

### **Public Hearing Agenda**

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

Monday, November 18, 2013 - 7 p.m.

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

### **OPENING STATEMENT**

### **Page**

### PH-11 1. Richmond Zoning Bylaw 8500, Zoning Amendment Bylaw 8903 (RZ 11-591985)

(File Ref. No. 12-8060-20-8903; RZ 11-591985) (REDMS No. 3733984 v.4, 3941393 v.6, 3555723)

See Page PH-11 for Cambie Road/Mueller Development Park report			
See Page <b>PH-25</b> for Minute Extract re PRCS – Sep. 24, 2013			
See Page <b>PH-26</b> for Minute Extract re Council – Oct. 15, 2013			
See Page PH-27 Sales Centre License Agreement Report			
See Page <b>PH-34</b> for Minute Extract re GP – Nov. 4, 2013			
See Page <b>PH-35</b> for Minute Extract re Council – Nov. 12, 2013			
See Page PH-36 for Alternative Approval Process report			
See Page <b>PH-44</b> for Minute Extract re GP – Oct. 7, 2013			
See Page <b>PH-45</b> for Minute Extract re Council – Oct. 15, 2013			
See Page PH-46 for full report			

**Location:** 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith

Road

**Applicant:** Polygon Development 192 Ltd.

### Purpose:

To create a new site specific zone, "High Rise Apartment (ZHR12) Capstan Village (City Centre)", and rezone properties in the City Centre's Capstan Village area at 8311, 8331, 8351, and 8371 Cambie Road, together with an existing City-owned park at 3651 Sexsmith Road, from "Single Detached (RS1/F)" and "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR12) Capstan Village (City Centre)" and "School & Institutional Use (SI)", to permit the:

- Construction of a 44,408 m² (478,017 ft²) multi-family, residential development with 528 dwellings in three towers; and
- Relocation and expansion of the City park from 1.2 ha (3.0 acres) to 1.7 ha (4.2 acres).

First Reading: December 18, 2012

### Related Bylaw for Council Consideration of 2<sup>nd</sup> and 3<sup>rd</sup> Readings:

Purpose:

Sale of Park Bylaw 8927 to permit the exchange of properties of equivalent size and value, via the sale of Cityowned park at 3651 Sexsmith Road (Cambie Field) and the City's acquisition of an equal-sized portion of 8331, 8351, and 8371 Cambie Road, to facilitate the relocation and expansion of the City park.

First Reading: December 18, 2012

### **Related Information:**

- A. Cambie Road/Mueller Development Park Public Consultation
- B. Sales Centre License Agreement Between the City of Richmond and Polygon Development 192 Ltd.
- C. Alternative Approval Process and Notification Options for Cambie Field -Sale of Park Bylaw 8927 (3651 Sexsmith Road)

### **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, Zoning Amendment Bylaw 8903.

2. Action on second and third readings of Cambie Field – Sale of Park Bylaw 8927.

### PH-133 2. Official Community Plan Bylaw 9000, Amendment Bylaw 8947; Official Community Plan Bylaw 7100, Amendment Bylaw 8948; and Richmond Zoning Bylaw 8500, Amendment Bylaw 8986 (RZ 11-593406)

(File Ref. No. 12-8060-20-8947/8948/8986; RZ 11-593406) (REDMS No. 3980319)

### See Page PH-133 for full report

**Location:** 4991 No. 5 Road

**Applicant:** Interface Architecture Inc.

Purpose of Official Community Plan Bylaw 9000, Amendment Bylaw 8947:

To redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map).

Purpose of Official Community Plan Bylaw 7100, Amendment Bylaw 8948:

To redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map).

### Purpose of Richmond Zoning Bylaw 8500, Amendment Bylaw 8986:

To rezone the subject property from "School & Institutional Use (SI)" to "Medium Density Townhouses (RTM2)", to permit the development of approximately 108 townhouses.

First Reading: October 28, 2013

### 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:**

 Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 8947; Official Community Plan Bylaw 7100, Amendment Bylaw 8948; and Richmond Zoning Bylaw 8500, Amendment Bylaw 8986.

### PH-209 3. Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024

(File Ref. No. 12-8060-20-9024) (REDMS No. 3819194)

### See Page **PH-209** for full report

**Location:** McKessock Neighbourhood – Bridgeport Area Plan

**Applicant:** City of Richmond

Purpose: To amend the land use designation for the area generally south of McKessock Place between Bridgeport Road,

McKessock Avenue and Shell Road to be developed for:

- a) primarily single-family lots (in accordance with Lot Size Policy 5448), in the north portion. Low density townhouses may be considered in the north portion subject to certain development requirements; and
- b) low density townhouses in the south portion;

as shown in the proposed amendment to the Bridgeport Area Plan Land Use Map, and subject to the policy objectives and development requirements proposed in Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9024.

First Reading: October 28, 2013

### **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.
  - (a) Mark Cheng, Supervisor, Vancouver Airport Authority

### **Council Consideration:**

1. Action on second and third readings of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9024.

2. Adoption of Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9024.

### PH-238 4. Official Community Plan Bylaw 9000, Amendment Bylaw 9052; Official Community Plan Bylaw 7100, Amendment Bylaw 9053; and Richmond Zoning Bylaw 8500, Amendment Bylaw 9054 (RZ 12-626430)

(File Ref. No. 12-8060-20-9052/9053/9054; RZ 12-626430) (REDMS No. 3896084)

### See Page PH-238 for full report

**Location:** 5580 and 5600 Parkwood Way

**Applicant:** Kasian Architecture Interior Design and Planning

### Purpose of Official Community Plan Bylaw 9000, Amendment Bylaw 9052:

To amend the Official Community Plan Bylaw 9000, Amendment Bylaw 9052 "2041 Land Use Map" (Schedule 1) by changing the designation of 5580 and 5600 Parkwood Way from "Mixed Employment" to "Commercial".

### Purpose of Official Community Plan Bylaw 7100, Amendment Bylaw 9053:

To amend the Official Community Plan Bylaw 7100, Amendment Bylaw 9053 "East Cambie Area Plan (Schedule 2.11B)" Land Use Map by changing the designation of 5580 and 5600 Parkwood Way from "Industrial" to "Commercial".

### Purpose of Richmond Zoning Bylaw 8500, Amendment Bylaw 9054:

To rezone 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)", to permit the consolidation with 5660 and 5680 Parkwood Way, then resubdivide to create 5 lots for the expansion of the Richmond Auto Mall.

First Reading: October 28, 2013

### 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:**

 Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 9052; Official Community Plan Bylaw 7100, Amendment Bylaw 9053; and Richmond Zoning Bylaw 8500, Amendment Bylaw 9054.

### PH-262 5. Richmond Zoning Bylaw 8500, Amendment Bylaw 9061 (RZ 13-639817)

(File Ref. No. 12-8060-20-9061; RZ 13-639817) (REDMS No. 3995085)

### See Page PH-262 for full report

**Location:** 6580 Francis Road

**Applicant:** Rav Bains

Purpose: To rezone the subject property from "Single Detached

(RS1/E)" to "Single Detached (RS2/C)", to permit the

property to be subdivided to create two (2) lots.

First Reading: October 28, 2013

### **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 9061.

### PH-277 6. Richmond Zoning Bylaw 8500, Amendment Bylaw 9064 (RZ 11-590130)

(File Ref. No. 12-8060-20-9064; RZ 11-590130) (REDMS No. 3998291)

### See Page **PH-277** for full report

**Location:** 22691 and 22711 Westminster Highway

**Applicant:** Jordan Kutev Architects Inc.

**Purpose:** To rezone the subject properties from "Single-Detached

(RS1/F)" to "Town Housing – Hamilton (ZT11)", to permit development of 11 townhouse units on the consolidated development site with vehicle access proposed from

Westminster Highway.

First Reading: October 28, 2013

### **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 9064.

### PH-302 7. Official Community Plan Bylaw 7100, Amendment Bylaw 8865; Official Community Plan Bylaw 9000, Amendment Bylaw 8973; and Richmond Zoning Bylaw 8500, Amendment Bylaw 8864 (RZ 10-528877)

(File Ref. No. 12-8060-20-8864/8865/8973; RZ 10-528877) (REDMS No. 3979427 v.6)

See Page **PH-302** for memorandum from the Director, Development – ACE and Economic Advisory Committee Referrals

See Page **PH-304** for memorandum from the Director, Development – ACE

See Page **PH-311** for memorandum from the Director, Development – Economic Advisory Committee

See Page **PH-318** for memorandum from the Director, Development

See Page **PH-408** for memorandum from Director, Transportation

See Page PH-414 for memorandum from Manager, Real Estate Services

See Page **PH-418** for memorandum from Manager, Policy Planning

See Page PH-421 for full report

See Page **PH-574** for Correspondence Received

**Location:** 4660,4680,4700, 4720, 4740 Garden City Road and 9040,

9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360,

9400, 9420, 9440, 9480, 9500 Alexandra Road

**Applicant:** First Richmond North Shopping Centres Ltd. (SmartCentres)

### Purpose of Official Community Plan Bylaw 7100, Amendment Bylaw 8865:

To reduce the minimum density permitted in Official Community Plan Bylaw 7100, Schedule 2 – West Cambie Area Plan, Alexandra Neighbourhood Land Use Map for "Mixed Use Area A" from 1.25 to 0.60 FAR on 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320 Alexandra Road;

To adjust the alignment of May Drive in Official Community Plan Bylaw 7100, Schedule 2 – West Cambie Area Plan, Alexandra Neighbourhood Land Use Map within the development lands over portions of 9440, 9480 and 9500 Alexandra Road; and

To reduce the "Park" area designation in Official Community Plan Bylaw 7100, Schedule 2 – West Cambie Area Plan, Alexandra Neighbourhood Land Use Map for portions of 9440, 9480 and 9500 Alexandra Road.

### Purpose of Official Community Plan Bylaw 9000, Amendment Bylaw 8973:

To reduce the "ESA" area designation in the Official Community Plan Bylaw 9000, Schedule 1, Attachment 2 – "2041 OCP Environmentally Sensitive Areas (ESA) Map" for portions of 9440, 9480 and 9500 Alexandra Road.

### Purpose of Richmond Zoning Bylaw 8500, Amendment Bylaw 8864:

To create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone the subject properties (see above locations for property addresses) from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" to permit development of a retail/commercial development including a proposed Walmart Store referred to as 'Central at Garden City', which is intended to become the urban village centre for the West Cambie Area (WCA) and to rezone a small portion of the development lands to "School & Institutional (SI)" for "Park" purposes.

First Reading: October 15, 2013

### **Order of Business:**

- 1. Presentation from the applicant.
- 2. Acknowledgement of written submissions received by the City Clerk since first reading.
  - (a) Sharon MacGougan, 7411 Ash Street
  - (b) Steve Sangha, 4560/4562 Garden City Road
  - (c) Jim Wright, Garden City Conservation Society
  - (d) Nancy Trant, 201-10100 No. 3 Road
  - (e) Lorraine Bell, 10431 Mortfield Road

- (f) Keith & Mikiko Evans, Resident
- (g) Anneliese Schultz, 54-8640 Bennett Road
- (h) Shawn Sangha, 4560/4562 Garden City Road
- (i) Lorri Romhanyi, 35-12055 Greenland Drive
- (j) John Ligtenberg, Richmond Resident
- (k) Glenda Ho, Richmond Resident
- (1) Jim Wright, 8300 Osgoode Drive
- (m) Patty Zaborowicz, Richmond Resident
- (n) Yvonne Bell, 10431 Mortfield Road
- (o) Lusha Zhou, Richmond Resident
- (p) Steve Sangha, 4560/4562 Garden City Road
- (q) Melanie Beggs-Murray, Richmond Resident
- (r) Terri Havill, Richmond Resident
- (s) Margaret Moreau, 9-13400 Princess Street
- 20. Submissions from the floor.

### **Council Consideration:**

 Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 8865; Official Community Plan Bylaw 9000, Amendment Bylaw 8973; and Richmond Zoning Bylaw 8500, Amendment Bylaw 8864.

### **ADJOURNMENT**



### To council-Oct 15, 2013

### **Report to Council**

TO PRCS - SEP. 24, 2013

To:

Parks, Recreation and Cultural Services

Date:

September 5, 2013

Committee

From:

Mike Redpath

Senior Manager, Parks

File:

06-2345-20-

CMUE1/Vol 01

Re:

Cambie Road/Mueller Development Park - Public Consultation

### Staff Recommendation

That the design concept for Cambie Road/Mueller Development Park, as described in **Attachment 1** of the report, dated September 5, 2013, from the Senior Manager of Parks, be approved.

Mike Redpath Senior Manager, Parks (604-247-4942)

Att. 2

REPORT CONCURRENCE					
ROUTED TO:	GONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Development Applications Transportation	<b>四</b>				
REVIEWED BY DIRECTORS	INITIALS:	REVIEWED BY CAO			

### Staff Report

### Origin

At the February 12, 2013 City Council meeting, the following recommendations were approved:

### That:

- 1. The design concept and proposed program of the Cambie Road/Mueller Development Park, as described in **Attachment 1** of the staff report dated January 16, 2013, from the Senior Manager, Parks, be received for information; and
- 2. Staff seek public input on the proposed Cambie Road/Mueller Development Park Concept Plan as described in the staff report dated January 16, 2013, from the Senior Manager, Parks.

An Open House was held on Saturday, May 18, 2013 to gain public response to the concept plan for the Cambie Road/Mueller Development Park proposal. This report summarizes the findings of this public consultation event, and the feedback received online via the City's social media network.

### **Analysis**

### The Plan

The new park is envisioned as a major focal point for the Capstan Village area of Richmond. The concept (Attachment 1) proposes that the park function both as a neighbourhood green space that provides contrast and relief from the busy urban realm, and as a vital and attractive square for public gatherings and community activities. It will offer a diverse mixture of landscapes, programs, activities and amenities for residents and visitors alike to experience and enjoy in a shared setting.

### Public Consultation Process

An Open House was held at the Richmond Cultural Centre from 11:00 a.m to 2:00 p.m. on Saturday, May 18, 2013. This event was publicized through advertisements and an article in the local newspaper, and information and a news release on the City's website. Twenty seven residents of Richmond attended the Open House. During this event, attendees were given the opportunity to meet and discuss the project scope and concept drawings with City staff, and the consultant retained by the developer, and a feedback form was available for those interested in providing written comments.

Concurrent to the Open House process, people were also invited to view the material and complete a questionnaire on the Lets Talk Richmond website <a href="www.LetsTalkRichmond.ca">www.LetsTalkRichmond.ca</a>.) In total, seventeen surveys were filled out on the Lets Talk Richmond website and four feedback forms were returned at the Open House.

Response to the park proposal was generally favourable and comments are summarized in Attachment 2.

Positive comments were received about the:

- Diversity of spaces to support a variety of activities.
- Public Square for socializing, gatherings, and hosting events.
- Mix of ornamental plantings and more naturalistic landscapes.
- Water feature that both assists in stormwater management and functions as a place to explore and enjoy.

Concerns were expressed about a number of issues. They included:

- If there would be enough people living in the area to use and enliven the park.
- Appropriate size of the dog park.
- The proximity of the basketball court to the plaza space.
- The lack of community gardens.

### General comments made included:

- The performance area. Will a program of events be organized?
- Park character. Ensure that it reflects its context and history. Make it memorable and inspirational.
- Public plaza requires shade and site furniture to so that it is a comfortable place to visit and inhabit.
- Plant of a variety of trees and shrubs, including evergreens and Rhododendrous.

As a result of this public consultation process, the basic concept and program for Cambie Road/Mueller Development Park remains the same, but details responding to the feedback will be refined and resolved in the next phase of design work.

### Next Steps

The emergence of this new park will be the result of a proposal by Polygon Development 192 Ltd. to rezone lands at 8311, 8331, 8351 and 8371 Cambie Road; and 3651 Sexsmith Road from single family detached and auto-oriented commercial uses to high rise apartments and school institutional use. An existing City owned playing field will be sold to the developer for consolidation with adjacent lands to create the new residential project and the new park site.

When the park design progresses through the servicing agreement phase, site frontage design and details will be coordinated between Parks, Engineering and Transportation staff.

### Temporary Sales Centre

Via the detailed design process for the first phase of the park, opportunities will be explored, through a licensing agreement, to potentially locate the developer's temporary sales centre on the park site, at the sole cost of the developer, together with the potential for repurposing the building to accommodate one or more of the park's future amenities (e.g., concession, storage,

covered stage). Business terms with respect to potentially locating the sales centre on the park, would be developed as part of a separate licensing agreement and would include but not be limited to access, frontage, and servicing agreements for the sales centre. This proposed licensing agreement will be brought forward to Council for consideration in a separate report.

### Financial Impact

The total cost of the park is estimated at \$4.2 million, plus \$200,000 for frontage works and \$358,000 for public art. Prior to rezoning adoption, the developer must enter into a Servicing Agreement for the detailed design and construction of the park's first phase. This phase is proposed to include the plaza, landforming, lighting, tree planting and other landscaping, infrastructure, and related features as required to ensure that the park will be immediately attractive to and usable by local residents, workers, and visitors for general park activities. The value of phase one park construction is \$1.2 million, based on the subject development's total "park construction" DCCs payable. Polygon must have its park construction complete prior to occupancy of its Phase 1. Based on a 2014 construction start, this would likely be in late 2015 or 2016.

Subsequent phases will involve the addition of special amenities (e.g., stage, water features) aimed at enhancing the park and its role in the community. To complete this park, a total amount of \$3.0 million has been proposed in the current Five Year Parks Capital Program from 2016 to 2020.

### Conclusion

The Cambie Road/Mueller Development Park will be an important part of the City Centre's emerging system of open spaces. It will function both as a quiet neighbourhood green and as a place for the community to gather, socialize, and entertain, set within the heart of the urban scene. Approval of this report will advance the rezoning application of this project to the Public Hearing stage.

Clarence Sihoe Park Planner (604-233-3311)



Proposed New City Centre Park

CITY OF RICHMOND MAY 2013

Richmond



Proposed New City Centre Park

CITY OF RICHMOND MAY 2013



OF RICHMOND 2013





Phase one of park construction is proposed to include the plaza space, landforming, lighting, tree planting and other landscaping, pathways and a off leash dog area.



Proposed New City Centre Park

CITY OF RICHMOND MAY 2013



2



Proposed New Oity Centre Park





















Thinking about the new park has been inspired in part by work done in other places. Details will be refined in the next phase of clesign work.

9

CHARACTER

**IMAGES** 















Art for Play

Adventure Play







Open Spaces & Paths

Public space



**MUELLER PARK - CHARACTER IMAGES** 

DATE they a port

PROJECT NUMBER 11837

**F**03

### OF RICHMOND

# Proposed New City Centre Park





















Thinking about the new park has been inspired in part by work done in other places. Details will be refined in the next phase of design work.

CHARACTER IMAGES







Art in the Park

Interpretive Signage













# **MUELLER PARK - CHARACTER IMAGES**

DATE Way I 1812

L<sub>02</sub>

Surface Stormwater Management

### TY OF RICHMOND 4Y 2013

# Proposed New City Centre Park













Public Plaza





# Proposed New City Centre Park

### Thinking about the new park has been inspired in part by work done in other places. Details will be refined in the next phase of design work. IMAGES

 $\infty$ 

CHARACTER

















Concession Pavillion

# **MUELLER PARK - CHARACTER IMAGES**

DATE May B 2812

DRAWN AG

L03



OF RICHMOND 2013 MAY Cambie Road/Mueller Development Park May 18, 2013

Public Consultation Summary: Feedback Forms and Let's Talk Richmond Comments

The features of the proposed design that I liked the most are:

- · Bike way for kids.
- · Kids play area.
- The wetlands maintain Richmond's identity of its original landscape.
- Large open spaces, and areas enabling the presentation of public art and music.
- Accommodating area for families and pct owners.
- An area designated for people to assemble in front or potential cafe and rooftop structure.
- Location is great!
- The stage. The inclusion of a plaza for hopefully outdoor gathering of music, dance and plays. Will there be seats there?
- Space for different activities and all ages.
- Opportunities for generational activities and for solitude.
- Natural looking area with logs, boulders, trees. The green "heart".
- · Small pond. Abundance of trees.
- Toboggan hill.

The features of the proposed design that I liked the least are:

- Need to slow down traffic along Brown Road south.
- Traffic light needs to be on corner of Brown and Cambie to avoid potential traffic accidents with elderly and kids.
- Part of the design discusses sidewalks, where pedestrians are close to road traffic and bike lanes on the inside. Not convenient for cyclists and pedestrians. I would suggest that the bike and pedestrian lanes be swapped so that there is a transition of the flow of traffic; vehicle, bike, pedestrian.
- The dog park appears to take up a very large area. The dog park, only because I don't have a dog.
- Proposed basketball court in the open plaza space.
- Performance area.

I have the following additional comments on the overall proposed design for the new City Centre Park:

- Kid area should be further in park.
- Mosquito consideration for water feature.
- Slope/barrier should be erected to avoid traffic running into park along Brown Road and Hazelbridge Way.

- A safety concern for the accessing the park. Cambie Road is a busy corridor, it may need to slow down traffic for children and seniors.
- Generally well designed but knowing how developers try to change the plans once they get planning permission I will believe this park will be when it is there!!!
- Please ensure proper signage for bike/walking paths.
- Since the park is for everyone, it is necessary for city to install parking space for the park.
- All trees are too boring. Why not build in some fantastic gardens.

### Extract From:

### Regular Open Parks, Recreation and Cultural Services Committee Meeting

### Tuesday, September 24, 2013

### 1. CAMBIE ROAD/MUELLER DEVELOPMENT PARK – PUBLIC CONSULTATION

(File Ref. No. 06-2345-20CMUE1) (REDMS No. 3941393 v.6)

Mike Redpath, Senior Manager, Parks, and Clarence Sihoe, Park Planner, gave a brief overview of the proposed park development. The proposal is for a four acre passive park that is open on all four sides and includes a dog park, playground, plaza, public art element, water feature, and environmental elements. Polygon has expressed interest, through a licensing agreement, in having a temporary sales centre on the park site. Approval of the staff report will advance the project to the Public Hearing stage.

Discussion ensued regarding site furnishings (e.g. picnic tables, benches, and barbeque pits) similar to single-family residences being incorporated into the design and development of the park. Committee inquired whether the concerns raised through the public consultation process, in particular, the need to slow traffic along Brown Road, the need for traffic lights, and the installation of barriers to prevent vehicular traffic entering the park, would be addressed, including the associated costs, prior to construction.

Mr. Redpath advised that Phase I construction of the park development which includes land form, trails, a portion of the plaza, playground, fixtures, perimeter walkway, lighting, and trees, will be borne by the developer. The balance of the park development will be phased in under the City wide park program over the next two years. Hard surface seating is proposed for the plaza area. The developer will be responsible for the perimeter lighting and the land form berms which will serve as buffers.

It was moved and seconded

That the design concept for Cambie Road/Mueller Development Park, as described in Attachment 1 of the staff report, dated September 5, 2013, from the Senior Manager, Parks, be approved.

CARRIED

### **Extract From:**

### Regular Open Council Meeting

### Tuesday, October 15, 2013

1. CAMBIE ROAD/MUELLER DEVELOPMENT PARK - PUBLIC CONSULTATION

(File Ref. No. 06-2345-20CMUE1; XR: 06-2345-20-CCPA1) (REDMS No. 3941393 v.6, 3913571)

That the design concept for Cambie Road/Mueller Development Park, as described in Attachment 1 of the staff report, dated September 5, 2013, from the Senior Manager, Parks, be approved.

ADOPTED ON CONSENT



### **Report to Committee**

TO GP-Nov. 4, 2013

To:

General Purposes Committee

Date:

October 17, 2013

From:

Andrew Nazareth

File:

06-2280-20-285/Vol 1

General Manager, Finance and Corporate Services

Re:

Sales Centre License Agreement between the City of Richmond and Polygon

Development 192 Ltd.

### Staff Recommendations

### That:

- 1. If 8311 Cambie Road is transferred to the City as part of rezoning application RZ 11-591985, then the City enter into a license agreement with Polygon Development 192 Ltd. ("Polygon") to permit Polygon to use a portion (approximately ±3,505 sq. ft. for the building area plus ±3,854 sq. ft. for parking area) of 8311 Cambie Road for a two year period with 1 (one) 6-month renewal option at a rate of \$3.60 per square foot per annum (estimated at \$26,492 per annum), as per the terms described in the Staff report from the General Manager, Finance and Corporate Services dated October 17, 2013; and
- 2. Staff be authorized to take all neccessary steps to complete the matter including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Servcies to negotiate and execute all documentation to effect the transaction detatiled in the staff report dated October 17, 2013 from the General Manager, Finance and Corporate Services.

A. \_\_\_

Andrew Nazareth

General Manager, Finance and Corporate Services

(604-276-4095)

### Att. 4

REPORT CONCURRENCE					
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Budgets Development Applications Law Parks and Recreation Transportation	র্ঘ র্ছ র	A			
REVIEWED BY DIRECTORS	PH - 27	APPROVED BY OAQ			

### Staff Report

### Origin

On December 18, 2012, at a Special Council Meeting, Council gave first reading to Cambie Field – Sale of Park Bylaw 8927 in conjunction with rezoning application RZ 11-591985.

As part of the rezoning considerations for RZ 11-591985, if approved by Council, Polygon will transfer fee simple title for 8311 Cambie Road to the City of Richmond prior to the adoption of the Rezoning Bylaw. This parcel will be incorporated into the new neighbourhood park in the City Centre's Capstan Village Area which will be constructed by Polygon adjacent to the current Cambie Field (see Attachment 1). The rezoning application also noted that opportunities would be explored to locate the developer's temporary sales centre on the new park site, at the sole cost of the developer.

The purpose of this report is to obtain Council approval for the business terms of the proposed license agreement between the City and Polygon, subject to a Public Hearing, final approval of rezoning application RZ 11-591985, and transfer of 8311Cambie Road to the City.

If this report's recommendations are approved, it is Polygon's intention to apply to the City for permits to construct a sales centre on 8311 Cambie Road and to construct the sales centre in advance of transferring the property to the City. This report seeks to make Council aware of that proposed sequence and the developer's proposal that the land be transferred with the sales centre and related improvements in place. For clarification, staff's recommendation that the City enter into a license in respect to the portion of property that would be occupied by Polygon's proposed sales centre and related improvements under the terms and conditions noted herein will be implemented if and only if Council, in its discretion, ultimately approves rezoning application RZ 11 – 591985 and adopts the Rezoning Bylaw.

### Findings of Fact

In summer 2013, as part of the park consultation process, Polygon approached the City and requested a license agreement for the operation of a sales centre at 8311 Cambie Road in anticipation of the marketing program for their planned development.

At the September 5, 2013 Parks, Recreation and Cultural Services (PRCS) meeting, a report detailing the conceptual design plans and the Public Consultation held Saturday May 18, 2013 regarding the new proposed Cambie Road/Mueller Development Park stated that:

"Business terms with respect to the potentially locating the sales centre on the park, would be developed as part of a separate licensing agreement and would include but not be limited to access, frontage, and servicing agreements for the sales centre. This proposed licensing agreement will be brought forward to Council for consideration in a separate report."

### Analysis

In preliminary enquiries with the City's Planning, Parks and Real Estate Services Divisions in September of 2013, Polygon was informed that the City did not have any practical objections to negotiating a license for a sales centre on the site, subject to Council's final approval. The proposed sales centre measures ±3,505 sq. ft. for the building area plus ±3,854 sq. ft. for parking area (see Attachment 2 & 3). Sign and building pennits as per typical city process will apply. Transportation Division has confirmed that the proposal conforms to parking requirements and Development Applications have confirmed the use conforms to City policy. Real Estate Services has negotiated the business terms of the license (see Attachment 4).

### Financial Impact

Subject to approval of the rezoning application and license agreement, the City will receive approximately \$52,985 of rental income during the term with such funds to be transferred into the Industrial Use Reserve. This will be considered as part of the 2014-2018 Five – Year Financial Plan.

### Conclusion

City staff has investigated the request and recommend that a sales centre license between Polygon and the City according to the terms as described in this report, be approved.

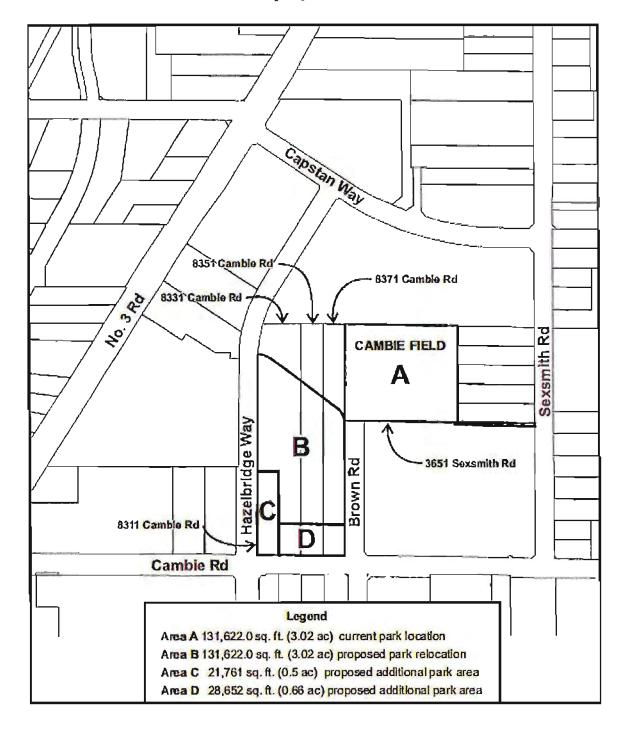
Michael Allen

Manager, Property Services

(604-276-4005)

Attachment 1

### **Property Location**

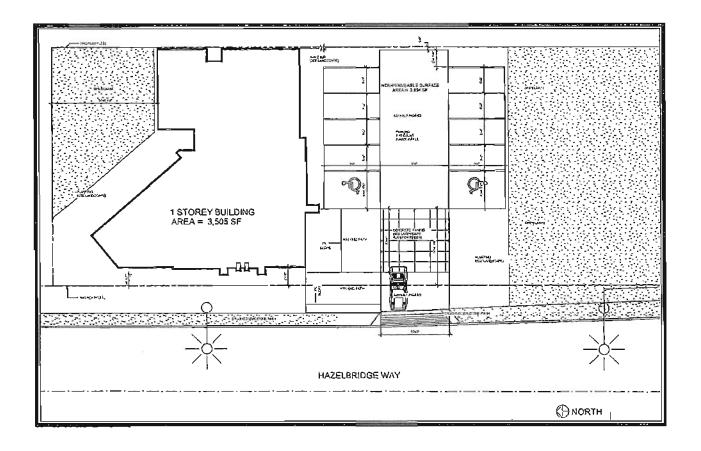


Attachment 2
Property and Sales Centre Location



### Attachment 3

### Sales Centre Site Plan



### Attachment 4

### License Agreement Terms

	Primary Business Terms				
Licensor:	City of Richmond				
Licensee:	Polygon Development 192 Ltd.				
Address:	8311 Cambie Road				
Area:	$\pm 3,505$ sq. ft. for building plus $\pm 3,854$ for parking area Total: $\pm 7,359$ sq. ft.				
Initial Term	2 years				
Initial Term License Fee	\$3.60 per sq. ft. per annum net Total: ± \$26,492 per annum				
Renewal Option Term	6 months				
Net License	Net to the City, including but not limited to utilities (such as gas, electricity and water) and property taxes.				
Commencement:	Following transfer of property to the City.				
Permitted Use:	Sales Centre, parking and related purposes				
Termination Clause:	City may terminate the License immediately if Polygon refuses or neglects to carry out its obligations pursuant to the License or uses the License area for any purpose other than set out in the License (i.e. Sales Centre).				
Indemnification:	In favour of the City.				
Insurance:	\$5,000,000 Comprehensive General Liability insurance coverage per occurrence provided by Polygon in favour the City.				
Improvements:	Licensee responsible for all permits and approvals at their cost for construction, servicing and signage.				
Removal and Restoration:	Prior to the end of the term, Polygon shall remove all buildings and structures and restore the License Area, at its sole cost, to the same or better condition prior to the exercise by Polygon of its rights of the License.				

### Extract From:

### Regular Open General Purposes Committee Meeting

### Monday, November 4, 2013

1. SALES CENTRE LICENSE AGREEMENT BETWEEN THE CITY OF RICHMOND AND POLYGON DEVELOPMENT 192 LTD.

(File Ref. No. 06-2280-20-285) (REDMS No. 4005624 v.3)

It was moved and seconded *That:* 

- (1) if 8311 Cambie Road is transferred to the City as part of rezoning application RZ 11-591985, then the City enter into a license agreement with Polygon Development 192 Ltd. ("Polygon") to permit Polygon to use a portion (approximately ±3,505 sq. ft. for the building area plus ±3,854 sq. ft. for parking area) of 8311 Cambie Road for a two year period with 1 (one) 6-month renewal option at a rate of \$3.60 per square foot per annum (estimated at \$26,492 per annum), as per the terms described in the staff report from the General Manager, Finance and Corporate Services dated October 17, 2013; and
- (2) staff be authorized to take all neccessary steps to complete the matter including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Servcies to negotiate and execute all documentation to effect the transaction detailed in the staff report dated October 17, 2013 from the General Manager, Finance and Corporate Services.

CARRIED

### **Extract From:**

### **Regular Open Council Meeting**

### Tuesday, November 12, 2013

- 1. SALES CENTRE LICENSE AGREEMENT BETWEEN THE CITY OF RICHMOND AND POLYGON DEVELOPMENT 192 LTD. (FILE REF. NO. 06-2280-20-285) (REDMS NO. 4005624 V.3) THAT:
  - (1) if 8311 Cambie Road is transferred to the City as part of rezoning application RZ 11-591985, then the City enter into a license agreement with Polygon Development 192 Ltd. ("Polygon") to permit Polygon to use a portion (approximately ±3,505 sq. ft. for the building area plus ±3,854 sq. ft. for parking area) of 8311 Cambie Road for a two year period with 1 (one) 6-month renewal option at a rate of \$3.60 per square foot per annum (estimated at \$26,492 per annum), as per the terms described in the staff report from the General Manager, Finance and Corporate Services dated October 17, 2013; and
  - (2) staff be authorized to take all neccessary steps to complete the matter including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Servcies to negotiate and execute all documentation to effect the transaction detatiled in the staff report dated October 17, 2013 from the General Manager, Finance and Corporate Services.

ADOPTED ON CONSENT



### City of Richmond

### TO Council -Oct 15 2013 Report to Committee

TO OP-007713.

To:

General Purposes Committee

Date: October 4, 2013

From:

David Weber

File: xR12-8000-20-008

Re:

Director, City Clerk's Office

12-8060-20-8927

Alternative Approval Process and Notification Options for Cambie Field - Sale

of Park Bylaw 8927 (3651 Sexsmith Road)

### Staff Recommendation

- That, only following third reading of Cambie Field Sale of Park Bylaw 8927, (1)an Alternative Approval Process be conducted under the following parameters:
  - The deadline for receiving completed elector response forms is 5:00 pm (PST) on Friday, January 17, 2014;
  - The elector response form is substantially in the form as found in Attachment 1 to the staff report dated October 4, 2013 from the Director, City Clerk's Office; and
  - the number of eligible electors is determined to be 131,082 and the ten percent threshold for the AAP is determined to be 13,108; and
- That an enhanced public notification process be undertaken for the Cambie Field (2) - Sale of Park Bylaw 8927 Alternative Approval Process which includes additional print and on-line advertising, and a mailed notice in addition to the prescribed statutory notification requirements.

David Weber

Director, City Clerk's Office

(4098)

REPORT CONCURRENCE						
ROUTED To:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER				
Real Estate Services Development Applications	<u> </u>	A				
REVIEWED BY DIRECTORS	INITIALS:	REVIEWED BY CAO	INITIALS:			

#### Staff Report

#### Origin

On December 18, 2012, at a Special Council Meeting, Council gave first reading to Cambie Field – Sale of Park Bylaw 8927 authorizing the sale of 3651 Sexsmith Road to Polygon Development 192 Ltd. and directed staff to proceed with an Alternative Approval Process to obtain approval of the electors for the land sale. A corresponding land purchase for park land was also authorized in conjunction with the land use application for the subject site.

At the same meeting, following a discussion relating to the notification requirements for alternative approval processes, Council made the following staff referral:

That stuff report back on advertising and notification options for the Alternative Approval Process.

This report responds to the Council referral and presents the parameters for the Cambie Field Alternative Approval Process for Council approval as required under the Community Charter.

#### **Analysis**

Under the requirements of the Community Charter (section 27), the City may sell park land with the passage of a bylaw that is subject to elector assent. The City must seek the approval of the electors through a voting opportunity (referendum) or by alternative approval process. A voting opportunity is self-explanatory and follows the election processes described in Part 4 of the Local Government Act.

An Alternative Approval Process (AAP) allows a Council to proceed with an action unless at least 10% of the electors state their opposition within a prescribed period. If more than 10% of the electors state their opposition to the proposed action, the Council may not proceed with the action unless the matter is made subject to and successfully passes a full referendum.

#### Alternative Approval Process Parameters

Before an AAP is conducted, Council must establish through resolution, several key parameters for the process.

The first parameter that must be set by Council is the deadline for receiving elector responses. The date and deadline that would meet the 30-day notice period following publication of the second notice (allowing additional time for holiday business closures) is 5:00 pm (PST) on Friday, January 17, 2014

The second parameter that Council must establish is the form to be used for elector responses. Attached to this report (Attachment 1) is an Elector Response Form which would meet all the statutory requirements. A valid elector response form must be originally signed by the elector (photocopies or faxed forms with signatures cannot be accepted), and the form must have the

person's full name and residential address and be submitted to the Corporate Officer before the deadline. Non-resident property electors are also eligible. The eligibility requirements are the same as those for voting in a local government election.

The third parameter that must be set by Council is the total number of electors to which the Relocation of Cambie Field (3651 Sexsmith Road) – Land Exchange Bylaw AAP applies. Using the total number of electors registered and new registrations for the 2011 General Local and School Election, this number is 131,082. The 10% threshold for the AAP is therefore 13,108 valid response forms received in opposition.

#### Notice Requirements:

At a minimum, the Community Charter requires that a notice for an AAP must:

- be published in two consecutive editions of a local newspaper and posted at the City Hall public notice posting place;
- include a general description of the matter and the area to which the AAP relates;
- indicate the deadline for elector responses;
- include a statement that the Council may proceed with the matter unless at least 10% of the electors of the Richmond area indicate by the deadline they are opposed to the bylaw, therefore Council must proceed with a referendum (voting opportunity); and
- include a statement that elector responses must be in the form established by the Council, that these forms are available at the City Hall, and that only qualified Richmond electors are entitled to sign the form.

A Council is free to provide any form of additional notification, at its discretion, provided that the minimum statutory requirements are met. Below are several notice options for the AAP on the proposed relocation of Cambie Field – Sale of Park Bylaw 8927.

#### NOTICE OPTIONS:

#### Option I (Meets the statutory requirements using a graphically improved notice)

- The public notice meets all statutory requirements in terms of content, appears in two (2) consecutive newspapers, is posted on the City Hall public notice board and on the City website;
- The notice is redesigned with new graphics and colors to better grab the attention of the public, utilizing plain language to better explain the process in a more generally accessible manner (See Attachment 2 for a sample of a proposed re-designed statutory notice).

This option fully notifies the public of the Alternative Approval Process as anticipated in the legislation and in a manner that is consistent with previously conducted AAPs. The two full-page graphically-improved notices reach all areas of Richmond in a newspaper with a circulation of 47.500 households. The total cost for the statutory ads is \$900 (funding available within existing statutory advertising budget).

#### Option 2 (Enhanced and Expanded Notice) (Recommended)

Everything listed in Option 1 plus:

- Two (2) additional full-page advertisements placed in the other local newspaper;
- Also includes placement of the advertisement and AAP Form on the City of Richmond website;
- Online advertising placed with one of the local newspaper's website; and
- Notices and Elector Response Forms are mailed to adjacent properties within 50 meters of the subject site (approximately 330 properties).

This option also fully notifies the public of the AAP, but ensures even greater coverage by advertising in both local newspapers and in the online version of one of the newspapers. In addition, those people most directly affected in the immediate area would receive mailed notices and elector response forms through Canada Post. This enhanced level of notification is similar to the approach taken with public hearing notification and exceeds the minimum requirements for an AAP. The cost for this option would be approximately \$1,500 (funds available within existing statutory advertising budget) and would cover additional advertisements, and direct mailing costs.

## Option 3 (Enhanced and Expanded notice process plus insert in other City mailings) (Not Recommended)

Everything listed in Options 1 & 2, plus:

• Include an additional notice by way of an insert with the property tax notices or utility billings.

In establishing a new approach to notification for AAPs, it is important to give consideration to whether the process can be consistently and routinely applied in the future. Staff is not recommending the inclusion of AAP information with property tax notices or utility billings because the segment of the public that is reached through these mailings, while broad, is not comprehensive and there are infrequent opportunities for notification. For example:

- The flat rate utility billings, which are mailed only once per year, would reach the approximate 46,980 properties on the flat rate, but not the 23,600 properties on meters;
- The metered utility billings, which are mailed 4 times per year, only reach 23,600 of Richmond property owners that are on meters, but not the 46,980 properties on the flat rate;
- The property tax notices reach the broadest number of Richmond properties, however, the notices do not reach renters and it is also only mailed at one fixed time per year, thus placing a severe restriction on the timing of AAPs.
- This option would cost approximately \$2,000 (funds available within existing budget) provided that any additional insert added to the mailing was kept to a maximum of one sheet.

#### Financial Impact

No additional financial impact. Funding is available within existing budgets for all options presented.

#### Conclusion

As outlined above, Council must establish several key parameters for the Relocation of Cambie Field (3651 Sexsmith Road) – Land Exchange Bylaw Alternative Approval Process.

Additionally, Council may direct staff to conduct an enhanced notification above the statutory notice requirements in order to improve public awareness and encourage greater participation in the alternative approval process. If approval of the electors is obtained through the AAP, adoption of bylaw may proceed. The status quo / usual approach is reflected in Option 1.

Staff is recommending Option 2 as it provides an enhanced and cost-effective approach to notification for AAPs over and above minimum requirements and can be consistently applied for future AAP processes.

Michelle Jans

Manager, Legislative Services

MJ Att. 2



## **Elector Response Form**

Proposed Sale of Park Land Relocation of Cambie Field (3651 Sexsmith Road)

I am OPPOSED to the City of Richmond proceeding with the proposed sale of park land (relocation of Cambie Field at 3651 Sexsmith Road),

and I, the undersigned, hereby declare that:

- ✓ I am eighteen years of age or older; and
- ✓ I am a Canadian Citizen; and
- ✓ I have resided in British Columbia for at least six months; and
- ✓ I have resided in, OR have been a registered owner of property in the City of Richmond for at least 30 days; and
- ✓ I am not disqualified by law from voting in local elections; and
- ✓ I am entitled to sign this elector response form, and have not previously signed an elector response form related to the proposed sale of park land (relocation of Cambie Field at 3651 Sexsmith Road).

Elector's Full Name (print)	
Residential Address	
AND mailing address if different from residential address	
Signature of Elector	

See the reverse side of this form for further information regarding the Alternative Approval Process.

Personal Information provided on this form is collected in compliance with the *Freedom of Information and Protection of Privacy Act* (FOIPOP) and will be used only for the purposes of the City of Richmond Alternate Approval Process. If you require further information regarding the FOIPOP, please contact the FOI Coordinator at 604.276.4165.

Non-resident Property Electors must include the address of their property in Richmond in order to establish their entitlement to sign the elector response form.



# City of Richmond

### **Elector Response Form**

Proposed Sale of Park Land Relocation of Cambie Field (3651 Sexsmith Road)

Pursuant to Section 86 of the Community Charter, the City of Richmond is proposing to seek elector approval by alternative approval process.

The question before the electors is whether they are opposed to the City of Richmond proceeding with the proposed sale of park land (relocation of Cambie Field at 3651 Sexsmith Road).

#### INSTRUCTIONS

- 1. If you are opposed to the proposed sale of park land (relocation of Cambie Field at 3651 Sexsmith Road), you can sign an elector response form if you qualify as an elector in the City of Richmond.
- 2. If you are NOT opposed to the proposed sale of park land (relocation of Cambie Field at 3651; Sexsmith Road), you do not need to do anything.
- 3. Forms are available at the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1 between 8:15 am 5:00 pm beginning November 20, 2013.
- 4. To sign an elector response form you MUST meet the qualifications as either a Resident Elector or a Non-Resident (Property) Elector of the City of Richmond. If you are unsure if you qualify, please contact the City of Richmond at 604.276.4007.
- 5. A person who obtains an Elector Response Form may make accurate copies of the form.
- 6. One elector of the City of Richmond may sign each Elector Response Form.

## 1.

All Elector Response Forms must be received by the City of Richmond on or before 5:00 pm on January 17, 2014 to be considered.

No faxed or scanned Elector Response Forms will be accepted. In other words, originally signed forms must be submitted.

## 2

The number of electors in the City of Richmond is estimated to be 131,082. If ten percent (10% or 13,108 electors) of the estimated number of electors in the City of Richmond sign an Elector Response Form in opposition to the proposed sale of park land of Cambie (relocation Field at 3651 Sexsmith Road), the City Richmond cannot proceed without receiving assent of the electors by referendumPH - 42

## 3.

For further information, contact:

David Weber City Clerk City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1 604.276.4007





## Notice of Alternative Approval Process Proposed sale of park land (relocation of Cambie Field at 3651 Sexsmith Road)

6911 No. 3 Rd. Richmond BC V6Y 2C1 | Tel: 604-276-4000 Fax: 604-278-5139

#### Alternative Approval for Cambie Field—Sale of Park Bylaw 8927

Council may proceed with the adoption of Bylaw 8927, the Cambie Field—Sale of Park Bylaw, unless at least 10% (13,108) of the eligible electors of the City of Richmond sign elector response forms indicating their opposition to the proposed land exchange.

The proposed bylaw and related records are available for public inspection at the City Clerk's Office, Richmond City Hall, 6911 No. 3 Road, Richmond, BC, 8:15 a.m. to 5:00 p.m., Monday through Friday, excluding statutory holidays, from Nov. 20, 2013–Jan. 17, 2014.



#### If opposed, sign an AAP Form

Elector response forms must be in the form provided by the City and are available at the Information Counter on the first floor of City Hall, 6911 No. 3 Road, Richmond, BC., 8:15 a.m. to 5:00 p.m., from Nov. 20, 2013– Jan. 17, 2014. Elector response forms are also available on the City website at www.richmond.ca or by calling the City Clerk's Office at 604-276-4007 during regular business hours.

Originally signed elector response forms must be received at City Hall by 5:00 p.m., Jan 17, 2014. Photocopies of signed forms can not be accepted.

## What is an Alternative Approval Process?

An Alternative Approval Process allows a council to proceed with an action unless at least 10% of the electors state their opposition within a prescribed period.

## The Proposal

The proposed sale of park land (relocation of Cambie Field at 3651 Sexsmith Road), as shown on the attached diagram will benefit the City by the creation of a larger, better situated park in the immediate vicinity of the existing location. As

part of the rezoning conditions (RZ 11-591985) for the proposed development, Polygon would purchase 3651 Sexsmith Road whilst simultaneously selling to the City an equal area of land subdivided from 8331, 8351, and 8371 Cambie Road.

