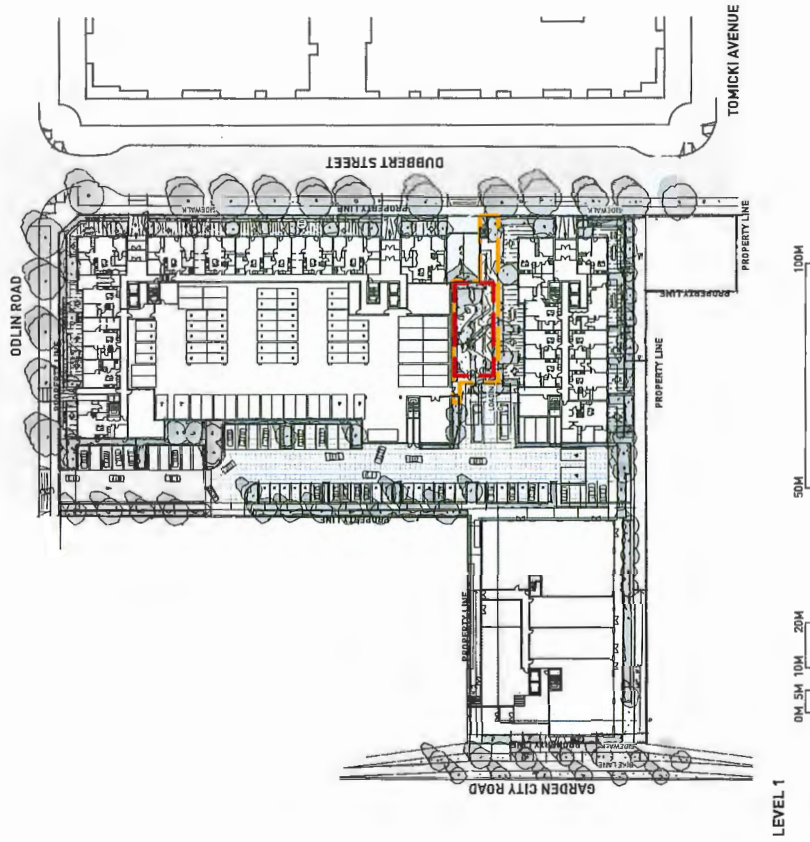
- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (FLAT ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE



LEVEL 5 LANDSCAPE PLAN

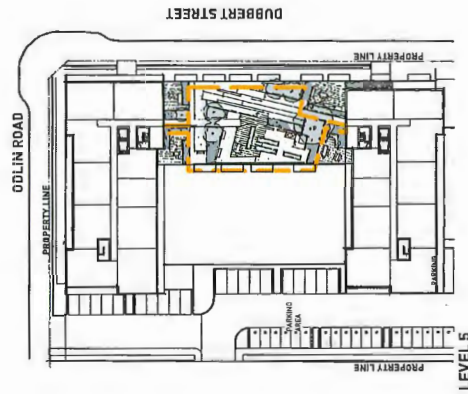
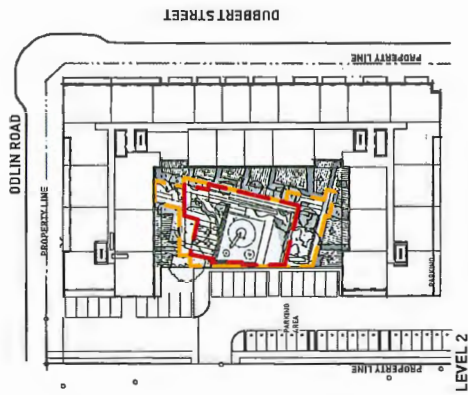


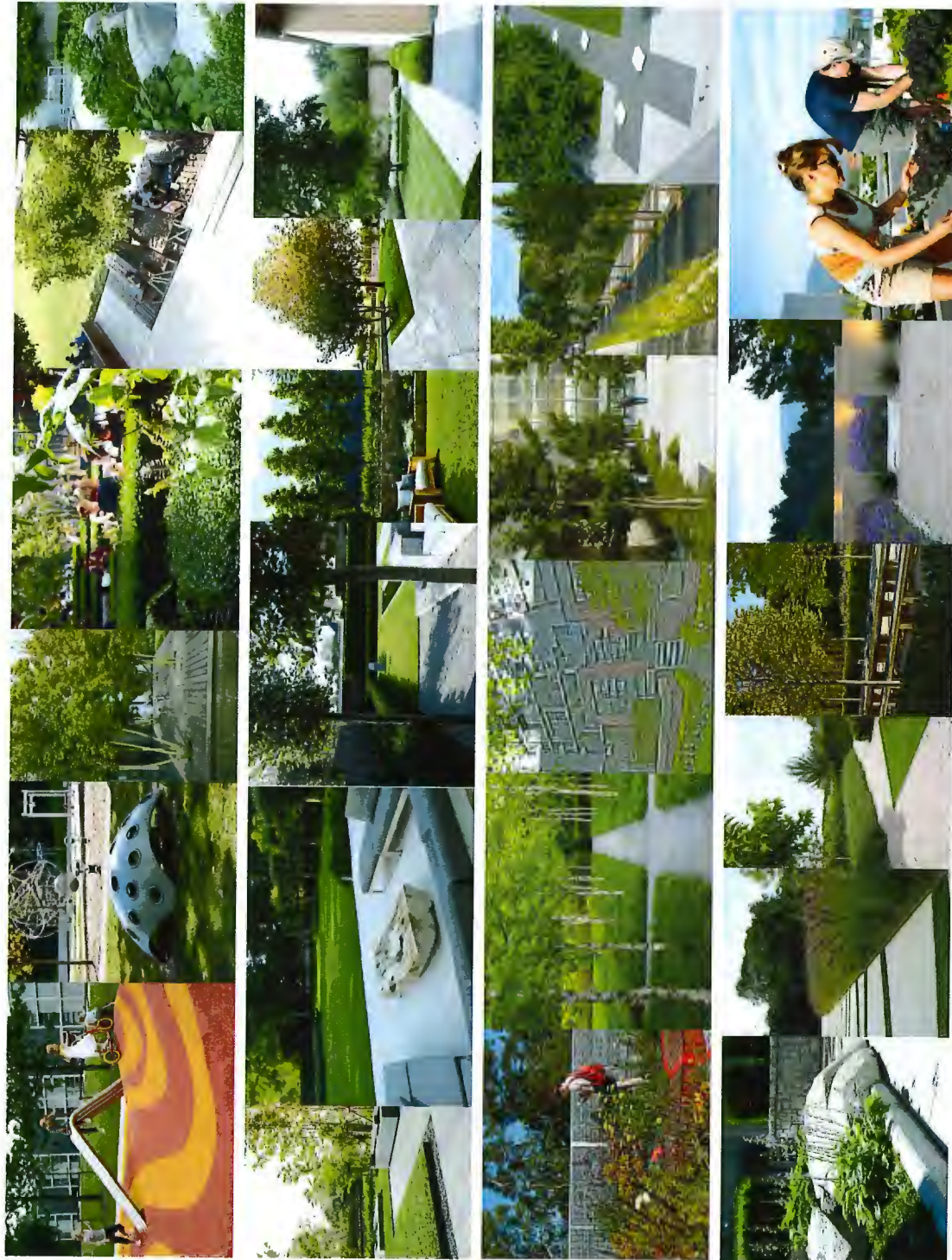
LEVEL 2 LANDSCAPE PLAN



	LEVEL 1	LEVEL 2	LEVEL 5	TOTAL
OUTDOOR AMENITY SPACE	295 SQM	564 SQM	540 SQM	1,399 SQM
FACILITATE CHILDREN'S PLAY	180 SQM	356 SQM	N/A	536 SQM

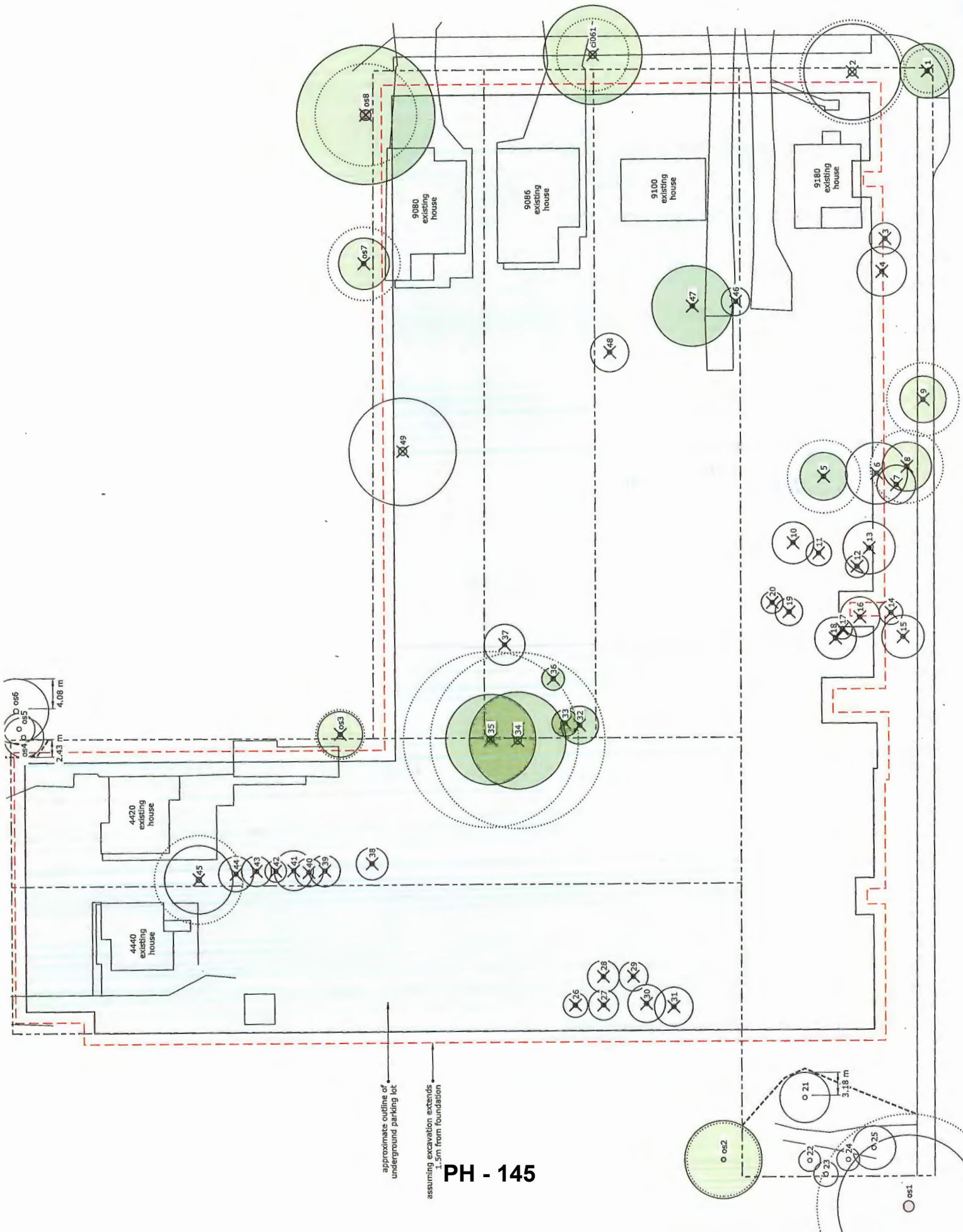
REQUIRED FACILITATE CHILDREN'S PLAY AREA: 925 SQM
 BASED ON 1/5 UNITS AS PER ARCHITECTURAL STATISTICS, 3 SQM PER UNIT AS PER OCP





ODLIN ROAD

DUBBERT STREET



approximate outline of
underground parking lot

assuming excavation extends
1.5m from foundation

PH - 145



Address: 9080, 9086, 9100, 9180 Odlin Road, 4420, 4440 Garden City Road **File No.:** RZ 18-807620

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9999, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 10006.
2. **Subdivision:** Registration of a subdivision plan for the subject site as generally as shown in the sketch plan (Schedule 1) that: (1) consolidates the existing lots; (2) provides road dedication with a width of approx. 10 m and 4m x 4m corner cut with an approx. area of 2213 m² to widen Dubbert Street; (3) creates a development lot with an approx. area of 10,856 m²; and (4) create a lot with an approx. area of 335.6 m² to be transferred to the City. The plan is subject to final dimensions established by a BCLS surveyor prepared on the basis of the functional road plan completed to the satisfaction of the City.
3. **City Lot:** Transfer of the approx. 335.6 m² fee simple remainder lot to the City, free and clear of charges to the satisfaction of the City.
4. **Greenway/Pathway Statutory Right-of-Way :** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a public greenway/pathway between Dubbert Street and Garden City Road, with a width of approx. 5.0 m from the southern edge of the site shown on Schedule 1, providing for:
 - a) design and construction, at owner's cost;
 - b) maintenance and repair, at owner's cost;
 - c) public access for pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - d) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
 - e) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;
 - f) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
 - g) three-dimensional survey plan and other plans as determined by the City.
5. **Shared Driveway Statutory Right-of-Way:** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a shared driveway access from Odlin Road along the west edge of the side of the development lot, with a width of approx. 10.2 m and an area of approx. 412.5 m² as shown on Schedule 1, providing for:
 - a) design and construction, at owner's cost;
 - b) maintenance and repair, at owner's cost;
 - c) public access for vehicles, pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - c) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
 - d) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;

Initial: _____

- e) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
 - f) three-dimensional survey plan and other plans as determined by the City.
6. **On-site Tree Survival Security:** Submission of a Tree Survival Security to the City in the amount of \$35,000 for the 5 on-site trees to be retained as identified by tag nos. 21 to 25 in the arborist report prepared by Woodbridge Tree Consulting Arborists Ltd dated February 6, 2018; with the security retained by the City for a period of three years after occupancy of the project.
7. **On-Site Tree Protection:** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. **On-Site Replacement Trees:** Submission of an on-site landscape plan for the subject project site that includes at least 88 replacement trees based on a ratio of at least 2:1 to compensate for the 44 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will be required to provide \$500 to the City's Tree Compensation Fund for each and any number of trees short of the required 88 replacement trees included within the Development Permit landscape plans.
9. **Off-Site Trees:** City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the removal of one tree (tag no. ci061) within the Odlin Road allowance with proceeds to be used for the planting of replacement trees within the City.
10. **Flood Construction Level:** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC.
11. **Aircraft Noise:** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.
12. **Mixed-Use Noise:** Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- Commercial use are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
13. **West Cambie Area Plan (WCAP) Childcare:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to the City's child care fund (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will increase to \$0.80.
14. **West Cambie Area Plan (WCAP) Beatification:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will increase to \$0.80.

15. **West Cambie Area Plan (WCAP) Planning Costs:** City acceptance of the developer's offer to voluntarily contribute \$0.08 per buildable square foot (e.g. \$17,147.10) to assist in playing for community and engineering planning costs (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will remain at \$0.08.
16. **Public Art:** City acceptance of the developer's offer to voluntarily contribute \$0.87 per buildable square foot of residential use and \$0.46 per buildable square foot of commercial use (e.g. \$194,146.48) to the Public Art Program Reserve (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). The developer may choose to make a cash contribution to the City for City-wide public art or to provide public art on-site in consultation with City Public Art staff. The developer may request a split of its contribution between both i) a monetary contribution to the Public Art Program Reserve; and ii) provision of artwork, provided the combined value of the monetary contribution and the artwork is equal to or greater than the project's public art contribution. If the artwork is to be on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan prepared by a qualified public art consultant for review by City staff and the Richmond Public Art Advisory Committee. The public art consultant is to review the Alexandra Neighbourhood Public Art Plan for additional information.
17. **Affordable Housing Units (City-Wide Low End Market Rental Rates):** Entering into the City's standard Housing Agreement and registration of a covenant to:
- Secure 9 affordable housing units, the combined habitable floor area of which shall comprise at least 5% for 716 m² of the subject development's total residential building area.
 - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
 - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
 - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	2	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

1. Denotes 2017 amounts adopted by Council on July 24, 2017.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

- Ensure that no parking fees are charged to residents of the units.

18. **Modest Rent Controlled Units (West Cambie Council Policy 5004 Rates):** Entering into a Housing Agreement and registration of a covenant to:
- Secure 15 modest rent controlled rental housing units, the combined habitable floor area of which shall comprise at least 1,074 m² or 7.5% of the subject development's total residential building area.
 - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
 - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
 - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	8	50 m ² (535 ft ²)	\$750	\$38,000 or less
Two bedroom	4	69 m ² (741 ft ²)	\$1,100	\$46,500 or less
Three bedroom	3	91 m ² (980 ft ²)	\$1,400	\$57,500 or less

1. As per Policy 5004 adopted by Council on June 15, 2015.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

g) Ensure that no parking fees are charged to residents of the units.

19. **Market Rental Housing Units:** Entering into a housing agreement and registration of a covenant to:

- Secure 17 market rental housing units, the combined habitable floor area of which shall comprise at least 1,245 m² or approx. 8.3% of the of the subject development's total residential building area. (This amount is based on 2.5% of the total residential floor area as per the West Cambie Plan plus 0.08 FAR as per the OCP Market Rental Policy)
- Ensure occupants of the units subject to the housing agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
- Require that no fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant).
- Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.

The terms of the housing agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units
One bedroom	7
Two bedroom	6
Three bedroom	4

20. **Tandem Parking:** Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

21. **Commercial & Visitor Parking Non-Assignment Covenant:** Registration of a covenant that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

22. **Transit Passes:** Voluntary contribution of the following Transportation Demand Management (TDM) measures to be secured with a covenant and/or legal agreement with a provision that a security for the value of the following Bus Passes be held until they are provided to the strata unit owners and rental unit occupants as follows: Monthly bus pass (2-zone): Bus passes offered to: 25% of market strata units (34 units); 50% of market rental units (9 units); and 100% of the affordable and modest rent-controlled units (24 units) for one year.

23. **Bicycle End of Trip & Repair Facilities:** Registration of a legal agreement on title ensuring bicycle repair rooms are provided in each of the residential buildings and end of trip bicycle facilities within office/retail building within the Development Permit Plans and prior to Building Permit issuance.

24. **District Energy Utility:** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
- If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on

terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;

- c) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
- i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
25. **Energy Step Code:** As a Development Permit application has not been received prior to the City's adoption of the Energy Step Code on July 16, 2018, the developer is advised that the project is subject to the Energy Step Code.
26. **Indoor and Outdoor Amenity Space:** The registration of an easement and/or other legal agreements to ensure that residents of each residential building will have access to the indoor amenity space and outdoor amenity space irrespective of the Air Space Parcel Subdivision or Phased Strata approach taken.
27. **Employment Uses:** The registration of a covenant and/or other legal agreements to ensure that the building with the employment uses (including office and retail uses) be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses.
28. **Development Permit:** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
29. **Servicing Agreement:** Enter into a Servicing Agreement* for the design and construction of the Engineering and Transportation works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the Engineering, Transportation and Parks works in Schedule 3.

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

1. **Acoustical Report:** Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan pertaining to the Aircraft Noise Sensitive Area Policy and Noise Bylaw requirements pertaining to mixed-use developments. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. **Accessible Housing Measures:** Include notations on the Development Permit Plans demonstrating at least 41 units (all Affordable, Modest Rent Controlled and Market Rental units) will meet the Basic Universal Housing provisions and as requested for calculation of density within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.
3. **Air Space Parcel Subdivision and/or Phased Strata:** The developer is to confirm the approach to Air Space Parcel Subdivision and/or Phased Strata to ensure the project can be constructed as required under the zoning and the BC Building Code.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Payment of the City-Wide DCC and Supplementary Local Area DCC for the Alexandra Area under Bylaw 9499 in addition to the Greater Vancouver Sewerage and Drainage District Levies and Richmond School Site Acquisition Charges.
4. Payment of latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.
5. As may be required by the City and Approving Officer, the developer is to submit a Building Code Analysis addressing the phasing of the construction to the satisfaction of the City, receive approval or approval-in-principal of the Phased Strata Declaration from the Approving Officer and Air Space Parcel Subdivision Application, and register any covenants, easements or other documents required to facilitate the Phased Strata and/or Air Space Parcel Subdivision and the phasing of construction as determined by the City and Approving Officer.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

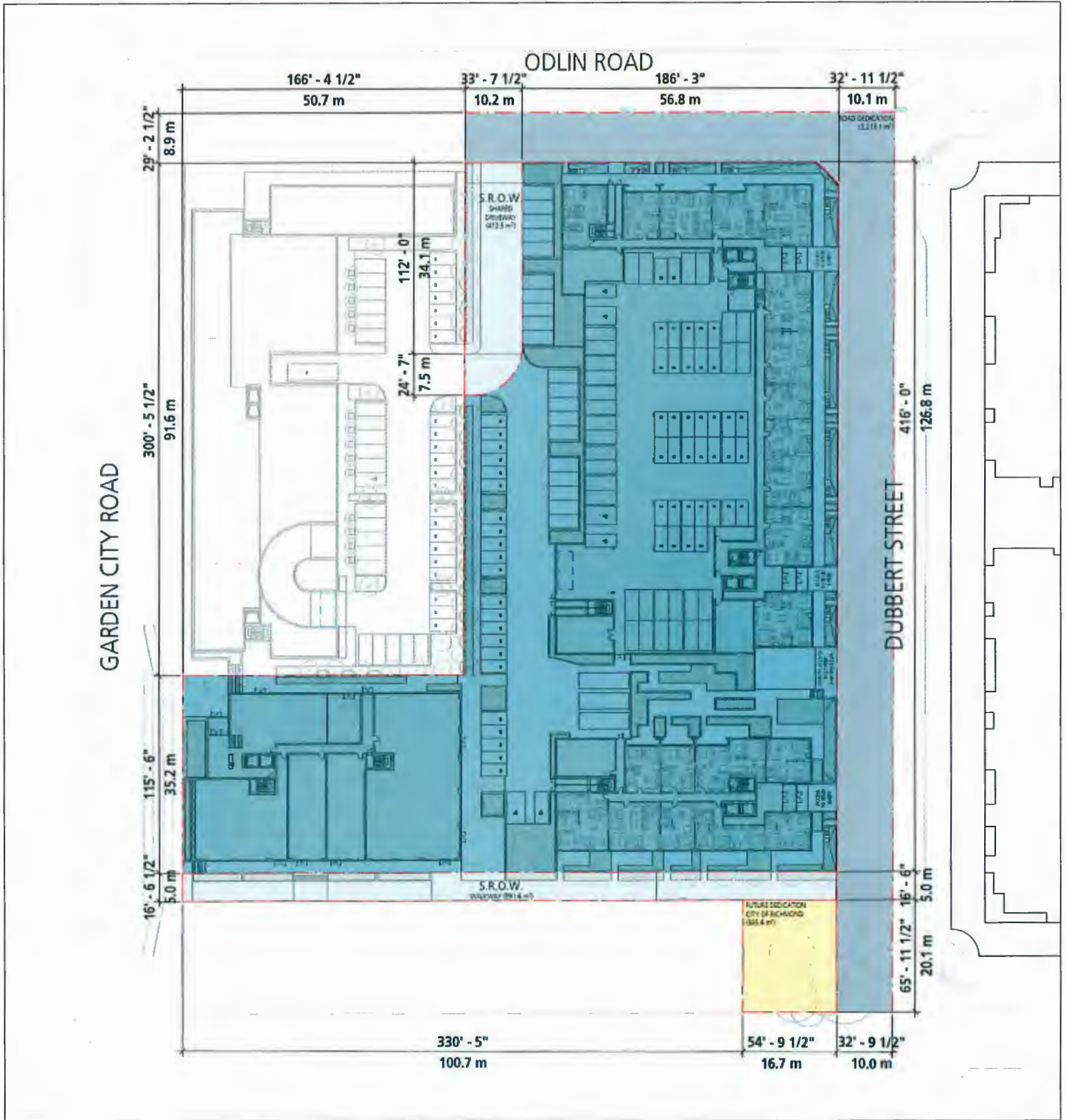
Signed _____

Date _____

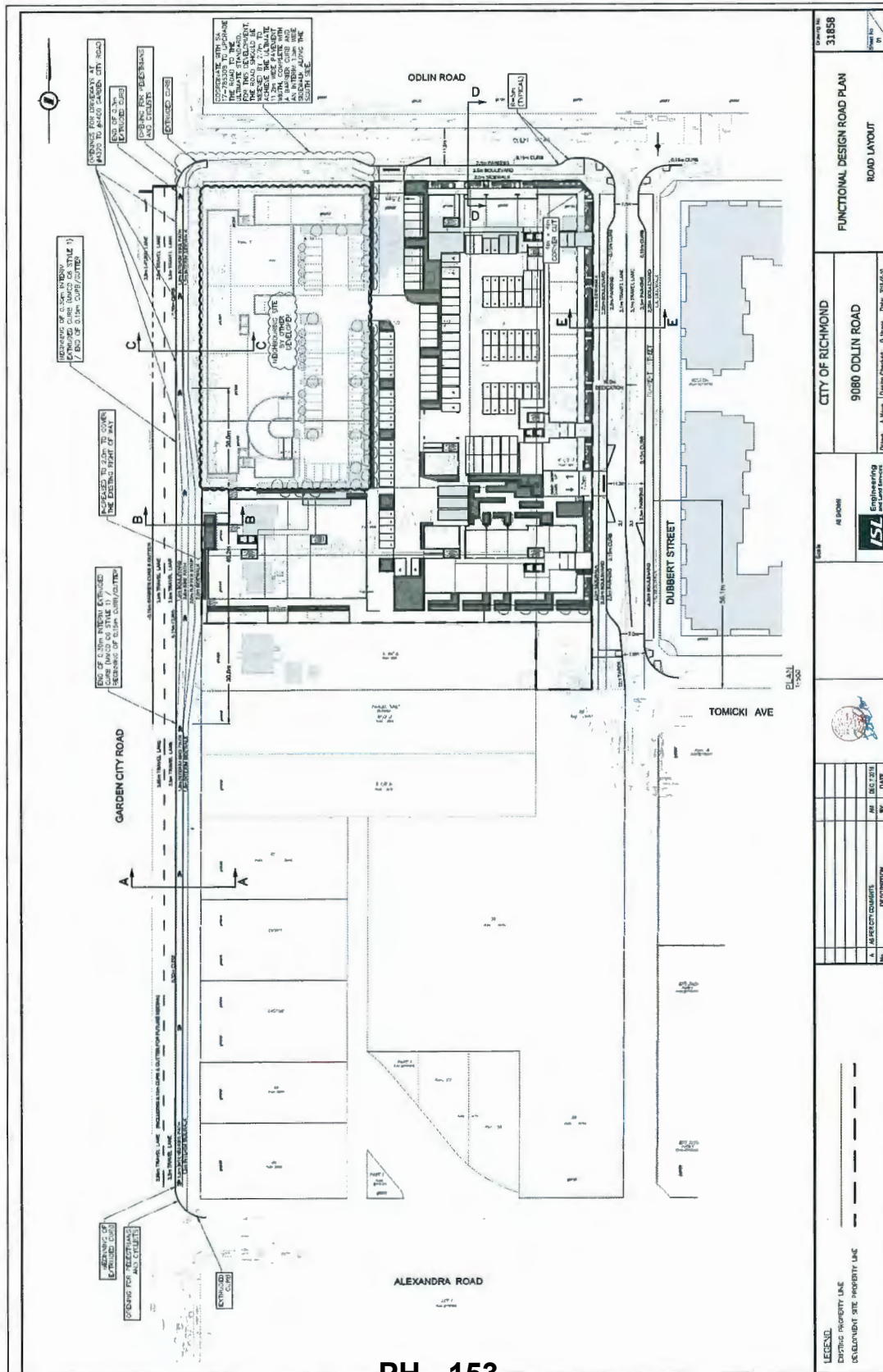
PH - 151

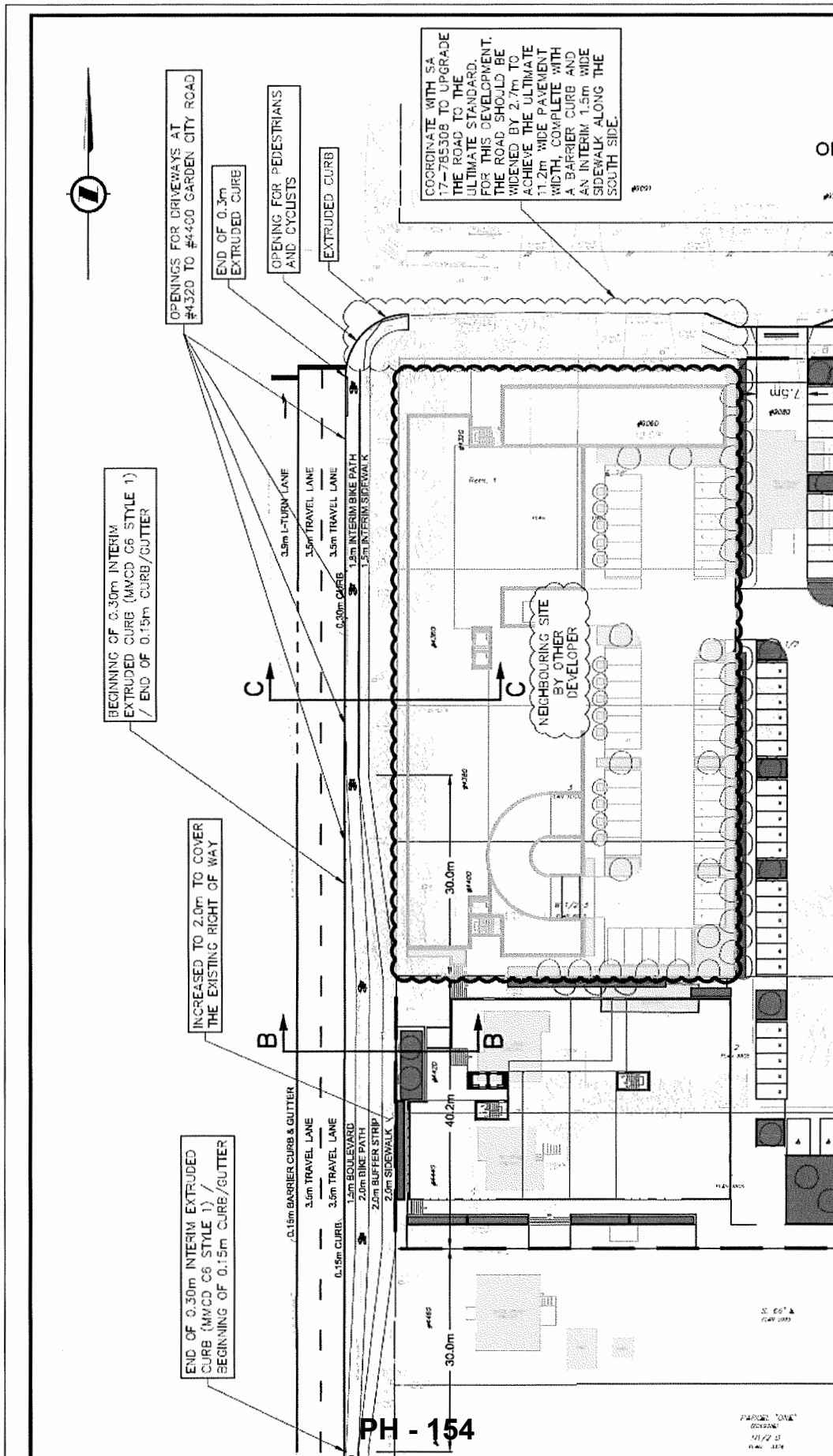
Initial: _____

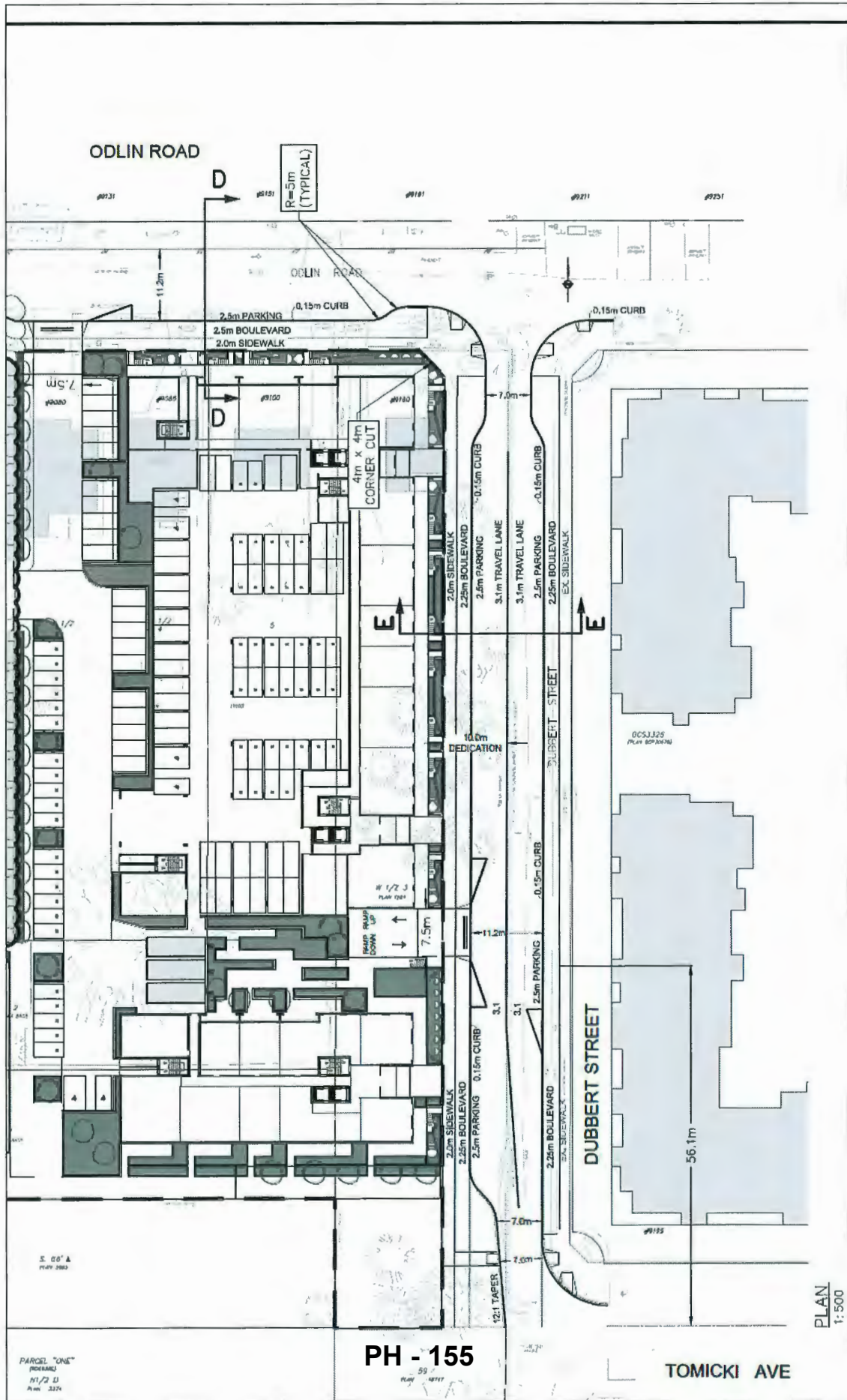
Schedule 1
Subdivision Sketch Plan

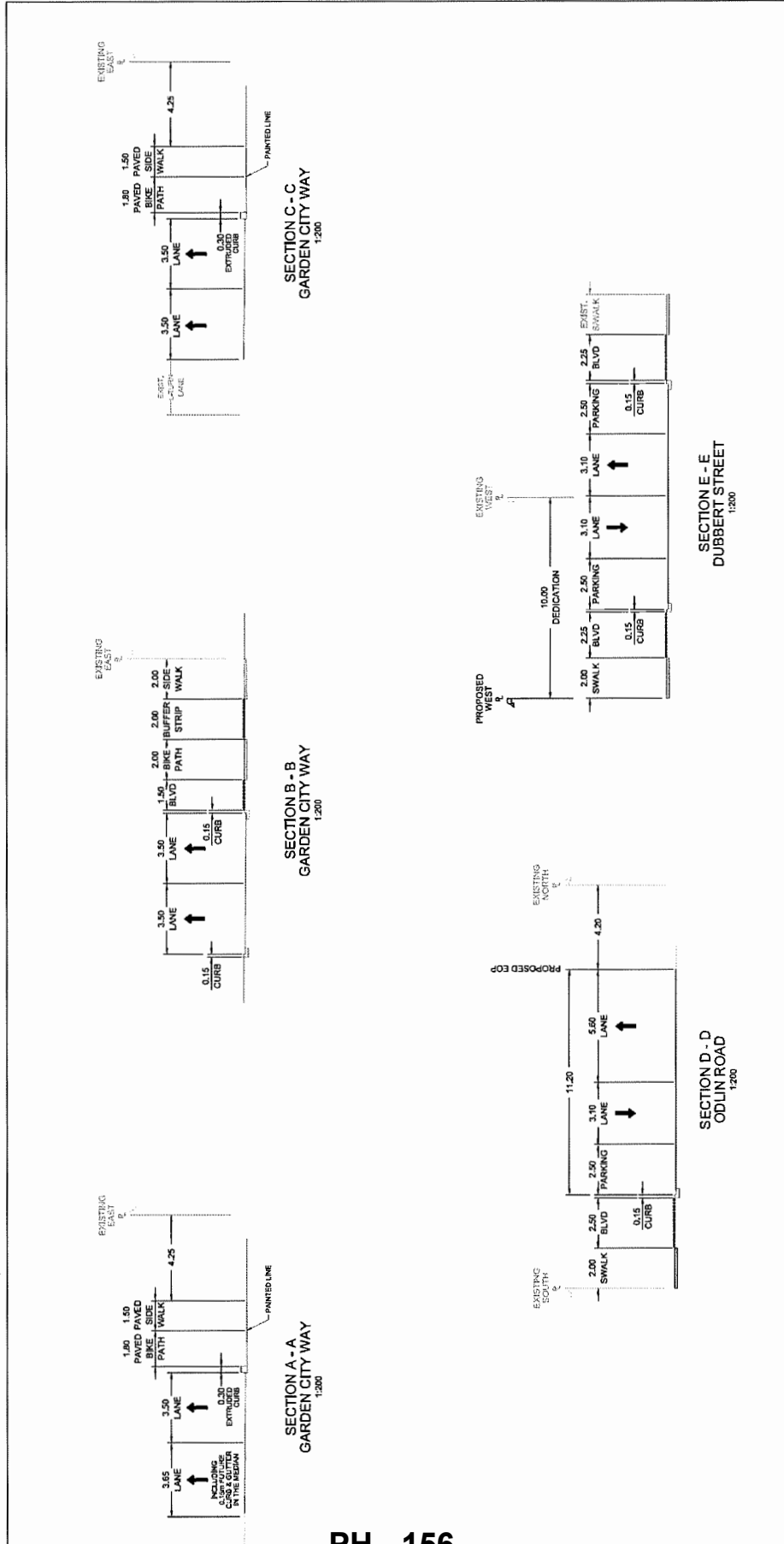


Schedule 2 Function Road Plan and TDM Works









Schedule 3

Servicing Agreement Works

A. Engineering Servicing Works

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Engineering as follows:

- **Water Works:**
 - Using the OCP Model, there is 640 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 4400 Garden City Road and 391 L/s available at 20 psi residual at the hydrant located at the frontage of 9151 Odlin Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - At the developer's costs, the developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Installation of a new watermain to replace the existing AC watermain along the east side of garden City Road (within the Garden City roadway) is required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing AC watermain. The replacement may extend to 30 meters north and south outside the limit of the development frontage (to cover the transition of the frontage improvements to existing edge of asphalt).
 - Install approximately 167 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's Dubbert Street frontage. The new watermain shall be tied-in to the existing watermain along Tomicki Avenue and Odlin Road.
 - Install a water service connection off of the new water main along Dubbert Street, complete with water meter. The meter will be located on site and shall be part of the on-site Mechanical design.
 - At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing water service connections and tie-in of all proposed works to existing City water infrastructures.
-

- **Storm Sewer Works:**

- At the developer's costs, the developer is required to:
 - Cut, cap, and remove all existing storm service connections and inspection chambers located at the frontages along Garden City Road and Odlin Road.
 - Video inspect the existing storm sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the storm sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
 - If existing storm sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.
 - If the existing storm sewer at Dubbert Street will require replacement, the new storm sewer shall be placed at an alignment with adequate clearance from the existing sanitary sewer and proposed watermain.
 - Install a new storm service connection, complete with an Inspection Chamber off of the existing 900 mm storm sewer along Odlin Road to service the proposed development.

- At the Developer's cost, the City will:

- Cut and cap at main all existing storm service connections.
- Remove all existing inspection chambers and storm service leads and dispose offsite.
- Complete all required storm sewer tie-ins.

- **Sanitary Sewer Works:**

- Provide approximately 85 meters of 200mm diameter sanitary line from the west property line in 9080 Odlin Street and tie-in to the existing manhole SMH51174 at the intersection of Odlin Street and Dubbert Street., complete with new manholes spaced as per City Standard.
- Install a sanitary service connection, complete with an Inspection Chamber, off of the new 200mm diameter sanitary line placed in the Odlin Street frontage of the property.
- Video inspect the existing sanitary sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the sanitary sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
- If existing sanitary sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.

- At the Developer's cost, the City will:

- Cut and cap at main all existing sanitary service connections to the proposed site.
- Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
- Complete all required sanitary sewer service connections and tie-ins.

- **Frontage Improvements:**
 - At the developer's costs, the developer is required to:
 - Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - Provide street lighting along Garden City Road, Odlin Road and Dubbert Street frontages. Ensure that existing and new lighting does not impede upon frontage requirements.
 - Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to the pole fronting 9211 Odlin Road. The developer is required to coordinate with the private utility companies.
 - Pre-duct for future hydro, telephone and cable utilities along all Garden City Road, Odlin Road, and Dubbert Street frontages.
 - Coordinate with BC Hydro (Transmission), prior to start of soil densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Garden City Road frontage. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
 - Confirm with BC Hydro (Transmission) whether the clearance between the proposed building and the existing BC Hydro transmission lines are acceptable.
 - Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing AC watermain along the Garden City Road property line, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Garden City roadway, etc.) shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
 - Video inspections of adjacent sewer mains along Odlin Road and Garden City Road to confirm its condition are required prior to start of soil densification and preload and after preload removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development permit design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
-

- BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2mW X 1.5m (deep)
 - Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
 - Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
 - Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
 - General Items:
 - The Developer is required to:
 - Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
-

B. Transportation Works

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Transportation works as generally shown in Schedule 2 and as follows:

- a) Along the Dubbert Street frontage: road widening to provide (from the existing sidewalk along the east side of street):
- 2.25m wide grassed/treed boulevard
 - 0.15m wide curb and gutter
 - 11.2m wide driving surface
 - 0.15m wide curb and gutter
 - 2.25m wide grassed/treed boulevard
 - 2m wide sidewalk.

Note: Dedicated land and road construction eligible for Alexandra Area DCC credits.

- b) Along the Odlin Road frontage to Garden City Road: coordinate the works to be completed via. SA 17-785308, road widening to provide (from north to south):
- 11.2m wide driving surface
 - 0.15m wide curb and gutter
 - 2.5m wide grassed/treed boulevard
 - 2m wide sidewalk
 - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

PH - 160

Note: Works not eligible for Roads DCC credits.

Initial: _____

- c) Along the Garden City Road frontage of the site, complete the following (from west to east):
- 0.15m wide curb and gutter along the east edge of the centre median
 - Revise (reduce) width of the two existing northbound traffic lanes to 3.5m each
 - 0.15m wide curb and gutter
 - 1.5m wide grassed/treed boulevard
 - 2m wide asphalt bike path
 - 1.35m wide buffer strip, complete with pedestrian lighting
 - 2.0m wide sidewalk
 - The above cross-section should be maintained 30m north and south outside the limit of the development frontage to allow for proper tie-in's.
 - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

Note: Works not eligible for Roads DCC credits.

- d) TDM Off-Site Works on Garden City Road, complete the following interim sidewalk and off-road bicycle track along the east side:
- Total frontage of retrofit work: Approximately 260m (170m south to Alexandra Road plus 90m north to Odlin Road). Extent of work: Revise the width of two northbound lanes to 3.5m each and install an extruded curb along the edge of the northbound traffic lane, that includes widening the existing pavement to provide a separate 1.8m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane..
- e) Intersection Upgrades:
- Upgrade of the existing traffic signal at Garden City Road/Odlin Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

Note: Works not eligible for Roads DCC credits.

C. Greenway Works

Under the Servicing Agreement, the developer is responsible for the design and construction of a pedestrian and bicycle pathway within the required 5.0m wide SRW along southern edge of the property to the satisfaction of the Senior Manager, Parks which includes:

- a) Design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants) coordinated with the Development Permit plans;
- b) The inclusion of a 3.2m wide hard-surfaced pathway and a 1.8 m wide grass/landscape strip on the north side of the SRW;
- c) Adequate below grade structure to support all functions, including possible use by emergency services vehicles; and
- d) Provision of a decorative metal fence along the southern property line.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9999 (RZ 18-807620)
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 20.41 thereof the following:

**“20.41 Mixed Use Employment-Residential (ZMU41) – Alexandra Neighbourhood
(West Cambie)**

20.41.1 Purpose

The **zone** provides for medium density, mixed-use, employment-residential apartment **development** with a **density bonus** for the construction of additional **market rental units, modest rent controlled units and affordable units**, and other limited supporting and accessory uses.

20.41.2 Permitted Uses

- animal grooming
- broadcasting studio
- child care
- education, commercial
- education, university
- government service
- health service, minor
- housing, apartment
- library and exhibit
- religious assembly
- retail, convenience
- retail, general
- restaurant
- service, business support
- service, financial
- service, personal
- studio
- veterinary service

20.41.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business

20.41.4 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a **site** area of 11,191 m².
2. The maximum **floor area ratio** is 0.52 with up an additional 0.10 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.41.4.2, the reference to “0.52” is increased to a higher **floor area ratio** of “1.88” if the **owner**:
 - a. provides on the **development site** uses other than **housing, apartment**, having a combined **floor area** of no less than 0.52 **floor area ratio** or 5,821 m², whichever is greater;
 - b. provides on the **development site** no less than 9 **affordable housing units** having a combined **floor area** of at least 716 m²;
 - c. provides on the **development site** no less than 15 **modest rent controlled units** having a combined **floor area** of at least 1,074 m²;
 - d. provides on the **development site** no less than 17 **market rental units** having a combined **floor area** of at least 1,245 m²;
 - e. enters into a **housing agreement** with the **City** for the **affordable housing units** and the **modest rent controlled units** and registers the **housing agreement** against the title of the **development site**, and files a notice in the Land Title Office; and
 - f. enters into a **market rental agreement** with the **City** for the **market rental units** and registers it against the title of the **development site**.
4. Notwithstanding Section 20.41.4.3, the maximum **floor area ratio** for the **development site** shall be 1.94 provided that the **owner** has created a new **lot** with an area not less than 336 m² adjacent to and south of the **development site** outside of the **development site** and that the **owner** has transferred this new **lot** to the **City**.

20.41.5 Permitted Lot Coverage

1. Maximum **Lot Coverage** is 55% for **buildings**.

20.41.6 Yards & Setbacks

1. The minimum **building setback** is:
 - a. 3.5 m from the north **lot line** on Odlin Road;

- b. 3.0 m from the north interior **lot line**;
 - c. 4.5 m from the east **lot line** on Dubbert Street;
 - d. 14.5 m from the west interior **lot line**.
 - e. 1.5 m from the west **lot line** on Garden City Road.
 - f. 5.0 m from the south **lot line**.
2. Notwithstanding Section 20.41.6.1, the following setbacks apply:
 - a. A parking **structure** may project into the **lot line setbacks** to a minimum of 1.0 m from to Odlin Road and Dubbert Street, into the **setbacks** to the west interior **lot line** and north interior **lot line** to a minimum of 0.0 m provided that such projections are landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**; and
 - b. Entry stairs may have a **setback** of 0.0 m provided the stairs are within a Development Permit approved by the City

20.41.7 Permitted Heights

1. The maximum **height** for a **building** fronting the west **lot line** on Garden City Road is 23 m.
2. The maximum **height** for a **building** fronting the east **lot line** on Dubbert Road or the north **lot line** on Odlin Road is 20 m.
3. The maximum **height** for **accessory buildings** and **structures** is 9.0 m.

20.41.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements with the exception of the **development site**.
2. The minimum **lot width** is 35.0 m and minimum **lot depth** is 110.0 m for the **development site**.
3. The minimum **lot area** for the **development site** is 10,000 m².

20.41.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

20.41.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0 with the exception that requirement for one large (WB17) loading space be not applicable.

20.41.11 Residential Rental Tenure

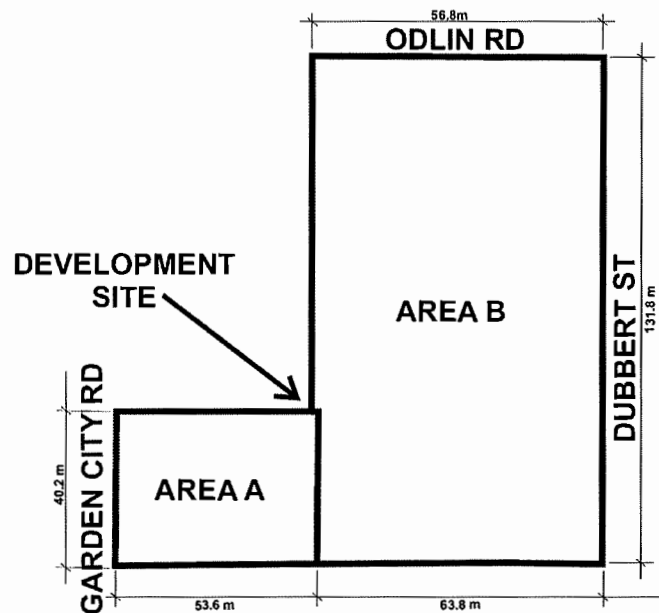
1. For the purposes of this zone, **residential rental tenure** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** that includes a **modest rent controlled unit** or an **affordable housing unit**, in accordance with a **housing agreement** registered on title or a **market rental unit** in accordance with a **market rental agreement** registered on title, and governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.
2. For the purposes of this zone, **modest rent controlled unit** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** under a housing agreement as provided for in the West Cambie Area Plan.
3. A minimum of 41 **dwelling units** shall be **residential rental tenure**.

20.41.12 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. A maximum **site** area of 11,191 m² shall be used for calculation of **density** on the **development site**.
3. Notwithstanding Section 20.41.2, only the following uses are permitted in Area A as shown on Figure 1:
 - a) **animal grooming**
 - b) **broadcasting studio**
 - c) **child care**
 - d) **education, commercial**
 - e) **education, university**
 - f) **government service**
 - g) **health service, minor**
 - h) **library and exhibit**
 - i) **religious assembly**
 - j) **retail, convenience**
 - k) **retail, general**
 - l) **restaurant**
 - m) **service, business support**
 - n) **service, financial**
 - o) **service, personal**
 - p) **studio**

q) veterinary service

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and designating it **MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**:

P.I.D. 003-903-222

WEST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-607-169

EAST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 009-453-253

LOT 5 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-904-449

WEST HALF LOT 3 BLOCK "B" SECTION 34 BLOCK 5 NORTH RANGE 6
NEW WESTMINSTER DISTRICT PLAN 1224

P.I.D. 010-141-235

LOT 2 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER
DISTRICT PLAN 8805

P.I.D. 011-363-053

LOT 1 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER
DISTRICT PLAN 8805

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9999"**.