In addition to this proposed exchange of land, rezoning

conditions also require Polygon to transfer 8311 Cambie Road and other portions of 8331, 8351, and 8371 Cambie Road for consolidation with the new aforementioned park area. The net result will be a larger park (over 38% more area) with increased street frontage for access and parking.



## Who is eligible?

Only electors of the City of Richmond are eligible to sign an elector response form. Qualified electors are those persons meeting all of the following qualifications:

- is a Canadian citizen;
- an individual who is age 18 or
- has been a resident of British Columbia for at least six months;
- a Richmond resident or owner of property within Richmond for at least the last 30 days; and
- is not disqualified from voting by the Local Government Act or any other act

A non-resident property elector who meets the following criteria is also an eligible elector:

• is not entitled to register as a

resident elector for the City of Richmond;

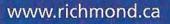
- an individual who is age 18 or older;
- is a Canadian citizen;
- has been a resident of British Columbia for at least six months;
- has been a registered owner of real property within the City of Richmond for at least thirty days;
- Is not disqualified from voting by the Local Government Act or any other act.

Note: Corporations are not entitled to vote nor is land held in a corporate name eligible to vote. In the case of multiple owners of a parcel, only one person may vote as a non-resident property elector.

David Weber, Corporate Officer,
City Clerk's Office
PH - 43









#### **Extract From:**

## Regular Open General Purposes Committee Meeting

## Monday, October 7, 2013

1. ALTERNATIVE APPROVAL PROCESS AND NOTIFICATION OPTIONS FOR CAMBIE FIELD - SALE OF PARK BYLAW 8927 (3651 SEXSMITH ROAD)

(File Ref. No. 12-8060-20-8927) (REDMS No. 3733984 v.4)

Discussion ensued regarding advertising options for the proposed Alternative Approval Process and it was noted that in an effort to be responsive to all Richmond residents, a translated news release in the Ming Pao and Sing Tao newspapers would be included as part of the enhanced and expanded notice process.

It was moved and seconded

- (1) That, only following third reading of Cambie Field Sale of Park Bylaw 8927, an Alternative Approval Process be conducted under the following parameters:
  - (a) The deadline for receiving completed elector response forms is 5:00 pm (PST) on Friday, January 17, 2014;
  - (b) The elector response form is substantially in the form as found in Attachment 1 to the staff report dated October 4, 2013 from the Director, City Clerk's Office;
  - (c) The number of eligible electors is determined to be 131,082 and the ten percent threshold for the AAP is determined to be 13,108; and
- (2) That an enhanced public notification process be undertaken for the Cambie Field Sale of Park Bylaw 8927 Alternative Approval Process which includes a summarized news release being sent to the media, including the Richmond News, the Richmond Review, the Ming Pao, and the Sing Tao newspapers, an official legal notice in the City section of the Richmond Review, and a mailed notice in addition to the prescribed statutory notification requirements.

**CARRIED** 

#### **Extract From:**

## Regular Open Council Meeting

### Tuesday, October 15, 2013

2. ALTERNATIVE APPROVAL PROCESS AND NOTIFICATION OPTIONS FOR CAMBIE FIELD - SALE OF PARK BYLAW 8927 (3651 SEXSMITH ROAD)

(File Ref. No. 12-8060-20-8927; XR: 12-8000-20-008) (REDMS No. 3733984 v.4, 3763932)

- (1) That, only following third reading of Cambie Field Sale of Park Bylaw 8927, an Alternative Approval Process be conducted under the following parameters:
  - (a) The deadline for receiving completed elector response forms is 5:00 pm (PST) on Friday, January 17, 2014;
  - (b) The elector response form is substantially in the form as found in Attachment 1 to the staff report dated October 4, 2013 from the Director, City Clerk's Office;
  - (c) The number of eligible electors is determined to be 131,082 and the ten percent threshold for the AAP is determined to be 13,108; and
- (2) That an enhanced public notification process be undertaken for the Cambie Field Sale of Park Bylaw 8927 Alternative Approval Process which includes a summarized news release being sent to the media, including the Richmond News, the Richmond Review, the Ming Pao, and the Sing Tao newspapers, an official legal notice in the City section of the Richmond Review, and a mailed notice in addition to the prescribed statutory notification requirements.

ADOPTED ON CONSENT



## Report to Committee

Planning and Development Department TO 5? CNCL - DEC. 18/2012 TO PLN - DEC. 18/2012

To:

Planning Committee

Date:

November 29, 2012

From:

Wayne Craig

Director of Development

File:

RZ 11-591985

Re:

Application by Polygon Development 192 Ltd. for Rezoning at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road from Single Detached (RS1/F) and Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR12)

Capstan Village (City Centre) and School & Institutional Use (SI)

#### Staff Recommendation

- 1. That Richmond Zoning 8500 Amendment Bylaw No. 8903, to amend the Richmond Zoning Bylaw No. 8500 to create "High Rise Apartment (ZHR12) Capstan Village (City Centre)" and for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road from "Single Detached (RS1/F)" and "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR12) Capstan Village (City Centre)" and "School & Institutional Use (SI)", be introduced and given first reading.
- 2. That the affordable housing contribution for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road (RZ 11-591985) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812.

Wayne Craig

Director of Dévelopment

WC:spc Att 🗸

REPORT CONCURRENCE				
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER		
Affordable Housing Arts, Culture & Heritage Engineering Law Parks Real Estate Sustainability Transportation	मिन्य स्ववाद	Al Grug		

#### Staff Report

#### Origin

Polygon Development 192 Ltd. has applied to the City of Richmond for permission to rezone lands at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road, from Single Detached (RS1/F) and Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR12) Capstan Village (City Centre) and School & Institutional Use (SI), to permit the construction of a high-rise, highdensity, multi-family project and new City-owned park in the City Centre's Capstan Village area. (Attachments 1 & 2) The subject rezoning proposes:

- 44,408 m<sup>2</sup> (478,019 ft<sup>2</sup>) of residential floor area in three towers containing 528 dwellings;
- The establishment of new streets, pedestrian linkages, and public art;
- Funding towards the future construction of the Capstan Canada Line station, as per recently adopted density bonus provisions in City Centre Area Plan (CCAP) and Zoning Bylaw;
- Funding towards the to the City's Affordable Housing Reserve in lieu of building affordable housing units on site, which funds may, at the sole discretion of the City, be used to facilitate the construction of affordable housing units elsewhere within Richmond; and
- The replacement of an existing City-owned playing field at 3651 Sexsmith Road (Cambie Field) with a larger park designed and located to better meet the needs of Capstan Village's emerging residential community and nearby commercial activity in Aberdeen Village. (Attachment 8 / Schedule A)

The proposed park relocation and expansion, which are consistent with City Centre Area Plan (CCAP) policy (Attachment 4), require that the City undertakes an Alternate Approval Process to permit the disposition of the existing City park. The park disposition and related processes shall be the subject of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk's Office.

#### Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (Attachment 5)

#### Surrounding Development

The subject rezoning is proposed for a large L-shaped site, the south leg of which is proposed for park use, while the north leg is proposed for residential use. Adjacent existing uses include the following:

To the North: The proposed residential portion of the site backs onto "Union Square", a low-density (0.5 floor area ratio / FAR), low-rise, strip mall. Redevelopment of this site to permit

increased density and residential uses is supported under the CCAP, but not

imminent, as the buildings are strata-titled and less than 15 years old.

To the East: The proposed residential portion of the site abuts several single-family lots designated under the CCAP for future high/mid-rise residential uses and the eastward extension of Brown Road to Sexsmith Road. There is currently no application for the rezoning or consolidation of these lots, but there is no apparent barrier to their redevelopment.

> Also to the east, across the existing leg of Brown Road from the proposed park, is "Continental Shopping Centre". Like "Union Square", this is a low-density (0.5 FAR)

strip mall designated for higher density, but it is not expected to redevelop in the short term due to its age and strata ownership.

To the West: Across Hazelbridge Way from the subject rezoning's proposed residential and park uses are existing low/medium-density, low/mid-rise commercial and hotel uses (e.g., Yaohan Centre, President Plaza, Radison Hotel). Within this area, one rezoning application for high-density, mixed-use development is under review (RZ 11-590659) and others are expected, as the large sizes of several lots could make them good candidates for high-density, mixed-use infill.

To the South: Across Cambie Road and kitty-corner from the proposed park, the commercial uses west of Hazelbridge Way extend south to include the Aberdeen Canada Line station. Aberdeen Centre, and other prominent auto-oriented commercial developments. East of the busy commercial area, directly south of the proposed park, there currently exists a mix of older single-family that the CCAP designates for future redevelopment with office and light industrial uses. Aircraft noise sensitive uses (e.g., residential) are restricted throughout this area.

#### Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and various other City policies (e.g., affordable housing). An overview of these considerations, together with the developer's proposed response, is provided in the "Staff Comments" and "Analysis" sections.

#### Advisory Design Panel (ADP)

The subject rezoning was considered on a preliminary basis at the ADP meeting on May 24, 2012. (Attachment 6) The Panel members commended the developer's team on a well-considered, wellpresented project and were supportive of the application moving forward to Planning Committee. Some issues identified by ADP members for attention at Development Permit stage included:

#### a) Architectural Form and Character:

- The building design should provide for a more engaging streetscape at grade.
- Greater refinement in the use of colour and architectural elements is encouraged.
- The multi-storey, indoor amenity building, which is prominently located at the west end of the residential site, requires design development to better address its important "gateway" location.
- The project must demonstrate how it effectively addresses accessibility, adaptability, aging in place, and affordability.

#### b) Adjacency:

- As redevelopment may not occur north of the subject site for many years, steps must be taken to enhance the appearance of the subject development's (currently blank) parking podium wall.
- A more mutually complementary interface between the proposed residential building, adjacent park, and intervening local street must be clearly demonstrated.

#### c) Landscape and Open Space Design:

• More information is required regarding public art and the proposed park design. (NOTE: The park concept will be presented to the Parks, Recreation, and Cultural Services Committee of Council for consideration prior to rezoning adoption.)

• The project's outdoor amenity space is proposed for the roof of the parking podium, which will be very shady. This, together with the development's proximity to the proposed park, raises questions in respect to the desirability of the proposed rooftop space and how best to ensure that the project's on-site open space will be a valued, well-used residential amenity.

#### Consultation

- a) Official Community Plan (OCP): The subject rezoning is consistent with the OCP and CCAP. City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport do not apply to the subject application as no OCP/CCAP amendment is proposed. (Note that the subject application will be provided to the School District as a courtesy, for information purposes only.)
- b) Ministry of Transportation and Infrastructure (MOTI): As the subject site is within 800 m of a Provincial highway (i.e. Sea Island Way), the rezoning application has been referred to MOTI. Preliminary approval was granted for one year as of January 2012. Final approval will be sought via the Servicing Agreement design and approval process, as indicated in the attached Rezoning Considerations. (Attachment 8)
- c) Park Disposition: Alternative Approval Process: As noted at the outset of this report, the subject development proposes to relocate and expand an existing City-owned park. (Attachment 8 / Schedule A) As a result of this relocation, which is consistent with the CCAP, the existing park is to be sold to the developer for consolidation with adjacent lands to create the subject development's residential building site. Under the requirements of the Community Charter (Section 27), the City may sell parkland with the passage of a bylaw that is subject to the Alternative Approval Process. Prior to adoption of the required bylaw, the City must seek the approval of the electors through the Alternative Approval Process, and Council must establish, through resolution, key parameters for the Alternative Approval Process including deadlines, elector response forms, and the number of electors to which the process will apply. The terms of the park disposition, Alternative Approval Process, and related procedures shall be the subjects of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk's Office.
- d) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the application had been received. The statutory Public Hearing will provide local property owners and other interested parties with opportunity to comment on the application.

#### **Staff Comments**

Based on staff's review of the subject application, including the developer's engineering capacity analysis, preliminary Transportation Impact Analysis (TIA), and conceptual park design and preliminary costing, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in **Attachment 8**. In addition, staff note the following:

a) Sanitary Pump Station: The City has determined that a new sanitary pump station is required to service new development on the east side of No. 3 Road in the existing Skyline sanitary catchment area; and, that the new pump station will be located within a City right-of-way on the north side of Capstan Way, between Hazelbridge Way and Sexsmith Road. It is the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent

possible using available tools, such as latecomer or developer cost sharing agreements. To facilitate this, until such time as construction of the pump station is complete, all rezonings in the catchment area shall be made responsible for the design and construction of the new pump station, to the satisfaction of the Director of Engineering; and, as further determined to the satisfaction of the Director of Engineering, the subject developer and others may be responsible for contributing towards the cost of the new pump station.

#### **Analysis**

Polygon Development 192 Ltd. has made application to rezone a 34,480 m² (8.52 ac) L-shaped site in Capstan Village, comprised of an existing parking lot, former tree farm, and a 1.21 ha (2.98 ac) City-owned park (Cambie Field), to permit the construction of three residential towers containing 510 dwelling units, together with various community amenities. The CCAP designates Capstan Village for pedestrian/transit-oriented, medium/high-density, residential and mixed-use development, with an emphasis on projects that support City objectives for funding the construction of the future Capstan Canada Line station and the area's growth as the residential hub of a new "arts district". The subject rezoning is notable for being the third application proposing to contribute funding towards station construction, and for facilitating the establishment of a new 1.64 ha (4.06 ac) park intended as a neighbourhood amenity and arts/entertainment venue. This, together with the subject development's large size and "gateway" location near Aberdeen Village's busy commercial precinct and Canada Line station, will make it a benchmark for future development. Moreover, staff's review of the proposed development shows it to be consistent with City policy and supportive of CCAP objectives for Capstan Village, as per the following.

- a) Capstan Canada Line Station: The CCAP's Capstan station (density bonus) funding strategy seeks to raise approximately \$25 million (September 2010 estimate) for the construction of the Capstan Canada Line station by providing for the developers of the first +/-3,250 dwellings in Capstan Village to voluntarily contribute towards the Capstan Station Reserve at a rate of \$7,800 per dwelling unit (September 2010 rate, to be adjusted annually as per the Consumer Price Index). Based on a City agreement with TransLink, construction of the station is expected to begin within 15 years if adequate funding can be secured. The subject development is consistent with Richmond's station funding strategy in regard to voluntary developer contributions to the Capstan Station Reserve, together with requirements for the developer's provision of additional public open space and a transit-oriented transitional parking strategy, as follows:
  - Estimated Capstan Station Reserve Contribution: As per City policy, the developer proposes to voluntarily contribute approximately \$4,118,400 towards station construction (secured via "no build" covenants on title), to be paid on a phase-by-phase basis to the Capstan Reserve prior to Building Permit issuance, as follows:

Phase	No. of Dwellings Estimate to be confirmed at Building Permit stage	Capstan Station Reserve Contribution "Estimate based on \$7,800/unit
1	164	\$1,279,200
2	114	\$889,200
3	. 250	\$1,950,000
TOTAL	528	\$4,118,400

<sup>\*</sup> September 2010 rate. The actual applicable rates shall be determined on a phase-by-phase basis as per the Zoning Bylaw in effect at the time of Building Permit\* approval.

- Public Open Space Contribution: As per the Capstan Station (density) Bonus and at no cost to the City, the developer proposes to transfer 0.27 ha (0.66 ac) of land to the City for park use (i.e. at least 5 m²/ dwelling unit), over and above the subject development's required onsite residential outdoor amenity space. The land will be consolidated with other lands being transferred to the City for park use. And, as per CCAP policy, as the land to be transferred is not identified on the DCC program (i.e. DCC credits will not apply), the development's proposed site specific zone will allow for the developer to retain the development's permitted "pre-park" residential buildable floor area, resulting in a higher net site density.
- Transit-Adaptive Parking Strategy: The Zoning Bylaw requires that prior to the Capstan Canada Line station being operational, Capstan Village developments must include parking strategies that satisfy higher "Zone 2" parking requirements at their initial phases (i.e. 1.2 spaces/unit plus visitors) and provide for a transition to lower "Zone 1" requirements at build-out (i.e. 1.0 spaces/unit plus visitors). The subject development complies with this Bylaw requirement by over-building parking in its first phases and utilizing the surplus parking (i.e. parking constructed in the first phases in excess of Zone 1 standards) in its final phase.
- b) Park Development: The CCAP proposes that the neighbourhood park needs of Capstan Village's emerging resident, worker, and visitor populations are served via the establishment of a network of small parks (i.e. one within each quarter of a quarter-section), each of which is to have a distinct, yet complementary, program of uses and related features. The park proposed by Polygon as part of the subject rezoning is, at 1.69 ha (4.187 ac) in size, the largest of Capstan Village's proposed neighbourhood parks. In addition, being located at Hazelbridge Way and Cambie Road an important "gateway" to Aberdeen Village's busy commercial precinct and only one block from the Aberdeen Canada Line station the proposed park will be one of Capstan Village's most prominent and an important venue for local and larger community events and celebrations.
  - Park Vision: The park is envisioned as the "living room" for the Capstan Village area of Richmond, serving as the home ground for the social, recreational, and business life of the local community and, as a destination attracting visitors from across the city, the surrounding region, and from even more distant places. The park will function both as a quiet sanctuary of neighbourhood green space and a vibrant, urban, public square, complemented by a variety of landscapes, programs, activities, ecological features, and amenities. And, importantly, the park will be an inclusive place, offering something for everyone and welcoming people to visit at all times of the day and throughout the seasons.
  - Park Planning: Via the rezoning review process, the developer, in collaboration with Parks, Planning, Transportation, Engineering, Environmental Sustainability, and Arts, Culture, and Heritage staff, has prepared terms of reference for the park, together with a conceptual park plan, preliminary costing, and a construction phasing strategy. (Attachment 8/Schedule H) Some key features of the proposed park may include, but are not limited to, the following:
    - i) A "great lawn", for informal play and sunning, that is large enough to host a multitude of outdoor activities simultaneously and sited adjacent the square to extend that space's range of activities and events;

- ii) An "urban square", at the heart of a lively, exciting, and cosmopolitan city space, that provides a common ground for community celebration, expression, announcement and performance, and is design/constructed of attractive and high quality, yet practical and durable materials;
- iii) A sheltered stage, co-located with the square and various public amenities, including washrooms, mechanical and storage space, and a food concession;
- iv) Landscape (catures designed to provide for a diversity of both urban and more natural park experiences, such as earthworks and landforms, specimen trees, planting beds and grassy meadows, and urban and naturalistic water features; and
- v) Public art, children's play, lit pathways and bike paths, seating, and other amenities.
- Eco-Amenity: The CCAP encourages the creation of "eco-amenities": community resources that facilitate environmentally responsible living, while contributing to community identity and placemaking. Furthermore, CCAP engineering policies encourage opportunities for pilot projects that integrate infrastructure with natural systems to reduce costs and environmental impacts. In light of this, the park will incorporate an eco-amenity in the form of a "rain garden". The garden (i.e. enhanced bio-swale) will be an important landscape feature of the park and will take the place of some conventional on-site stormwater management features while providing for a variety of benefits (e.g., enhanced habitat opportunities, green infrastructure services, slowing of infiltration, recharging of the water table, filtering of run-off) without any increase in the overall cost to the project. Moreover, being located in a prominent City Centre park, the garden will enhance public enjoyment of the open space, the diversity of it's landscape, Richmond's "garden city" image, and public awareness and enjoyment of natural systems in the urban environment.
- Park Acquisition: The establishment of the proposed park involves three voluntary developer contributions (Attachment 8 / Schedule A), all of which shall be completed prior to rezoning adoption, to the satisfaction of and at no cost to the City, as follows:

Voluntary Developer Contribution Prior to Rezoning Adoption		Key Terms of Proposal	
Cambie Field "exchange"	12,228.0 m <sup>2</sup> (3.02 ac)	Fee simple transfer @ no cost to the City. Equal area transferred to Polygon for residential use.	
Capstan Station (density) Bonus	2,661.8 m <sup>2</sup> (0.66 ac)	Fee simple transfer @ no cost to the City.  Developer retains buildable residential floor area.  (DCC credits NOT applicable.)	
8311 Cambie Road	2,021.7 m <sup>2</sup> (0.50 ac)	Fee simple transfer @ no cost to the City.  DCC credits applicable.  (Developer does NOT retain buildable floors area.)	
TOTAL	16,911.5 m <sup>2</sup> (4.18 ac)	The consolidation of the three contributions to create one fee simple lot for use as City park.	

• Park Implementation: As per the attached Rezoning Consideration document, prior to rezoning adoption the developer must enter into a Servicing Agreement (SA) for the detailed design and construction of the park's first phase, to the satisfaction of the City. Phase one of park construction, which must be complete prior to the occupancy of any dwellings within the subject development, is proposed to include grading, lighting, landscape, infrastructure, and related features as require to ensure that the park will be

immediately attractive to and usable by local residents, workers, and visitors for general park activities, as determined to the satisfaction of the City. Subsequent phases will involve the addition of special amenities (e.g., stage, water features) aimed at enhancing the park and its role in the community. (Attachment 8 / Schedule H)

The total cost of the park is estimated at \$4.2 million, plus +/- \$200,000 for frontage works and +/-\$358,000 for public art (including art installed within the park and coordinated works on/around the proposed residential building). The preliminary scope of work and related costing for the park's first phase of construction assumes the following:

- i) +/- \$1.2 million for park construction, based on the subject development's total "park construction" DCCs payable;
- ii) +/- \$200,000 for frontage works (e.g., sidewalks, boulevards, street trees), to be constructed at the developer's sole cost; and
- iii) 100% of the proposed public art budget (+/-\$358,000).
- Temporary Sales Centre: Via the detailed design process for the first phase of the park, opportunities will be explored to locate the developer's temporary sales centre on the designated park site, at the sole cost of the developer, together with the potential for repurposing the building to accommodate one or more of the park's proposed amenities (e.g., concession, storage, covered stage). Construction and maintenance of the sales centre and related areas/uses shall be at the sole cost of the developer. Removal and/or repurposing of the sales centre shall be to the satisfaction of the City and shall not compromise City objectives for the completion of the first phase of park construction prior to occupancy of the first phase of the subject residential development. As required, business terms in respect to the sales centre shall be determined to the satisfaction of the Manager, Real Estate Services, the Director of Development, and Senior Manager, Parks and endorsed by Council.
- Council Direction: Prior to rezoning adoption, the park concept will be presented to Council and the public. The input received will be used to confirm the park's ultimate and phase-by-phase scope of work, programming, budget, and implementation strategy (taking into consideration potential future voluntary developer contributions, grants, sponsorships, and related factors). Key dates are proposed as follows:
  - Early 2013: Parks, Recreation, and Cultural Services Committee (PRCS) review of the preliminary park concept, proposed public consultation process, and related information;
  - ii) Early 2013 (after Public Hearing): Public Open House (preliminary park concept feedback), followed by PRCS review (approval of the final park concept and implementation strategy); and
  - iii) Mid 2013: Rezoning adoption, predicated on the developer entering into a Servicing Agreement, secured via a Letter of Credit, for the first phase of park construction.
- b) <u>CCAP Arts District</u>: The subject rezoning application is situated in the CCAP's designated "arts district", the intent of which is to foster the growth of the arts in Richmond and its City Centre by encouraging the establishment of a focus for arts facilities, events, support services,

studio spaces, and complementary uses and endeavours in a location offering strong regional linkages and proximity to the city's rapidly growing downtown and public amenities. The subject development is consistent with the CCAP's "arts district" policy, as follows:

- Outdoor Community Venue: The proposed park is envisioned as an important performance and celebration venue for Capstan Village, the neighbouring Aberdeen commercial area, and the broader community. Park features proposed in regard to this objective may include, but are not be limited to, a stage, performance/gathering plaza, large lawn, public art, food service, special lighting, and audio/visual capabilities.
- Public Art: As per City policy, Polygon proposes a voluntary developer contribution of approximately \$358,500 towards public art in and around the park, based on \$0.75 per buildable square foot of residential uses. Prior to rezoning adoption, the developer shall prepare a Public Art Plan for the park and its surroundings to the satisfaction of the City, including themes, costs, and, as appropriate, opportunities to coordinate public art projects within funding contributions from other sources (e.g., future developer contributions). As per the subject development's Rezoning Considerations (Attachment 8), "no development" covenant(s) shall be registered on title to restrict Development Permit issuance until the developer enters into legal agreements and posts security to facilitate the implementation of the Plan to the satisfaction of the City.
- "Art Loft" Units: Five of the development's street-oriented townhouses are designed as loft-style units overlooking the proposed park. While the design of these units makes them well suited to artists (i.e., high ceilings, large overhead doors), unlike live/work dwellings that require a residential/business mix or Capstan Village's recently approved Artist Residential Tenancy Studio (ARTS) affordable housing units, which will be income-tested and restrict occupancy to artists (Concord Pacific, RZ 06-349722), there will be no restrictions on who occupies these units. Rather, as per CCAP policy, the developer's objective is to introduce a new dwelling type to Capstan Village in order to help establish an inventory of arts-friendly residential units and a distinctive image that will contribute towards the community's emerging identity and role as an "arts district". (NOTE: At Development Permit stage, staff encourage the developer to increase the number of loft-style ground floor units in order to make a more significant contribution to the area's inventory of arts-friendly housing and provide for a more interesting, distinctive streetscape character.)
- c) Affordable Housing: Polygon has identified the subject development as a possible affordable housing "donor site" for which the developer proposes to make a contribution to the City's capital Affordable Housing Reserve Fund in lieu of building affordable housing units on site. This contribution is based on a recently proposed "Affordable Housing Value Transfer" approach, as per the report from the General Manager, Community Services dated May 30, 2012, which allows for a developer to make a cash contribution towards affordable housing in lieu of constructing affordable housing units in special development circumstances preapproved by Council.

The subject application proposes a site specific zone, "High Rise Apartment (ZHR12) Capstan Village (City Centre)", that provides for a voluntary cash-in-lieu developer contribution of \$5,660,550 to the City's Affordable Housing (capital fund) Reserve. The value of this affordable housing "transfer" contribution is derived from:

- 10 -
- A floor area of 25,158 ft<sup>2</sup> (i.e. 5% of the subject development's maximum buildable floor area under the CCAP, as per the CCAP's affordable housing density bonus policy); and
- An AHVT rate of \$225/ft<sup>2</sup> (i.e. as per the report from the General Manager, Community Services dated May 30, 2012, this rate assumes (i) concrete construction and (ii) the developer building only 95% of the CCAP's maximum permitted floor area as a result of providing a cash contribution in lieu of constructing 5% of the CCAP's maximum permitted floor area as affordable housing units on the subject site).

Staff are supportive of the developer's proposed voluntary AHVT cash-in-lieu contribution of \$5,660,550 to the City's capital Affordable Housing Reserve, which contribution shall be secured prior to adoption of the subject rezoning and in the form of:

- A cash sum of \$1,886,850; and
- Letters of Credit totalling \$3,773,700 plus CPI.

If Council approves the recommendations contained within this staff report, Polygon's proposed cash-in-lieu contribution will be allocated 100% to the City's capital Affordable Housing Reserve Fund and may, at the sole discretion of the City, be used to help facilitate a proposal by the Richmond Kiwanis Senior Citizens Housing Society (Kiwanis) to construct 296 seniors' affordable housing units, in cooperation with Polygon, at 6251 Minoru Boulevard. It is important to note, however, that the Kiwanis development is the subject of a separate rezoning application (RZ 11-591685) and Council may freely decide on whether to approve or reject the subject application independently of its decision regarding the Kiwanis application.

NOTE: Subsequent to Council's consideration of the report from the General Manager, Community Services, dated May 30, 2012, and the Kiwanis rezoning (RZ 11-591685), it was determined that the size of the subject site for density calculation purposes was larger than originally estimated and, therefore, the project's buildable floor area and related affordable housing cash-in-lieu contribution are greater than previously estimated.

- d) Infrastructure Improvements: The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend, and the developer has agreed to, the following:
  - Road Network Improvements: As per the CCAP, at the developer's sole cost the subject development shall provide for various road dedications and statutory right-of-ways (e.g., eastward extension of Brown Road, a new "minor street" linking Brown Road with Hazelbridge Way), the extension of bike routes and pedestrian walkways, the installation of amenities (e.g., special crosswalk), and the design and construction of required improvements via the City's standard Servicing Agreement processes (secured via Letter(s) of Credit prior to rezoning adoption). All required improvements shall be constructed prior to occupancy of any portion of the subject development, except for the extension of Brown Road, which shall be complete prior to occupancy of the development's final phase.
  - Engineering Improvements: As per the developer's completed capacity analyses and
    related studies, the City accepts the developer's recommendations in respect to storm
    sewer, and sanitary sewer upgrades and related improvements, including requirements for

the design and construction of a new sanitary pump station to service the Capstan Way catchment area. The developer is responsible to construct watermain along the site frontage, as per city requirements. The design and construction of required improvements shall be via the City's standard Servicing Agreement processes (secured via Letter(s) of Credit prior to rezoning adoption). All required improvements, including the sanitary pump station, shall be complete prior to occupancy of any portion of the subject development, except for works within the proposed extension of Brown Road, which shall be complete prior to occupancy of the development's final phase. Note that, in respect to the sanitary pump station, it is the City's objective to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools (e.g., latecomer or developer cost sharing agreements) and that, as determined to the satisfaction of the Director of Engineering, the subject developer and others shall be responsible for contributing towards the cost of the new pump station.

- e) Other Sustainable Development Measures: The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, staff recommend and the developer has agreed to the following:
  - District Energy Utility (DEU): The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system (which utility will be constructed by others), commencing with the project's first phase.
  - Leadership in Energy and Environmental Design (LEED): The CCAP requires that all rezoning applications greater than 2,000 m<sup>2</sup> in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage and via the Servicing Agreement for the developer's design and construction of the park. Features under consideration include, among others, innovative storm water management measures integrated into street boulevards and the park and rooftop garden plots with direct vehicle access for equipment and supplies (e.g., soil) via the development's multi-storey parking structure.
  - Flood Management Strategy: The CCAP encourages measures that will enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m geodetic and minimize exemptions, wherever practical. The developer has agreed to comply and proposes that all habitable spaces will have a minimum elevation of 2.9 m geodetic, except for entry lobbies, which will have a minimum elevation of 0.3 m above the crown of the fronting street (as permitted under City bylaw).
  - Aircraft Noise Sensitive Development (ANSD): The subject site is situated within two ANSD areas, such that ANSD (e.g., residential) are prohibited on the south half of the proposed park, while the remainder of the park and proposed residential site are designated as ANSD "Area 2", which permits ANSD (except single-family houses), provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development

Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation, and various building design features are incorporated, including air conditioning or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required. (Attachment 3)

- Tree Protection: Richmond's Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy. Moreover:
  - i) On-Site: There are currently no bylaw-size trees within the proposed residential portion of the subject site. All the trees identified for retention and protection in respect to the residential portion of the site are located on abutting properties. The installation of appropriate tree protection fencing is required around all trees identified for retention prior to any construction activities occurring on-site, including site preparation and preloading. A Certified Arborist will be required to supervise any works conducted within the tree protection zone of the trees to be retained, together with a post-construction assessment report if so required by the City.
  - ii) Off-Site: A number of bylaw-sized trees are located within the proposed City-owned park and along its Brown Road frontage. The protection and/or removal/replacement of those trees (together with any requirements for protective fencing and security) will be addressed, to the satisfaction of the Senior Manager, Parks, via the Servicing Agreement approval process for the design and construction of the park.
- f) Development Phasing: Covenant(s) will be registered on the developer's residential site and density bonusing is written into the subject site's proposed site specific zone (ZHR12) to ensure that the phasing of public works and amenities (e.g., construction of roads, park, affordable housing contributions) are appropriately coordinated with the developer's market housing, as set out in the proposed "Phasing Plan". (Attachment 8 / Schedule E)
- g) Form of Development: As described above, the subject development is important for the growth of Capstan Village as a vibrant, livable, urban community and the residential focus of the CCAP's proposed "arts district". Compliance with City policy requires that the developer contributes park and road, some of which is considered "net development site" for the purpose of calculating buildable floor area (as per the CCAP). This serves to maximize the size of the proposed park and minimize related developer and City costs, but it also reduces the building footprint, which effectively increases the residential density on the buildable portion of the site. As a result, the developer proposes no variation in tower height (i.e. all three towers are 47 m geodetic) and the tower floorplates exceed the CCAP's recommended maximum of 650 m<sup>2</sup>. Based on staff's review of the developer's proposal, and taking into account the comments of the Advisory Design Panel (ADP), staff have concluded that, while it would be preferable to vary tower heights and have smaller floorplates, the development's strong massing is well suited to its prominent location as a backdrop/landmark for the park, the triangular geometry of the site contributes variety in the form (i.e. flat-iron) and orientation of the towers, and the proposed siting of the towers minimizes the potential impacts that the project's larger floorplates might have on neighbours or views.

Prior to rezoning adoption, a Development Permit must be completed to a level deemed acceptable by the Director of Development (including all proposed phases of the subject development). Via this process, in addition to addressing the preliminary comments of the ADP (Attachment 6), staff recommend that attention is paid to the following:

#### Adjacency:

- The subject residential development presents few adjacency concerns, as the proposed park is located to its south, car-oriented commercial is located to its west, north, and south, and the few single-family lots located to its east are designated for future redevelopment. The project further lessens possible single-family adjacency issues by (i) providing for a townhouse-lined public walkway along its east edge (to be extended east and north by others), and (ii) the phasing of project construction from west to east.
- ii) Attention is required along the development's north edge, where its blank parking podium wall (which backs onto the rear service area of the adjacent strip mall) is taller than the adjacent retail buildings and, thus, requires screening and/or other view mitigation.

#### • Architectural Form and Character:

- The location and large size of the residential development at the north end of the proposed park will make it a signature feature of the CCAP's proposed "arts district". This will be enhanced by the west tower's distinctive "flat iron" shape and public art, which may take the form of a light sculpture running along the west side of the park and up the face of the project's west tower. In addition, steps have been taken to break-up the project's large mass to create a composition of smaller, distinct mid- and high-rise building forms complemented by variations in materials, colour, fin walls, and other architectural features. In general, staff are supportive of the proposed approach, but encourage a less "project-like" design that seeks to visually enhance the landmark quality of the park portion of the development by making that portion (phases 1 and 2) more architecturally distinct from the portion to its east (phase 3).
- ii) Along the project's frontages, the developer proposes a pedestrian-friendly, visually interesting streetscape designed to contribute towards Capstan Village's emerging "arts district" via a combination of "art loft" type townhouse units, landscaped areas, and, at the site's prominent "flat iron" corner (at Hazelbridge Way), an indoor amenity space screened by a "private art gallery" visible to passers-by. In general, the proposed combination of landscape and ground floor uses is successful and requires only refinements to enhance residential livability, better screen parking entrances, and enhance visual interest (e.g., more "art loft" type units are encouraged). Design development is needed in respect to the amenity space/gallery to better understand this innovative use and ensure that the treatment of this important corner will contribute to the vitality and amenity of the public realm.

#### • Landscape and Open Space:

i) Siting of the project's towers and mid-rise mass along the south edge of the building site frees up a large portion of the podium roof deck for landscape, including agricultural plots, play space, and amenity areas. Furthermore, vehicle access is provided to the level of the podium roof via the parking structure, thus, providing for easy access to the space

for garden equipment and supplies. Unfortunately, the parking podium roof is very shady and the sunnier roofs of the mid-rise buildings (which enjoy unobstructed views of the park) are inaccessible "green roofs". Attention should be paid to take better advantage of the opportunity presented by the mid-rise roofs for outdoor amenity space.

- h) Site Specific Zone: Under the CCAP, the subject site is designated for a maximum density of 2 FAR plus a 0.5 FAR density bonus in respect to the funding of Capstan station. Sites such as this would typically be rezoned to a standard zone that incorporates Capstan Station (density) Bonus provisions (i.e. RCL4 and RCL5 zones), but a site specific zone, High Rise Apartment (ZHR12) Capstan Village (City Centre), is instead proposed because it is better suited to the unique aspects of the project, including the subject development's proposed:
  - Cash-in-lieu affordable housing contribution, which effectively transfers affordable housing off-site and by doing so, reduces the maximum permitted density by 5% (i.e. from 2.5 FAR to 2.375 FAR); and
  - Transfer/dedication of "non-DCC" park and road (i.e. not eligible for DCC credits), which, as per CCAP policy, effectively increases the permitted density on the residential portion of the subject site (i.e., from 2.375 FAR to 3.233 FAR).
- i) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$119,500, based on \$0.25 per buildable square foot, to the City's community planning reserve fund.

#### Financial Impact or Economic Impact

- a) Developer's Acquisition of City Lands: As indicated elsewhere in this report, the subject rezoning involves Polygon's proposed acquisition of 1.22 ha (3.02 ac) of existing park (Cambie Field) from the City for residential use in "exchange" for transferring an equal area of land to the City for park use. This proposal is consistent with the CCAP and will be undertaken at no cost to the City. The terms of the proposed purchase/sale and related Alternative Approval Process requirements for the disposition of parkland will be the subject of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk's Office.
- b) Sanitary Pump Station: The developer must provide for the design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement Requirements forming part of the Rezoning Considerations for the subject site. (Attachment 8) The sanitary pump station will service a significant area of development. While the City will require that the design and construction of the pump station is secured prior to the approval of any development within the Capstan Way sanitary pump station catchment area, it is the City's intent to have an equitable distribution of costs across the benefitting properties to the extent possible using available tools, such as developer cost sharing or latecomer agreements.

#### Conclusion

The subject development is consistent with Richmond's objectives for the subject property and Capstan Village, as set out in the CCAP, the funding strategy for the construction of Capstan Station, and recent City affordable housing funding initiatives. In addition, the proposed project's

distinctive form and character, pedestrian-oriented streetscapes, public art, and large neighbourhood park will enhance the establishment of Capstan Village as a high-amenity, transit-oriented, urban community. On this basis, staff recommend support for the subject rezoning and related bylaw.

Soverme Corter-Huffman.

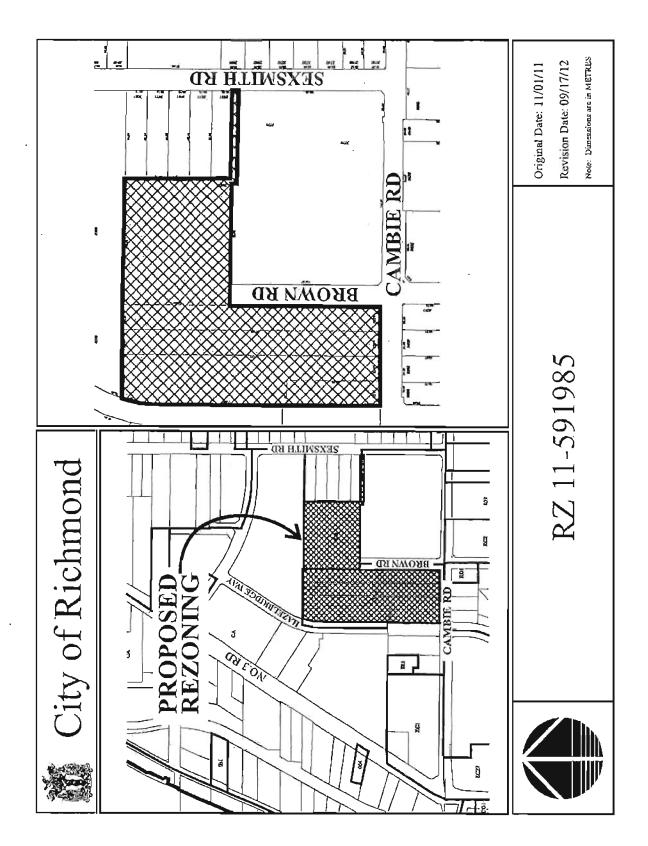
Suzanne Carter-Huffman Senior Planner/Urban Design

SPC:cas

#### Attachments:

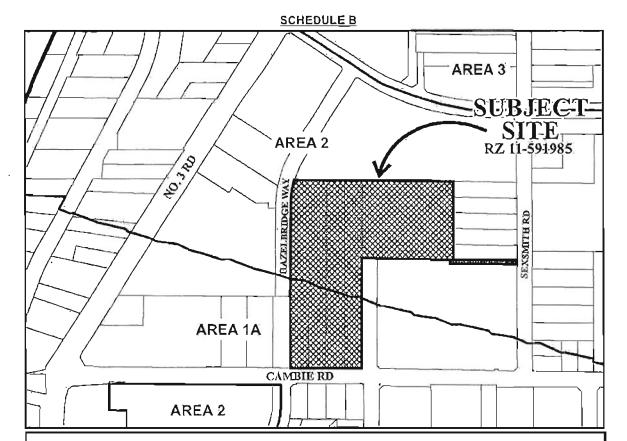
- 1. Location Map
- 2. Aerial Photograph
- 3. Aircraft Noise Sensitive Development (ANSD) Map
- City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
   Development Application Data Sheet
   Advisory Design Panel Minutes (Excerpt), May 24, 2012
   Conceptual Development Plans

- 8. Rezoning Considerations Concurrence, including the following schedules:
  - A. Preliminary Park Acquisition/Disposition Plan
  - B. Preliminary Road Dedication Plan
  - C. Preliminary Subdivision Plan
  - D. Preliminary Statutory Right-of-Way (SRW) Plan
  - E. Phasing Plan
  - F. Preliminary Functional Roads Plan Interim
  - G. Preliminary Functional Roads Plan Ultimate
  - H. Park Terms of Reference & Preliminary Conceptual Park Plan



PH - 61





#### **LEGEND**

Aircrast Noise Sensitive Development Policy (ANSD) Areas (see Aircrast Noise Sensitive Development Policy Table)

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited.

Areas Where Alrcraft Noise Sensitive Land Usea May be Considered: Subject to Alrcraft Noise Mitigation Requirements:

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

No Aircraft Noise Mitigation Requirements:

AREA 5 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

the 2010 Olympic Speed Skating Oval

- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)

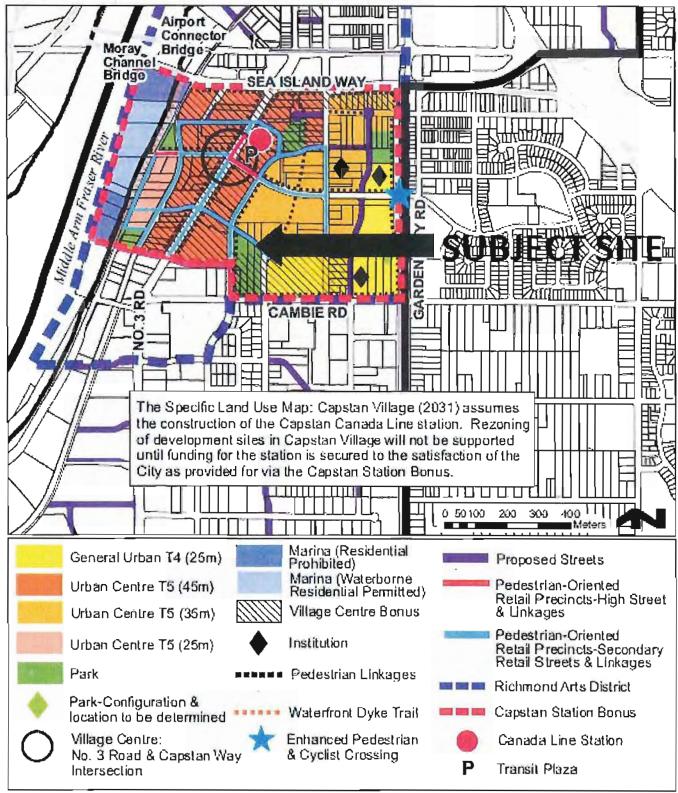


Aircraft Noise Sensitive Development Location Map Original Date: 11/01/11

Amended Date: 06/19/12

Note: Dimensions are in METRES

## Specific Land Use Map: Capstan Village (2031) 2012/03/12





## Development Application Data Sheet Planning and Development Department

## RZ 11-591985

Address:

8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road

Applicant:

Polygon Development 192 Ltd.

Planning Area(s):

City Centre (Capstan Village)

	Existing	Proposed
Owner	<ul> <li>Polygon Development 192 Ltd. (i.e. former tree farm)</li> <li>City of Richmond (i.e. existing park)</li> <li>0786842 BC Ltd. (i.e. existing parking lot)</li> </ul>	<ul> <li>Polygon (i.e. residential site)</li> <li>City of Richmond (i.e. proposed park)</li> </ul>
	■ Former tree farm: 20,398.2 m2 (5.04 ac)	<ul> <li>Park: 16,911.5 m2 (4.18 ac)</li> <li>Road: 3,834.5 m2 (0.95 ac)</li> <li>Building Site: 13,734.0 m2 (3.39 ac); EXCEPT</li> <li>As per the CCAP, "net development site" for the purpose of calculating buildable floor area is</li> </ul>
Site Size (m²)	<ul> <li>Cíty-owned park: 12,060.0 m2 (2.98 ac)</li> <li>Parking lot: 2,021.8 m2 (0.50 ac)</li> <li>TOTAL: 34,480.0 m2 (8.52 ac)</li> </ul>	18,698.1 m2 (4.62 ac), including the "building site"  PLUS lands transferred to the City that are not on the Development Cost Charge (DCC) program (i.e. no DCC credits apply):
		<ul> <li>Dedicated "minor street": 2,302.3 m2 (0.57 ac)</li> <li>Fee simple park: 2,661.8 m2 (0.66 ac)</li> </ul>
Land Uses	Park, parking lot & former tree farm	<ul> <li>High-rise residential: 44,408 m2 (478,019 ft2) max</li> <li>City-owned park: 1.69 ha (4.18 ac)</li> </ul>
OCP Designation	Mixed Use     Public & Open Space	■ No change
City Centre Area Plan (CCAP) Designation	<ul> <li>Urban Centre T5 (35 m): 2 FAR</li> <li>Capstan Station Bonus: 0.5 FAR</li> <li>Park</li> <li>Arts District</li> <li>Secondary Pedestrian-Oriented Retail (along street frontages)</li> <li>Pedestrian Linkages (i.e. trails)</li> <li>Bike Route (along Brown Road)</li> </ul>	■ No change
Zoning	<ul> <li>Existing Park: "Auto-Oriented Commercial (CA)"</li> <li>Elsewhere: "Single Detached (RS1/F)"</li> </ul>	<ul> <li>For residential: Site-Specific "High Rise Apartment (ZHR12) Capstan Village (City Centre)"</li> <li>For park: "School &amp; Institutional Use (SI)"</li> </ul>
Number of Units	• NII	<ul> <li>Market residential; 528 units</li> <li>Affordable housing; Nil*</li> <li>* Cash-in-lieu proposed based an Affordable Housing Value Transfer rate of \$225/ft2 of transferred affordable housing.</li> </ul>
OCP Aircraft Noise Sensitive Development Policy (ANSD)	<ul> <li>South part of proposed park: "Area 1A",         ANSD uses (e.g., residential) are         prohibited</li> <li>Elsewhere: "Area 2", ANSD uses are         permitted, provided that a covenant, noise         mitigation, and air conditioning or         equivalent are provided to the City's         satisfaction</li> <li>PH - 65</li> </ul>	■ No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	<ul> <li>2.5 FAR max (including 5% affordable housing on-site); <u>HOWEVER</u>, net site density may be increased if "non-DCC" road or park is dedicated or transferred to the City</li> </ul>	■ 2.375 FAR (i.e. 2.5 FAR less 5% Affordable Housing Value Transfer); HOWEVER, 3.233 FAR is permitted on the basis that "non-DCC" road is dedicated and park is transferred to the City	none
Lot Coverage: Buildings & roof over parking	<ul> <li>90% max, exclusive of areas secured for park</li> </ul>	• 82%	none
Lot Size	■ 4,000 m2 min	<ul> <li>Greater than 4,000 m2 (Actual size to be confirmed at DP stage)</li> </ul>	none
Setback @ Street & Public Walkway (east)	6 m min, but this may be reduced to 3 m based on City-approved design	3 m min @ streets & walkway	none
Setback @ Rear (north)	<ul> <li>3 m min, but may be reduced to nil based on City-approved design</li> </ul>	■ Nil	none
Height	<ul> <li>35 m max, but may be increased to 47 m geodetic based on City- approved design</li> </ul>	■ 47 m geodetic	none
CCAP DP Guideline: Tower Height Variation	<ul> <li>Tower heights should be varied to contribute to a visually interesting skyline &amp; enhance views</li> </ul>	All 3 towers measure 47     m geodetic	The guideline is varied to minimize the building footprint and maximize the size of the park.
CCAP DP Guideline: Tower Floorplate Size	- Above 25 m: 650 m2 max	<ul> <li>West tower: +/- 800 m2</li> <li>Middle tower: +/- 700 m2</li> <li>East tower: +/-1,200 m2</li> </ul>	The guideline is varied to limit the total number of towers, which increases tower separations and usable rooftop spaces, with negligible impact on neighbouring development.
CCAP DP Guideline: Tower Separation	Above 25 m: 35 m min	■ Greater than 35 m	none
Flood Construction Level	<ul> <li>2.9 m geodetic min for habitable spaces, but may be reduced to 0.3 m above the fronting street</li> </ul>	<ul> <li>2.9 m geodetic min for all dwelling units &amp; 0.3 m min above the fronting street for entry lobbies</li> </ul>	none
Off-street Parking Residents @ 1.0/unit Visitors @ 0.2/unit 10% reduction for TDM measures	<ul> <li>Residents: 528 spaces</li> <li>Visitors: 106 spaces</li> <li>Total: 634 spaces</li> <li>With TDMs: 571 spaces</li> </ul>	<ul> <li>571 spaces</li> <li>TDM measures include sidewalk construction &amp; electric vehicle plug-ins</li> </ul>	none
Indoor Amenity Space For more than 200 units: 2 m2/unit	1,056 m2 min. (based on 528 units)	<ul> <li>1,056 m2 min (Actual size to be confirmed at DP stage)</li> </ul>	none
Outdoor Amenity Space  6 m2/unit usable space (e.g., play)  10% of net site area for landscaping	<ul> <li>4,541 m2 min, including:</li> <li>3,168 m2, based on 528 units, <u>plus</u> 1,373 m2 based on 10% of the net building site</li> </ul>	<ul> <li>4,541 m2 min (Actual size to be confirmed at DP stage)</li> </ul>	none
Green Roofs	CCAP encourages "green roofs" on all lower level roofs that are not required as outdoor amenity span	<ul> <li>57% amenity space</li> <li>7% inaccessible green roof</li> <li>66% other</li> </ul>	NOTE: The developer is encouraged to increase the area of usable and/or inaccessible green roof

#### Advisory Design Panel

Thursday, May 24, 2012

RZ 11-591985: HIGH-RISE (3 TOWER) RESIDENTIAL DEVELOPMENT (+/-538 UNITS) & 4-ACRE PARK

APPLICANT: Polygon Development 192 Ltd.

PROPERTY LOCATION: 3651 Sexsmith & 8311, 8331, 8351 & 8371 Camble Road

Applicant's Presentation

Chris Ho, Vice-President, Polygon, Architect Jim Hancock, Director Design, (BI/HB Architects, and Landscape Architect Peter Kreuk, Principal, Durante Kreuk Landscape Architects, presented the project on behalf of the applicant.

#### Panel Discussion

#### Comments from the Panel were as follows:

- overall, a well-designed project; a nice addition to the area;
- street level low-rise units are somewhat sterile; encourage a little more detail on the facade and hard and soft landscape separation between street/sidewalk public venue and private realm;
- include some indication of vision or direction of public art;
- develop better pedestrian connection to the future park;
- how was the location of the new Diagonal Road determined?
- interesting street edge considering awkward angles and site proportions; like the variety of townhouses:
- live-work art studio is interesting; showcases human activities inside the studio;
- site development to the north will happen in the future; north wall needs development; could the wall be opened up as aperture in the interim?
- good description of the park; how will it engage the residential edge across the street? would like to see townhouses jump across the new street into the park; might help to layer mass and define residential street;
- very nice project; site plan is sensitive to the existing road grade;
- buildings are different but appear part of one complex; language is vibrant; would be a nice addition to the area;
- park is a nice feature and a welcome addition to the area;
- tremendous level of detail at rezoning level;
- roof garden will be under the shade most of the time; children's play area is located on the north side adjacent to the high towers; concern on the usability of these areas in view of the presence of a nearby park;
- north wall appears brutal; if property across redevelops in the future and puts up a similar facade, a channel of concrete walls will result;
- design of the amenity space is not well developed at present; design is very important as the amenity space is located at a crucial point, i.e. the gateway to the whole complex;
- look at access to the live-work entryways from the corner of the "flatiron" building so that commercial activities can occur at the ground entry;

- consider pedestrian access to the landscaped parking podium parallel to the vehicle access provided to the level of the podium roof via the parking structure; may alleviate concern for narrow podium exit out to the east, ensure that pedestrian access is ramped to accommodate families with strollers, wheelchairs or walkers moving from the upper area to the sidewalks on the east side of the street:
- width of walkways on the podium is only 6 feet; consider increasing their width to around 9 feet; also consider possible opportunities for seating benches in view of the length of the walkways;
- increase the number of step up stones leading to the children's play area to decrease the height between steps and permit easier access;
- would be interesting to see how the project will address the 4As (i.e., accessibility, adaptability, aging in place and affordability) as the project moves forward;
- no issues from CPTED perspective;
- project fits the area well;
- project is extremely well resolved at rezoning stage;
- appreciate the arrangement and articulation of buildings and how they are straddling the park;
- appreciate the presentation on landscaping;
- project is successful; a modern project; very Richmond-like;
- concern on the usefulness of the children's play area on the podium due to the presence of a nearby park;
- vibrant green on the stripes on the buildings are very distracting as they take away from the design of the building;
- blank wall at the north needs more development;
- sharp point at interface between Buildings 2 and 3; could appear like a knife; may need to soften it a bit:
- need to look at interface between all buildings; try to minimize blank walls; there appears to be blank wall in Building 3;
- base definition and modern horseshoe eyebrow things are competing with each other; how base meets the ground needs review; and
- in general, the streetscape is very good.





PH - 70



TOWER A & B - LOOKING NORTH



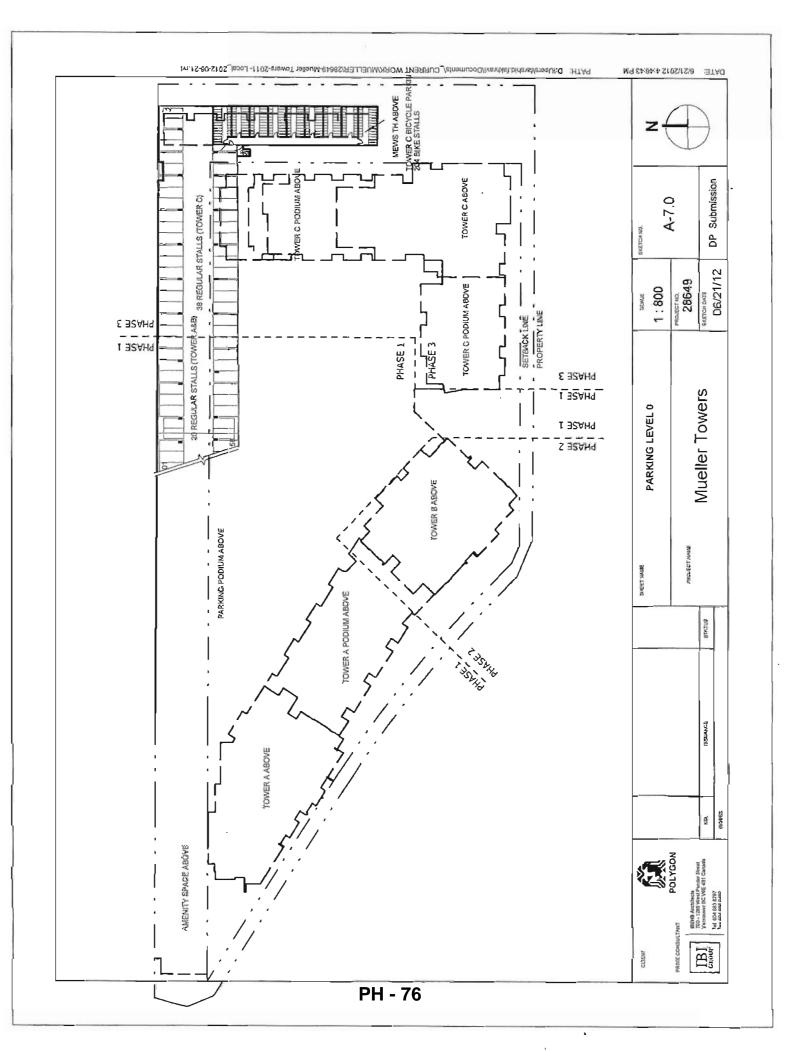


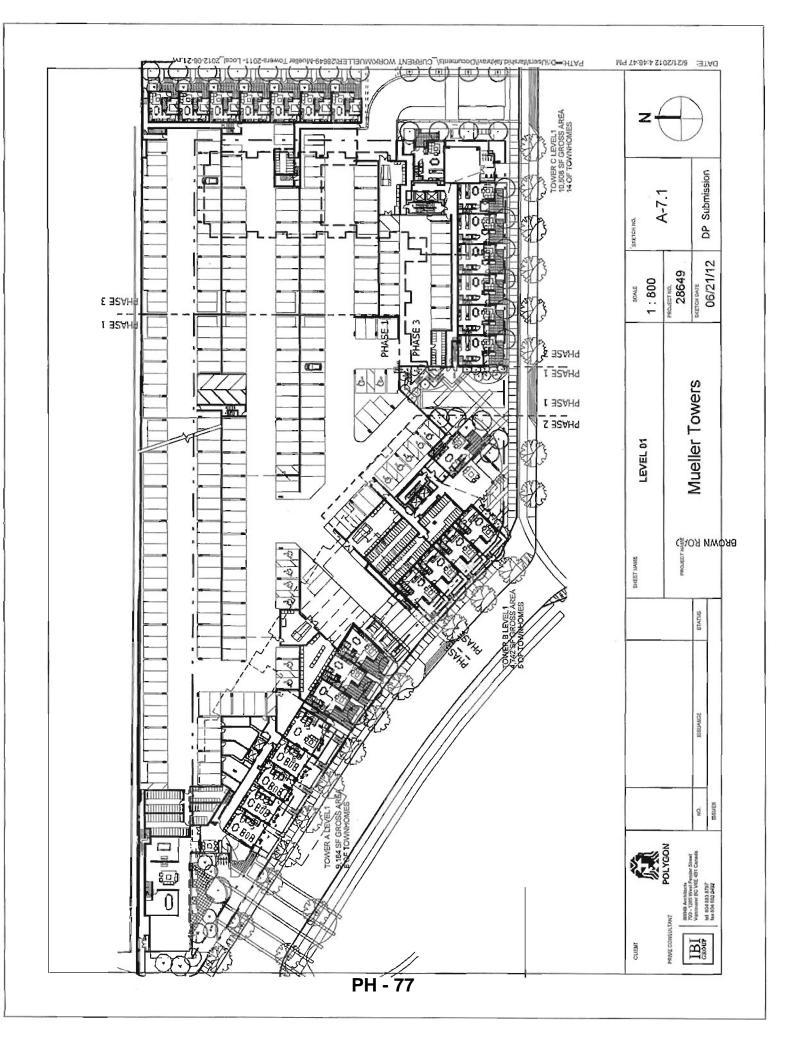
PH - 72

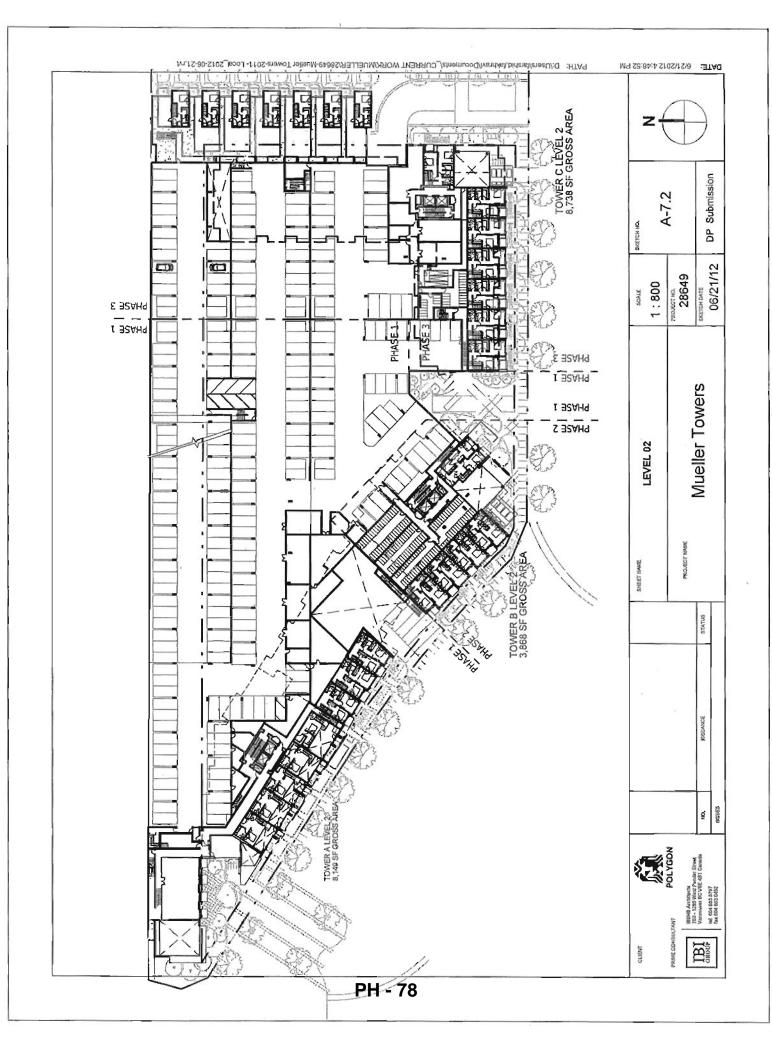


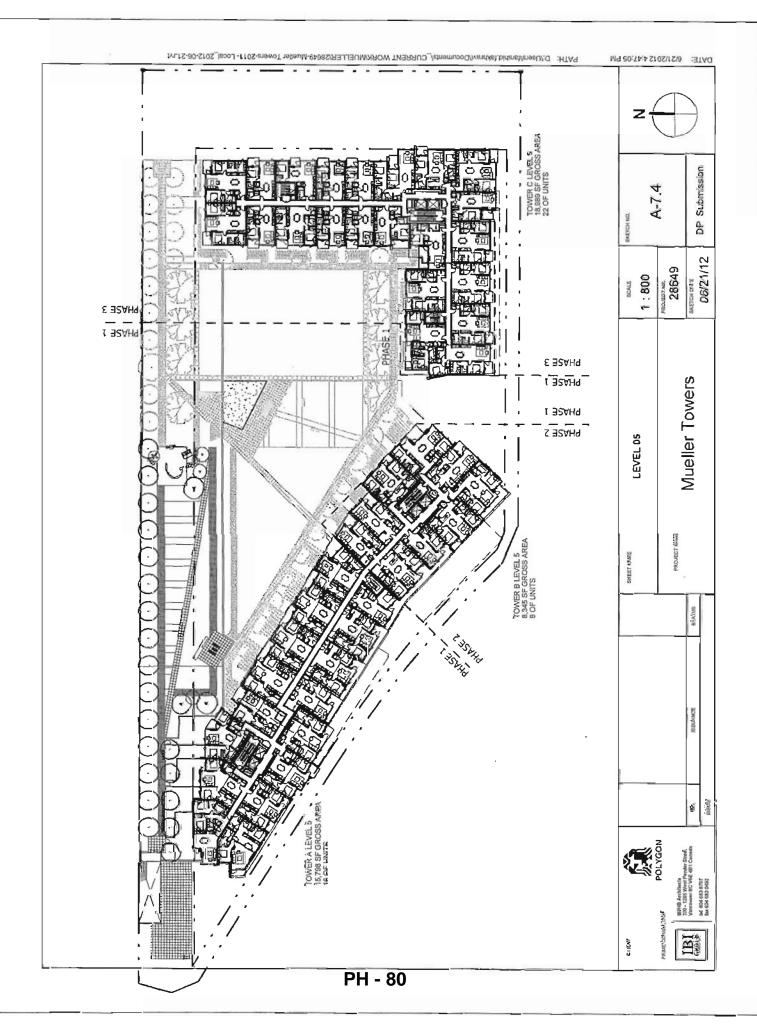


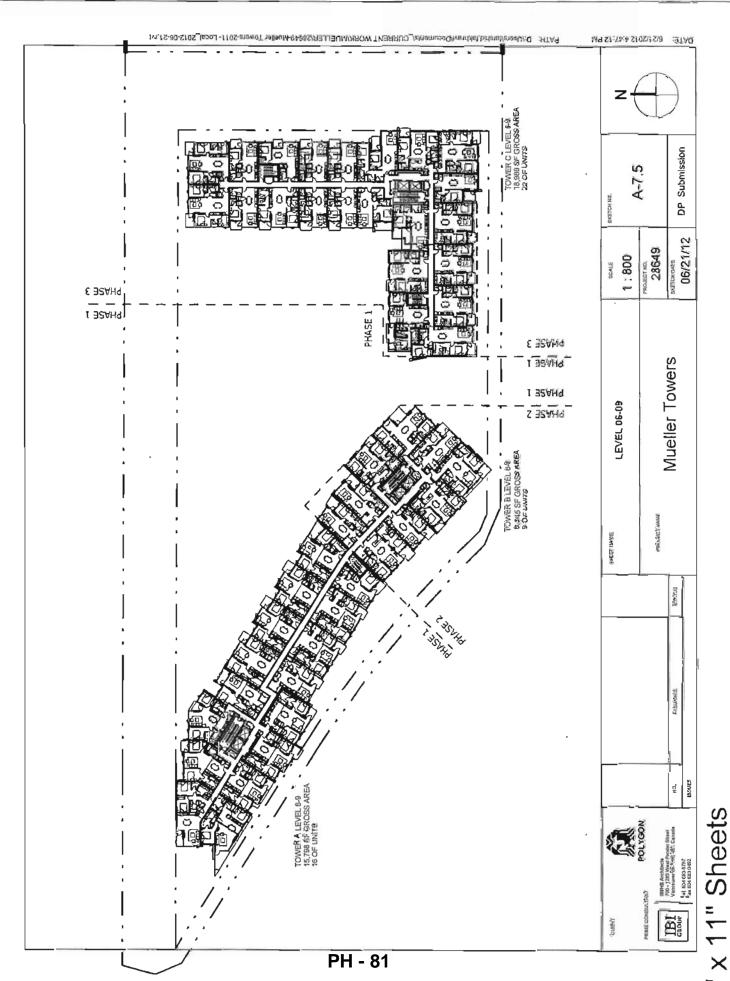


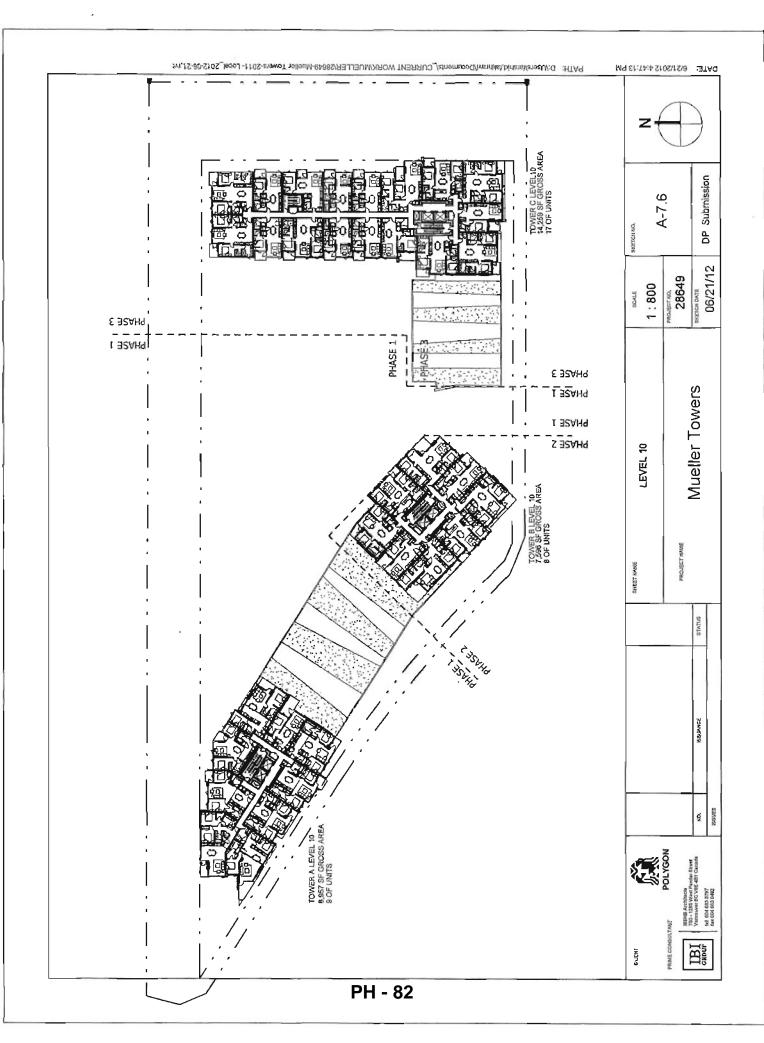


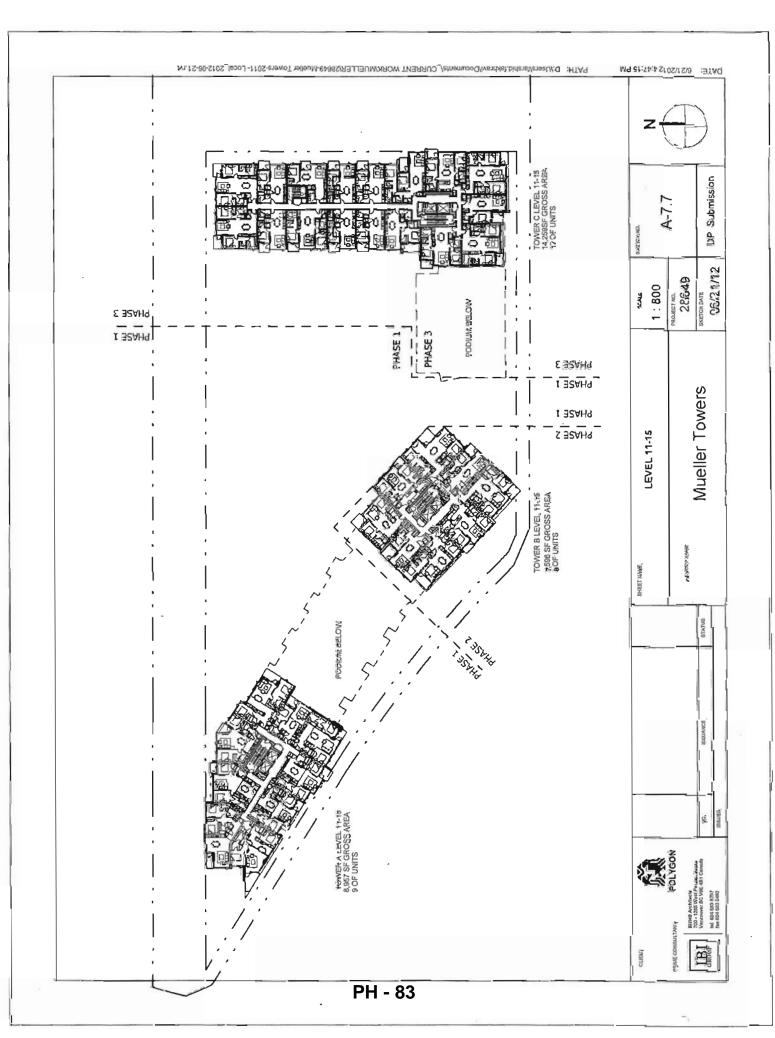


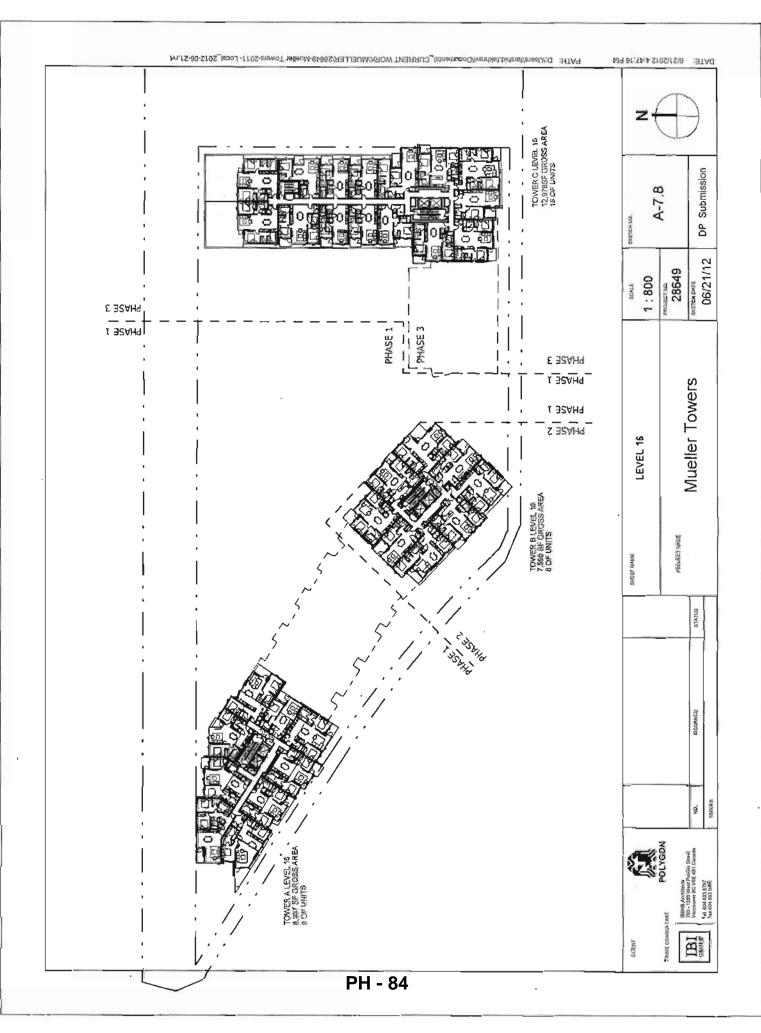


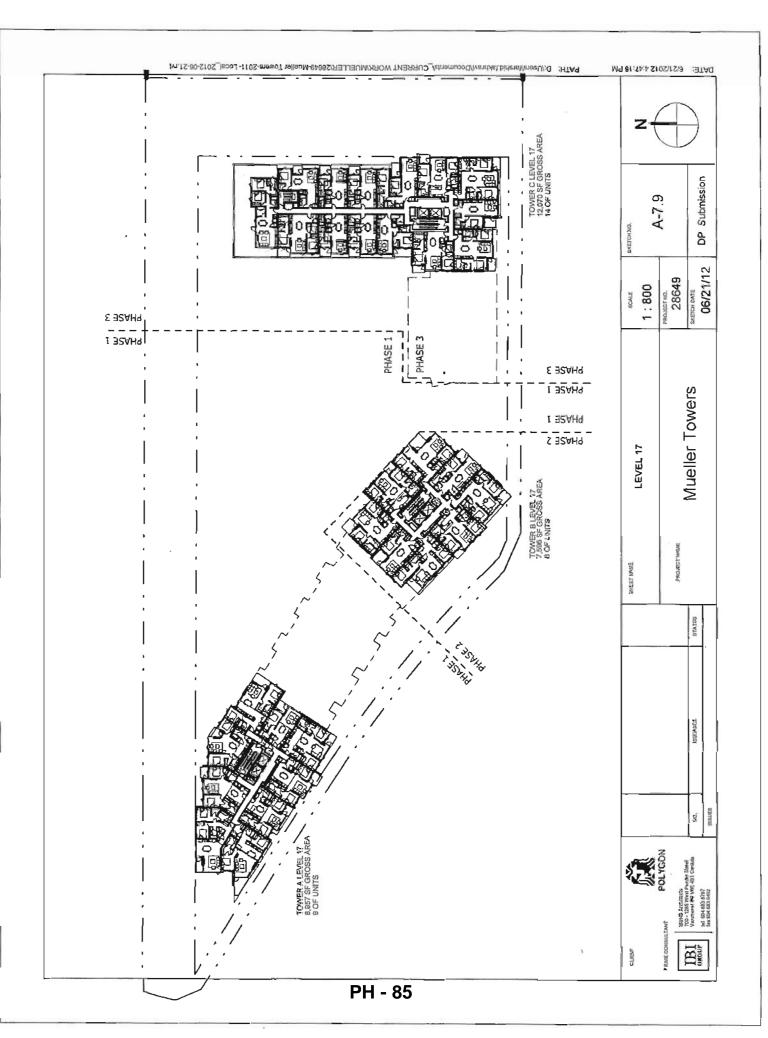


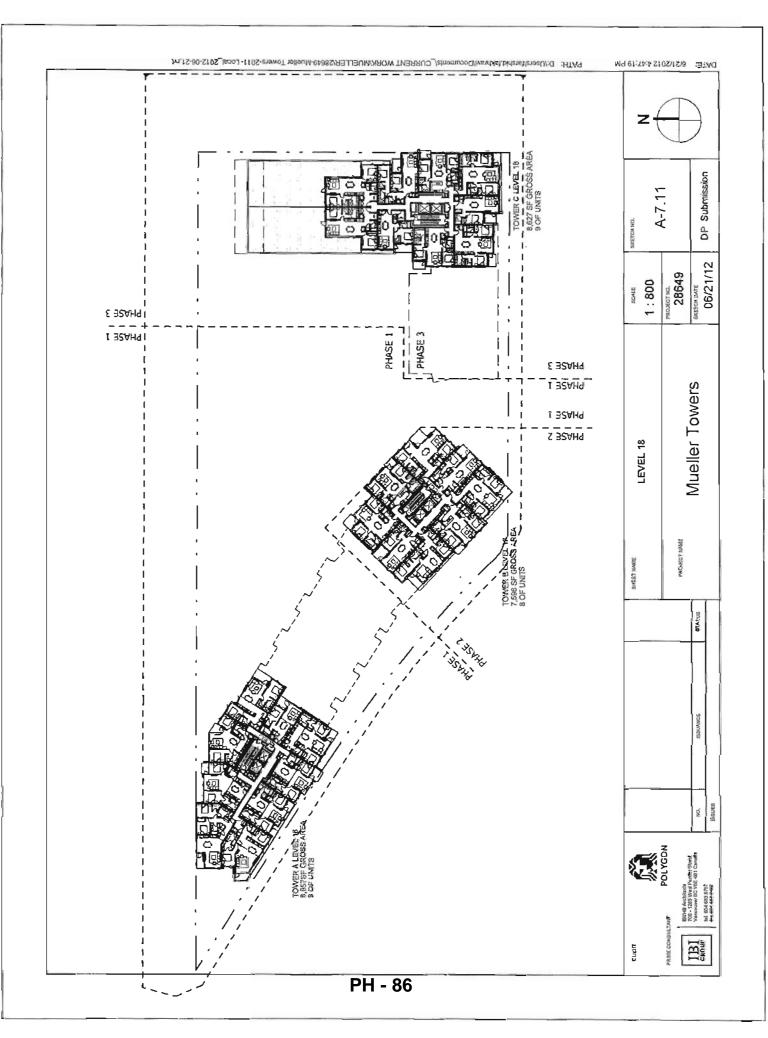


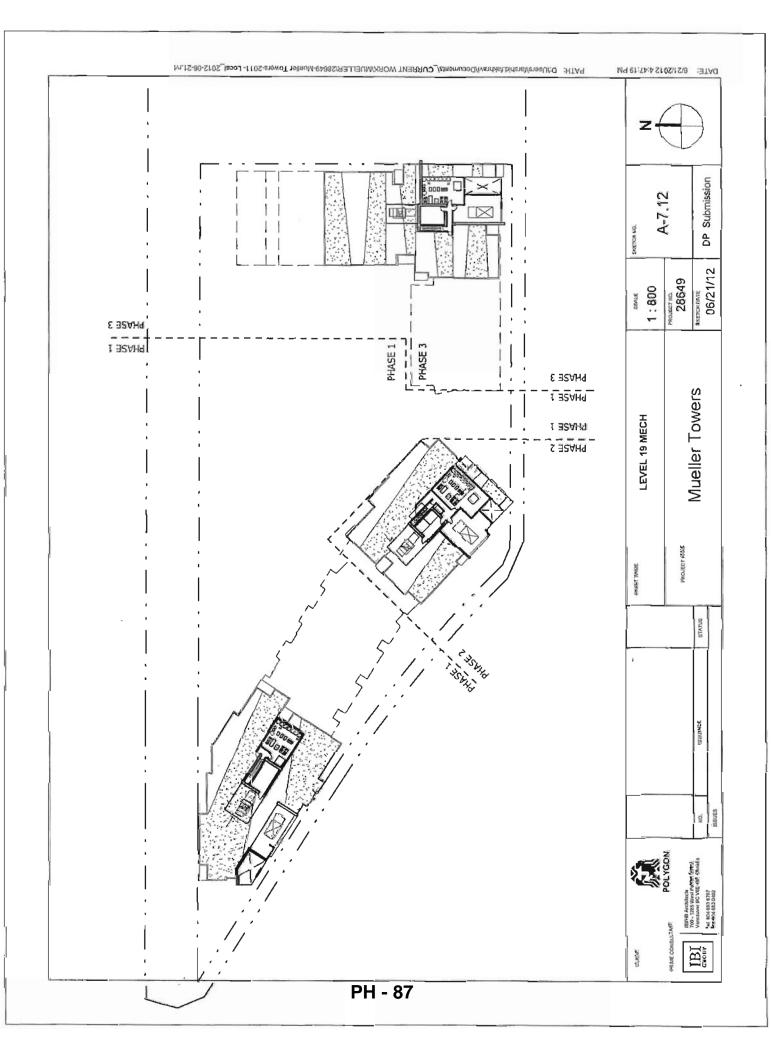


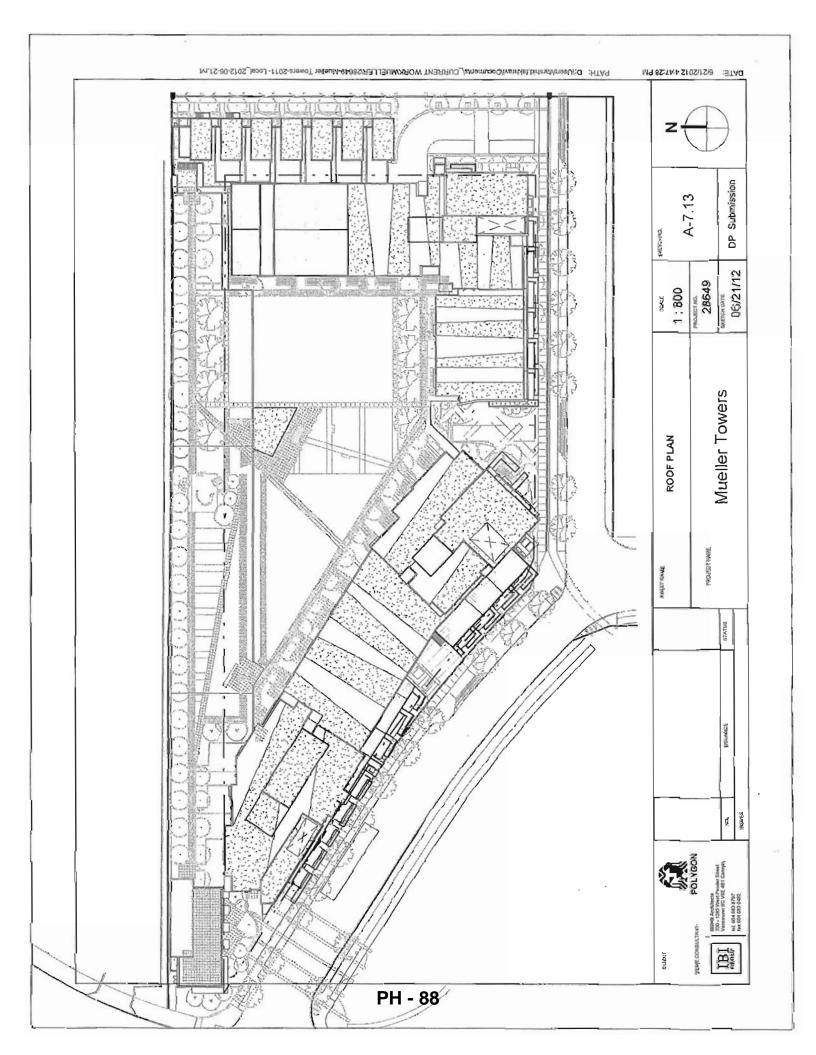














## **Rezoning Considerations**

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

8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road RZ 11-591985

#### Rezoning Considerations in respect to RZ 11-591985 include the following schedules:

- A. Preliminary Park Acquisition/Disposition Plan
- B. Preliminary Road Dedication Plan
- C. Preliminary Subdivision Plan
- D. Preliminary Statutory Right-of-Way (SRW) Plan
- E. Phasing Plan
- F. Preliminary Functional Roads Plan Interim
- G. Preliminary Functional Roads Plan Ultimate
- H. Park Terms of Reference & Preliminary Conceptual Park Plan

# Prior to final adoption of Zoning Amendment Bylaw 8903, the developer is required to complete the following:

- MoTI Approval: Ministry of Transportation & Infrastructure (MoTI) approval.
   NOTE: MoTI has provided a letter to the City, dated January 23, 2012, granting preliminary approval for one year. (REDMS #3460070)
- 2. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

#### Prior to the registration of a Subdivision Plan\*, the following conditions must be satisfied:

- 2.1. Park Relocation: Facilitate, at no cost to the City, the disposition of existing City-owned park at 3651 Sexsmith Road and its replacement with an equal area of land for park use on a portion of 8331, 8351, and 8371 Cambie Road, as per the Preliminary Park Acquisition/Disposition Plan (Schedule A), including:
  - 2.1.1. Approval of electors via an Alternative Approval Process in respect to the existing City-owned park at 3651 Sexsmith Road, as required to permit the City's sale of that park property in order to facilitate the establishment of a larger park on a nearby site at 8331, 8351, and 8371 Cambie Road;
  - 2.1.2. Council approval of the sale of the City-owned, 12,228.0 m<sup>2</sup> (3.02 ac) lot at 3651 Sexsmith Road ("Area A", as shown on Schedule A);
  - 2.1.3. Council approval of the purchase of a 12,228.0 m<sup>2</sup> (3.02 ac) portion of 8331, 8351, and 8371 Cambie Road ("Area B", as shown on **Schedule A**); and
  - 2.1.4. In respect to 2.1.2 and 2.1.3 above, the developer shall be required to enter into purchase and sales agreements with the City, which agreements are to be based on business terms approved by Council. The primary business terms of the agreements, as determined to the satisfaction of the Manager, Real Estate Services and City Solicitor, will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the agreements shall be borne by the developer.

- 2.2. <u>Land Transfer</u>: Transfer of 4,683.5 m<sup>2</sup> (1.16 ac) to the City as fee simple for park and related purposes. The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfers shall be borne by the developer including, but not limited to, HST payable by the City in respect to the land transfers. The lands to be transferred, as indicated on the Preliminary Park Acquisition/Disposition Plan (Schedule A), include a:
  - 2.2.1. 2,021.7 m² (0.50 ac) lot at 8311 Cambie Road ("Area C", as shown on Schedule A).
    Prior to the transfer of 8311 Cambie Road to the City, the developer shall discharge Covenant BB691591, Covenant BB691592, and SRW BB691593.

NOTE: The subject development shall be eligible for Development Cost Charge (DCC) credits in respect to the transfer of "Area C" to the City. ("Area C" may NOT be used for the purpose of calculating the subject development's buildable floor area.) The maximum DCC credits available shall be the lesser of the development's DCCs payable for park land acquisition, a City-approved appraisal, and the value identified in the DCC program for park acquisition at 8311, 8331, 8351, and 8371 Cambie Road.

2.2.2. 2,661.8 m<sup>2</sup> (0.66 ac) portion of 8331, 8351, and 8371 Cambie Road ("Area D", as shown on Schedule A).

NOTE: The subject development shall NOT be eligible for DCC credits in respect to the transfer of "Area D" to the City. The development's transfer of "Area D" to the City is required to satisfy the park and open space provisions of the City Centre Area Plan (CCAP) and Zoning Bylaw in respect to the Capstan Station (density) Bonus. Based on this, as determined to the satisfaction of the Senior Manager, Parks and provided for via the subject development's proposed site specific zone, the transferred area may be used for the purpose of calculating the subject development's buildable floor area.

- 2.3. Road Dedication: Dedication of 3,834.5 m<sup>2</sup> (0.95 ac) for road purposes as per the Preliminary Road Dedication Plan (Schedule B), including:
  - 2.3.1. 1,532.1 m<sup>2</sup> (0.38 ac) for the eastward extension of Brown Road (+/-14.9 m wide).

NOTE: The required dedication is a portion of a CCAP "major street" and is eligible for DCC credits based on the lesser of the development's DCCs payable for road acquisition, a City-approved appraisal, and the value identified on the DCC program.

2.3.2. 2,302.3 m<sup>2</sup> (0.57 ac) for the establishment of a new "minor street" linking Brown Road and Hazelbridge Way (+/-15.0 m wide), as identified in the CCAP, together with corner cuts at Hazelbridge Way and Brown Road.

NOTE: As the required dedication is a portion of a CCAP "minor street" that is ineligible for DCC credits and, as determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for the purpose of calculating the maximum permitted floor area on the net residential portion of the subject site (as specifically provided for via the subject development's proposed site specific zone).

- 2.4. <u>Lot Consolidation</u>: Consolidation of the remnant lots and transferred lands to provide for two fee simple lots (one to each side of the proposed CCAP "minor street" dedication), as per the Preliminary Subdivision Plan (Schedule C), such that the approximate areas of the lots are:
  - 2.4.1. City-owned lot for park purposes (south of the "minor street"): 16,911.5 m<sup>2</sup> (4.18 ac); and
  - 2.4.2. Developer-owned lot (north of the "minor street"): 13,734 m<sup>2</sup> (3.39 ac).

- 2.5. Public Rights of Passage: Registration of Statutory Right-of-Ways (SRW), as per the Preliminary Statutory Right-of-Way (SRW) Plan (Schedule D), to facilitate public access and related landscaping and infrastructure, which may include, but is not limited to, street furnishings, street lighting, decorative paving, bike paths, trees and plant material, innovative stormwater management measures, and utilities to the satisfaction of the City. The specific location, configuration, and design of the SRWs shall be confirmed via the subject site's Development Permit\* and Servicing Agreement\* approval processes, to the satisfaction of the City, taking into account the following:
  - 2.5.1. The SRWs shall include the following, as identified on the Preliminary Statutory Right-of-Way (SRW) Plan (Schedule D):
    - "Area A": 2.0 m wide strip of land along the north side of the proposed Brown Road extension for the full frontage of the subject site to provide for sidewalk widening;
    - Two areas along the subject site's east property line that are to be shared by the subject site and future development to its east and north (which future development shall be by others and may, as determined via the City's rezoning and development approval processes, include widening and/or extending the length of the right-of-way and associated improvements at the future developer's sole cost), including:
      - a. "Area B": 3.0 m wide strip of land (or as otherwise determined via an approved Development Permit\*) along the north part of the subject site's east property line, which area is only intended for public walkway and related purposes; and
      - b. "Area C": 13.46 m wide strip of land (or as otherwise determined via an approved Development Permit\*) along the south part of the subject site's east property line, which area is intended for public walkway and related purposes, together with vehicle access, loading, manoeuvring, and related activities including interim use as a vehicle turn-around until such time as Brown Road is extended to Sexsmith Road, by others, to the satisfaction of the City.
  - 2.5.2. The right-of-ways shall provide for the following, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:
    - 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, City and private utilities, and City bylaw enforcement.
    - At Area "A", as determined to the satisfaction of the City via the City's standard Development Permit \* and Servicing Agreement\* processes:
      - a. Encroachments, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 1.0 m into the SRW and do not compromise City objectives with regard to the intended public use and enjoyment of the public realm, high-quality streetscape design, street tree planting or landscaping, or City access (i.e. for maintenance, bylaw enforcement, etc.) in or around the SRW; and
      - b. Driveway crossings, limited to:

- One permanent location at "Area C" to facilitate vehicle access to/from Brown Road (and interim use of the area as a vehicle turn-around until such time as Brown Road is extended to Sexsmith Road, by others, to the satisfaction of the City); and
- One interim mid-block location to facilitate vehicle access to a temporary on-site loading area until provisions are made by others (e.g., Brown Road extension to Sexsmith Road) to facilitate access by large vehicles to a permanent on-site loading area via the driveway crossing at "Area C".

NOTE: The interim driveway crossing must be closed at the sole cost of the owner upon the provision by others of measures facilitating the onsite loading of large vehicles via the permanent crossing at "Area C", as determined to the satisfaction of the City.

- At "Area B", as determined to the satisfaction of the City via future Development Permit \* and Servicing Agreement\* processes by others, possible future additional SRW on one or more abutting properties to facilitate widening of the public walkway proposed for the subject site and/or complementary uses and spaces.
- At "Area C", as determined to the satisfaction of the City via future Development Permit \* and Servicing Agreement\* processes by others, possible future additional SRW on one or more abutting properties to facilitate widening of the public walkway and vehicle circulation/manoeuvring area proposed for the subject site and/or complementary uses and spaces including driveway access.
- The owner shall be solely responsible for the design, construction, and maintenance of all SRWs, with the exception of the maintenance of any paved sidewalk and street trees along the subject site's Brown Road frontage (i.e. "Area A"), which shall be the responsibility of the City or as otherwise determined to the satisfaction of the City via the City's standard Development Permit \* and Servicing Agreement\* processes.