FIRST READING

SEP 09 2019

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR_____
CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10006 (RZ 18-807620)
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.11A [West Cambie Area Plan] by:
 - a) Adding a new policy c) in Section 5.3 [Connections], Objective 1 [Design and implement pedestrian and cyclist connections within the West Cambie area] as follows:
 - “c) Provide a pedestrian and bicycle connection generally between Garden City Road and Dubbert Street. The connection will be:
 - Acquired through the development process and maintained through operating agreements between the City and the landowners;
 - Provided by a privately-owned, publicly accessible (POPA) right-of-way;
 - Approximately 10 metres in total width, shared between adjoining development sites; and
 - Designed to include a combination of soft and hard landscaping treatments.”
 - b) replacing the “Alexandra Neighbourhood Open Space System Map” shown in Section 5.3 [Connections] with the map shown in Schedule A attached to and forming part of this bylaw.
 - c) replacing the “Alexandra Neighbourhood Character Areas Map” shown in Section 8.2 [Alexandra’s Character Areas], with the map shown in Schedule B attached to and forming part of this bylaw.
 - d) replacing the “Character Area 1 – Mixed Use Employment-Residential Map” shown in Section 8.2.1 [Character Area 1 – Mixed Use Employment Residential] with the map shown in Schedule C attached to and forming part of this bylaw.
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

SEP 09 2019

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER

Schedule A



Schedule B



Schedule C





City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director of Development

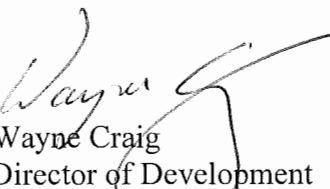
Date: September 4, 2019

File: RZ 18-839945


Re: Application by Konic Development Ltd. for Rezoning at 4571, 4591, and 4611/4631 Steveston Highway from "Single Detached (RS1/E)" and "Two-Unit Dwellings (RD1)" to "Low Density Townhouses (RTL4)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10081, for the rezoning of 4571, 4591, and 4611/4631 Steveston Highway from "Single Detached (RS1/E)" and "Two-Unit Dwellings (RD1)" to "Low Density Townhouses (RTL4)," be introduced and given first reading.


Wayne Craig
Director of Development

WC:jr
Att. 6

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

Staff Report

Origin

Konic Development Ltd. has applied to the City of Richmond for permission to rezone 4571, 4591, and 4611/4631 Steveston Highway from the “Single Detached (RS1/E)” and “Two-Unit Dwellings (RD1)” zones to the “Low Density Townhouses (RTL4)” zone, in order to develop 16 townhouse units and one secondary suite with vehicle access from Steveston Highway. A location map and an aerial photo are provided in Attachment 1.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site contains two single family dwellings and one duplex, all of which would be demolished. The applicant has indicated that all four dwellings were previously owner-occupied.

Surrounding Development

Development immediately surrounding the subject site is generally as follows:

- To the North: single family dwellings fronting Bonavista Drive on lots zoned “Single-Detached (RS1/B).”
- To the South, across Steveston Highway: single family dwellings on lots zoned “Single-Detached (RS1/B).”
- To the East: a single family dwelling on a lot zoned “Single Detached (RS1/E).”
- To the West: a single family dwelling on a lot zoned “Single Detached (RS1/E).”

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The subject site is located in the Steveston planning area, and has an Official Community Plan (OCP) designation of “Neighbourhood Residential.” The land use designation in the Steveston Area Plan is “Multiple Family” (Attachment 3). The proposed rezoning is consistent with these designations.

Arterial Road Policy

The subject site is located on an arterial road identified in the Arterial Road Land Use Policy, and has a land use designation of “Arterial Road Townhouses.” The proposed rezoning is consistent with this designation.

The proposed development involves three properties with a total frontage of 61.89 m on Steveston Highway, which is consistent with the minimum 50 m frontage suggested for major arterial roads in the Arterial Road Land Use Policy. Future lot consolidation to the east of the subject site would fall short of this minimum, at 48.47 m, however this should not be a barrier to future redevelopment.

Prior to final adoption of the rezoning bylaw, the applicant is required to grant a Statutory Right-of-Way for Public Rights-of-Passage across the entire drive aisle, which would allow future developments to the east and west the option to share the driveway access to Steveston Highway.

Affordable Housing Strategy

As per the City's Affordable Housing Strategy, townhouse rezoning applications are required to provide a cash-in-lieu contribution of \$8.50 per buildable square foot towards the City's Affordable Housing Reserve Fund. The applicant proposes to make a cash-in-lieu contribution of \$164,798, which is consistent with the Affordable Housing Strategy.

Public Art Program Policy

The applicant will be participating in the City's Public Art Program by making a voluntary contribution to the City's Public Art Reserve fund for City-wide projects on City lands. Since this rezoning was received in 2018, the applicable rate for the contribution is \$0.85 per buildable square foot; for a total contribution in the amount of \$16,480. This voluntary contribution is required to be submitted to the City prior to final adoption of the rezoning bylaw.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Built Form and Architectural Character

The applicant proposes nine three-storey townhouse units and seven two-storey townhouse units arranged on an L-shaped central drive aisle. Conceptual development plans are included in Attachment 4.

The proposed site layout consists of:

- two three-storey buildings, containing nine three-storey units and one two-storey unit, for a total of ten units, fronting Steveston Highway; and
- three two-storey buildings, containing a total of six units, along the north end of the site.

The two proposed buildings fronting Steveston Highway each contain five units. Secondary eaves break up the vertical massing on the first and second storeys, and projecting gable ends highlighting the unit entries. Roof gables framing the upper storey windows and decorative elements portray a strong traditional residential character. A secondary suite is proposed to be located in Unit 102.

The three proposed buildings at the rear of the site each contain two two-storey townhouse units in order to present a gradual transition to the adjacent single family neighbourhood. These buildings include similar architectural details as those on Steveston Highway, including secondary eaves above the first storey and use of gable ends to frame upper storey windows. Unit 111 is proposed to be a convertible unit. The provision of a second convertible unit will be included in the Development Permit review process.

Further refinement of the site plan, architectural character, and accessibility features will occur through the Development Permit process.

Variance Requested

The proposed development is generally in compliance with the “Low Density Townhouses (RTL4)” zone in Richmond Zoning Bylaw 8500, with the exception of a variance to decrease the front yard setback from 6.0 m to 4.92 m. The building face would be approximately 8.72 m from back of curb.

Staff is supportive of this variance as the shift in building massing towards Steveston Highway is a direct result of providing a 6.0 m rear yard setback to the adjacent single family properties. In addition to providing a sensitive interface with the adjacent properties, the deeper setback allows for an existing row of off-site trees to be retained.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, at the applicable rate established in the OCP (i.e. \$1,600/unit for applications received prior to February 28, 2019). The total cash contribution for this 16-unit townhouse development is \$25,600.

A common outdoor amenity space is proposed at the northwest end of the site, directly across from the entry drive aisle. The size and dimensions of the proposed outdoor amenity space are consistent with the OCP. The proposal includes landscaping, seating, and a large play structure suitable for children. Further refinement of the common outdoor amenity space will occur through the Development Permit process.

Transportation and Site Access

Vehicle access is proposed from Steveston Highway, via a driveway located at the western edge of the subject site. The driveway crossing will be designed to restrict vehicle movements to a “right in, right out” turning pattern. The applicant is required to register a statutory right-of-way across the entire drive aisle in order to accommodate access to future developments to the east and west of the subject site.

Two parking spaces are provided for each unit consistent with the Zoning Bylaw. Seven of the sixteen units have parking in a tandem arrangement. The applicant is required to register a legal agreement on Title ensuring that the areas used for tandem parking are not converted to habitable space.

The applicant has agreed to provide a \$5,700 cash-in-lieu contribution for upgrades to the existing special crosswalk at the Steveston Highway and Bonavista Gate intersection. Upgrades will include LED street light luminaire, intersection lighting, and Audio Pedestrian Signals.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses four bylaw-sized trees on the subject property, six trees on a neighbouring property, and two street trees on City property.

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

- Four trees (Tag # 927, 928, 929, and 930) located on the development site have either been historically topped, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result these trees are in poor condition and are not good candidate for retention. Remove and replace.
- One Cedar windrow (Tag # N01) comprised of six trees located on an adjacent property to the north of the development site is to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Parks staff have reviewed the Arborist’s Report and support the Arborist’s finding, with the following comments:

- One Black locust tree (Tag # C01) and one Western red cedar tree (Tag # C02) are in poor condition and have been topped to accommodate the overhead hydro lines. Removal is recommended. Replacement boulevard trees to be planted through the Servicing Agreement for frontage works.
- In addition to new trees planted through the Servicing Agreement, the developer is required to contribute \$2,600 to the City’s Tree Compensation Fund for the removal of these two trees.

Tree Protection

Six trees (Tag # N01) on a neighbouring property are to be retained and protected. In addition, a Cedar hedge located on a neighbouring property to the west of the subject site will be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

Tree Replacement

The applicant wishes to remove four on-site trees (Trees # 927-930). The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has proposed to plant 21 trees on the development site. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

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

In addition to the replacement trees planted on-site, the applicant will contribute \$2,600 to the City's Tree Compensation Fund for the two City-owned trees being removed.

BC Energy Step Code

On July 26, 2018, Council adopted BC Energy Step Code requirements for all new residential developments. The proposed development consists of townhouses that staff anticipates would be designed and built in accordance with Part 9 of the BC Building Code. As such, this development would be expected to achieve Step 3 of the Energy Step Code for Part 9 construction (Climate Zone 4).

Existing Legal Encumbrances

There are two restrictive covenants registered on Title of 4611/4631 Steveston Highway. One covenant (RD85670) reserves a portion of the property for future lane construction by the City. This covenant was secured as a condition of the development of several properties in 1979, and it was the intent at the time for a rear lane to be established from Ransford Gate and Bonavista Gate. However, the land use designation was revised on December 19, 2016, to allow Arterial Road Townhouses with vehicle access from Steveston Highway. As the City is no longer pursuing a rear lane in this location the covenant should be discharged prior to adoption of the rezoning bylaw.

The second covenant (BF506485) restricts the property to a two-unit dwelling only. This covenant must be discharged prior to adoption of the rezoning bylaw.

In addition, there are several statutory rights-of-ways (SRW) for utilities registered on the Titles of each property. These SRWs will not be impacted by the proposed rezoning, and the applicant is aware that encroachment into the SRW areas is not permitted.

Site Servicing and Frontage Improvements

The applicant is required to enter into a Servicing Agreement at Building Permit stage for the design and construction of the required site servicing and frontage improvements, as described in Attachment 6. Frontage improvements include, but may not be limited to, the following:

- Removal of existing sidewalk and replacement with a new 1.5 m concrete sidewalk at the property line and minimum 1.5 m wide landscaped boulevard with street trees behind the existing curb;
- Removal of the existing driveway crossings and replacement with the frontage works described above; and
- Construction of a new driveway crossing designed to provide “right in, right out” access to the site.

Development Permit Application

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

- Compliance with the Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP.
- Refinement of the proposed building form and architectural character to achieve an engaging streetscape along Steveston Highway.

- Review of the size and species of on-site trees to ensure bylaw compliance and to achieve a mix of coniferous and deciduous species.
- Design of the common outdoor amenity space, including choice of play equipment and other features to ensure a safe and vibrant environment for children's play and social interaction.
- Review of accessibility features, including aging-in-place features in all units, and the provision of two convertible units.
- Review of a sustainability strategy for the development proposal, including steps to achieve Step 3 of the Energy Step Code for Part 9 construction (Climate Zone 4).

Financial Impact

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

Conclusion

The purpose of this application is to rezone 4571, 4591, and 4611/4631 Steveston Highway from the "Single Detached (RS1/E)" and "Two-Unit Dwellings (RD1)" zones to the "Low Density Townhouses (RTL4)" zone, in order to develop 16 townhouse units and one secondary suite with vehicle access from Steveston Highway.

The rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10081 be introduced and given first reading.



Jordan Rockerbie
Planning Technician – Design
(604-276-4092)

JR:rg

Attachment 1: Location Map and Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Steveston Area Plan Land Use Map

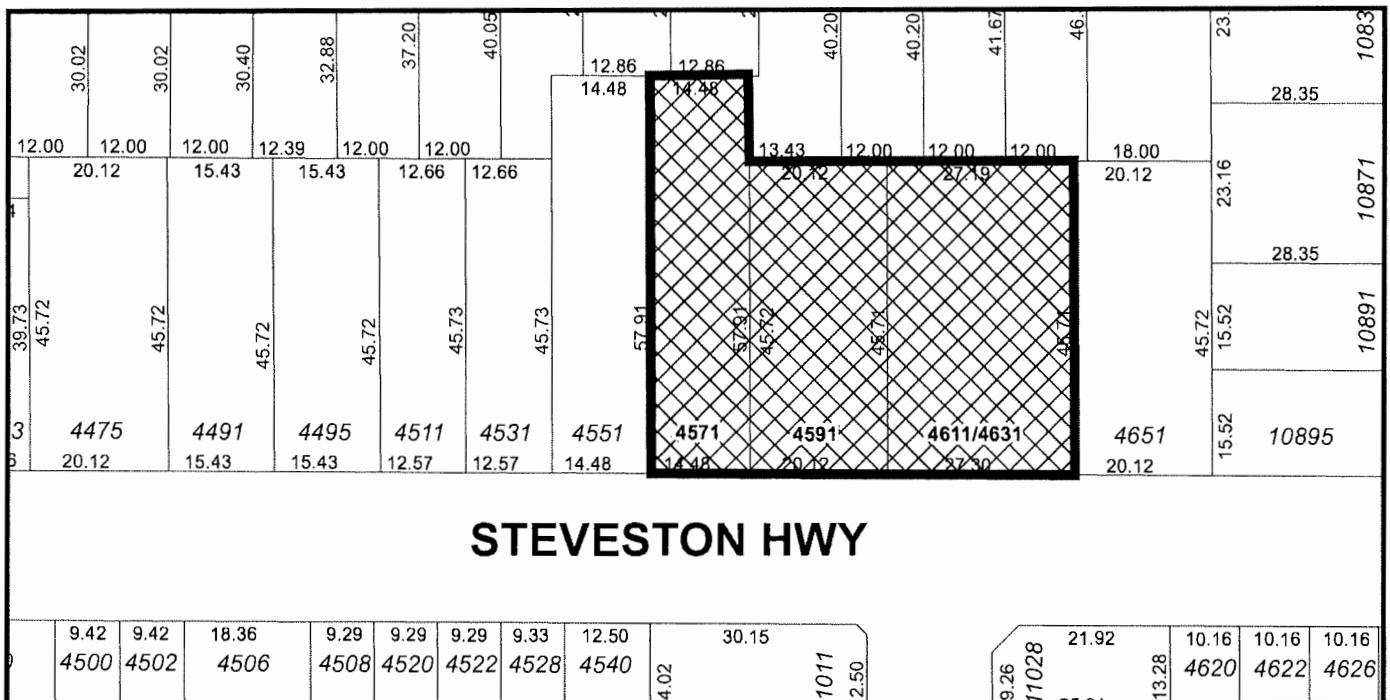
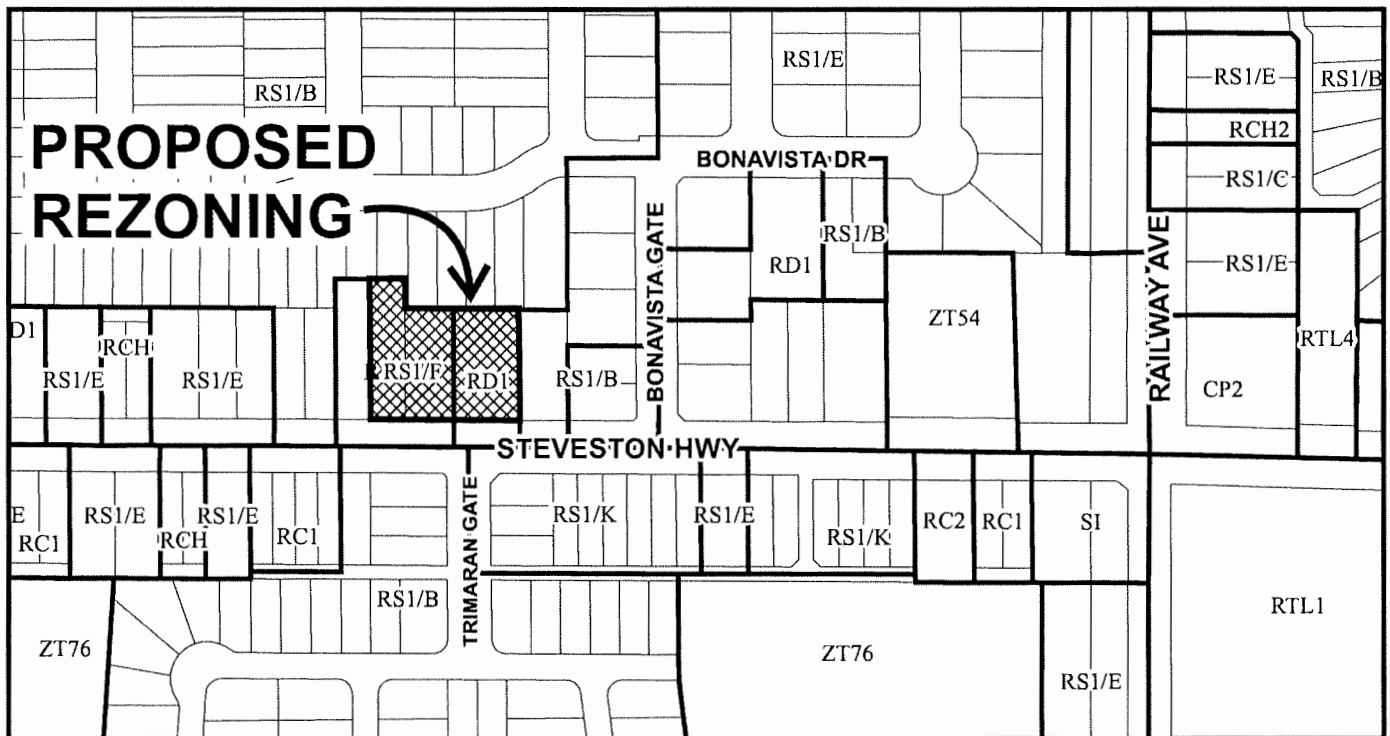
Attachment 4: Conceptual Development Plans

Attachment 5: Tree Management Plan

Attachment 6: Rezoning Considerations



City of Richmond



RZ 18-839945

PH - 182

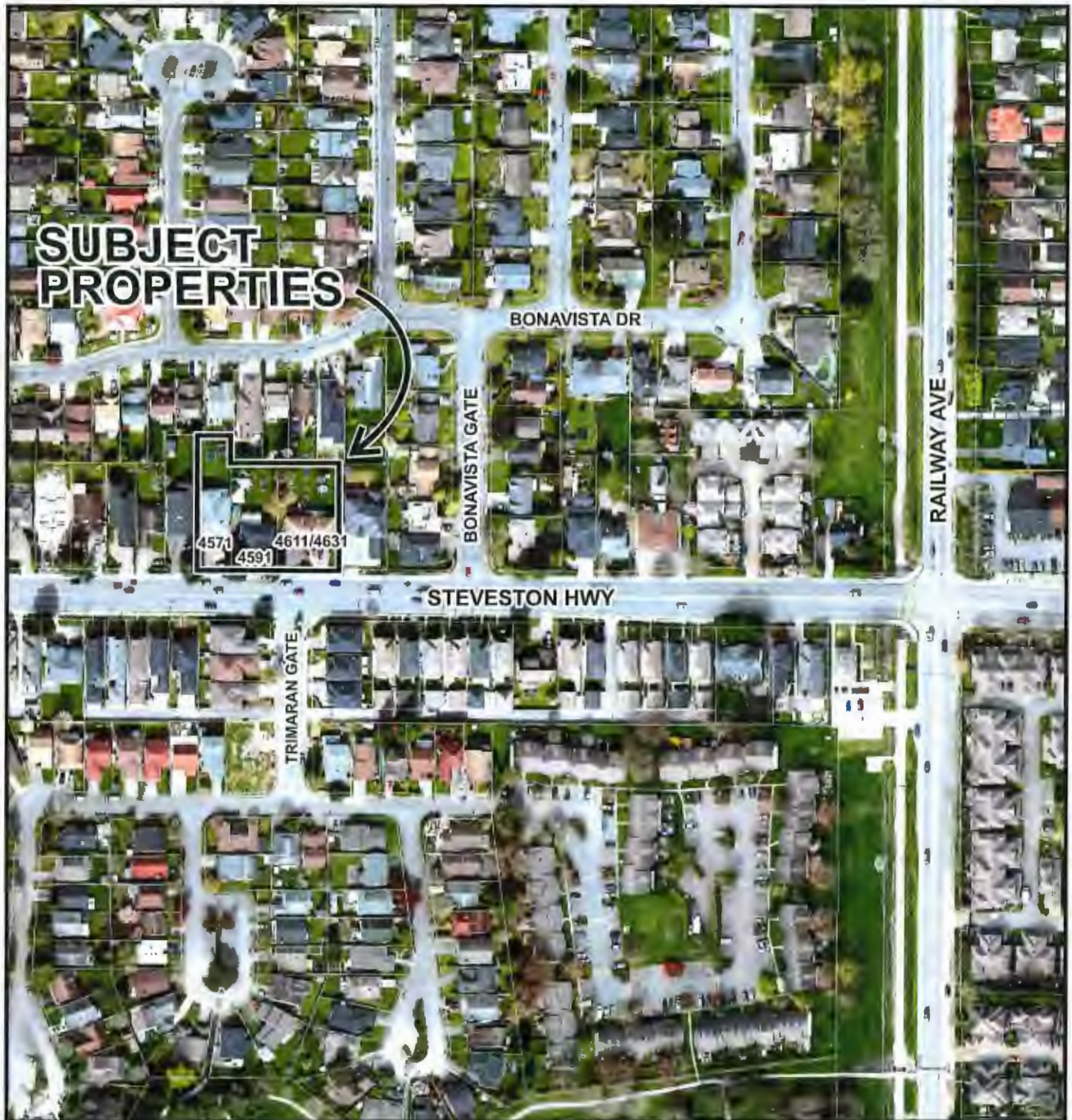
Original Date: 11/21/18

Revision Date: 11/21/18

Note: Dimensions are in METRES



City of
Richmond



RZ 18-839945

Original Date: 11/21/18

Revision Date:

Note: Dimensions are in METRES



RZ 18-839945

Attachment 2

Address: 4571, 4591, and 4611/4631 Steveston Highway

Applicant: Konic Development Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Luxor Homes & Developments, Ltd. 0780012 BC Ltd. 2517294 Ontario Inc. Gurpreet Mann Narinder Mann	To be determined
Site Size (m²):	3,002 m ²	No change
Land Uses:	Single-family and duplex dwellings	Townhouse dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Multiple-Family	No change
Zoning:	Single Detached (RS1/E) Two-Unit Dwellings (RD1)	Low Density Townhouses (RTL4)
Number of Units:	2 single-family dwellings 1 duplex dwelling	16 townhouse dwellings 1 secondary suite
Other Designations:	Arterial Road Townhouses	No change

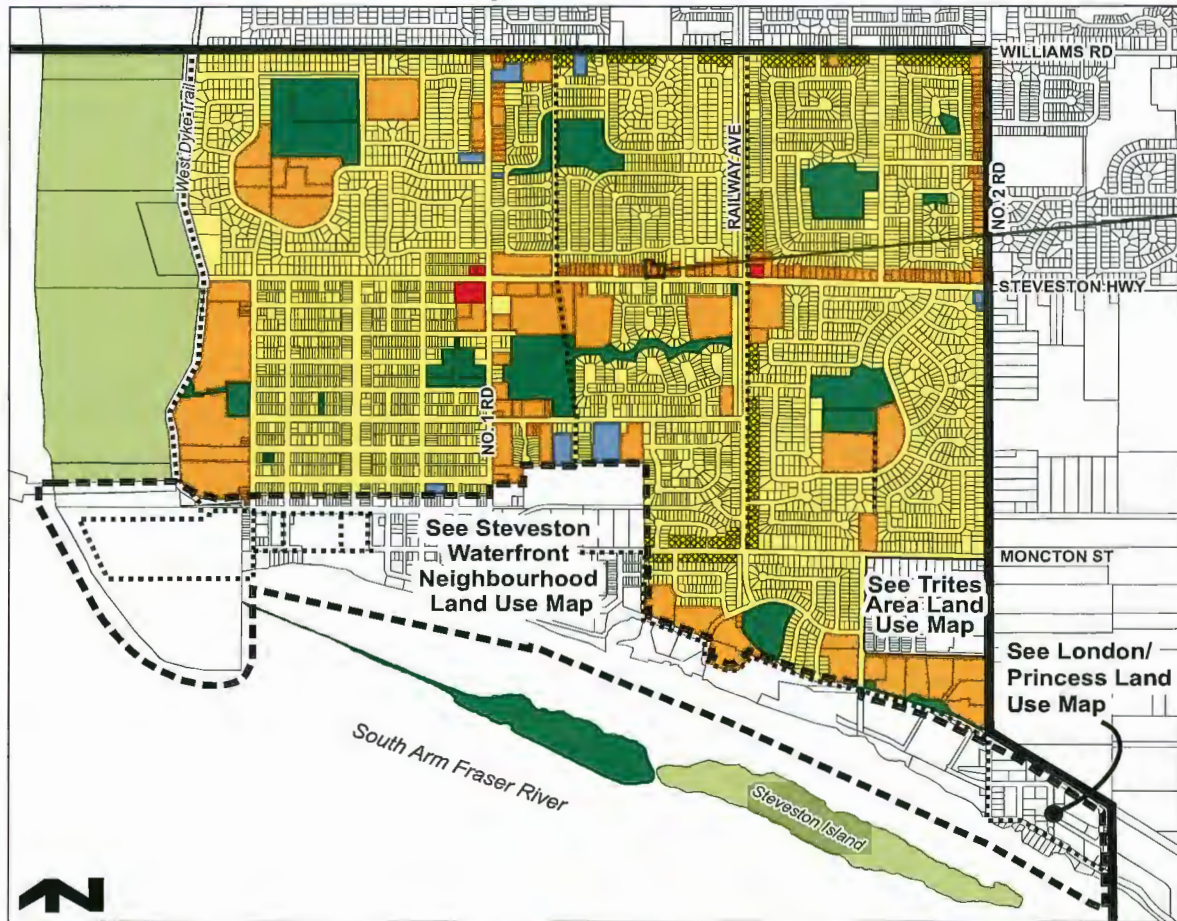
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 FAR	0.60 FAR	none permitted
Buildable Floor Area (m ²):*	Max. 1,801 m ² (19,388 ft ²)	1,799 m ² (19,373 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 40% Non-porous Surfaces: Max. 65% Live Landscaping: Min. 25%	Building: Max. 40% Non-porous Surfaces: Max. 65% Live Landscaping: Min. 25%	none
Lot Size:	N/A	3,000 m ²	none
Lot Dimensions (m):	Width: 50.0 m Depth: 35.0 m	Width: 61.89 m Depth: 45.70 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 3.0 m Side: Min. 3.0 m	Front: 4.9 m Rear: 6.01 m Side (West): 7.05 m Side (East): 3.05 m	Vary front yard setback
Height (m):	12.0 m	11.97 m	none











On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	36 (up to 50% small car)	36 (8 small car)	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	14, i.e. 38%	none
Amenity Space – Indoor:	Min. 50 m ² or cash-in-lieu	Cash-in-lieu (\$25,600)	none
Amenity Space – Outdoor:	Min. 96 m ²	198.5 m ²	none

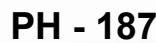
Other: Tree replacement compensation required for loss of significant trees.

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

City of Richmond

Steveston Area Land Use MapBylaw 9604
2016/12/19

	Single-Family		Institutional
	Single-Detached/Duplex/Triplex		Conservation Area
	Multiple-Family		Trail
	Commercial		Steveston Area Boundary
	Public Open Space		Steveston Waterfront Neighbourhood Boundary



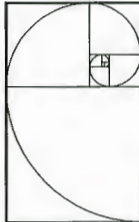
ISSUED FOR REZONING RE-SUBMISSION 2019-08-16

DEVELOPER
KONIC DEVELOPMENT LTD.
1135-13700 MAYFIELD PLACE,
RICHMOND BC, V6V 2E4
CONTACT: KEITH LEUNG, CEO
PHONE 604-285-3700, FAX 604-285-3702
EMAIL: KEITH@KONIC.CA

AS-1 UNIT TYPE 80 PLANS
AS-4A UNIT TYPE 80 AREA CALCULATION DIAGRAM
AS-5 UNIT TYPE CH (CONNECTIBLE) PLANS
AS-5A UNIT TYPE CH AREA CALCULATION DIAGRAM
AS-5B ELEVATOR UNITS CH UNIT SPECIFICATION
AS-5C UNIT TYPE CH PLANS
AS-5A UNIT TYPE CH AREA CALCULATION DIAGRAM

CIVIL
CORE CONCEPT CONSULTING LLC
CIVIL + MECHANICAL + SURVEYING
220-2653 VIKING WAY, RICHMOND
CONTACT: BRUCE DUFFY, DIRECTOR
TEL: 604-249-5040, FAX: 604-249-5041
EMAIL: BCDUFFY@CORECONCEPTS.CA

ELECTRICAL
LIEW ENGINEERING LTD.
ELECTRICAL CONSULTING ENGINEERS
108-11121 HORSESHOE WAY, RICHMOND, BC V7A 5G7
CONTACT: RICHARD V. LIEW, P. ENG.
TEL FAX: 604-277-3157
EMAIL: R.V.LIEW@CICTEL.NET



IMPERIAL
ARCHITECTURE
BOLLEAUX OF AN ARCHITECTURAL PRACTICE
ARCHITECTS, PLANNERS, ENGINEERS, INTERIORS, LANDSCAPE ARCHITECTS, ENVIRONMENTAL DESIGNERS, HISTORIC PRESERVATION, CONSTRUCTION MANAGEMENT, AND REAL ESTATE DEVELOPMENT

ARCHITECT
INTERIOR
PLANNING

Copyright Reserved

These drawings are the property of Imperial Architecture, Inc. and are not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture, Inc.

These drawings are the property of Imperial Architecture, Inc. and are not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture, Inc.

NO.	DATE	DESCRIPTION
1	10/1/19	ISSUED FOR REZONING
2	10/1/19	RESUBMISSION
3	10/1/19	2019-08-16
4	10/1/19	2019-08-16
5	10/1/19	2019-08-16
6	10/1/19	2019-08-16
7	10/1/19	2019-08-16
8	10/1/19	2019-08-16
9	10/1/19	2019-08-16
10	10/1/19	2019-08-16
11	10/1/19	2019-08-16
12	10/1/19	2019-08-16
13	10/1/19	2019-08-16
14	10/1/19	2019-08-16
15	10/1/19	2019-08-16
16	10/1/19	2019-08-16
17	10/1/19	2019-08-16
18	10/1/19	2019-08-16
19	10/1/19	2019-08-16
20	10/1/19	2019-08-16
21	10/1/19	2019-08-16
22	10/1/19	2019-08-16
23	10/1/19	2019-08-16
24	10/1/19	2019-08-16
25	10/1/19	2019-08-16
26	10/1/19	2019-08-16
27	10/1/19	2019-08-16
28	10/1/19	2019-08-16
29	10/1/19	2019-08-16
30	10/1/19	2019-08-16
31	10/1/19	2019-08-16
32	10/1/19	2019-08-16
33	10/1/19	2019-08-16
34	10/1/19	2019-08-16
35	10/1/19	2019-08-16
36	10/1/19	2019-08-16
37	10/1/19	2019-08-16
38	10/1/19	2019-08-16
39	10/1/19	2019-08-16
40	10/1/19	2019-08-16
41	10/1/19	2019-08-16
42	10/1/19	2019-08-16
43	10/1/19	2019-08-16
44	10/1/19	2019-08-16
45	10/1/19	2019-08-16
46	10/1/19	2019-08-16
47	10/1/19	2019-08-16
48	10/1/19	2019-08-16
49	10/1/19	2019-08-16
50	10/1/19	2019-08-16
51	10/1/19	2019-08-16
52	10/1/19	2019-08-16
53	10/1/19	2019-08-16
54	10/1/19	2019-08-16
55	10/1/19	2019-08-16
56	10/1/19	2019-08-16
57	10/1/19	2019-08-16
58	10/1/19	2019-08-16
59	10/1/19	2019-08-16
60	10/1/19	2019-08-16
61	10/1/19	2019-08-16
62	10/1/19	2019-08-16
63	10/1/19	2019-08-16
64	10/1/19	2019-08-16
65	10/1/19	2019-08-16
66	10/1/19	2019-08-16
67	10/1/19	2019-08-16
68	10/1/19	2019-08-16
69	10/1/19	2019-08-16
70	10/1/19	2019-08-16
71	10/1/19	2019-08-16
72	10/1/19	2019-08-16
73	10/1/19	2019-08-16
74	10/1/19	2019-08-16
75	10/1/19	2019-08-16
76	10/1/19	2019-08-16
77	10/1/19	2019-08-16
78	10/1/19	2019-08-16
79	10/1/19	2019-08-16
80	10/1/19	2019-08-16
81	10/1/19	2019-08-16
82	10/1/19	2019-08-16
83	10/1/19	2019-08-16
84	10/1/19	2019-08-16
85	10/1/19	2019-08-16
86	10/1/19	2019-08-16
87	10/1/19	2019-08-16
88	10/1/19	2019-08-16
89	10/1/19	2019-08-16
90	10/1/19	2019-08-16
91	10/1/19	2019-08-16
92	10/1/19	2019-08-16
93	10/1/19	2019-08-16
94	10/1/19	2019-08-16
95	10/1/19	2019-08-16
96	10/1/19	2019-08-16
97	10/1/19	2019-08-16
98	10/1/19	2019-08-16
99	10/1/19	2019-08-16
100	10/1/19	2019-08-16

ISSUED FOR REZONING
RESUBMISSION
(2019-08-16)

STEVENSON HWY TOWNHOUSE
DEVELOPMENT FOR

KS&C
4011, 4011 & 4011 STEVENSON HWY,
RICHMOND, NC 28217 (34.99945)

COLOR RENDERING

Project No. #8217
Drawing No. A.0.1
Scale N.T.S.
Sheet



IMPERIAL ARCHITECTURE
 ARCHITECTS
 4571 45th & 46th STEVESTON HWY.
 RICHMOND, BC V6X 1A9

ARCHITECTURE
 INTERIOR
 PLANNING

Copyright Reserved
 No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from Imperial Architecture.

DISCLAIMER
 This drawing is prepared for the purpose of design and is not to be used for construction without the approval of Imperial Architecture.

NO.	DATE	DESCRIPTION
1	10/10/18	ISSUED FOR REZONING RESUBMISSION (2019-08-16)

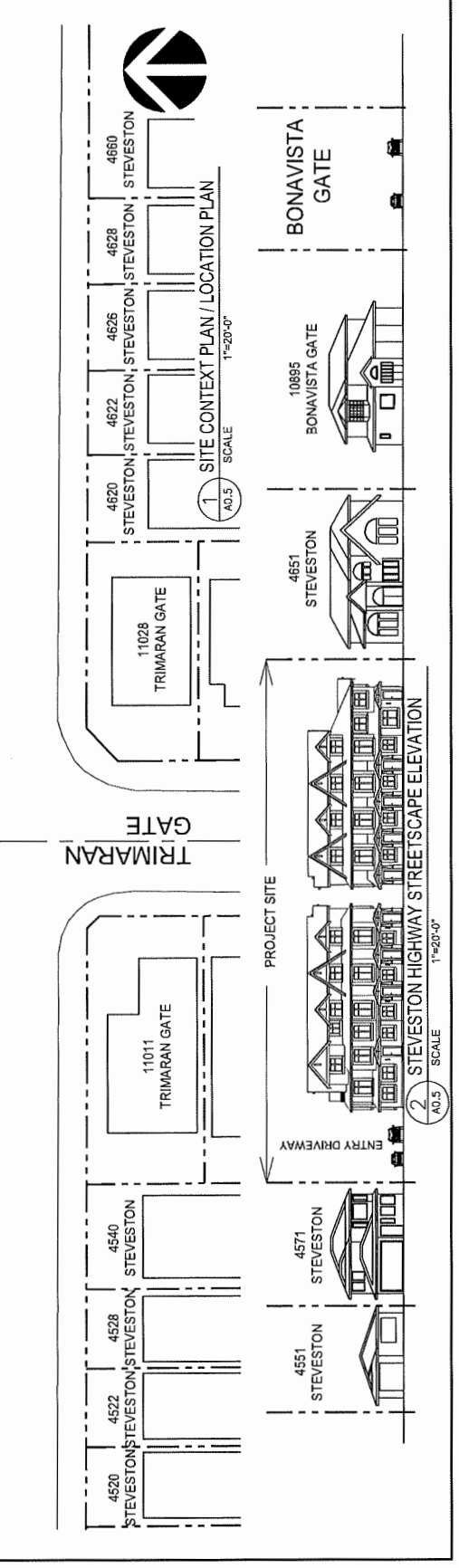
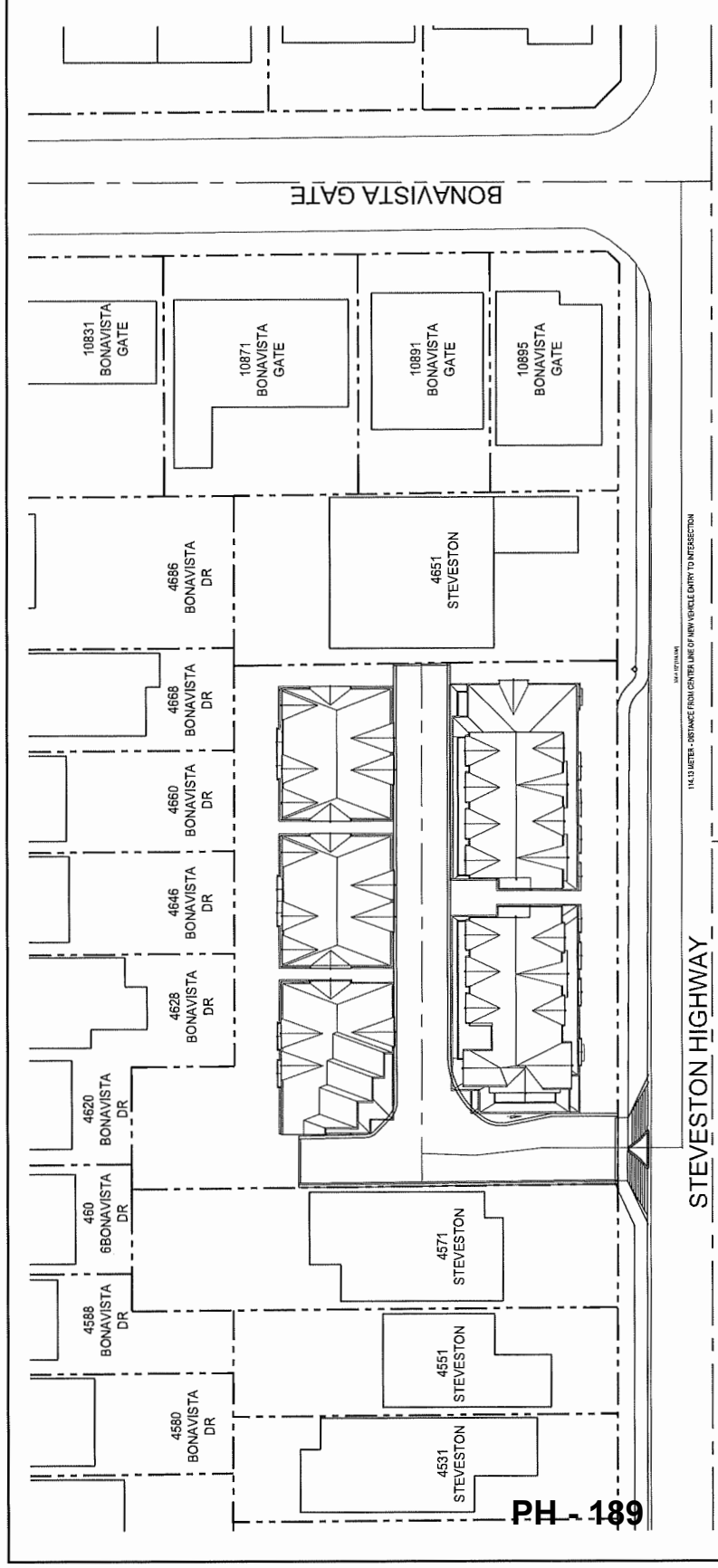
PROJECT NO.	4571 45th & 46th STEVESTON HWY.
PROJECT NAME	STEVESTON TOWNHOUSE DEVELOPMENT
CLIENT	11028 TRIMARAN GATE
DATE	10/10/18
SCALE	1"=20'-0"
DRAWN BY	PH-189
CHECKED BY	
APPROVED BY	

ISSUED FOR REZONING
 RESUBMISSION
 (2019-08-16)

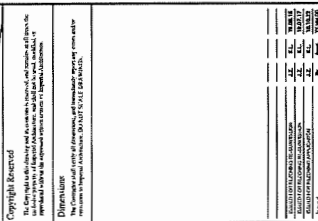
STEVESTON HWY TOWNHOUSE
 DEVELOPMENT FOR
11028 TRIMARAN GATE
 4571 45th & 46th STEVESTON HWY.
 RICHMOND, BC V6X 1A9

**SITE CONTEXT PLAN
 STREETSCAPE ELEVATION**

Scale: 1"=20'-0"
 Project No: #8217
 Drawing: A0.5







**STEVESTON HWY TOWNHOUSE
DEVELOPMENT FOR**

SITE PLAN

Sample No.	Scale	3/32"=1'-0"	Section
Sheet	Sheet	Sheet	Sheet

A 12

 LANDSCAPE BUFFER[illegible]

VARIANCE REQUIRED:
TO ALLOW 4.92M FRONT
YARD SETBACK TO
COMPLY WITH OCP DESIGN
GUIDELINE

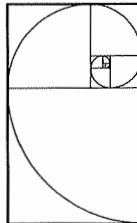
GENERAL NOTES:

1. ASHRAE IN-PLACE FEATURES SUCH AS STAIRWELL HANDRAILS, SLOD BLOCKING IN STAIRWAYS, AND SHOWER AND TUB DRAINAGE INSTALLATION BENEATH TILE, GROUT, AND SHOWER AND TUB TRAYS.
2. ALL NEW ELECTRICAL AND PLUMBING WORK SHALL BE PROVIDED IN ALL UNITS.
3. UNIT 111 (TYPE C1) IS THE CONVERTIBLE UNIT.
4. UNIT 102 (TYPE A2) IS THE LOCKOFF UNIT.
5. THE PROJECT WILL PROVIDE AIR SOURCE HEAT PUMP AC UNIT WITH AIR-COMMUNAL HEATING CAPABILITY FOR EACH OF THE NEIGHBORHOODS. FOR FUTURE SUSTAINABLE FEATURES WILL ALSO BE PROVIDED IN THE PROJECT.
6. THE PROJECT WILL NOT BE READY FOR SUBMITTANT BULBS
7. THE MECHANICAL SOURCE PLANS MAY VARY TO POWER OUTPUT IN PRIVATE GARAGE FOR CHARGING ELECTRIC CARS
8. THE MECHANICAL HEATING AND COOLING AIR SOURCE HEAT PUMP SYSTEMS TO COMPLY WITH RELATIVE REQUIREMENTS IN ASHRAE 90.1 AND ASHRAE 55 REGARDING THE EQUIPMENT OF THERMAL COMFORT.
9. AN AUTOMATED IRRIGATION SYSTEM FOR FUTURES ON-GOING LANDSCAPE WILL BE INSTALLED. SEE LANDSCAPE



PLAN #1

1 SITE PLAN
A1.2 SCALE 3/32"=1'-0"



IMPERIAL ARCHITECTURE

ARCHITECTS

10000 WILLOW CREEK DRIVE, SUITE 100
RICHMOND, VA 23133

PHOTOGRAPH BY JEFFREY M. HARRIS

ARCHITECTS

PLANNERS

Copyright Reserved

No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture.

Discussions

For more information, please contact the architect at the address above.

NO.	DATE	DESCRIPTION	BY	CHKD	APPD
1	08/15/16	ISSUED FOR REZONING RESUBMISSION	JM	JM	JM
2	08/15/16	REVISIONS	JM	JM	JM
3	08/15/16	REVISIONS	JM	JM	JM
4	08/15/16	REVISIONS	JM	JM	JM
5	08/15/16	REVISIONS	JM	JM	JM
6	08/15/16	REVISIONS	JM	JM	JM
7	08/15/16	REVISIONS	JM	JM	JM
8	08/15/16	REVISIONS	JM	JM	JM
9	08/15/16	REVISIONS	JM	JM	JM
10	08/15/16	REVISIONS	JM	JM	JM
11	08/15/16	REVISIONS	JM	JM	JM
12	08/15/16	REVISIONS	JM	JM	JM
13	08/15/16	REVISIONS	JM	JM	JM
14	08/15/16	REVISIONS	JM	JM	JM
15	08/15/16	REVISIONS	JM	JM	JM
16	08/15/16	REVISIONS	JM	JM	JM
17	08/15/16	REVISIONS	JM	JM	JM
18	08/15/16	REVISIONS	JM	JM	JM
19	08/15/16	REVISIONS	JM	JM	JM
20	08/15/16	REVISIONS	JM	JM	JM
21	08/15/16	REVISIONS	JM	JM	JM
22	08/15/16	REVISIONS	JM	JM	JM
23	08/15/16	REVISIONS	JM	JM	JM
24	08/15/16	REVISIONS	JM	JM	JM
25	08/15/16	REVISIONS	JM	JM	JM
26	08/15/16	REVISIONS	JM	JM	JM
27	08/15/16	REVISIONS	JM	JM	JM
28	08/15/16	REVISIONS	JM	JM	JM
29	08/15/16	REVISIONS	JM	JM	JM
30	08/15/16	REVISIONS	JM	JM	JM
31	08/15/16	REVISIONS	JM	JM	JM
32	08/15/16	REVISIONS	JM	JM	JM
33	08/15/16	REVISIONS	JM	JM	JM
34	08/15/16	REVISIONS	JM	JM	JM
35	08/15/16	REVISIONS	JM	JM	JM
36	08/15/16	REVISIONS	JM	JM	JM
37	08/15/16	REVISIONS	JM	JM	JM
38	08/15/16	REVISIONS	JM	JM	JM
39	08/15/16	REVISIONS	JM	JM	JM
40	08/15/16	REVISIONS	JM	JM	JM
41	08/15/16	REVISIONS	JM	JM	JM
42	08/15/16	REVISIONS	JM	JM	JM
43	08/15/16	REVISIONS	JM	JM	JM
44	08/15/16	REVISIONS	JM	JM	JM
45	08/15/16	REVISIONS	JM	JM	JM
46	08/15/16	REVISIONS	JM	JM	JM
47	08/15/16	REVISIONS	JM	JM	JM
48	08/15/16	REVISIONS	JM	JM	JM
49	08/15/16	REVISIONS	JM	JM	JM
50	08/15/16	REVISIONS	JM	JM	JM
51	08/15/16	REVISIONS	JM	JM	JM
52	08/15/16	REVISIONS	JM	JM	JM
53	08/15/16	REVISIONS	JM	JM	JM
54	08/15/16	REVISIONS	JM	JM	JM
55	08/15/16	REVISIONS	JM	JM	JM
56	08/15/16	REVISIONS	JM	JM	JM
57	08/15/16	REVISIONS	JM	JM	JM
58	08/15/16	REVISIONS	JM	JM	JM
59	08/15/16	REVISIONS	JM	JM	JM
60	08/15/16	REVISIONS	JM	JM	JM
61	08/15/16	REVISIONS	JM	JM	JM
62	08/15/16	REVISIONS	JM	JM	JM
63	08/15/16	REVISIONS	JM	JM	JM
64	08/15/16	REVISIONS	JM	JM	JM
65	08/15/16	REVISIONS	JM	JM	JM
66	08/15/16	REVISIONS	JM	JM	JM
67	08/15/16	REVISIONS	JM	JM	JM
68	08/15/16	REVISIONS	JM	JM	JM
69	08/15/16	REVISIONS	JM	JM	JM
70	08/15/16	REVISIONS	JM	JM	JM
71	08/15/16	REVISIONS	JM	JM	JM
72	08/15/16	REVISIONS	JM	JM	JM
73	08/15/16	REVISIONS	JM	JM	JM
74	08/15/16	REVISIONS	JM	JM	JM
75	08/15/16	REVISIONS	JM	JM	JM
76	08/15/16	REVISIONS	JM	JM	JM
77	08/15/16	REVISIONS	JM	JM	JM
78	08/15/16	REVISIONS	JM	JM	JM
79	08/15/16	REVISIONS	JM	JM	JM
80	08/15/16	REVISIONS	JM	JM	JM
81	08/15/16	REVISIONS	JM	JM	JM
82	08/15/16	REVISIONS	JM	JM	JM
83	08/15/16	REVISIONS	JM	JM	JM
84	08/15/16	REVISIONS	JM	JM	JM
85	08/15/16	REVISIONS	JM	JM	JM
86	08/15/16	REVISIONS	JM	JM	JM
87	08/15/16	REVISIONS	JM	JM	JM
88	08/15/16	REVISIONS	JM	JM	JM
89	08/15/16	REVISIONS	JM	JM	JM
90	08/15/16	REVISIONS	JM	JM	JM
91	08/15/16	REVISIONS	JM	JM	JM
92	08/15/16	REVISIONS	JM	JM	JM
93	08/15/16	REVISIONS	JM	JM	JM
94	08/15/16	REVISIONS	JM	JM	JM
95	08/15/16	REVISIONS	JM	JM	JM
96	08/15/16	REVISIONS	JM	JM	JM
97	08/15/16	REVISIONS	JM	JM	JM
98	08/15/16	REVISIONS	JM	JM	JM
99	08/15/16	REVISIONS	JM	JM	JM
100	08/15/16	REVISIONS	JM	JM	JM

ISSUED FOR REZONING RESUBMISSION (2019-08-16)

STEVENSON HWY TOWNHOUSE DEVELOPMENT FOR

KONIE

ATTORNEY

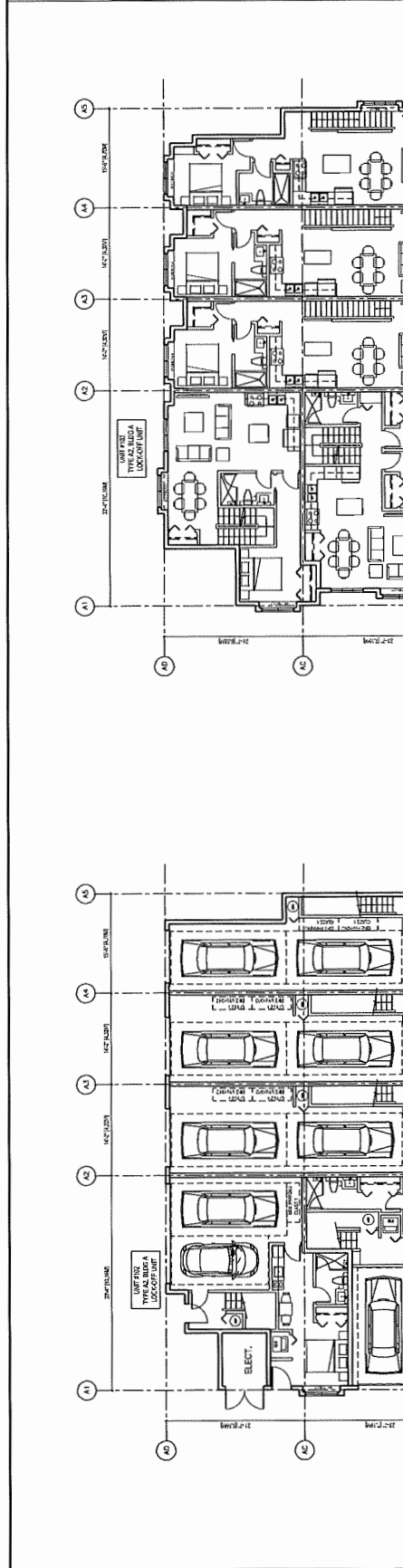
4011 GOLF COURSE RD, SUITE 100
RICHMOND, VA 23133

BUILDING A FLOOR PLANS

Project: #8217

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

Sheet: 1 of 1



1 BUILDING A LEVEL 1 FLOOR PLAN

1/8"=1'-0" SCALE

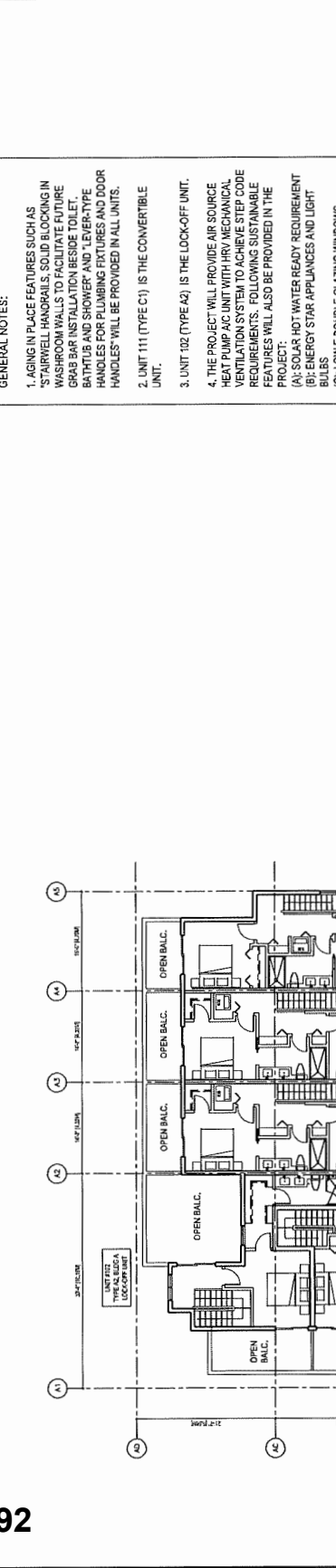
A2.1



2 BUILDING A LEVEL 2 FLOOR PLAN

1/8"=1'-0" SCALE

A2.1



3 BUILDING A LEVEL 3 FLOOR PLAN

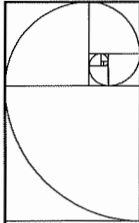
1/8"=1'-0" SCALE

A2.1

GENERAL NOTES:

- AGING IN PLACE FEATURES SUCH AS "STAIRWELL HANDRAILS, SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILET, BATH TUB AND SHOWER" AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES" WILL BE PROVIDED IN ALL UNITS.
- UNIT 111 (TYPE C1) IS THE CONVERTIBLE UNIT.
- UNIT 102 (TYPE A2) IS THE LOCK-OFF UNIT.
- THE PROJECT WILL PROVIDE AIR SOURCE HEAT PUMP/AC UNIT WITH HRA MECHANICAL VENTILATION SYSTEM TO ACHIEVE STEP CODE REQUIREMENTS. FOLLOWING SUSTAINABLE FEATURES WILL ALSO BE PROVIDED IN THE PROJECT:
 - (A): SOLAR HOT WATER READY REQUIREMENT
 - (B): ENERGY STAR APPLIANCES AND LIGHT BULBS
 - (C): POWER OUTLET IN PRIVATE GARAGE FOR CHARGING ELECTRIC CARS
- THE MECHANICAL HEATING AND COOLING SYSTEM (AIR SOURCE HEAT PUMP SYSTEM) TO COMPLY WITH RELATIVE REQUIREMENTS IN CBC-2018 AND ASHRAE 55 REGARDING THE STANDARDS OF THERMAL COMFORT.
- AN AUTOMATED IRRIGATION SYSTEM FOR FUTURE ON-GOING MAINTENANCE WILL BE INSTALLED. SEE LANDSCAPE





IMPERIAL ARCHITECTURE
BOLLEGE OF AN ARCHITECTURE OF PRACTICE
4011 40TH AVE. STEVENSON HWY.
BETHESDA, MD 20814
TEL: 301.461.1111
WWW.IMPERIALARCHITECTURE.COM

ARCHITECT
INTERIOR
PLANNING

Copyright Imperial

This drawing is the property of Imperial Architecture, Inc. and is to be used only for the project and location specified. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without written permission from Imperial Architecture, Inc.