#### 2.5.3. The SRW shall prohibit:

- At "Area B": Driveway crossings or other vehicle access, except as required for emergency services and maintenance of the SRW and fronting uses.
- 2.6. <u>Driveway Crossing</u>: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, as follows:
  - 2.6.1. Prohibiting driveway crossings along the site's Hazelbridge Way frontage; and
  - 2.6.2. Allowing a maximum of one driveway crossing along the site's CCAP "minor street" frontage (i.e. linking Brown Road with Hazelbridge Way), the location and configuration of which crossing shall be determined via an approved Development Permit\*.
- 3. Affordable Housing Contribution: City acceptance of the developer's offer to voluntarily contribute \$5,660,550 to the City's capital Affordable Housing Reserve Fund (derived based on 5% of total gross buildable area of 503,160 ft<sup>2</sup> for the subject site (25,158 ft<sup>2</sup>) multiplied by \$225/ ft<sup>2</sup>), such contribution to be in the form of the developer providing, prior to rezoning adoption, a cash contribution of \$1,886,850 together with a Letter of Credit, satisfactory to the City, for \$3,773,700 plus:

- 3.1. An amount equal to \$1,886,850 multiplied by the estimated consumer price index (CPI) for the period between issuance of the Letter of Credit and June 30, 2014 or an alternate later date, as determined at the sole discretion of the City; and
- 3.2. A further amount equal to \$1,886,850 multiplied by the estimated consumer price index (CPI) for the period between issuance of the Letter of Credit and June 30, 2017 or an alternate later date, as determined at the sole discretion of the City.

Final Letter of Credit amount are to be determined by City in its sole discretion.

100% of the contribution under this Rezoning Consideration #3 will be allocated to the City's capital Affordable Housing Reserve Fund.

4. Affordable Housing Agreement: Registration of a legal agreement, to the satisfaction of the City, on title of the subject site, specifying that in respect to:

Phase 2 of the Subject Development (as generally shown on Schedule E):

- 4.1. No Building Permit for Phase 2 of the subject development will be issued until the developer provides to the City a cash contribution of a further \$1,886,850 (beyond the initial cash contribution set-out in Rezoning Consideration #3) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration #3 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- 4.2. If the cash contribution of \$1,886,850 payable under Rezoning Consideration #4.1 is not made prior to June 30, 2014 or an alternate later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration #3, including, at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for Phase 2 of the subject development);

### Phase 3 of the Subject Development (as generally shown on Schedule E):

- 4.3. No Building Permit for Phase 3 of the subject development will be issued until the developer provides to the City a cash contribution of another \$1,886,850 (beyond the initial contribution referred to in Rezoning Consideration #3 and the further contribution referred to in Rezoning Contribution #4.1) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration #3 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- 4.4. If the cash contribution of \$1,886,850 payable under Rezoning Consideration #4.3 is not made prior to June 30, 2017 or an alternate later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration #3, including, at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not building permits have been applied for Phase 2 or Phase 3 of the subject development).
- 5. Capstan Station Bonus: Registration of a restrictive covenant(s) and/or legal agreement(s) on title, to the satisfaction of the City, securing that "no building" will be permitted on the subject site and restricting Building Permit\* issuance, unless prior to Building Permit issuance for each phase of the subject development the developer contributes to the Capstan station reserve or as otherwise provided for via the Richmond Zoning Bylaw (i.e. \$7,800 per dwelling unit, adjusted annually beginning at the end of September 2011 by any increase in the All Items Consumer Price Index for Vancouver published by Statistics Canada over that Index as at the end of September 2010). Preliminary

estimated developer contributions are as indicated in the following table; however, the actual value of developer contributions will vary and shall be confirmed, on a Building Permit\*-by-Building Permit\* basis, as per the Zoning Bylaw in effect at the date of Building Permit\* approval.

Phase	No. of Dwellings Estimate (to be confirmed at Building Permit stage)	Capstan Station Reserve Contribution *Preliminary estimate based on \$7,800/unit
1	164	\$1,279,200
2	114	\$889,200
3	250	\$1,950,000
Total	528	\$4,118,400

September 2010 rate. The actual applicable rates shall be determined on a phase-by-phase basis as per the Zoning Bylaw in effect at the time of Bullding Permit\* approval.

- 6. Flood Construction Level: Registration of flood indemnity covenant(s) on title.
- 7. Aircraft Noise Sensitive Use: Registration of aircraft noise sensitive use covenant(s) on title.
- 8. <u>View Blockage</u>: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, identifying that distant views from the subject site's private dwellings and common residential spaces (i.e. to the North Shore mountains, Mt. Baker, Fraser River, Georgia Straight, and elsewhere) may be obstructed in whole or in part by the future development of surrounding properties, and the subject development should be designed and constructed in a manner that anticipates this and seeks to mitigate possible impacts.
- 9. No Development: Registration of restrictive covenants and/or alternative legal agreements on title securing that "no development" will be permitted on the subject site, in whole or in part, and restricting Development Permit\* issuance until the developer satisfies the following to the satisfaction of the City:
  - 9.1. Phasing: Development must proceed on the following basis:
    - 9.1.1. The subject development shall include a maximum of three phases, all of which must be addressed via a single comprehensive Development Permit\* review and approval process, and the construction of which shall proceed in order from west to east as generally illustrated in the Phasing Plan (Schedule E).
    - 9.1.2. The construction of sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance, in whole or in part, to Final Building Permit\* Inspection granting occupancy ahead of an earlier phase.
    - 9.1.3. Prior to any portion of any phase of the subject development receiving Final Building Permit\* Inspection granting occupancy:
      - All indoor residential amenity space required in respect to the entirety of the subject development's three phases (as determined via an issued Development Permit\*) must receive Final Building Permit\* Inspection granting occupancy; and
      - All road, engineering, and park improvements for which the developer is required
        to enter into a Servicing Agreement\* prior to rezoning adoption must be complete
        to the satisfaction of the City (i.e. Certificate of Completion issued), EXCEPT that:

The construction of the eastward extension of Brown Road (i.e. east of the existing portion of Brown Road) may be delayed, but must be complete to the satisfaction of the City (i.e. Certificate of Completion issued) prior to Final Building Permit\* Inspection granting occupancy, in whole or in part, for the subject development's

third phase or as otherwise determined to the satisfaction of the City via the SA\* approval process.

- 9.2. Sanitary Pump Station: Prior to Development Permit\* issuance for the subject site, in whole or in part, the owner must enter into legal agreement(s) in respect to the owner's commitment to the design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement (SA)\* requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While the design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan sanitary pump station, it is the City's objective to equitably distribute the pump station's costs across the benefitting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.
- 9.3. Public Art: Prior to Development Permit\* issuance for the subject site, in whole or in part, the owner must enter into legal agreement(s) and provide Letter(s) of Credit for implementation of a City-approved Public Art Plan for the subject site, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage. The Plan shall be prepared by an appropriate professional to the satisfaction of the Director, Arts, Culture, and Heritage (and the Public Art Advisory Committee, if so required by the Director, Arts, Culture, and Heritage) prior to adoption of the subject rezoning. The terms of the Plan shall include, but are not limited to, the following:
  - 9.3.1. A voluntary developer contribution of \$358,500 or \$0.75 per buildable square foot, whichever is greater;
  - 9.3.2. A Plan concept including, but not limited to:
    - Two coordinated public art sites, including a location within the proposed park (i.e. currently proposed along the length of the park's Hazelbridge Way frontage) and a location within the developer's lot that, if so determined to the satisfaction of the Director, Arts, Culture, and Heritage, may include public art integrated with the subject development's building (i.e. possibly extending up the face of the west tower);
    - Themes for the two public art sites, taking into account:
      - The role of the park as a "gateway" to the Aberdeen and Capstan Village areas;
      - The role of the park and Capstan Village as part of the CCAP's designated "arts district"; and
      - Objectives for the park, together with fronting development, as a community landmark and focus for public events; and
    - Strategies for coordinating the proposed artworks (e.g., selection, development, implementation, funding) with future public art projects, by others, including potential opportunities for the City to augment the developer's voluntary contribution with public art funds from other sources.
  - 1.1.1. Budget allocations for the artworks, taking into account:
    - As per City policy, 85% of total funds shall be directed to the creation and installation of the artwork(s) and 15% shall be directed to administration. Note that if the Plan, to the satisfaction of the City, directs that the developer shall undertake the administration of one or both artworks, the 15% administration budget in respect

to the affected artwork(s) shall be split such that 10% is allocated to the developer and 5% is allocated to the City.

- 10. <u>District Energy Utility (DEU)</u>: 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 DEU, which covenant and/or legal agreement(s) will include, at a minimum, the following terms and conditions:
  - 10.1. No Building Permit\* will be issued for a building, in whole or in part, 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;
  - 10.2. If a DEU is available for connection, no Final Building Permit\* Inspection granting occupancy of a building, in whole or in part, 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;
  - 10.3. If a DEU is not available for connection, no Final Building Permit\* Inspection granting occupancy of a building, in whole or in part, will be granted until the:
    - 10.3.1. City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
    - 10.3.2. 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;
    - 10.3.3. Owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
    - 10.3.4. 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.
- 11. Community Planning: Voluntary developer contribution of \$119,500 or as otherwise determined based on \$0.25 per buildable square foot, whichever is greater, to the City's community planning reserve fund, as set out in the City Centre Area Plan.
- 12. <u>Cross Access</u>: Registration of a Statutory Right-of-Way (SRW) and/or alternative legal agreement(s) on title, to the satisfaction of the City, to permit cross access for vehicles and pedestrians, including service vehicles (e.g., garbage/recycling) to facilitate the shared use of the development's two permitted driveway locations.
- 13. Parking Strategy: City acceptance of voluntary developer contributions as follows:
  - NOTE: The following voluntary developer contributions shall be considered by the City in determining the subject development's eligible parking relaxations (to be calculated on a phase-by-phase basis) in respect to Transportation Demand Management (TDM) measures as set out in the Zoning Bylaw (i.e. up to 10%). Additional TDM provisions are identified via the proposed Development Permit "parking strategy" described in this Rezoning Considerations document.
  - 13.1. Special Crosswalk: Installation of a special crosswalk, including downward lighting and associated equipment, on Cambie Road at Brown Road.
  - 13.2. Park Frontage Improvements: The design and construction of improvements, at the developer's sole cost (DCC credits shall not apply), along the Hazelbridge Way, Brown Road,

and Cambie Road frontages of the proposed park, as determined to the satisfaction of the City and implemented via the subject development's Servicing Agreement (SA)\* for its first phase of development (i.e. improvements must be complete to the satisfaction of the City prior to Final Building Permit\* Inspection granting occupancy for any portion of the subject development).

- 14. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but it not limited to:
  - 14.1. Additional SRWs, as determined via the subject development's Servicing Agreement\* and/or Development Permit\* approval processes to the satisfaction of the Director of Transportation, to provide for corner cuts for traffic signal equipments and related public rights of passage.
  - 14.2. 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, Director of Development, and Director of Transportation, including, but not limited to site investigation, testing, monitoring, site preparation, dewatering, 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.
- 15. <u>Servicing Agreement (SA)\*</u>: Enter into a SA\* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with the constructions of a sanitary pump station and various other transportation, engineering, and park-related works.
  - Prior to rezoning adoption, all works identified via the SA\* must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability.
  - No phasing of off-site works will be permitted. All works shall be completed prior to Final Building Permit\* Inspection granting occupancy for any portion of the subject development's first phase of construction, EXCEPT as otherwise specifically provided for, to the satisfaction of the City and at its sole discretion, via "no development" covenant(s) and/or other legal agreement(s) registered on title.
  - Development Cost Charge (DCC) credits may apply.

SA\* works will include, but may not be limited to, the following:

- 15.1. Engineering SA\* Requirements:
  - All water, storm, sanitary upgrades determined via the Capacity Analysis processes are to be addressed via this SA\* process.
  - Any permitted phasing of off-site works will be confirmed during the SA\* stage. The scope of phasing shall be to the satisfaction of the City and at its sole discretion. The first phase off-site works shall be completed prior to Final Building Permit\* Inspection granting occupancy for Phase 1 of the subject development, in whole or in part.
  - The City requires that the proposed design and related calculations are included on the SA\* design drawing set.
  - As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:

#### 15.1.1. Sanitary Sewer Upgrades:

- Gravity Sewer: According to the developer's assessment, the existing gravity sanitary sewer system does not have sufficient capacity under "Existing + In-stream + Proposed Development" condition. The City accepts the developer's recommendations as follows:
  - i) Hazelbridge Way: Upgrade approximately 171m of existing gravity sanitary sewer to 450mm @ at 0.35% from 3600 No 3 Rd to Capstan Way;
  - ii) Capstan Way: Reconfigure approximately 110m of existing gravity sanitary sewer to 450mm Ø at 0.35% and 600mm Ø at 0.50% from Capstan Way to new Capstan pump station; and
  - iii) CCAP "Minor Street": Install approximately 151m of 375mm@ at 0.35% sanitary sewer from Brown Rd to Hazelbridge Way.

The design details will be reviewed once SA\* design drawings are submitted; the size and slope of the works described above may need to be revised, due to design parameters and site constraints.

The developer is required to abandon the existing gravity sanitary sewer system (remove pipes) that is being replaced by the propose gravity sanitary sewer system.

• New Pump Station: The developer is responsible for the design and construction of the new Capstan sanitary pump station, if it has not already been built by others. The pump station shall be located approximately 125 m west of the Capstan Way and Sexsmith Road intersection. The new sanitary pump station is intended to service all the developments on the east side of No. 3 Road within the existing Skyline sanitary catchment. The new Capstan sanitary catchment boundaries are No. 3 Road, Cambie Road, Garden City Road, and Sea Island Way. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements. If the new pump station is built by others, the developer may be responsible for contributing towards the new pump station.

#### 15.1.2. Storm Sewer Upgrades:

- The City has reviewed the developer's analysis and letter dated May 2, 2012 and accepts the developer's recommendations as follows:
  - i) Existing Brown Rd: Upgrade approximately 150 m of existing storm sewer to 1200 mm Ø from the north end of Brown Road to Cambie Road at existing manhole STMH3089;
  - Brown Road Extension (i.e. new east/west road extending from existing Brown Road to the eastern limit of the development site): Install approximately 106 m of 1200 mm Ø storm sewer from the eastern limit of the development site to the existing portion of Brown Road; and
  - iii) CCAP "Minor Street" (i.e. new diagonal road linking Hazelbridge Way with Brown Road): Install approximately 134 m of 600 mm Ø storm sewer from Hazelbridge Way to the existing portion of Brown Road.

The design details will be reviewed once SA\* design drawings are submitted; the size
and slope of the works described above may need to be revised, due to design
parameters and site constraints.

#### 15.1.3. Water Upgrade:

- Using the OCP Model, there is 341 L/s available at 20 psi residual on Hazelbridge Way and 241 L/s available at 20 psi residual on Brown Rd. Based on the proposed rezoning, the subject residential development requires a minimum fire flow of 220 L/s. Water analysis is not required; however, once the building design is confirmed at the Building Permit\* stage, the developer must submit fire flow calculations, signed and sealed by a professional engineer and based on the Fire Underwriter Survey, to confirm that there is adequate available flow.
- The developer is responsible for the design and construction of a 200 mm diameter watermain along the frontage of the subject site, as described below. The new watermains are to connect to the existing systems on Hazelbridge Way and the existing portion of Brown Road. The detail design of the watermains are to be included in the Servicing Agreement design drawings.
  - i) Brown Road Extension: Install approximately 106 m from the eastern limit of the development site to the existing portion of Brown Road; and
  - ii) CCAP "Minor Street": Install approximately 134 m from Hazelbridge Way to the existing portion of Brown Road.
- 15.1.4. Encroachments: Registration of right-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA\* review and approval process to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.

#### 15.2. Transportation SA\* Requirements:

- A final Traffic Impact Analysis (TlA), including a comprehensive, detailed road and traffic management design for all phases of the subject development, subject to final functional design approval by the Director of Transportation, must be completed prior to SA\* approval for any transportation-related SA\* works. Works described within such a comprehensive TlA and plan will include, but may not be limited to, the following:
- 15.2.1. Frontage Works: The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIA, as determined at the sole discretion of the City.
  - Brown Road Extension (i.e. new east/west road extending from existing Brown Road to the eastern limit of the development site):
    - i) <u>Interim Cross-Section</u>: The developer is required to design and construct road widening to accommodate the following (described from north to south):
      - 2.0 m wide sidewalk;
      - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings;
      - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge);
      - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and

furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system);

- 0.15 m wide concrete barrier curb;
- 2.5 m wide westbound parking lane;
- 6.2 m wide vehicle travel area (i.e. 2 lanes @ 3.1 m wide);
- 0.15 m wide interim asphalt curb; and
- 1.6 m wide interim asphalt walkway/shoulder.

NOTE: In addition, the design and construction of the Brown Road Extension must include a vehicle turn-around (e.g., cul-de-sac or hammer head) at the eastern limit of the new road for use by the general public, to the satisfaction of the City. (Note that the developer is required to provide a temporary WB-17 off-street loading area mid-block along the Brown Road Extension in order to limit the need for the turn-around to accommodate trucks larger than SU-9.) The turn-around may incorporate the dedicated road, together with a portion of the SRW to be registered on title for combined walkway and vehicle access/loading purposes, as per "Area C" on the Preliminary Statutory Right-of-Way (SRW) Plan (Schedule D). The required turn-around is expected to remain in place until such time as Brown Road is extended to Sexsmith Road by others.

- ii) <u>Ultimate Cross-Section</u>: The developer is required to take into consideration the following "ultimate" configuration (referenced from the 2.5 m wide westbound parking lane to south) in the design and construction of "interim" road works:
  - 9.9 m wide vehicle travel area (i.e. 3 lanes @ 3.3m wide);
  - 2.5 m wide eastbound parking lane;
  - 0.15 m wide concrete barrier curb;
  - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm server system);
  - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge);
  - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings; and
  - 2.0 m wide sidewalk.
- CCAP "Minor Street" (i.e. new diagonal road linking Hazelbridge Way with Brown Road): The developer is required to design and construct road widening, at the developer's sole cost (DCC credits shall not apply), to accommodate the following (described from north to south).

NOTE #1: The driving and parking portions of the street, including the pedestrian/bike crossing at Brown Road and pedestrian crossing at Hazelbridge Road are to be raised generally to the grade of the pedestrian sidewalk/boulevard.

NOTE #2: Via the SA\* design approval processes, special attention must be given to coordinating the design of the subject street with that of the abutting proposed park. As a result of such coordination, the City may, at its sole discretion, require changes to the following list of works to enhance the functionality, safety, and/or appearance of the street, park, and/or related spaces/uses.

- Sidewalk of varying width (2.0 m 3.15 m), the wider portion of which shall include street trees (in grates) @ 6.0 m on centre or as otherwise directed by the City;
- landscaped boulevard of varying width, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover, decorative paving, and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, bollards, and a minimum 1.5 m wide continuous trench for tree planting;
- 2.5 m wide parking lane incorporating decorative paving;
- roll-over curb;
- 6.2 m wide general purpose travel area providing for 2-way traffic;
- roll-over curb;
- 2.5 m wide parking lane incorporating decorative paving;
- landscaped boulevard of varying width, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover, decorative paving, and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, bollards, and a minimum 1.5 m wide continuous trench for tree planting; and
- 2.0 m wide sidewalk.
- Hazelbridge Way: The developer is required to design and construct improvements, at the developer's sole cost (DCC credits shall not apply), to accommodate the following along the Hazelbridge Way frontage of the residential building site (i.e. north of the CCAP "minor street") (described from west to east).
  - 2.0 m wide sidewalk; and
  - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of runoff and reduce the volume of run-off entering the storm sewer system).
- Park Frontages: The developer is required to design and construct improvements, at the developer's sole cost (DCC credits shall not apply), to accommodate the following along the Hazelbridge Way, Brown Road, and Cambie Road frontages of the proposed park (described from the back of curb in towards the park).
  - NOTE #1: The park frontages shall be considered by the City in determining the subject development's eligible parking relaxations (to be calculated on a phase-by-phase basis) in respect to Transportation Demand Management (TDM) measures as set out in the Zoning Bylaw (i.e. up to 10%). Additional measures for considerations in respect to possible TDM-related parking relaxations are identified via the "parking strategy" identified as a "prior to rezoning" and "prior to Development Permit\* issuance" considerations, as described in this Rezoning Considerations document.

NOTE #2: Via the SA\* design approval processes, special attention must be given to coordinating the design of the subject streets with that of the abutting proposed

park. The City may, at its sole discretion, require changes to the following list of works to enhance the functionality, safety, and/or appearance of the street, park, and/or related spaces/uses.

- 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system); and
- 2.0 m wide sidewalk; In addition, along the Brown Road frontage of the park only:
- 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings; and
- 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge).
- 15.2.2. <u>Traffic Signals</u>: The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIS, as determined at the sole discretion of the City.
  - CCAP "Minor Street": Installation of a new pedestrian signal at the intersection of the CCAP "minor street" and Hazelbridge Way including, but not limited to, the following:
    - Signal pole, controller, base, and hardware;
    - Pole base, street light luminaire, and fittings (i.e. to match City Centre standards for Capstan Village);
    - Detection, conduits (i.e. electrical and communications) and signal indications, and communications cable, electrical wiring and service conductors;
    - Accessible Pedestrian Signals (APS) and illuminated street name sign(s); and
    - Pre-ducting for the intersection's future full traffic signalization.
- 15.2.3. Special Crosswalk: Installation of a special crosswalk, including downward lighting and associated equipment, on Cambie Road at Brown Road.
- 15.2.4. Streetlights: The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the SA design process, as determined at the sole discretion of the City.

#### A. City Streets

- 1. Hazelbridge Way (East side of street)
  - Pole colour: Grey
  - Roadway lighting @ back of curb (Existing lighting to be replaced): Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and duplex receptacles, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
- 2. (Existing) Brown Road (West side of street)
  - · Pole colour: Grey
  - Roadway lighting @ back of curb (Existing lighting to be replaced): Type 7 (LED)
    INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any
    pedestrian luminaires, banner arms, flower basket holders, or imigation.
  - Pedestrian lighting between sidewalk & bike path: <u>Type 8</u> (LED) INCLUDING 2
    pedestrian luminaires set perpendicular to the roadway and duplex receptacles,
    but EXCLUDING any flower basket holders or irrigation.

#### A. City Streets

- 3. (New) Brown Road (North side of street)
  - Pole colour: Grey
  - Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.
  - Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2
    pedestrian luminaires set perpendicular to the roadway and duplex receptacles,
    but EXCLUDING any flower basket holders or irrigation.
- 4. New diagonal street (Both sides of street)
  - Pole colour: Grey
  - Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.

#### B. Off-Street Publicly-Accessible Walkways & Open Spaces

- Park (City owned & maintained)
   (TO BE CONFIRMED VIA PARK SERVICING AGREEMENT PROCESS)
  - Pole colour: Grey
  - Pedestrian lighting: <u>Type 8</u> (LED) INCLUDING 1 or 2 pedestrian luminaires, duplex receptacles, and additional features, if so determined to the satisfaction of the City, (e.g., banner arms, flower basket holders, irrigation).
- On-Site (SRW) Walkway @ East side of site (Developer owned & maintained) (TO BE CONFIRMED VIA SERVICING AGREEMENT & DP PROCESSES)
  - Pole colour: Grey
  - Pedestrian lighting: Type 8 (LED) INCLUDING 1 or 2 pedestrian luminaires (as
    determined via the Servicing Agreement & DP processes), but EXCLUDING any
    banner arms, flower basket holders, irrigation, or duplex receptacles.

#### 15.3. Parks SA\* Requirements:

- A final park plan, including a City-approved phasing and budget strategy, together with
  the detailed design and construction of the first phase of the park, to the satisfaction of the
  Senior Manager, Parks, Director of Development, Director of Transportation, Director of
  Engineering, and Manager, Environmental Sustainability.
- Street frontages are outside the scope of the park (and the park construction DCC program) and, therefore, are described under this document's Transportation SA\* Requirements. Note, however, that the street frontages must be designed and constructed in coordination with the park and, as determined to the satisfaction of the City, elements identified along those frontages under the Transportation SA\* Requirements may be varied via the SA\* detailed design processes to better achieve the inter-related objectives of the City's parks, transportation, engineering, and related interests.
- Works required in the park plan may include, but may not be limited to, those illustrated and described in the attached Park Terms of Reference & Preliminary Conceptual Park Plan (Schedule H).
- 16. <u>Development Permit</u>\*: The submission and processing of a Development Permit\* (including all proposed phases of the subject development) completed to a level deemed acceptable by the Director of Development.

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

1. Capstan Station Bonus Supplementary Public Open Space: Register SRW(s) on title as required to satisfy the density bonus provisions of the Capstan Station Bonus in respect to the subject development's proposed site specific zone (i.e. at least 5 m² per dwelling must be provided as suitably landscaped public open space over and above required CCAP outdoor amenity spaces). The size, terms of use, design, construction, maintenance, and related considerations in respect to any such SRW(s) shall be determined to the satisfaction of the City via an approved Development Permit\* and/or Servicing Agreement\*.

<u>NOTE</u>: Eligible public open space areas provided prior to rezoning by the developer in respect to the density bonus provisions of the Capstan Station Bonus shall include the following:

- "Area D", as shown on Schedule A, which area shall be transferred to the City as fee simple); and
- "Area B", as shown on Schedule D, which area shall be secured via a SRW for use as a public walkway and related purposes.
- 2. Aircraft Noise Sensitive Use: Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. 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:

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

3. <u>Landscape & Tree Protection</u>: Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should, among other things, identify protected trees, together with tree protection fencing requirements.

#### NOTE:

• On-Site: There are currently no bylaw-size trees within the proposed residential portion of the subject trees. All the trees identified for retention and protection in respect to the residential portion of the site are located on abutting properties. The installation of appropriate tree protection fencing is required around all trees identified for retention prior to any construction activities occurring on-site, including site preparation and pre-loading. The developer may be required to submit proof of a Contract entered into between the developer and a Certified Arborist for the supervision of any 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.

- Off-Site: A number of bylaw-sized trees are located within the proposed City-owned park and along its Brown Road frontage. The protection and/or removal/replacement of those trees (together with any requirements for protective fencing and security) will be addressed, to the satisfaction of the Senior Manager, Parks, via the Servicing Agreement (SA)\* approval process for the design and construction of the park.
- 4. <u>Accessible Housing</u>: Incorporation of accessibility measures in Development Permit\* plans including, but not necessarily limited to, those determined via the Rezoning review process as follows:
  - 4.1. Richmond's "convertible housing" standards (i.e. for ready conversion to facilitate wheelchair access): 5% of units.
- 5. Parking Strategy: Submission of a parking strategy demonstrating the subject development's compliance with Zoning Bylaw requirements, on a phase-by-phase basis, including, but not limited to:
  - 5.1. Capstan Village, such that:
    - 5.1.1. The combined total minimum parking space requirement for the subject development's three phases shall be as per Zone 1;
    - 5.1.2. Notwithstanding the above, the minimum number of parking spaces provided for Phase 1 shall be as identified for Zone 2, of which those parking spaces provided in excess of Zone 1 requirements shall be secured for the temporary use of uses occurring in Phase 1 and may be used to satisfy the parking space requirements of subsequent phases of the development; and
    - 5.1.3. The developer shall confirm that on-site vehicle parking meets Zoning Bylaw requirements, including, but not limited parking space sizes, their allocation for use as handicapped, standard, and small-car spaces, aisle widths, and related standards (e.g., no columns within parking spaces). (NOTE: The minimum permitted internal drive aisle width shall be 6.7 m.)
  - 5.2. Transportation Demand Management (TDM) measures and related parking relaxations (i.e. up to a 10% reduction in the minimum number of required spaces), as determined to the satisfaction of the City, including:
    - 5.2.1. For residential: Electric plug-in service (120V and/or 240V, as determined by the developer) shall be provided for 20% of parking stalls; and
    - 5.2.2. For bikes: Electric plug-in service (120V) shall be provided for 5% of bike racks or one per bike storage compound, whichever is greater.

NOTE: Additional measures for considerations in respect to possible TDM-related parking relaxations are identified via the "parking strategy" identified as a "prior to rezoning" consideration, as described in this Rezoning Considerations document.

- 5.3. A bicycle parking plan must be submitted confirming that on-site bicycle parking meets all Zoning Bylaw requirements, including:
  - 5.3.1. For Class 1: 1.25 stalls per dwelling unit; and
  - 5.3.2. For Class 2: 0.2 stalls per dwelling unit.
- 6. Residential Tandem Parking: Registration of a legal agreement(s) on title in respect to parking spaces arranged in tandem requiring that both spaces forming a tandem pair of spaces must be assigned to the same dwelling.

- 7. Loading Strategy: Submission of a loading strategy demonstrating how loading can be accommodated on-site (i.e. not on-street) with SU-9 and/or WB-17 being the design vehicles, as appropriate based on Zoning Bylaw requirements. Adequate loading must be provided for the ultimate build-out of the subject site and on a phase-by-phase basis. Based on the estimated size of the development, four SU-9 and two WB-17 loading spaces are required. As per the Zoning Bylaw, sharing of medium (SU-9) and large (WB-17) loading spaces may be permitted if two medium loading spaces are placed front-to-back. In such a case, the requirement for one large loading space is waived as the large loading vehicle can be accommodated within the two front-to-back medium loading spaces. Schematic illustration(s) must be provided to demonstrate, to the satisfaction of the City, that loading vehicles can safely manoeuvre into the loading space from the fronting street, and vice versa.
- 8. Garbage & Recycling Requirements: The developer's preliminary design of individual garbage and recycling room serving each phase/building and the proposed use of garbage and cardboard compactors are acceptable. Submission of a garbage/recycling strategy demonstrating the subject development's phase-by-phase compliance with Zoning Bylaw and related City requirements is required, including, but not limited to, the following.
  - 8.1. Service provider input in respect to the proposed garbage and cardboard recycling compactors (e.g., width, height, and turning radius for the servicing trucks to remove the rolling containers).
  - 8.2. The City will provide blue cart and food scraps collection. Phase-by-phase requirements include:
    - 8.2.1. Phase 1 (166 units): 17 recycling carts and 8 food scraps carts
    - 8.2.2. Phase 2 (109 units): 11 recycling carts and 5 food scraps carts
    - 8.2.3. Phase 3 (248 units): 25 recycling carts and 12 food scraps carts
  - 8.3. All carts must be emptied on site. To accommodate recycling truck operations, recycling pickup areas must satisfy the following minimum dimensions:
    - 8.3.1. Height clearance: 5.79 m (19 ft)
    - 8.3.2. Width clearance: 4.26 m (14 ft)
    - 8.3.3. Depth clearance: 10.67 m (35 ft)
- 9. Additional Servicing Agreement (SA)\* Requirements: As determined via the Development Permit\* approval process, enter into a SA(s)\* for the design and construction, at the developer's sole cost, of works in addition to those for which the developer must enter into SAs\* prior to rezoning adoption. Such works may include, but may not be limited to, the design and construction of a public walkway, driveway, and related improvements within SRWs identified along the east side of the subject site (r.e. "Areas B" and "C", as shown in Schedule D).
  - NOTE: This item does not refer to the eastward extension of Brown Road (i.e. east of the existing portion of Brown Road). The developer must enter into a SA\* for the extension of Brown Road, secured via a Letter of Credit, prior to rezoning adoption. However, as per restrictive covenants and/or alternative legal agreements to be registered on title (prior to rezoning adoption) in respect to "phasing", the construction of the Brown Road extension may be delayed until the development's third phase (i.e. a Certificate of Completion must be issued prior to Final Building Permit\* Inspection granting occupancy for any portion of the subject development's third phase).
- Additional Requirements: Discharge and registration of additional right-of-ways and legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, and Director of Engineering.

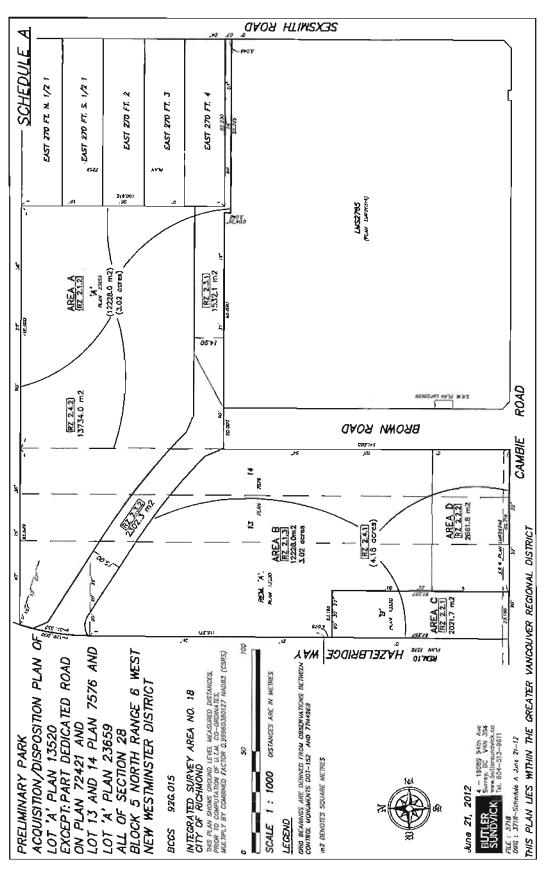
#### Prior to Building Permit Issuance, the developer must complete the following requirements:

- Capstan Station Bonus: Submit the voluntary developer contribution to the Capstan station reserve or
  as otherwise provided for in the Zoning Bylaw, as per the restrictive covenant(s) and/or legal
  agreement(s) registered on title and the Richmond Zoning Bylaw in effect at the date of the Building
  Permit\*.
- Construction Parking and Traffic Management Plan: Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 3. Accessible Housing: Incorporation of accessibility measures in Building Permit\* plans as determined via the Rezoning and/or Development Permit\* processes (e.g., Basic Universal Housing, convertible housing).
- 4. <u>Aircraft Noise Sensitive Use</u>: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit\* approval processes have been incorporated satisfactorily in the Building Permit\* drawings and specifications.
- 5. <u>Sanitary Pump Station</u>: If applicable, payment of latecomer agreement charges associated with eligible latecomer works in respect to the design and construction of a new sanitary pump station on the north side of Capstan Way, between Sexsmith Road and Hazelbridge Way.
- 6. Construction Hoarding: Obtain a Building Permit\* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

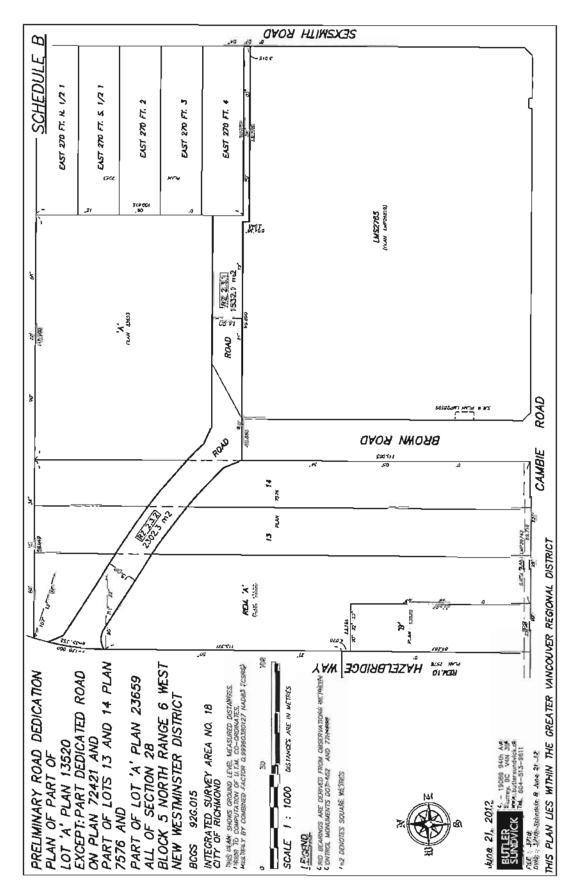
#### NOTE:

- a) Items marked with an asterisk (\*) require a separate application.
- b) 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.
- c) 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.
- d) The preceding agreements shall provide security to the City, including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

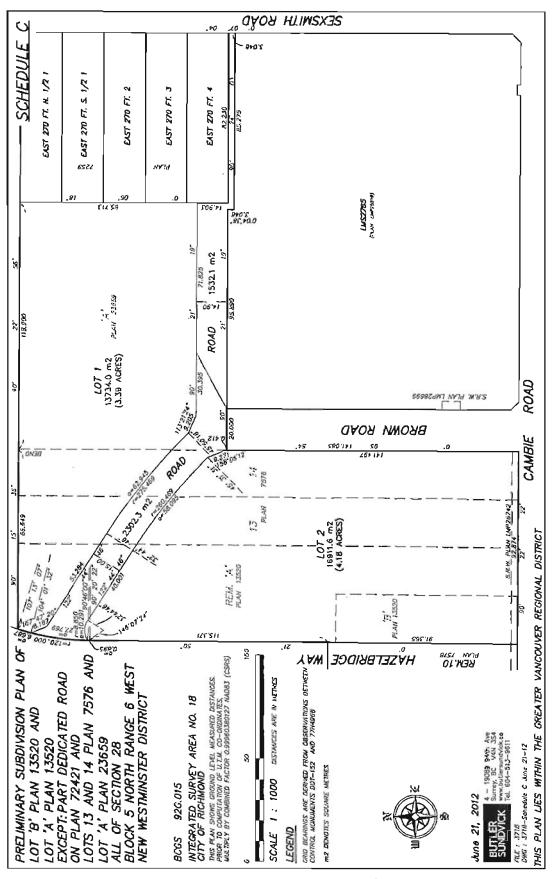
SIGNED COPY ON FILE	
Signed	Date



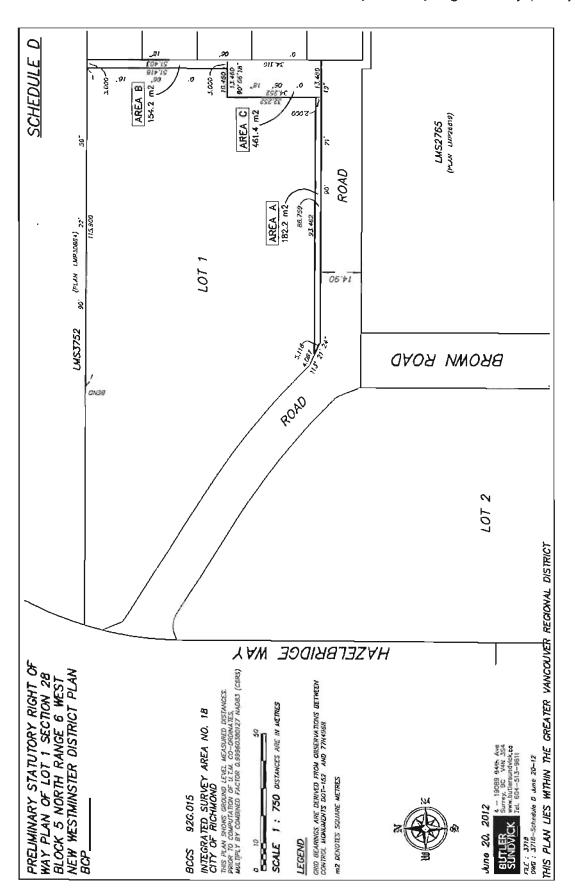
PH - 108



PH - 109

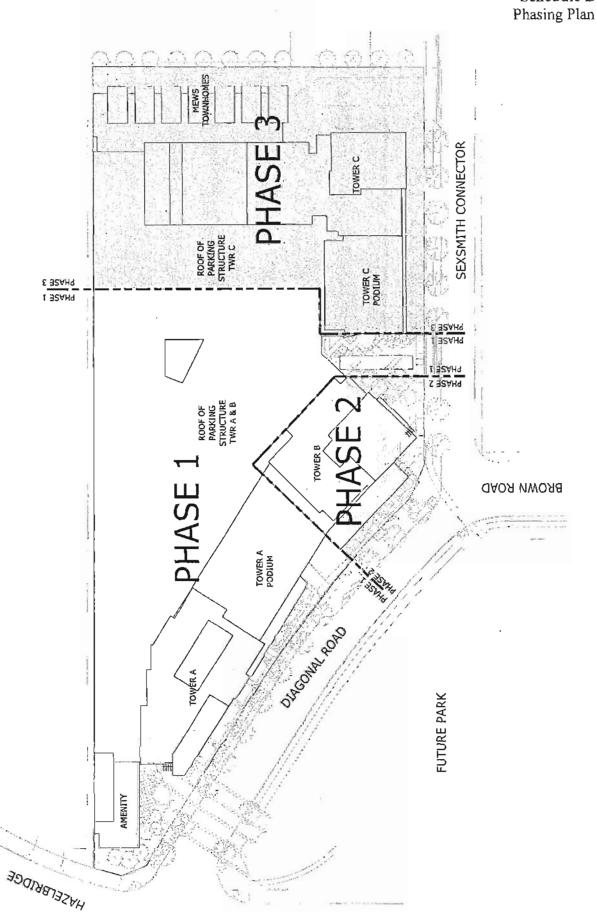


PH - 110



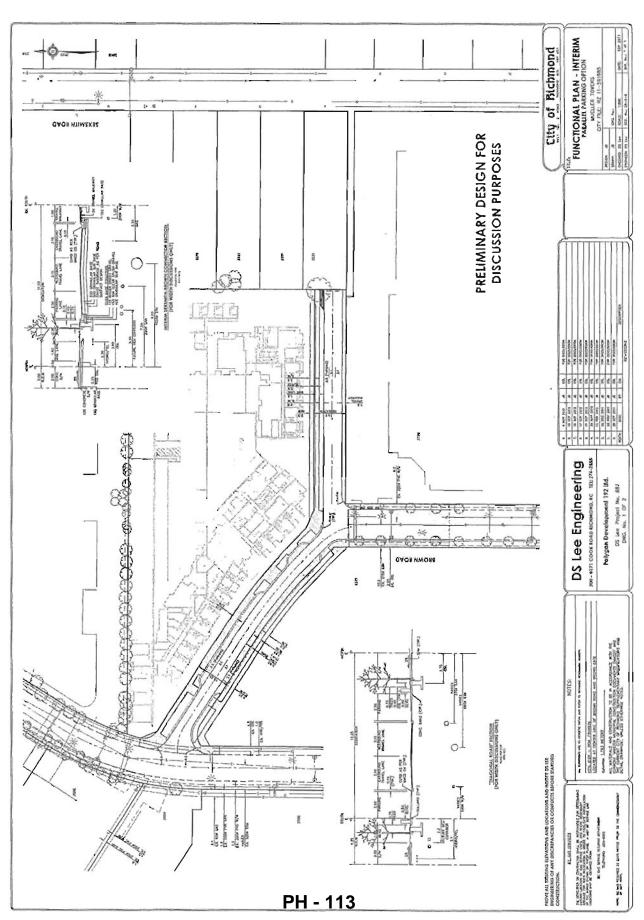
PH - 111

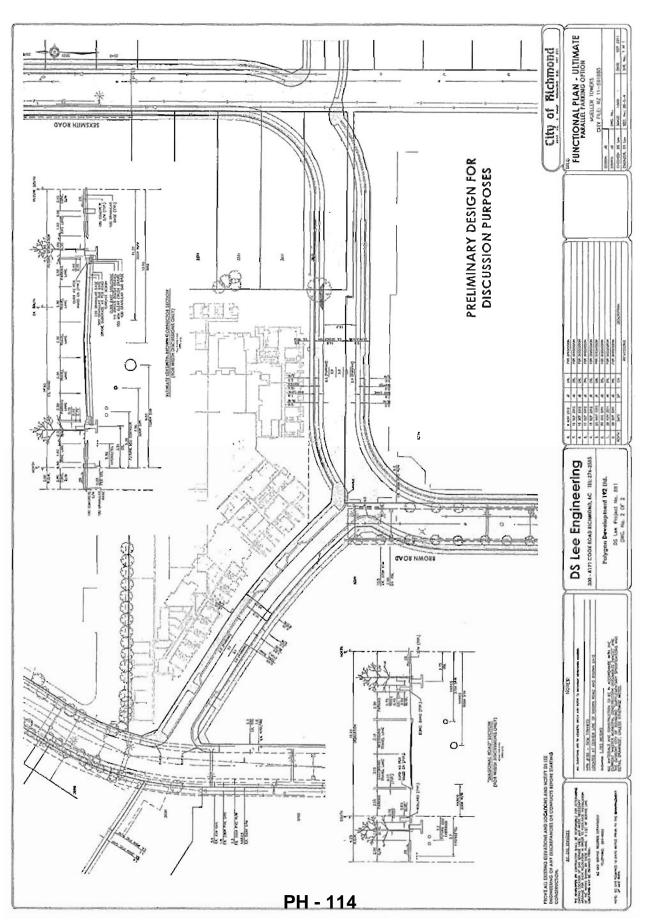
Schedule E



PH - 112

Schedule F Preliminary Functional Road Plan - Interim





### Park Terms of Reference

RZ 11-591985

### Purpose

To provide guidance for the design and construction of the City-owned park proposed for the block bounded by Hazelbridge Way, Cambie Road, Brown Road, and a new street linking Brown Road with Hazelbridge Way that is designated under the City Centre Area Plan (CCAP) as a "minor street".

### Park Planning & Development

The CCAP proposes that the neighbourhood park needs of Capstan Village's emerging resident, worker, and visitor populations are served via the establishment of a network of small parks (i.e. one within each quarter of a quarter-section), each of which is to have a distinct, yet complementary, program of uses and related features. The park proposed by Polygon as part of the subject rezoning is, at 1.69 ha (4.18 ac) in size, the largest of Capstan Village's proposed neighbourhood parks. In addition, being located at Hazelbridge Way and Cambie Road – an important "gateway" to Aberdeen Village's busy commercial precinct and only one block from the Aberdeen Canada Line station – the proposed park will be one of Capstan Village's most prominent and an important venue for local and larger community events and celebrations.

### Park Vision

The park is envisioned as the "living room" for the Capstan Village area of Richmond, serving as the home ground for the social, recreational, and business life of the local community. It will function both as a quiet sanctuary of neighbourhood green, and a public urban square, and will offer a diverse mixture of landscapes, programs, activities and amenities for all to experience and enjoy in a shared place. The park will provide something for everyone, and people will be welcome to visit at all times of the day and throughout the seasons. It will also become a destination, attracting visitors from across the city, the surrounding region, and from even more distant places.

### Park Objectives

- 1. See the future; respect the past: The Capstan Village area is rapidly changing from its original suburban/agricultural setting into a vibrant urban place. This story of transformation is to be reflected in design of the park.
- 2. Build on its surroundings: The park must build on the activity on the adjacent streets in order to be drawn into the city fabric. A carefully considered blending of the park and its surroundings will help ensure a steady flow of users to both. Multiple entrances to the park will allow for easy access.
- 3. Celebrate diversity: A great diversity of people of different backgrounds and cultures will live, play, and work within this area of Richmond. The park will support and add to this rich, interesting and colourful mix.
- 4. Create identity: Parks that are attractive to users, that have strong images, the encourage people to visit time and again, often become important centres of life for the communities they serve. There is great potential here for the park to assume this significant role within Capstan Village, and to foster a feeling of ownership and connectedness among the residents.
- 5. Make connections: Residents of Capstan Village will look beyond their neighbourhood for other recreational, social, and business opportunities. The Park must therefore be well integrated into the overall parks and open space system, and the street network for Richmond's City Centre. It will connect with the Middle Arm waterfront to the west, and link together with the adjacent Aberdeen and Bridgeport Villages via various streets, greenways and greenlinks. The result will be a prosperous, healthy and livable urban scene.

- 6. Provide for everyone and for every season: Spaces within The Park are to be designed to accommodate a great variety of activities at all times of the year. Activities may range from the quiet and passive, to highly active and energetic uses, from the spontaneous act with only a few people involved, to the highly organized, detailed and programmed public events that will draw very large crowds from throughout the district.
- 7. Build in flexibility: Flexibility of design of the spaces and features within The Park will ensure programming opportunities at The Park are maximized.
- 8. Provide amenities and attractions: A generous range of features will establish a friendly, welcoming, and neighbourly atmosphere at The Park. It will become a place of great sociability, comfort, access, and activity.
- 9. Introduce the natural landscape/environment: The park design will incorporate aspects of the natural environment within its plan, allowing The Park to act, in part, as a much needed oasis within the City Centre. This approach may be applied to landscape and play features, and will allow for efficient management and maintenance practices to occur.
- 10. **Demonstrate green technology:** Innovative ways to control storm drainage run-off within The Park, and possibly from adjacent development, are to be incorporated with the design plan.
- 11. Ensure public safety: A safe environment will add to The Park's positive image with the community. Therefore, design of The Park must satisfy Crime Prevention through Environmental Design (CPTED) principles and related public safety considerations

### Key Park Features

- a) Lawu: a Great Lawn for informal play and sunning; large enough so that it may host a multitude of outdoor activities simultaneously; sited adjacent the plaza to extend the range of activities and events.
- b) Trees: deciduous and coniferous trees; native species and introduced varieties, to provide shade, colour, seasonal interest; sited to act as focal points; located to create and contribute towards park character.
- c) Landscape features: including earthworks and landforms, specimen trees, planting beds and grassy meadows, and urban water features and naturalistic intermittent steams to add to the diversity of possible park experiences, and to enhance those parts of the park with a more natural and green character.
- d) Pedestrian pathways and Bicycle paths: a hierarchy and network of pathways for walkers, joggers and cyclists to bring people in to, out from, and through the park.
- e) Lighting: lighting to ensure public safety within the park; to support programming opportunities within the plaza and throughout the site; and to create effects in the evening. Hardware to be durable and attractive, suitable for an urban setting.
- f) Urban plaza/square: a space that forms the core of a lively, exciting and cosmopolitan city space, a common ground for community celebration, expression, announcement and performance; of attractive and high quality yet practical and durable materials. Associated with a sheltered Stage, both of which are supported by public washrooms, mechanical room and storage space, and a Concession.
- g) Site furniture: a variety of benches and seating edges; tables, and trash receptacles to support life within the park
- h) Play features: equipment ranging from traditional play to those freer, more natural and informal in character, to create play environments of interest and fun.
- i) Public art: to enliven the park and contribute towards a sense of place, ownership, cultural identity and lasting memory for local residents and visitors.
- j) Off-leash dog area: an area of the park, enclosed by a fence and providing for suitable furnishings (e.g., benches, water fountain), where responsible dog owners can exercise/socialize their dogs off-leash.

- k) Eco-amenity: a "rain garden" (i.e. enhanced bio-swale) designed to take the place of some conventional on-site stormwater management features while providing for a variety of benefits (e.g., enhanced babitat opportunities, green infrastructure services, slowing of infiltration, recharging of the water table, filtering of run-off, enhanced public awareness and enjoyment of natural systems in the urban environment) without any increase in the overall cost to the project.
- 1) Infrastructure: all infrastructure necessary for the efficient and effective operation and maintenance of the park including, but not limited to, irrigation, storm drainage, power, and water.

### Park Implementation

Prior to rezoning adoption, the developer must enter into a Servicing Agreement (SA) for the detailed design and construction of the park's first phase, to the satisfaction of the City. Phase one of park construction, which must be complete prior to the occupancy of any dwellings within the subject development, is proposed to include grading, lighting, landscape, infrastructure, and related features as require to ensure that the park will be immediately attractive to and usable by local residents, workers, and visitors for general park activities, as determined to the satisfaction of the City. Subsequent phases will involve the addition of special amenities (e.g., stage, water features) aimed at enhancing the park and its role in the community.

The total cost of the park is estimated at \$4.2 million, plus approximately \$200,000 for frontage works and an additional +/-\$358,000 for public art (including art installed within the park and coordinated works on/around the proposed residential building). The preliminary scope of work and related costing for the park's first phase of construction assumes the following:

- +/- \$1.2 million for park construction, based on the subject development's total "park construction"
   DCCs payable;
- +/- \$200,000 for frontage works (e.g., sidewalks, houlevards, street trees), to be constructed at the developer's sole cost; and
- 100% of the proposed public art budget (+/-\$358,000).

### Temporary Sales Centre

Via the detailed design process for the first phase of the park, opportunities will be explored to locate the developer's temporary sales centre on the designated park site, at the sole cost of the developer, together with the potential for repurposing the building to accommodate one or more of the park's proposed amenities (e.g., concession, storage, covered stage). Construction and maintenance of the sales centre and related areas/uses shall be at the sole cost of the developer. Removal and/or repurposing of the sales centre shall be to the satisfaction of the City and shall not compromise City objectives for the completion of the first phase of park construction prior to occupancy of the first phase of the subject residential development. As required, business terms in respect to the sales centre shall be determined to the satisfaction of the Manager, Real Estate Services, the Director of Development, and Senior Manager, Parks.

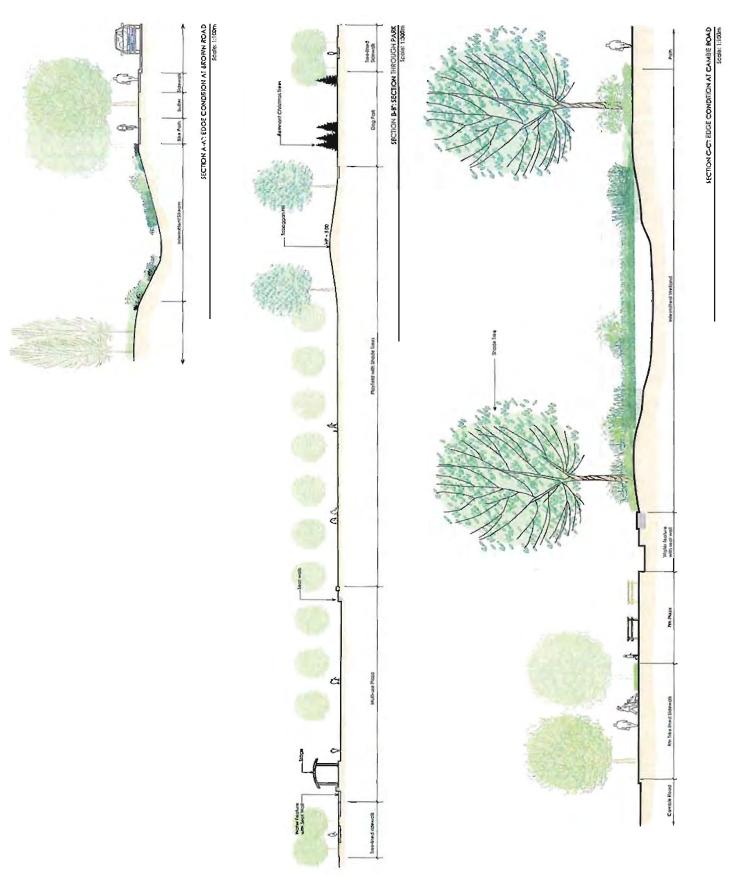
### Council Direction

Prior to rezoning adoption, the conceptual park plan, phasing, costing, and related information will be presented for consideration by the Parks, Recreation, and Cultural Services Committee of Council. Direction from the Committee will be used to, among other things, confirm the scope of work and budget for build-out of the park and its first phase, together with a strategy for bow the funding of park construction should be managed at the park's first and subsequent phases (i.e. taking into account future rezoning applications, grants, sponsorships, the DCC program, and other opportunities).

# Overall Concept @ Build-Out



Schedule H
Park Terms of Reference & Preliminary Conceptual Park Plan



Phase 1 - Overall

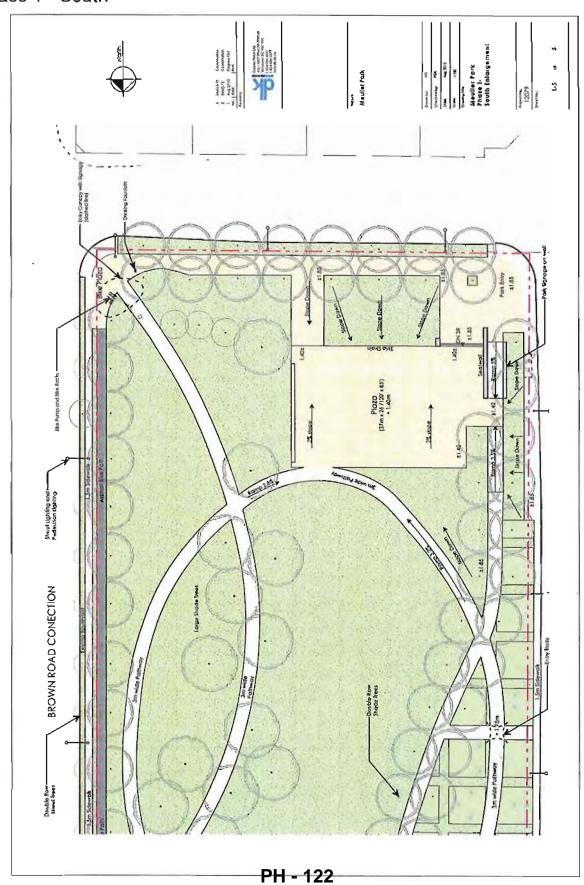


PH - 120

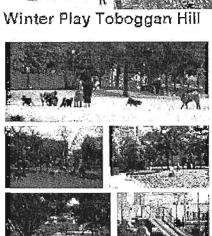
Phase 1 - North



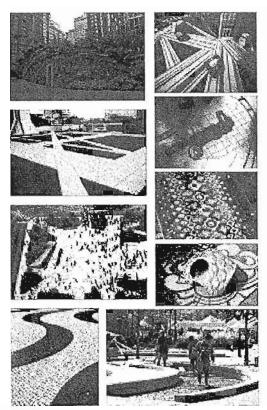
Phase 1 - South







Dog Park Amenity



Public Plaza



Concession Pavillion

Project: Project No.: Scale: 11057 Mueller Park Date: Tile:

Jun21-12 EΝ Drawn: Sheet No.:

NTS

LSK 4 PH - 123



Durante Kreuk Ltd. 102 - 1697 West 5th Ave. Vancouver BC V6F 1N5

t: 604 684 4811 f: 604 684 0577 www.dkl,bc.ca

Image Board











ces to Sit









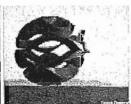




Surface Stormwater Management









Art in the Park







Interpretive Signage

Project: Mueller Park

Image Board

Project No.: 11057

NTS Scale: Jun21-12 Date:

Drawn:

Sheet No.:

PH - 124

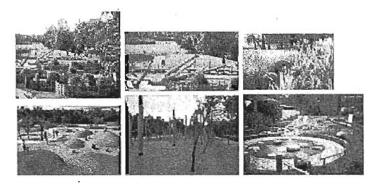


ΕN

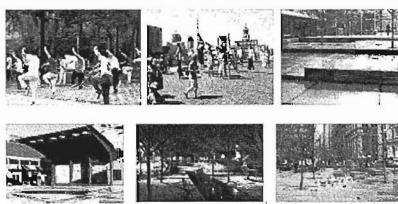
Durante Kreuk Ltd. 102 - 1637 West 6th Ave. Vancouver BC V6J 1N6

t: 604 684 4611 f: 604 684 0577 www.dkl.bc.ca

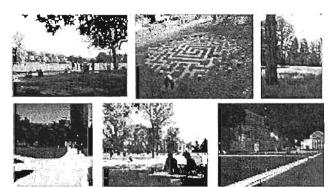
Tile:



Adventure Play



Public space



Open Spaces & Paths



Art for Play

Project:	Project No.:	Scole:	NTS
Mueller Park	11057	Date:	Jun21-14

Title:

Image Board

Scole:	NTS
Date:	Jun21-12
Drawn:	EN
Sheet No.:	

PH - 125 LSK 6



Durante Kreuk Ltd. 102 - 1637 West 5th Ave. Vancouver BC V6J 1N5

t: 604 684 4611 f: 604 684 0577 www.dkl.bc.ca



# Richmond Zoning Bylaw 8500 Amendment Bylaw 8903 (11-591985) 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road (Capstan Village)

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

- 1. Richmond Zoning Bylaw 8500 is amended by inserting Section 19.12 as follows:
  - "19.12 High Rise Apartment (ZHR12) Capstan Village (City Centre)

### 19.12.1 Purpose

The zone accommodates mid- to high-rise apartments within the City Centre, plus compatible secondary uses. Additional density is provided to achieve City objectives in respect to road, park, affordable housing, and the Capstan Canada Line station.

### 19.12.2 Permitted Uses

- child care
- congregate housing
- housing, apartment
- housing, town

### 19.12.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- health service, minor
- home-based business
- home business
- library and exhibit
- park
- studio

### 19.12.4 Permitted Density

- 1. The maximum floor area ratio (FAR) shall be 0.55, together with an additional 0.1 floor area ratio provided that it is entirely used to accommodate amenity space.
- 2. Notwithstanding Section 19.12.4.1, the reference to "0.55" is increased to a higher floor area ratio of "2.375" if:
  - a) the site is located in the Capstan Station Bonus Map area designated by the City Centre Area Plan;
  - b) the owner pays a sum into the Capstan station reserve as specified in Section 5.19;
  - c) the owner grants to the City, via statutory right-of-way, air space parcel, and/or fee simple lot, rights of public use over a suitably landscaped area

- of the site for park and related purposes at a rate of 5.0 m<sup>2</sup> per dwelling unit, based on the number of dwelling units authorized on the site by the Development Permit for the site, or 2,159.3 m<sup>2</sup>, whichever is greater; and
- d) the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$5,660,550 to the **City**'s capital Affordable Housing Reserve Fund established pursuant to Reserve Fund Establishment Bylaw No. 7812.
- 3. Notwithstanding Section 19.12.4.2, the maximum floor area ratio for the net site area of the area located within the City Centre shown cross-hatched on Figure 1 shall be 3.233, provided that the owner:
  - a) complies with the conditions set out in paragraphs 19.12.4.2(a), (b), (c), and (d);
  - b) dedicates not less than 2,159.3 m<sup>2</sup> of land to the City as road; and
  - c) transfers not less than 2,804.8 m<sup>2</sup> of land as fee simple lot to the City for park purposes (including the area referred to in Section 19.12.4.2(c), provided that such area is transferred to the City as a fee simple lot).

HAZELBRIDGE WAY
BROWN RD
CAPA

BROWN RD
CAPA

CA

Figure 1

# 19.12.5 Permitted Lot Coverage

1. The maximum lot coverage for buildings and landscaped roofs over parking spaces is 90%, exclusive of portions of the site the owner dedicated or transferred as a fee simple lot to the City for park or road purposes.

### 19.12.6 Yards & Setbacks

- 1. Minimum setbacks shall be:
  - a) for road and park: 6.0 m measured to a lot line (or the boundary of an area granted to the City for road or park purposes, via a statutory right-of-way, air space parcel, dedication, or as a fee simple lot), but may be

- reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the City; and
- b) for interior side yard or rear yard: 3.0 m, but may be reduced to nil if a proper interface is provided as specified in a Development Permit approved by the City.
- 2. Notwithstanding Section 19.12.6.1, structures located entirely below the finished grade may project into the road, park, interior side yard, or rear yard setbacks, provided that such encroachments do not result in a finished grade inconsistent with that of abutting lots and the structures are screened by a combination of trees, shrubs, native and ornamental plants, or other landscape material specified in a Development Permit approved by the City.

# 19.12.7 Permitted Heights

- 1. Maximum building height shall be 35.0 m, but may be increased to 47.0 m geodetic if a proper interface is provided with adjacent buildings and areas secured by the City, via a statutory right-of-way, air space parcel, dedication, or as a fee simple lot, for park purposes, as specified in a Development Permit approved by the City.
- 2. The maximum height for accessory buildings is 5.0 m.
- 3. The maximum height for accessory structures is 12.0 m.

### 19.12.8 Subdivision Provisions

1. The minimum lot area is 4,000.0 m<sup>2</sup>, exclusive of portions of the site the owner dedicates or transfers to the City in fee simple for park or road purposes.

### 19.12.9 Landscaping & Screening

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

### 19.12.10 On-Site Parking & Loading

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

### 19.12.11 Other Regulations

1. Telecommunication antenna must be located a minimum of 20.0 m above the ground (i.e. on the roof of a building).

- 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:
  - 2.1. HIGH RISE APARTMENT (ZHR12) CAPSTAN VILLAGE (CITY CENTRE).

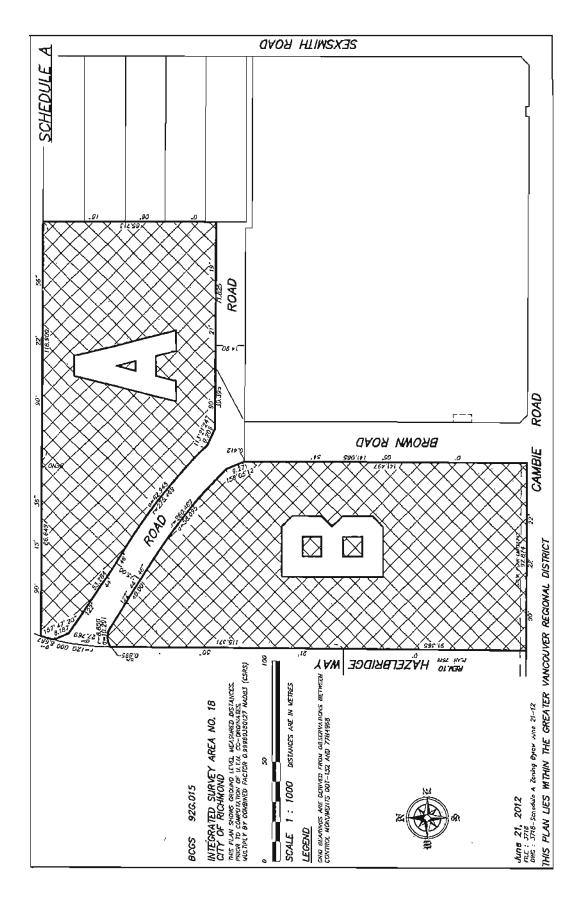
That area shown cross-hatched and indicated as "A" on "Schedule A attached to and forming part of Bylaw No. 8903".

2.2. SCHOOL & INSTITUTIONAL USE (SI).

That area shown cross-hatched and indicated as "B" on "Schedule A attached to and forming part of Bylaw No. 8903".

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8903".

FIRST READING	DEC 1 8 2012	CITY OF RICHMOND
PUBLIC HEARING		APPROVED by
SECOND READING		APPROVED by Oirector
THIRD READING		or solicitor
MINISTRY OF TRANSPORTATION & INFRASTRUCTURE APPROVAL		
OTHER REQUIREMENTS SATISFIED		
ADOPTED		
MAYOR	CORPORATE OFFIC	CER





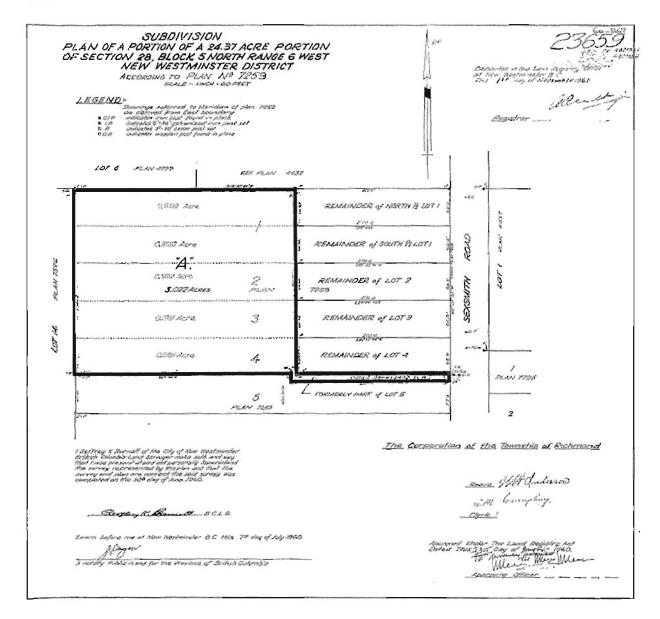
# Cambie Field - Sale of Park Bylaw 8927

The Council of the City of Richmond enacts as follows:

- 1. Subject to compliance with Section 27(1) of the Community Charter, S.B.C., 2003, c.26, that Lot "A" Section 28 Block 5 North Range 6 New Westminster District Plan 23659 (PID 009-247-904) as outlined in bold on the attached plan (Schedule A) be sold to Polygon Development 192 Ltd. or its designate for \$14,428,889 (the purchase price).
- 2. This Bylaw is cited as "Cambie Field Sale of Park Bylaw 8927".

FIRST READING	DEC 1 8 2012	CITY OF RICHMOND
SECOND READING		APPROVED for content by originaling dept.
PUBLIC NOTICE GIVEN THIRD READING		APPROVED for legality by Solicitor
ADOPTED		
MAYOR	CORPORATE OFFICER	

AUTOM.





# To Council- Oct 28, 2013

# **Report to Committee**

Planning and Development Department

TO PLN-OCT, 22, 2013

To: Planning Committee

Date: October 15, 2013

From: Wayne Craig

File: RZ 11-593406

Director of Development

Re: Application by Interface Architecture Inc. for Rezoning at 4991 No. 5 Road from

School & Institutional Use (SI) to Medium Density Townhouses (RTM2)

### Staff Recommendation

1. That Official Community Plan Amendment Bylaw 8947, to redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading.

- 2. That Official Community Plan Amendment Bylaw 8948, to redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map), be introduced and given first reading.
- 3. That Bylaws 8947 and 8948, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

4. That Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8986, for the rezoning of 4991 No. 5 Road from "School & Institutional Use (SI)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

Wayne Craig / Director of Development

SB:blg Att.

REPORT CONCURRENCE		
Routed To:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services Affordable Housing Recreation Services Policy Planning	E E E	Je greeg

### Staff Report

### Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 4991 No. 5 Road (Attachment A) "School and Institutional Use (SI)" to "Medium Density Townhouses (RTM2)" in order to permit the development of a 108-unit townhouse complex. The original proposal was to rezone the subject site from "School and Institutional Use (SI)" to "Low Density Townhouses (RTL4)" for 102 townhouse units. A staff report was reviewed by Planning Committee at the meeting on January 22, 2013 (Attachment B), and the application was referred back to staff. In response to the referral, the applicant revised the proposal to rezone the subject site from "School and Institutional Use (SI)" to "Medium Density Townhouses (RTM2)". A revised conceptual site is provided in Attachment C.

# Background

The following referral motion was carried at the January 22, 2013 Planning Committee meeting: "That the application by Interface Architecture Inc. for rezoning at 4991 No. 5 Road from School & Institutional Use (SI) to Low Density Townhouses (RTL4) be referred back to staff to:

- (a) Consider other development options including but not limited to commercial/retail or mixed-use development and an increase in density to ensure the best utilization of the site;
- (b) Research the history of the subject site as it relates to the existing recreational uses on the site; and
- (c) Examine the potential implications that the loss of the existing on-site private recreation facility space would have on the City's recreation facility inventory and its various user groups."

This supplemental report is being brought forward to provide a response to the referral, to provide a summary of revisions made to the development proposal, the nature of the associated variances and amenity contributions, and to present the revised OCP amendment bylaw and rezoning bylaw for introduction and first reading.

### Findings of Fact

Please refer to the attached updated Development Application Data Sheet (Attachment D) for a comparison of the proposed development data with the relevant bylaw requirements. Please refer to the original Staff Report dated January 16, 2012 (Attachment B) for information pertaining to surrounding development, related City policies and studies, pre-Planning Committee public input and responses, as well as staff comments on tree retention and replacement, site servicing, transportation, indoor and outdoor amenity space, variances, and Development Permit considerations.

### Analysis

This analysis section will discuss each of the referrals made by Planning Committee at their January 22, 2013 meeting.

### Development Options

In their referral back to staff, Planning Committee asked staff to work with the applicant to consider other development options including but not limited to commercial/retail or mixed-use development and an increase in density to ensure the best utilization of the site.

In response to the referral, the applicant has reviewed the sites development potential in the context of Planning Committee's request, and comments received from the neighbouring residents through their public consultation process and correspondence submitted to the City.

As a result, the applicant has revised their development proposal to increase the Floor Area Ratio (FAR) density from 0.6 to 0.65 and increase the number of townhouses from 102 to 108. In addition, 27 visitor parking spaces are proposed, which exceeds the Zoning Bylaw parking requirement by an additional five (5) visitor parking spaces. A detailed analysis of the revised proposal is provided later in this report.

The applicant considered several development options for the site; including commercial, mixed-use and higher density residential uses. In reviewing the commercial redevelopment potential of the site, the applicant took into consideration the site location, challenging site geometry, limited road frontage, and the distance from other commercial uses. After consideration, the applicant does not consider a stand-alone commercial development, or a mixed-use development to be economically viable for this site. In reviewing the residential apartment housing redevelopment potential of the site, the applicant took into consideration the distance from City Centre, the supply of available apartment housing stock, higher cost of concrete construction, challenging site geometry, sun shading potential of taller buildings, and comments received from the neighbouring residents through the earlier public open house and correspondence submitted to the City. After consideration, the applicant does not consider apartment development to be economically viable or appropriate for this site.

### History of Recreational Uses on the Site

In their referral back to staff, Planning Committee asked staff to research the history of the subject site as it relates to the existing recreational uses on the site.

The subject lot was created and rezoned in 1971 for the construction of a privately-owned tennis facility. Subdivision and consolidation affecting several privately-owned residential properties resulted in the creation of the current lot configuration of the subject property. The resulting lot was rezoned from General Residential District 3 to Private Recreational District, under Bylaw 2798. Western Indoor Tennis opened its doors in 1972. The original facility included the existing east building with indoor tennis courts, two-storey clubhouse with restaurant, and 10 outdoor tennis courts. A temporary "bubble" structure was erected during the winter months over the westernmost five (5) outdoor tennis courts.

In 2000, the property was sold to Sportstown BC Operations Ltd. for the development of a privately-owned recreational complex. The indoor tennis program was maintained and the clubhouse was renovated. The central arena building was constructed and artificial turf was installed in both the arena building and the existing "bubble" structure for indoor soccer use.

In 2001, the City leased space in the central arena building for gymnastics and rod and gun recreation uses to replace space that was previously located in the RCA Forum on Sea Island. In 2011, the City exercised its option under the existing lease to extend the lease until 2016. Details are provided in the attached memo from Community Services staff (Attachment E).

## Implications of Sports Facility Loss

In their referral back to staff, Planning Committee asked staff to examine the potential implications that the loss of the existing on-site private recreation facility space would have on the City's recreation facility inventory and its various user groups.

Please refer to the attached memo from Community Services staff regarding their review of the potential implications of losing the existing on-site private recreation facility space (Attachment E). Staff advises that there is capacity in other facilities to serve the recreation program needs of tennis and soccer players. In addition, with the City's lease expiring in early 2016, staff continues to have discussions with both the Rod and Gun Club and the Richmond Gymnastics Association regarding options for future locations.

### Changes Proposed to Zoning Relating to Increased Density

In response to the referral to examine the proposed density, the applicant is requesting an amendment to the application to rezone the subject site from "School and Institutional Use (SI)" to "Medium Density Townhouses (RTM2)" for a 108-unit townhouse development with a density of 0.65 FAR. The original proposal was to rezone the subject site from "School and Institutional Use (SI)" to "Low Density Townhouses (RTL4)" for a 102-unit townhouse development with a density of 0.60 FAR (Attachment B).

### Proposed Site Planning Changes Arising from Increased Density

The proposed increase in density is mostly accommodated in the addition of six (6) new townhouse units: one (1) new unit in each of the two (2) buildings at the west edge of the site; and two (2) new units in each of the two (2) buildings beside the indoor amenity building. Otherwise, the site planning and building massing remain largely the same.

### Changes Proposed to Rezoning Considerations Relating to Increased Density

With an increase in requested density for the site, the applicant has also agreed to increase the voluntary contributions to the City for the following:

- Affordable Housing The applicant continues to propose to make a cash contribution in
  accordance to the City's Affordable Housing Strategy as a requirement of rezoning. As the
  proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable
  square foot as per the Strategy (e.g. \$279,101). Although the contribution rate remains the
  same as the previous proposal, this contribution has increased from \$258,050 as a result of
  the increase in proposed density.
- Public Art Staff continue to work with the applicant to explore opportunities to participate in the City's Public Art Program as a requirement of rezoning. The applicant will participate in the City's Public Art Program; with installation of Public Art as a part of the development in the amount of \$0.75 per buildable square foot of residential space (e.g. \$104,663), or City acceptance of a cash contribution in the same amount to the City's Public Art fund. This will be further investigated through the required Development Permit application. Although the contribution rate remains the same as the previous proposal, this commitment has increased from \$96,770 as a result of the increase in proposed density.
- Leisure Facilities The applicant continues to propose to support the establishment of City leisure facilities. The applicant is proposing to contribute \$1,000,000 towards the City's Leisure Facilities Reserve Fund as a requirement of rezoning. This contribution has increased from \$700,000 associated with the previous proposal. The funds may be used at Council's discretion toward City recreation and/or cultural amenities.

All other rezoning considerations as presented in the January 2012 staff report are still included in the proposal. The revised list of rezoning considerations is included as **Attachment F**, which has been agreed to by the applicant (signed concurrence on file).

### Changes Proposed to Requested Variances Relating to Increased Density

The applicant is requesting the following variances to the Richmond Zoning Bylaw and "Medium Density Townhouses (RTM2)" zone for the project:

- Reduce the minimum rear yard (west) from 3 m to 2.2 m for the setback of the south-west corner of the last building (Building 22) to the highway. The rear yard is angled and increases to 34.0 m as the site narrows to the northwest. This requested variance has been changed as a result of increasing the number of townhouse units to accommodate increased density in response to Planning Committee comments. The setback reduction is mitigated with: a grade change between the highway and lower site; and proposed sound barrier fencing construction which is a requirement of MOTI and the rezoning. In addition, the setback reduction is to an exit/onramp connecting highways 99 and 91. The main highway travel lanes of both highways are further away from the site.
- Reduce the minimum exterior side yard (south) from 6 m to 2.3 m also for the setback of the south-west corner of the last building (Building 22) to the highway. The exterior side yard is also angled and increases to 10.9 m as the site widens out to the east. This new requested variance is a result of increasing the number of townhouse units to accommodate increased density in response to Planning Committee comments. Mitigation for the setback reduction is described above.
- Increase the percentage of parking spaces permitted in a tandem arrangement from 50% to 90%. This requested variance has been changed from the original proposal of 82% as a result of increasing the number of townhouse units to accommodate increased density in response to Planning Committee comments.

The variance for tandem parking in 97 units represents 90% of the total number of required residential parking spaces on the site. This does not comply with the percentage of tandem parking permitted in the Zoning Bylaw, but the variance can be considered on a site specific basis for this 'in-stream' application.

This 'in-stream' application was submitted to the City in 2011, before the 2012 amendments to the Richmond Zoning Bylaw to limit the percentage of tandem parking in multiple-family developments. The requested increased percentage of tandem parking is a direct result of revising the site plan to increase the number of townhouse units in response to comments from Planning Committee. As described above, six (6) townhouse units were added to the proposal to increase density on the site.

Development Applications and Transportation staff have reviewed the variance requested related to parking arrangement for this 'in-stream' application and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is a requirement of rezoning.

All of the variances mentioned above 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.

### Financial Impact or Economic Impact

None.

### Conclusion

In response to Planning Committee's referral:

- The applicant has considered land use and development options for the site and is proposing a revised density of 0.65 FAR and an addition of six (6) townhouses for a total of 108 units to increase the utilization of the site.
- The history of recreational uses on the site has been reviewed.
- Community Services Department staff has reviewed the potential implications of losing the
  existing on-site private recreation facility space. Staff advises that there is capacity in other
  facilities to serve the recreational needs of tennis and soccer players. In addition, with the
  City's lease expiring in early 2016, staff continues to have discussions with both the Rod and
  Gun Club and the Richmond Gymnastics Association about options for future locations.

The proposed 108-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding multi-family developments. With the noted variances above, the proposal generally meets the zoning requirements set out in the Medium Density Townhouses (RTM2) zone. Overall, the proposed land use, site plan, and building massing respects the adjacent single detached neighbourhood to the north. Further review of the project design is required to be completed as part of the Development Permit application review process.

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

On this basis, staff recommends support for the rezoning application.

Sara Badyal, M. Arch, MCIP, RPP

Sara Badyal.

Planner 2

(604-276-4282)

SB:blg

3980319

### Attachments:

Attachment A: Location Map & Aerial Photo

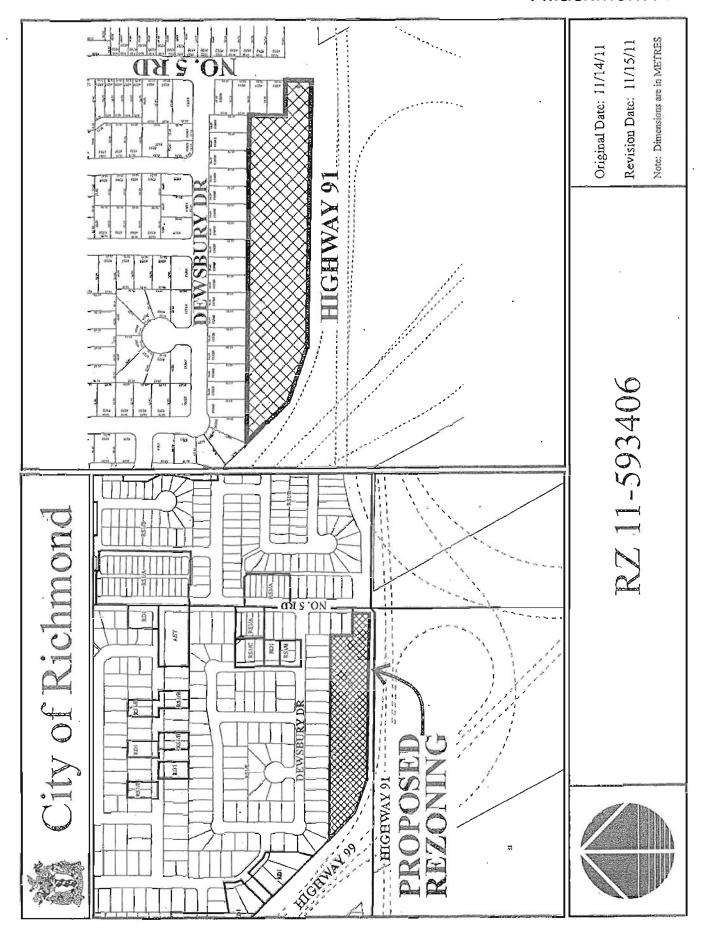
Attachment B: Report to Committee dated January 16, 2012 Attachment C: Revised Conceptual Development Plans

Attachment D: Updated Development Application Data Sheet

Attachment E: Memo from Vern Jacques, Senior Manager, Recreation and Sport Services

(dated August 23, 2013)

Attachment F: Revised Rezoning Considerations Concurrence



PH - 141





RZ 11-593406

Original Date: 11/14/11

Amended Date:

Note: Dimensions are in METRIS



# **Report to Committee**

Planning and Development Department

To: Planning Committee

Date: January 16, 2012

From: Wayne Craig

File: RZ 11-593406

Director of Development

Application by Interface Architecture Inc. for Rezoning at 4991 No. 5 Road from

School & Institutional Use (SI) to Low Density Townhouses (RTL4)

### Staff Recommendation

Re:

1. That Official Community Plan Amendment Bylaw 8947:

 To redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map)

be introduced and given first reading.

- 2. That Official Community Plan Amendment Bylaw 8948:
  - To redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map)

be introduced and given first reading.

- 2. That Bylaws 8947 and 8948, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans

are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.

- 4. That Zoning Amendment Bylaw 8986:
  - To rezone 4991 No. 5 Road from "School & Institutional Use (SI)" to "Low Density Townhouses (RTL4)"

be introduced and given first reading.

Wayne Craig

Director of Development

WC:kţ

Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services Affordable Housing Recreation Services Policy Planning	· 四 四	fu toda

## Staff Report

## Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 4991 No. 5 Road (Attachment 1) from School and Institutional Use (SI) to Low Density Townhouses (RTL4) in order to permit the development of a 102 unit townhouse complex. The development proposal is predominantly three-storey, with some two-storey end units provided along the north interface to adjacent single-family properties, and a central single-storey amenity building. A preliminary site plan and building elevations are contained in Attachment 2.

The privately owned site currently contains four substantial buildings, an outdoor swimming pool, and surface parking areas. The existing commercial recreation complex includes a soccer store, licensed restaurant, and indoor sport facilities. The complex also includes a facility that is leased by the City for the operation of gymnastics, air pistol and archery programming. The lease is in effect until February 2016.

The developer is required to enter into a Servicing Agreement as a requirement of rezoning for the design and construction of: frontage improvements, storm sewer upgrades, and sanitary sewer extension.

## Findings of Fact

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

## Surrounding Development

To the North: Existing single-family dwellings fronting onto Dewsbury Drive on lots zoned

Single Detached (RS1/E)

To the East: Existing single-family dwellings fronting onto No. 5 Road on lots zoned Single

Detached (RS1/E), and across No. 5 Road is a rear lane and Ministry of Transportation and Infrastructure (MOTI) right-of-way for BC Highway 91

To the South: MOTI right-of-way for BC Highway 91

To the West: MOTI right-of-way for BC Highway 99

## Related Policies & Studies

#### Official Community Plan (OCP)

The proposed development is located in the East Cambie planning area (Attachment 4). The application includes OCP amendments to amend the City of Richmond 2041 OCP Land Use Map Attachment 1 to Schedule 1 and also the East Cambie Area Plan Schedule 2.11B. The City of Richmond 2041 OCP Land Use Map is proposed to be amended by changing the designation of the subject site from "Commercial" to "Neighbourhood Residential". The East Cambie Area Plan Land Use Map is proposed to be amended by changing the designation of the subject site from "School/Park Institutional" to "Residential". The proposed low density townhouse land use complies with the amendments.

The applicant is requesting the change in land use to redevelop the commercial sports recreation complex into a townhouse development. The change is sought as the owner has expressed concerns about the continued economic viability of the business at this location. The addition of townhouses will help to address Richmond's growing population with a variety of housing to complement the adjacent single family neighbourhood.

# OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 2 (High Aircraft Noise Area) of the ANSD map (Attachment 5). Area 2 does not allow for consideration of new single family, but does allow consideration of all other Aircraft Noise Sensitive Land Uses (including dwelling units). The policy also requires the registration of a restrictive covenant on title to address aircraft noise mitigation and public awareness. Registration of an aircraft noise sensitive use restrictive covenant is a requirement of rezoning.

This legal agreement is intended to identify that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within 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 Level (decibels)		
Bedrooms	35 decibels		
Living, dining, recreation rooms	40 decibels		
Kitchen, beathrooms, hallways, and utility rooms	45 decibels		

b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

As part of the required Development Permit, the applicant is required to submit a report and recommendations prepared by an appropriate registered professional, which demonstrates the interior noise levels and thermal conditions comply with the policy and the required covenant. These are also required to be incorporated into the future Building Permit.

A preliminary acoustic study prepared by BKL Consultants in Acoustics has been submitted to the City. The study includes recommendations for construction upgrades to the roof and walls, upgrades to windows for bedrooms, and installation of a sound barrier wall along the highway frontage. The Ministry of Transportation and Infrastructure requires the developer to install a sound barrier as a buffer to Highway 91 and the ramp onto Highway 91 (See MOTI section below). MOTI approval, including an arrangement to construct the sound barrier is a condition of rezoning.

## Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption. The subject site is located in Area A, which requires a minimum flood construction level of 2.9 m GSC for habitable space, or no lower than 0.3 m above the highest crown of road.

The proposal complies, with a ground floor level of approximately 3.0 m, which is 0.3 m above the highest crown of No. 5 Road in front of the subject site. In the portions of the site where neighbouring properties are lower than the required flood construction level, the proposed design has yards that slope down to meet the existing grade at the property lines. This improves the transition to neighbouring properties and successful tree retention.

# Affordable Housing Strategy

The applicant proposes to make a cash contribution in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy (e.g. \$258,050).

The City's existing Affordable Housing Strategy requires townhouse developments to provide a cash contribution, regardless of the size of the development. The large size of the subject townhouse rezoning application is rare, but a cash contribution is appropriate given the City's existing policy.

Community Services staff are currently reviewing the City's Affordable Housing Strategy, and are anticipating submitting a separate staff report for Council consideration later this year. The review will include looking at contribution rates for all forms of development, and the provision of Affordable Housing units in larger scale townhouse developments.

### Public Art Policy

Staff are working with the applicant to explore opportunities to participate in the City's Public Art Program. The applicant will participate in the City's Public Art Program with installation of Public Art as a part of the development in the amount of \$0.75 per buildable square foot of residential space (e.g. \$96,770), or City acceptance of a cash contribution in the same amount to the City's Public Art fund. This will be further investigated through the required Development Permit application.

#### City Lease

The privately owned site currently contains a mix of private and community sport programming, as well as retail and restaurant spaces. The City has an existing lease for indoor facilities on the site for the operation of gymnastics, air pistol and archery programming until February 2016.

Community Services staff have reviewed the proposal and are not opposed to the rezoning proceeding as the lease secures the facility until 2016.

The property owner has advised City staff that they would be willing to allow the City to terminate the lease should the City so desire.

Prior to final adoption of the Rezoning, Community Services staff will provide a separate staff report presenting information for Council consideration regarding:

- How gymnastics programming may be accommodated as part of the City's Capital plan.
- Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.

The applicant is proposing to contribute \$700,000 towards the City's Leisure Facilities Reserve Fund as a requirement of rezoning. This amenity contribution was reviewed in consultation with Community Services, Recreation Services, and Real Estate Services staff. Staff agreed that the contribution could assist the City in replacing the existing gymnastics facility given that it is only secured until February 2016. The proposed amenity contribution does not impact the City's ability to continue to utilize the lease space until the lease expiration in February 2016.

#### Consultation

## BC Ministry of Transportation and Infrastructure (MOTI)

Approval from the BC Ministry of Transportation & Infrastructure (MOTI) is a requirement of rezoning as the subject site is located within 800 m of a controlled access to a Provincial Highway. Staff have reviewed the rezoning application with MOTI staff and impact of highway noise on future residents is a concern. MOTI requires that the developer install sound barrier fencing inside the MOTI right-of-way at the top of bank. Approximately 450 m of barrier will be constructed by the developer through a separate MOTI permit process. MOTI will take over ownership & maintenance of the barrier once completed.

#### Vancouver International Airport (YVR)

This application was not referred to YVR because the proposed multi-family land use complies with the OCP Aircraft Noise Sensitive Development Policy. As discussed above, the property is located in Area 2 of the policy, which allows for consideration of all new aircraft noise sensitive land uses, except single family. As a courtesy, staff has provided information regarding the rezoning application to YVR staff.

#### School District No. 38 (Richmond)

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). As a courtesy, staff has provided information regarding the rezoning application to school district staff.

3646966

## **Public Input**

The development application process to date has included a public information meeting before the rezoning application was submitted to the City and the installation of informational signage on the site. The Public Hearing will include notification to neighbours and local newspaper advertising. Public input has been received through the open house meeting and correspondence.

The applicant hosted a public information meeting before submitting a rezoning application to the City. Approximately 21 to 25 people attended the meeting which was held from 5pm to 8 pm on June 20, 2011 at the East Richmond Community Hall on Cambie Road. Invitations were delivered to more than 150 properties, including properties in the neighbourhood north of the site and properties in the block on the opposite side of No. 5 Road (Attachment 6). The development team provided a presentation on a preliminary design proposal (massing sketches, typical floor plan and elevations). The following concerns about the development proposal were expressed at the meeting (with response included in 'bold italics'):

- Three-storey building height In response to the concern, building height was stepped down to provide two-storey units for the majority of the north edge of the site, which is the interface to single-family properties fronting onto Dewsbury Drive. Overall, the development is predominantly Three-storey in height, which is typical for townhouse development throughout the City and allows for more consolidated building footprints and increased open space.
- Excessive vehicle speed of No. 5 Road traffic Speeding has been an issue for northbound vehicles. A speed study conducted in July 2011 indicated an average speed on No. 5 Road in the northbound direction of 70 kph over a one-week period, which is significantly higher than the 50 kph speed limit. As a result, staff have notified RCMP to target enforcement along the No. 5 Road corridor, between Cambie Road and the Highway 91 overpass.
  - To help reduce vehicle speeding, installation of a digital speed board is a requirement of rezoning.
- Safety crossing No. 5 Road There is a special crosswalk on No. 5 Road at McNeely Drive, adjacent to the bus stops and approximately 250 m north of the subject site. Staff will continue to monitor pedestrian activity in the area.
- Lack of a sidewalk south of the site to the Nature Park —Staff have forwarded the request to MOTI as the highway right-of-way south of the subject site is under their jurisdiction. The frontage of the subject site will be upgraded as a requirement of the rezoning. A new sidewalk will be pulled away from the street edge behind a landscaped boulevard to improve the pedestrian environment in front of this site. Concrete sidewalk exists along the west side of No. 5 Road from Cambie Road south to the abutment of the Highway 91 overpass, linking the residential areas to the Cambie shopping centre.
- Difficulty for the neighbourhood (Dewsbury, Deerfied and Dumont) to gain access to/from No. 5 Road The existing recreation facility generates traffic that is higher than the estimated traffic that will be generated by the proposed townhouse development according to the Traffic Study submitted to the City. With the proposed change to a townhouse development, it is estimated that there will be a slight increase in traffic generated in the morning peak hour of about 15 vehicles and a reduction in the afternoon peak hour of

approximately 35 vehicles. The 15 additional vehicles in the morning is anticipated to have minimal impact to the surrounding road system as it translates to just one additional car every four minutes and can be accommodated by the adjacent road network capacity and geometry with no significant impact to traffic on the nearby streets. In the evening, traffic to and from this site will reduce.

• Neighbours are finding too many cars being parked in front of their homes — The existing recreation facility can have surges in parking demand, due to special events. The proposed townhouse use will generate a more regular and consistent traffic and parking pattern as compared to the existing recreation facility, with less likelihood for parking to spillover to the residential neighbourhood.

The proposed development meets the off-street parking requirement in the Zoning bylaw with two parking spaces for each unit and 21 visitor parking spaces. Through the Development Permit review, the applicant and staff will explore opportunities to provide additional visitor parking on-site.

Restricted parking is generally permitted along No. 5 Road, although it is not permitted in the MOTI highway ROW to the south. On the west and east sides of No. 5 Road in front of the site and northward to Cambie Road, parking is permitted from 6pm to 7am. On the east side, it is also permitted from 9 am to 4 pm.

The City's Traffic Control and Regulation Bylaw restricts parking in front of a residential house over three hours. Residents experiencing parking issues are encouraged to contact the RCMP non-emergency line.