DISCLAIMER: Imperial Architecture, Inc. is not responsible for the accuracy of the information provided by others. Imperial Architecture, Inc. is not responsible for the accuracy of the information provided by others.

Revised: 10/10/2019

Drawn: J. K. KONG

Checked: J. K. KONG

Approved: J. K. KONG

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

Sheet: A2.2

Project: 10/10/2019

Location: 10/10/2019

Client: 10/10/2019

Architect: 10/10/2019

Interior: 10/10/2019

Planning: 10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

10/10/2019

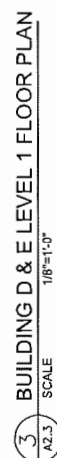
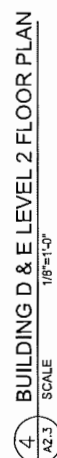
10/10/2019

10/10/2019

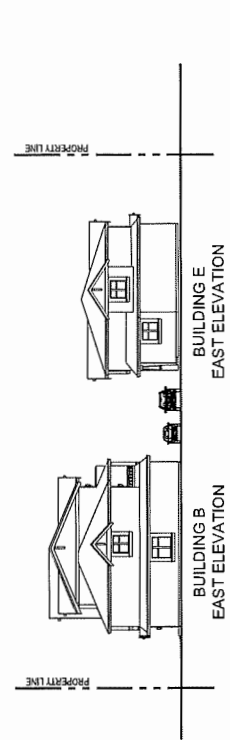
10/10/2019

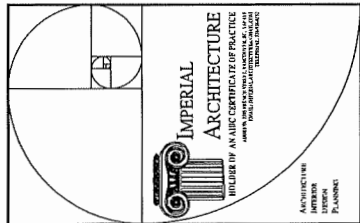
10/10/2019

10/10/2019



A 3.1





IMPERIAL
ARCHITECTURE
BUILDER OF AIA CERTIFICATE OF PRACTICE
JAMES H. HARRIS, ARCHITECT, AIA, LEED
GREEN BUILDING RATED LEED GOLD
10000 WILSON AVENUE, SUITE 100
BETHESDA, MD 20814
TEL: 301.470.8800
WWW.IMPERIALARCHITECTURE.COM

ARCHITECTURE
INTERIOR
PLANNING

Copyright Reserved

Any reproduction or distribution of this drawing without the written consent of Imperial Architecture, Inc. is prohibited. This drawing is the property of Imperial Architecture, Inc. and shall remain confidential. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior written permission from Imperial Architecture, Inc.

Distribution:

For the purpose of this drawing, the following information is provided: 1. The drawing is for the purpose of illustrating the proposed design. 2. The drawing is not to be used for construction purposes. 3. The drawing is not to be used for any other purpose without the written consent of Imperial Architecture, Inc.

Project Name	STEVINGTON LUXURY TOWNHOUSE DEVELOPMENT
Project Address	4311 47th Ave S, STEVINGTON HWY, RICHMOND, VA 23234
Project Number	10000
Project Date	2019-08-16
Project Status	ISSUED FOR REZONING RESUBMISSION

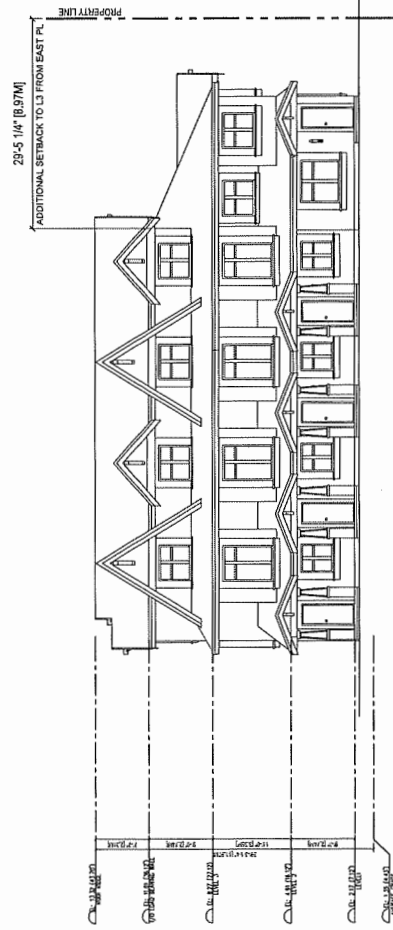
ISSUED FOR REZONING
RESUBMISSION
(2019-08-16)

STEVINGTON LUXURY TOWNHOUSE
DEVELOPMENT FOR

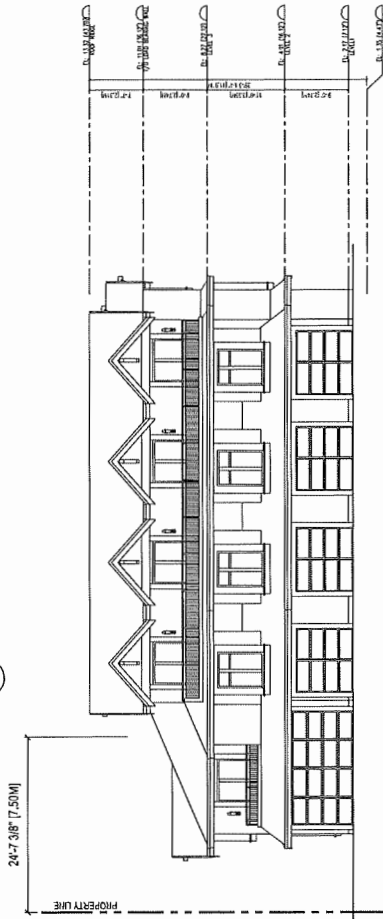
JH KONG
ARCHITECT
4311 47th Ave S, STEVINGTON HWY,
RICHMOND, VA 23234

BUILDING B ELEVATIONS

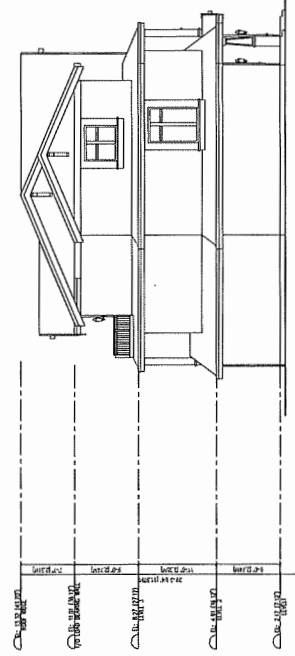
Project No. #8217
Scale 1/8"=1'-0"
Drawing No. A3.3



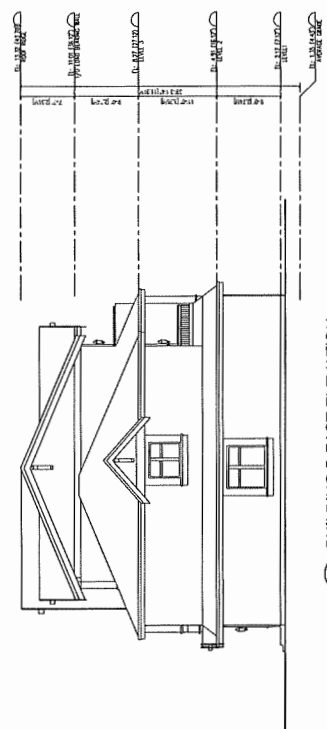
1. BUILDING B SOUTH ELEVATION
SCALE 1/8"=1'-0"
A3.3



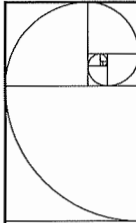
2. BUILDING B NORTH ELEVATION
SCALE 1/8"=1'-0"
A3.3



3. BUILDING B WEST ELEVATION
SCALE 1/8"=1'-0"
A3.3



4. BUILDING B EAST ELEVATION
SCALE 1/8"=1'-0"
A3.3



IMPERIAL
ARCHITECTURE
BOLIVAR OF AN ARCHITECTURE OF PRACTICE
ARCHITECTS AND INTERIORS, LLC
1000 N. 10TH STREET, SUITE 100
RICHMOND, VA 23217

ARCHITECT
INTERIOR
PLANNING

Copyright Reserved

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from Imperial Architecture, Inc.

Imperial Architecture, Inc. is not responsible for any errors or omissions in this publication. The publisher assumes no liability for any damages, including consequential damages, arising from the use of the information contained herein.

Imperial Architecture, Inc. is not responsible for any errors or omissions in this publication. The publisher assumes no liability for any damages, including consequential damages, arising from the use of the information contained herein.

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

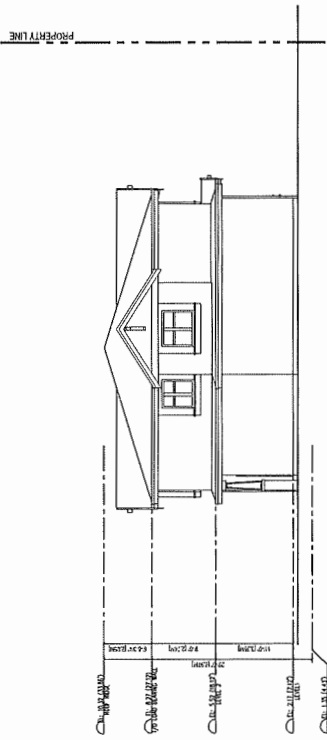
ISSUED FOR REZONING
RESUBMISSION
(2019-08-16)

Client: STEVENSON HWY. TOWNHOUSE
DEVELOPMENT FOR

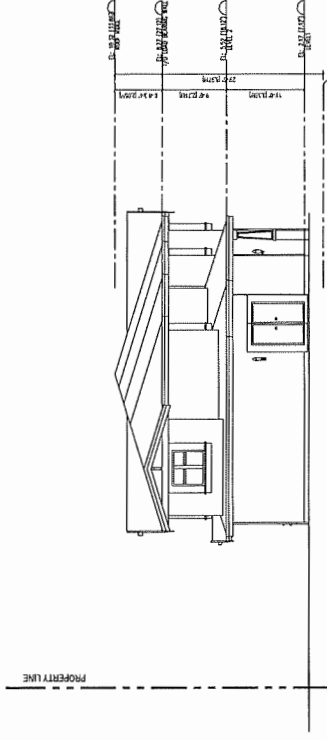
11 KENIE
4071.4078 S. 4411 STEVENSON HWY.
RICHMOND, VA 23234

PROJECT
BUILDING C ELEVATIONS

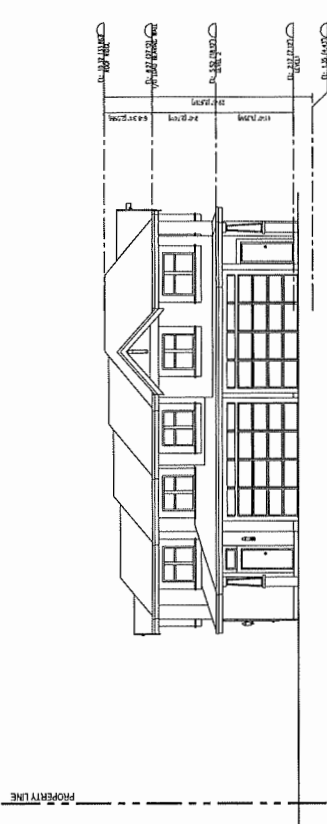
Project No. #8217
Scale 1/8"=1'-0"
Drawing No. A3.4



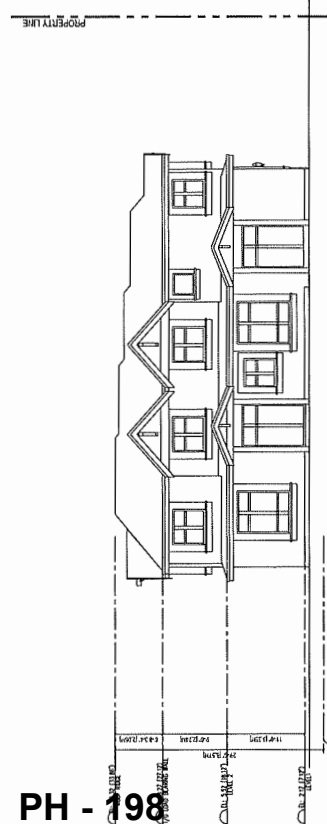
1. BUILDING C SOUTH ELEVATION
SCALE 1/8"=1'-0"



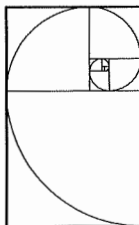
3. BUILDING C EAST ELEVATION
SCALE 1/8"=1'-0"



2. BUILDING C NORTH ELEVATION
SCALE 1/8"=1'-0"



4. BUILDING C WEST ELEVATION
SCALE 1/8"=1'-0"



IMPERIAL ARCHITECTURE
BUREAU OF ARCHITECTURE OF PRACTICE
ARCHITECTS AND PLANNERS
10000 STEVENSON HWY.
RICHMOND, VA 23134
(800) 541-1000

ARCHITECTURE
INTERIOR
PLANNING

Copyright Reserved

No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Imperial Architecture.

Dimensions

Measurements are in feet and inches. All dimensions are to the center of the member unless otherwise noted.

DATE	10/15/19
BY	JK
CHECKED	JK
APPROVED	JK
SCALE	1/8"=1'-0"
TITLE	BUILDING D & E ELEVATIONS

ISSUED FOR REZONING
RESUBMISSION
(2019-08-16)

Client/Owner
STEVENSON HWY TOWNHOUSE
DEVELOPMENT FOR

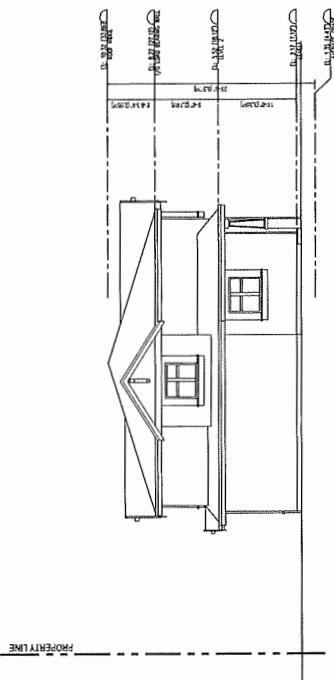
AKONIC
ARCHITECTS
4011 STEVENSON HWY.
RICHMOND, VA 23134 (541-0945)

PROJECT
BUILDING D & E ELEVATIONS

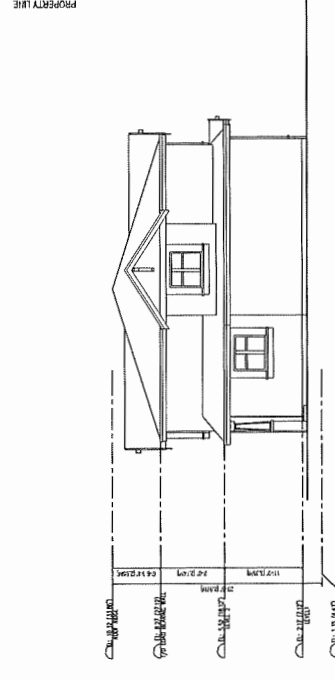
Project No.
#6217

Scale
1/8"=1'-0"

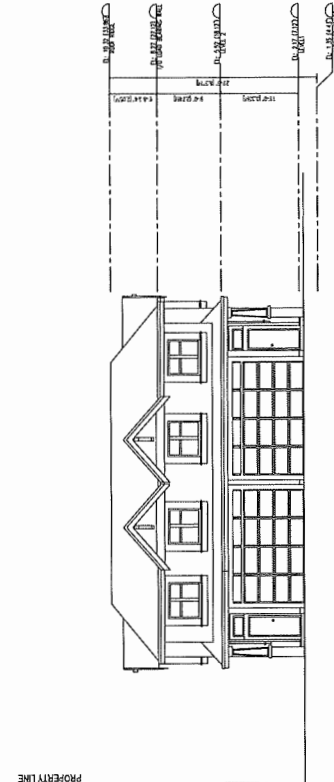
Sheet
A 3.5



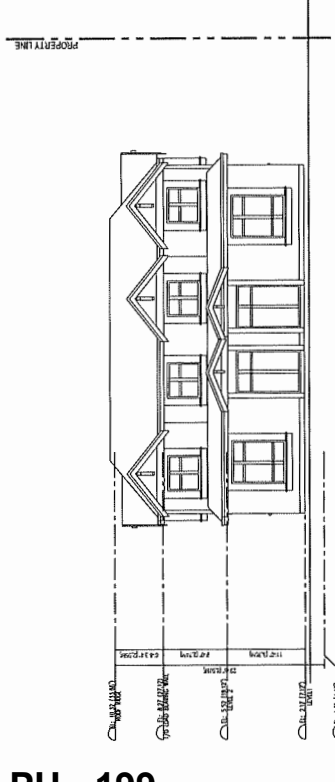
3 BUILDING D & E EAST ELEVATION
SCALE 1/8"=1'-0"



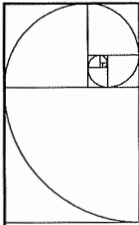
4 BUILDING D & E WEST ELEVATION
SCALE 1/8"=1'-0"



1 BUILDING D & E SOUTH ELEVATION
SCALE 1/8"=1'-0"



2 BUILDING D & E NORTH ELEVATION
SCALE 1/8"=1'-0"



**IMPERIAL
ARCHITECTURE**
OFFICE OF ARCHITECTURE & INTERIOR DESIGN
4011 AVENUE 1460 STEVENSON HWY.
BETHESDA, MD 20814-4401
TEL: 301.461.1460 FAX: 301.461.1461
WWW.IMPERIALARCHITECTURE.COM

ARCHITECT
INTERIOR
PLANNING

Copyright Reserved

This drawing is the property of Imperial Architecture and is to be used only for the project and location specified herein. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without written permission from Imperial Architecture.

Drawings
This drawing is the property of Imperial Architecture and is to be used only for the project and location specified herein. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without written permission from Imperial Architecture.

NO.	DATE	DESCRIPTION	BY	CHKD.
1	08/15/19	ISSUED FOR REZONING RESUBMISSION (2019-08-16)	AK	AK
2	08/15/19	ISSUED FOR REZONING RESUBMISSION (2019-08-16)	AK	AK
3	08/15/19	ISSUED FOR REZONING RESUBMISSION (2019-08-16)	AK	AK
4	08/15/19	ISSUED FOR REZONING RESUBMISSION (2019-08-16)	AK	AK

ISSUED FOR REZONING
RESUBMISSION
(2019-08-16)

STEVENSON HWY. TOWNHOUSE
DEVELOPMENT FOR

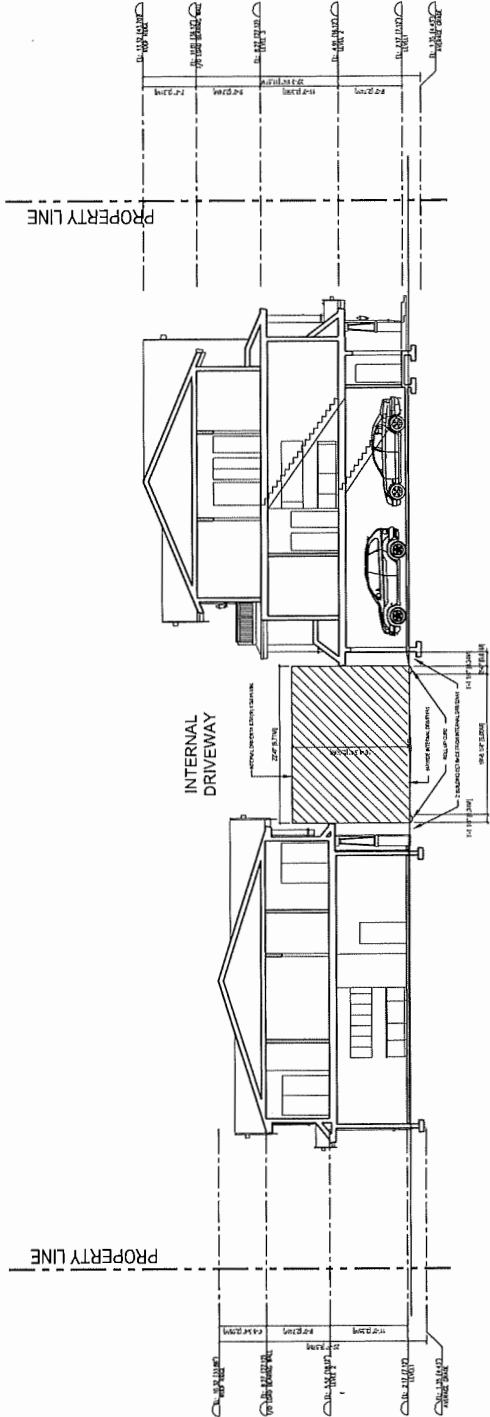
AK
AK
4011 AVENUE 1460 STEVENSON HWY.
BETHESDA, MD 20814-4401

BUILDING SECTIONS

Project No.
#8217

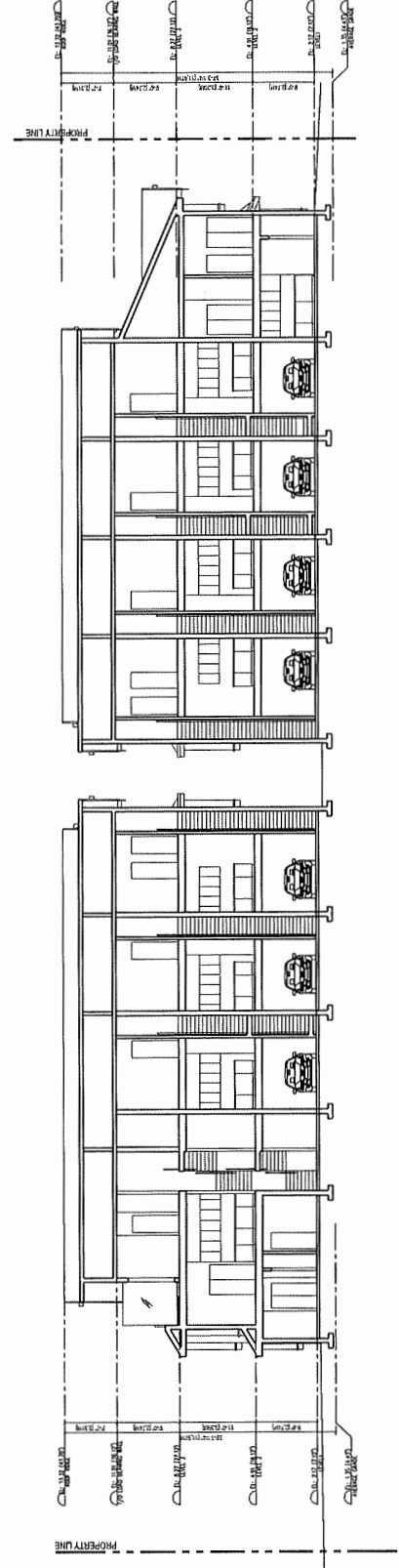
Scale
1/8"=1'-0"

Sheet
A4.1



1 BUILDING B SECTION #1
SCALE 1/8"=1'-0"

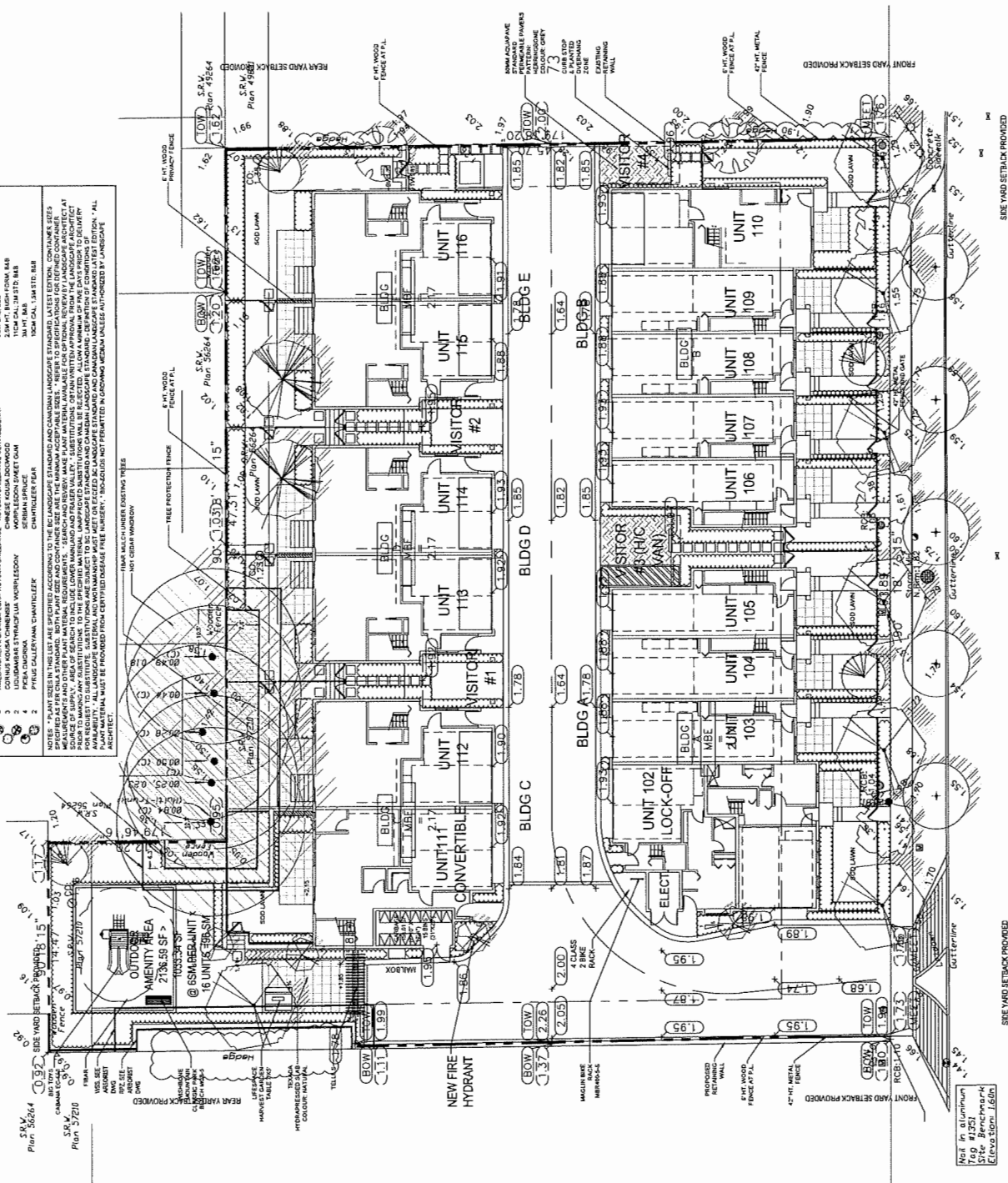
2 BUILDING D SECTION
SCALE 1/8"=1'-0"



3 BUILDING B SECTION #2
SCALE 1/8"=1'-0"

4 BUILDING AE SECTION
SCALE 1/8"=1'-0"

SEAL:

[illegible]

NO.	DATE	REVISION DESCRIPTION	DR.
1	19.08.12	NEW SET PLAN	DR.
2	19.08.12	NEW SET PLAN	DR.

Project:

**16 UNIT TOWNHOUSE
DEVELOPMENT**
4611 STEVESTON HIGHWAY
RICHMOND

DRAWING TITLE:
**LANDSCAPE
PLAN**

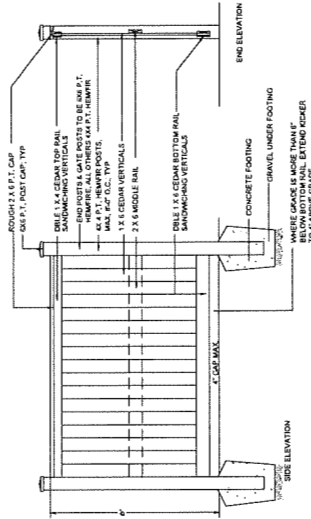
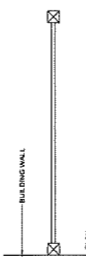
1

OF 2

19-091

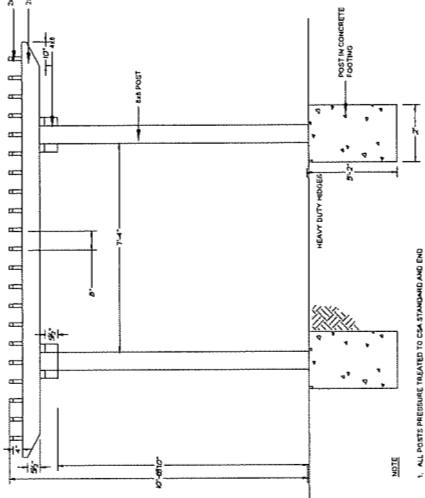
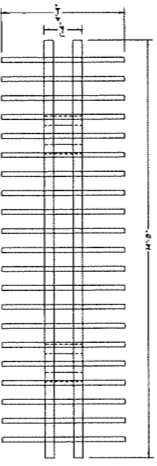
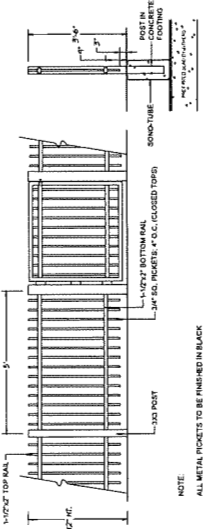
SEAL:

- NOTES:
1. ALL WOOD POSTS TO BE PRESURE TREATED TO C.A.A. STANDARDS
 2. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
 3. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
 4. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
 5. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
 6. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED



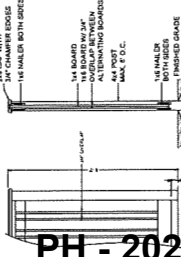
1 6' HT. WOOD PRIVACY FENCE
1/2"=1'-0"

2 42" HT. METAL FENCE AND GATE
1/2"=1'-0"

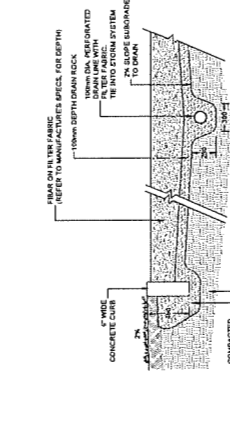


- NOTES:
1. ALL POSTS PRESURE TREATED TO C.A.A. STANDARDS AND END CUTS TREATED WITH PRESERVATIVE
 2. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
 3. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
 4. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED

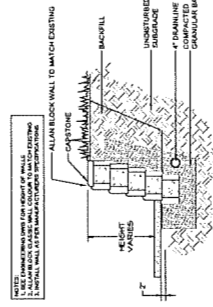
6 TRELLIS
1/2"=1'-0"



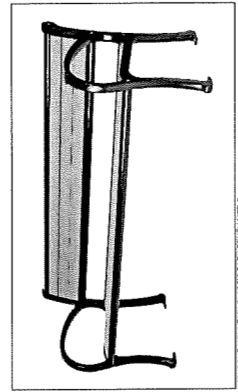
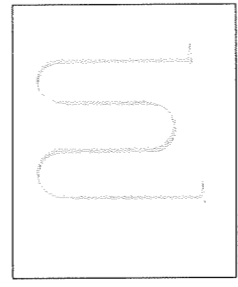
3 6' HEIGHT SOLID WOOD FENCE
1/2"=1'-0"



4 PLAYGROUND SAFETY SURFACE
1/2"=1'-0"



5 ALLAN BLOCK WALL
1/2"=1'-0"



0 23 3

APPENDIX C: TREE MANAGEMENT DRAWING - SHEET 2

TREE MANAGEMENT DETAIL

PROJECT:	PROPOSED TOWNHOUSE DEVELOPMENT
----------	--------------------------------

PROJECT:	PROPOSED TOWNHOUSE DEVELOPMENT
ADDRESS:	4571, 4591, 4611 STEVESTON HIGHWAY

	CLIENT: KANON DEVELOPMENT
--	---------------------------

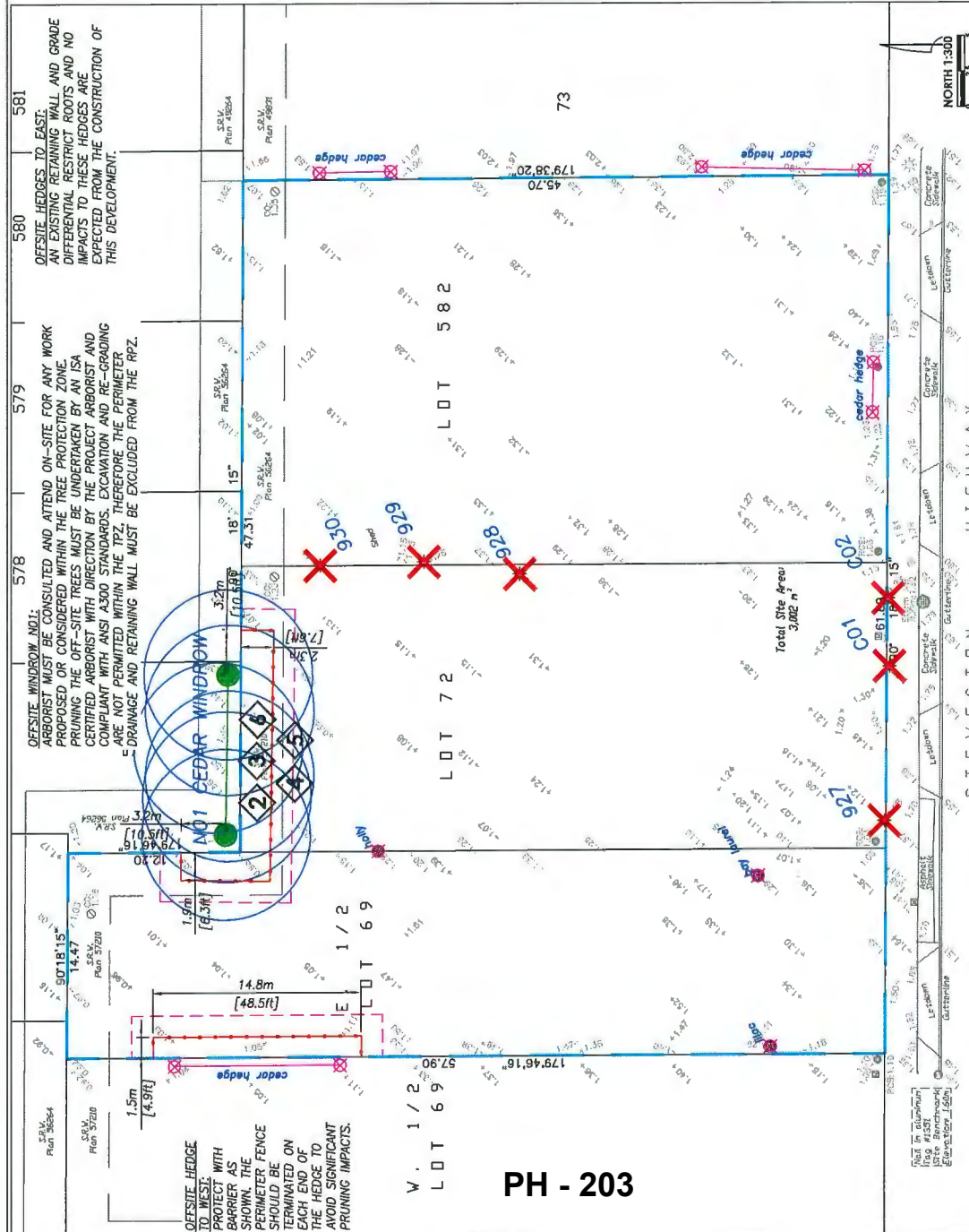
CLIENT:	KONIC DEVELOPMENT
CITY REF:	ACL FILE: 18284

PLOT SIZE:	11"X17"	REV #:	1	DATE:	JUN 20.
------------	---------	--------	---	-------	---------



SUITE 145 - 12051 HORSESHOE

SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4 604 275 3484



PH - 203



Address: 4571, 4591, and 4611/4631 Steveston Highway

File No.: RZ 18-839945

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10081, the developer is required to complete the following:

1. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Discharge of restrictive covenant RD85670, which reserves a portion of the property for future road construction.
4. Discharge of covenant BF506485, which restricts the property to a two-unit dwelling only.
5. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Registration of a flood indemnity covenant on title (Area A).
8. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entire area of the proposed driveway entry from Steveston Highway and the interior drive aisle, in favour of future residential development to the east and west. Language should be included in the SRW document that is City will not be responsible for maintenance or liability within the SRW area.
9. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$16,480) to the City's public art fund.
10. Contribution of \$1,600 per dwelling unit (e.g. \$25,600) in-lieu of on-site indoor amenity space to go towards development of City facilities.
11. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$164,798) to the City's affordable housing fund.
12. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
13. Registration of a legal agreement on Title to ensure that the secondary suite cannot be stratified or otherwise held under separate title.
14. City acceptance of a \$5,700 cash contribution towards the upgrade of the existing special crosswalk at the Steveston Highway and Bonavista Gate intersection.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 8 required replacement trees with the following minimum sizes:

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

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

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed Step 3 of the Energy Step Code for Part 9 construction (Climate Zone 4), in compliance with the Richmond Building Regulation Bylaw 7230.

Prior to Development Permit* being forwarded to Council for issuance, the developer is required to:

1. Deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and a 10% contingency.
2. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 714.0 L/s of water available at a 20 psi residual at the Steveston Highway frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
 - (1) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - (2) Review hydrant spacing on Steveston Highway frontage and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - (3) Provide a right-of-way on site for the water meter. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- c) At Developer's cost, the City will:
 - (1) Cut, cap, and remove existing water service connections along Steveston Highway frontage.
 - (2) Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

- a) At Developer's cost, the City will:
 - (1) Cut, cap, and remove existing storm connections at Steveston Highway frontage.

- (2) Install a new storm service connection to serve the proposed development.

Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - (1) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
 - (2) Install a new sanitary service connection, location to be determined through the Servicing Agreement review process.
- b) At Developer's cost, the City will:
 - (1) Cut and cap at main all existing sanitary connections along property's rear-yard.
 - (2) Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements:

- a) At Developer's cost, the Developer is required to:
 - (1) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (a) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (b) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (c) To underground overhead service lines.
 - (2) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - (a) BC Hydro PMT – 4.0 x 5.0 m
 - (b) BC Hydro LPT – 3.5 x 3.5 m
 - (c) Street light kiosk – 1.5 x 1.5 m
 - (d) Traffic signal kiosk – 2.0 x 1.5 m
 - (e) Traffic signal UPS – 1.0 x 1.0 m
 - (f) Shaw cable kiosk – 1.0 x 1.0 m
 - (g) Telus FDH cabinet – 1.1 x 1.0 m
 - (3) Review street lighting levels along all road and lane frontages, and upgrade as required.
 - (4) Complete the following frontage improvements as per Transportation's requirements:
 - (a) Remove existing sidewalk and replace with a new 1.5 m wide concrete sidewalk at the property line and a new minimum 1.5 m wide boulevard with street trees;
 - (b) Removal of existing driveways and replacement with concrete barrier curb/gutter and frontage works as described above; and
 - (c) Construct a new driveway crossing to the development site to provide right-in/right-out access only.

General Items:

a) At Developer's cost, the Developer is required to:

- (1) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- (2) Provide a video inspection report of the adjacent existing storm and sanitary sewers prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- (3) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- (4) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- (5) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of construction water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated construction water to the storm sewer system.
- (6) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
- (7) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream (if applicable). The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- (8) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

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

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

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

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

[signed concurrence on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10081 (RZ 18-839945)
4571, 4591, and 4611/4631 Steveston Highway**

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

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

P.I.D. 002-088-665

The East Half of Lot 69 Section 35 Block 4 North Range 7 West New Westminster District Plan 30342

P.I.D. 003-790-355

Lot 72 Section 35 Block 4 North Range 7 West New Westminster District Plan 32545

P.I.D. 003-752-119

Lot 582 Section 35 Block 4 North Range 7 West New Westminster District Plan 56263

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10081”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

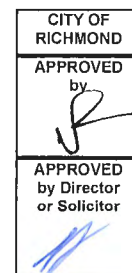
SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

SEP 23 2019



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

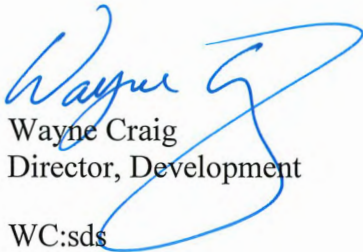
Date: September 4, 2019

File: RZ 17-763712

Re: Application by CLO Ventures K2 Ltd. for Rezoning at 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)


Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10082, for the rezoning of 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, in order to permit the development of 20 townhouse units with vehicle access from Steveston Highway, be introduced and given first reading.



Wayne Craig
Director, Development

WC:sds
Att. 7

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

Staff Report

Origin

CLO Ventures K2 Ltd. has applied to the City of Richmond for permission to rezone the properties at 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, in order to permit the development of 20 townhouse units with right-in/right-out vehicle access from Steveston Highway. A location map and aerial photograph are provided in Attachment 1. The subject site is currently occupied by five single-family dwellings, which are proposed to be demolished.

Project Description

The subject properties have a total combined frontage of approximately 96 m (315 ft.) and are required to be consolidated into one development parcel prior to final adoption of the rezoning bylaw. The proposal includes 12 three-storey and eight two-storey townhouse units, in six buildings, with a proposed floor area ratio (FAR) of 0.6. Three secondary suites and two convertible units are also included in the proposal. The preliminary site plan, building elevations and landscape plan are provided in Attachment 2.

Findings of Fact

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

Existing Housing Profile

The applicant has advised that the five existing single-family dwellings are currently tenanted with no existing secondary suites.

Surrounding Development

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

To the South: Across Steveston Highway, farm businesses on lots zoned “Agriculture (AG1)” located in the Agricultural Land Reserve (ALR).

To the East: Across Southdale Road, single-family dwellings on lots zoned “Compact Single Detached (RC1)” fronting Steveston Highway.

To the West: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Steveston Highway.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential (NRES)”. The “Neighbourhood Residential” designation comprises of those areas where the principal uses are single-family, two-family and multiple family housing (specifically townhouses). The development proposal is consistent with this designation.

Arterial Road Policy

The Arterial Road Land Use Policy supports densification along arterial roads on properties in close proximity to commercial services, public amenities, schools and transit service. Although the subject site is identified for “Arterial Road Compact Lot Coach House” on the Arterial Road Housing Development Map, the subject site is located within walking distance of the following sites (where townhouse development may be considered):

- 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (i.e. South Arm Community Park, which includes South Arm Community Centre, Hugh McRoberts Secondary and James Whiteside Elementary Schools); and
- 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (i.e. northwest corner of Steveston Highway and No. 4 Road).

The Arterial Road Land Use Policy allows townhouse development to be considered where sites are located within walking distances of the above-noted sites identified on the Arterial Road Housing Development Map. As per the Policy, the map is a guiding map that does not require amendments to show re-designated development areas approved by Council.

Compact lot single detached development was originally proposed as part of a previous rezoning proposal at the subject site (RZ 16-725911 & RZ 16-725915) with a lane along the rear for vehicle access. However, a significant tree at the rear of the property was identified for retention (see “Tree Retention and Replacement” section of this report for more information). Due to the retention of this tree, lane development along the rear is not feasible without removing the tree. Townhouse development is being considered on the subject site because it allows the retention of the significant tree and is consistent with the guiding principles of the Arterial Road Land Use Policy. The previous rezoning applications for compact lot single detached development were withdrawn prior to moving forward to Council as the applicant was advised to submit a new application for townhouse development.

The development proposal is also consistent with the Arterial Road Townhouse Development Requirements, including:

- Involves a land assembly with at least 50 m (164 ft.) frontage on a major arterial road;
- Leaves a residual site for future townhouse development with at least 50 m (164 ft.) frontage on a major arterial road;
- Includes public consultation (see “Public Consultation” section of this report for more information);

- Access from the arterial road only and located a sufficient distance from the local road;
- Shared access is being provided through the development for adjacent townhouse development by means of a statutory right-of-way; and
- No additional density is being requested from the base density (0.6 FAR).

Should Council endorse the subject rezoning application, the remaining western portion of the block would also be considered for townhouses (currently identified for “Arterial Road Compact Lot Coach House”), subject to public feedback and Council’s decision, and consistency with the Arterial Road Townhouse Guidelines.

Floodplain Management Implementation Strategy

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

Public Consultation

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

The applicant has advised that notification letters were delivered by the applicant to all adjacent neighbouring properties, which included information on density, height, preliminary site plan and developer contact information (Attachment 4). To date, no correspondence has been received.

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

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

Analysis

Built Form and Architectural Character

The applicant is proposing to consolidate the subject properties into one development parcel, with a total frontage of approximately 96 m (315 ft.) and a site area of 3,546.2 m² (38,171 ft²), in order to construct 20 townhouse units. The proposed townhouse units are oriented around a single driveway providing right-in/right-out driveway access to the site from Steveston Highway and an east-west internal maneuvering drive aisle providing access to the garages of the units. The shared outdoor amenity space is proposed to be situated in an open area at the rear (north) of the site due to the retention of a significant tree.