- Proposed density was too high; it would generate too much noise and potential unwanted activity Low density townhouse zoning (RTL4) is proposed, with a maximum floor area ratio of 0.6 and maximum building height of three-storeys.
- Shadowing of the backyards of the adjacent neighbours to the north The design minimizes the shadow impact at the north edge of the site by minimizing the building massing along the shared north property line through turning the buildings, stepping down the building height from three-storey to two-storey for end units, increasing the side yard setback for two-storey units, and providing a larger setback for three-storey units.
- Lack of a grocery store in the neighbourhood Retail grocery store development is not proposed.
- City owned park use preferred Community Services staff have reviewed the proposal and are not opposed to the rezoning. The City has no plans to acquire the site for park use. The neighbourhood is served by the Nature Park and King George Park.
- Single-family use preferred Because the site is located within a High Aircraft Noise Area, new single-family land use at this location would not comply with the OCP (see Aircraft Noise Sensitive Development section above). Multi-family development with acoustic and thermal measures to ensure resident comfort is recommended.
- Construction process site vibration and noise The developer has been provided with a copy of the City's good neighbour brochure, which provides information to developers regarding construction disturbance in single-family neighbourhoods. The developer is required to comply with the City's noise bylaw which addresses the permitted level of noise, and hours of construction.

• Impacts of the development on property taxes for neighbours – Staff are not aware that the development proposal will significantly impact the property taxes for the neighbours.

Public correspondence has been received regarding the public information meeting and regarding the rezoning application (Attachment 7). Residents of the adjacent single-family neighbourhood to the north expressed the following concerns (with response included in 'bold italics'):

- Excessive vehicle speed of No. 5 Road traffic This concern was also raised at the public information meeting. See comments above.
- Increased traffic volume worsening the existing difficulty for the neighbourhood (Dewsbury, Deerfied, Dumont, McNeely and Dallyn) to gain access to/from No. 5 Road and to/from Cambie Road This concern was also raised at the public information meeting. See comments above.
- Overflow street parking as a result of garages being used for storage instead of parking. During Sportstown special events (ie. tennis tournament), our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Road This concern was also raised at the public information meeting. See comments above.
- Loss of amenities: restaurant, gymnastics, tennis and outdoor swimming pool The subject site is a privately owned commercial site and the property owner has expressed concerns about the economic viability of the commercial facility. The proposal does result in the loss of amenities on this privately owned site, however, amenities are available elsewhere in the City. There are nearby restaurants at the Cambie Neighbourhood Service Centre at No. 5 Road and Cambie Road and additional commercial amenities may be considered through the future planning of the Neighbourhood Service Centre. As noted above, the City has secured space on the subject site for gymnastics programming until the lease expires in February 2016. Prior to final adoption of the rezoning, Community Services staff will provide information for Council consideration regarding gymnastics programming. Indoor tennis is available to the public in Minoru Park and Steveston Park. The small outdoor swimming pool on the site is not part of the inventory of public serving aquatic facilities.
- Safety of proposed townhouse units from potential highway accidents —This is under the jurisdiction of MOTI, who have reviewed the proposed redevelopment of this site.
- Noise and pollution from highway traffic and townhouse residents As suggested by MOTI,
  the developer has agreed to construct sound barrier fencing along the highway interface as
  a requirement of rezoning.
- Single-family use preferred This concern was also raised at the public information meeting. See comments above.
- Location may result in the units being purchased as investments, rented out, and used as
  grow ops and drug labs The townhouse proposal will complement the single-family
  neighbourhood with housing choice.
- Impact of secondary access on Dewsbury Road A single driveway to No. 5 Road is proposed for the development. There is no access to Dewsbury Road. A secondary emergency access is not required for this development; fire suppression sprinkler systems are required for the rear portion of the townhouse development.

#### Staff Comments

Staff Technical Review comments are included. No significant concerns have been identified through the technical review.

## Tree Retention and Replacement

	Existing	Retained	Compensation	
On-site trees	24	10 trees retained 3 trees relocated	2:1 replacement ratio for removal of 11 trees	
Off-site trees on neighbouring properties	5 trees 2 hedges	5 trees 2 hedges	To be protected	
Off-site trees in MOTI Highway ROW	39	39	To be protected	
Off-site trees in City boulevard	3	3	To be protected	

- A Tree Survey and a Certified Arborist's report were submitted in support of the application and reviewed by the City's Tree Preservation Coordinator. A Tree Preservation Plan is included in Attachment 2.
- The developers are not permitted to endanger neighbouring off-site trees, as detailed in the City of Richmond Tree Protection Information Bulletin Tree-03. These include: three (3) street trees (Tag# A, B and C) in the adjacent No. 5 Road boulevard; five (5) trees and two (2) hedges (Tag# D, E, F, G, H, J and Hedge) in the adjacent properties to the north; and 39 off-site trees located in the MOTI highway ROW to the south.
- The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the removal of 11 bylaw-sized trees onsite, including:
  - o Two (2) trees (Tag#524 and 525) located up against the existing building at the main entry, which have been previously topped and should be removed and replaced;
  - o Five (5) trees (Tag#573, 577, 578, 579 and 580) located along the north property line in poor condition; and
  - o Four (4) trees (Tag#562, 564, 568 and 569) located along the southwest property line in poor condition.
- The developers have agreed to retain and protect 10 trees onsite:
  - o Four (4) frees located along the north property line, including a Sawara Cypress, two (2) Norway Spruces and a Dawn Redwood (Tag# 572, 574, 575 and 576).
  - o One (1) Willow Oak (Tag# 522) in the No. 5 Road streetscape.
  - o One (1) Norway Spruce (Tag# 570) at the west corner of the site.
  - A group of Biter Cherry trees (Tag# 571) at the southwest edge of the site.
     Note: four (4) trees in this grouping are on the development site and two (2) are on the Highway Right-of Way (ROW).

- The developers have agreed to protect and relocate three (3) Japanese maple trees (Tag# 526, 527 and 528) located in a raised planting bed at the main entry to the existing building. An appropriate location on site will be determined through the Development Permit application. Written confirmation from a tree moving company that these trees will be relocated on site is a requirement of rezoning.
- The project Arborist recommends removing 2 of the 5 neighbouring off-site trees in the adjacent property to the north at 11660 Dewsbury Drive (tag# E and H) due to their existing poor condition. The developer has delivered this information to the property for the owner's consideration. A tree removal permit application may be submitted to the City for consideration with the written permission from the adjacent property owner with whom the trees are shared. These trees will be protected unless the neighbouring owner grants permission for their removal.
- The project Arborist recommends removing seven (7) of the 39 neighbouring off-site trees in the MOTI highway ROW. The developer is discussing this information with MOTI and the applicant must obtain written permission from the MOTI prior to removal of any of these trees.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of 11 bylaw-sized trees. According to the Preliminary Landscape Plan included in Attachment 2, the developer is proposing to exceed this number of replacement trees on site to supplement the ten (10) retention trees and three (3) relocated trees. The landscape plan will be further refined through the required Development Permit application.
- The Certified Arborist will need to work with the Architect, Landscape Architect and Civil Engineer to ensure the design accommodates the tree and hedge protection. The design will be further reviewed and refined at the Development Permit stage.
- Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone is a requirement of rezoning.

## Site Servicing

An upgrade to the existing storm sewer along No. 5 Road is required. Approximately 85 m of the existing storm sewer pipe is required to be upgraded from 450 mm diameter pipe to the larger of 900 mm or OCP size. The works extend beyond the site frontage to tie into the two (2) existing storm manholes along No. 5 Road (storm manholes STMH6923 and STMH6922). A site analysis will be required on the Servicing Agreement drawings (for site connection only).

An independent review of servicing requirements has concluded that the existing sanitary sewer along Dewsbury Drive will support the proposed development with the addition of an extension to accommodate site connection. Approximately 150 m of new 200 mm diameter sanitary sewer is required to be constructed along No. 5 Road and Dewsbury Drive to connect the southeast corner of the subject site with the closest sanitary manhole on Dewsbury Drive (sanitary manhole SMH5377).

At future Building Permit stage, the developer is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow. Due to the depth of the lot and single driveway, water flow will be required to service on-site private hydrants and sprinklers.

## Transportation

One (1) driveway off No. 5 Road is proposed for the large townhouse development on a deep lot.

Frontage improvements are a requirement of rezoning. The developer is required to enter into a Servicing Agreement for the design and construction of frontage improvements including, but are not limited to: new 1.5 m wide concrete sidewalks at the new property line and grass boulevard with street trees to the existing curb.

In response to neighbourhood concerns, the applicant proposes to contribute \$10,000 towards a speed-reader board as a requirement of rezoning. This contribution will facilitate the installation of one (1) speed-reader board. The proposed location of the board is on the east side of No. 5 Road between the Highway 99 and Highway 91 bridges which is primarily a highway shoulder environment. The intent of the speed-reader board is to provide real-time feedback to drivers on their current speed with the objective of deterring speeding. This measure is aimed to help address vehicular speeding in the northbound direction on No. 5 Road and remind drivers to slow down in light of the unique conditions of this section of No. 5 Road where vehicles in the northbound direction tend to gain speed due to the downward grade from the Highway 99 overpass.

Staff do not intend use similar speed-reader boards as a regular measure to address speeding issues in other urban streets as it is recognized that there may be adverse aesthetic impacts. After installation of the proposed board, Transportation staff will monitor its effectiveness and will remove it if deemed ineffective.

#### Indoor Amenity Space

The applicant is proposing to provide an indoor amenity building located in the central outdoor amenity area. The proposed size meets the Official Community Plan (OCP) guidelines. The detailed design will be refined as part of the Development Permit application.

### Outdoor Amenity Space

The proposed outdoor amonity space size meets the Official Community Plan (OCP) guidelines. Pedestrian paths are provided throughout the site and consolidated outdoor space is proposed to be provided in three areas on the site: a west children's play area, a central amonity space, and an east entry gateway. The design of the children's play area and landscape details will be refined as part of the Development Pennit application.

#### **Analysis**

The proposal is generally in compliance with the development guidelines for multiple family residential developments. The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east. The 11 units immediately adjacent to neighbouring single-family dwellings have been reduced in height to two-storeys and have a setback of 4 m. Only units with a greater setback (more than 6 m) have a building height of three-storeys. The building height and massing will be controlled through the Development Permit process.

# Requested Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTL4) zone. The applicant is requesting the following variances for the project:

- Reduce the minimum rear yard from 6 m to 3.9 m for the southwest corner of the last building (Building 22).
- Allow tandem parking spaces in eighty-three (83) of the units.

All of the variances mentioned above 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.

Transportation staff have reviewed the variance requested related to parking arrangement and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is a requirement of rezoning.

Transportation staff are currently reviewing the City-wide provision of tandem parking in townhouse development and are anticipating submitting a separate staff report for Council consideration this spring.

The variance for tandem parking in 83 units represents 81.4% of the total number of units. Staff will continue to work with the applicant through the required Development Permit process to investigate opportunities to reduce the percentage of units with tandem parking and increase the number of visitor parking spaces, including any recommendations that may come out of the Citywide tandem parking review.

## Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development is sensitively integrated into the neighbourhood. Through the Development Permit application review process, the following issues will to be further examined and additional issues may be identified:

- Review of detailed building form and architectural character.
- Review of detailed landscaping design.

- Review of fire fighting provisions. Due to the lot depth and single vehicle access, most of the buildings are required to have sprinklers, the site layout is required to provide opportunities for fire trucks to turn around, and private hydrants are required to be provided onsite. Richmond Fire Rescue has reviewed the proposal and does not object to the rezoning.
- Review of opportunities to increase the number of visitor parking spaces.
- Review of convertible and aging in place features. Seven (7) convertible units are proposed and aging in place features are proposed in all units.
- · Review of site design and grade for the survival of protected trees.

## Financial Impact or Economic Impact

None.

#### Conclusion

The proposed 102-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding multi-family developments. With the noted variances above, the proposal generally meets the zoning requirements set out in the Low Density Townhouses (RTL4) zone. Overall, the proposed land use, site plan, and building massing respects the adjacent single-family neighbourhood to the north. Further review of the project design is required to be completed as part of the Development Permit application review process.

The list of rezoning considerations is included as Attachment 8, which has been agreed to by the applicants (signed concurrence on file).

On this basis, staff recommends support for the rezoning application.

Sara Badyal, M. Arch, MCIP, RPP

Sava Badyal

Planner 2.

#### SB:kt

Attachment 1: Location Map & Aerial Photo

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

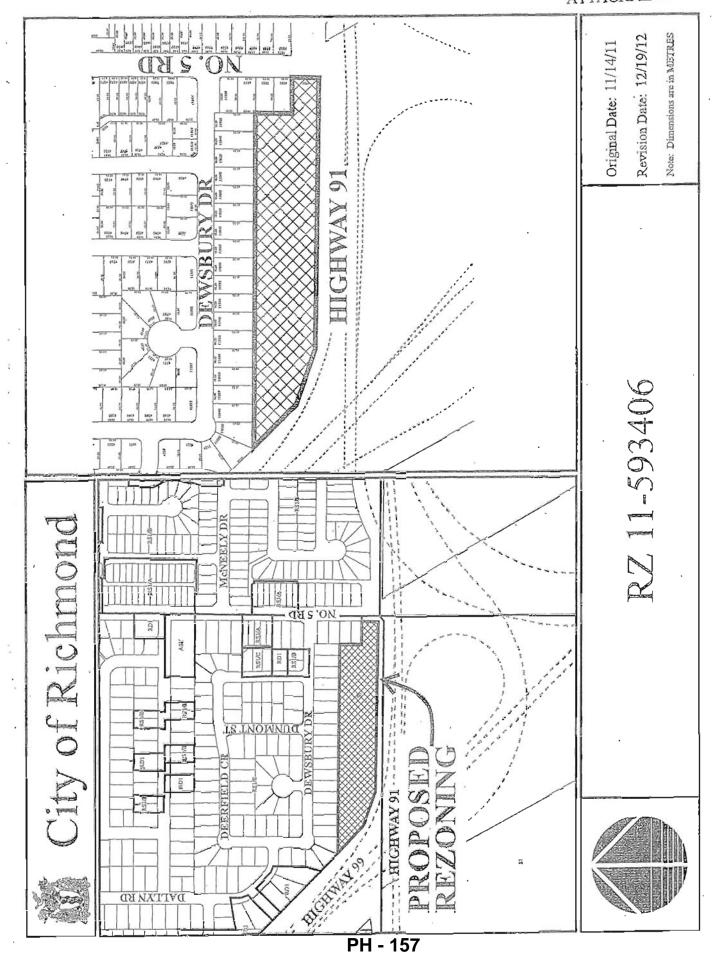
Attachment 4: East Cambie Planning Area Site Context Map

Attachment 5: OCP Aircraft Noise Sensitive Development Policy Context Map

Attachment 6: Open House Notification Area Map

Attachment 7: Public Correspondence

Attachment 8: Rezoning Considerations Concurrence







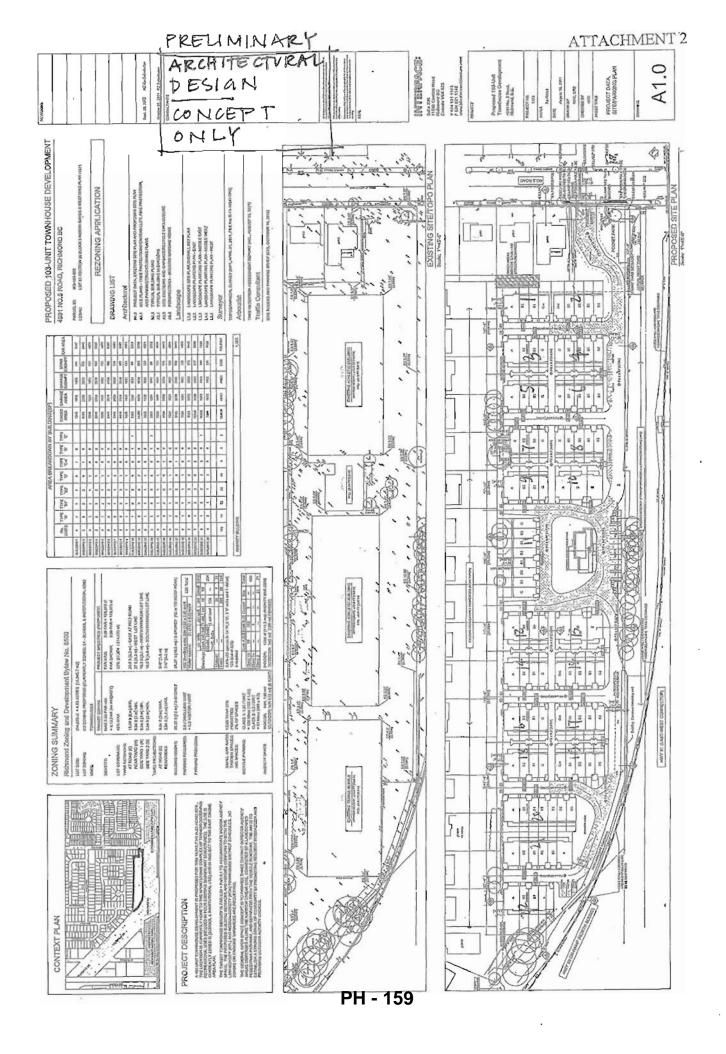
RZ 11-593406

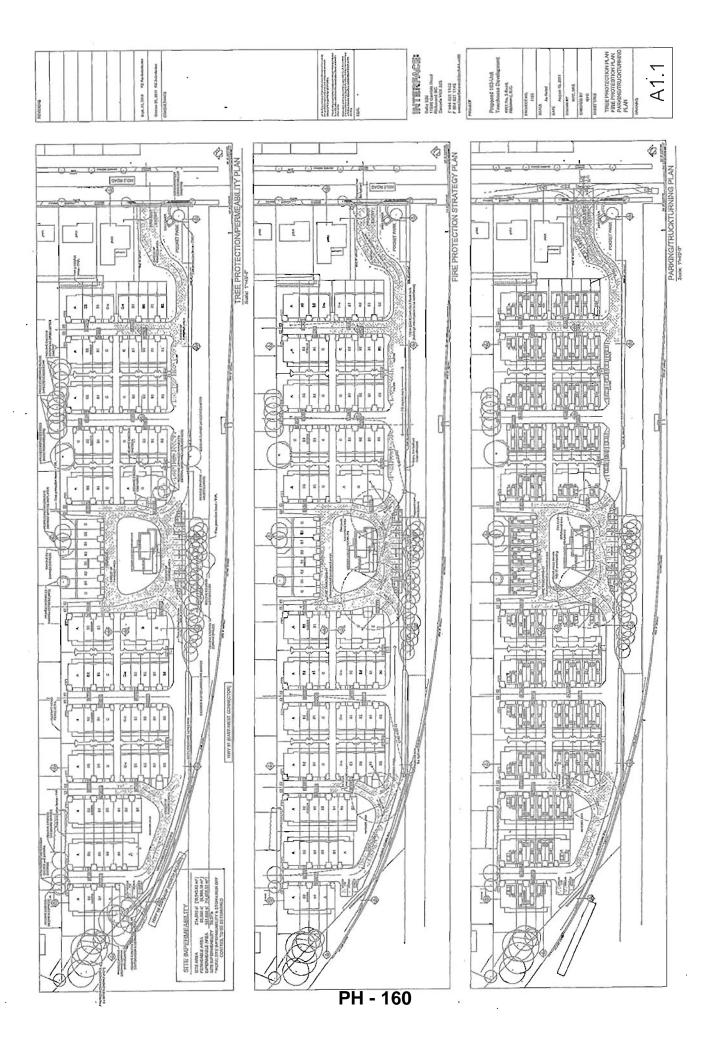
PH - 158

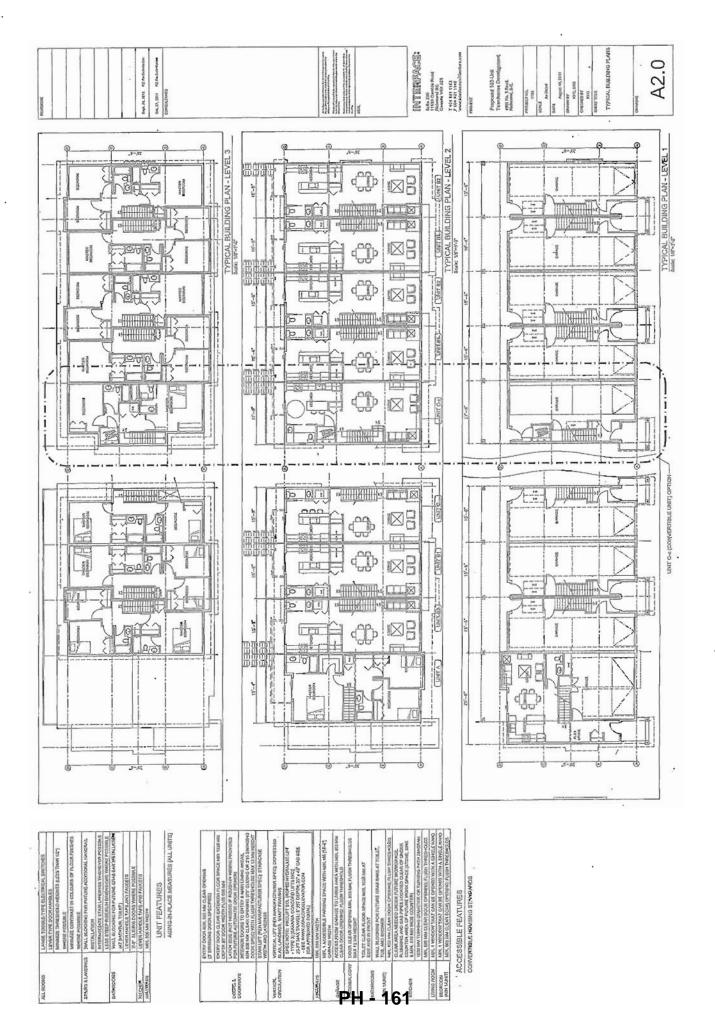
Original Date: 11/14/11

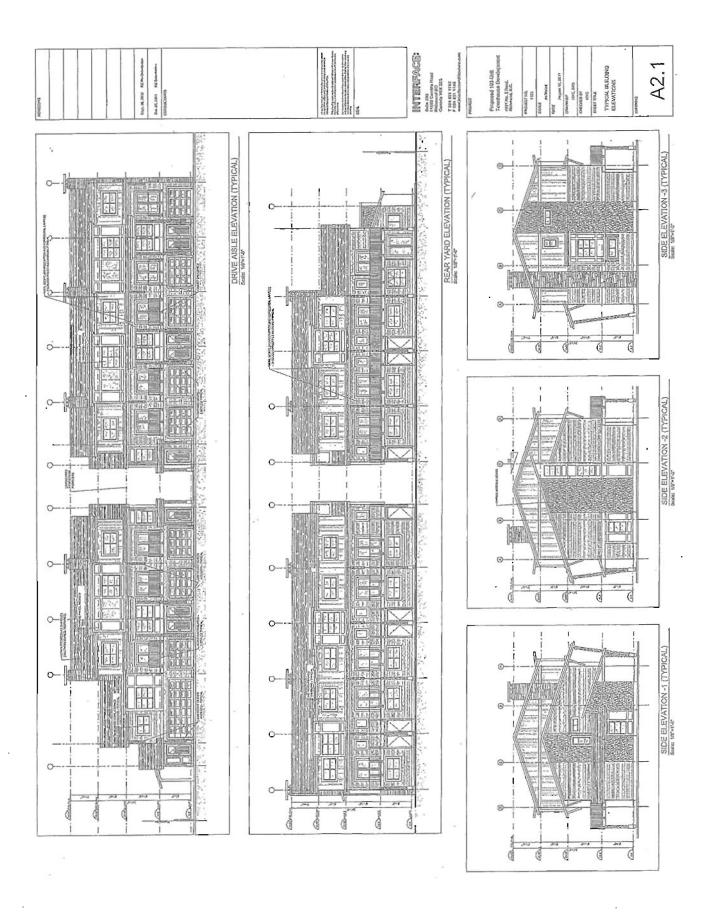
Amended Date:

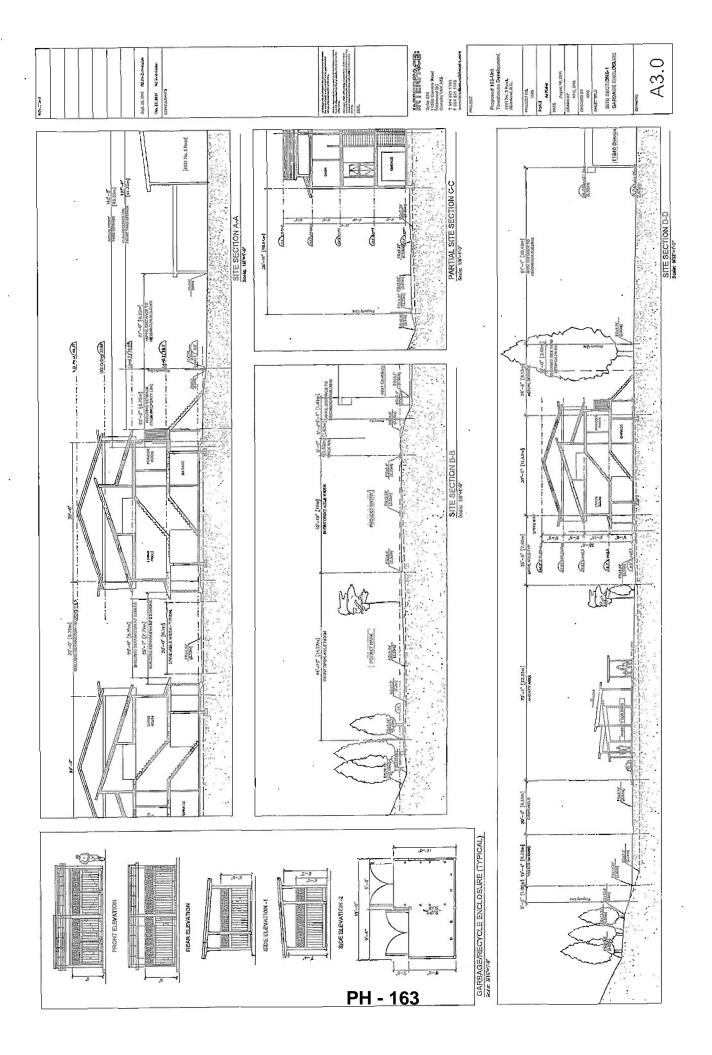
Note: Dimensions are in METRES

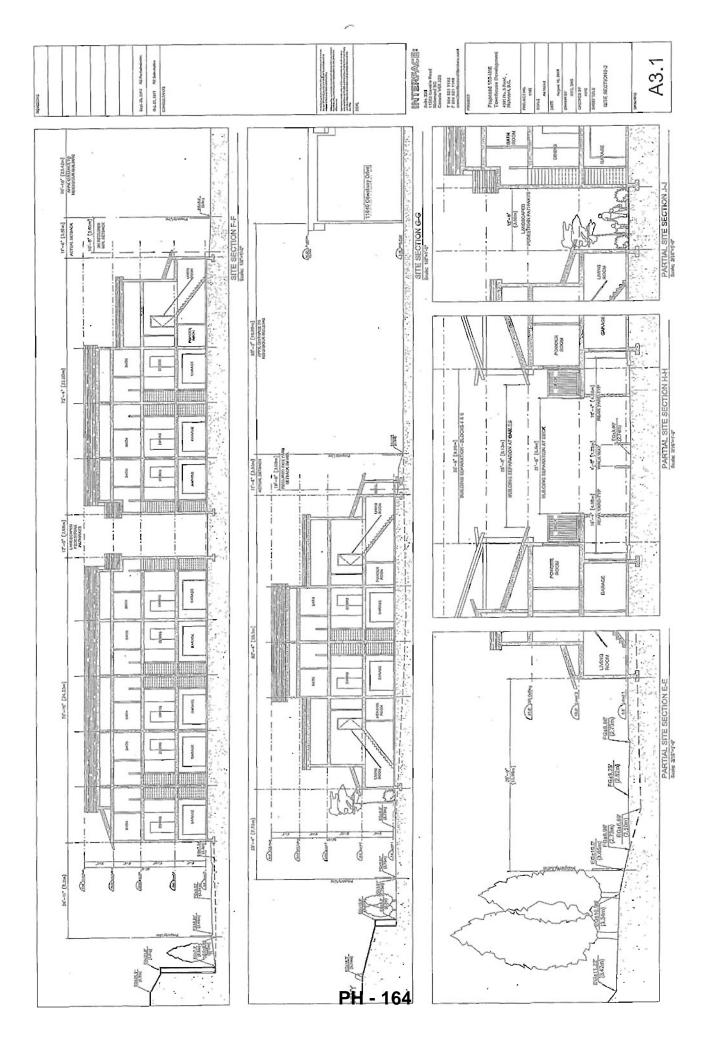


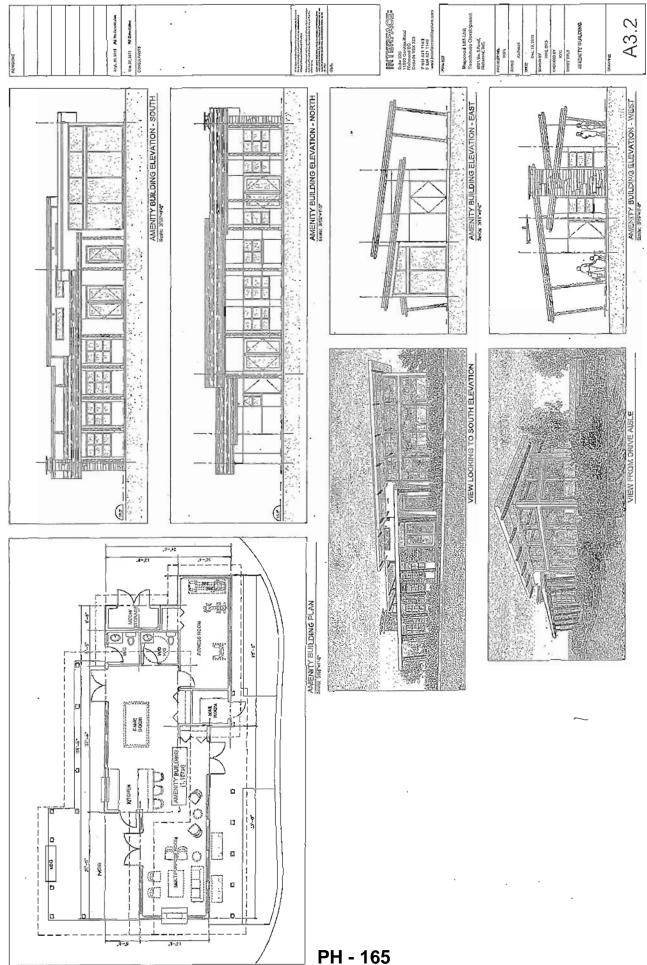


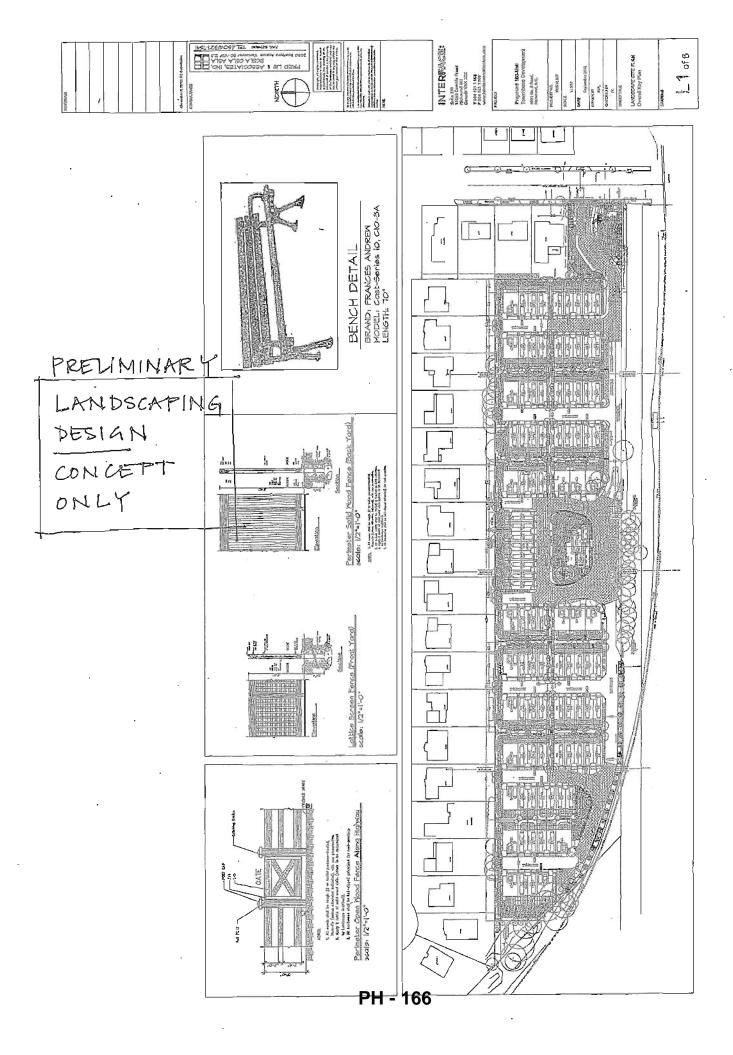


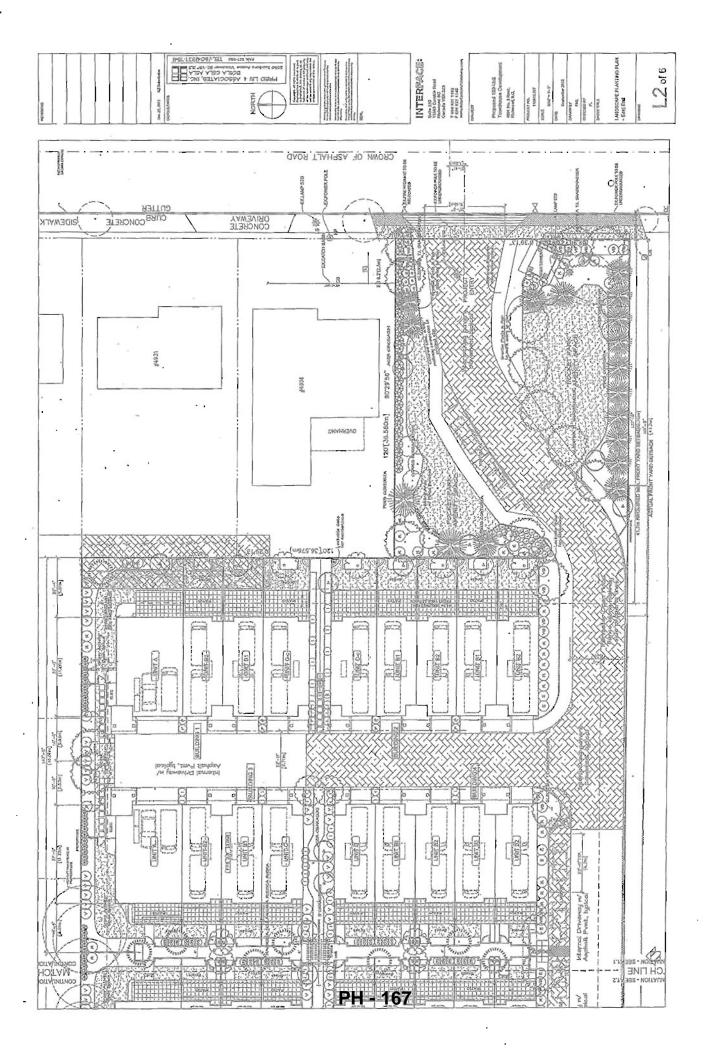


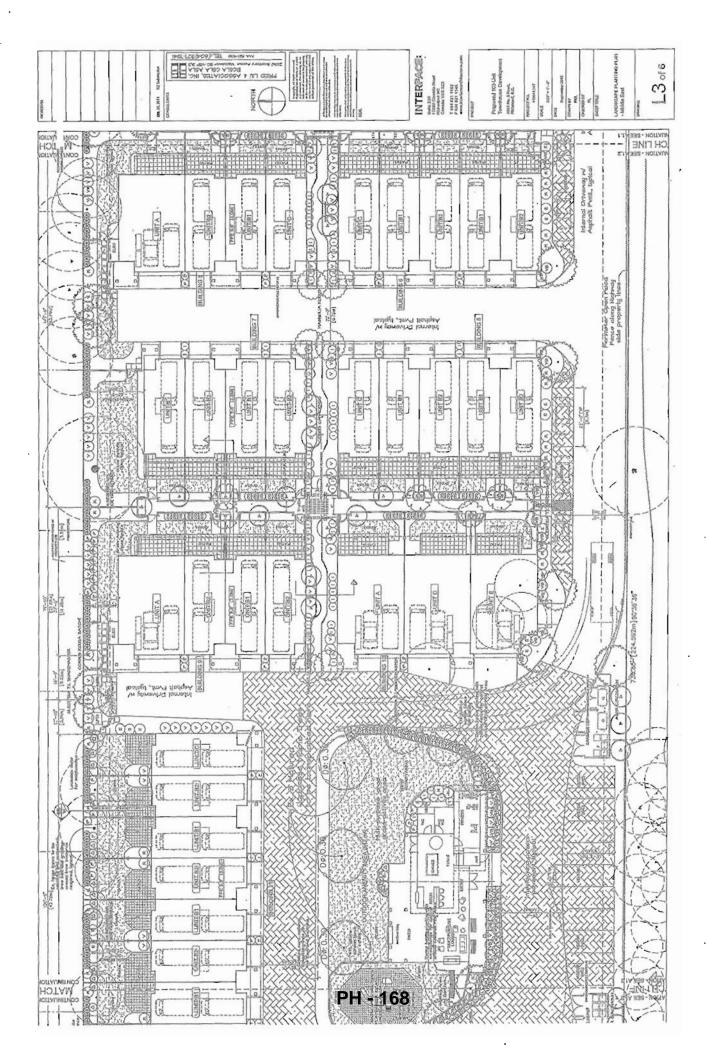


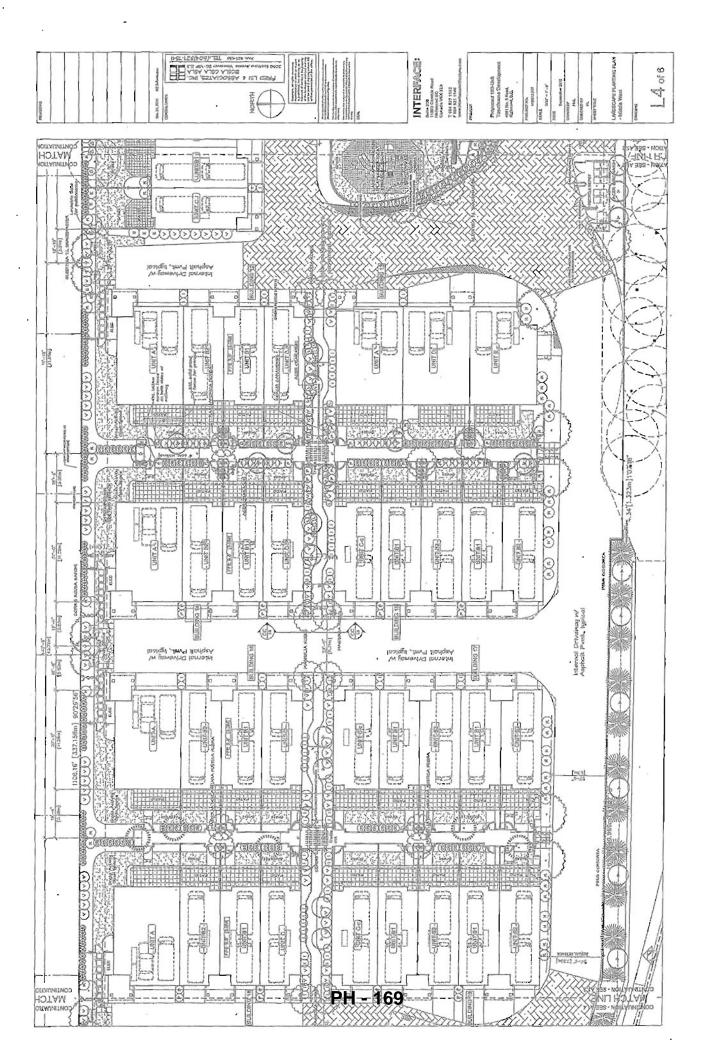


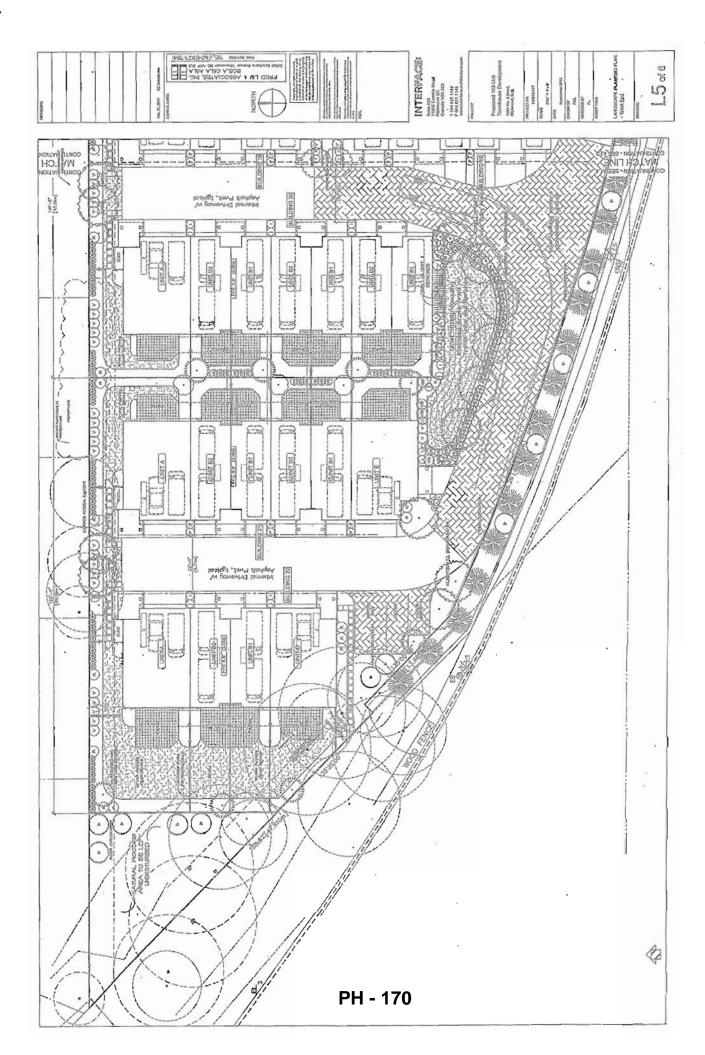


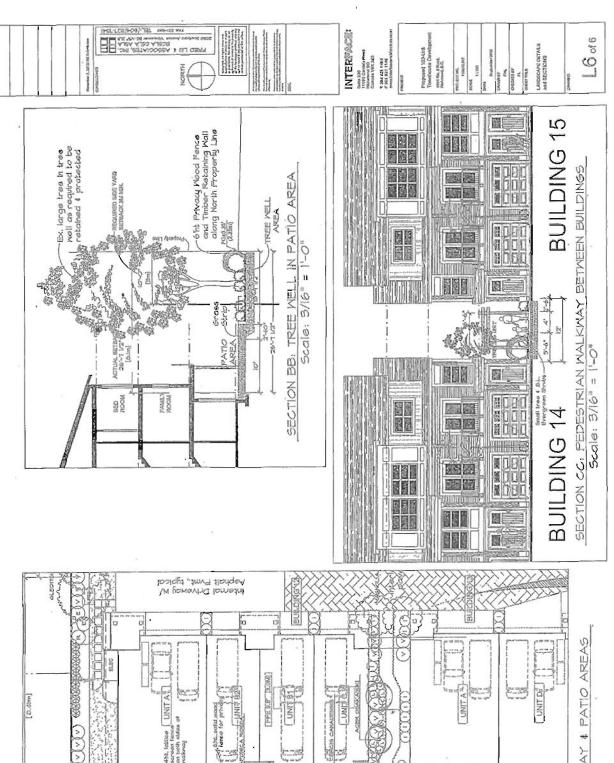












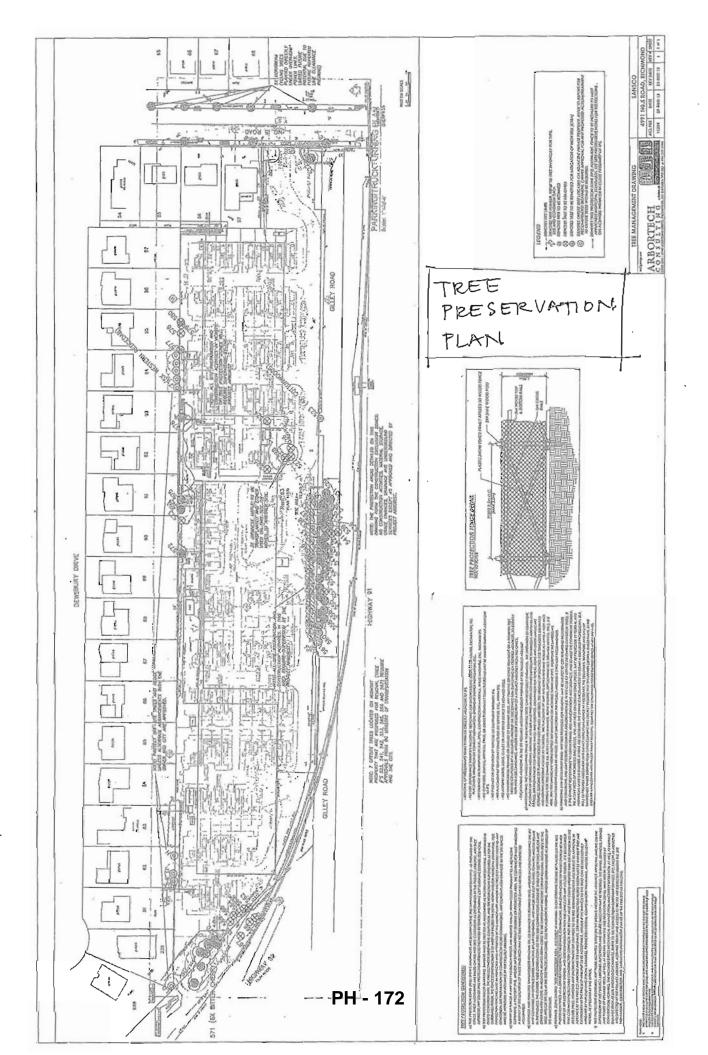
と意思

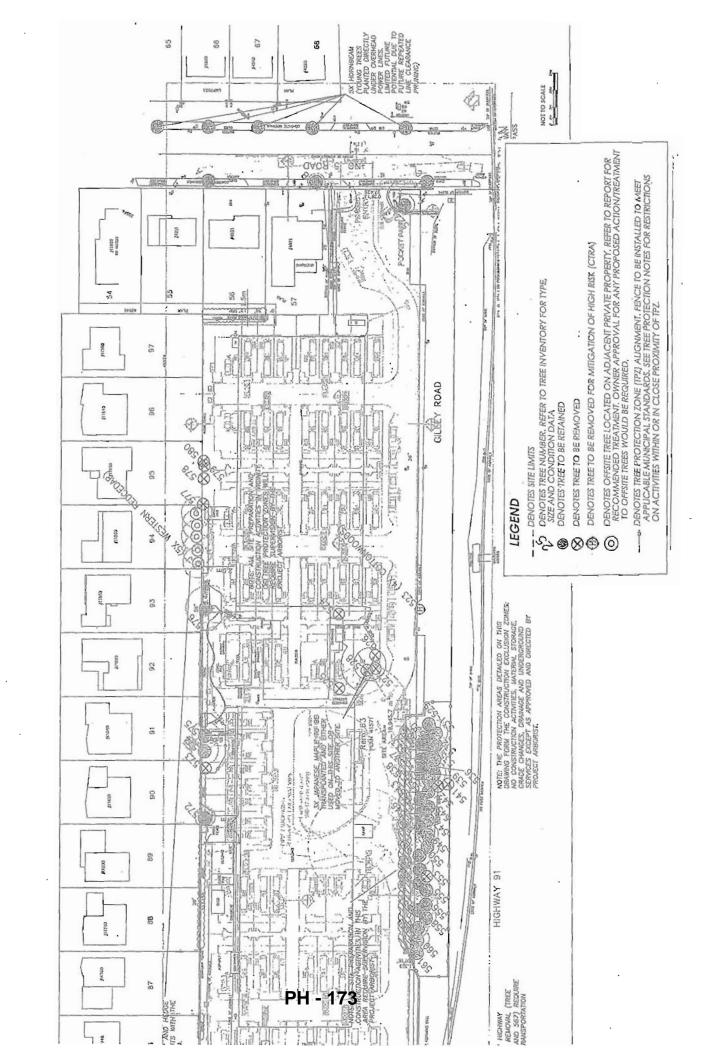
3

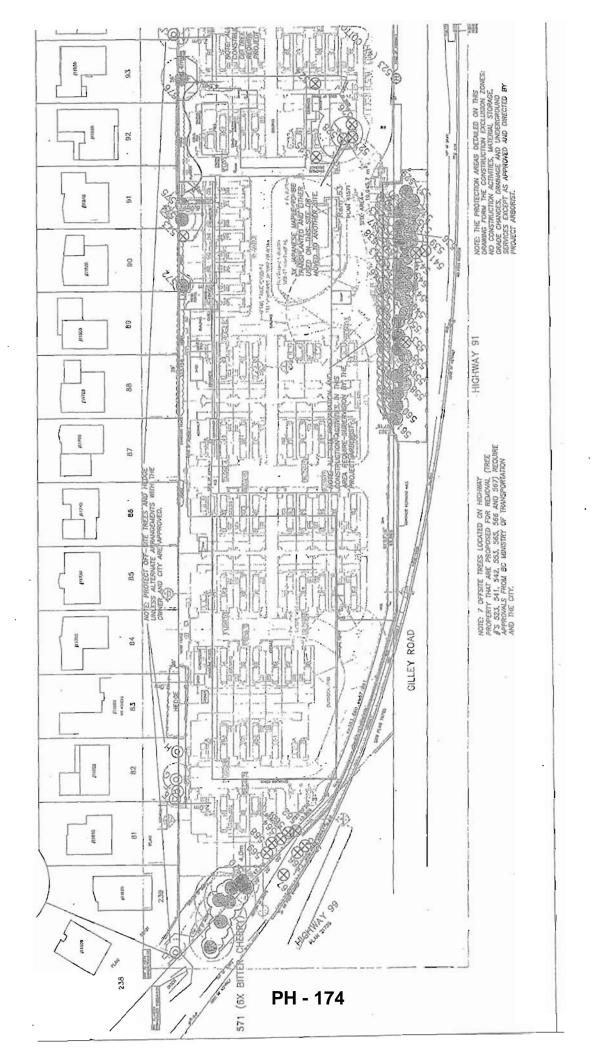
(d)

UNITAL

PLAN: PEDESTRIAN WALKWAY & PATIO AREAS Scale: 1/8" =1' -0"









# **Development Application Data Sheet**

**Development Applications Division** 

Proposed

RZ 11-593406

Attachment 3

Address: 4991 No. 5 Road

Applicant: Interface Architecture Inc.