The proposal consists of 12 three-storey and eight two-storey townhouse units, all with side-by-side double car garages, with a proposed FAR of 0.6. The three-storey units are proposed along

Steveston Highway, stepped down to two-storeys within 7.5 m (25 ft.) of the east and west property lines to minimize potential privacy concerns. The units are proposed to be setback 4.5 m (15 ft.) from Steveston Highway, which requires a variance (see “Variance Requested” section of this report for more information). Two-storey units and a 6.0 m (20 ft.) setback are proposed along the rear (north) to address the interface with the existing single-family dwellings. The proposed building forms, heights and setbacks are consistent with the design guidelines for arterial road townhouse development.

The proposal includes three secondary suites, each with one bedroom and floor area of 25.1 m² (270 ft²) to 28.3 m² (305 ft²), which complies with the minimum floor area for secondary suites in townhouses as per Zoning Bylaw 8500, which is 25 m² (269 ft²). The applicant has also demonstrated that the proposed secondary suite can accommodate a bed, and kitchen and washroom facilities. To ensure the secondary suites are built to the satisfaction of the City, the applicant is required to register a legal agreement on Title prior to final adoption of the rezoning bylaw, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. In addition, prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure the secondary suites will not be stratified.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) (Plan 36732 & 35912) along the rear (north) property line for sanitary sewer services. The existing SRW will not be impacted by the proposed development and the developer is aware that encroachment into the SRWs is not permitted.

Transportation and Site Access

Vehicular access to the subject site is proposed via one driveway from Steveston Highway, located in the middle of the subject development. The driveway will be designed to restrict vehicle movements to right-in/right-out only in order to mitigate traffic impact on Steveston Highway. The long-term objective is for the driveway access established on Steveston Highway to be utilized by adjacent properties to the west, if the properties redevelop. A Statutory Right-of-Way (SRW) for Public Right-of-Passage (PROP) over the entire area of the proposed driveway and the internal maneuvering drive aisle is required prior to final adoption of the rezoning bylaw, which will facilitate access for future adjacent development.

The proposal complies with the required number of vehicle and bicycle parking spaces as per Zoning Bylaw 8500.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide a 4 m by 4 m corner cut road dedication at the southeast corner of the subject site.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal

relative to the proposed development. The Report assesses 17 trees located on the subject property, one shared tree with the adjacent property to the north, and four neighbouring trees.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 5), conducted an on-site visual tree assessment provides the following comments:

- The presence of a Ganoderma fungal conk was identified at the base of the significant Sycamore Maple (tag# 346) (130 cm dbh) located on the north property line (shared tree with the adjacent property to the north), which raises potential risks associated with retaining this tree. If the tree is to be retained, the following is recommended, which will be included in the Arborist Contract required prior to final adoption of the rezoning bylaw:
 - no encroachment of buildings within the Tree Protection Zone (TPZ);
 - no grade changes within the TPZ;
 - crown reduction and/or thinning of the crown as needed;
 - on-site monitoring by the Project Arborist throughout the duration of construction;
 - site drainage mitigation may be required during preload within TPZ;
 - contract for watering as needed during summer dry months; and
 - evaluation of the tree by a Qualified Tree Risk Assessor on a yearly basis or after any major storm events.
- The Oak tree (tag# 347) (57 cm dbh) located on the neighbouring property beside the above-noted tree (tag# 346) has a torsion crack in the main stem, which is a major structural defect. Removal of this tree is recommended. A Letter of Authorization from the adjacent property owner for removal of this tree has been provided.
- Three trees (tag# 344(1-3)) located in the southeast portion of the development site have poor structure from historical poor pruning practice with dead sections in the crown and weak attachments in the stems. The row of trees is also in direct conflict with the new building foundation. Remove and replace.
- Two trees (tag# 343 & 345) located in the northeast portion of the development site are in poor condition and identified as not viable for retention. Remove and replace.
- Two trees (tag# 348 & 349) are undersized trees located on the development site. The trees are in fair condition with poor structure. These trees are identified as unsuitable for retention. Remove and replace.
- Two trees (tag# 351 & 352) located on the development site are in poor condition with presence of decay and poor structure. Tree #352 is undersized. The trees are identified as not viable for retention. Remove and replace.
- Three trees (tag# 350, 353 & 354) located on the development site are ornamental Pine trees. These trees are identified as not viable for retention due to poor structure and are in conflict with proposed development. Remove and replace.

- Three trees (tag# 355, 358 & 359) located in the northwest portion of the development site are in poor condition and identified as not viable for retention. Remove and replace.
- Two trees (tag# 356 & 357) are located on the development site are in poor condition with poor structures. They are in direct conflict with proposed building foundation. Remove and replace.
- Three neighbouring Pine trees (tag# 360, OS1 & OS2) are located on adjacent west property is recommended for removal in the Arborist report due to its existing poor condition and conflicts with new construction. Prior to removal for shared and off site trees, the applicant must obtain written permission from the adjacent property owner with whom the trees are shared or located (and obtain a valid tree removal permit). If permission to remove the trees is not granted, the trees should be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.

Tree Replacement

The applicant is proposing to remove 17 on-site trees (tag# 343-345, 348-359), however three trees (tag# 348, 349 & 352) are undersized. The OCP tree replacement ratio of 2:1 requires 28 replacement trees to be planted and maintained on-site. Based on the submitted preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 29 new trees.

The size and species of replacement trees, and overall landscape design, will be reviewed in detail through the Development Permit application process. To ensure the replacement trees are planted and maintained on-site, the applicant is required to provide an acceptable Landscape Plan and Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, prior to Development Permit issuance.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Tree Protection

The proposed Tree Management Plan is provided in Attachment 5, which outlines the protection of the significant Sycamore Maple tree (tag# 346) (130 cm dbh). To ensure the protection of this tree, the applicant is required to provide the following, prior to final adoption of the rezoning bylaw:

- Submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones and specific provisions as identified above.
- Submission of a Tree Survival Security in the amount of \$10,000 based on the size of the tree to be retained.
- Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03, is required.

Variance Requested

The proposed development is generally in compliance with the “Low Density Townhouses (RTL4)” zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

- Reduce the exterior side yard setback (along the Steveston Highway frontage) from 6.0 m (20 ft.) to 4.5 m (15 ft.), in order to provide a 6.0 m rear yard setback to both the ground and second floors of the rear units.

Staff are supportive of the proposed variance for the following reasons:

- ***The proposed variance is consistent with the Arterial Road Guidelines for Townhouses in the OCP. In this context, the exterior side yard functions as a front yard along Steveston Highway. The Arterial Road Guidelines are supportive of reduced front yard setbacks, provided an appropriate interface with neighbouring properties is provided. The reduced setback along Steveston Highway allows for an increased setback along the north property line, adjacent to existing single-family development. Balconies, bay windows, and porches are not permitted to project into the proposed 4.5 m front yard setback***
- ***The proposed 6.0 m rear yard setback to both the ground and second floors of the rear units provides an improved rear yard interface with the existing single-family dwellings to the north and enhances solar access to the rear yards.***
- ***The distance between the proposed building face and the back of curb on Steveston Highway would be approximately 8.45 m, in order to accommodate a new sidewalk and treed and grassed boulevard along Steveston Highway.***

The variance will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

In addition to providing three secondary suites (one bedrooms), the applicant proposes to provide a cash contribution to the Affordable Housing Reserve Fund of \$8.50 per buildable square foot, in accordance with the City’s Affordable Housing Strategy, for a total cash contribution in the amount of \$194,672.

Public Art

In response to the City’s Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.83 per buildable square foot (2017 rate) to the City’s Public Art Reserve Fund, for a total contribution in the amount of \$19,009.15.

Agricultural Land Reserve (ALR) Buffer Zone

The OCP proposes specific land use considerations to protect the City’s agricultural land base in the Agricultural Land Reserve (ALR). These include guidelines for providing landscaped setbacks on non-agricultural sites located in close proximity to ALR lands. The objective of the

landscaped setback is to establish a buffer which identifies the urban/rural interface. The details of the landscaped setback will be reviewed in the context of the overall detailed design of the project at the Development Permit stage.

The proposed development will provide a minimum 4 m-wide landscaped buffer along the south property line of the proposed lots. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on title to ensure that the ALR landscaped buffer planted along Steveston Highway is maintained and will not be abandoned or removed. The legal agreement would also indicate that the property is located adjacent to active agricultural operations and may be subject to potential agricultural impacts including noise, dust and odour.

Energy Efficiency

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 6). Details on how all units are to be built and maintained to the City's Step Code requirements will be reviewed at Building Permit stage.

Noise Management

To address potential noise impacts generated by traffic on Steveston Highway, a restrictive covenant is required to be registered on Title prior to final adoption of the rezoning bylaw to ensure that noise attenuation measures are incorporated into dwelling design and construction.

Prior to a Development Permit application being considered by the Development Permit Panel, the applicant is required to submit an acoustical and thermal report and recommendations, prepared by a registered professional, to comply with the requirements of the restrictive covenant.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. As per the OCP, rezoning applications received prior to February 28, 2019 may choose to provide a cash contribution of \$1,600 per unit for the first 19 units and \$3,200 per unit for additional units. The total cash contribution required for this 20 unit townhouse development is \$33,600.

Site Servicing and Frontage Improvements

Prior to Building Permit issuance, the developer is required to enter into a Servicing Agreement for the design and construction of required site servicing and frontage improvements, as described in Attachment 7. Site servicing and frontage improvements include, but are not limited to, the following:

- Steveston Highway: construct a new 1.5 m wide concrete sidewalk along the south property line and treed/grassed boulevard to the existing curb.
- Southdale Road: road widening, new curb and gutter, a 1.5 m wide concrete sidewalk along the east property line and treed/grassed boulevard to the new curb.

- Upgrade approximately 140 m of storm sewer along Steveston Highway and 55 m of sanitary sewer along the rear of the subject site.

The developer is also required to pay Development Cost Charges (DCCs') (City & Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required site servicing and frontage improvements as described in Attachment 7.

Development Permit

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

- Compliance with Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP;
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along Steveston Highway and Southdale Road;
- Refinement of the shared outdoor area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction; and
- Review of the relevant accessibility features, including aging-in-place features in all units and proposed convertible units.

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

Financial Impact or Economic Impact

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

Conclusion

The purpose of this application is to rezone the properties at 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, in order to permit the development of 20 townhouse units.

The rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed at part of the Development Permit application review process.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10082 be introduced and given first reading.

A handwritten signature in black ink, appearing to read 'Steven De Sousa'.

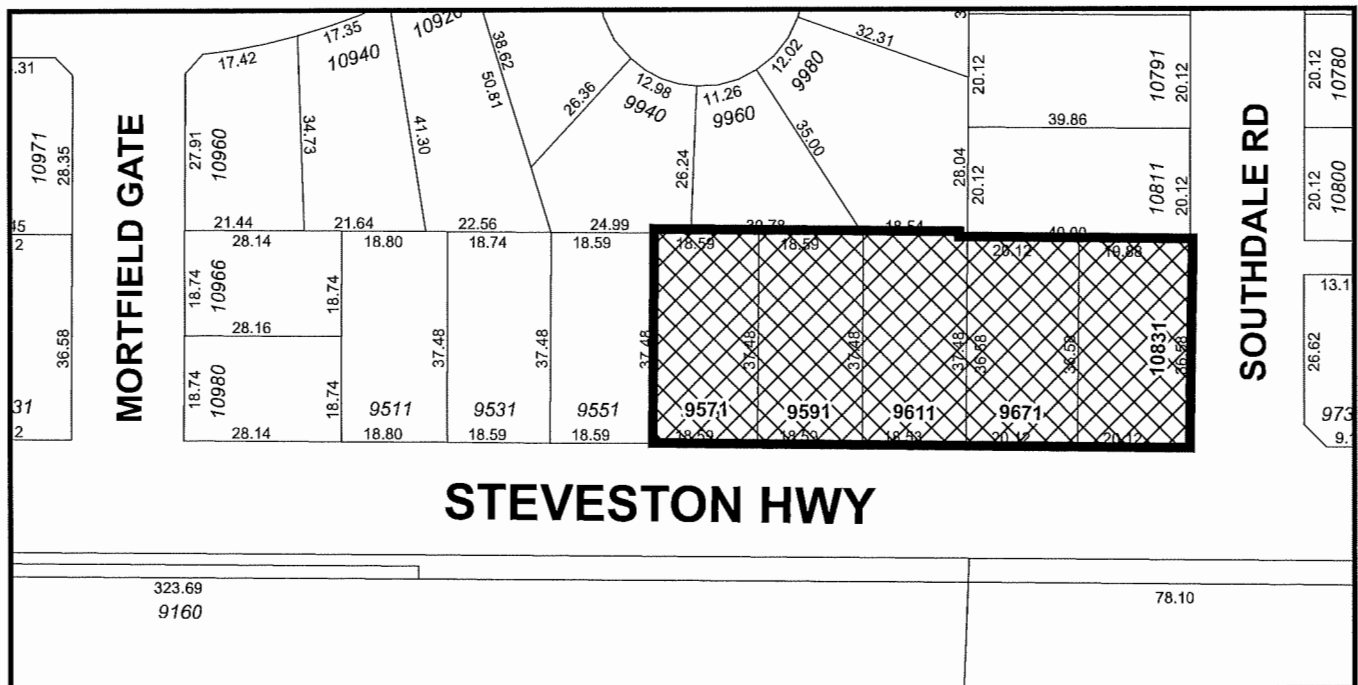
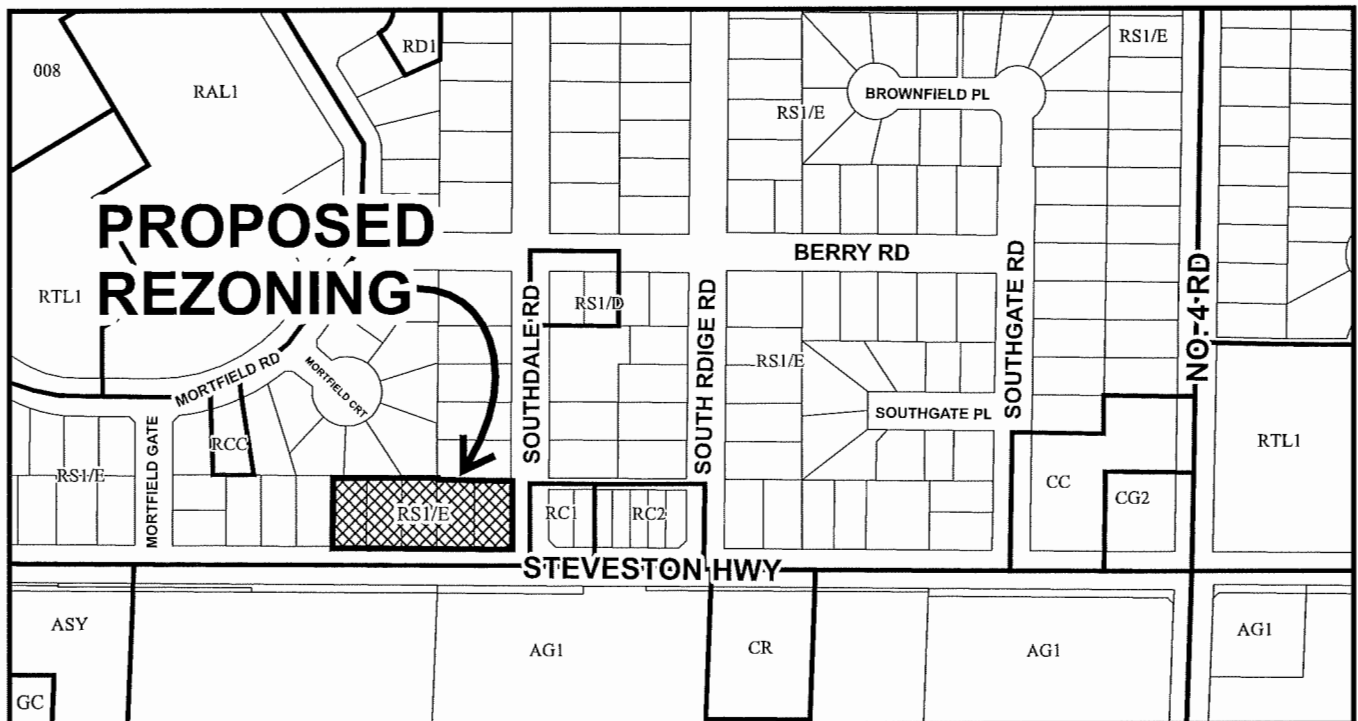
Steven De Sousa
Planner 1

SDS:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Notification Letter by Applicant
- Attachment 5: Tree Management Plan
- Attachment 6: Step Code Letter from Applicant
- Attachment 7: Rezoning Considerations



City of
Richmond



RZ 17-763712

Original Date: 03/07/17

Revision Date: 08/14/19

Note: Dimensions are in METRES



City of Richmond

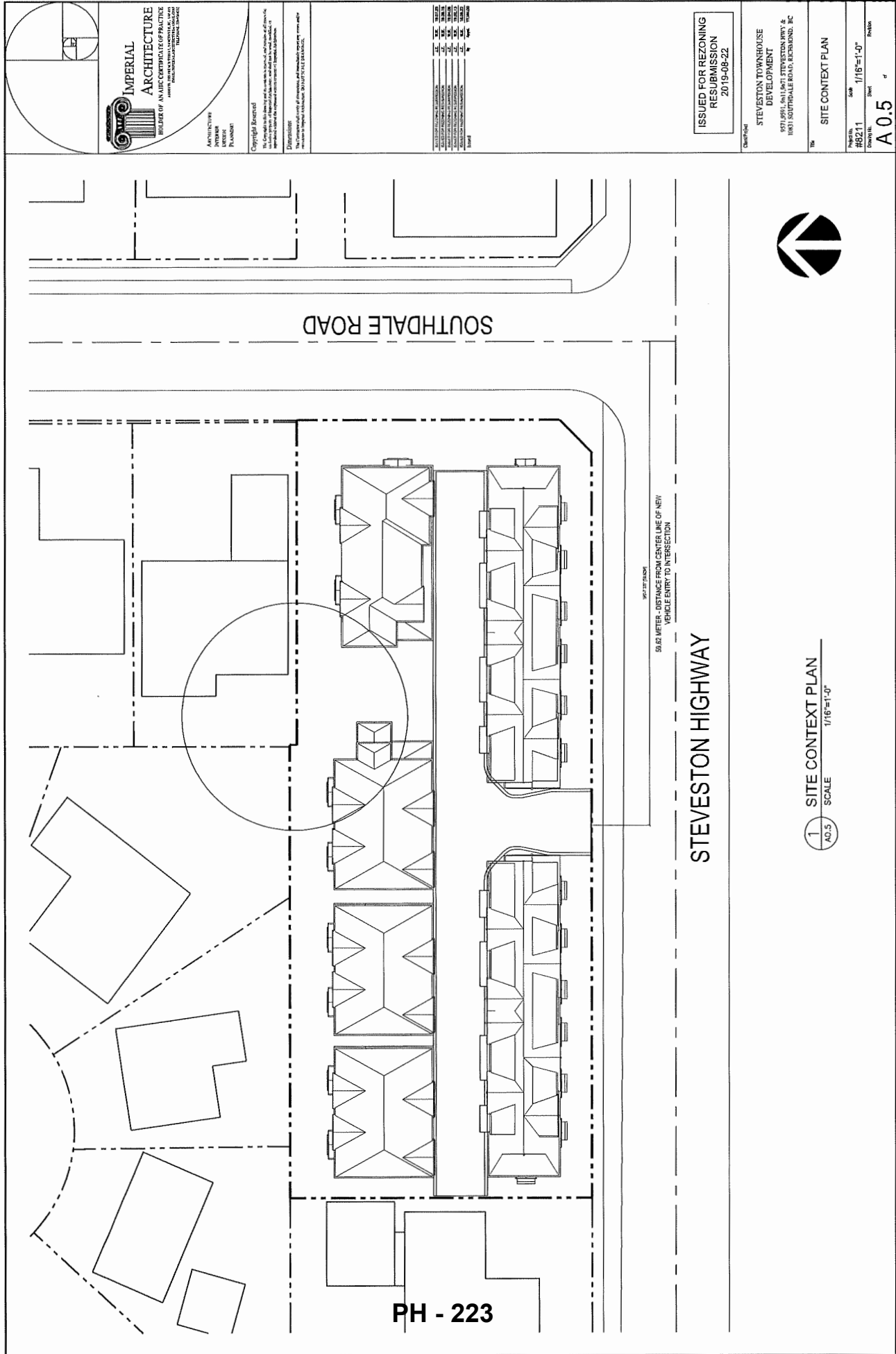


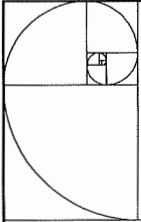
RZ 17-763712

Original Date: 03/07/17

Revision Date: 08/14/19

Note: Dimensions are in METRES





IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS
REGISTERED PROFESSIONAL ENGINEERS
REGISTERED PROFESSIONAL LANDSCAPE ARCHITECTS
REGISTERED PROFESSIONAL PLANNERS
REGISTERED PROFESSIONAL SURVEYORS
REGISTERED PROFESSIONAL CIVIL ENGINEERS
REGISTERED PROFESSIONAL ELECTRICAL ENGINEERS
REGISTERED PROFESSIONAL MECHANICAL ENGINEERS
REGISTERED PROFESSIONAL CHEMICAL ENGINEERS
REGISTERED PROFESSIONAL INDUSTRIAL ENGINEERS
REGISTERED PROFESSIONAL AERONAUTICAL ENGINEERS
REGISTERED PROFESSIONAL AGRICULTURAL ENGINEERS
REGISTERED PROFESSIONAL MARINE ENGINEERS
REGISTERED PROFESSIONAL MINING ENGINEERS
REGISTERED PROFESSIONAL METALLURGICAL ENGINEERS
REGISTERED PROFESSIONAL OIL ENGINEERS
REGISTERED PROFESSIONAL PETROLEUM ENGINEERS
REGISTERED PROFESSIONAL POWER ENGINEERS
REGISTERED PROFESSIONAL RAILWAY ENGINEERS
REGISTERED PROFESSIONAL SANITARY ENGINEERS
REGISTERED PROFESSIONAL STEAM ENGINEERS
REGISTERED PROFESSIONAL THERMAL ENGINEERS
REGISTERED PROFESSIONAL WIND ENGINEERS
REGISTERED PROFESSIONAL WIND ENERGY ENGINEERS

Copyright Reserved
All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from Imperial Architecture.

Disclaimer
This drawing is prepared for the use of the client and is not to be used for any other purpose without the written consent of Imperial Architecture. The client is responsible for the accuracy of the information provided to Imperial Architecture and for the results of the design. Imperial Architecture is not responsible for the accuracy of the information provided to Imperial Architecture or for the results of the design.

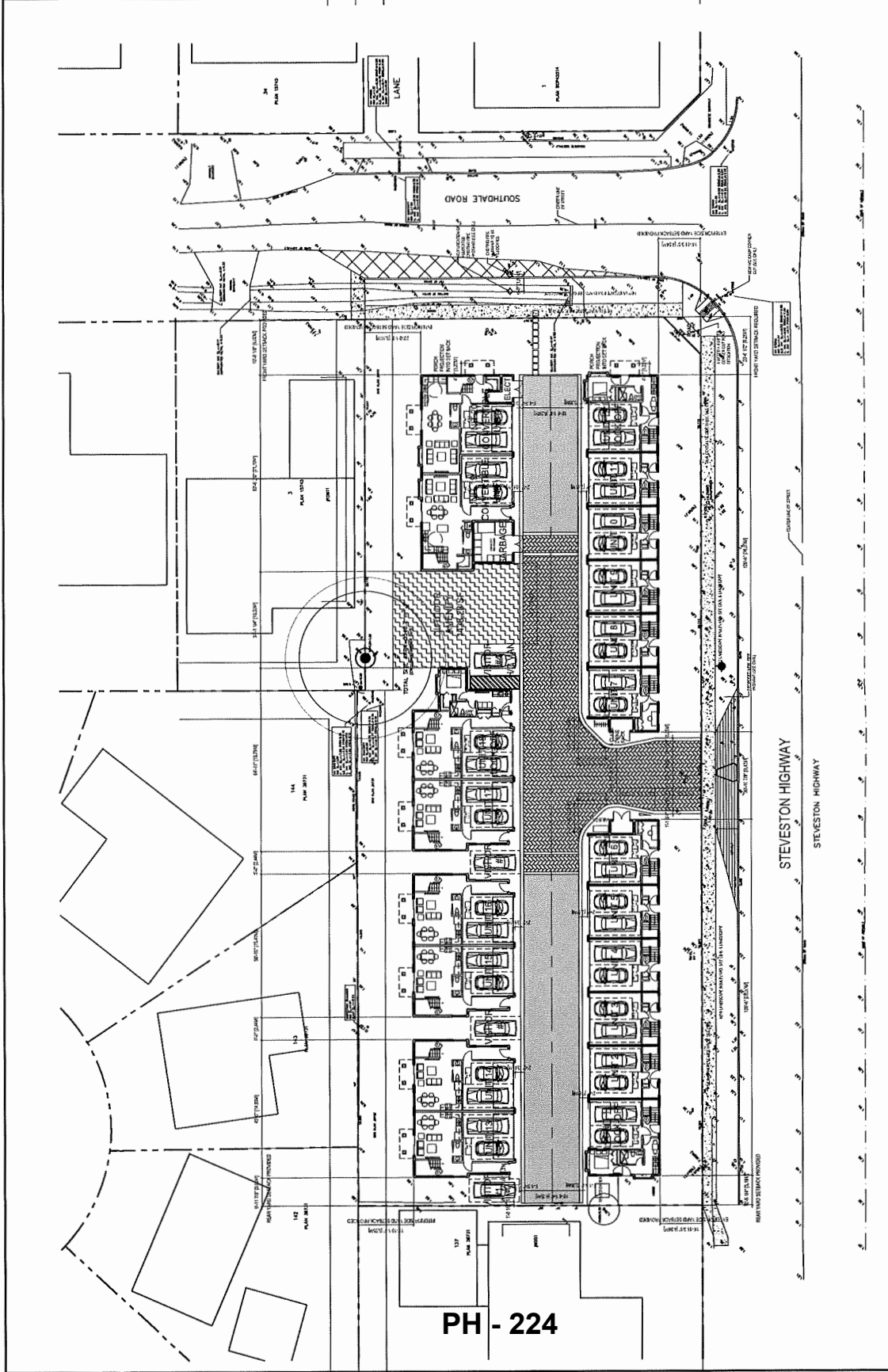
NO.	DESCRIPTION	DATE
1	ISSUED FOR REZONING RESUBMISSION	2019-08-22

ISSUED FOR REZONING RESUBMISSION
2019-08-22

STEVESTON TOWNHOUSE DEVELOPMENT
9371 56th Ave SW, Steveston Hwy & 108th St, Richmond, BC

SITE PLAN
Scale: 1/16"=1'-0"
Drawing No. #6211
Sheet 1 of 1

A1.1



1 SITE / LEVEL 1 FLOOR PLAN
SCALE 1/16"=1'-0"
A1.1

PH - 224

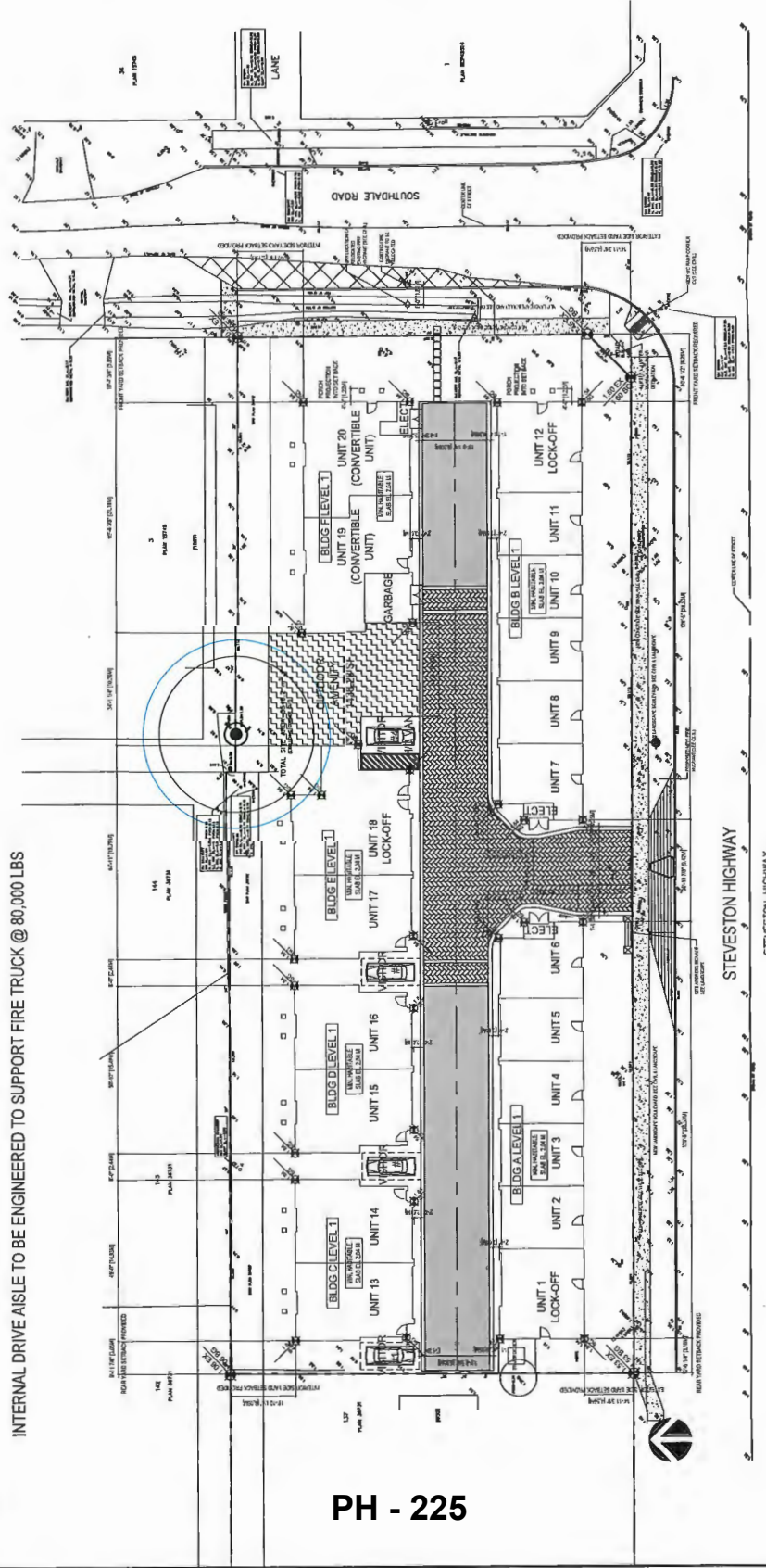
VARIANCE REQUIRED:
1. EXTERIOR SIDE YARD (SOUTH): REDUCE REQUIRED SETBACK FROM 6.0M REQUIRED TO 4.56M PROVIDED MEET OCP DESIGN GUIDELINE REQUIREMENTS

A STATUARY RIGHT-OF-WAY OVER THE ENTIRE VEHICLE DRIVE AISLE IS TO BE REGISTERED FOR PUBLIC RIGHT-OF-PASSAGE

INTERNAL DRIVE AISLE TO BE ENGINEERED TO SUPPORT FIRE TRUCK @ 80,000 LBS



PH - 225



Average Grading Calculation			
Point	Location	Proposed Grade	Notes
1	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
2	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
3	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
4	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
5	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
6	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
7	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
8	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
9	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
10	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
11	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
12	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
13	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
14	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
15	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
16	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
17	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
18	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
19	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
20	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
Average Grade		0.75 Meter	

Ground Floor Interior Elevation Calculation			
Point	Location	Proposed Grade	Notes
1	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
2	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
3	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
4	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
5	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
6	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
7	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
8	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
9	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
10	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
11	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
12	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
13	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
14	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
15	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
16	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
17	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
18	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
19	Top of Drive	1.00 Meter	Adjustment to 1.00 Meter
20	Bottom of Drive	0.50 Meter	Adjustment to 0.50 Meter
Average Grade		0.75 Meter	

1 SITE PLAN SCALE 1/16"=1'-0"

A STATUARY RIGHT-OF-WAY OVER THE ENTIRE VEHICLE DRIVE AISLE IS TO BE REGISTERED FOR PUBLIC RIGHT-OF-PASSAGE

PLAN #1



ISSUED FOR REZONING RESUBMISSION
2019-08-22

STEVESTON TOWNHOUSE DEVELOPMENT
9711 98th Ave S Steveston Hwy & 18th St Steveston, BC

SITE PLAN

Scale 1/16"=1'-0"

A1.2

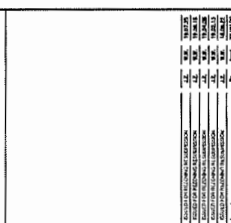


Imperial Architecture
11111 111th Ave S Steveston Hwy & 18th St Steveston, BC

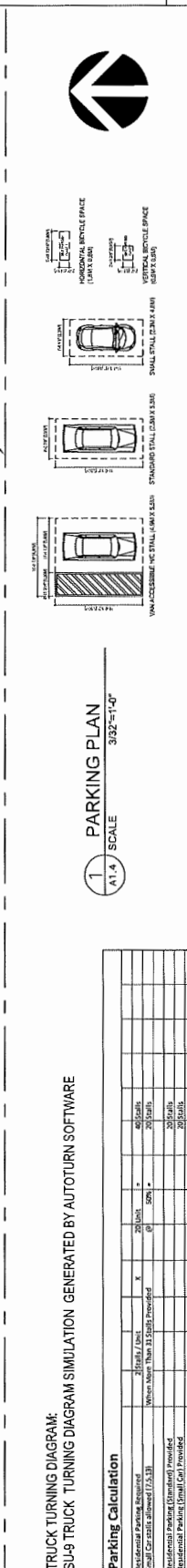
Copyright Reserved
All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without permission in writing from Imperial Architecture.

Disclaimer
Imperial Architecture is not responsible for the accuracy or completeness of the information provided in this plan. The user of this plan is advised to verify the information with the appropriate authorities.

Item	Quantity	Unit
1.00	1.00	1.00
2.00	2.00	2.00
3.00	3.00	3.00
4.00	4.00	4.00
5.00	5.00	5.00
6.00	6.00	6.00
7.00	7.00	7.00
8.00	8.00	8.00
9.00	9.00	9.00
10.00	10.00	10.00
11.00	11.00	11.00
12.00	12.00	12.00
13.00	13.00	13.00
14.00	14.00	14.00
15.00	15.00	15.00
16.00	16.00	16.00
17.00	17.00	17.00
18.00	18.00	18.00
19.00	19.00	19.00
20.00	20.00	20.00



Drawing No. **A1.4** Sheet **of** Revision

[illegible][illegible]



IMPERIAL ARCHITECTURE
 BUILDING OF AN AEC CERTIFICATE OF PRACTICE
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.8888
 WWW.IMPERIALARCHITECTURE.COM

ARCHITECTS
 INTERIOR
 PLUMBERS

Copyright Reserved
 No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Imperial Architecture, 1000 West 10th Avenue, Suite 100, Denver, CO 80202.

DISCLAIMER
 This drawing is prepared for the purpose of illustrating the proposed design and is not to be used for construction without the approval of Imperial Architecture.

REVISIONS
 1. ISSUED FOR REZONING RESUBMISSION 2019-08-22

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
2	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
3	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
4	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
5	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
6	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
7	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
8	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
9	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
10	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
11	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
12	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
13	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
14	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
15	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
16	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
17	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
18	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
19	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
20	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
21	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
22	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
23	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
24	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
25	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
26	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
27	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
28	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
29	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
30	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
31	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
32	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
33	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
34	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
35	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
36	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
37	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
38	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
39	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
40	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
41	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
42	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
43	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
44	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
45	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
46	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
47	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
48	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
49	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
50	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
51	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
52	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
53	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
54	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
55	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
56	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
57	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
58	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
59	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
60	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
61	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
62	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
63	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
64	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
65	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
66	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
67	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
68	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
69	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
70	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
71	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
72	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
73	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
74	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
75	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
76	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
77	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
78	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
79	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
80	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
81	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
82	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
83	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
84	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
85	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
86	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
87	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
88	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
89	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
90	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
91	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
92	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
93	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
94	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
95	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
96	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
97	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
98	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
99	ISSUED FOR REZONING RESUBMISSION	2019-08-22		
100	ISSUED FOR REZONING RESUBMISSION	2019-08-22		

ISSUED FOR REZONING RESUBMISSION
 2019-08-22

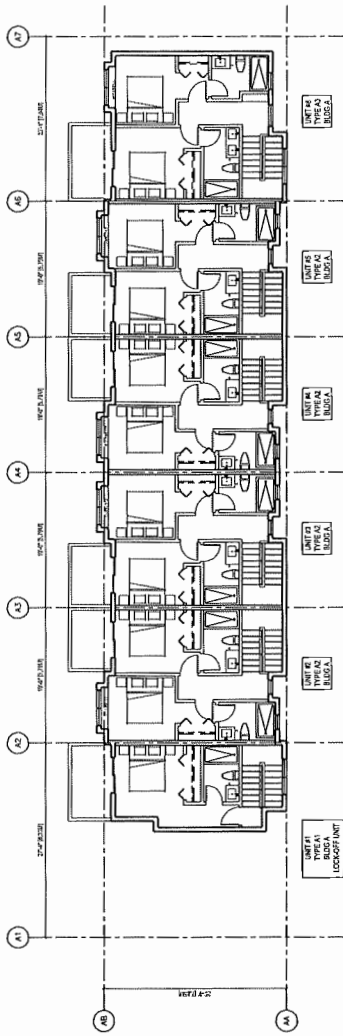
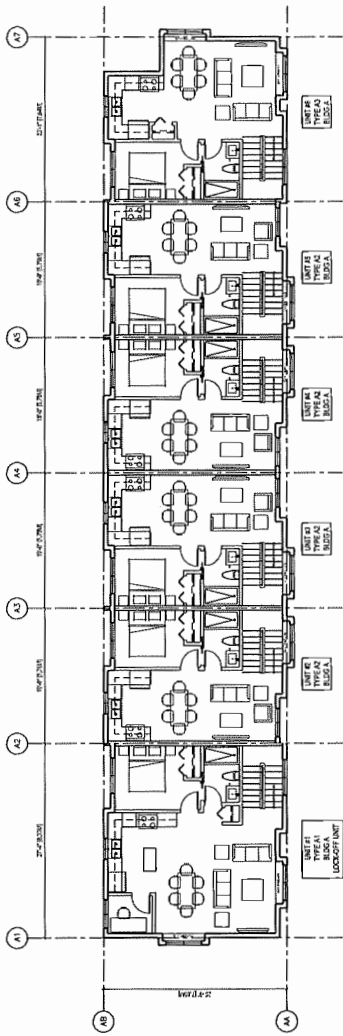
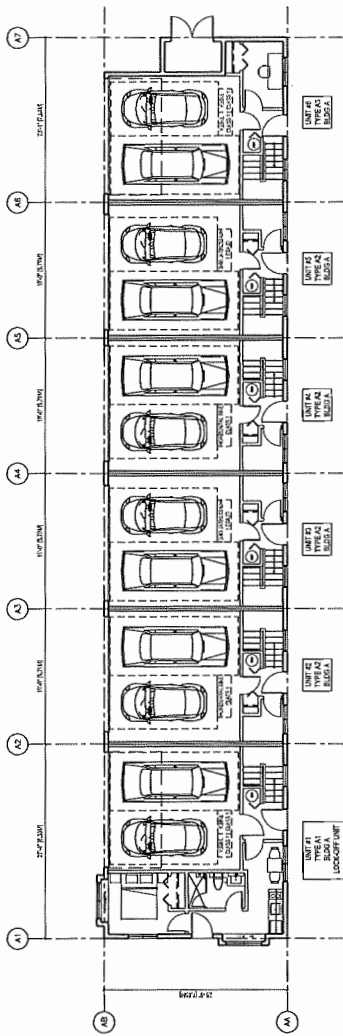
STEVESTON TOWNHOUSE DEVELOPMENT
 9511 59th Ave, Unit 101 STEVESTON HWY &
 1001 SOUTHDOWN ROAD, RICHMOND, BC

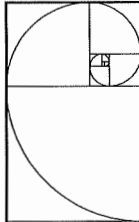
BUILDING A
 FLOOR PLANS

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

Project No. #5211

Sheet A.2.1





IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS OF PRACTICE
1001 SOUTHVALE ROAD, RICHMOND, NC 28134
704.764.1100
www.imperialarchitect.com

ARCHITECTURE
PLANS
FLOOR PLANS

Copyright Reserved

This drawing is the property of Imperial Architecture, Inc. and is to be used only for the project and location specified. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture, Inc.

Disclaimer

Imperial Architecture, Inc. is not responsible for the accuracy of the information provided by the client or for the results of the use of the information provided by the client.

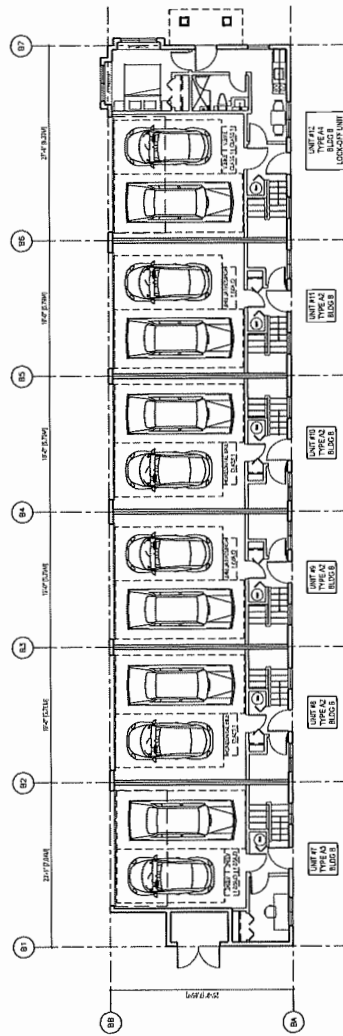
NO.	DESCRIPTION	DATE
1	ISSUED FOR REZONING RESUBMISSION	2019-08-22
2	ISSUED FOR REZONING RESUBMISSION	2019-08-22
3	ISSUED FOR REZONING RESUBMISSION	2019-08-22
4	ISSUED FOR REZONING RESUBMISSION	2019-08-22
5	ISSUED FOR REZONING RESUBMISSION	2019-08-22
6	ISSUED FOR REZONING RESUBMISSION	2019-08-22
7	ISSUED FOR REZONING RESUBMISSION	2019-08-22
8	ISSUED FOR REZONING RESUBMISSION	2019-08-22
9	ISSUED FOR REZONING RESUBMISSION	2019-08-22
10	ISSUED FOR REZONING RESUBMISSION	2019-08-22
11	ISSUED FOR REZONING RESUBMISSION	2019-08-22
12	ISSUED FOR REZONING RESUBMISSION	2019-08-22
13	ISSUED FOR REZONING RESUBMISSION	2019-08-22
14	ISSUED FOR REZONING RESUBMISSION	2019-08-22
15	ISSUED FOR REZONING RESUBMISSION	2019-08-22
16	ISSUED FOR REZONING RESUBMISSION	2019-08-22
17	ISSUED FOR REZONING RESUBMISSION	2019-08-22
18	ISSUED FOR REZONING RESUBMISSION	2019-08-22
19	ISSUED FOR REZONING RESUBMISSION	2019-08-22
20	ISSUED FOR REZONING RESUBMISSION	2019-08-22
21	ISSUED FOR REZONING RESUBMISSION	2019-08-22
22	ISSUED FOR REZONING RESUBMISSION	2019-08-22
23	ISSUED FOR REZONING RESUBMISSION	2019-08-22
24	ISSUED FOR REZONING RESUBMISSION	2019-08-22
25	ISSUED FOR REZONING RESUBMISSION	2019-08-22
26	ISSUED FOR REZONING RESUBMISSION	2019-08-22
27	ISSUED FOR REZONING RESUBMISSION	2019-08-22
28	ISSUED FOR REZONING RESUBMISSION	2019-08-22
29	ISSUED FOR REZONING RESUBMISSION	2019-08-22
30	ISSUED FOR REZONING RESUBMISSION	2019-08-22
31	ISSUED FOR REZONING RESUBMISSION	2019-08-22
32	ISSUED FOR REZONING RESUBMISSION	2019-08-22
33	ISSUED FOR REZONING RESUBMISSION	2019-08-22
34	ISSUED FOR REZONING RESUBMISSION	2019-08-22
35	ISSUED FOR REZONING RESUBMISSION	2019-08-22
36	ISSUED FOR REZONING RESUBMISSION	2019-08-22
37	ISSUED FOR REZONING RESUBMISSION	2019-08-22
38	ISSUED FOR REZONING RESUBMISSION	2019-08-22
39	ISSUED FOR REZONING RESUBMISSION	2019-08-22
40	ISSUED FOR REZONING RESUBMISSION	2019-08-22
41	ISSUED FOR REZONING RESUBMISSION	2019-08-22
42	ISSUED FOR REZONING RESUBMISSION	2019-08-22
43	ISSUED FOR REZONING RESUBMISSION	2019-08-22
44	ISSUED FOR REZONING RESUBMISSION	2019-08-22
45	ISSUED FOR REZONING RESUBMISSION	2019-08-22
46	ISSUED FOR REZONING RESUBMISSION	2019-08-22
47	ISSUED FOR REZONING RESUBMISSION	2019-08-22
48	ISSUED FOR REZONING RESUBMISSION	2019-08-22
49	ISSUED FOR REZONING RESUBMISSION	2019-08-22
50	ISSUED FOR REZONING RESUBMISSION	2019-08-22
51	ISSUED FOR REZONING RESUBMISSION	2019-08-22
52	ISSUED FOR REZONING RESUBMISSION	2019-08-22
53	ISSUED FOR REZONING RESUBMISSION	2019-08-22
54	ISSUED FOR REZONING RESUBMISSION	2019-08-22
55	ISSUED FOR REZONING RESUBMISSION	2019-08-22
56	ISSUED FOR REZONING RESUBMISSION	2019-08-22
57	ISSUED FOR REZONING RESUBMISSION	2019-08-22
58	ISSUED FOR REZONING RESUBMISSION	2019-08-22
59	ISSUED FOR REZONING RESUBMISSION	2019-08-22
60	ISSUED FOR REZONING RESUBMISSION	2019-08-22
61	ISSUED FOR REZONING RESUBMISSION	2019-08-22
62	ISSUED FOR REZONING RESUBMISSION	2019-08-22
63	ISSUED FOR REZONING RESUBMISSION	2019-08-22
64	ISSUED FOR REZONING RESUBMISSION	2019-08-22
65	ISSUED FOR REZONING RESUBMISSION	2019-08-22
66	ISSUED FOR REZONING RESUBMISSION	2019-08-22
67	ISSUED FOR REZONING RESUBMISSION	2019-08-22
68	ISSUED FOR REZONING RESUBMISSION	2019-08-22
69	ISSUED FOR REZONING RESUBMISSION	2019-08-22
70	ISSUED FOR REZONING RESUBMISSION	2019-08-22
71	ISSUED FOR REZONING RESUBMISSION	2019-08-22
72	ISSUED FOR REZONING RESUBMISSION	2019-08-22
73	ISSUED FOR REZONING RESUBMISSION	2019-08-22
74	ISSUED FOR REZONING RESUBMISSION	2019-08-22
75	ISSUED FOR REZONING RESUBMISSION	2019-08-22
76	ISSUED FOR REZONING RESUBMISSION	2019-08-22
77	ISSUED FOR REZONING RESUBMISSION	2019-08-22
78	ISSUED FOR REZONING RESUBMISSION	2019-08-22
79	ISSUED FOR REZONING RESUBMISSION	2019-08-22
80	ISSUED FOR REZONING RESUBMISSION	2019-08-22
81	ISSUED FOR REZONING RESUBMISSION	2019-08-22
82	ISSUED FOR REZONING RESUBMISSION	2019-08-22
83	ISSUED FOR REZONING RESUBMISSION	2019-08-22
84	ISSUED FOR REZONING RESUBMISSION	2019-08-22
85	ISSUED FOR REZONING RESUBMISSION	2019-08-22
86	ISSUED FOR REZONING RESUBMISSION	2019-08-22
87	ISSUED FOR REZONING RESUBMISSION	2019-08-22
88	ISSUED FOR REZONING RESUBMISSION	2019-08-22
89	ISSUED FOR REZONING RESUBMISSION	2019-08-22
90	ISSUED FOR REZONING RESUBMISSION	2019-08-22
91	ISSUED FOR REZONING RESUBMISSION	2019-08-22
92	ISSUED FOR REZONING RESUBMISSION	2019-08-22
93	ISSUED FOR REZONING RESUBMISSION	2019-08-22
94	ISSUED FOR REZONING RESUBMISSION	2019-08-22
95	ISSUED FOR REZONING RESUBMISSION	2019-08-22
96	ISSUED FOR REZONING RESUBMISSION	2019-08-22
97	ISSUED FOR REZONING RESUBMISSION	2019-08-22
98	ISSUED FOR REZONING RESUBMISSION	2019-08-22
99	ISSUED FOR REZONING RESUBMISSION	2019-08-22
100	ISSUED FOR REZONING RESUBMISSION	2019-08-22

ISSUED FOR REZONING
RESUBMISSION
2019-08-22

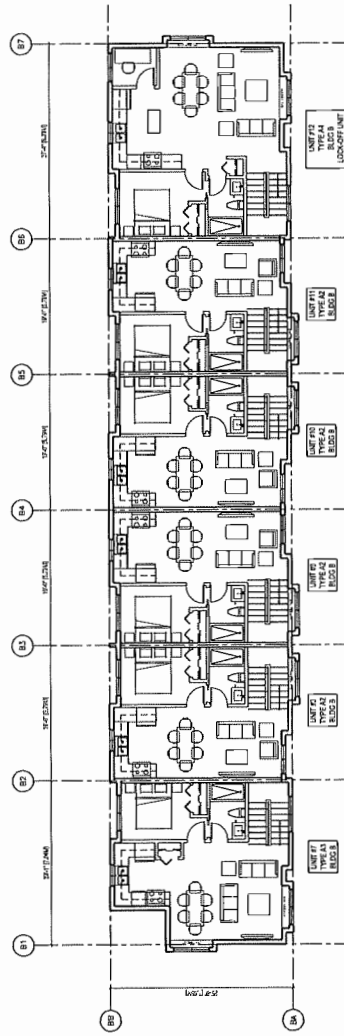
STEVESTON TOWNHOUSE
DEVELOPMENT
9971 59TH AVE STEVESTON HWY &
1001 SOUTHVALE ROAD, RICHMOND, NC

BUILDING B
FLOOR PLANS
Scale 1/8"=1'-0"

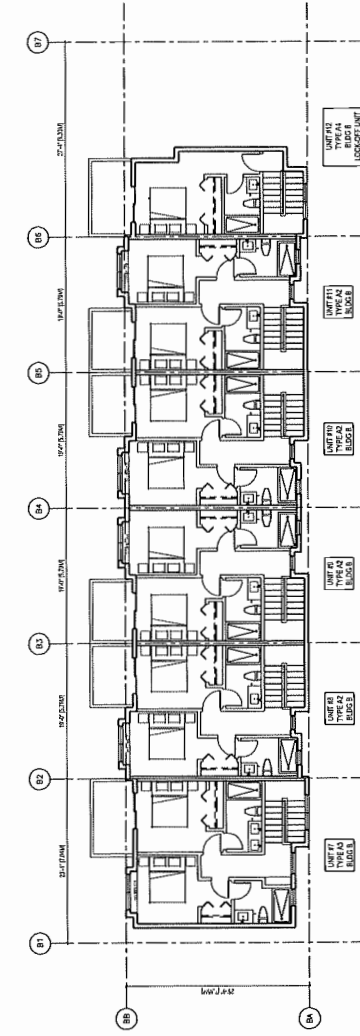
Sheet A2.2



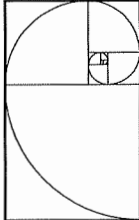
1 BUILDING B LEVEL 1 FLOOR PLAN
SCALE 1/8"=1'-0"



2 BUILDING B LEVEL 2 FLOOR PLAN
SCALE 1/8"=1'-0"



3 BUILDING B LEVEL 3 FLOOR PLAN
SCALE 1/8"=1'-0"



**IMPERIAL
ARCHITECTURE**
REGISTERED ARCHITECTS OF PRACTICE
ARCHITECTS, ENGINEERS, PLANNERS
1001 SOUTHDALE ROAD, ARLINGTON, NC
703.441.1111
WWW.IMPERIALARCHITECTURE.COM

ARCHITECT
INTERIOR
PLANNING

Copyright Reserved

This drawing is the property of Imperial Architecture, Inc. and is to be used only for the project and location specified. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture, Inc.

Discussions: Discussions of this drawing and its contents should be held with the architect or architect-in-charge. No changes should be made to this drawing without the prior written permission of Imperial Architecture, Inc.

NO.	DATE	DESCRIPTION	BY	CHKD.
1	08/22/2019	ISSUED FOR REZONING RESUBMISSION	JD	JD
2	08/22/2019	REVISED	JD	JD
3	08/22/2019	REVISED	JD	JD
4	08/22/2019	REVISED	JD	JD
5	08/22/2019	REVISED	JD	JD
6	08/22/2019	REVISED	JD	JD
7	08/22/2019	REVISED	JD	JD
8	08/22/2019	REVISED	JD	JD
9	08/22/2019	REVISED	JD	JD
10	08/22/2019	REVISED	JD	JD
11	08/22/2019	REVISED	JD	JD
12	08/22/2019	REVISED	JD	JD
13	08/22/2019	REVISED	JD	JD
14	08/22/2019	REVISED	JD	JD
15	08/22/2019	REVISED	JD	JD
16	08/22/2019	REVISED	JD	JD
17	08/22/2019	REVISED	JD	JD
18	08/22/2019	REVISED	JD	JD
19	08/22/2019	REVISED	JD	JD
20	08/22/2019	REVISED	JD	JD
21	08/22/2019	REVISED	JD	JD
22	08/22/2019	REVISED	JD	JD
23	08/22/2019	REVISED	JD	JD
24	08/22/2019	REVISED	JD	JD
25	08/22/2019	REVISED	JD	JD
26	08/22/2019	REVISED	JD	JD
27	08/22/2019	REVISED	JD	JD
28	08/22/2019	REVISED	JD	JD
29	08/22/2019	REVISED	JD	JD
30	08/22/2019	REVISED	JD	JD
31	08/22/2019	REVISED	JD	JD
32	08/22/2019	REVISED	JD	JD
33	08/22/2019	REVISED	JD	JD
34	08/22/2019	REVISED	JD	JD
35	08/22/2019	REVISED	JD	JD
36	08/22/2019	REVISED	JD	JD
37	08/22/2019	REVISED	JD	JD
38	08/22/2019	REVISED	JD	JD
39	08/22/2019	REVISED	JD	JD
40	08/22/2019	REVISED	JD	JD
41	08/22/2019	REVISED	JD	JD
42	08/22/2019	REVISED	JD	JD
43	08/22/2019	REVISED	JD	JD
44	08/22/2019	REVISED	JD	JD
45	08/22/2019	REVISED	JD	JD
46	08/22/2019	REVISED	JD	JD
47	08/22/2019	REVISED	JD	JD
48	08/22/2019	REVISED	JD	JD
49	08/22/2019	REVISED	JD	JD
50	08/22/2019	REVISED	JD	JD
51	08/22/2019	REVISED	JD	JD
52	08/22/2019	REVISED	JD	JD
53	08/22/2019	REVISED	JD	JD
54	08/22/2019	REVISED	JD	JD
55	08/22/2019	REVISED	JD	JD
56	08/22/2019	REVISED	JD	JD
57	08/22/2019	REVISED	JD	JD
58	08/22/2019	REVISED	JD	JD
59	08/22/2019	REVISED	JD	JD
60	08/22/2019	REVISED	JD	JD
61	08/22/2019	REVISED	JD	JD
62	08/22/2019	REVISED	JD	JD
63	08/22/2019	REVISED	JD	JD
64	08/22/2019	REVISED	JD	JD
65	08/22/2019	REVISED	JD	JD
66	08/22/2019	REVISED	JD	JD
67	08/22/2019	REVISED	JD	JD
68	08/22/2019	REVISED	JD	JD
69	08/22/2019	REVISED	JD	JD
70	08/22/2019	REVISED	JD	JD
71	08/22/2019	REVISED	JD	JD
72	08/22/2019	REVISED	JD	JD
73	08/22/2019	REVISED	JD	JD
74	08/22/2019	REVISED	JD	JD
75	08/22/2019	REVISED	JD	JD
76	08/22/2019	REVISED	JD	JD
77	08/22/2019	REVISED	JD	JD
78	08/22/2019	REVISED	JD	JD
79	08/22/2019	REVISED	JD	JD
80	08/22/2019	REVISED	JD	JD
81	08/22/2019	REVISED	JD	JD
82	08/22/2019	REVISED	JD	JD
83	08/22/2019	REVISED	JD	JD
84	08/22/2019	REVISED	JD	JD
85	08/22/2019	REVISED	JD	JD
86	08/22/2019	REVISED	JD	JD
87	08/22/2019	REVISED	JD	JD
88	08/22/2019	REVISED	JD	JD
89	08/22/2019	REVISED	JD	JD
90	08/22/2019	REVISED	JD	JD
91	08/22/2019	REVISED	JD	JD
92	08/22/2019	REVISED	JD	JD
93	08/22/2019	REVISED	JD	JD
94	08/22/2019	REVISED	JD	JD
95	08/22/2019	REVISED	JD	JD
96	08/22/2019	REVISED	JD	JD
97	08/22/2019	REVISED	JD	JD
98	08/22/2019	REVISED	JD	JD
99	08/22/2019	REVISED	JD	JD
100	08/22/2019	REVISED	JD	JD

ISSUED FOR REZONING
RESUBMISSION
2019-08-22

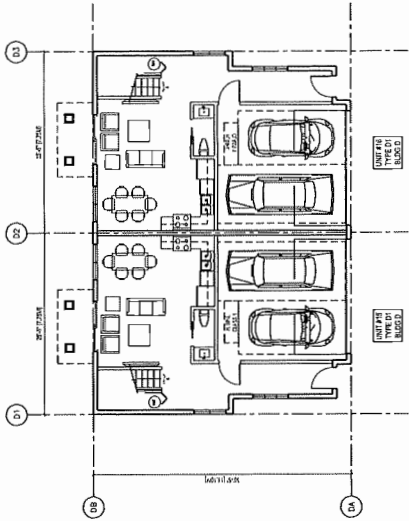
STEVESTON TOWNHOUSE
DEVELOPMENT
6571 95TH AVE, STEVESTON, BC
V7S 1G1, CANADA
1001 SOUTHDALE ROAD, ARLINGTON, NC

BUILDING C & D
FLOOR PLANS

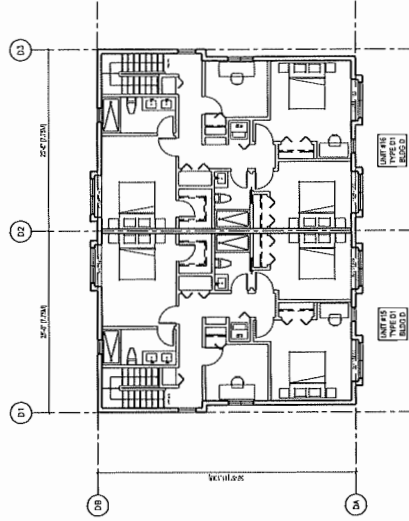
Page No.
#6211

Scale
1/8"=1'-0"

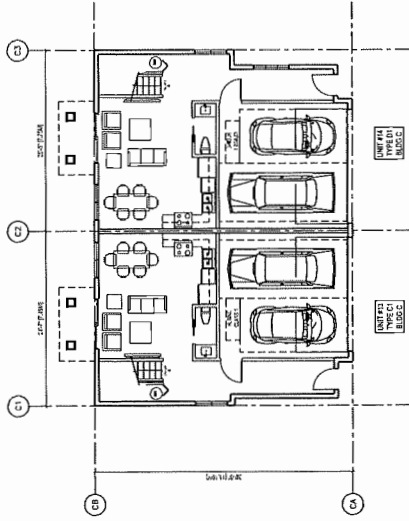
Sheet
A 2.3



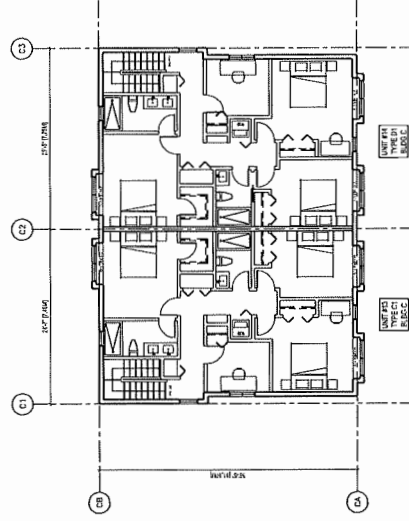
3 BUILDING D LEVEL 1 FLOOR PLAN
SCALE 1/8"=1'-0"



4 BUILDING D LEVEL 2 FLOOR PLAN
SCALE 1/8"=1'-0"

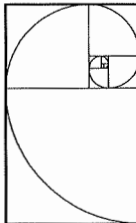


1 BUILDING C LEVEL 1 FLOOR PLAN
SCALE 1/8"=1'-0"



2 BUILDING C LEVEL 2 FLOOR PLAN
SCALE 1/8"=1'-0"





IMPERIAL ARCHITECTURE
BUILDING OF AN ARCHITECTURE OF PRACTICE
ARCHITECTS
INTERIOR DESIGNERS
PLANNERS

ARCHITECT
INTERIOR DESIGNER
PLANNER

Copyright Reserved

This drawing is the property of Imperial Architecture, Inc. and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture, Inc.

Disclaimer: The use of this drawing is subject to the terms and conditions of the contract between Imperial Architecture, Inc. and the client.

Imperial Architecture, Inc. is not responsible for the accuracy of the information provided by the client.

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR PERMITTING	2019-08-22	JD	JD
2	REVISED FOR PERMITTING	2019-08-22	JD	JD
3	REVISED FOR PERMITTING	2019-08-22	JD	JD
4	REVISED FOR PERMITTING	2019-08-22	JD	JD
5	REVISED FOR PERMITTING	2019-08-22	JD	JD
6	REVISED FOR PERMITTING	2019-08-22	JD	JD
7	REVISED FOR PERMITTING	2019-08-22	JD	JD
8	REVISED FOR PERMITTING	2019-08-22	JD	JD
9	REVISED FOR PERMITTING	2019-08-22	JD	JD
10	REVISED FOR PERMITTING	2019-08-22	JD	JD
11	REVISED FOR PERMITTING	2019-08-22	JD	JD
12	REVISED FOR PERMITTING	2019-08-22	JD	JD
13	REVISED FOR PERMITTING	2019-08-22	JD	JD
14	REVISED FOR PERMITTING	2019-08-22	JD	JD
15	REVISED FOR PERMITTING	2019-08-22	JD	JD
16	REVISED FOR PERMITTING	2019-08-22	JD	JD
17	REVISED FOR PERMITTING	2019-08-22	JD	JD
18	REVISED FOR PERMITTING	2019-08-22	JD	JD
19	REVISED FOR PERMITTING	2019-08-22	JD	JD
20	REVISED FOR PERMITTING	2019-08-22	JD	JD
21	REVISED FOR PERMITTING	2019-08-22	JD	JD
22	REVISED FOR PERMITTING	2019-08-22	JD	JD
23	REVISED FOR PERMITTING	2019-08-22	JD	JD
24	REVISED FOR PERMITTING	2019-08-22	JD	JD
25	REVISED FOR PERMITTING	2019-08-22	JD	JD
26	REVISED FOR PERMITTING	2019-08-22	JD	JD
27	REVISED FOR PERMITTING	2019-08-22	JD	JD
28	REVISED FOR PERMITTING	2019-08-22	JD	JD
29	REVISED FOR PERMITTING	2019-08-22	JD	JD
30	REVISED FOR PERMITTING	2019-08-22	JD	JD
31	REVISED FOR PERMITTING	2019-08-22	JD	JD
32	REVISED FOR PERMITTING	2019-08-22	JD	JD
33	REVISED FOR PERMITTING	2019-08-22	JD	JD
34	REVISED FOR PERMITTING	2019-08-22	JD	JD
35	REVISED FOR PERMITTING	2019-08-22	JD	JD
36	REVISED FOR PERMITTING	2019-08-22	JD	JD
37	REVISED FOR PERMITTING	2019-08-22	JD	JD
38	REVISED FOR PERMITTING	2019-08-22	JD	JD
39	REVISED FOR PERMITTING	2019-08-22	JD	JD
40	REVISED FOR PERMITTING	2019-08-22	JD	JD
41	REVISED FOR PERMITTING	2019-08-22	JD	JD
42	REVISED FOR PERMITTING	2019-08-22	JD	JD
43	REVISED FOR PERMITTING	2019-08-22	JD	JD
44	REVISED FOR PERMITTING	2019-08-22	JD	JD
45	REVISED FOR PERMITTING	2019-08-22	JD	JD
46	REVISED FOR PERMITTING	2019-08-22	JD	JD
47	REVISED FOR PERMITTING	2019-08-22	JD	JD
48	REVISED FOR PERMITTING	2019-08-22	JD	JD
49	REVISED FOR PERMITTING	2019-08-22	JD	JD
50	REVISED FOR PERMITTING	2019-08-22	JD	JD
51	REVISED FOR PERMITTING	2019-08-22	JD	JD
52	REVISED FOR PERMITTING	2019-08-22	JD	JD
53	REVISED FOR PERMITTING	2019-08-22	JD	JD
54	REVISED FOR PERMITTING	2019-08-22	JD	JD
55	REVISED FOR PERMITTING	2019-08-22	JD	JD
56	REVISED FOR PERMITTING	2019-08-22	JD	JD
57	REVISED FOR PERMITTING	2019-08-22	JD	JD
58	REVISED FOR PERMITTING	2019-08-22	JD	JD
59	REVISED FOR PERMITTING	2019-08-22	JD	JD
60	REVISED FOR PERMITTING	2019-08-22	JD	JD
61	REVISED FOR PERMITTING	2019-08-22	JD	JD
62	REVISED FOR PERMITTING	2019-08-22	JD	JD
63	REVISED FOR PERMITTING	2019-08-22	JD	JD
64	REVISED FOR PERMITTING	2019-08-22	JD	JD
65	REVISED FOR PERMITTING	2019-08-22	JD	JD
66	REVISED FOR PERMITTING	2019-08-22	JD	JD
67	REVISED FOR PERMITTING	2019-08-22	JD	JD
68	REVISED FOR PERMITTING	2019-08-22	JD	JD
69	REVISED FOR PERMITTING	2019-08-22	JD	JD
70	REVISED FOR PERMITTING	2019-08-22	JD	JD
71	REVISED FOR PERMITTING	2019-08-22	JD	JD
72	REVISED FOR PERMITTING	2019-08-22	JD	JD
73	REVISED FOR PERMITTING	2019-08-22	JD	JD
74	REVISED FOR PERMITTING	2019-08-22	JD	JD
75	REVISED FOR PERMITTING	2019-08-22	JD	JD
76	REVISED FOR PERMITTING	2019-08-22	JD	JD
77	REVISED FOR PERMITTING	2019-08-22	JD	JD
78	REVISED FOR PERMITTING	2019-08-22	JD	JD
79	REVISED FOR PERMITTING	2019-08-22	JD	JD
80	REVISED FOR PERMITTING	2019-08-22	JD	JD
81	REVISED FOR PERMITTING	2019-08-22	JD	JD
82	REVISED FOR PERMITTING	2019-08-22	JD	JD
83	REVISED FOR PERMITTING	2019-08-22	JD	JD
84	REVISED FOR PERMITTING	2019-08-22	JD	JD
85	REVISED FOR PERMITTING	2019-08-22	JD	JD
86	REVISED FOR PERMITTING	2019-08-22	JD	JD
87	REVISED FOR PERMITTING	2019-08-22	JD	JD
88	REVISED FOR PERMITTING	2019-08-22	JD	JD
89	REVISED FOR PERMITTING	2019-08-22	JD	JD
90	REVISED FOR PERMITTING	2019-08-22	JD	JD
91	REVISED FOR PERMITTING	2019-08-22	JD	JD
92	REVISED FOR PERMITTING	2019-08-22	JD	JD
93	REVISED FOR PERMITTING	2019-08-22	JD	JD
94	REVISED FOR PERMITTING	2019-08-22	JD	JD
95	REVISED FOR PERMITTING	2019-08-22	JD	JD
96	REVISED FOR PERMITTING	2019-08-22	JD	JD
97	REVISED FOR PERMITTING	2019-08-22	JD	JD
98	REVISED FOR PERMITTING	2019-08-22	JD	JD
99	REVISED FOR PERMITTING	2019-08-22	JD	JD
100	REVISED FOR PERMITTING	2019-08-22	JD	JD

ISSUED FOR REZONING
RESUBMISSION
2019-08-22

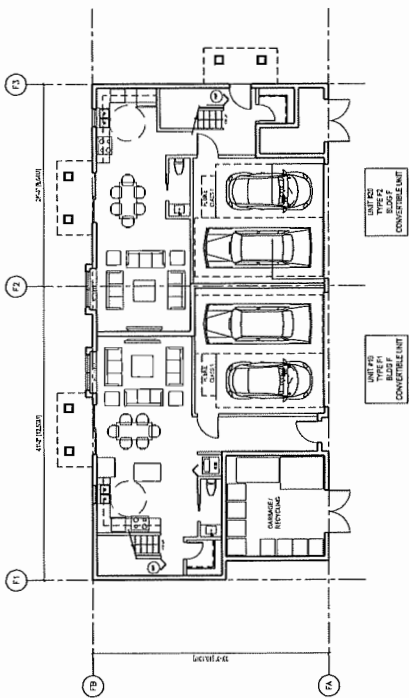
STEVESTON TOWNHOUSE
DEVELOPMENT
9771 59TH AVE. S.W. STEVESTON HWY. &
10011 SOUTHDALE ROAD, RICHMOND, BC

BUILDING E & F
FLOOR PLANS

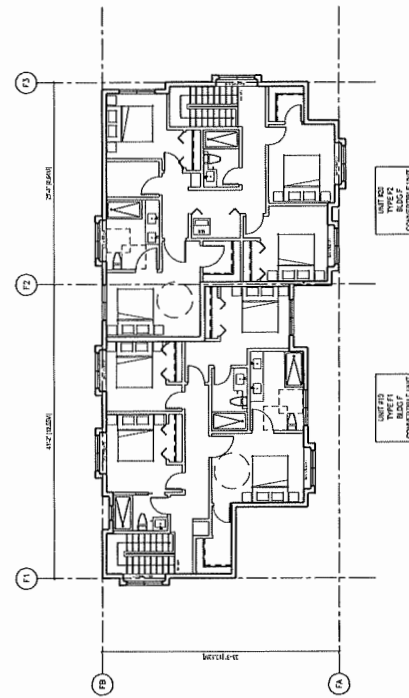
Project No.
#8211

Scale
1/8"=1'-0"

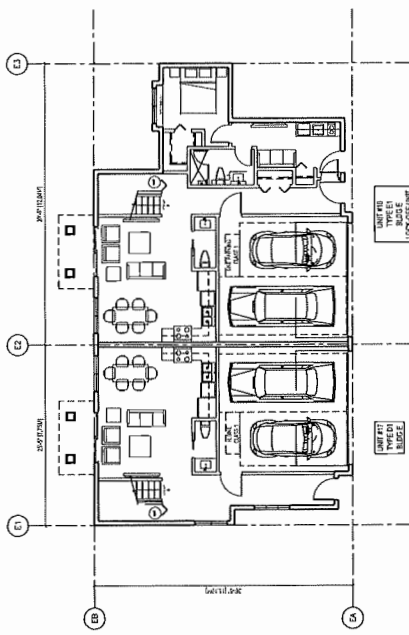
Sheet
A2.4



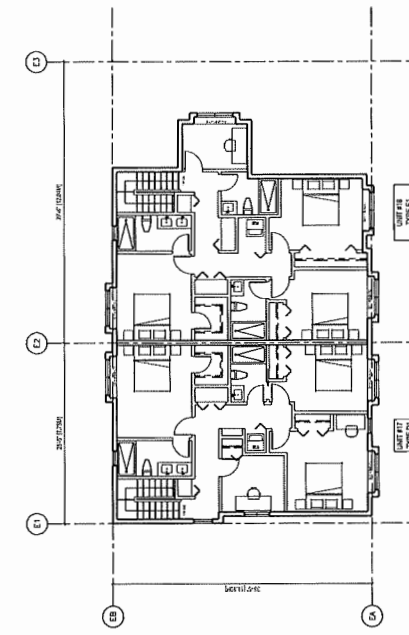
3 BUILDING F LEVEL 1 FLOOR PLAN
SCALE 1/8"=1'-0"



4 BUILDING F LEVEL 2 FLOOR PLAN
SCALE 1/8"=1'-0"

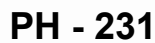


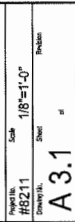
1 BUILDING E LEVEL 1 FLOOR PLAN
SCALE 1/8"=1'-0"

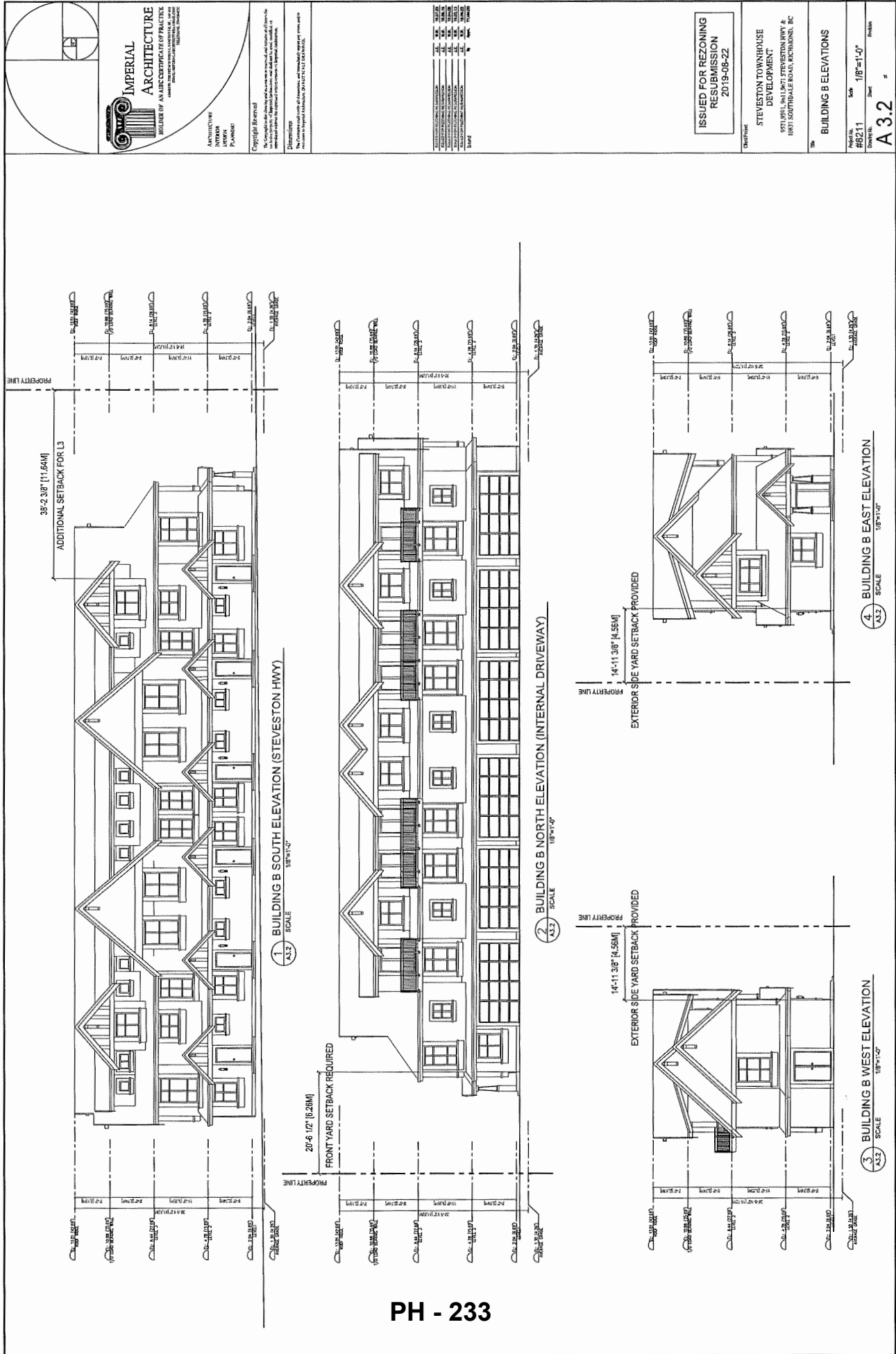


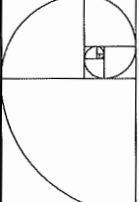
2 BUILDING E LEVEL 2 FLOOR PLAN
SCALE 1/8"=1'-0"











IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS OF PRACTICE
SINCE 1982

ARCHITECT
JIMMY L. LUTHER
PLANNING

Copyright Reserved
No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without written permission from the author.

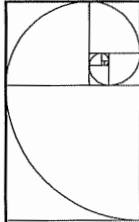
DISCLAIMER
The architect shall not be responsible for the accuracy of the information provided by the client or for the consequences of any action taken by the client based on the information provided.

ISSUED FOR REZONING RESUBMISSION
2019-08-22

STEVESTON TOWNHOUSE DEVELOPMENT
9911 99th, 9911-99th STEVESTON HWY & 100th SOUTHDOWN ROAD, RICHMOND, BC

BUILDING B ELEVATIONS

Sheet: **A 3.2**
Scale: 1/8"=1'-0"
Drawing No: #9211
Revision: 1



IMPERIAL
ARCHITECTURE
REGISTERED PROFESSIONAL ARCHITECTS
REGISTERED PROFESSIONAL ENGINEERS
REGISTERED PROFESSIONAL LANDSCAPE ARCHITECTS
REGISTERED PROFESSIONAL INTERIOR DESIGNERS

ARCHITECT
INTERIOR
PLANNING

Copyright Reserved

ALL RIGHTS RESERVED. NO PART OF THIS PUBLICATION MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM THE PUBLISHER.

DISTRIBUTION
This publication is for the exclusive use of the client and is not to be distributed to any other party without the written consent of the architect.

REVISIONS
1. 08/22/2019: Initial design and site plan.

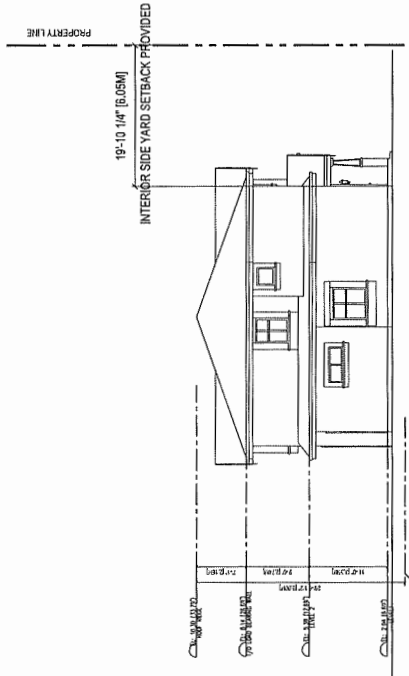
NO.	DATE	DESCRIPTION
1	08/22/2019	Initial design and site plan.
2	08/22/2019	Revised design and site plan.
3	08/22/2019	Final design and site plan.
4	08/22/2019	Final design and site plan.
5	08/22/2019	Final design and site plan.
6	08/22/2019	Final design and site plan.
7	08/22/2019	Final design and site plan.
8	08/22/2019	Final design and site plan.
9	08/22/2019	Final design and site plan.
10	08/22/2019	Final design and site plan.

ISSUED FOR REZONING
RESUBMISSION
2019-08-22

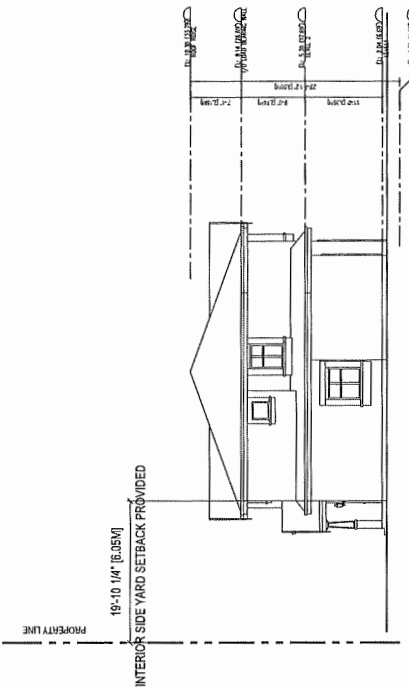
STEVENSON TOWNHOUSE
DEVELOPMENT
5511 59th, 5411 60th STEVENSON HWY &
1001 SOUTHDALL ROAD, RICHMOND, BC

BUILDING C ELEVATIONS

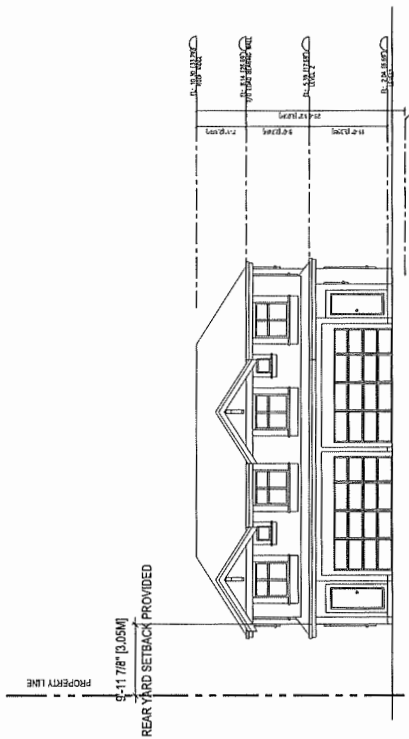
Project No.
#6211
Scale
1/8"=1'-0"
Sheet
A 3.3



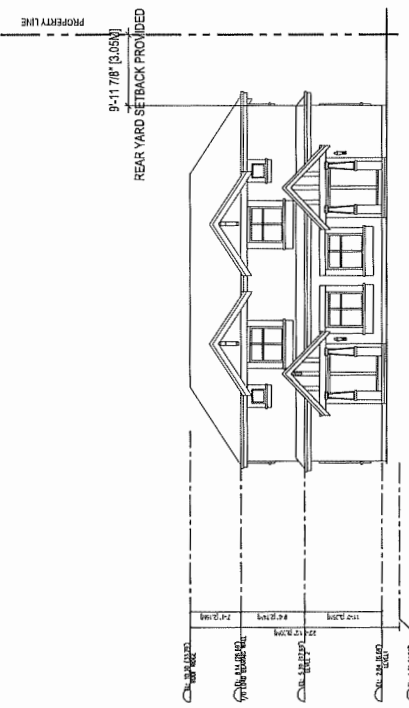
2 BUILDING C EAST ELEVATION
SCALE 1/8"=1'-0"



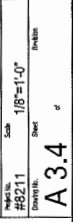
4 BUILDING C WEST SIDE ELEVATION
SCALE 1/8"=1'-0"

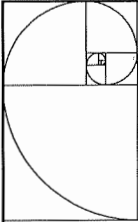


1 BUILDING C SOUTH ELEVATION (INTERNAL DRIVEWAY)
SCALE 1/8"=1'-0"



3 BUILDING C NORTH SIDE ELEVATION
SCALE 1/8"=1'-0"





IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS OF PRACTICE
ARCHITECTS
1001 SOUTHDALE ROAD, RICHMOND, BC
V6X 1A1
TEL: 604-271-1111
WWW.IMPERIALARCHITECTURE.COM

Copyright Reserved

This drawing is the property of Imperial Architecture and is to be used only for the project and location specified. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture.

Drawings

1. General Notes
2. Site Plan
3. Floor Plan
4. Section
5. Elevation
6. Detail
7. Schedule
8. Appendix

NO.	DESCRIPTION	DATE
1	ISSUED FOR REZONING RESUBMISSION	2019-08-22
2	ISSUED FOR REZONING RESUBMISSION	2019-08-22
3	ISSUED FOR REZONING RESUBMISSION	2019-08-22
4	ISSUED FOR REZONING RESUBMISSION	2019-08-22
5	ISSUED FOR REZONING RESUBMISSION	2019-08-22
6	ISSUED FOR REZONING RESUBMISSION	2019-08-22
7	ISSUED FOR REZONING RESUBMISSION	2019-08-22
8	ISSUED FOR REZONING RESUBMISSION	2019-08-22
9	ISSUED FOR REZONING RESUBMISSION	2019-08-22
10	ISSUED FOR REZONING RESUBMISSION	2019-08-22

ISSUED FOR REZONING
RESUBMISSION
2019-08-22

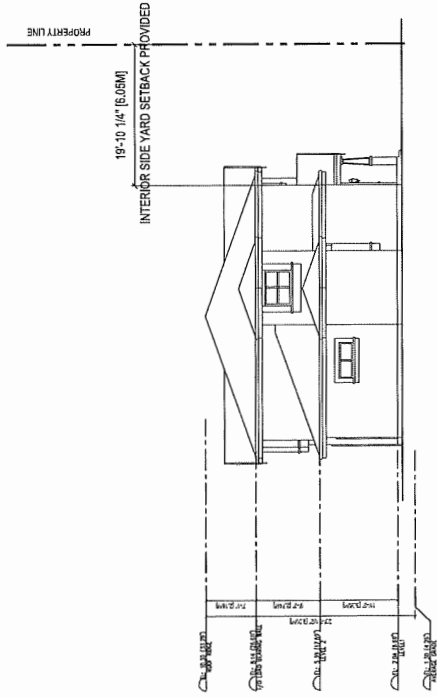
STEVESTON TOWNHOUSE
DEVELOPMENT
9771 49th St, Steveston Bwy &
1001 Southdale Road, Richmond, BC

BUILDING E ELEVATIONS

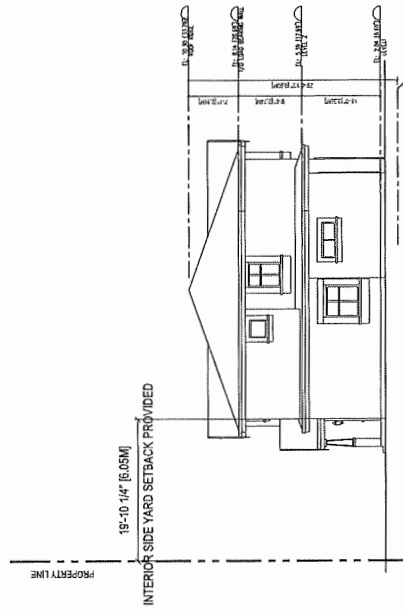
Project No.
#4211

Scale
1/8" = 1'-0"

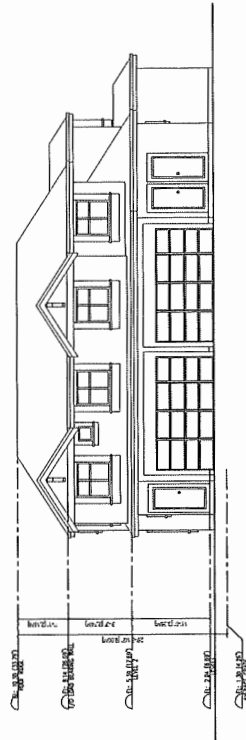
Sheet
A 3.5



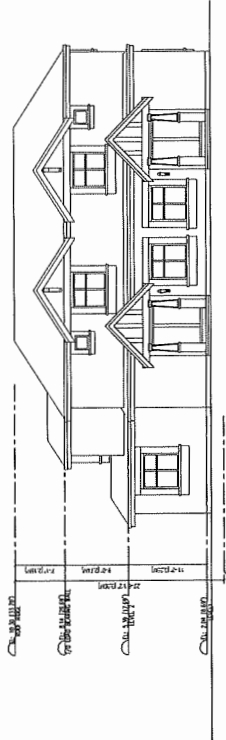
2. BUILDING E EAST SIDE ELEVATION
SCALE 1/8" = 1'-0"



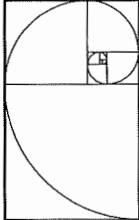
4. BUILDING E WEST SIDE ELEVATION
SCALE 1/8" = 1'-0"



1. BUILDING E SOUTH ELEVATION (INTERNAL DRIVEWAY)
SCALE 1/8" = 1'-0"



3. BUILDING E NORTH ELEVATION
SCALE 1/8" = 1'-0"



IMPERIAL ARCHITECTURE

REGISTERED ARCHITECTS

1001 SOUTHDALE ROAD, RICHMOND, NC 28801

TEL: 704.321.1111

WWW.IMPERIALARCHITECTURE.COM

ARCHITECT: IMPERIAL ARCHITECTURE

PROJECT: STEVESTON TOWNHOUSE DEVELOPMENT

DATE: 2019-08-22

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

SHEET: A 3.6

Copyright Reserved

No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Imperial Architecture.

This drawing is the property of Imperial Architecture and is to be used only for the project and site specified on the title block.

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR REZONING RESUBMISSION	2019-08-22	AS	AS
2	REVISION			
3	REVISION			
4	REVISION			
5	REVISION			
6	REVISION			
7	REVISION			
8	REVISION			
9	REVISION			
10	REVISION			

ISSUED FOR REZONING RESUBMISSION

2019-08-22

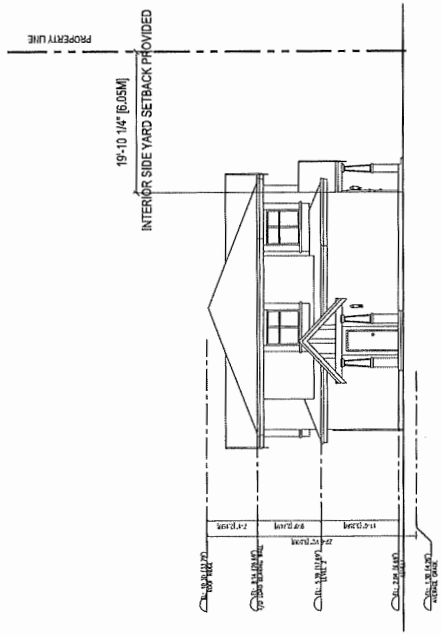
STEVESTON TOWNHOUSE DEVELOPMENT

1001 SOUTHDALE ROAD, RICHMOND, NC 28801

BUILDING ELEVATIONS

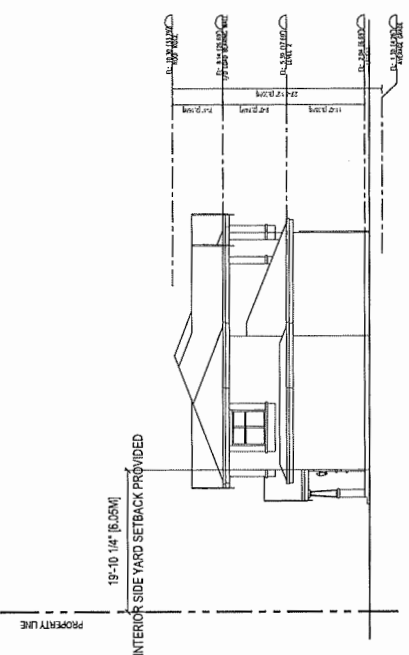
Scale: 1/8"=1'-0"

Sheet: A 3.6



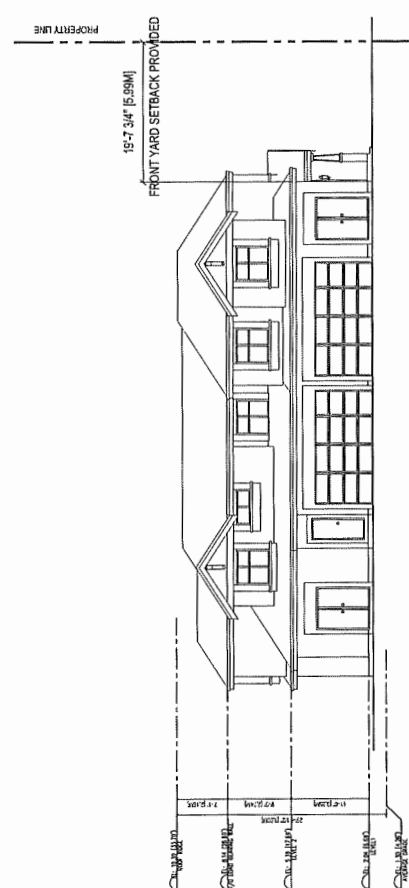
2. BUILDING F EAST ELEVATION (SOUTHDALE)

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



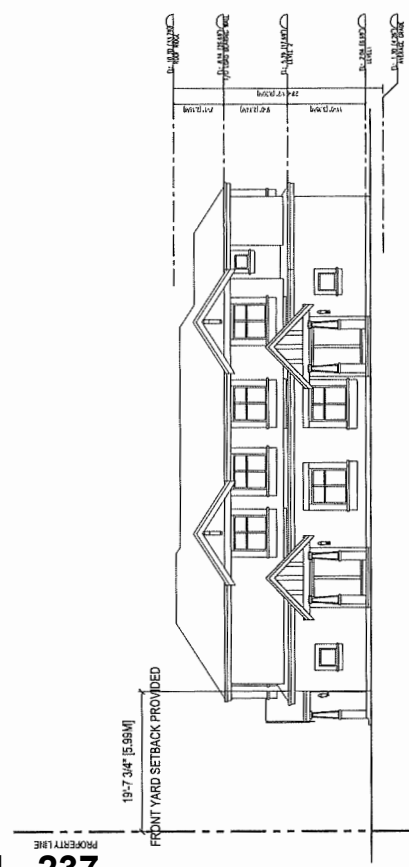
4. BUILDING F WEST SIDE ELEVATION

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



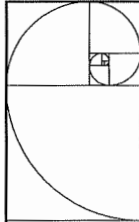
1. BUILDING F SOUTH ELEVATION (INTERNAL DRIVEWAY)

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



3. BUILDING F NORTH SIDE ELEVATION

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



**IMPERIAL
ARCHITECTURE**
BUILDING OF AN ARCHITECTURE OF PRACTICE
ARCHITECTS, ENGINEERS, PLANNERS
10000 WILSON AVENUE, SUITE 100
DALLAS, TEXAS 75243
TEL: 214.343.1111
WWW.IMPERIALARCHITECTURE.COM

ARCHITECT
INTERIOR
PLANNING

Copyright Reserved

This drawing is the property of Imperial Architecture, Inc. and is to be used only for the project and location specified. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Imperial Architecture, Inc.

Disclaimer: Imperial Architecture, Inc. is not responsible for the accuracy of the information provided by the client or for the results of the design. The client is responsible for the accuracy of the information provided and for the results of the design.

NO.	DESCRIPTION	DATE
1	ISSUED FOR REZONING RESUBMISSION	2019-08-22
2	ISSUED FOR REZONING RESUBMISSION	2019-08-22
3	ISSUED FOR REZONING RESUBMISSION	2019-08-22
4	ISSUED FOR REZONING RESUBMISSION	2019-08-22
5	ISSUED FOR REZONING RESUBMISSION	2019-08-22
6	ISSUED FOR REZONING RESUBMISSION	2019-08-22
7	ISSUED FOR REZONING RESUBMISSION	2019-08-22
8	ISSUED FOR REZONING RESUBMISSION	2019-08-22
9	ISSUED FOR REZONING RESUBMISSION	2019-08-22
10	ISSUED FOR REZONING RESUBMISSION	2019-08-22

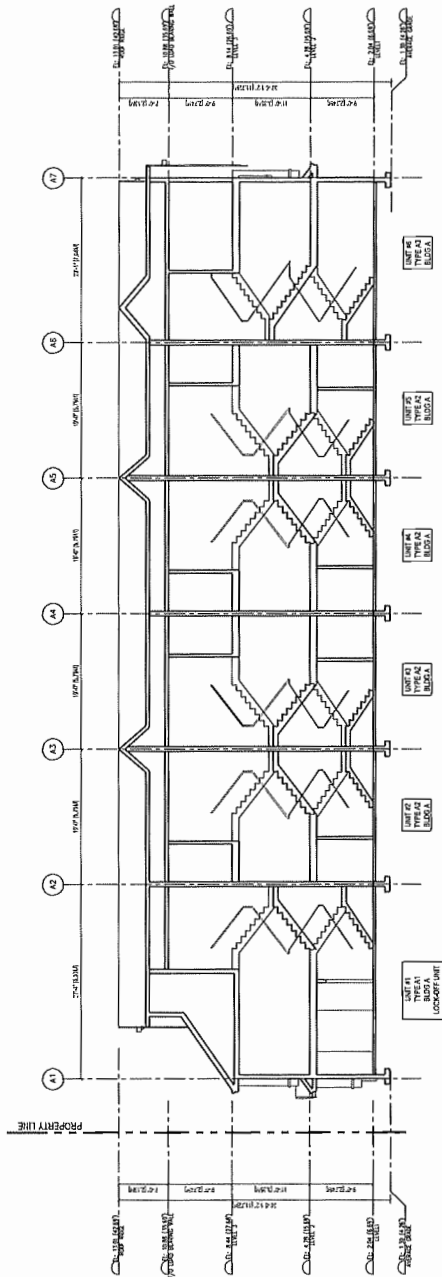
ISSUED FOR REZONING
RESUBMISSION
2019-08-22

STEVESTON TOWNHOUSE
DEVELOPMENT
9711 59th, 9th 1071 STEVESTON HWY &
10811 SCOTTSDALE ROAD, RICHMOND, BC

BUILDING SECTIONS

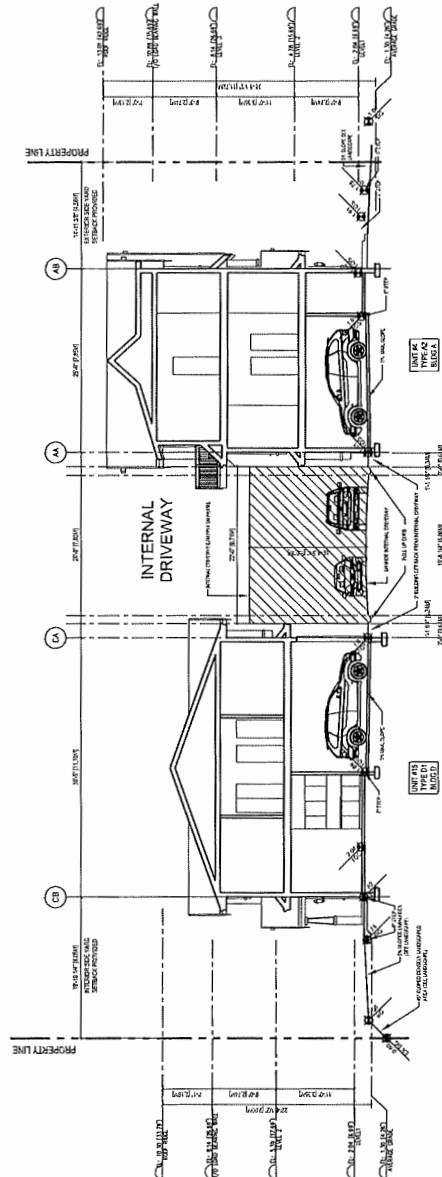
Scale 1/8"=1'-0"

A 4.1



1 BUILDING A SECTION (SIM. TO BUILDING B)

SCALE 1/8"=1'-0"

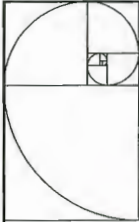


2 BUILDING D CROSS SECTION

SCALE 1/8"=1'-0"

3 BUILDING A CROSS SECTION (SIM. TO BUILDING B)

SCALE 1/8"=1'-0"



**IMPERIAL
ARCHITECTURE**

HOLDERS OF AN AIBC CERTIFICATE OF PRACTICE
ASSOCIATE ARCHITECTS: JAMES H. LAMBERT, A.I.C., LEED AP
DANIEL F. KETTER, AIA, LEED AP
WILLIAM D. BARNES, LEED AP-ND

ARCHITECTURE	
INTERIOR	
DESIGN	
PLANNING	

Copyright Reserved

The Copyright in this document and its contents is reserved, and neither the text nor the pictures or illustrations herein may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the copyright owner, IBM Corporation.

Disclaimers

The Compaq and the Compaq logo are trademarks, and immediately appear on every system dealer's literature in the United States, Canada, Mexico, and all other countries.