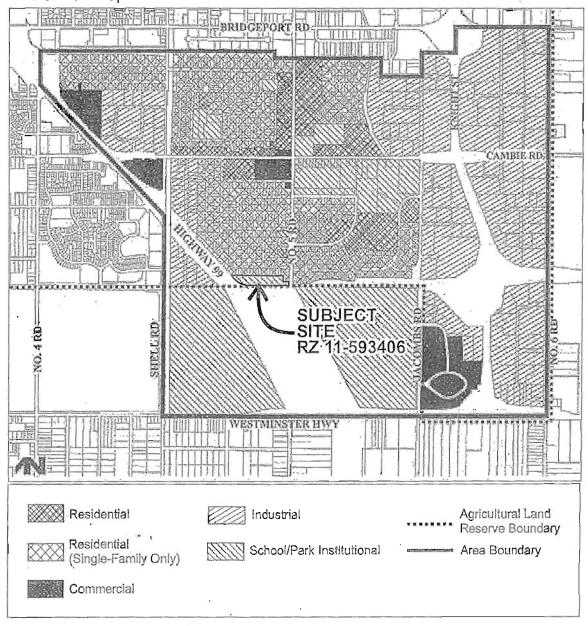
Planning Area(s): East Cambie

Owner:	Sportstown BC Operations	portstown BC Operations Ltd.		Unknown	
Site Size (m²):	Approximately 19,945 m²		No change		
Land Uses:	Commercial Sports Facility		Multi-Family Residential		
OCP Designation:	Commercial		Neighbourhood Residential		
Area Plan Designation:	School/Park Institutional		Residential		
Zoning:	School & Institutional Use (SI)		Low Density Townhouses (RTL4)		
Number of Units:	Commercial Sports Facility	y Complex 102 townhouses		_	
Aircraft Noise Sensitive Development Policy:	Area 2: High Aircraft Noise Aircraft Noise Sensitive La (except new single family) considered	and Uses Complies			
LIDE AND THE PARTY OF THE PARTY	Bylaw Requirement		Proposed	Variance	
Floor Area Ratio	Max. 0.6	0.6		None permitted	
Lot Coverage – Building	Max. 40%	32%		None	
Lot Size	Min. 50 m lot width Min. 35 m lot depth	64 m width (average) 306 m depth (average)		None	
Setback: Front Yard (No. 5 Road) Interior Side Yard (North) Exterior Side Yard (South) Rear Yard	Min. 6 m Min. 3 m Min. 6 m Min. 6 m	6 m to 42.4 m 3.5 m to 7.2 m 7.6 m to 10.9 m <b>3.9 m</b> to 30.8 m		None None None 2.1 m reduction	
Building Height	Max. 12 m (3-storeys)	Max. 12 m (Max 3-storeys)		None	
Off-street Parking Spaces: Resident Visitor (Accessible) Total	204 21 (5) 225	204 21 (5) 225		None	
Tandem Parking Spaces	Not permitted	81.4% of units (166 spaces in 83 units)		83 units	
Small Car Parking Spaces	Max. 50%	8.4% (19 spaces in 19 units)		None	
Amenity Space - Indoor.	Min. 100 m <sup>2</sup>	109 m <sup>2</sup>		None	
Amenity Space - Outdoor:	Min. 612 m <sup>2</sup>	614 m <sup>2</sup>		None	

**Existing** 

# Land Use Map

East Cambie Planning Area Site Context Map



## LEGEND

Aircraft Noise Sensitive Development Policy (ANSD) Areas (see Aircraft Noise Sensitive Development Policy Table)

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited. Areas Where Aircraft Noise Sensitive Land Uses May be Considered: Subject to Aircraft Noise Mitigation Requirements:

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered. No Aircraft Noise Mitigation Requirements:

AREA 5 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

the 2010 Olympic Speed Skating Oval

- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)

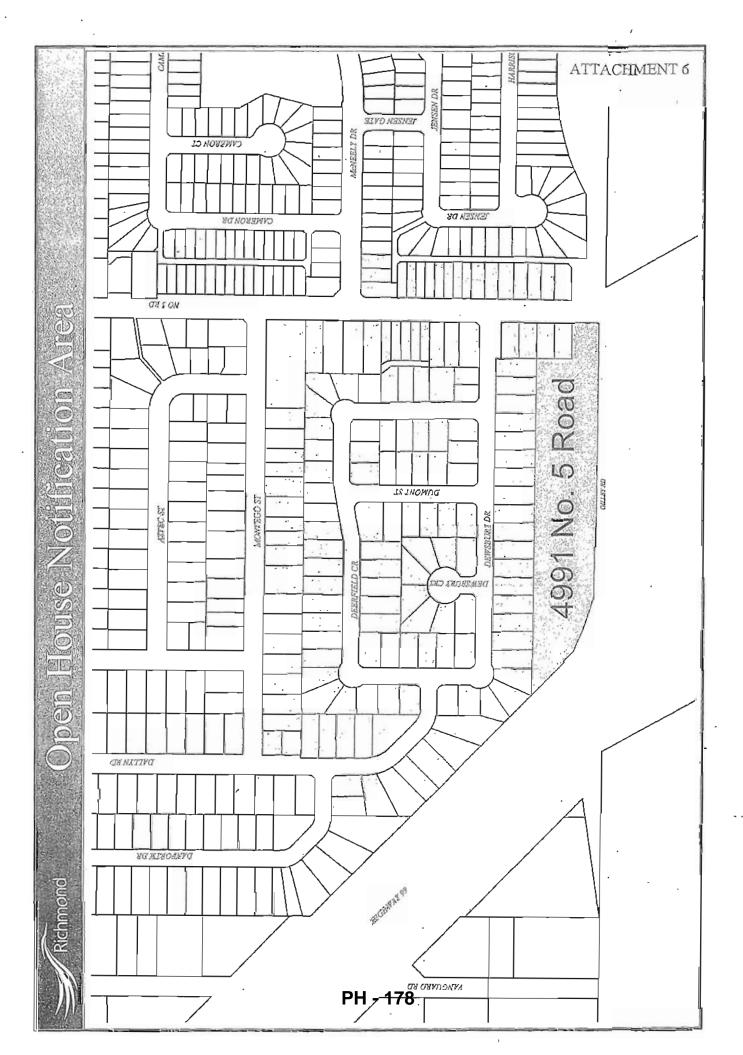


Aircraft Noise Sensitive
Development Location Map
PH - 177

Original Date: 11/14/11

Amended Date: 12/19/12

Note: Dimensions are in METRES



# Attachment 7

# **Public Correspondence**

	Received
Correspondence Received Regarding Public Information Meeting	
Marie Murtagh	June 27, 2011
Ben Gnyp	June 27, 2011
Correspondence Received Regarding Rezoning Application	
	7
Marie Murtagh	February 25, 2012
Kim and Rose Mah	May 31, 2012
Samuel and Noreen Roud	June 4, 2012
Tom N. Uyeyama	June 7, 2012
Suresh and Tripta Kurl	June 15, 2012

From: Marie Murtagh [mailto:illawarra@shaw.ca]

Sent: Monday, June 27, 2011 8:34 AM
To: info@interfacearchitecture.com
Subject: Sportstown Feedback

Importance: High

#### Goodmorning

My πame is Marie Murtagh and I live on Dumont Street in Richmond. I recently attended your information meeting, regarding the proposed redevelopment of the Sportstown Complex. I am strongly opposed to this proposed redevelopment for a variety of reasons:

-Traffic. It has become increasingly difficult to navigate out of Dewsbury onto No. 5 Rd, and the traffic has increased substantially in the 15+ years that we have lived in this neighbourhood. The thought of another 240 anticipated vehicles entering/exiting the proposed townhouse complex would have a direct, negative effect on our current neighbourhood. Neighbours living on McNeely have also expressed concern about how this extra traffic may impact their ability to exit their neighbourhood onto No. 5 Rd.

-Parking While it may be true that 2 car parking may be available at the complex for each townhouse, it is also true that the majority of people living in Richmond use their garages as basements, and as a result, park at least one vehicle on the street. It is quite possible therefore, that of 120 townhouses, there will be a number of residents who will need to park their vehicles on the road. In addition, it these people own trucks or vans, it is a guarantee that they will be parking on the street as the space provided for vehicles in a complex is typically narrow. I am very aware of this tendency because there are several townhouse complexes in my area (Capistrano for one) and the street is typically full with parked cars on each side.

Parking on No. 5 Rd. would not be possible, so in all likelihood these people may be using our streets (Dewsbury etc.) to park their vehicles. Our streets are not wide, and it is already a problem to safely navigate this area in a car, due to the high number of parked cars already; adding more vehicles to this is not the answer. I know that during special events at Sportstown, our streets are cluttered with vehicles. However, these events are not typical, so it is something that we 'endure' for a day or an evening.

-Amenities. Our neighbourhood needs more amenities, not less. Our family have used all the amenities at this complex: tennis; gymnastics, the pup/restaurant and the pool. We enjoy being able to walk to/from a pub without having to drink/drive. We need more services, not more people.

I did attend your initial meeting, and I think it was quite clear that no resident was in favour of your development as it was presented. If fact, the majority of people were strongly opposed. In light of this, I am hoping that you will keep us informed of any future meetings or applications with the City of Richmond.

Sincerely Marie Murtagh From: Marie Murtagh [mailto:illawarra@shaw.ca]

Sent: Monday, June 27, 2011 12:18 PM
To: info@interfacearchitecture.com

Subject: No to rezoning of 4991 No. 5 Rd.

Importance: High

Re: proposed rezoning and redevelopment of property at 4991 No. 5 Road Richmond.

I am emphatically opposed to the proposed redevelopment at the site at 4991 No. 5 Road (commonly known as Sports Town) as illustrated at the meeting at the East Richmond Community Hall on Monday June 20, 2011.

My family and I have lived on Dumont Street since September 1994. We enjoy the serenity of our neighbourhood. The enormity of the proposed development would result in over-crowding in our neighbourhood. In the past Sports Town held various soccer and tennis tournaments. Our neighbourhood was choked with traffic and sports related vehicles were parked bumper tobumper in front of our house for the duration of the tournament. Our street would be used as an over-flow parking lot on a permanent basis if the proposed development was approved.

I prefer the zoning remain the same and the land used consistently with its parameters. If the zoning must be changed (e.g. if a dire need for more housing was proven) I would prefer single family zoning to keep site consistent with the surrounding neighbourhood.

There are two new townhouse complexes under construction nearby (one on Woodhead across from St. Monica's church and one on No.5 Road near Daniel's Road). So renters who would like to buy their first new home in East Richmond can have an opportunity to do so. There are many resale townhouse units for sale in the California Point neighbourhood, so there is no need for the subject site to be zoned multi-family.

Over the past week I chatted with a few neighbours about the proposed development and I failed to find one who was in favour of it.

I look forward to your response.

Ben Gnyp 4771 Dumont Street Richmond, BC

### Badyal, Sara

From: Sent:

Marie Murtagh [illawarra@shaw.ca] Saturday, 25 February 2012 01:18 PM

To:

Badyal, Sara; Badyal, Sara

Subject:

Redevelopment proposal at 4991 No. 5 Rd.

February 18, 2012

Dear Sara.

First of all, let me explain that Bill Dhaliwal from the City's Transportation Planning Department, passed on your contact information to me.

My name is Marie Murtagh, and my husband and I purchased our home on Dumont Street 18 years ago.

Our home is close by, but not adjacent, to the Sportstown Complex at 4991 Number 5 Road. Over the years we have come to enjoy the convenience of having a local restaurant/pub that is within walking distance; where our children have participated in the gymnastics and in the tennis lessons at different ages and stages; and where many a birthday party has been hosted at their outdoor pool!

Last year, we were very disappointed to learn that we may be losing this neighbourhood amenity, and that a proposal is underway to rezone this property in order to build over 100 townhouses on this very awkwardly positioned piece of land. I say awkward, because it is has highway 99 and Highway 91 adjacent to it, and the entrance/exit is off No. 5 rd, where driving habits often resemble a highway.

The architects for this project did host a meeting last June to present the residents with some information regarding their proposal. To say that the residents were less than enthusiastic about the project is an understatement. Their opposition to this proposed redevelopment is based on a number of reasons, most of which related to noise and traffic related issues.

At that meeting, I was told by someone representing the developer (Interface) Architecture Inc.) that I had "to face facts; that this project was a done deal, and would be going ahead, whether we liked it or not". I have to admit, that such open arrogance for the so-called process of public consultation infuriated me. Perhaps I am naïve, but I still believe that the public voice is an important component of a redevelopment process. I am confident that the City will take into consideration what residents think; what residents know; and what concerns residents share. I am also hoping that City Council's decision is not based entirely on a developer's promise to increase the number of Richmond citizens who will ultimately pay property tax to the City.

PH - 182

I am writing to you today, to ask you to consider the impact that this townhouse complex could have on our neighbourhood (Dewsbury, Dumont, Deerfield) and on No.5 Rd. In order for you to better appreciate my concerns, I am outlining the current situation.

- Currently during rush hours, most cars driving down No. 5 Rd, drive past the
  entrance to Sportstown, well over the speed limit. Many times, excessively over
  the speed limit, and the volume of cars is significant. I personally know how
  difficult it is as a resident to turn onto No. 5 Rd. from Dewsbury. Sometimes it
  involves waiting at the stop sign for several minutes before it appears safe to
  turn.
- The RCMP are already familiar with this area, and over the years, make a point of nabbing the speeders who race down the overpass, on their way to Cambie Rd. I wonder if this information is typically shared with the City when a redevelopment application is under consideration? Does the RCMP work collaboratively with the City, or are these separate entities that operate independent of each other.
- According to the most recent sign on the Sportstown Property, the proposed townhouse complex will have over 100 units. This means that on average, there could be somewhere between 150-200 extra vehicles entering/exiting at 4991 No. 5 Rd on a daily basis. There is no doubt that this extra activity will have a significant impact the ability of the residents who live in the '3D' area (Dewsbury, Deerfied and Dumont) to exit or enter their neighbourhood from No. 5 Rd.
- Our other option is to drive along Dewsbury in the opposite direction, where it meets Dallyn Road, and travel over the several speed humps to arrive at another equally congested and deadly intersection: Dallyn and Cambie Roads.
- In addition to increased volume on No. 5 Rd, the residents are also concerned about the number of townhouse occupants, who will park their cars on our already congested streets. Experience has taught us, that when Sportstown hosts a special event (ie. tennis tournament) our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Rd.
- Furthermore, one only has to look at any large townhouse complex in this area to know that residents use the streets to park their extra vehicles. For example, along McNeely Drive, the streets are always full of parked cars on each side outside the townhouse complexes. While it is true that the units do come with garages, most people in Richmond consider the garage their basement, and prefer to leave their vehicles parked on the street.

I am wondering if the City is aware of the traffic issues that I have outlined, as it pertains directly to this rezoning proposal.

The 3D residents (Dewsbury, Dumont and Deerfield) are equally concerned about:

- the safety of the residents who will live in these townhouses which will undoubtedly be built beside the East-West Connector. (will there be protective barriers to protect units in the event of a traffic accident?)
- the noise and the pollution that these potential residents will be exposed to, with their windows opening onto major highways. The sound of trucks driving by may be endurable for someone staying in a motel overnight, but it is hardly the ideal setting for families raising children.

At the June 2011 information meeting, I inquired why single family homes were not being considered for this property, and I was told that no one would buy a house that is so close to the highways. I found this response rather comical given the present real estate situation. Currently we have properties all over this neighbourhood being 'rebuilt' and sold as enormous million dollar mansions which are typically adjacent to smaller older style homes and rundown rented houses on streets that not only lack sidewalks, but have ditches! It would seem that these 'affluent' folk who choose to purchase and live in these mega homes are not exactly discerning when it comes to location. However, if townhouses do go ahead, it is quite likely that young couples would neither be interested in raising their families near a major highway. It is more probably that the units will be purchased and rented out as investments, to folk who won't really care about the trucks roaring by on the highway nearby; they will be too busy minding their 'grow ops' and 'drug labs' to care.

Thank you for taking the time to read my letter. I am hopeful that very soon, there will be another public consultation by Interface Architecture Inc. regarding their redevelopment proposal.

If you have any additional information regarding this, please do not hesitate to contact me.

Thank you Sincerely

Marie Murtagh 4771 Dumont Street Richmond BC V6X 2Z4 Ms Sara Badyal City Hall 6911 No. 3 Rd. Richmond, BC V6Y 2C1

Received May 31, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. I guarantee you that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event on at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car coming northbound on No. 5 Road suddenly turns the corner onto Dewsbury. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to the Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,

Haim & Rose Mah 1611 Deerfield (rescent Richmond, B. C. PH-185 May 15, 2012

Ms Sara Badyal City Hall 6911 No. 3 Rd. Richmond, BC, V6Y 2C1

Received June 4, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the above rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. It is a guarantee that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event being held at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car travelling on No. 5 Road suddenly turns the corner onto Dewsbury because you can't see that car until it is right in front of you. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,

Samuel and Noveen Roud 4631 Deerfield Crescent

Richmond, BC V6X 2Y4

Note: We would like to be informed of any future meetings re this rezoning.

Hand Loren Roud

Ms Sara Badyal City Hall 6911 No. 3 Rd. Richmond, BC V6Y 2C1

Received June 7, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. I guarantee you that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event on at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car coming northbound on No. 5 Road suddenly turns the corner onto Dewsbury. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to the Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent reads of our subdivision.

Sincerely, M. My ey ama

4291 DEERFIELD GRES.

May 15, 2012

Ms Sara Badyal City Hall 6911 No. 3 Rd. Richmond, BC V6Y 2C1

Received June 15, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the above rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. It is a guarantee that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event being held at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car travelling on No. 5 Road suddenly turns the corner onto Dewsbury because you can't see that car until it is right in front of you. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Singerely,

- Surest furl & Tript= Kust AGTI Doorfield CR RHD VGX DY4

Note: We would like to be informed of any future meetings re this rezoning.



Rezoning Considerations
Development Applications Division

Address: 4991 No. 5 Road File: RZ 11-593406

## Prior to final adoption of Zoning Amendment Bylaw 8986, the developer is required to complete the following:

- 1. Final Adoption of OCP Amendment Bylaws 8947 and 8948.
- 2. Provincial Ministry of Transportation & Infrastructure Approval (MOTI).
- 3. Confirmation of an agreement with MOTI to install required sound barrier fencing.
- 4. Submission of Community Services information for Council consideration regarding:
  - How gymnastics programming may be accommodated as part of the City's Capital plan.
  - Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.
- 5. Registration of a flood indemnity covenant on title (Area A).
- 6. Registration of a legal agreement on title to ensure that landscaping planted along the interface to BC Highway 91 and BC Highway 99 is maintained and will not be abandoned or removed. The purpose of the landscaping is to provide visual screening and to mitigate noise and dust.
- 7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into babitable space.
- 8. Registration of a legal agreement on title to ensure that all dwelling units beyond 110 m from No. 5 Road are constructed with sprinklers for fire suppression.
- 9. Registration of an aircraft noise sensitive use covenant on title to ensure that the proposed development is designed and constructed in a manner that mitigates potential aircraft noise and highway traffic noise within 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.
- 10. Participation in the City's Public Art program with on-site installation, or City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$96,770) towards the City's Public Art program.
- 11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$258,050) towards the City's affordable housing strategy.
- 12. City acceptance of the developer's offer to voluntarily contribute \$700,000.00 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-00000-0000).
- 13. City acceptance of the developer's offer to voluntarily contribute \$10,000 towards a speed-reader board to be located on No. 5 Road.
- 14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 15. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and apprades to sanitary and storm sewer systems. Works include, but may not be limited to:
  - a) No. 5 Road frontage improvements removing the existing sidewalk and pouring a new 1.5 m concrete sidewalk at the property line, creating a grass boulevard (1.4 m +/-) between the new sidewalk and the existing curb & gutter. The new sidewalk location conflicts with an existing fire bydrant & two existing poles. The fire hydrant is to be relocated to the new grass boulevard. The temporal and the existing poles is to be undergrounded. SHOULD the utility

- companies NOT be able to support undergrounding of these two poles, the City will require the poles to be relocated into the grass boulevard, subject to receiving a letter from the utilities advising of the reasons and GUARANTEEING the existing trees will not be sculpted to accommodate the wires.
- b) <u>Sanitary sewer upgrade</u> construct new 200 mm diameter sanitary sewer to connect to the existing sanitary sewer on Dewsbury Drive (approximately 150 m): from the SE corner of the development site, northward up No. 5 Road to Dewsbury Drive, then west to the first manhole (manhole SMH 5377).
- c) Storm sewer upgrade upgrade approximately 85 m of the existing storm sewer from 450 mm diameter pipe to the larger of 900 mm or OCP size (between manholes STMH6923 and STMH6922).

## Prior to a Development Permit' being forwarded to the Development Permit Panel for consideration, the developer is required to complete the following:

1. Submission of a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior 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 noise levels (decibels) within the dwelling units must be as 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. Submission of proof 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 10 on-site trees to be retained, three (3) on-site trees to be relocated onsite, 39 trees in the MOTI ROW to be protected, and two (2) hedges and five (5) trees on neighbouring residential properties to be protected. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (no less than four (4)), and a provision for the Arborist to submit a post-construction assessment report to the City for review. Tree protection fencing is to be installed on-site prior to any demolition or construction activities occurring on-site. The project Arborist has recommended removal of some trees from neighbouring residential and MOTI property due to poor condition. A tree removal permit application may be submitted to the City for consideration with written authorization from the owner of the property where the tree is located.
- 3. Submit a landscaping security Letter-of-Credit in an amount based on a sealed estimate from the project registered Landscape Architect (including materials, labour & 10% contingency)

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

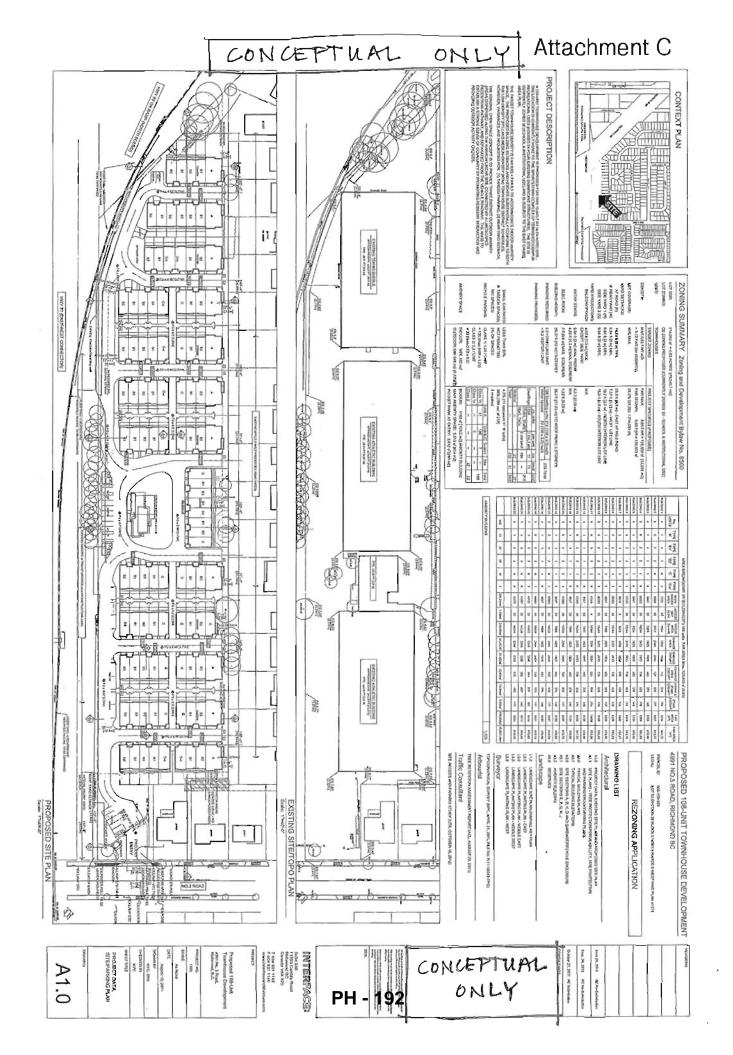
- 1. Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes regarding: tree protection, convertible units, aging in place, sustainability, fire suppression sprinkler systems, private on-site hydrants, and opportunities for fire trucks to turn around onsite.
- Submission of reports with recommendations prepared by an appropriate registered professional and incorporation of the identified acoustic and thermal measures in Building Permit (BP) plans.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management
  Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
  proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
  Transportation) and MMCD Traffic Regulation Section 01570.
- 4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

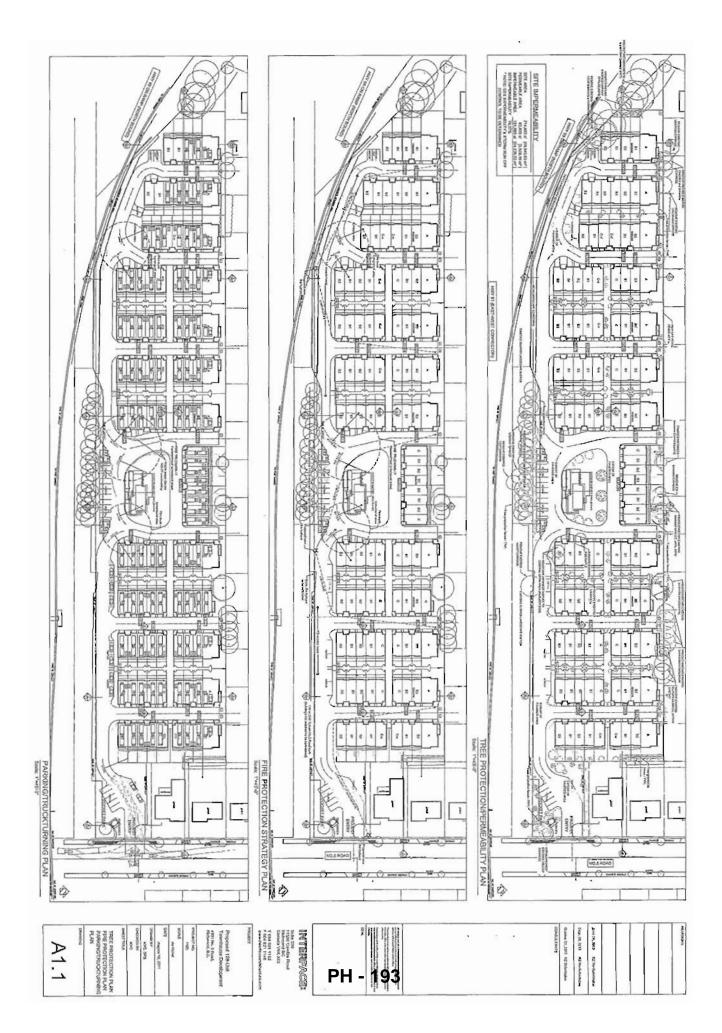
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

#### Note:

- This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants
  of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
  - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
  - The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Signed	Date	





ACCESSIBLE FEATURES
CONVERTIBLE HOUSING STANDARDS THE ARC DEPOSE FOR PRIVATE GRAD BARR AT TEXT,
THE ARC DEPOSES

NOT SEN AND CLEAR DOOR (OKNING IT LIGHT THRESHOLDS

CERT WELL ALLDESS UNDER WITHER WITHOUT THRESHOLDS

CERT WELL ALLDESS UNDER WITHER WITHOUT THRESHOLDS

CERT WELL ALLDESS UNDER WITH WENT AND CERT ALL THE ARCHITECTURE WITH WITHOUT THRESHOLDS

AND THE ARCHITECTURE WITH WITH A MARCHITECTURE TO A MARCHITECTURE WITHOUT THRESHOLDS

AND THE ARCHITECTURE WITHOUT THRESHOLDS

AND THR TOURT CLEAR PLOCK BINGS MIN, 1000 MM AT ACCESS PROM QUANCE TO LIVEST AREA WITH MY EXT NA COLLAR DOOR OPENING PLANT THRESHOLD DOOR CITCH CHARGE MITH ASSAULT THRESHOLD SHAN CLAN CALLED THRESHOLDS MAN UNITED THRESHOLDS ENTRY DOCH CLEAN EXTENDER H. COR IPACE VAN 1220 MA
USEN IN DY DOCH WOTH HELD SIGNAM
LATCH SIDE (NOT NEEDED IF HAUSEN WERDAY PROVIDED
FOR FLYNNE LATTENAND DOCH OF WORKEN
FOR FLYNNE LATTENAND DOCH OF WORKEN
MY DOCH OCCUR TO HITTEN A MAIN LATER AND AND AND AND AND AND MY DOCH OCCUR.

MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFICIAL FOR IN SIGN DO SE THE WORKEN
MY DOLL VIC CASE OFFI
MY DOLL VIC CASE OFFI
MY DOLL VIC CASE OFFI
MY DOLL VIC CASE
MY DOLL VIC CASE OFFI
MY DOLL VIC CASE
MY DOLL VIC CASE OFFI
MY DOLL VIC CASE
MY DOLL IAT WATHTON TO LET!

LEVER HANCES TAVE AND PARKETS

THE SLUCKED COMES WHAT PARKETS

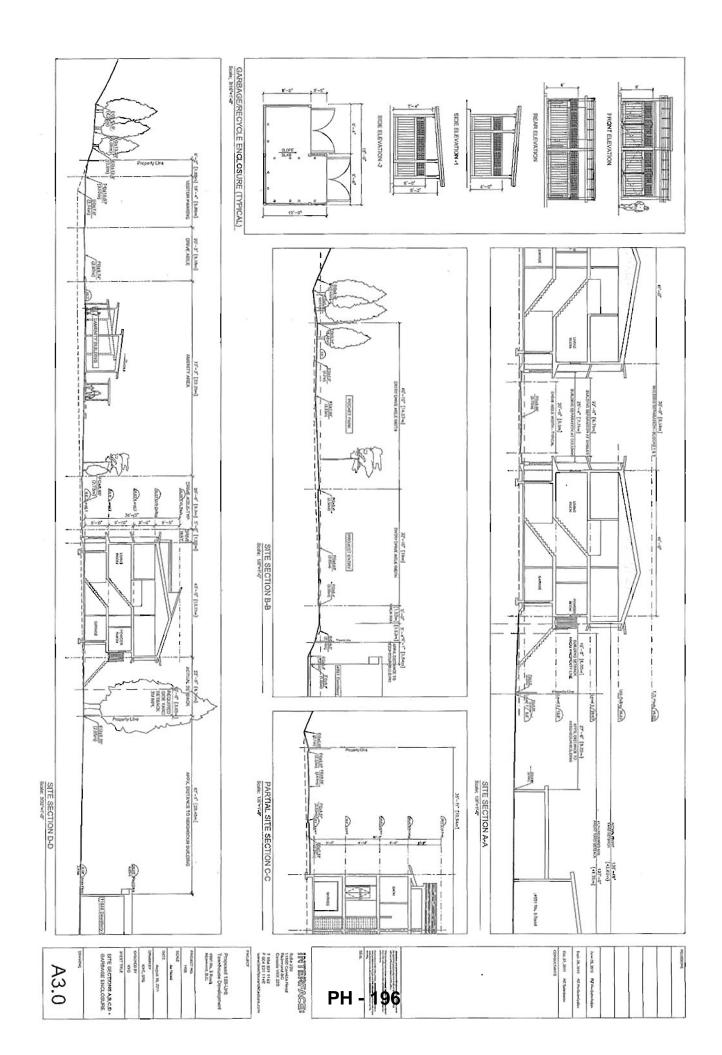
LEVER HANCE THAT AND THE COOK WHENTS THE SHE STAND T HODORAD NOS LALLAND MODERNY HANDON'S THE MODERN'S THE M STEEP RIBERGY DAIRWING WHISE POSSILE BLOCKING DOR DAIRWING WAS BAN RETALIATION OF THE TOTAL TO THE TOTAL THE T AGING-IN-PLACE MEAGURES (ALL UNITS) UNIT FEATURES 日田 0 **DAME** modous modous -UNIT O-0 (CONVERTIBLE UNIT) OPTION -Bishell d D 11111 SO LINE i (1)0 a HARAGE TYPICAL BUILDING PLAN - LEVEL 3 TYPICAL BUILDING PLAN - LEVEL 1 TYPICAL BUILDING PLAN - LEVEL 2 립 HINNE UNIT BZ 00.4 19-6  $\boxtimes$ Shrena A minute of the Administration of the Admini Col. St. Nov. PET Particular COMMANDEE PACIETY PACIE Suite 230 1 1500 Carride Blood Bibliomost BC Desette VeX 223 SENI TH (2000) #254 No. 5 Read. Riperanol, B.O. hat 10,100 EU todamentales Y 604 829 4184 F 064 821 1148 Week bindings INTERPACE wet 24, 2017 AT the Sylbrolicities LIANCAT BRITTENS LIAN Proposed 108-libit Turentrayee Develop A2.0 PH -

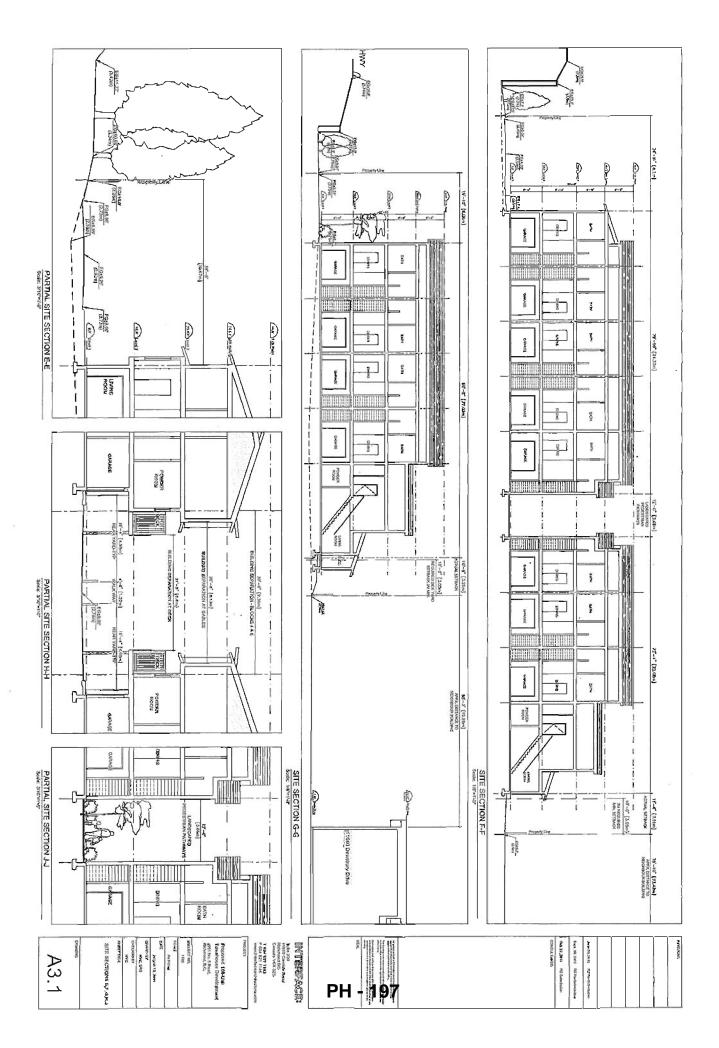
CHICALATION.

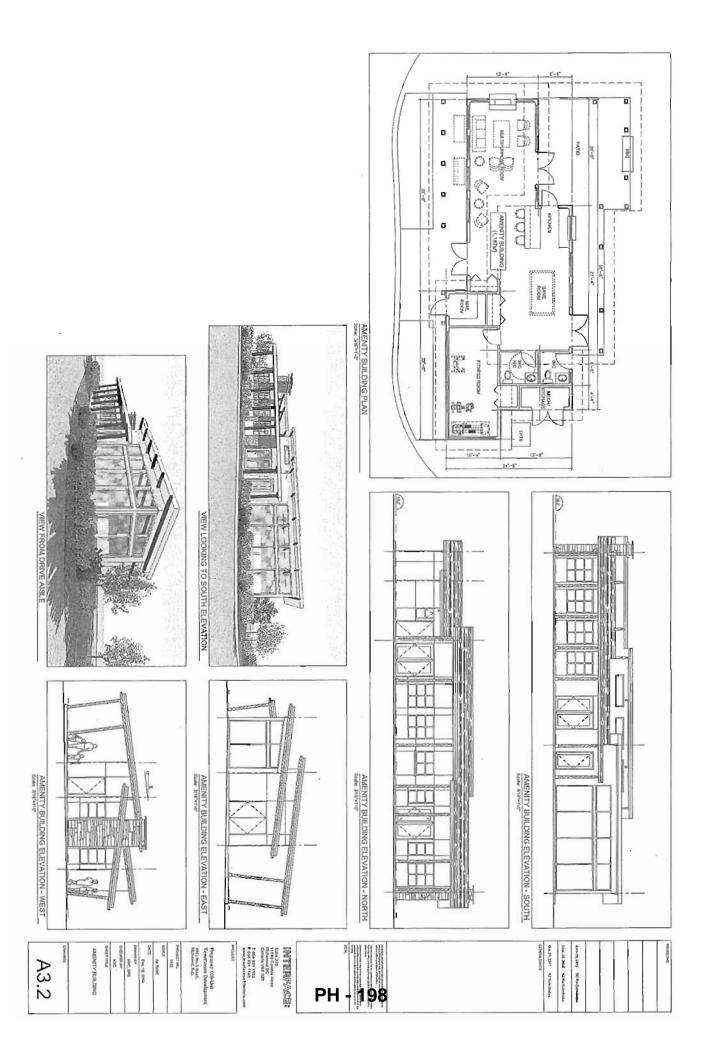
CONTYS NAME

DOONS A











## **Development Application Data Sheet**

Development Applications Division

RZ 11-593406 Attachment D

Address: 4991 No. 5 Road

Applicant: Interface Architecture Inc.

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Sportstown BC Operations Ltd.	Unknown
Site Size (m²):	Approximately 19,945 m <sup>2</sup>	No change
Land Uses:	Commercial Sports Facility	Multi-Family Residential
OCP Designation:	Commercial	Neighbourhood Residential
Area Plan Designation:	School/Park Institutional	Residential
Zoning:	School & Institutional Use (SI)	Medium Density Townhouses (RTM2)
Number of Units:	Commercial Sports Facility Complex	108 townhouses
Aircraft Noise Sensitive Development Policy:	Area 2: High Aircraft Noise Sensitive Land Uses (except new single family) may be considered	Complies

	ramily) may be considered	)	
公益軍(都名為3)	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.65	0.65	None permitted
Lot Coverage:	Max. 40%	38.5%	None
Yards & Setbacks: Front Yard (No. 5 Road) Interior Side Yard (North) Exterior Side Yard (South) Rear Yard (West)	Min. 6 m Min. 3 m Min. 6 m Min. 3 m	42.5 m 3.2 m 2.3 m to 10.9 m 2.2 m to 34.0 m	None None 3.7 m reduction at Building 22 only 0.8 m reduction at Building, 22 only
Height:	Max. 12 m (3 storeys)	11.65 m (3 storey)	None
Lot Size:	Min. 30 m width Min. 35 m depth	64 m width (average) 306 m depth (average)	None
Off-street Parking Spaces: Resident Visitor (Accessible) Total	216 22 (5) 238	216 27 (5) 243	None
Tandem Parking Spaces:	Max. 50%	80% (194 spaces in 97 units)	30% increase
Small Car Parking Spaces:	Max. 50%	4.5% (11 spaces)	None
Amenity Space - Indoor:	Min. 100 m²	110 m²	None
Amenity Space - Outdoor:	648 m²	894 m²	None



### Memorandum

Community Services Department Recreation Services

To:

Planning Committee

Date: Octo

October 15, 2013

From:

Gregg Wheeler

File:

08-4430-01/2013-Vol 01

Manager, Sports and Community Events

Dave Semple

General Manager, Community Services

Re:

Planning Committee Referral: Impact on Closure of Sportstown Re Loss of Private

Recreational Facilities in Richmond

### Background

At Planning Committee on January 22, 2013 an application for re-zoning of the property at 4991 No. 5 Rd. (known as Sportstown) was presented. Staff received a three-part referral. This memo addresses c)...examine the potential implications that the loss of the existing on-site private recreation facility would have on the City's recreation facility inventory and its user groups."

### Existing Use of the Facility

Sportstown is a commercial recreation complex that contains a for-profit indoor soccer and tennis facility along with a licensed restaurant and pro shop. In addition, the City of Richmond leases space within the complex for Richmond Gymnastics and Richmond Rod and Gun Club to operate their not-for-profit clubs. The original facility, Western Indoor Tennis, opened in 1972 and was purchased by the current owners in 2000. In 2011 the City exercised its option to extend the lease until 2016. There is no further option to renew.

### Tennis Facility

The tennis facility at Sportstown consists of five indoor courts with approximately 100 members. Of these members, according to Sportstown records, approximately 33 are residents of Richmond. The facility is open 7 days a week. The privately owned and operated Elite Tennis Academy uses the facility for their youth and adult instructional programs.

Richmond is also served by four other publicly accessible indoor tennis facilities. The River Club at the south end of No. 5 Road has four indoor courts for its members. There are four indoor courts as part of the Steve Nash Club located on St Edwards Drive. The Steveston Community Centre has three indoor courts located behind the Steveston Community Centre. The Richmond Tennis Club, located on Gilbert Road, and has three courts in their tennis bubble that are in operation for six months each year during the winter season. These four facilities combined offer Richmond residents a total 14 indoor courts that can either be booked for one-time bookings or as part of a yearly membership package. The City of Richmond's 40 outdoor public tennis courts are located throughout the city and provide residents with access to tennis



close to their residence. Staff is not aware of issues related to participants not having access to courts due to demand exceeding available courts.

Sportstown's 100 tennis members can be accommodated at one of Richmond's other indoor public tennis facilities, or at existing facilities in the communities they reside in. Each of the four facilities presently has space for either pay as you go or yearly tennis memberships within the indoor tennis market.

### Indoor Soccer Facility

Sportstown has three 9,900 square foot indoor soccer pads each with artificial turf located underneath an air supported bubble along with an arena style artificial turf pitch that is approximately 15,000 square feet in size. The four soccer pitches are primarily used for adult league play combined with TSS Soccer Academy programs.

Richmond Youth Soccer Association no longer rents or requires space from Sportstown for any of their programs. The availability of seven City of Richmond provided artificial turf fields allows the association to run their own development program on a year round basis. These fields total 500,000 square feet of space and are located across the city including one in King George Park, within half a kilometre of Sportstown. Richmond Youth Soccer uses approximately 12 hours a week of court time for futsal at the Richmond Olympic Oval as part of their athlete development program.

Sportstown's artificial turf fields are also occasionally used on a seasonal basis by other sport organizations for off-season training.

Sportstown presently offers an adult recreation small-sided soccer league. This year there are approximately 700 participants signed up according to their registration for their league with about 80% of participants residing outside of Richmond. The Richmond Olympic Oval hosts two adult co-ed indoor leagues thereby providing individuals with indoor soccer options for recreational play. There are other leagues and facilities within the lower mainland, along with the Oval, that have different levels of capacity to accommodate adult recreational soccer participants.