[illegible]

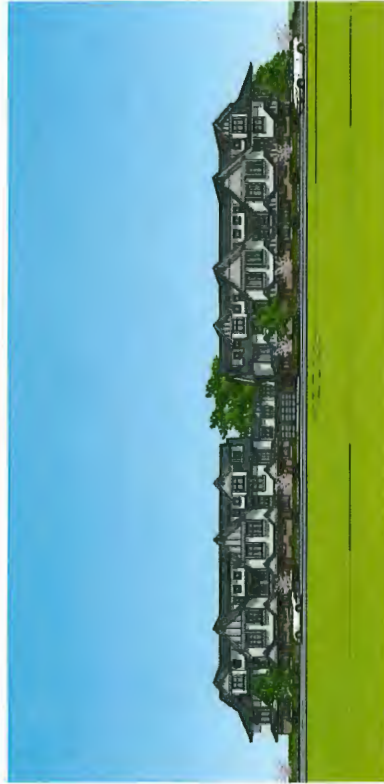
ISSUED FOR REZONING
RESUBMISSION
2019-08-22

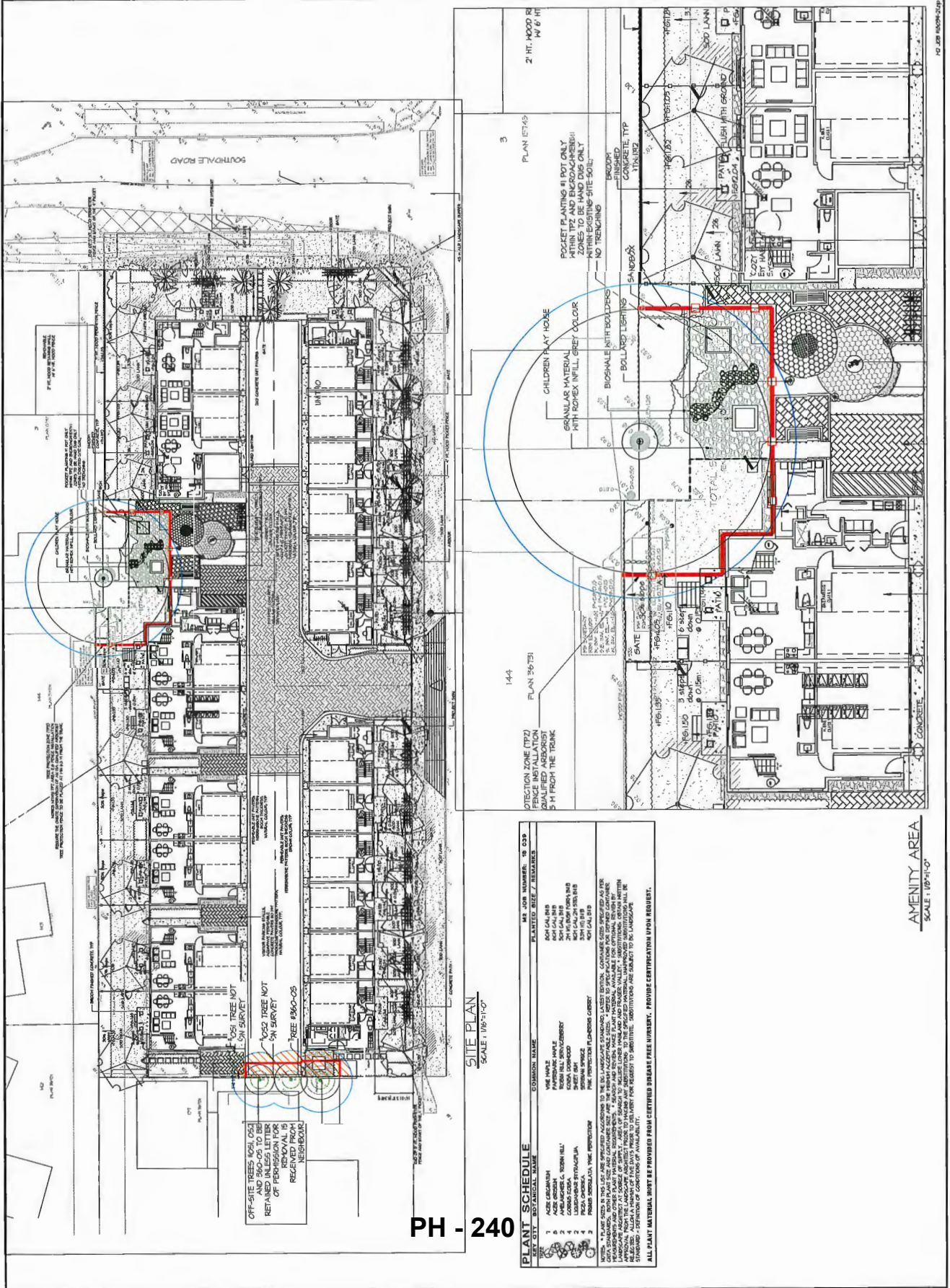
**STEVESTON TOWNHOUSE
DEVELOPMENT**

COLOR RENDERING

Product No.	Scale
#8211	N.T.S.
Drawing No.	Sheet
	Project No.

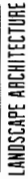
A0.1





[illegible]

PH - 241

[illegible]

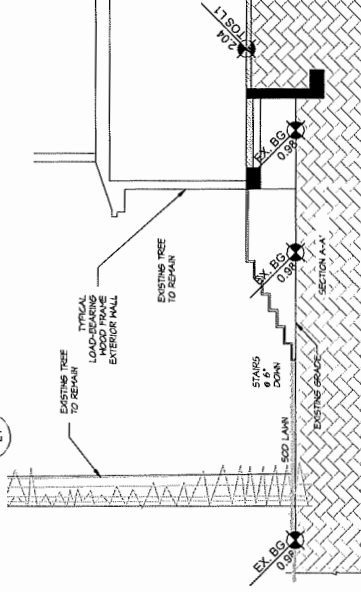
PROJECT:
**STEVESTON TOWNHOUSE
DEVELOPMENT**
9597-9571 Steveston Hwy
10831 Southdale Rd
RICHMOND, BC

100

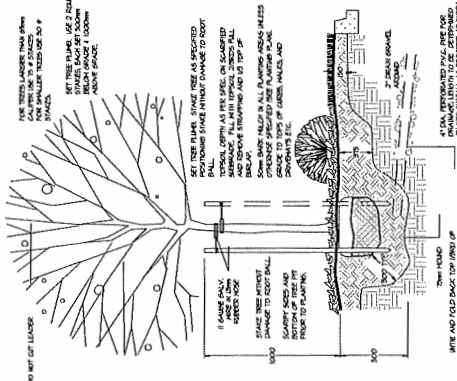
LANDSCAPE DETAILS

DATE: 10 MAY 79	DRAWING NUMBER: <div style="text-align: center; font-size: 2em;">L5</div> OF 6
SCALE: VARIES	
DRAWN: DY	
DESIGN: DY	
CHECKED: MTH	

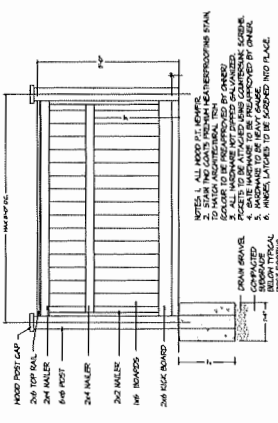
0412-7426/05/071100-04



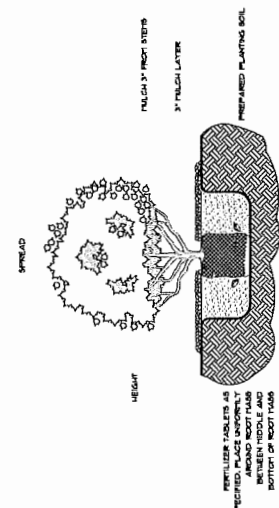
SECTION A-A'
SCALE: 1/4"=1'-0"



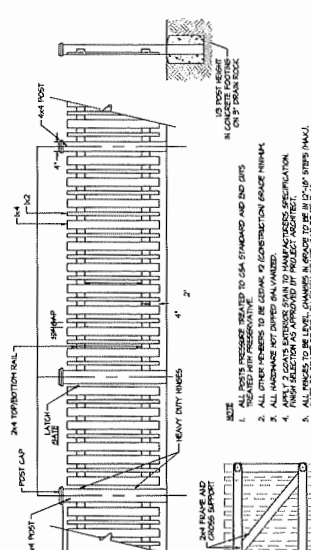
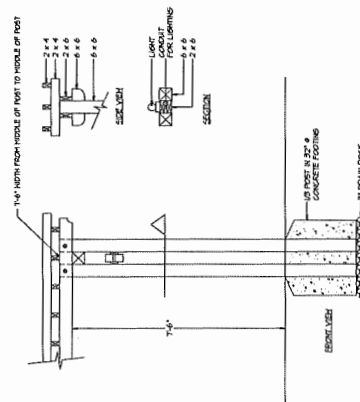
TREE PLANTING DETAIL



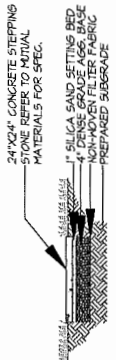
2 5' WOOD PERIMETER FENCE
L4 SCALE: 1/2"=1'-0"



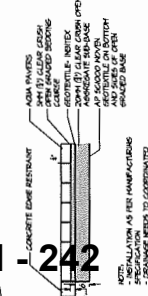
5 SHRUB PLANTING DETAIL
14 SCALE: NTS



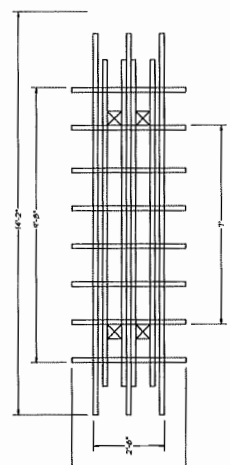
3' WOOD FENCE AND GATE



4"X24" CONCRETE STEPS



PERMEABLE CONCRETE PAVERS

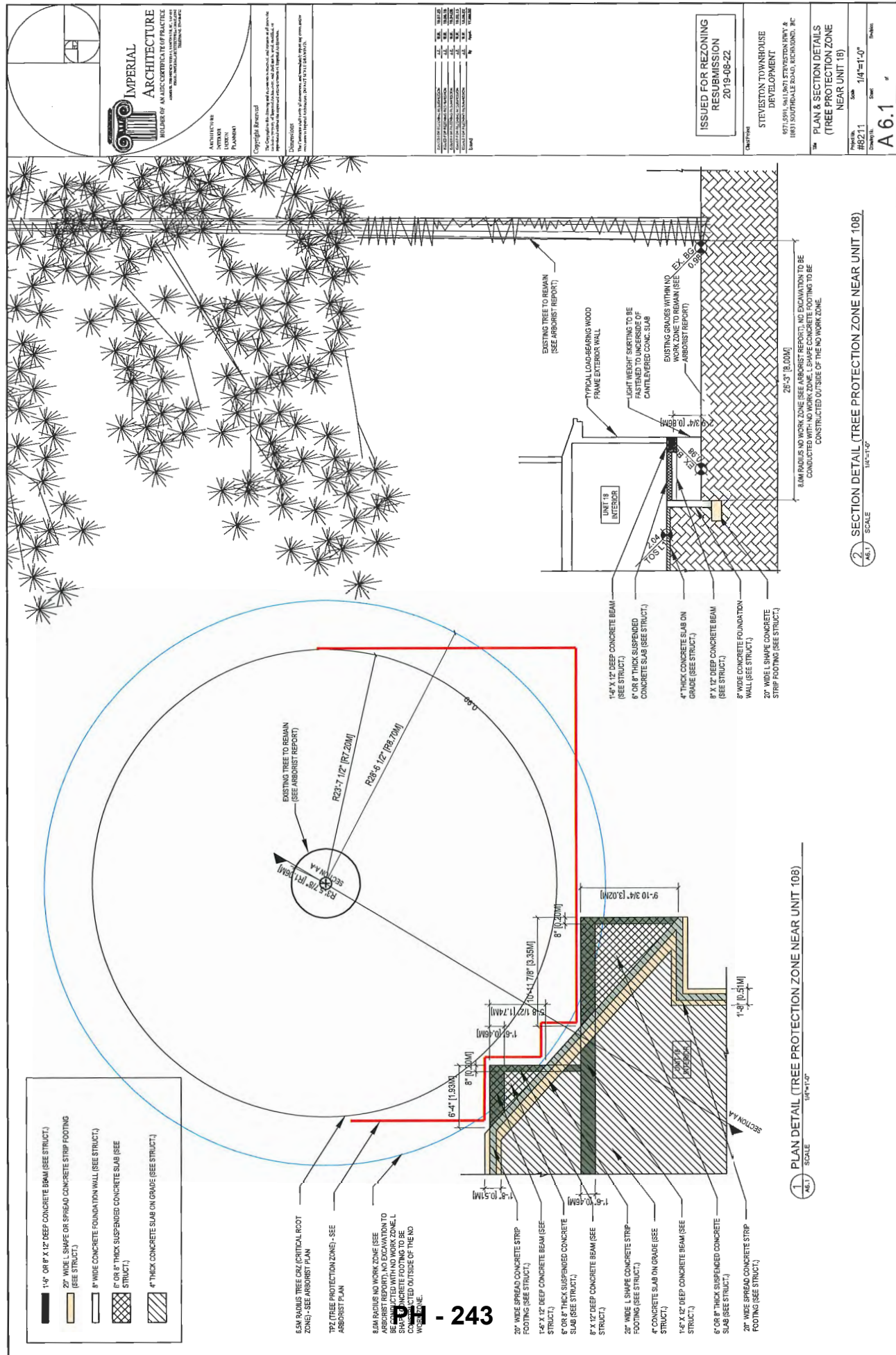


NOTE:

1. ALL WOOD MEMBERS TO BE PRESERVE TREATED TO C.S.A. STANDARDS
2. ALL WAGHMAZE TO BE HOT-DIPPED GALVANIZED
3. APPLY TWO COATS OF STAIN TO MATCH BUILDING (TO BE APPROVED BY OWNER OR LANDSCAPE ARCHITECT)
4. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE

6 ARBOUR
SCALE: 1/2"=1'-0"

©Copyright reserved. This drawing and design is the property of M2 Landscape Architects and may not be reproduced or used for other projects without their permission.





RZ 17-763712

Attachment 3

Address: 9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road

Applicant: CLO Ventures K2 Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	CLO Ventures K2 Ltd.	To be determined
Site Size:	3554.2 m ² (38,257 ft ²)	3546.2 m ² (38,171 ft ²) Corner cut: 8 m ² (86 ft ²)
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential (NRES)	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	5	20

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	None permitted
Lot Coverage – Buildings:	Max. 40%	38%	None
Lot Coverage – Non-porous:	Max. 65%	56%	None
Lot Coverage – Live Landscaping:	Min. 25%	28%	None
Lot Size:	N/A	3546.2 m ²	None
Lot Width:	Min. 50.0 m	96.0 m	None
Lot Depth:	Min. 35.0 m	36.6 m	None
Setbacks – Front (East):	Min. 6.0 m	6.0 m	None
Setbacks – Rear (West):	Min. 3.0 m	3.0 m	None
Setbacks – Exterior Side (South):	Min. 6.0 m	4.5 m	Variance requested
Setbacks – Interior Side (North):	Min. 3.0 m	6.0 m	None
Height:	Max. 12.0 m (3 storeys)	Front Buildings: 12.0 m (3 storeys) Rear Buildings: 9.0 m (2 storeys)	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	Min. 2.0 (R) and 0.2 (V) per unit	2.0 (R) and 0.2 (V) per unit	None
Off-street Parking Spaces – Accessible:	Min. 2% where three or more visitor spaces required = 1	1	None

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	Min. 40 (R) and 4 (V)	40 (R) and 4 (V)	None
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	None
Small Car Spaces:	Max. 50%	50%	None
Bicycle Parking Spaces – Class 1:	Min. 1.25 per unit = 25	25	None
Bicycle Parking Spaces – Class 2:	Min. 0.2 per unit = 4	4	None
Amenity Space – Indoor:	Min. 70 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.0 m ² per unit = 120 m ²	134 m ²	None

CLO Ventures K2 LTD

Add: 5731 No.3 Rd, Richmond, BC, V6X 2C9

Office: 604-285-9818 ext 303 Fax: 604-285-9816

July 11, 2019

HAND DELIVERED

To: Occupants

We are the developer to the south of your property developing townhouses located at 9671, 9611, 9591 & 9571 Steveston Highway and 10831 Southdale Road, Richmond. We are sending you information to notify and keep you informed of this upcoming project. Kindly find attached the current draft developing plans for your reference

(ATTACHMENT A).

The proposed development consists of approximately 20 townhouse units. The design of the proposal is in full compliance with various requirements with City of Richmond. The land use of the proposed development complies with Official Community Plan (OCP), the density and building height comply with Zoning Bylaw requirement. The front buildings are 3 storeys in height with both south and north end of buildings reduced to 2 storeys to adept our neighbour's single-family homes. The rear buildings are all proposed to be 2 storeys. We will have more information to communicate after Planning Committee.

Should there be any questions or concerns about the project, please do not hesitate to email me at 84welton@gmail.com or contact my direct line at 604-760-6983. Thank you for your valuable time in reading this notice.

Yours Sincerely,



Welton Wu






Director

CLO VENTURES K2 LTD.

Development Project: 9671, 9611, 9591 & 9571 Steveston Highway and 10831 Southdale Road

I hand-delivered the Notification envelope containing a letter and site plan proposal(Attachment A) to the mail box of the following neighbors:

Neighboring Properties Notification Summary

	Neighbor's Address	Developer Representative	Date (DD-MM-YYYY)	Time	Feedback	Signature
1	9940 Mortfield , Richmond	Welton Wu	12/07/2019	6:00 pm	No comments	
2	9960 Mortfield , Richmond	Welton Wu	12/07/2019	6:05 pm	No comment	
3	9980 Mortfield , Richmond	Welton Wu	12/07/2019	6:08 pm	No comment	
4	10811 Southdale Rd , Richmond	Welton Wu	12/07/2019	6:15 pm	No comment	
5	9551 Steveston Hwy , Richmond	Welton Wu	12/07/2019	6:20 pm	Wait for Tree cut approve.	

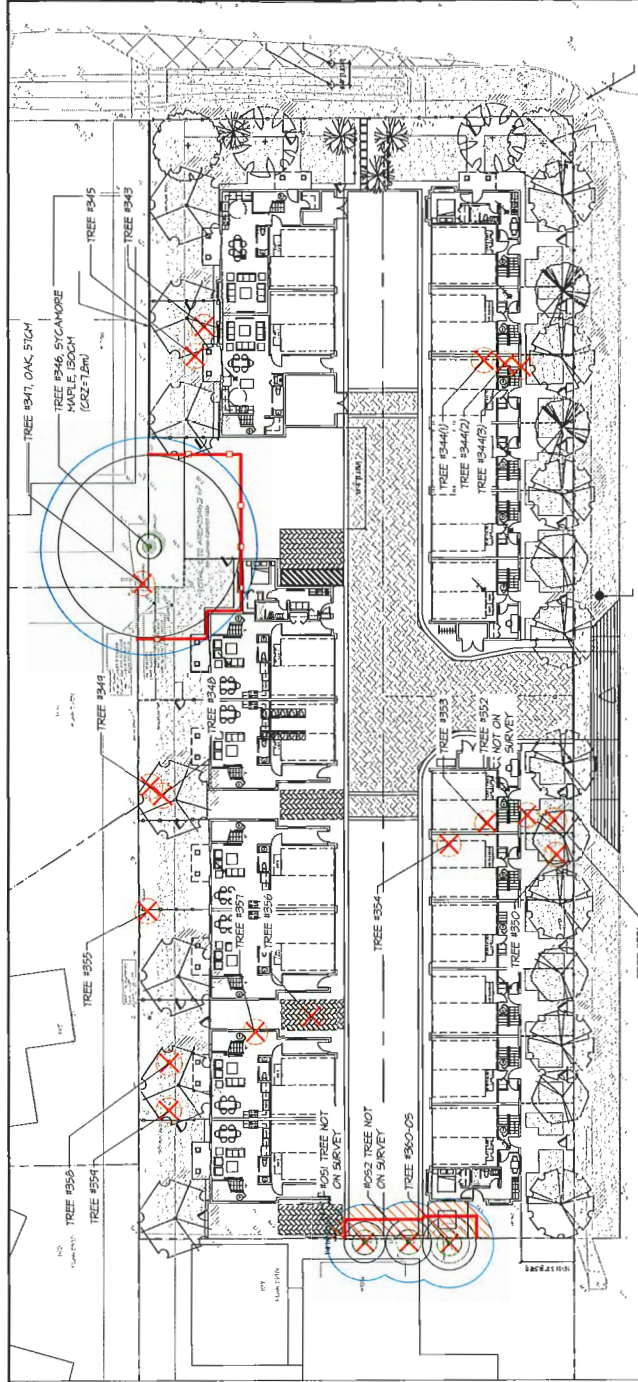
EXISTING TREES:
refer to the arborist report

Tree Number	Species	DBH cm
343	Prunus spp. Flowering cherry	22
344	Chaetachypar pislifera	40 (average)
345	Betula pendula, European birch	62
346	Acer pseudoplatanus, Sycamore maple	130
347	Quercus robur, English oak	57
348	Acer pseudoplatanus, Sycamore maple	15 (average)
349	Acer pseudoplatanus, Sycamore maple	16 (average)
350	Pinus densifolia, Japanese red pine	38
351	Prunus cerasifera, Flowering plum	45
352	Acer palmatum, Japanese maple	10 (average)
353	Pinus densifolia, Japanese red pine	30
354	Pinus densifolia, Japanese red pine	26
355	Picea pungens, Blue colorado spruce	38
356	Prunus cerasifera, Flowering plum	26
357	Aesculus hippocastanum, Horsechestnut	100
358	Malus spp., Apple	30
359	Pyrus calleryana, Pear	20
OS1	Pinus nigra, Austrian pine	35
OS2	Pinus nigra, Austrian pine	27
OS2	Pinus nigra, Austrian pine	30

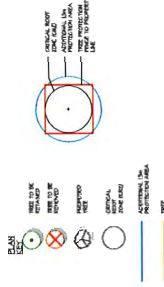
PH - 248

REPLACEMENT TREES:

Tree Number	Species	DBH cm
OS1	Pinus nigra, Austrian pine	35
OS2	Pinus nigra, Austrian pine	27
OS2	Pinus nigra, Austrian pine	30



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

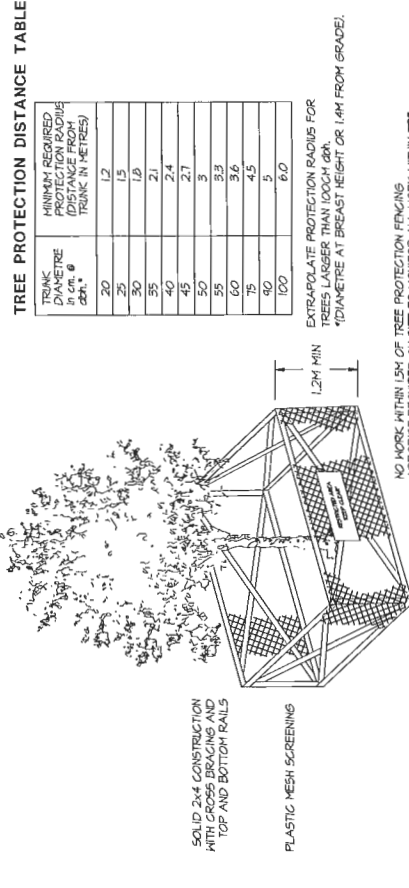


COORDINATION WITH ARBORIST - NOTE:
NO WORK IS TO BE DONE WITHIN 1.5M OF TREE PROTECTION FENCING. PREPARATORY WORK AND CONSTRUCTION WITHIN AND IN DIRECTLY ADJACENT AREAS MUST BE DONE WITHIN THE TREE PROTECTION FENCING. ALL WORKS ARE TO BE COORDINATED WITH THE PROJECT ARBORIST IN ADVANCE OF COMMENCING THEM AND SUPERVISED AT THE DISCRETION OF THE PROJECT ARBORIST IN ACCORDANCE WITH ARBORICULTURAL BEST MANAGEMENT PRACTICES.

NO EXCAVATION IS TO OCCUR WITHIN THE TREE PROTECTION ZONE. NO GRADE CHANGES ARE TO OCCUR WITHIN THE TREE PROTECTION AREA. PROJECT ARBORIST TO COORDINATE WITH ARCHITECT FOR CANTILEVERED SLAB BUILDING FOOTPRINT WITHIN NO WORK ZONE. SEE ARCHITECTURAL DRAWINGS FOR DETAILS.
TREE REMOVALS AND RETENTION DEPICTED ON THIS PLAN ARE BASED ON THE MOST RECENT FORM OF DEVELOPMENT SUBMITTED TO MO.
TREE #346 SYCAMORE MAPLE IS TO BE EVALUATED ON A YEARLY BASIS AND/OR AFTER ANY MAJOR STORM EVENT, BY A QUALIFIED TREE RISK ASSESSOR.

TREE PROTECTION FENCE TO BE PLACED AT MIN 65M FROM FACE OF TRUNK

NOTE: ALL TREES REGARDLESS OF SIZE ARE PROTECTED IN HIGH ENVIRONMENTALLY SENSITIVE AREAS



TREE PROTECTION DISTANCE TABLE

TRUNK DIAMETER (CM)	MINIMUM REQUIRED PROTECTION RADIUS (M)
20	1.2
25	1.3
30	1.6
35	2.1
40	2.4
45	2.7
50	3
55	3.3
60	3.6
75	4.5
100	5

EXTRAPOLATE PROTECTION RADIUS FOR TREES LARGER THAN 100CM DBH
101METRE AT BREAST HEIGHT OR 1.4M FROM GRADE.

NO WORK WITHIN 1.5M OF TREE PROTECTION FENCING
ARBORIST REQUIRED ON SITE TO MONITOR ALL WORK WITHIN TPZ

1 TREE PROTECTION BARRIER
L1 N.T.S.

Copyright reserved. This drawing and design is the property of M2 Landscape Architecture and is not to be reproduced or used for other projects without their permission.



#220 - 26 Lorne Mews
101 West Alexander, British Columbia
V6M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



NO.	DATE	REVISION DESCRIPTION	BY
1	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
2	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
3	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
4	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
5	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
6	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
7	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
8	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
9	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP
10	2023.05.10	REVISED TREE PROTECTION DISTANCE TABLE	DP

STEVESTON TOWNHOUSE DEVELOPMENT
9991-9671 Steveston Hwy
10871 Southside Rd
RICHMOND, BC

DRAWING TITLE
TREE MANAGEMENT PLAN

DATE:	2023.05.10
SCALE:	VARIABLE
DRAWN BY:	DP
CHECKED BY:	DP
DATE:	2023.05.10
PROJECT NUMBER:	L2

ATTACHMENT 5

MO 2023.05.10



JRS ENGINEERING
BUILDING ENVELOPE CONSULTANTS

Project: VR19008

August 13, 2019

City of Richmond
Policy Planning Department
T: 604-204-8529

Attention: Steven De Sousa

Dear Sir:

Re: Assurance Letter – Step Code Compliance
• 9571 Steveston Townhouse Development

This project is currently in the conceptual design phase, which includes the building elevations and suite layouts. Mechanical, electrical, envelope, structural disciplines are still in the early phases, and various options are being considered and investigated.

This letter is to indicate that the project will be designed to meet the City's Step Code requirements (i.e. Step 3 of the Energy Step Code).

Please contact me if you have any questions.

Sincerely,

JRS ENGINEERING

Per:

Jack Cui, P.Eng., MSc, LEED® AP
Sr Energy Modeling Specialist | Division Manager



AUG 13 2019



City of Richmond

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

Address: 9571, 9591, 9611, 9671 Steveston Highway &
10831 Southdale Road

File No.: RZ 17-763712

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10082, the developer is required to complete the following:

1. Dedication of a 4 m x 4 m corner cut as road at the southeast corner of the subject site (at the intersection of Steveston Highway and Southdale Road).
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review. The Contract should also include the following provisions for the retention of Sycamore Maple tree (tag# 346):
 - a) no encroachment of buildings within the Tree Protection Zone (TPZ);
 - b) no grade changes within the TPZ;
 - c) crown reduction and/or thinning of the crown as needed;
 - d) on-site monitoring by the Project Arborist throughout the duration of construction;
 - e) site drainage mitigation may be required during preload within TPZ;
 - f) contract for watering as needed during summer dry months; and
 - g) evaluation of the tree by a Qualified Tree Risk Assessor on a yearly basis or after any major storm events.
4. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Sycamore Maple tree (tag# 346) to be retained. The City will retain a portion of the security for a one year maintenance period from the date of the inspection.
5. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
6. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential traffic noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
7. Registration of a flood indemnity covenant on title.
8. Registration of a cross-access easement, statutory right-of-way, property right-of-passage, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entry driveway to the site and entire length of all internal drive aisles, in favour of the future developments located to the west of the subject development, to permit shared use. The legal agreement is to include that the City will not be responsible for maintenance or liability, no permanent structures are to be placed at the west end of the east-west drive aisle, and the intent and existence of the legal agreements are to be made known to the purchasers of any unit(s) and the strata council of this development.

9. Registration of a legal agreement on title ensuring a 4.0 m wide landscaped buffer planted on-site along Steveston Highway (as measured from the south property line) is maintained and will not be abandoned or removed. The legal agreement is also to indicate that the property is potentially subject to impacts of noise, dust, and odour resulting from agricultural operations due to the subject site's proximity to properties in the Agricultural Land Reserve (ALR).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$19,009.15) to the City's public art fund.
12. Contribution of \$1,600 per dwelling unit for the first 19 dwelling units and \$3,200 per dwelling unit for additional dwelling units (e.g. \$33,600) in-lieu of on-site indoor amenity space.
13. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$194,672) to the City's affordable housing fund.
14. Registration of a legal agreement on Title, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) no final Building Permit inspection is granted until three secondary suites are constructed on-site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
 - b) the secondary suites cannot be stratified or otherwise held under separate title.

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

1. Submission of a Landscape Plan, prepared by Registered Landscape Architect, to the satisfaction of the Director of Development.
2. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. Submission of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including all hard and soft materials, installation and a 10% contingency. The City will retain a portion of the security for a one year maintenance period from the date of the inspection.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 314.0 L/s of water available at a 20 psi residual at the Southdale Rd frontage, and 1,048 L/s of water available at 20 psi residual at the Steveston Hwy frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At the Developers cost, the City is to:
 - Cut and cap at main, the existing water service connections at the Steveston Hwy and Southdale Rd frontages.
 - Install a new fire hydrant along the Steveston Highway frontage.
 - Relocate to the ultimate location the existing fire hydrant on the Southdale Road frontage as required to facilitate the required curb, sidewalk, and road widening. Fire Department approval is required for all fire hydrant relocations.
 - Install a new service connection off of the existing 300mm PVC watermain on the south side of Steveston Hwy. Meter to be located onsite (e.g. in a mechanical room).

Storm Sewer Works:

- The Developer is required to:
 - Cut and cap, at main, all existing storm service connections serving the development site and remove inspection chambers.
 - Upgrade approximately 140 m of existing 200 mm & 450 mm storm sewer to 600mm along the entire Steveston Hwy frontage, from existing manhole STMH2786 to existing manhole STMH134896, complete with new manhole at the tie-in point to the existing 200 mm storm sewer to the east.
 - Remove the existing AC storm sewer to the extent of the storm sewer upgrades and legally dispose offsite, and reconnect all existing catch basins and service connections to the new 600 mm storm sewer.
 - Install a new storm service connection, complete with inspection chamber, and tie-in to the proposed 600 mm storm sewer.
 - Remove the existing 450 mm storm sewer and infill the existing ditch along the Southdale Road frontage and replace with a new 600 mm storm sewer, complete with a new manhole at the upstream tie-in point.
 - Review catch basin spacing along Steveston Highway and Southdale Road, and add catch basins as required to meet City spacing requirements.
- At the Developers cost, the City is to:
 - Perform all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Cut and cap, at inspection chamber, all existing service connections serving the development site.
 - Upgrade approximately 55 m of existing 150 mm sanitary main to 200 mm along the north property line, from the west property line of 9571 Steveston Highway to existing manhole SMH2069. A new manhole will be required at the tie-in point to the west.
 - Install a new sanitary service connection, complete with inspection chamber, off of the proposed 200 mm sanitary main. A 1.5 x 3.0 m statutory right-of-way from the edge of the existing sanitary right-of-way along the north property line may be required for the inspection chamber, to be determined at the servicing agreement stage.
 - Due to the existing tree to be protected near existing manhole SMH2069, the manhole will not be required to be replaced. Depending on the condition of the manhole, restoration may be required, to the satisfaction of the City. The developer's Civil Engineer shall submit, within the first servicing agreement submission, a signed & sealed inspection report of the manhole complete with reparation recommendations. These recommendations shall be included within the servicing agreement scope.
 - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.

- Widen 43.0 m (measured from the east property line) of the existing sanitary right-of-way along the north property line to 3.0 m deep (measured from the north property line of 9671 Steveston Highway), at no cost to the City.
- At the Developers cost, the City is to:
 - Perform all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements:

- Transportation requirements include, but are not limited to, the following
 - Vehicle access to the development is to be provided by a single driveway located on Steveston Highway.
 - The driveway width at the property line is to be designed to restrict vehicle movement to right-in/right-out only. A concrete median will be required in the driveway letdown to restrict vehicles from making a left turn into and out of the site. The taper from the wider driveway at the property line to the on-site drive aisle is to be a maximum of 5:1. Geometry wheel path analysis using AutoTurn software to illustrate SU9 trucks turning into and out of the site will be required to review the design of the driveway to the site.
 - Steveston Highway: design and construction of a 1.5 m wide concrete sidewalk along the south property line and the remaining space to the existing curb to be landscaped/treed boulevard.
 - Southdale Road: design and construction of road widening to 5.6 m measured from the existing centreline of the road, new curb and gutter, a 1.5 m concrete sidewalk along the east property line and the remaining space to the new curb to be landscaped/treed boulevard. Curb return at southeast corner to have a 9 m radius.
 - There may be hydro/TELUS pole relocations required to maintain a free and clear path of 1.5 m for the new concrete sidewalk. Applicant to engage the appropriate third party utility companies early on in the process to assess hydro implications.
 - The developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, grass/treed boulevard and concrete sidewalk per standards described above.
- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground overhead service lines.
 - To underground or relocate outside of the proposed sidewalk the existing overhead poles along the Steveston Highway frontage. This may require a BC Hydro right-of-way on the development site for the relocated poles.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to servicing agreement design approval:
 - BC Hydro PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 2mW X 1.5m (deep)
 - Traffic signal UPS – 1mW X 1m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) show possible location in functional plan
 - Telus FDH cabinet-1.1 m W X 1 m (deep) show possible location in functional plan
 - Complete other frontage improvements as per Transportation's requirements.

General Items:

- a. The Developer is required to:
 - Not encroach into the sanitary statutory right-of-way along the north property line with proposed trees, retaining walls, fences, or other obstructions.

- Provide, prior to soil densification or installation of pre-load, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting the development site, including but not limited to 150 mm FRP sanitary main along the north property line, and provide mitigation recommendations.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
 5. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

[Signed copy on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10082 (RZ 17-763712)
9571, 9591, 9611, 9671 Steveston Highway & 10831 Southdale Road**

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

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

P.I.D. 003-885-208

Lot 138 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731

P.I.D. 007-371-977

Lot 139 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731

P.I.D. 007-371-985

Lot 140 Section 34 Block 4 North Range 6 West New Westminster District Plan 36731

P.I.D. 004-984-897

Lot 1 Section 34 Block 4 North Range 6 West New Westminster District Plan 15745

P.I.D. 004-113-934

Lot 2 Section 34 Block 4 North Range 6 West New Westminster District Plan 15745

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10082”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON


SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

SEP 23 2019

CITY OF RICHMOND
APPROVED by SD
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

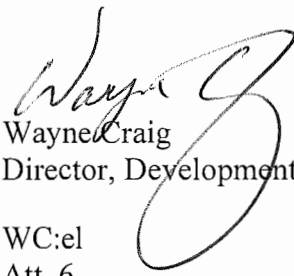
To: Planning Committee
From: Wayne Craig
Director, Development

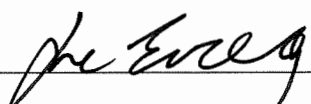
Date: September 4, 2019
File: RZ 17-794300

Re: Application by Konic Development Ltd. for Rezoning at 10231, 10251, 10351, 10371, 10391, 10395 and 10397 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10088, for the rezoning of 10231, 10251, 10351, 10371, 10391, 10395 and 10397 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director, Development
WC:el
Att. 6

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

Staff Report

Origin

Konic Development Ltd. has applied to the City of Richmond for permission to rezone 10231, 10251, 10351, 10371, 10391, 10395 and 10397 No. 2 Road (Attachment 1) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 22 townhouse units and four secondary suites with right-in/right-out vehicle access from No. 2 Road.

Project Description

The seven properties under this application have a total combined frontage of approximately 110 m, and are required to be consolidated into one development parcel prior to final adoption of the rezoning bylaw. The proposed density is 0.60 floor area ratio (FAR). The site layout includes 10 two-storey units and 12 three-storey units in eight townhouse clusters. Four secondary suites and two convertible units are included in this proposal. Vehicle access is provided by a single right-in/right-out driveway access to No. 2 Road. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

There are seven houses on the development site. The applicant has advised that there is one secondary suite in one of the houses. All seven houses and the secondary suite are currently tenanted.

Surrounding Development

To the North: Existing single family dwellings on lots zoned “Single Detached (RS1/E)” fronting No. 2 Road, which are all identified for townhouse development under the Arterial Road Land Use Policy..

To the South: Three existing single family dwellings on lots zoned “Single Detached (RS1/E)” fronting Wallace Road, which are all identified for townhouse development under the Arterial Road Land Use Policy.

To the East: Across No. 2 Road, existing single family dwellings on lots zoned “Single Detached (RS1/B)” fronting Goldsmith Drive, a childcare centre on a lot zoned “School & Institutional Use (SI)” and a 133-unit townhouse complex zoned “Town Housing (ZT72) – London / Steveston (No. 2 Road)”.

To the West: Existing single family dwellings on lots zoned “Single Detached (RS1/B)” fronting Sandiford Drive.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Multiple-Family”. This redevelopment proposal for 22 townhouses is consistent with these designations.

Arterial Road Policy

The subject site is identified for “Arterial Road Townhouse” on the Arterial Road Housing Development Map and the proposal is largely in compliance with the Townhouse Development Requirements under the Arterial Road Policy.

Properties to the South

The proposed site assembly will leave a residual development site to the south that will not meet the minimum 50 m site frontage requirement. The residual development site to the south at 5931, 5951 and 5971 Wallace Road, located between the subject site and Wallace Road, has a frontage of approximately 30 m along No. 2 Road.

The applicant advised staff in writing that they have made attempts to acquire adjacent properties, but cannot reach an agreement with the owners. The applicant has requested that this application proceed without the acquisition of the adjacent properties to the south.

While the proposed development would create an orphan site situation on the south side of the subject site, staff support the proposed development based on:

- the adjacent property owners are not interested in redeveloping their properties at this time;
- the proposed development will not restrict redevelopment of the adjacent site at 5931, 5951 and 5971 Wallace Road as the orphan site is located at the corner of No. 2 Road and Wallace Road, with a lot width of 30 m, a lot depth of 43.58m, and an overall site area of 1,310 m²; and
- a Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire internal drive aisle on the subject site will be registered on Title of the subject site as a condition of rezoning to provide vehicle access to future townhouse development on the adjacent site to the south.

Properties to the North

A city owned site is located at 10191 No. 2 Road and this site is not envisioned to be redeveloped in the near future. The developer has explored the opportunity to include the property located between the subject site and the city owned site (i.e. 10211 No. 2 Road) into the proposed townhouse development; however, the acquisition attempt was not successful. To proceed with the subject development proposal, the developer has agreed to provide:

- vehicle access to future townhouse development on the adjacent site to the north; a Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire internal drive aisle on the subject site will be registered on Title of the subject site as a condition of rezoning to secure this arrangement;
- a development concept plan for the adjacent site to the north (on file); and
- shared use of outdoor amenity space and garbage/recycling collection facilities on-site with future townhouse development on the adjacent site to the north. A cross-access easement/agreement will be registered on Title of the subject site as a condition of rezoning to secure this arrangement.

Floodplain Management Implementation Strategy

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

Public Consultation

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

The developers have also consulted with the owners/residents of the neighbouring properties on the proposed development; no concern was raised. A consultation summary package prepared by the developers and a map of the consultation area can be found in Attachment 4.

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

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

Analysis

Built Form and Architectural Character

The applicant proposes to consolidate the seven properties into one development parcel, with a total net site area of approximately 4,857.6 m². The proposal consists of 22 townhouses, in a mix of two-storey and three-storey townhouse units in eight clusters. The layout of the townhouse units is oriented around a single driveway providing access to the site from No. 2 Road and a north-south internal manoeuvring aisle providing access to the unit garages. The outdoor amenity area will be situated at the northwest corner of the site.

All three-storey units are proposed along No. 2 Road; a minimum 7.5 m side yard setback is provided to the third floor of these buildings to minimize potential privacy concerns. Two-storey duplexes are proposed along the rear (west) lot line to serve as a transition to the single family homes to the west. The proposed building forms, heights and setbacks are in compliance with the design guidelines for arterial road townhouse developments.

Four ground level secondary suites are proposed to be included in the development. These suites will be contained in four of the three-storey units (unit types “C1” & “C2”) proposed on site (see Attachment 2). The size of each secondary suite is approximately 26 m² (279 ft²) and the total net floor area of each of these “C1” and “C2” units is approximately 141 m² (1,520 ft²). Each secondary suite contains a bedroom, a kitchen and a bathroom. No additional residential parking spaces will be assigned to the secondary suites since a side-by-side double car garage is proposed to be included in each of the townhouse units containing a secondary suite.

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

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

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, as per the OCP. As the rezoning application was submitted prior to the Amenity Contribution rates were updated, this townhouse development application will have to comply with the previous Council’s Policy 5041 (Cash in Lieu of Indoor Amenity Space). The Policy requires that a cash contribution of \$1,000 per unit up to 19 units, plus \$2,000 per unit over 19 units, be provided in lieu of indoor amenity space. The total cash contribution required for this 22-unit townhouse development is \$25,000.00.

Outdoor amenity spaces will be provided on-site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces complies with the Official Community Plan (OCP) requirements (i.e., 6 m² of outdoor space per unit). Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP, including provision of children’s play equipment.

Existing Legal Encumbrances

There are existing utility Right-of-Ways (ROWs) along the west property line and south property lines of the site for existing sanitary sewer lines and connections. The developer is aware that no construction is permitted in these areas.

In addition, there is an existing utility Right-of-Ways along the north property line of 10351 No. 2 Road for an existing perimeter drain. The applicant is required to remove the existing perimeter drain along the common property line of 10251 and 10351 No. 2 Road and apply to the City to discharge the portion of Right-of-Way Plan 58634 that contained the removed drain prior to Building Permit issuance. The developer will be responsible to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to the right of way discharge.

Transportation and Site Access

One vehicular access from No. 2 Road is proposed, this access will be restricted to right-in/right-out traffic movements. The proposed vehicle access is envisioned to be utilized by adjacent properties to the north and south if they apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed entry driveway from No. 2 Road and the internal north-south manoeuvring aisle will be secured as a condition of rezoning.

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.09 m wide road across the entire No. 2 Road frontage to accommodate the required frontage improvements including a new sidewalk and grass and treed boulevard. The developer is also required to contribute \$50,000 towards a future upgrade of the special crosswalk at the intersection of No.2 Road and Goldsmith Drive. Pre-ducting for future works will be also required as part of the Servicing Agreement.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 28 bylaw-sized trees and one hedgerow on the subject property, six trees and three hedgerows on neighbouring properties, and one hedgerow that may be a shared property between 10397 No. 2 Road and 5971 Wallace Road.

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

- 26 trees (tag# 1-6, 11, 13-15, 18, 20-23, 27, 44, 51-59) located on the development site either dead, dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- One (1) hedgerow comprised of six (6) trees (tag# 45-50) located on the development site is in poor condition with little landscape value, and should be removed.
- One (1) hedgerow comprised of 16 trees (tag# 28-43) located on the development site is in poor condition with little landscape value. This hedgerow may be removed; consent letter from the neighbouring property owner to the south is on file as this hedgerow may be a shared property between 10397 No. 2 Road and 5971 Wallace Road.
- One (1) tree (tag# 26) located onsite is proposed to be retained, this tree is to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Seven (7) trees (tag# 7, 8, 10, 12, 16, 17 and 25) located on neighbouring properties to the west are to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- One (1) hedgerow (tag# 9) located on neighbouring property to the west is to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.

- Two (2) hedgerows (tag# 19 and 24) located on neighbouring properties to the west are in poor condition with little landscape value. These hedgerows may be removed but the developer is proposing to retain and protect them as per City of Richmond Tree Protection Information Bulletin Tree-03.

Tree Replacement

The applicant wishes to remove 26 on-site trees (Tree tag# 1-6, 11, 13-15, 18, 20-23, 27, 44, 51-59). The 2:1 replacement ratio would require a total of 52 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant 37 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design. The applicant has agreed to provide a voluntary contribution of \$7,500 to the City's Tree Compensation Fund in lieu of planting the remaining 15 replacement trees should they not be accommodated on the site.

Tree Protection

One tree onsite (tag #26), seven trees (tag# 7, 8, 10, 12, 16, 17 and 25) and three hedgerows (tag# 9, 19 and 24) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$1,000 to ensure that the Mountain Ash tree (specifically tag# 26) located at the southwest corner of the site will be protected. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standards in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Variance Requested

The proposed development is generally in compliance with the “Low Density Townhouses (RTL4)” zone; with one proposed variance to reduce the front yard setback from 6.0 m to 4.5 m. The resulting distance from the back of curb to the building face would be approximately 7.5 m. Staff support the requested variance recognizing that a minor road dedication (0.09 m) is required and that the Arterial Road Guidelines for Townhouses in the OCP support reduced front yard setback where a 6.0 rear yard setback is provided, on condition that there is an appropriate interface with neighbouring properties. The applicant is proposing a reduced front yard setback in order to provide a larger rear yard setback to facilitate a greater separation between the proposed townhouse development and the adjacent single family homes. The increased rear yard setback would also provide a larger protection buffer to the existing trees and hedges along the west property line that are to be retained as part of the development. This variance will be reviewed in the context of the overall detailed design of the project; including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

In addition to the provision of four secondary suites on site, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to the City’s Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$8.50 per buildable square foot as per the Strategy; for a contribution of \$266,662.53.

Public Art

In response to the City’s Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2017’s rate) to the City’s Public Art Reserve fund; for a total contribution in the amount of \$26,666.25.

Energy Efficiency & Renewable Energy

The subject rezoning application and the associated Development Permit application were received prior to the introduction of the BC Energy Step Code (approved by Council on July 16, 2018). The subject development will have until December 31, 2019 to submit an acceptable Building Permit application in order to build under previous energy efficiency requirements. Should the deadline pass the proposed development would then be subject to the Energy Step Code.

The applicants have committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. Registration of a legal agreement on Title to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developers will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and service connections (see Attachment 6 for details). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Development Permit

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

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan (OCP).
- Refinement of the proposed building form to achieve sufficient variety in design to create a desirable and interesting streetscape along No. 2 Road and along the internal drive aisles, to reduce visual massing of the three-storey units along No. 2 Road, and to address potential adjacency issues.
- Refinement of the proposed site grading to ensure survival of all proposed protected trees and appropriate transition between the proposed development to the public sidewalk on No. 2 Road, and to the adjacent existing developments.
- Refinement of the outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on-site.
- Refinement of site layout and landscape design to maximize planting areas along internal drive aisles, to maximize permeable surface areas, and to better articulate hard surface treatments on site.
- Review of aging-in-place features in all units and the provision of convertible units.
- Review of the sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82 or Energy Step Code.

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

Financial Impact or Economic Impact

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

Conclusion

The proposed 22-unit townhouse development is generally consistent with the Official Community Plan (OCP) and the Arterial Road Policy in the OCP. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 6; which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10088 be introduced and given first reading.



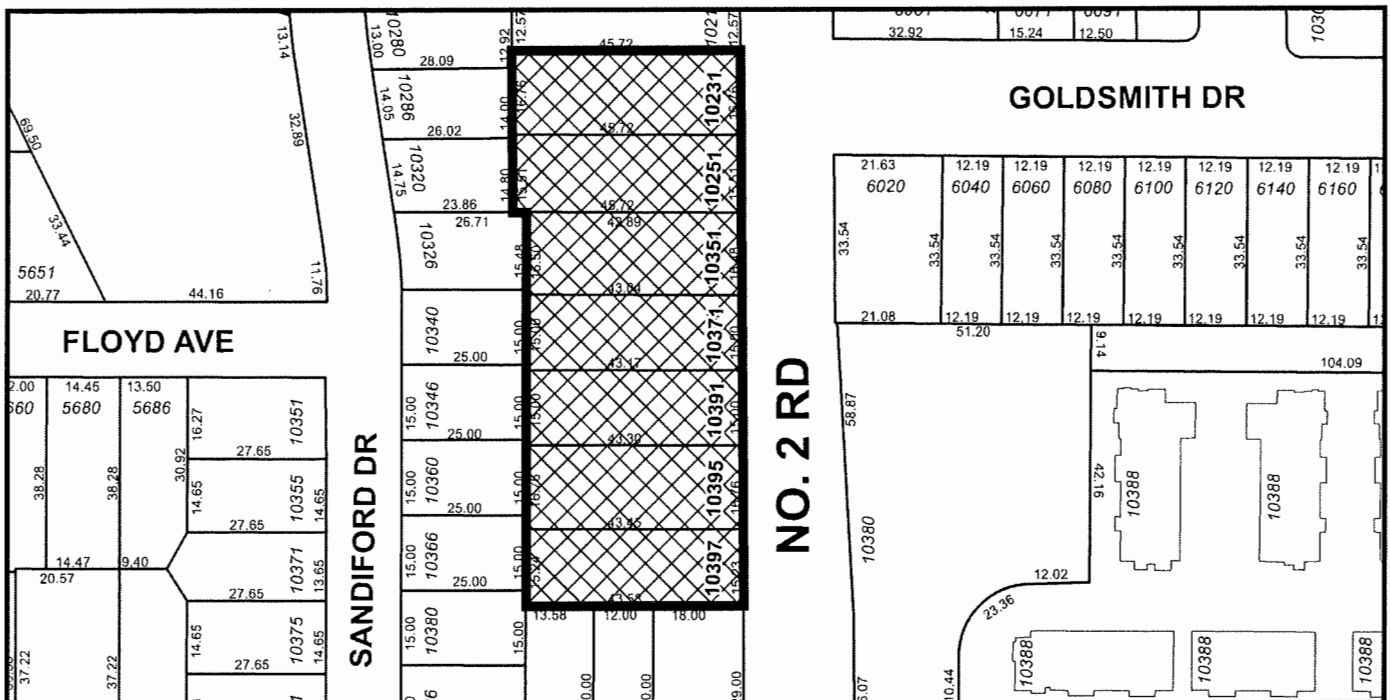
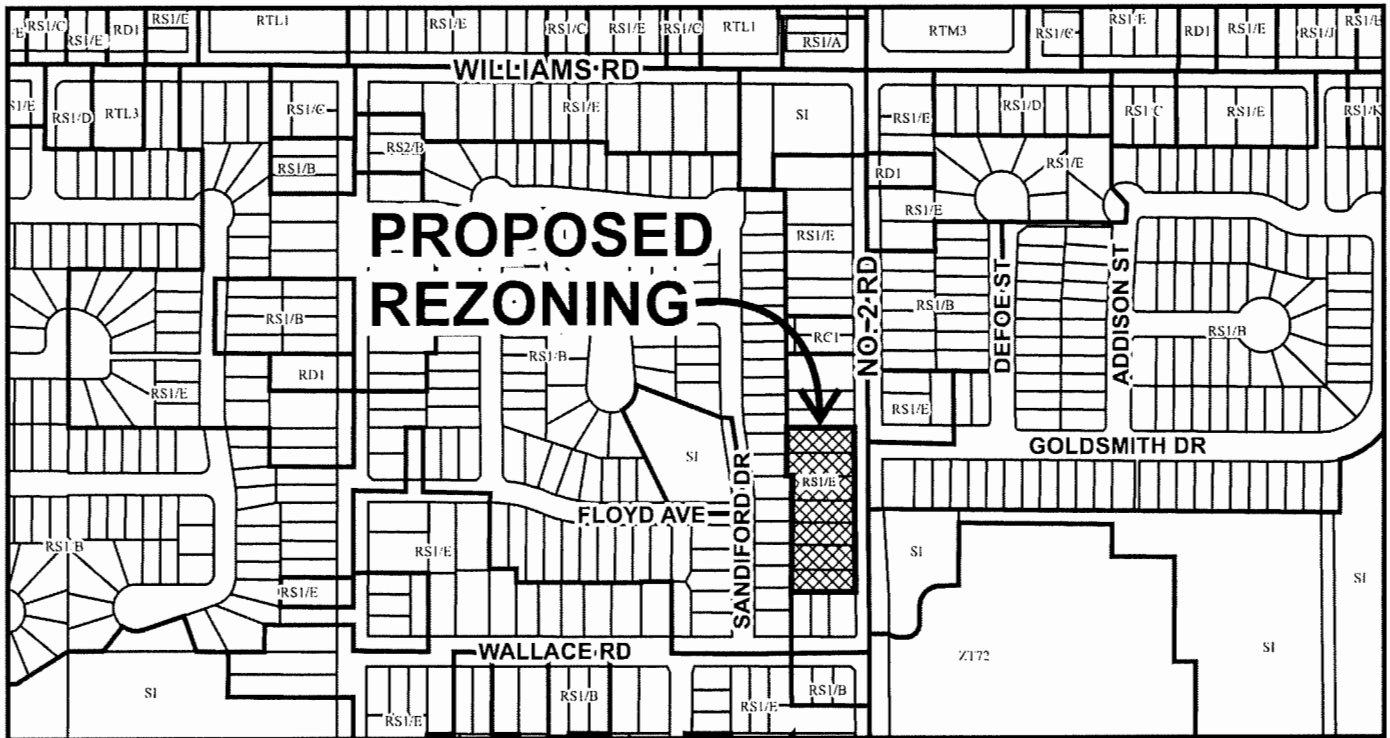
Edwin Lee
Planner 1

EL:rg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Consultation Summary
Attachment 5: Tree Management Plan
Attachment 6: Rezoning Considerations



City of
Richmond



RZ 17-794300

Original Date: 01/08/18

Revision Date:

Note: Dimensions are in METRES



City of Richmond

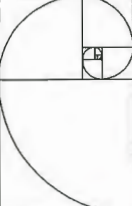


RZ 17-794300

Original Date: 01/08/18

Revision Date: 09/03/19

Note: Dimensions are in METRES

 IMPERIAL ARCHITECTURE ARCHITECTS & PLANNERS 1000 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202-1000 TEL: 303.733.8888 FAX: 303.733.8889 WWW.IMPERIALARCHITECTURE.COM		Copyright Reserved No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Imperial Architecture.	
Project Name: NO. 2 ROAD TOWNHOUSE DEVELOPMENT		Project No.: 10395, 10397, 10391, 10351, 10251	
Client: KONG & KONG ARCHITECTS, INC. 1000 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202-1000 TEL: 303.733.8888 FAX: 303.733.8889 WWW.KONGANDKONG.COM		Scale: N.T.S.	
Sheet No.: A0.0		Project No.: 10395, 10397, 10391, 10351, 10251	



DRAWING LIST

ARCHITECTURAL:

A0.0	COVER SHEET	A3.6	BUILDING F ELEVATIONS
A0.1	COLOR RENDERINGS	A3.7	BUILDING G ELEVATIONS
A0.2	COLOR RENDERINGS	A3.8	BUILDING H ELEVATIONS
A0.3	PROFILES & STATISTICS	A4.1	BUILDING SECTIONS
A0.4	SITE CONTEXT AERIAL IMAGES & CONTEXT PLAN	A5.1	UNIT TYPE A1 PLANS
A0.5	SITE CONTEXT PLAN & STREET ELEVATIONS	A5.1A	UNIT TYPE A1 AREA CALCULATION DIAGRAM
A0.6	SURVEY PLAN	A5.2	UNIT TYPE A2 PLANS
A1.0	SITE / ROOF PLAN	A5.2A	UNIT TYPE A2 AREA CALCULATION DIAGRAM
A1.1	SITE / LEVEL 1 PLAN	A5.3	UNIT TYPE A3 PLANS
A1.1A	10211 NO. 2 ROAD DEVELOPMENT POTENTIAL PLAN	A5.3A	UNIT TYPE A3 AREA CALCULATION DIAGRAM
A1.2	SITE PLAN	A5.4	UNIT TYPE A4 PLANS (LOCK-OFF UNIT)
A1.3	PARKING PLAN	A5.4A	UNIT TYPE A4 AREA CALCULATION DIAGRAM
A1.4	FIRE FIGHTING PLAN	A5.5	UNIT TYPE C1 PLANS
A1.5	OUTDOOR AREA OVERLAY & CALCULATIONS	A5.5A	UNIT TYPE C1 AREA CALCULATION DIAGRAM
A1.6	SITE COVERAGE (BUILDING) OVERLAY & CALCULATIONS	A5.6	UNIT TYPE D1 PLANS
A2.1	BLDG A & D FLOOR PLANS	A5.6A	UNIT TYPE D1 AREA CALCULATION DIAGRAM
A2.2	BLDG B & E FLOOR PLANS	A5.7	UNIT TYPE D2 PLANS
A2.3	BLDG C & F FLOOR PLANS	A5.7A	UNIT TYPE D2 AREA CALCULATION DIAGRAM
A2.4	BLDG G, H & J FLOOR PLANS	A5.8	UNIT TYPE D3 PLANS
A3.0	CONTEXT ELEVATIONS	A5.8A	UNIT TYPE D3 AREA CALCULATION DIAGRAM
A3.1	BUILDING A ELEVATIONS	A5.9	UNIT TYPE G1 PLANS
A3.2	BUILDING B ELEVATIONS	A5.9A	UNIT TYPE G1 AREA CALCULATION DIAGRAM
A3.3	BUILDING C & J ELEVATIONS	A5.10	UNIT TYPE H1 PLANS (CONVERTIBLE)
A3.4	BUILDING D ELEVATIONS	A5.10A	UNIT TYPE H1 AREA CALCULATION DIAGRAM
A3.5	BUILDING E ELEVATIONS	A5.11	UNIT TYPE H2 PLANS (CONVERTIBLE)
		A5.11A	UNIT TYPE H2 AREA CALCULATION DIAGRAM
		A5.12	UNIT TYPE I2 PLANS (LOCK-OFF UNIT)
		A5.12A	UNIT TYPE I2 AREA CALCULATION DIAGRAM
A6.0	ELEVATOR SPECIFICATION FROM MANUFACTURER		

TOWNHOUSE DEVELOPMENT AT 10231, 10251, 10351, 10371, 10391, 10395, 10397 NO.2 ROAD, RICHMOND, BC (RZ - 17-794300)

ISSUED FOR REZONING RESUBMISSION 2019-07-26

CONTACT LIST

CLIENT KONG & KONG ARCHITECTS, INC. 1000 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202-1000 TEL: 303.733.8888 FAX: 303.733.8889 WWW.KONGANDKONG.COM	ARCHITECT IMPERIAL ARCHITECTURE 1000 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202-1000 TEL: 303.733.8888 FAX: 303.733.8889 WWW.IMPERIALARCHITECTURE.COM	LANDSCAPE ARCHITECT M2 LANDSCAPE ARCHITECTURE AND ARBORESCULE LTD. 1000 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202-1000 TEL: 303.733.8888 FAX: 303.733.8889 WWW.M2LANDSCAPE.COM	SURVEYOR J.C. TAM & ASSOCIATES PROFESSIONAL LAND SURVEYORS 1000 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202-1000 TEL: 303.733.8888 FAX: 303.733.8889 WWW.JCTAM.COM	ARBORIST MOUNTAIN HILLS GARDEN & TREE SERVICE LTD. 1000 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202-1000 TEL: 303.733.8888 FAX: 303.733.8889 WWW.MOUNTAINHILLSGARDEN.COM
--	---	--	--	---





PH - 270



IMPERIAL ARCHITECTURE
 REGISTERED ARCHITECTS OF PRACTICE
 1001 N. 10TH AVE., SUITE 100
 DENVER, CO 80202
 PHONE: 303.733.1111
 FAX: 303.733.1112
 WWW.IMPERIALARCHITECTURE.COM

ARCHITECTS
 INTERIOR DESIGNERS
 PLANNERS

Copyright Reserved
 No. Copyright in this drawing and its contents is hereby acknowledged and reserved. It shall be the responsibility of the client to ensure that this drawing is not used for any other project without the written consent of Imperial Architecture.

Dispositions
 This drawing and its contents are the property of Imperial Architecture and shall remain the property of Imperial Architecture. It shall not be reproduced, copied, or used in any other manner without the written consent of Imperial Architecture.

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

NO. 2 ROAD

2019.07.26
 ISSUED FOR REZONING
 RE-SUBMISSION

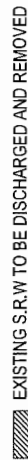
Client: NO. 2 ROAD TOWNHOUSE DEVELOPMENT
 (82-17-74300)
 1001 N. 10TH AVE., SUITE 100
 DENVER, CO 80202
 PHONE: 303.733.1111
 FAX: 303.733.1112
 WWW.IMPERIALARCHITECTURE.COM

COLOR RENDERINGS

Scale: N.T.S.
 Date: 2019.07.26
 Project: PH193

A 0.2

INTERNAL DRIVE AISLE TO BE ENGINEERED TO SUPPORT FIRE TRUCK @ 80,000 LBS

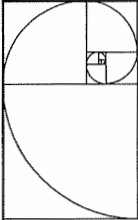


1 SITE / LEVEL 1 PLAN
A1.1 SCALE 1/16"=1'-0"

EXISTING S.R.W TO BE DISCHARGED AND REMOVED

A11

A11



IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS OF PRACTICE
1001 LINDSEY LANE, SUITE 100
NORFOLK, VIRGINIA 23510-1000
TEL: 757-246-1000
WWW.IMPERIALARCHITECTURE.COM

ARCHITECTURE
INTERIOR
PLANNING

Copyright Reserved

This is a preliminary drawing and is not to be used for construction. It is intended for informational purposes only. No warranty is made by the architect for the accuracy of the information contained herein. The architect shall not be responsible for the accuracy of the information contained herein.

Drawings by

This drawing is not to be used for construction. It is intended for informational purposes only. No warranty is made by the architect for the accuracy of the information contained herein.

BUILDING A BUILDING B BUILDING C
BUILDING D BUILDING E BUILDING F
BUILDING G BUILDING H

NO. 2 ROAD



DATE	2019.07.26
ISSUED FOR	RE-SUBMISSION
PROJECT	NO. 2 ROAD TOWNHOUSE DEVELOPMENT
CLIENT	THE HOME DEPOT
LOCATION	1001 LINDSEY LANE, SUITE 100, NORFOLK, VA 23510
SCALE	1/8" = 1'-0"
SHEET	PH - 274
DATE	2019.07.26
ISSUED FOR	RE-SUBMISSION
PROJECT	NO. 2 ROAD TOWNHOUSE DEVELOPMENT
CLIENT	THE HOME DEPOT
LOCATION	1001 LINDSEY LANE, SUITE 100, NORFOLK, VA 23510
SCALE	1/8" = 1'-0"
SHEET	PH - 274
DATE	2019.07.26
ISSUED FOR	RE-SUBMISSION
PROJECT	NO. 2 ROAD TOWNHOUSE DEVELOPMENT
CLIENT	THE HOME DEPOT
LOCATION	1001 LINDSEY LANE, SUITE 100, NORFOLK, VA 23510
SCALE	1/8" = 1'-0"
SHEET	PH - 274

2019.07.26
ISSUED FOR RE-SUBMISSION

NO. 2 ROAD TOWNHOUSE DEVELOPMENT
(REV. 17-19-2019)



1001 LINDSEY LANE, SUITE 100, NORFOLK, VA 23510

NO. 2 ROAD TOWNHOUSE DEVELOPMENT

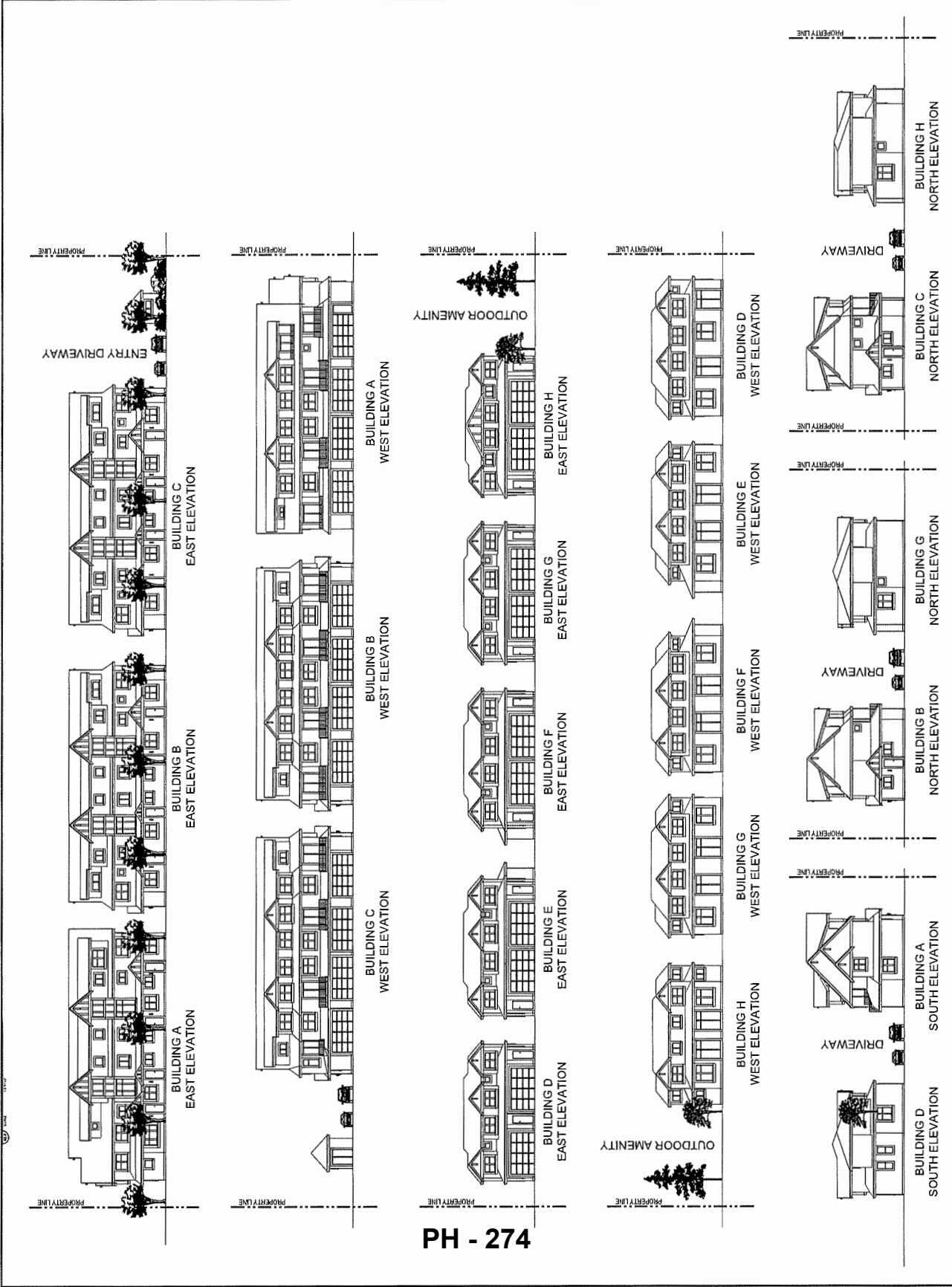
CONTEXT ELEVATIONS

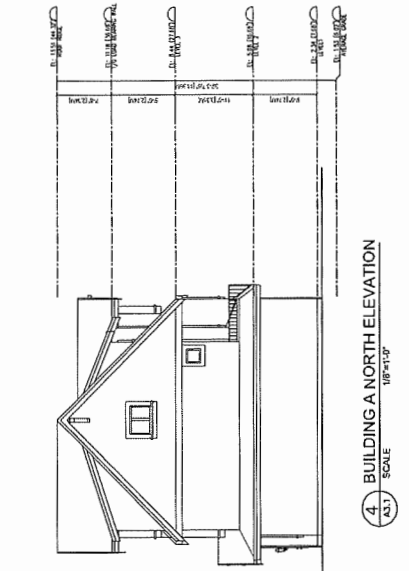
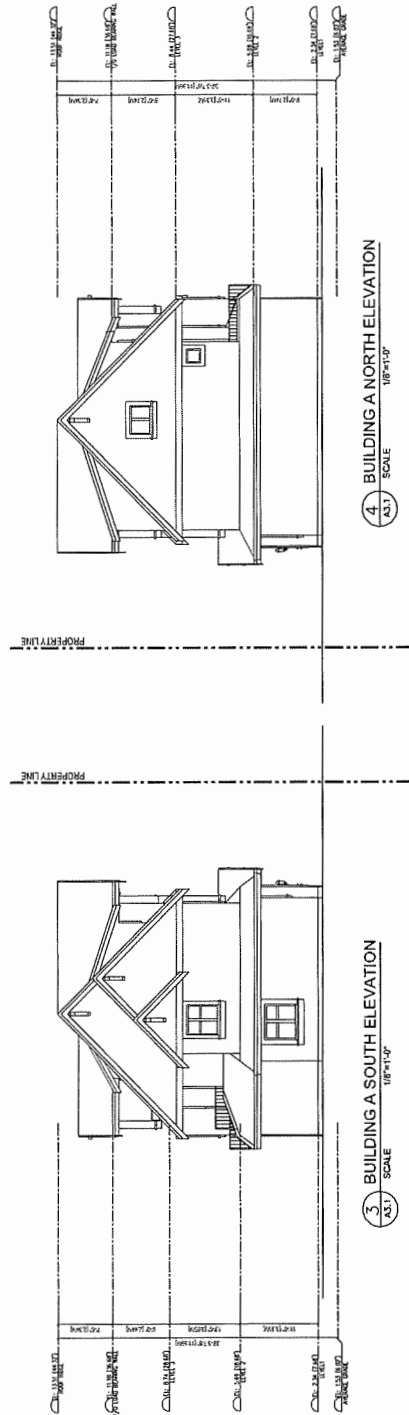
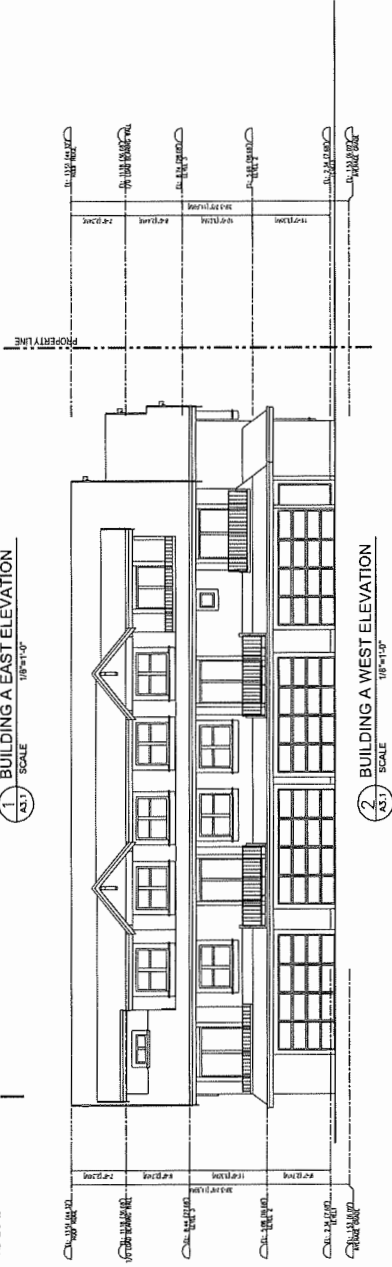
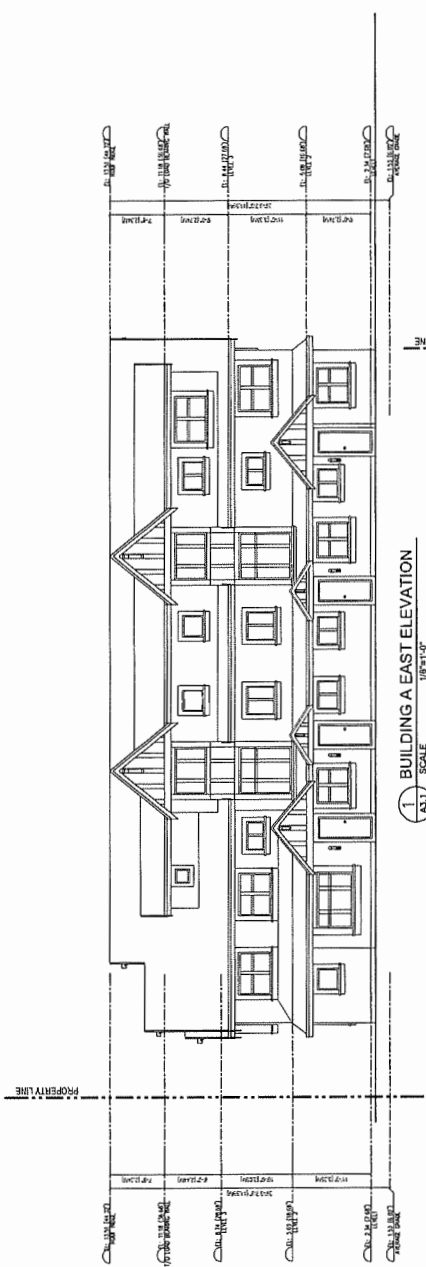
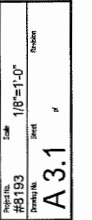
Project No. 274

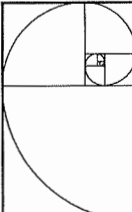
Scale 1/8" = 1'-0"

Sheet PH - 274

PH - 274







IMPERIAL ARCHITECTURE
HOLDERS OF AN AIA/CES CERTIFICATE OF PRACTICE
1001 N. 10TH STREET, SUITE 100
RICHMOND, VA 23219
(804) 781-1111

ARCHITECT
INTERIOR DESIGNER
PLANNER

Copyright Reserved
No. 2 Road is a registered trademark of Imperial Architecture. No. 2 Road is a registered trademark of Imperial Architecture. No. 2 Road is a registered trademark of Imperial Architecture.

NO. 2 ROAD
NO. 2 ROAD

BLDG A BLDG B BLDG C BLDG D
E F G J K

NO. 2 ROAD

2019-07-26
ISSUED FOR REZONING
RE-SUBMISSION

NO. 2 ROAD TOWNHOUSE DEVELOPMENT
(K2 - 17-24-260)

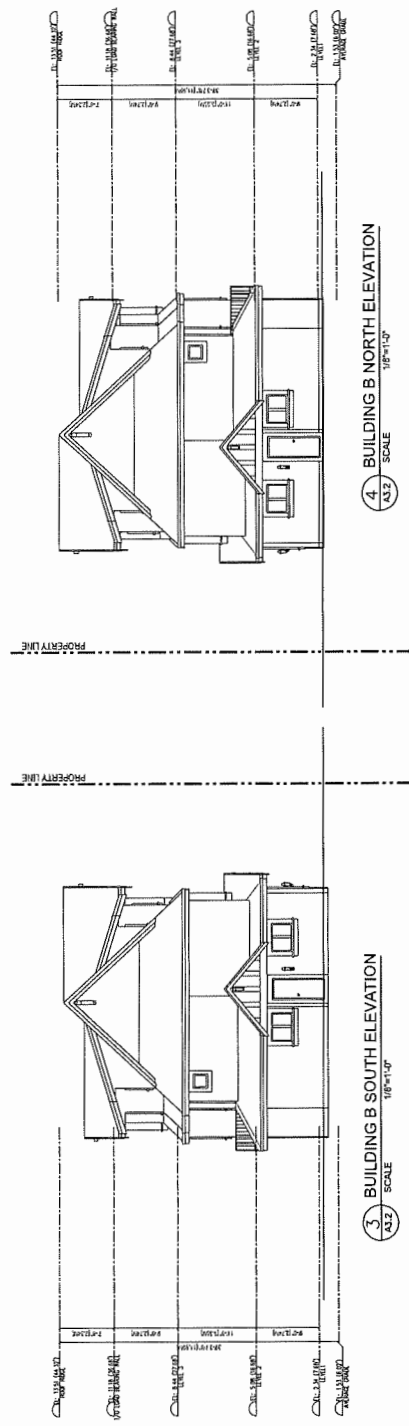
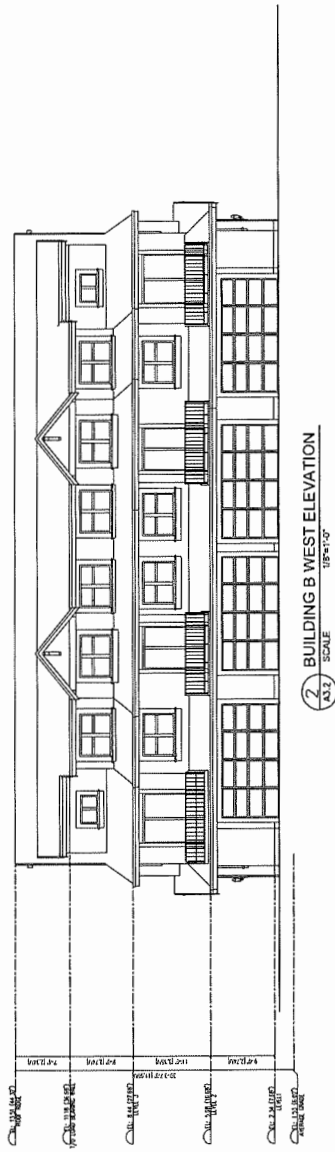
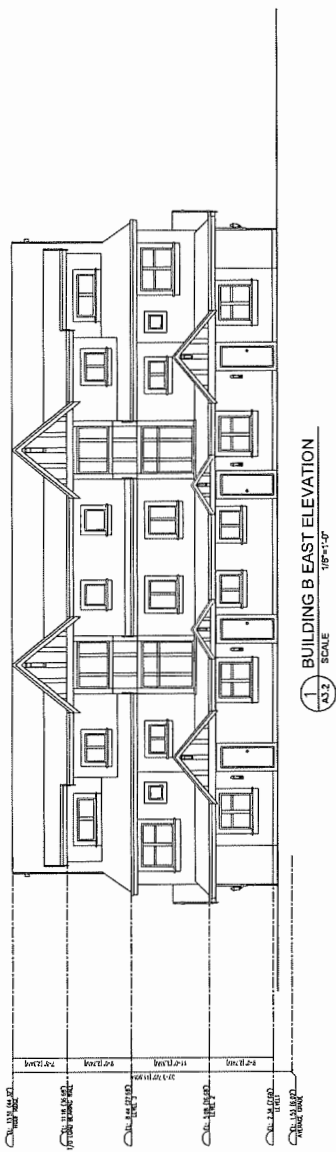
KONIG
1001 N. 10TH STREET, SUITE 100
RICHMOND, VA 23219
(804) 781-1111

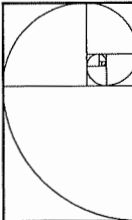
BUILDING B ELEVATIONS

Project: #8193
Scale: 1/8"=1'-0"
Sheet: A3.2

NO. 2 ROAD

NO. 2 ROAD





IMPERIAL ARCHITECTURE
REGISTERED ARCHITECTS OF VIRGINIA
10511 LINDSEY LANE, SUITE 100, RICHMOND, VA 23234
(804) 781-1111

2019-07-26
ISSUED FOR REZONING
RE-SUBMISSION

NO. 2 ROAD TOWNHOUSE DEVELOPMENT
(REZ. - 17-74386)

JH KONG
10511 LINDSEY LANE, SUITE 100, RICHMOND, VA 23234
(804) 781-1111

PROJECT: NO. 2 ROAD TOWNHOUSE DEVELOPMENT
DATE: 2019-07-26
ISSUED FOR REZONING
RE-SUBMISSION

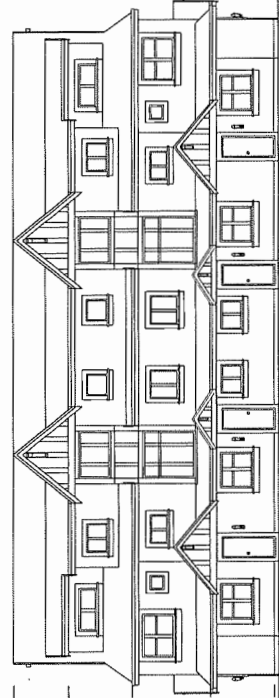
NO. 2 ROAD

BUILDING C & J ELEVATIONS

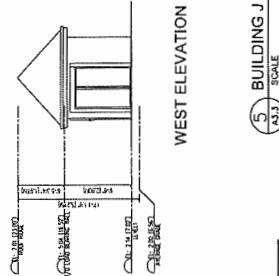
PROJECT: NO. 2 ROAD TOWNHOUSE DEVELOPMENT
DATE: 2019-07-26
ISSUED FOR REZONING
RE-SUBMISSION

NO. 2 ROAD

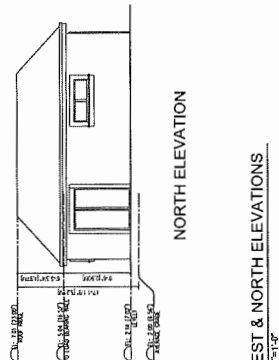
BUILDING C & J ELEVATIONS



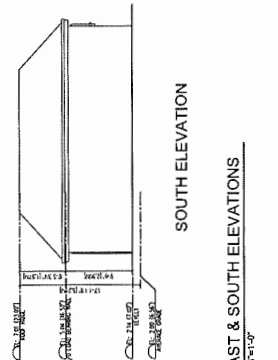
1 BUILDING C EAST ELEVATION
SCALE 1/8"=1'-0"



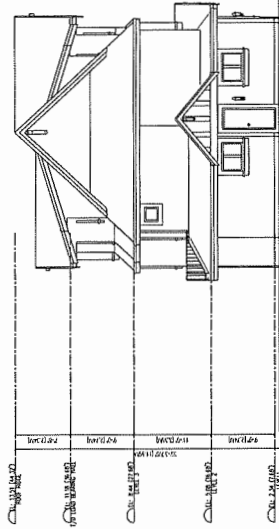
2 BUILDING C WEST ELEVATION
SCALE 1/8"=1'-0"



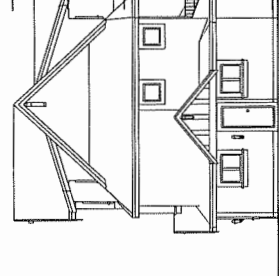
5 BUILDING J WEST & NORTH ELEVATIONS
SCALE 1/8"=1'-0"



6 BUILDING J EAST & SOUTH ELEVATIONS
SCALE 1/8"=1'-0"



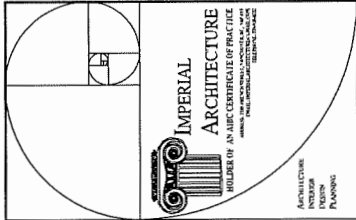
3 BUILDING C NORTH ELEVATION
SCALE 1/8"=1'-0"



4 BUILDING C SOUTH ELEVATION
SCALE 1/8"=1'-0"

NO. 2 ROAD

BUILDING C & J ELEVATIONS



Copyright Reserved
The Copyright in this drawing is reserved by Imperial Architecture, Inc. and no part of it may be reproduced without the written permission of Imperial Architecture, Inc.

NO. 2 ROAD
NO. 2 ROAD

2019-07-26
ISSUED FOR REZONING
RE-SUBMISSION

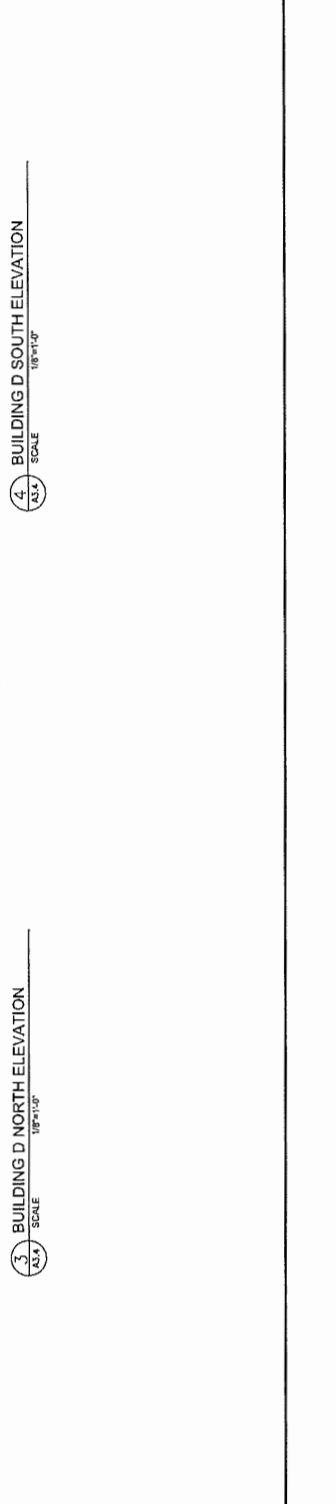
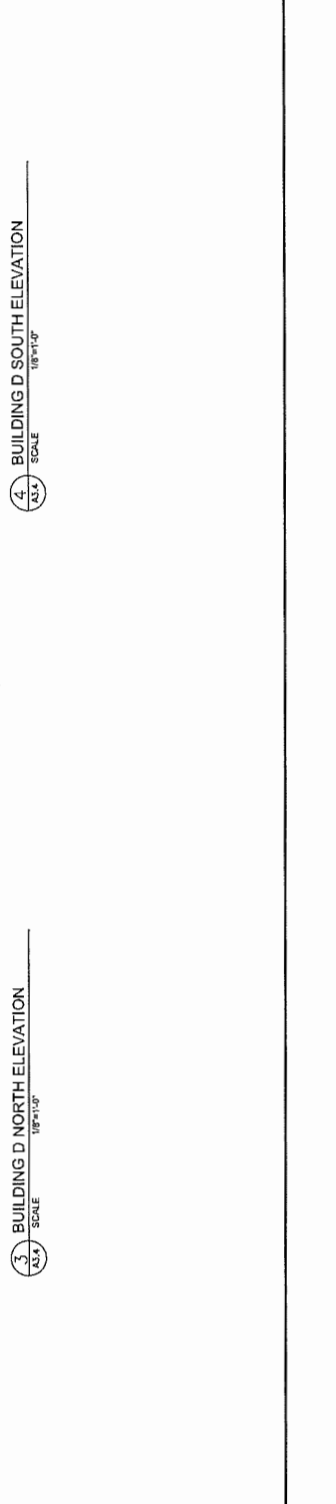
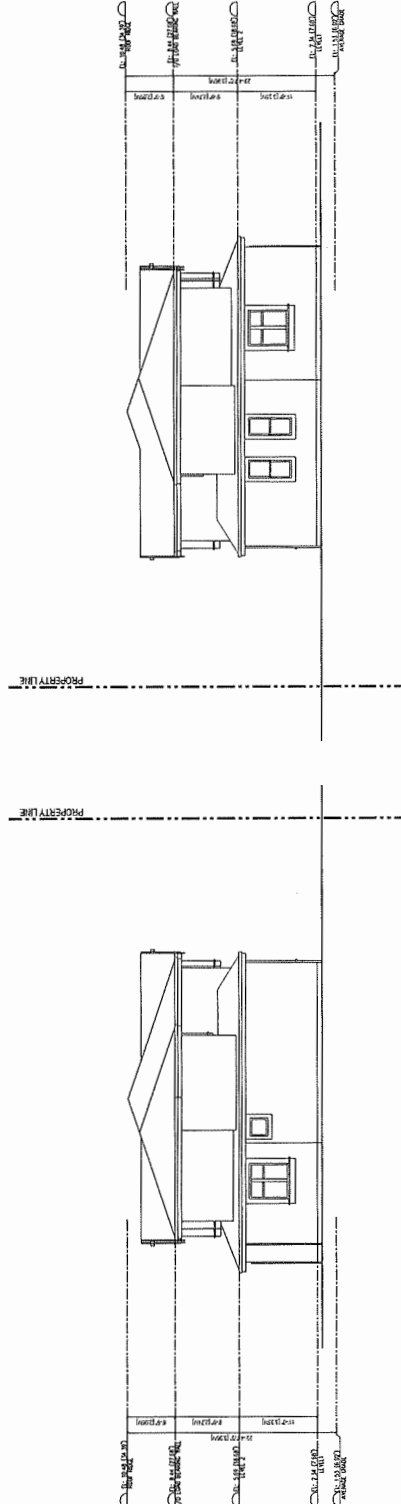
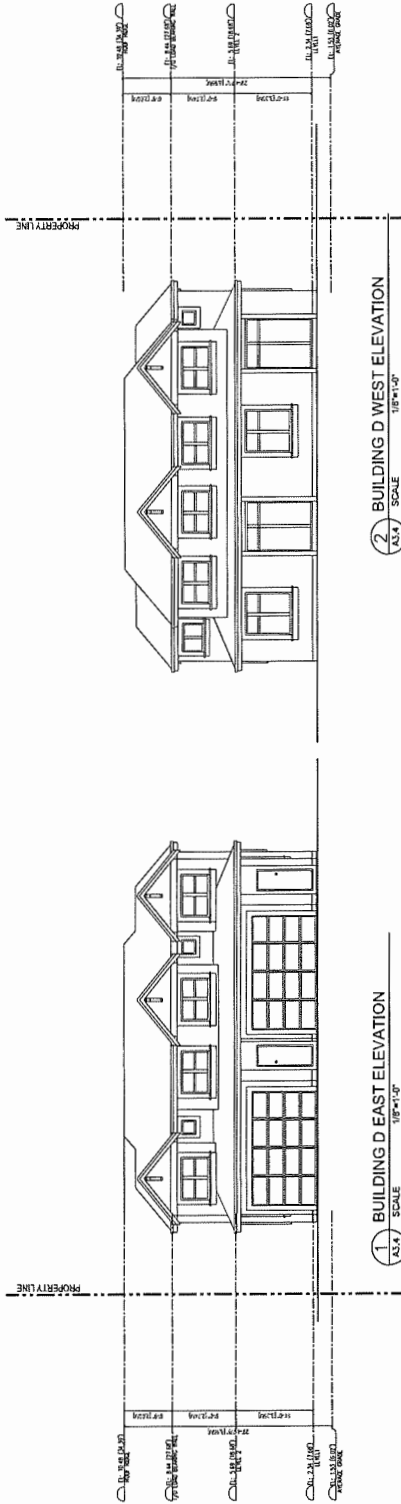
NO. 2 ROAD TOWNHOUSE DEVELOPMENT
(REZ - 17-79450)

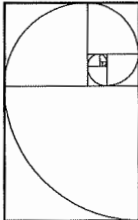
10231 NICHOLSON RD, NICHOLSON, MD 21094-1099
10231 NICHOLSON RD, NICHOLSON, MD 21094-1099

BUILDING D ELEVATIONS

Project No. #8193
Scale 1/8"=1'-0"

A3.4





IMPERIAL ARCHITECTURE
ARCHITECTS
PLANNERS
BUILDERS IN AN ARCHITECTURAL PRACTICE
1001 N. 10TH AVE. SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.IMPERIALARCHITECTURE.COM

Copyright Reserved
The Copyright in this drawing is reserved by Imperial Architecture. No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior written permission from Imperial Architecture.

NO. 2 ROAD
NO. 2 ROAD

2019-07-26
ISSUED FOR REZONING
RE-SUBMISSION

NO. 2 ROAD TOWNHOUSE DEVELOPMENT
(RZ-17-2945W)
JH KONG
1001 N. 10TH AVE. SUITE 100, DENVER, CO 80202
TEL: 303.733.1111
WWW.IMPERIALARCHITECTURE.COM

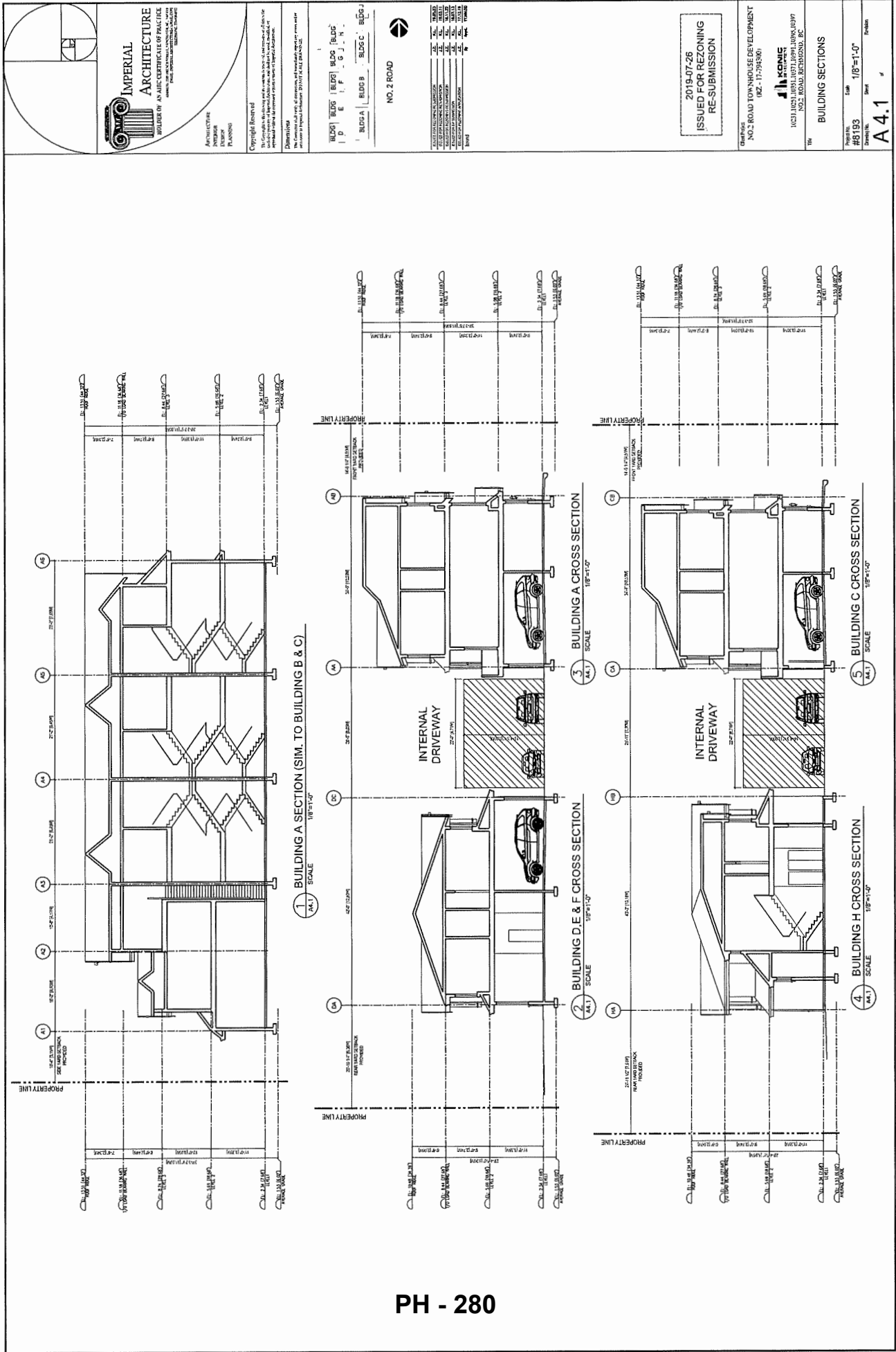
BUILDING H ELEVATIONS
Project No. #8193
Scale 1/8"=1'-0"
Drawing No. A3.8

1. BUILDING H EAST ELEVATION
SCALE 1/8"=1'-0"

2. BUILDING H WEST ELEVATION
SCALE 1/8"=1'-0"

3. BUILDING H NORTH ELEVATION
SCALE 1/8"=1'-0"

4. BUILDING H SOUTH ELEVATION
SCALE 1/8"=1'-0"



NO.	DATE	REVISION DESCRIPTION	DR.
1	11/17/14	PRELIMINARY DESIGN	DP
2	11/17/14	LOT COVERAGE PLAN	DP
3	11/17/14	REV/AS PER AGENIST PLAN	DP
4	11/17/14	REV/AS PER AGENIST REPORT	DP
5	11/17/14	REV/AS PER AGENIST SITE PLAN	DP
6	11/17/14	REV/AS PER AGENIST SUBMISSION	DP
7	11/17/14	REV/AS PER NEW CITY COMMENTS	DP

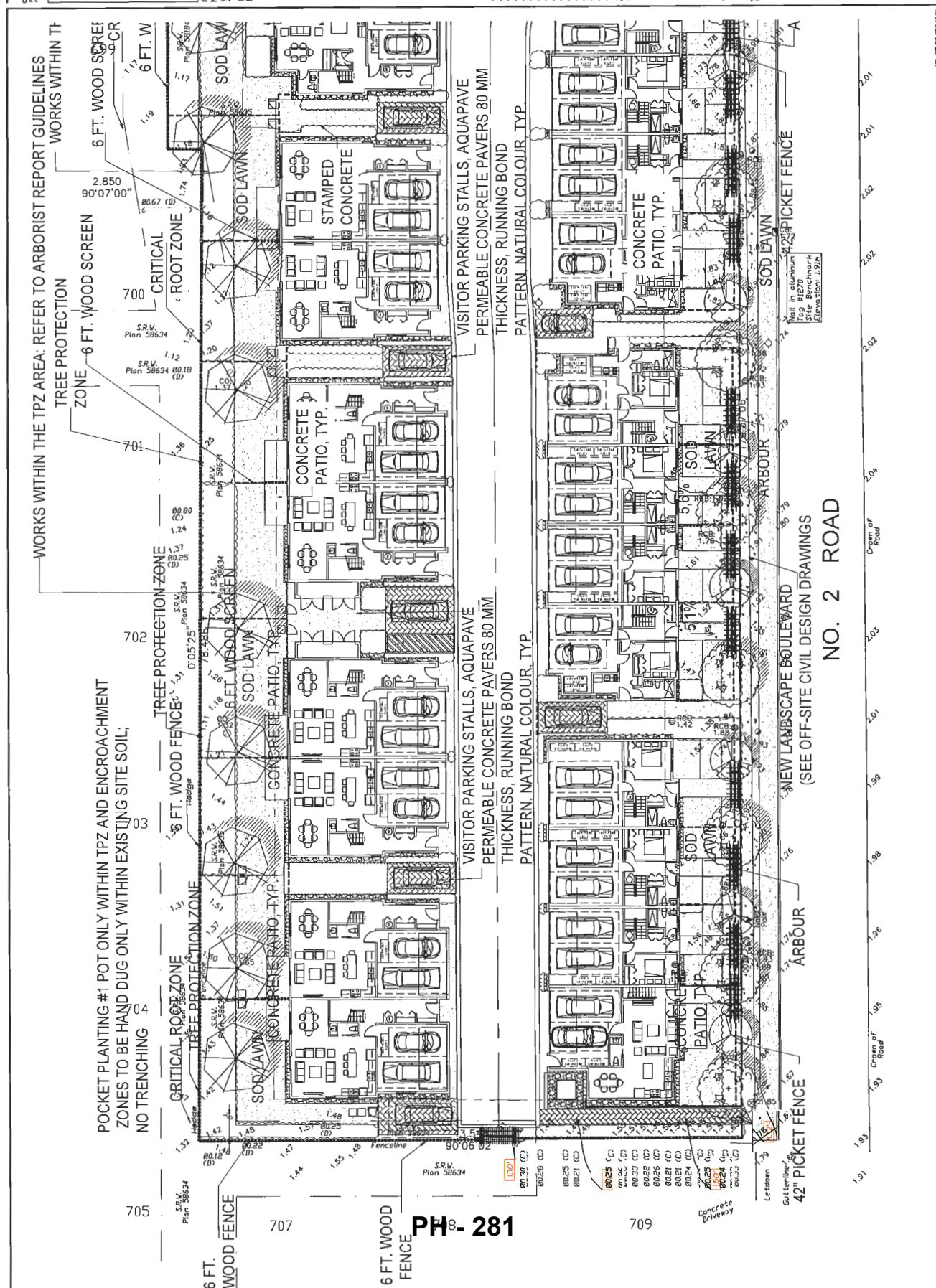
SUBJECT: TOWNHOUSE DEVELOPMENT
10231-10397 No. 2 Road
Richmond, BC

DRAWING TITLE:

DATE	JUN-JULY-09
SCALE	1/8" = 1'-0"
DRAWN BY	
DESIGN BY	
CHECKED BY	

OF 8

DATE: MM	OF 8
----------	------



©2009 M2 Architecture. All rights reserved. No part of this drawing may be reproduced without the written permission of M2 Architecture.