### Rod and Gun Club

Sportstown currently leases 13268 sq.ft. of space to the City 3745 sq.ft. which is a mezzanine area used for a shared air pistol and archery range by the Richmond Rod and Gun Club. The club has mostly an adult membership and is aware that the lease expires in February of 2016. It has purchased property on Mitchell Island to meet its program needs. The City re-zoned the property in December 2009 to permit a shooting facility. Staff are currently in discussions with the club executive about moving the project forward considering the pending lease expiration.

### Richmond Gymnastics Association

The gymnastics association is in a different situation. The association serves almost a totally youth based membership and is the one publicly supported gymnastics program provided in Richmond. The City leased space for gymnastics in Sportstown in 2001 to replace the RCA

Forum, to ensure the continuity of the broad based community program. The need for space continues. Richmond Gymnastics Association has a substantial recreational program as well as a successful competitive stream. The facility at Sportstown however, is outdated and not in a particularly accessible area of Richmond. Staff are currently working on options for the Association; including leasing a more suitable space and other joint location options. The Association has been working with staff and are aware of the need to complete this work prior to the lease expiry in February of 2016.

### Conclusion

The closure of the facility will require Sportstown's existing tennis and adult indoor soccer participants to find alternatives within and outside of Richmond. Each of the other four public tennis facilities has capacity to accommodate Sportstown's existing tennis members. Sportstown's 700 regionally based adult indoor soccer participants will have to find alternatives at either the Richmond Olympic Oval or outside of Richmond. Richmond Youth Soccer will not be affected by the closure of Sportstown as they presently do not rent space within the facility or contract TSS to provide any athlete development programming services for them.

The end of the lease in February 2016 sets a date for which alternative locations must be secured for the Richmond Rod and Gun Club and the Richmond Gymnastics Association to continue their programs.

Gregg Wheeler

Manager, Sports and Community Events

(604-244-1274)

Daye Semple

General Manager, Community Services

(604-233-3350)

pc: SMT

Wayne Craig, Director of Development

File No.: RZ 11-593406



### **Rezoning Considerations**

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

Address: 4991 No. 5 Road

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8986, the developer is required to complete the following:

- 1. Final Adoption of OCP Amendment Bylaws 8947 and 8948.
- 2. Provincial Ministry of Transportation & Infrastructure Approval (MOTI).
- 3. Confirmation of an agreement with MOTI to install required sound barrier fencing.
- 4. Submission of Community Services information for Council consideration regarding:
  - How gymnastics programming may be accommodated as part of the City's Capital plan.
  - Business terms associated with lease termination in the event that the City and the property owner come to an
    agreement on terminating the lease prior to February, 2016.
- 5. Registration of a flood indemnity covenant on title (Area A).
- 6. Registration of a legal agreement on Title to ensure that landscaping planted along the interface to BC Highway 91 and BC Highway 99 is maintained and will not be abandoned or removed. The purpose of the landscaping is to provide visual screening and to mitigate noise and dust.
- 7. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
- 8. Registration of a legal agreement on Title to ensure that all dwelling units beyond 110 m from No. 5 Road are constructed with sprinklers for fire suppression.
- 9. Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise and highway traffic noise impact 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.
- 10. Participation in the City's Public Art program with on-site installation, or City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$104,663) towards the City's Public Art program.
- 11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$279,101) towards the City's affordable housing strategy.
- 12. City acceptance of the developer's offer to voluntarily contribute \$1,000,000.00 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-0000).
- 13. City acceptance of the developer's offer to voluntarily contribute \$10,000 towards a speed-reader board to be located on No. 5 Road.
- 14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 15. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and upgrades to sanitary and storm sewer systems. Works include, but may not be limited to:

16.

- a) No. 5 Road frontage improvements removing the existing sidewalk and pouring a new 1.5 m concrete sidewalk at the property line, creating a grass boulevard (1.4 m +/-) between the new sidewalk and the existing curb & gutter. The new sidewalk location conflicts with an existing fire hydrant & two existing poles. The fire hydrant is to be relocated to the new grass boulevard. The two poles are to be undergrounded. Should the utility companies not be able to support undergrounding of these two poles, the City will require the poles to be relocated into the grass boulevard, subject to receiving a letter from the utilities advising of the reasons and guaranteeing the existing trees will not be sculpted to accommodate the wires.
- b) Sanitary sewer upgrade construct new 200 mm diameter sanitary sewer to connect to the existing sanitary sewer on Dewsbury Drive (approximately 150 m): from the SE corner of the development site, northward up No. 5 Road to Dewsbury Drive, then west to the first manhole (manhole SMH 5377).
- c) Storm sewer upgrade upgrade approximately 85 m of the existing storm sewer from 450 mm diameter pipe to the larger of 900 mm or OCP size (between manholes STMH6923 and STMH6922).

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

Submission of a report and recommendations prepared by an appropriate registered professional, which demonstrates
that the proposed dwelling units can achieve the interior noise levels and interior thermal conditions identified below.
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. Submission of proof 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 10 on-site trees to be retained, three (3) on-site trees to be relocated onsite, 39 trees in the MOTI ROW to be protected, and two (2) hedges and five (5) trees on neighbouring residential properties to be protected. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (no less than four (4)), and a provision for the Arborist to submit a post-construction assessment report to the City for review. Tree protection fencing is to be installed on-site prior to any demolition or construction activities occurring on-site. The project Arborist has recommended removal of some trees from neighbouring residential and MOTI property due to poor condition. A tree removal permit application may be submitted to the City for consideration with written authorization from the owner of the property where the tree is located.
- Submit a landscaping security Letter-of-Credit in an amount based on a sealed estimate from the project registered Landscape Architect (including materials, labour & 10% contingency).

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

- 1. Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes regarding: tree protection, convertible units, aging in place, sustainability, fire suppression sprinkler systems, private on-site hydrants, and opportunities for fire trucks to turn around onsite.
- Submission of reports with recommendations prepared by an appropriate registered professional and incorporation of the identified acoustic and thermal measures in Building Permit (BP) plans.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management
  Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
  proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
  Transportation) and MMCD Traffic Regulation Section 01570.
- 4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

#### Note:

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

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

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

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

Signed	Date	



### Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 8947 (RZ 11-593406) 4991 No. 5 Road

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 (City of Richmond 2041 OCP Land Use Map) thereof of the following area and by designating it "Neighbourhood Residential".

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8947".

FIRST READING	OCT 2 8 2013	CITY OF RICHMOND
PUBLIC HEARING		APPROVED
SECOND READING		APPROVED by Manager or Solicitor
THIRD READING	-	- U
OTHER REQUIREMENTS SATISFIED		_
ADOPTED		_
MAYOR	CORPORATE OFFICER	_



### Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 8948 (RZ 11-593406) 4991 No. 5 Road

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.11B (East Cambie Area Plan Land Use Map) thereof of the following area and by designating it "Residential".

P.J.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8948".

FIRST READING	OCT 2 8 2013	CITY OF RICHMOND
PUBLIC HEARING		APPROVED
SECOND READING		APPROVED by Manager or Solicitor
THIRD READING		Il al
OTHER REQUIREMENTS SATISFIED		
ADOPTED		
·		
MAYOR	CORPORATE OFFICER	



### Richmond Zoning Bylaw 8500 Amendment Bylaw 8986 (RZ 11-593406) 4991 No. 5 Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "MEDIUM DENSITY TOWNHOUSES (RTM2)".

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8986".

FIRST READING	OCT 2 8 2013	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED by
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
OTHER CONDITIONS SATISFIED		
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL	•	_
ADOPTED		-
	·	_
MAYOR	CORPORATE OFFICER	



To Council - Oct 28, 2013
Report to Committee

TO OPEN PLN - OCT. 22, 2013

To:

Planning Committee

Director of Development

Date:

October 15, 2013

From:

Wayne Craig

File:

08-4045-20-12/2013

-Vol 01

Re:

Bridgeport Area Plan Amendment Bylaw 9024 - McKessock Neighbourhood

### Staff Recommendation

1) That Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024, to amend the Bridgeport Area Plan (Schedule 2.12) with respect to the land use designations in the McKessock Neighbourhood, be introduced and given first reading.

- 2) That Bylaw 9024, having been considered in conjunction with:
  - a) The City's Financial Plan and Capital Program; and
  - b) The Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby deemed to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
- 3) That Bylaw 9024, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the:
  - a) Vancouver International Airport Authority for formal comment; and
  - b) Board of Education School District No. 38 (Richmond) for information on or before the Public Hearing on November 18, 2013.
- 4) That the Public Hearing notification area be extended to that area shown on the first page of Attachment 2.

Wayne Craig

Director of Development

CL:blg

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Policy Planning Transportation		Je Forely	
REVIEWED BY DIRECTORS	Initials:	APPROVED BY CAO	

### Staff Report

### Origin

On November 13, 2012 Council passed the following referral motion:

"That staff be directed to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the staff report dated October 9, 2012, from the Director of Development), for the purpose of exploring:

- a) land use options for future redevelopment of those properties shown hatched on Attachment 6; and
- b) road alignment options for the extension of McKessock Place."

The purpose of this report is to:

- 1) Summarize the results of the public consultation process.
- 2) Recommend a land use and road alignment option for the Study Area.

For the purpose of this report, the Study Area will be referred to as the McKessock Neighbourhood, which is that area generally between Bridgeport Road, McKessock Avenue and Shell Road (Attachment 1).

### **Findings of Fact**

A Public Open House was held at Tait Elementary School on January 24, 2013 from 7:00 pm to 9:00 pm, to consult with residents of the McKessock Neighbourhood, as directed by Council. Prior to the Open House, notification letters were sent to all of the property owners and residents in the McKessock Neighbourhood, and a notice regarding the Open House was also published in the local newspaper on January 23, 2013.

Staff from the Development Applications, Transportation and Engineering Planning departments were in attendance at the Open House to answer questions. Attachment 2 is a copy of the presentation boards that were available at the Open House, and which were also available on the City's web site. Interested members of the public were asked to complete a Comment Sheet indicating their preference for one of the concepts presented or to propose other options.

The McKessock Neighbourhood currently consists of 11 properties designated in the Area Plan and zoned for single-family dwellings, and which are included in Lot Size Policy 5448. The Lot Size Policy allows for:

- Lots on McKessock Avenue and a future extension to McKessock Place to rezone and subdivide to "Single Detached (RS2/B)"(i.e., 12 m wide lots).
- Lots on Bridgeport Road and Shell Road to rezone and subdivide to "Single Detached (RS2/D)" (i.e., 15 m wide lots), unless there is a lane or internal road access, in which case "Single Detached (RS2/B)" is allowed.

3819194 PH - 210

The three concepts presented at the Open House and on the City's website regarding future land use and road alignment options for the McKessock Neighbourhood, were:

- <u>Concept 1</u>: Single-family development under the existing Single-Family Lot Size Policy i.e., RS2/B zoning and subdivision (12 m wide lots and 360 m<sup>2</sup> area), and with a rear lane for those lots fronting Bridgeport Road.
- <u>Concept 2</u>: Single-family development under an amended Single-Family Lot Size Policy i.e., RS2/B zoning and subdivision for interior lots (12 m wide lots and 360 m<sup>2</sup> area), and RC2 zoning and subdivision with a rear lane for those lots fronting Bridgeport Road (9 m wide lots and 270 m<sup>2</sup> area).
- Concept 3: Townhouses and single-family development under the existing Single-Family Lot Size Policy
  i.e., townhouses along Bridgeport Road and RS2/B zoning and subdivision with a cul-de-sac on McKessock Place.

Attachment 3 is a summary of the comments received from the public, and includes:

- 11 responses in total; seven (7) respondents from within the McKessock Neighbourhood.
- Some respondents indicated more than one (1) preference.
- One (1) preference for Concept 1 (RS2/B under existing Lot Size Policy).
- Two (2) preferences for Concept 2 (RS2/B and RC2 under an amended Lot Size Policy).
- Seven (7) preferences for Concept 3 (Townhouses and RS2/B under existing Lot Size Policy).
- One (1) preference for an alternative concept that does not comply with City regulations or the Land Title Act.
- Three (3) identified an alternative preference for commercial uses (i.e., convenience shopping, bank, restaurant, office, etc.) for the entire south portion of the Study Area.

### **Analysis**

The single-family lots fronting McKessock Place were created in 1994. Since that time, the intent has been that McKessock Place would be extended to the south and end in a cul-de-sac to access future single-family lots, with a secondary emergency access out to either McKessock Avenue or Shell Road. The existing Single-Family Lot Size Policy, which was originally adopted by Council in 1991, allows lots within the McKessock Neighbourhood to be subdivided into smaller lots of 12 m wide lots and 360 m² in area, provided that properties fronting Bridgeport Road and Shell Road have access to a rear lane or internal road. Since 1994, only three (3) sites in the immediate area have been able to rezone and subdivide, creating seven (7) new lots; with all of them being on the west side of McKessock Avenue. Specifically:

- 2351, 2355 and 2371 McKessock Avenue were created in 1994.
- 2477 and 2491 McKessock Avenue, as well as 10631 and 10633 Bridgeport Road were created in 2002 with a rear lane parallel to Bridgeport Road.
- 2431, 2433 and 2439 McKessock Avenue were created in 2009.

As McKessock Place has not been extended to the south, several property owners have decided to build new single-family houses on their lots instead of waiting to redevelop their properties. New houses have recently been built at:

- 2851 Shell Road in 2006.
- 2831 Shell Road in 2011.
- 2731 Shell Road in 2012.
- 10811 Bridgeport Road in 2012, which makes the dedication of a rear lane parallel to Shell Road very difficult to achieve.

A rezoning and subdivision application was submitted for 2420 and 2400 McKessock Avenue in 2012 to enable the creation of two (2) RS2/B lots fronting McKessock Avenue, consistent with the Lot Size Policy (RZ 12-610919). The rezoning bylaw associated with this application was given third reading at the Public Hearing held on December 17, 2012. The agent representing the proposal intends to proceed with the rezoning and subdivision applications.

Attachment 4 provides a visual picture of the history of rezoning, subdivision and building permit applications in the neighbourhood. One of the key sentiments that staff have heard from the property owners and residents in this neighbourhood is that they do not want their development potential being held up any longer or limited by the proposed extension of McKessock Place.

Staff is proposing a modified version of Concept 3 from the Open House, as another option in this area. This option is described in further detail in the next section and in the proposed policy amendments to the Bridgeport Area Plan, and is shown in Attachment 5. This option encourages the north portion of the McKessock Neigbourhood to develop for single-family lots in accordance with the existing Lot Size Policy, but also provides the flexibility to consider the "backlands" of lots fronting McKessock Avenue and Shell Road to be assembled in whole or in part with a proposal for townhouses fronting Bridgeport Road, subject to specific development requirements. This option is proposed for the following reasons:

- The lots fronting Bridgeport Road (three [3] of which are approximately 60 m or 195 ft. deep) could be redeveloped with a common driveway access (not a lane) off McKessock Avenue or Shell Road.
- Some property owners and attendees at the Open House expressed support for the backlands
  of the lots fronting McKessock Avenue and Shell Road to be considered for future
  development to townhouses in addition to those fronting Bridgeport Road.
- A secondary emergency access from McKessock Place could be provided through such townhouse development.
- The townhouse designation would allow rezoning and development to proceed in the neighbourhood without the extension of McKessock Place.

Staff has reviewed the option of commercial uses in the area, as suggested by three (3) respondents, and do not support this land use for the following reasons:

- North Richmond has sufficient land designated for commercial purposes in the 2041 OCP to meet the projected demand to the year 2041.
- There is already sufficient commercial land in this neighbourhood to serve the Tait residential community and Bridgeport area.
- New direct access off Bridgeport Road, likely desired by commercial development, is not supported by staff because Bridgeport Road is a major arterial roadway with relatively high traffic volumes, and therefore new access should be discouraged.

Similarly, staff does not support the one other alternative concept proposed by the owner of 2380 McKessock Avenue (shown on the third page of Attachment 3), because:

- It proposes that all of the development be serviced with lanes, which does not comply with City regulations or the Land Title Act (e.g., the lane would not be wide enough for all of the City services; emergency vehicles would not be able to access the various lots; no sidewalks or pedestrian access would be provided to the homes).
- This alternative creates a substantial amount of asphalt surface that the City would have to maintain because the lanes would be under municipal jurisdiction.
- This proposal does not enable the extension of McKessock Place or a turnaround for vehicles (which has always been envisioned for this street with any redevelopment proposal).

On the basis of the feedback received from the McKessock Neighbourhood public consultation process, and an analysis of the results and development history of the neighbourhood, staff recommends that:

- 1. The Bridgeport Area Plan be amended to change the land use designation of the area south of McKessock Place between Bridgeport Road, McKessock Avenue and Shell Road (as shown in Attachment 5), from "Residential (Single-Family)" to two new designations entitled:
  - a. "Residential Area 1"; and
  - b. "Residential Area 2";

subject to the new policies described in sections below.

2. New policies be included in the Neighbourhoods & Housing section of the Bridgeport Area Plan to permit the land in "Residential Area 1" to be developed primarily for Single-Family lots (as per Lot Size Policy 5448).

Low density townhouses in "Residential Area 1" may be considered, subject to the following development requirements:

### a. Permitted Density

i. The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.

### b. Land Assembly/Adjoining Area

- i. Involve a minimum land assembly of 3,000 m<sup>2</sup>.
- ii. Involve a land assembly with at least 50 m frontage on Bridgeport Road.
- iii. Involve a land assembly with at least 40 m frontage on Shell Road.

### c. Residual Sites

- i. Residual sites should be avoided.
- ii. Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

### d. Access

- i. Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- ii. Vehicle access off Bridgeport Road is discouraged.
- iii. Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.
- 3. New policies be included in the Neighbourhood & Housing section of the Bridgeport Area Plan to permit the land in "Residential Area 2" to be developed for low density townhouses, subject to the following development requirements:

### a. Permitted Density

i. The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.

### b. Land Assembly

- i. Involve a minimum land assembly of 2,500 m<sup>2</sup>.
- ii. Involve a land assembly with at least 50 m frontage on Bridgeport Road.

### c. Residual Sites

- i. Residual sites should be avoided.
- ii. Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

#### d. Access

- i. Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- ii. Vehicle access off Bridgeport Road is discouraged.
- iii. Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.
- 4. New policies be included in the Transportation section of the Bridgeport Area Plan that:
  - a. If the land adjacent to McKessock Place is developed for Single-Family lots (as per the Lot Size Policy), McKessock Place is to end in a cul-de-sac, with a secondary emergency access to Shell Road.
  - b. If the land adjacent to McKessock Place is developed for Low Density Townhouses, McKessock Place is to have an adequate turnaround for vehicles and a secondary emergency access, as approved by the Director of Transportation.

## Consultation with Vancouver International Airport Authority & Board of Education School District No. 38

The proposed amendment to the Bridgeport Area Plan was referred to the Vancouver International Airport Authority (YVR) as a courtesy. On May 15, 2013, YVR provided comments on the proposed amendment (Attachment 6). Their response stated that, as the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 Contour and is exposed to aircraft noise and low level aircraft over-flights, they are supportive of the City's standard requirements for registration of aircraft noise sensitive use covenants on title and noise attenuation in dwelling units under the City's Aircraft Noise Sensitive Development Policy.

The proposed amendment to the Bridgeport Area Plan to include townhouse development in the McKessock Neighbourhood will allow for greater aircraft noise mitigation through the Development Permit application process.

If given first reading by Council, staff recommends that the proposed amendment again be referred to YVR for comment prior to the Public Hearing.

Prior to the Public Hearing, it is also recommended that the bylaw be referred to the Board of Education School District No. 38 (Richmond) for information, as the proposed Area Plan amendment involves only a few residential lots, which are well below the requirement of 295 new dwelling units for a formal referral.

### Financial Impact

None.

### Conclusion

Council directed staff to conduct public consultation regarding land use and road alignment options for the McKessock Neighbourhood. The majority of the respondents from the neighbourhood who participated in the Open House held January 24, 2013, support single-family and townhouse development. It is proposed that the Bridgeport Area Plan be amended to allow this greater flexibility in the McKessock Neighbourhood.

Staff recommends that Bylaw 9024, to amend The Bridgeport Area Plan Schedule 2.12 of Richmond Official Community Plan Bylaw 7100 be introduced and given first reading, and that the Public Hearing notification area be extended to that area shown on the first page of Attachment 2.

Cynthia Lussier Planning Technician (604-276-4108)

CL:blg

### Attachments:

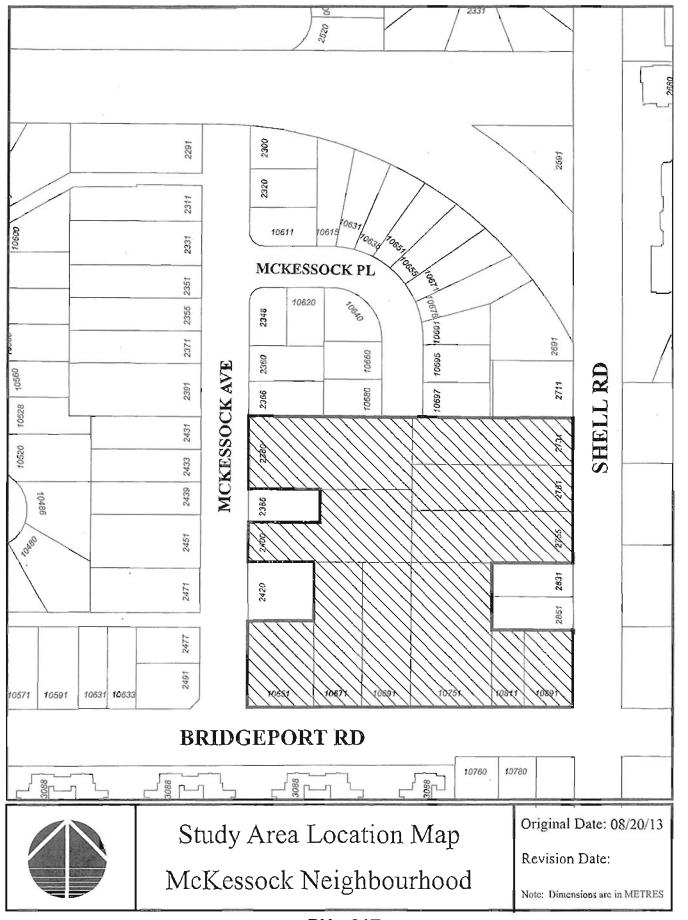
Attachment 1: Location Map - the McKessock Neighbourhood

Attachment 2: Open House Presentation Boards

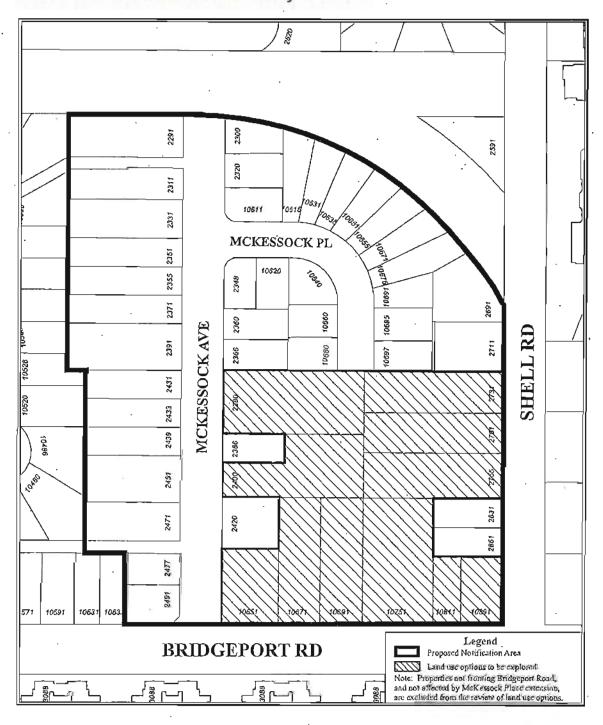
Attachment 3: Summary of feedback received at Open House and a concept submitted by one respondent

Attachment 4: Conceptual map showing the history of rezoning, subdivision and Building Permit applications in the neighbourhood

Attachment 5: Map showing proposed amendment to Bridgeport Area Plan Attachment 6: Response from Vancouver International Airport Authority

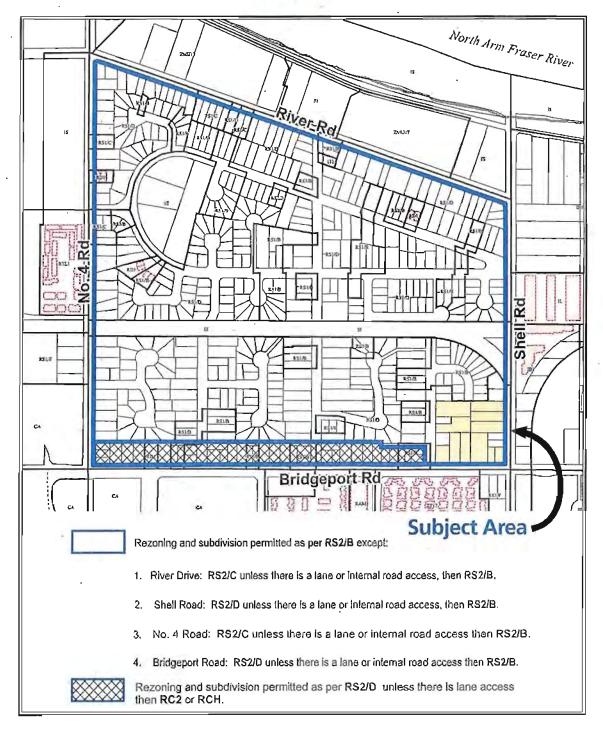


### Notification Area and Subject Area

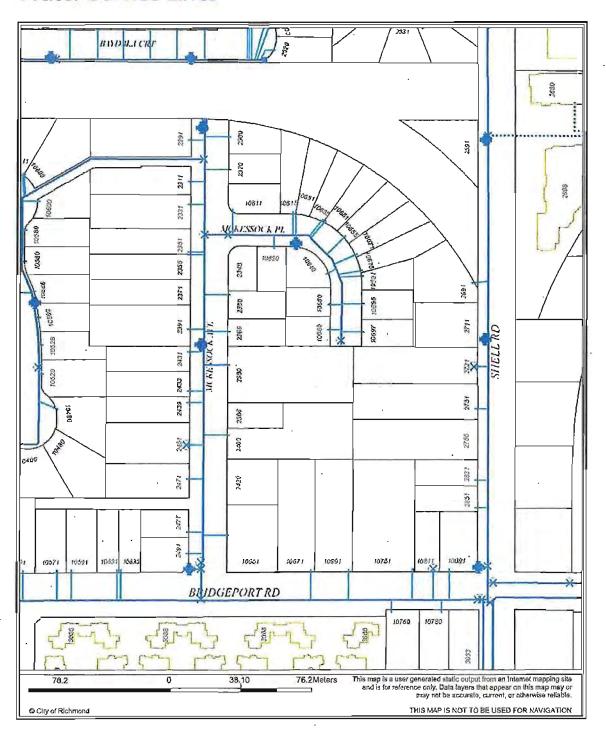




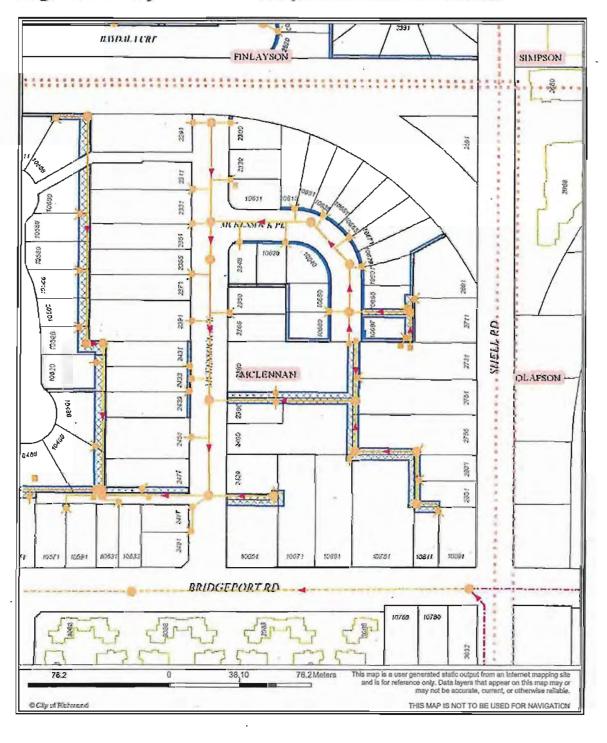
### Single Family Lot Size Policy



### Water Service Lines

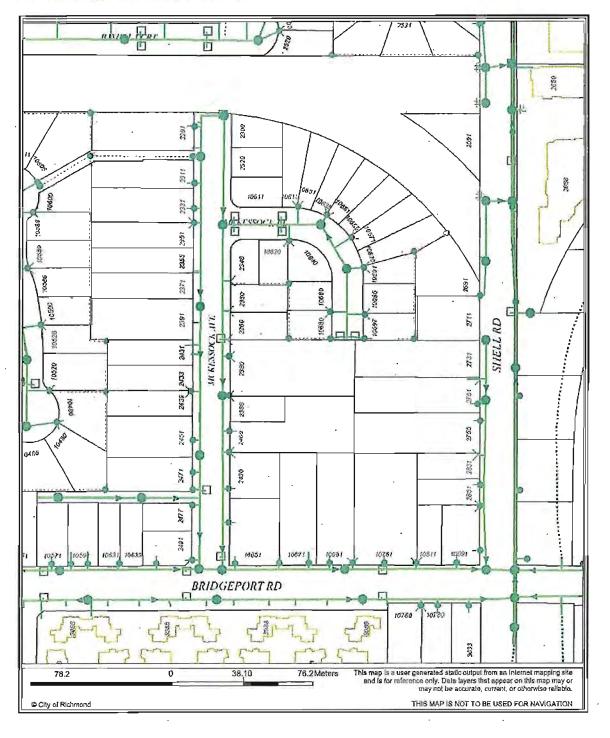


Right-of-Ways and Sanitary Sewer Service Lines



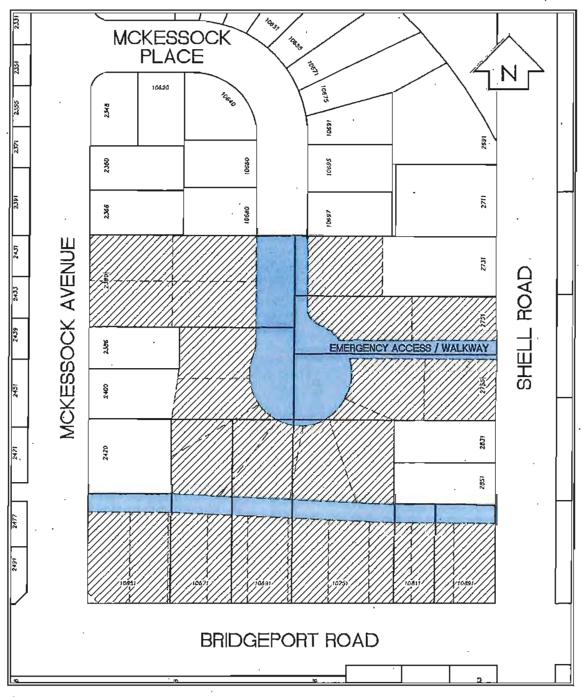


### Drainage Service Lines





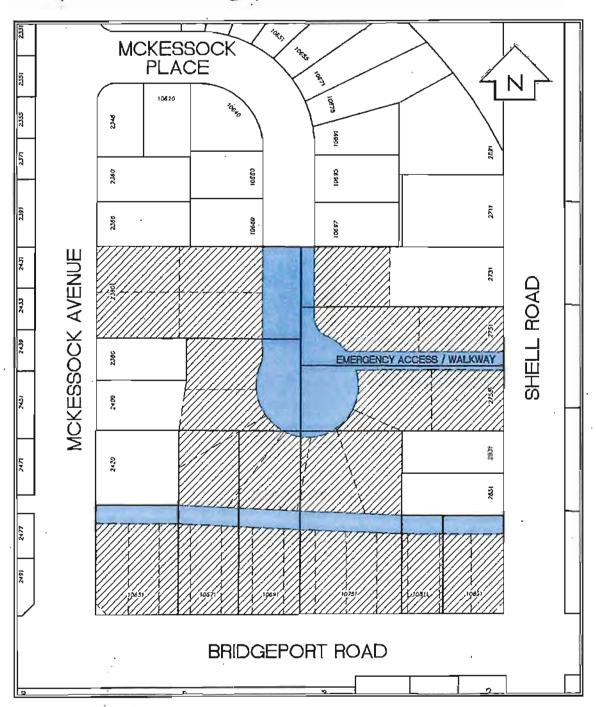
Concept 1—Single Detached Redevelopment on medium-sized lots\* (minimum 360 m²)



<sup>\*</sup>Reflects existing Lot Size Policy



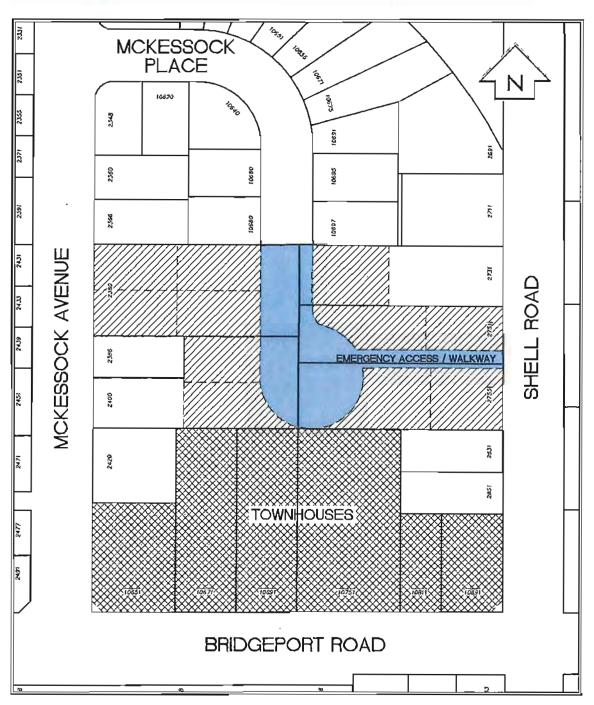
Concept 2 — Single Detached Redevelopment with compact lots on Bridgeport Road\* (minimum 270 m²)



<sup>\*</sup> Requires Lot Size Policy amendment



**Concept 3** — Townhouse and Single Detached Redevelopment on medium-sized lots (minimum 360 m²)



<sup>\*</sup> Requires Official Community Plan amendment



#### Summary of feedback received at the Public Open House - January 24, 2013

<ul> <li>I prefer Concept # 1</li> </ul>	# Responses	es Notes:		
	1	Response:	"Either '1' or '2', not '3'- townhouses. (It) would change area, plus pressure on school and traffic on Shell and Bridgeport".	
I prefer Concept # 2	2	Notes:		
• I prefer Concept #3	7	Notes:		
		Response:	"Concept # 3Is acceptableit might be possible to add the middle area of the back(lands) to the townhouse area."	
		Response:	"It would utilize the full amount of property with less land waste. It also keeps continuity with what is already in place across on (the) south side of Bridgeport (Road). The back half would allow single dwellings without creating more traffic exiting onto Bridgeport Road."	
		Response:	"There should be a walkway along the west side of Shell Road between River Drive and Bridgeport Road. Even if said walkway was blacktop."	

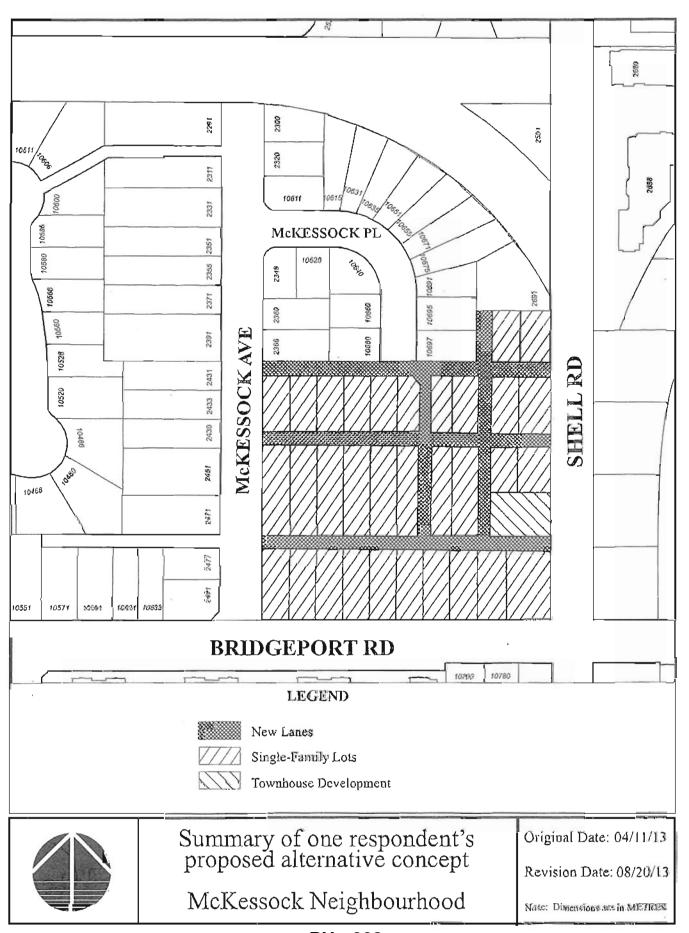
- 2. I propose the following alternative concept to guide future redevelopment of the subject properties:
- "(along Bridgeport Road north) to 2380 McKessock Avenue and 2731 Shell Road try commercial".
- "We'd like to propose that Bridgeport Road is a busy location. It's good for commercial".
- "I prefer the property to be use for commercial use".
- "I would like to sell approximately half my property on the back side facing the extension of McKessock Place. I don't
  care how the developer cuts up the (lot)...".
- There was a proposal for an alternative concept that does not comply with City regulations or the Land Title Act. This
  proposal is summarized here:
  - The subject area should redevelop based on the following concepts, which make the best available use of the land, namely:
    - 12 m x 24 m lots (similar to RS2/B) or Coach House lots backing or fronting onto 6 m-wide lanes (5 m road surface). This would be a system of blocks and lanes, which do not intersect with main roads (block A, B, C, D, E, F, G, H etc.). The proposal is equated with a concept of blocks similar to the Cook Road area of Richmond. The proposal calls for an east-west rear lane running parallel with Bridgeport Road from the east side of McKessock Avenue to Shell Road, which aligns with the rear lane that ends on the west side of McKessock Avenue (e.g. the north side of the proposed new rear lane in this block should align with the north property line of 10811 Bridgeport Road). The proposal asserts that lanes will address safety and servicing for lots on Bridgeport Road. The proposal identifies that new lanes in the subject area should follow existing sanitary sewer right-of-ways. The proposal calls for lanes that run in a north-south direction, as well as an east-west direction within the subject area.
    - Townhouses north of the north-west corner of Bridgeport Road and Shell Road.
    - Four-storey apartment buildings with 50+ units, with access to lanes.

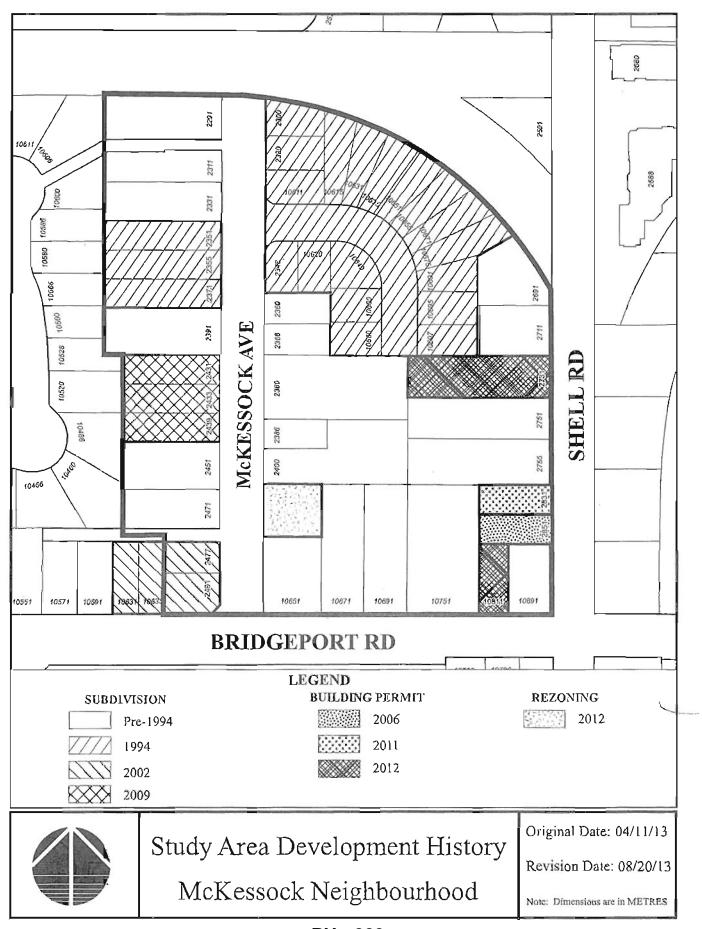
Note: Staff has included the attached map to try to indicate this respondent's two (2) options combined.

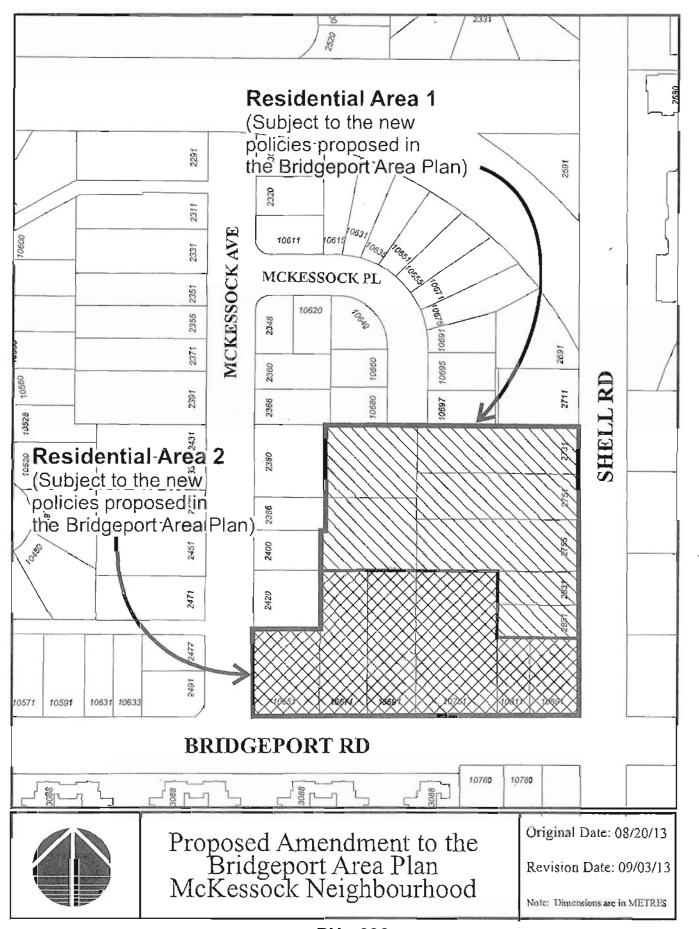
-

Parentheses indicate the transcriber's words, added for comprehension

- · Additional feedback from this respondent not-related to the proposed land use exercise in the subject area, included:
  - When will road improvements on the west and east sides of McKessock Avenue, and on the west side of Shell Road (north of Bridgeport Road) be completed (e.g. curbs, gutters, boulevards, pavement, trees, lights)? The respondent asserts that the City has collected funds for these purposes and that the City should be completing these works. The respondent wonders why this has not been completed since 1983.
  - The respondent has concerns about delayed traffic flow out of the neighbourhood onto Bridgeport Road due to the narrowing of the road width at Bridgeport Road and McKessock Avenue. The writer feels that the road width should be restored to 11 m. The writer identifies preferred lane widths and road widths.
  - The respondent asserts that the City's maps and regulations are incorrect and should be changed.
  - The respondent asserts that the City's regulations do not follow federal regulations and insurance laws of Canada.
  - The respondent identifies that there are fence heights in the neighbourhood that do not comply with City regulations.
  - The respondent asserts that the house height at 2731 Shell Road does not comply with City regulations, and that
    this is evidenced through comparisons with buildings heights on adjacent lots and with the heights of hydro and
    telephone poles along Shell Road.
  - The respondent asserts that mechanical equipment, chimneys, and radio antennae on rooftops of commercial buildings east of Shell Road do not comply with City regulations.







Via Fax: (604) 276-4052



15 May 2013

Mr. Holger Burke
Development Coordinator
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Burke:

RE: Proposed Amendment to the Bridgeport Area Plan (McKessock Neighbourhood)

Thank you for the opportunity to comment on the proposed amendment to the Bridgeport Area Plan for the McKessock Neighbourhood. This proposal was outlined in your letter to Anne Murray, Vice President Community & Environment Affairs — Airport Authority, dated 9 April 2013, and we understand the proposal will change existing land use from residential (single-family) to residential (single family and/or townhouse).

While the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 contour, it is under the extended centerline of the north runway (08L/26R) and is exposed to noise and low level (less than 1,000 feet) aircraft over-flights.

If the City does proceed with this proposal, we support the requirements for covenants, sound insulation, etc. under the City's Aircraft Noise Sensitive Development Policy.

Sincerely yours,

Mark Christopher Cheng. M.Eng. (mech)

Supervisor - Nolse Abatement & Air Quality

Lauke. Chens

Vancouver Airport Authority



### Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024 McKessock Neighbourhood - Bridgeport Area Plan

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

- Richmond Official Community Plan (OCP) Bylaw 7100, Schedule 2.12 Bridgeport Area Plan, is amended by:
  - a. Repealing the existing land use designation of the area shown in "Schedule A" attached to and forming part of Bylaw 9024, on the Land Use Map in the Bridgeport Area Plan, and designating it:
    - i. "Residential Area 1 (subject to the policies described in Sections 3.1 and 4.0)"; and
    - ii. "Residential Area 2 (subject to the policies described in Sections 3.1 and 4.0)".
  - b. Replacing the existing Land Use Map in the Bridgeport Area Plan with "Schedule B" attached to and forming part of Bylaw 9024.
  - c. Inserting the following policies under Objective 1 in Section 3.1 and re-lettering the subsequent policies accordingly:
    - "c) Permit the land in "Residential Area 1" to be developed primarily for single-family lots (as per the Lot Size Policy).

Low density townhouses may be considered in "Residential Area 1", subject to the following development requirements:

#### i. Permitted Density

 The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.

#### ii. Land Assembly/Adjoining Area

- Involve a minimum land assembly of 3,000 m<sup>2</sup>.
- Involve a land assembly with at least 50 m frontage on Bridgeport Road.
- Involve a land assembly with at least 40 m frontage on Shell Road.

#### iii. Residual Sites

- Residual sites should be avoided.
- Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

#### iv. Access

- Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- Vehicle access off Bridgeport Road is discouraged.
- Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.
- d) Permit the land in "Residential Area 2" to be developed for low density townhouses, subject to the following development requirements:

#### i. Permitted Density

 The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.

#### ii. Land Assembly

- Involve a minimum land assembly of 2,500 m<sup>2</sup>.
- Involve a land assembly with at least 50 m frontage on Bridgeport Road.

#### iii. Residual Sites