#220 - 26 Lorne Mews
New Westminster, British Columbia
V3M 3J1
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



NO.	DATE	REVISION	DESCRIPTION
1	2009-01-14	REVISED	REVISED PER CITY COMMENTS
2	2009-01-14	REVISED	REVISED PER CITY COMMENTS
3	2009-01-14	REVISED	REVISED PER CITY COMMENTS
4	2009-01-14	REVISED	REVISED PER CITY COMMENTS
5	2009-01-14	REVISED	REVISED PER CITY COMMENTS
6	2009-01-14	REVISED	REVISED PER CITY COMMENTS
7	2009-01-14	REVISED	REVISED PER CITY COMMENTS
8	2009-01-14	REVISED	REVISED PER CITY COMMENTS
9	2009-01-14	REVISED	REVISED PER CITY COMMENTS
10	2009-01-14	REVISED	REVISED PER CITY COMMENTS
11	2009-01-14	REVISED	REVISED PER CITY COMMENTS
12	2009-01-14	REVISED	REVISED PER CITY COMMENTS
13	2009-01-14	REVISED	REVISED PER CITY COMMENTS
14	2009-01-14	REVISED	REVISED PER CITY COMMENTS
15	2009-01-14	REVISED	REVISED PER CITY COMMENTS
16	2009-01-14	REVISED	REVISED PER CITY COMMENTS
17	2009-01-14	REVISED	REVISED PER CITY COMMENTS
18	2009-01-14	REVISED	REVISED PER CITY COMMENTS
19	2009-01-14	REVISED	REVISED PER CITY COMMENTS
20	2009-01-14	REVISED	REVISED PER CITY COMMENTS
21	2009-01-14	REVISED	REVISED PER CITY COMMENTS
22	2009-01-14	REVISED	REVISED PER CITY COMMENTS
23	2009-01-14	REVISED	REVISED PER CITY COMMENTS
24	2009-01-14	REVISED	REVISED PER CITY COMMENTS
25	2009-01-14	REVISED	REVISED PER CITY COMMENTS
26	2009-01-14	REVISED	REVISED PER CITY COMMENTS
27	2009-01-14	REVISED	REVISED PER CITY COMMENTS
28	2009-01-14	REVISED	REVISED PER CITY COMMENTS
29	2009-01-14	REVISED	REVISED PER CITY COMMENTS
30	2009-01-14	REVISED	REVISED PER CITY COMMENTS
31	2009-01-14	REVISED	REVISED PER CITY COMMENTS
32	2009-01-14	REVISED	REVISED PER CITY COMMENTS
33	2009-01-14	REVISED	REVISED PER CITY COMMENTS
34	2009-01-14	REVISED	REVISED PER CITY COMMENTS
35	2009-01-14	REVISED	REVISED PER CITY COMMENTS
36	2009-01-14	REVISED	REVISED PER CITY COMMENTS
37	2009-01-14	REVISED	REVISED PER CITY COMMENTS
38	2009-01-14	REVISED	REVISED PER CITY COMMENTS
39	2009-01-14	REVISED	REVISED PER CITY COMMENTS
40	2009-01-14	REVISED	REVISED PER CITY COMMENTS
41	2009-01-14	REVISED	REVISED PER CITY COMMENTS
42	2009-01-14	REVISED	REVISED PER CITY COMMENTS
43	2009-01-14	REVISED	REVISED PER CITY COMMENTS
44	2009-01-14	REVISED	REVISED PER CITY COMMENTS
45	2009-01-14	REVISED	REVISED PER CITY COMMENTS
46	2009-01-14	REVISED	REVISED PER CITY COMMENTS
47	2009-01-14	REVISED	REVISED PER CITY COMMENTS
48	2009-01-14	REVISED	REVISED PER CITY COMMENTS
49	2009-01-14	REVISED	REVISED PER CITY COMMENTS
50	2009-01-14	REVISED	REVISED PER CITY COMMENTS
51	2009-01-14	REVISED	REVISED PER CITY COMMENTS
52	2009-01-14	REVISED	REVISED PER CITY COMMENTS
53	2009-01-14	REVISED	REVISED PER CITY COMMENTS
54	2009-01-14	REVISED	REVISED PER CITY COMMENTS
55	2009-01-14	REVISED	REVISED PER CITY COMMENTS
56	2009-01-14	REVISED	REVISED PER CITY COMMENTS
57	2009-01-14	REVISED	REVISED PER CITY COMMENTS
58	2009-01-14	REVISED	REVISED PER CITY COMMENTS
59	2009-01-14	REVISED	REVISED PER CITY COMMENTS
60	2009-01-14	REVISED	REVISED PER CITY COMMENTS
61	2009-01-14	REVISED	REVISED PER CITY COMMENTS
62	2009-01-14	REVISED	REVISED PER CITY COMMENTS
63	2009-01-14	REVISED	REVISED PER CITY COMMENTS
64	2009-01-14	REVISED	REVISED PER CITY COMMENTS
65	2009-01-14	REVISED	REVISED PER CITY COMMENTS
66	2009-01-14	REVISED	REVISED PER CITY COMMENTS
67	2009-01-14	REVISED	REVISED PER CITY COMMENTS
68	2009-01-14	REVISED	REVISED PER CITY COMMENTS
69	2009-01-14	REVISED	REVISED PER CITY COMMENTS
70	2009-01-14	REVISED	REVISED PER CITY COMMENTS
71	2009-01-14	REVISED	REVISED PER CITY COMMENTS
72	2009-01-14	REVISED	REVISED PER CITY COMMENTS
73	2009-01-14	REVISED	REVISED PER CITY COMMENTS
74	2009-01-14	REVISED	REVISED PER CITY COMMENTS
75	2009-01-14	REVISED	REVISED PER CITY COMMENTS
76	2009-01-14	REVISED	REVISED PER CITY COMMENTS
77	2009-01-14	REVISED	REVISED PER CITY COMMENTS
78	2009-01-14	REVISED	REVISED PER CITY COMMENTS
79	2009-01-14	REVISED	REVISED PER CITY COMMENTS
80	2009-01-14	REVISED	REVISED PER CITY COMMENTS
81	2009-01-14	REVISED	REVISED PER CITY COMMENTS
82	2009-01-14	REVISED	REVISED PER CITY COMMENTS
83	2009-01-14	REVISED	REVISED PER CITY COMMENTS
84	2009-01-14	REVISED	REVISED PER CITY COMMENTS
85	2009-01-14	REVISED	REVISED PER CITY COMMENTS
86	2009-01-14	REVISED	REVISED PER CITY COMMENTS
87	2009-01-14	REVISED	REVISED PER CITY COMMENTS
88	2009-01-14	REVISED	REVISED PER CITY COMMENTS
89	2009-01-14	REVISED	REVISED PER CITY COMMENTS
90	2009-01-14	REVISED	REVISED PER CITY COMMENTS
91	2009-01-14	REVISED	REVISED PER CITY COMMENTS
92	2009-01-14	REVISED	REVISED PER CITY COMMENTS
93	2009-01-14	REVISED	REVISED PER CITY COMMENTS
94	2009-01-14	REVISED	REVISED PER CITY COMMENTS
95	2009-01-14	REVISED	REVISED PER CITY COMMENTS
96	2009-01-14	REVISED	REVISED PER CITY COMMENTS
97	2009-01-14	REVISED	REVISED PER CITY COMMENTS
98	2009-01-14	REVISED	REVISED PER CITY COMMENTS
99	2009-01-14	REVISED	REVISED PER CITY COMMENTS
100	2009-01-14	REVISED	REVISED PER CITY COMMENTS

PROJECT:

TOWNHOUSE DEVELOPMENT
8221-8287 No. 2 Road
Richmond, BC

DRAWING TITLE:

SITE
PLAN (north)

DATE: 2009-01-14

DRAWING NUMBER:

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

DRAWN BY: JH

CHECKED BY: JH

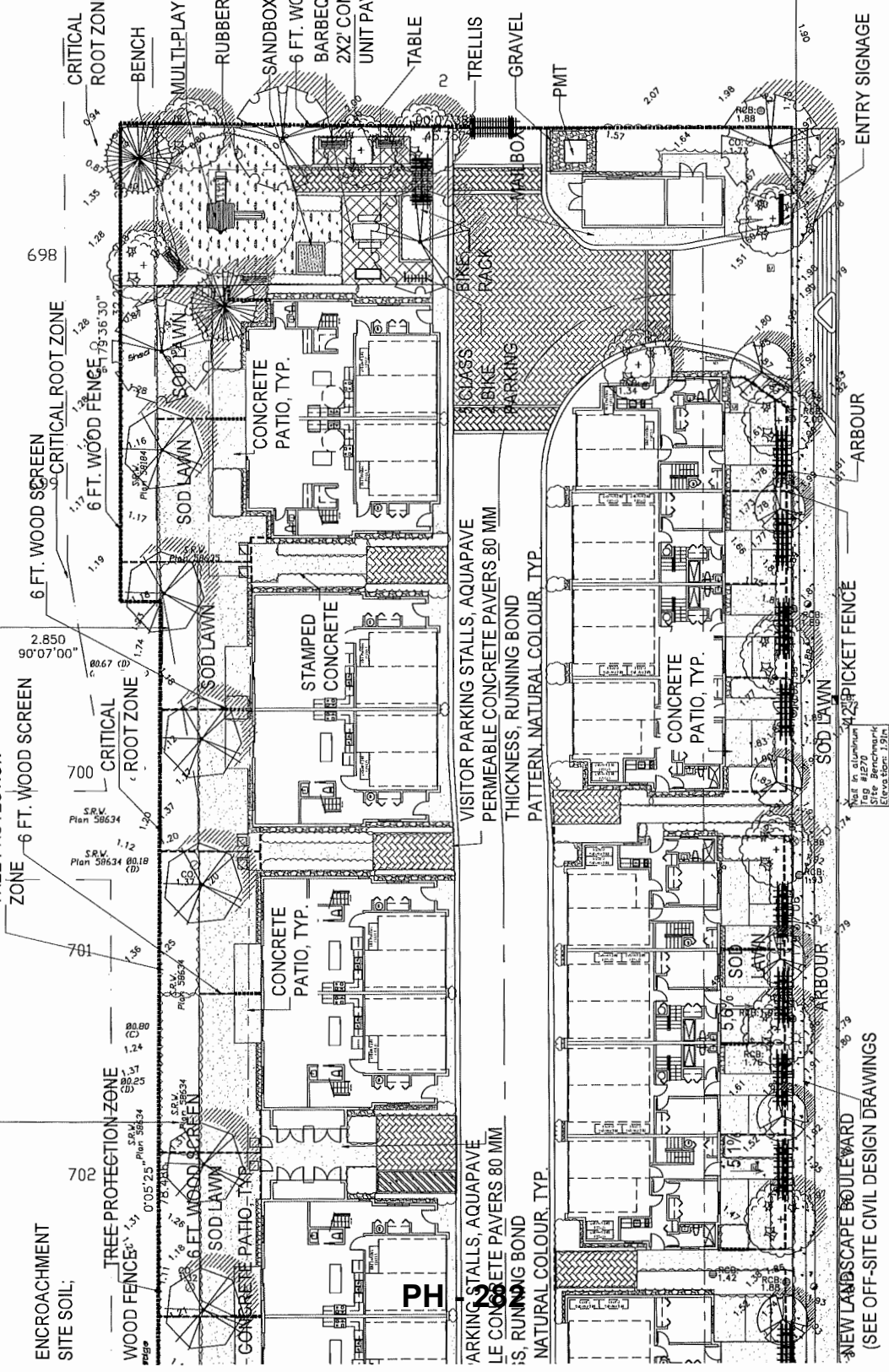
DATE: 2009-01-14

PROJECT NUMBER:

CP 8

8 000

WORKS WITHIN THE TPZ AREA: REFER TO ARBORIST REPORT GUIDELINES
WORKS WITHIN THE TPZ AREA: REFER TO ARBORIST REPORT GUIDELINES



NO. 2 ROAD

NEW LANDSCAPE BOULEVARD
(SEE OFF-SITE CIVIL DESIGN DRAWINGS)

10 20 30 40 50 60 70 80 90 100

[illegible]

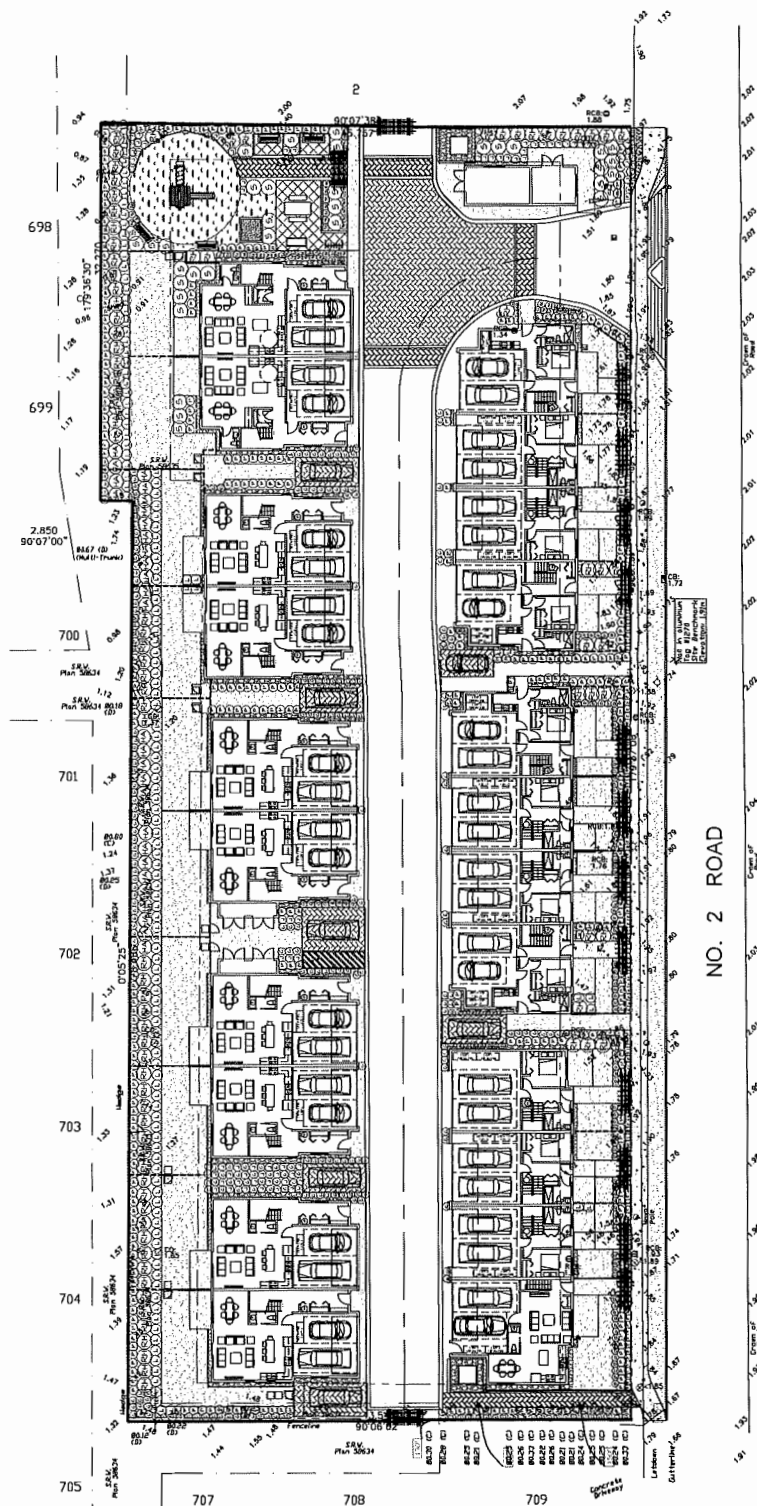
1310

TOWNHOUSE DEVELOPMENT
10231-10397 No. 2 Road
Richmond, BC

DRAWING TITLE:

SHRUB
PLAN

DATE: 2008-11-1-04	DRAWING NUMBER:
SCALE: 1/8" = 1'-0"	L4
DRAWING: DY	
DESIGN: DY	
CHECK: MY	
SHEILA PROJECT NUMBER: 18 050	
OF 2	



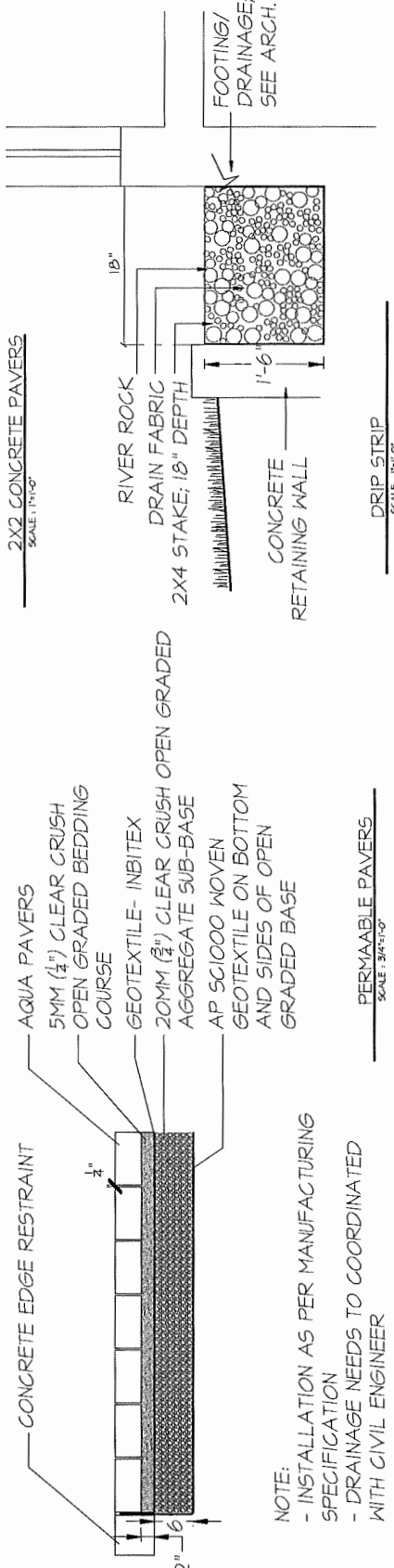
PH - 283

PLANT SCHEDULE

KEY QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE			
2	ABIES GRANDIS	GRAND FIR	2.5M HT; B&B
8	ACER CIRCINATUM	VINE MAPLE	1.5M HT; B&B; 3 STEM CLUMP
9	ACER GRISEM	PAPERBARK MAPLE	6CM CAL; 1.8M STD; B&B
4	ACER MACROPHYLLUM	BIGLEAF MAPLE	6CM CAL; 2M STD; B&B
14	CORNUS NUTTALLII 'EDDIEII'	PACIFIC DOGWOOD	5CM CAL; 1.8M HT; B&B
SHRUB			
87	CHOISYA TERNATA	MEXICAN MOCK ORANGE	#2 POT; 40CM
265	CORNUS ALBA 'ELEGANTISSIMA'	VARIEGATED SHRUB DOGWOOD	#1 POT
128	EUONYMUS ALATA	KINGED BURNING BUSH	#2 POT; 30CM
35	HYDRANGEA MACROPHYLLA	BIGLEAF HYDRANGEA	#1 POT
139	LONGERA PILEATA	PRIVET HONEY-SUCKLE	#1 POT; 30CM
420	PRUNUS LUSITANICA	PORTUGUESE LAUREL	#3 POT; 60CM
85	RHODODENDRON 'SCARLET WONDER'	RHODODENDRON; SCARLET, E. APRIL	#3 POT; 30CM
90	SPIRAEA X JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA; PINK	#2 POT; 40CM
35	SPIRAEA X JAPONICA 'SHIROBANA'	SHIROBANA SPIRAEA; WHITE-ROSE	#2 POT; 40CM
82	PACHYSANDRA TERMINALIS	JAPANESE SPURGE	#1 POT; 15CM

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CANADA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.



NOTE:
- INSTALLATION AS PER MANUFACTURING SPECIFICATION
- DRAINAGE NEEDS TO COORDINATED WITH CIVIL ENGINEER

Copyright reserved. This drawing and design is the property of M2 Landscape Architecture and may not be reproduced without written permission.



#230-26 Lorne Mews
New Westminster, British Columbia
V3L 2Y7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



NO.	DATE	REVISION DESCRIPTION	BY
1	2022-07-04	REVISED PER SET CITY COMMENTS	DT
2	2022-07-04	REVISED PER SET CITY COMMENTS	DT
3	2022-07-04	REVISED PER SET CITY COMMENTS	DT
4	2022-07-04	REVISED PER SET CITY COMMENTS	DT
5	2022-07-04	REVISED PER SET CITY COMMENTS	DT
6	2022-07-04	REVISED PER SET CITY COMMENTS	DT
7	2022-07-04	REVISED PER SET CITY COMMENTS	DT
8	2022-07-04	REVISED PER SET CITY COMMENTS	DT
9	2022-07-04	REVISED PER SET CITY COMMENTS	DT
10	2022-07-04	REVISED PER SET CITY COMMENTS	DT
11	2022-07-04	REVISED PER SET CITY COMMENTS	DT
12	2022-07-04	REVISED PER SET CITY COMMENTS	DT
13	2022-07-04	REVISED PER SET CITY COMMENTS	DT
14	2022-07-04	REVISED PER SET CITY COMMENTS	DT
15	2022-07-04	REVISED PER SET CITY COMMENTS	DT
16	2022-07-04	REVISED PER SET CITY COMMENTS	DT
17	2022-07-04	REVISED PER SET CITY COMMENTS	DT
18	2022-07-04	REVISED PER SET CITY COMMENTS	DT
19	2022-07-04	REVISED PER SET CITY COMMENTS	DT
20	2022-07-04	REVISED PER SET CITY COMMENTS	DT
21	2022-07-04	REVISED PER SET CITY COMMENTS	DT
22	2022-07-04	REVISED PER SET CITY COMMENTS	DT
23	2022-07-04	REVISED PER SET CITY COMMENTS	DT
24	2022-07-04	REVISED PER SET CITY COMMENTS	DT
25	2022-07-04	REVISED PER SET CITY COMMENTS	DT
26	2022-07-04	REVISED PER SET CITY COMMENTS	DT
27	2022-07-04	REVISED PER SET CITY COMMENTS	DT
28	2022-07-04	REVISED PER SET CITY COMMENTS	DT
29	2022-07-04	REVISED PER SET CITY COMMENTS	DT
30	2022-07-04	REVISED PER SET CITY COMMENTS	DT
31	2022-07-04	REVISED PER SET CITY COMMENTS	DT
32	2022-07-04	REVISED PER SET CITY COMMENTS	DT
33	2022-07-04	REVISED PER SET CITY COMMENTS	DT
34	2022-07-04	REVISED PER SET CITY COMMENTS	DT
35	2022-07-04	REVISED PER SET CITY COMMENTS	DT
36	2022-07-04	REVISED PER SET CITY COMMENTS	DT
37	2022-07-04	REVISED PER SET CITY COMMENTS	DT
38	2022-07-04	REVISED PER SET CITY COMMENTS	DT
39	2022-07-04	REVISED PER SET CITY COMMENTS	DT
40	2022-07-04	REVISED PER SET CITY COMMENTS	DT
41	2022-07-04	REVISED PER SET CITY COMMENTS	DT
42	2022-07-04	REVISED PER SET CITY COMMENTS	DT
43	2022-07-04	REVISED PER SET CITY COMMENTS	DT
44	2022-07-04	REVISED PER SET CITY COMMENTS	DT
45	2022-07-04	REVISED PER SET CITY COMMENTS	DT
46	2022-07-04	REVISED PER SET CITY COMMENTS	DT
47	2022-07-04	REVISED PER SET CITY COMMENTS	DT
48	2022-07-04	REVISED PER SET CITY COMMENTS	DT
49	2022-07-04	REVISED PER SET CITY COMMENTS	DT
50	2022-07-04	REVISED PER SET CITY COMMENTS	DT
51	2022-07-04	REVISED PER SET CITY COMMENTS	DT
52	2022-07-04	REVISED PER SET CITY COMMENTS	DT
53	2022-07-04	REVISED PER SET CITY COMMENTS	DT
54	2022-07-04	REVISED PER SET CITY COMMENTS	DT
55	2022-07-04	REVISED PER SET CITY COMMENTS	DT
56	2022-07-04	REVISED PER SET CITY COMMENTS	DT
57	2022-07-04	REVISED PER SET CITY COMMENTS	DT
58	2022-07-04	REVISED PER SET CITY COMMENTS	DT
59	2022-07-04	REVISED PER SET CITY COMMENTS	DT
60	2022-07-04	REVISED PER SET CITY COMMENTS	DT
61	2022-07-04	REVISED PER SET CITY COMMENTS	DT
62	2022-07-04	REVISED PER SET CITY COMMENTS	DT
63	2022-07-04	REVISED PER SET CITY COMMENTS	DT
64	2022-07-04	REVISED PER SET CITY COMMENTS	DT
65	2022-07-04	REVISED PER SET CITY COMMENTS	DT
66	2022-07-04	REVISED PER SET CITY COMMENTS	DT
67	2022-07-04	REVISED PER SET CITY COMMENTS	DT
68	2022-07-04	REVISED PER SET CITY COMMENTS	DT
69	2022-07-04	REVISED PER SET CITY COMMENTS	DT
70	2022-07-04	REVISED PER SET CITY COMMENTS	DT
71	2022-07-04	REVISED PER SET CITY COMMENTS	DT
72	2022-07-04	REVISED PER SET CITY COMMENTS	DT
73	2022-07-04	REVISED PER SET CITY COMMENTS	DT
74	2022-07-04	REVISED PER SET CITY COMMENTS	DT
75	2022-07-04	REVISED PER SET CITY COMMENTS	DT
76	2022-07-04	REVISED PER SET CITY COMMENTS	DT
77	2022-07-04	REVISED PER SET CITY COMMENTS	DT
78	2022-07-04	REVISED PER SET CITY COMMENTS	DT
79	2022-07-04	REVISED PER SET CITY COMMENTS	DT
80	2022-07-04	REVISED PER SET CITY COMMENTS	DT
81	2022-07-04	REVISED PER SET CITY COMMENTS	DT
82	2022-07-04	REVISED PER SET CITY COMMENTS	DT
83	2022-07-04	REVISED PER SET CITY COMMENTS	DT
84	2022-07-04	REVISED PER SET CITY COMMENTS	DT
85	2022-07-04	REVISED PER SET CITY COMMENTS	DT
86	2022-07-04	REVISED PER SET CITY COMMENTS	DT
87	2022-07-04	REVISED PER SET CITY COMMENTS	DT
88	2022-07-04	REVISED PER SET CITY COMMENTS	DT
89	2022-07-04	REVISED PER SET CITY COMMENTS	DT
90	2022-07-04	REVISED PER SET CITY COMMENTS	DT
91	2022-07-04	REVISED PER SET CITY COMMENTS	DT
92	2022-07-04	REVISED PER SET CITY COMMENTS	DT
93	2022-07-04	REVISED PER SET CITY COMMENTS	DT
94	2022-07-04	REVISED PER SET CITY COMMENTS	DT
95	2022-07-04	REVISED PER SET CITY COMMENTS	DT
96	2022-07-04	REVISED PER SET CITY COMMENTS	DT
97	2022-07-04	REVISED PER SET CITY COMMENTS	DT
98	2022-07-04	REVISED PER SET CITY COMMENTS	DT
99	2022-07-04	REVISED PER SET CITY COMMENTS	DT
100	2022-07-04	REVISED PER SET CITY COMMENTS	DT

PROJECT:
TOWNHOUSE DEVELOPMENT
1029-10307 No. 2 Road
Richmond, BC

DRAWING TITLE:
LANDSCAPE
DETAILS

DATE: 2022-JUL-04
SCALE: VARIOUS
DRAWING NO:
SHEET NO:
SHEET TOTAL: 16

NO. 2022-07-04-000-000-000



RZ 17-794300

Attachment 3

Address: 10231, 10251, 10351, 10371, 10391, 10395 and 10397 No. 2 Road

Applicant: Konic Development Ltd.

Planning Area(s): Steveston (Schedule 2.4)

	Existing	Proposed
Owner:	Forest International Real Estate Investment Company Ltd.	No Change
Site Size (m²):	4,868.0 m ²	4,857.6 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	Steveston Area Plan: Multiple-Family	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	7	22
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	4.5 m Min.	Variance Requested
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	6.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max. along No. 2 Road and 9.0 m (2 storeys) Max. along west property line	none
Lot Width:	Min. 50.0 m	110.0 m	none
Lot Depth:	Min. 35.0 m	44.6 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V)	none
Off-street Parking Spaces – Total:	44 (R) and 5 (V)	44 (R) and 7 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (44 x Max. 50% = 22)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (51 x Max. 50% = 25)	16	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (49 x 2% = 1 spaces)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.5 (Class 1) and 0.2 (Class 2) per unit	none
Off-street Parking Spaces – Total:	28 (Class 1) and 5 (Class 2)	33 (Class 1) and 5 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 22 units = 132 m ²	240 m ²	none

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



10211 No.2 Road
Richmond, BC V7E 5M6

Mar 6, 2019

HAND DELIVERED

To: Occupants of 10211 No.2 Road, Richmond.

We are the developer to the south of your property developing townhouses located at 10231, 10251, 10351, 10371, 10391, 10395 and 10397 No.2 Road, Richmond. We are sending you information to notify and keep you informed of this upcoming project. Kindly find attached the current draft developing plans for your reference (ATTACHMENT A).

The proposed development consists of approximately 22 townhouse units. The design of the proposal is in full compliance with various requirements with City of Richmond. The land use of the proposed development complies with Official Community Plan (OCP); the density and building height comply with Zoning Bylaw requirement. The front buildings are 3 storeys in height with both south and north end of buildings reduced to 2 storeys to adapt our neighbour's single-family homes. The rear buildings are all proposed to be 2 storeys. We will have more information to communicate after Planning Committee.

Should there be any questions or concerns about the project, please do not hesitate to email me at michelle@konic.ca or contact my direct line at 604-242-1062. Thank you for your valuable time in reading this notice.

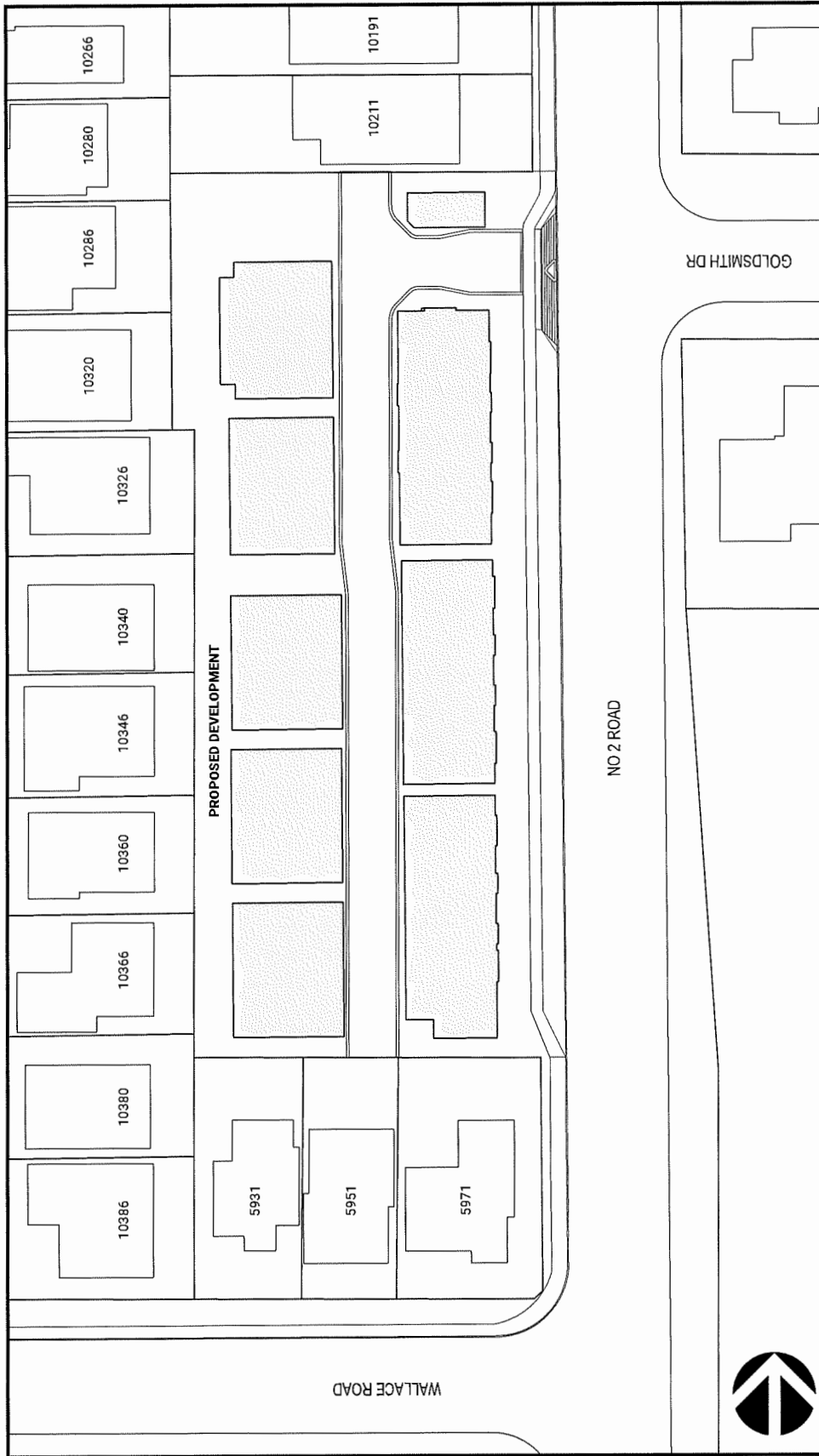
Sincerely,

Michelle Lee
Development Director
Konic Development Ltd.

10231, 10251, 10351, 10371, 10391, 10395, 10397 No.2 Road, Richmond

DRAFT

ATTACHMENT A

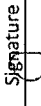
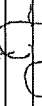





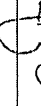

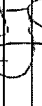
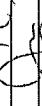
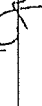



MARCH 06, 2019

Development project: 10231, 10251, 10351, 10371, 10391, 10395 and 10397 No.2 Road, Richmond.

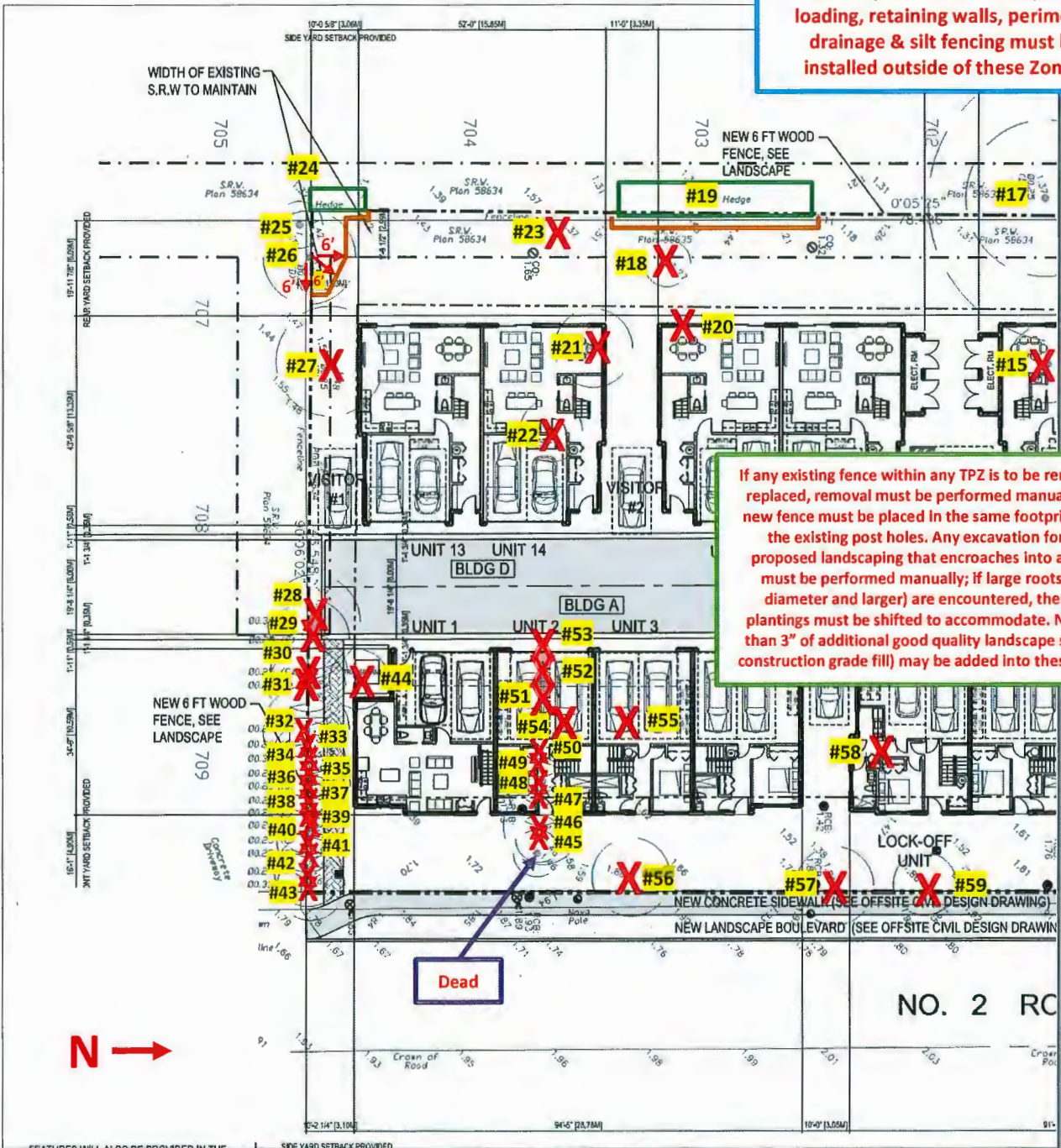
I hand-delivered the Notification envelope containing a letter and site plan proposal (Attachment A) to the mail box of the following neighbours:

Neighbouring Properties Notification summary

	Neighbour Address	Developer Representative	Date	Time	Feedback	Signature
1	10211 No.2 Road, Richmond	Jenny Lau (Konic)	8-Mar-19	6:55 PM	No comments	
2	5971 Wallace Road, Richmond	Jenny Lau (Konic)	8-Mar-19	6:40 PM	No comments	
3	5951 Wallace Road, Richmond	Jenny Lau (Konic)	8-Mar-19	5:20 PM	No comments	
4	5931 Wallace Road, Richmond	Jenny Lau (Konic)	8-Mar-19	5:30 PM	No comments	
5	10380 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	5:38 PM	No comments	
6	10366 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	5:45 PM	met one of landlord, his name is Bill at the property of 10366 Sandiford Dr Richmond. He thanked for us to deliver the update project information and site plan to him for reference, as he knew that his house is located at the back of our project site; therefore, he cares what status of our project is now, and the est. time frame for construction.	
7	10360 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	5:50 PM	No comments	
8	10346 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	5:58 PM	No comments	
9	10340 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	6:05 PM	No comments	
10	10326 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	6:10 PM	No comments	
11	10320 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	6:20 PM	No comments	
12	10286 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	6:28 PM	No comments	
13	10280 Sandiford Dr, Richmond	Jenny Lau (Konic)	8-Mar-19	6:33 PM	No comments	

PH - 291

Absolutely no grade changes are to occur within any TPZ; the grade cannot be altered (raised or lowered). All pre-loading, retaining walls, perimeter drainage & silt fencing must be installed outside of these Zones.



If any existing fence within any TPZ is to be removed & replaced, removal must be performed manually. The new fence must be placed in the same footprint using the existing post holes. Any excavation for any proposed landscaping that encroaches into any TPZ must be performed manually; if large roots (1.5" diameter and larger) are encountered, then the plantings must be shifted to accommodate. No more than 3" of additional good quality landscape soil (not construction grade fill) may be added into these Zones.

TREE #	SPECIES	DBH (cm)	SPREAD (m est.)
1	Plum (<i>Prunus sp.</i>)	21	7m
2	Cherry (<i>Prunus sp.</i>)	52	8m
3	Cherry (<i>Prunus sp.</i>)	27 combined	6m
4	Plum (<i>Prunus sp.</i>)	47 per combined	6m
5	Curly Willow (<i>Salix sp.</i>)	58 combined	6m
6	Fig (<i>Ficus sp.</i>)	30 combined	6m
7	Cypress (<i>Chamaecyparis sp.</i>)	40 per survey	5m
8	Pear (<i>Pyrus sp.</i>)	32 est. combined	4m
9	Cedar (<i>Thuja plicata</i>)	-	3m
10	Oak (<i>Quercus sp.</i>)	67 per survey	15m
11	Plum (<i>Prunus sp.</i>)	60 combined	6m
12	Walnut (<i>Juglans sp.</i>)	18 per survey	6m
13	Fig (<i>Ficus sp.</i>)	Over 100	6m
14	Cherry (<i>Prunus sp.</i>)	55 combined	6m
15	Cherry (<i>Prunus sp.</i>)	45 combined	5m
16	Pine (<i>Pinus sp.</i>)	80 per survey	18m
17	Japanese Maple (<i>Acer palmatum</i>)	25 per survey	10m
18	Plum (<i>Prunus sp.</i>)	24 combined	3m
19	Cedar (<i>Thuja occidentalis</i>)	-	2.8m
20	Pear (<i>Pyrus sp.</i>)	57 combined	6m
21	Apple (<i>Malus sp.</i>)	40 combined	5m
22	Tanarisk (<i>Tamarix sp.</i>)	22	4m
23	Magnolia (<i>Magnolia sp.</i>)	34 combined	6m
24	Cedar (<i>Thuja occidentalis</i>)	-	1m
25	Japanese Maple (<i>Acer palmatum</i>)	50 est. combined	3m
26	Mountain Ash (<i>Sorbus sp.</i>)	26 combined	6m

PH - 293

TREE #	SPECIES	DBH (cm)	SPREAD (m est.)
27	Cherry (<i>Prunus sp.</i>)	23	7m
28	Cedar (<i>Thuja occidentalis</i>)	30 per survey	6m
29	Cedar (<i>Thuja occidentalis</i>)	28 per survey	5m
30	Cedar (<i>Thuja occidentalis</i>)	25 per survey	5m
31	Cedar (<i>Thuja occidentalis</i>)	21 per survey	5m
32	Cedar (<i>Thuja occidentalis</i>)	25 per survey	5m
33	Cedar (<i>Thuja occidentalis</i>)	26 per survey	5m
34	Cedar (<i>Thuja occidentalis</i>)	33 per survey	5m
35	Cedar (<i>Thuja occidentalis</i>)	22 per survey	5m
36	Cedar (<i>Thuja occidentalis</i>)	26 per survey	5m
37	Cedar (<i>Thuja occidentalis</i>)	21 per survey	5m
38	Cedar (<i>Thuja occidentalis</i>)	21 per survey	4.4m
39	Cedar (<i>Thuja occidentalis</i>)	24 per survey	4.4m
40	Cedar (<i>Thuja occidentalis</i>)	25 per survey	4.4m
41	Cedar (<i>Thuja occidentalis</i>)	25 per survey	4.4m
42	Cedar (<i>Thuja occidentalis</i>)	24 per survey	4.4m
43	Cedar (<i>Thuja occidentalis</i>)	33 per survey	4.4m
44	Smokebush (<i>Cotinus sp.</i>)	22 combined	3.9m
45	Cedar (<i>Thuja occidentalis</i>)	34 combined	3m
46	Cedar (<i>Thuja occidentalis</i>)	36 combined	5m
47	Cedar	41	3.6m

TREE #	SPECIES	DBH (cm)	SPREAD (m est.)
	<i>(Thuja occidentalis Italis)</i>	combined	
	Cedar		
48	<i>(Thuja occidentalis)</i>	18 combined	3m
	Cedar		
49	<i>(Thuja occidentalis)</i>	19 combined	3m
	Cedar		
50	<i>(Thuja occidentalis)</i>	18 combined	3m
	Cedar		
51	<i>(Thuja occidentalis)</i>	10	2m
	Cedar		
52	<i>(Thuja occidentalis)</i>	26 combined	4.4m
	Cedar		
53	<i>(Thuja occidentalis)</i>	66 combined	4.4m
	Fig	40	
54	<i>(Ficus sp.)</i>	combined	3m
	Windmill palm <i>(Trachycarpus fortunei)</i>		
55	Lilac	21	3m
	Lilac	28	
56	<i>(Syringa sp.)</i>	combined	5m
	Cherry	29	
57	<i>(Prunus sp.)</i>	combined	5m
	Cedar		
58	<i>(Thuja occidentalis)</i>	22 per survey	2m
	Cherry		
59	<i>(Prunus sp.)</i>	27	4m
	Lilac	65 per survey	3m
60	<i>(Syringa sp.)</i>		

PH 294

Suitable Replacement Tree Species

- Purple Fountain European Beech (*Fagus sylvatica* 'Purple Fountain')
- Japanese Tree Lilac 'Ivory Silk' (*Syringa reticulata* 'Ivory Silk')
- Japanese maple (*Acer palmatum* sp.)
- Persian Ironwood (*Parrotia persica*)
- Stewartia (*Stewartia pseudocamellia*)
- Ginkgo 'Princeton Sentry' (*Ginkgo biloba* 'Princeton Sentry')
- Dik's Weeping Cypress (*Chamaecyparis lawsoniana* 'Dik's Weeping')
- Serviceberry (*Amelanchier x grandiflora* 'Autumn Brilliance')
- Oriental Dogwood (*Cornus kousa*)

- Paperbark maple (*Acer griseum*)
- Threadleaf Cypress (*Chamaecyparis pisifera* 'Filifera')
- Sentinel Columnar pine (*Pinus nigra* 'sentinel')
- Picea omorika (*Serbian spruce*)



Address: 10231,10251,10351,10371,10391,10395 and 10397 No. 2 Road **File No.:** RZ 17-794300

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10088, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Approximately 0.09 m road dedication along the entire No. 2 Road frontage to accommodate a new 1.5 m wide treed/grassed boulevard and a new 1.5 m wide concrete sidewalk; exact width is to be confirmed with survey information to be submitted by the applicant.
3. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the entire area of the proposed entry driveway from No. 2 Road and the internal north-south manoeuvring aisle, in favour of future residential developments to the north and south. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
4. Registration of a cross-access easement agreement over the garbage/recycling/organic waste collection facility (design as per Development Permit for 10231,10251,10351,10371,10391,10395 and 10397 No. 2 Road), in favour of the future residential (townhouse) development at 10211 No. 2 Road, allowing access to/from the garbage/recycling/organic waste collection facility at the development site.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on Title to ensure that Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until four secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
 - b) The secondary suites cannot be stratified or otherwise held under separate title.
7. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating. Language should be included in the legal agreement that if an acceptable Building Permit application for the proposed development is not submitted to the City by December 31, 2019, the proposed development would be subject to the Energy Step Code requirements expected to be in place at the time of the proposed project's Building Permit application.
8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on the neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
9. Submission of a Tree Survival Security to the City in the amount of \$1,000 for the Mountain Ash tree (specifically tag# 26) located at the southwest corner of the site to be retained on site. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
10. City acceptance of the developer's offer to voluntarily contribute \$7,500.00 to the City's Tree Compensation Fund for the planting of 15 replacement trees within the City. If additional replacement trees (over and beyond the 37 replacement trees as proposed at the rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on-site.
11. City acceptance of the developer's offer to voluntarily contribute \$50,000.00 towards the future upgrade of the special crosswalk at the intersection of No.2 Road and Goldsmith Drive.
12. Contribution of \$25,000.00 in-lieu of on-site indoor amenity space.

13. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$266,662.53) to the City's Affordable Housing Reserve Fund.
14. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$26,666.25) to the City's Public Art fund.
15. Enter into a Servicing Agreement* for the design and construction of frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

Water Works:

- a) Using the OCP Model, there is 334 L/s of water available at a 20 psi residual at the No 2 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii. Provide an additional hydrant north of the proposed driveway to meet City hydrant spacing requirements for multi-family land use.
 - iii. Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- c) At Developer's cost, the City is to:
 - i. Cut, cap, and remove the existing water service connections and meters to the development site.
 - ii. Install a new water service connection off the water main on the east side of No 2 Road, complete with meter and meter box off. Meter to be located onsite in a right of way.

Storm Sewer Works:

- a) The Developer is required to:
 - i. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii. Provide a right-of-way for the proposed inspection chamber. Exact right of way dimensions to be finalized in the servicing agreement review process.
 - iii. Confirm, by video inspection, the location of the service connection for 10211 No 2 Road and reconnect to the box culvert per Richmond specifications following the removal of the connection serving 10231 No 2 Road. Connection to be done by City forces at Developer's cost.
 - iv. Remove the existing perimeter drain along the common property line of 10251 and 10351 No 2 Road. Following the removal of the perimeter drain, developer may apply to the City to discharge the portion of right-of-way plan 58634 that contained the removed drain. The Developer is responsible to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- b) At Developer's cost, the City is to:
 - i. Cut, cap, and remove the existing storm service connections to the development site.
 - ii. Install a new storm service connection complete with inspection chamber to serve the proposed development. Inspection chamber to be located onsite in a right-of-way. Where possible, an existing hole in the box culvert shall be reused.

Sanitary Sewer Works:

- a) The Developer is required to not start on-site excavation or building construction prior to completion of rear-yard sanitary works by City crews.
- b) At Developer's cost, the City is to:
 - i. Cut, cap, and remove the existing sanitary connections to the development site. The existing inspection chamber at the northwest corner of the development site (SIC13826) shall be retained to serve 10211 No 2 Road.
 - ii. Install a new sanitary service connection complete with inspection chamber to serve the proposed development. Where possible, the connection shall be made to a manhole.

Frontage Improvements:

- a) No. 2 Road Frontage Improvements
 - i. Sidewalk, boulevard and curb/gutter:
 - Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the new property line.
 - Construct a new 1.5 m wide grass/tree boulevard over the remaining width between the new sidewalk and the existing west curb of No. 2 Road.
 - The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the north and south of the subject site.
 - ii. All existing driveways along the No. 2 Road development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, grass/tree boulevard and concrete sidewalk per standards described under Item 1 above.
 - iii. Consult Engineering on lighting and other utility requirements as part of the frontage works. There are utility poles that will need to be relocated.
 - iv. Vehicle Access
 - All existing driveways along the No. 2 Road development frontage are to be closed permanently. Vehicle access to the subject development is to be provided by a single driveway located on No. 2 Road directly across from Goldsmith Dr. and restricted to right-in/right-out movement only. As part of the functional road plan, the driveway design showing a raised centre median in the driveway with adequate width to allow for SU9 truck turning movements in and out of the site without crossing the lane lines on No. 2 Rd. is required.
 - City design standards for driveways are to be met; however, due to the turn restrictions, the driveway on No. 2 Rd. will be wider than 7.5m. From the PL the drive aisle width can reduce to 6.7m with a 5:1 taper.
 - v. The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To relocate the existing Hydro poles in conflict with the proposed sidewalk into a right-of-way onsite along the back of the proposed sidewalk.
 - To underground overhead service lines.
 - To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations of the underground structures. If a private utility company does

not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- Review street lighting levels along the No 2 Road frontage and upgrade as required.

General Items:

a) The Developer is required to:

- (1) Not encroach into City rights-of-ways with proposed trees, retaining walls, non-removable fences, or other non-removable structures.
- (2) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- (3) Provide a video inspection report of the existing sanitary sewer along the west property line prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- (4) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- (5) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure..

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

1. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

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

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

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

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$26,000 in total) to ensure the replacement planting will be provided.

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

1. Remove the existing perimeter drain along the common property line of 10251 and 10351 No. 2 Road and apply to the City to discharge the portion of Right-of-Way Plan 58634 that contained the removed drain prior to Building Permit issuance. The developer will be responsible to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to the right of way discharge.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed

PH - 299
Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10088 (RZ 17-794300)
10231, 10251, 10351, 10371, 10391, 10395 and 10397 No. 2 Road**

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

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

P.I.D. 003-995-879
Lot 981 Section 36 Block 5 North Range 7 West New Westminster District Plan 58183
and
P.I.D. 004-005-066
Lot 982 Section 36 Block 5 North Range 7 West New Westminster District Plan 58183
and
P.I.D. 003-897-095
Lot 713 Section 36 Block 4 North Range 7 West New Westminster District Plan 58349
and
P.I.D. 004-536-339
Lot 712 Section 36 Block 4 North Range 7 West New Westminster District Plan 58349
and
P.I.D. 001-897-004
Lot 711 Section 36 Block 4 North Range 7 West New Westminster District Plan 58349
and
P.I.D. 003-881-261
Lot 211 Except: Part Subdivided by Plan 58349, Section 36 Block 4 North Range 7 West New Westminster District Plan 48291
and
P.I.D. 004-323-653
Lot 710 Section 36 Block 4 North Range 7 West New Westminster District Plan 58349
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10088**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON



SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

SEP 23 2019

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER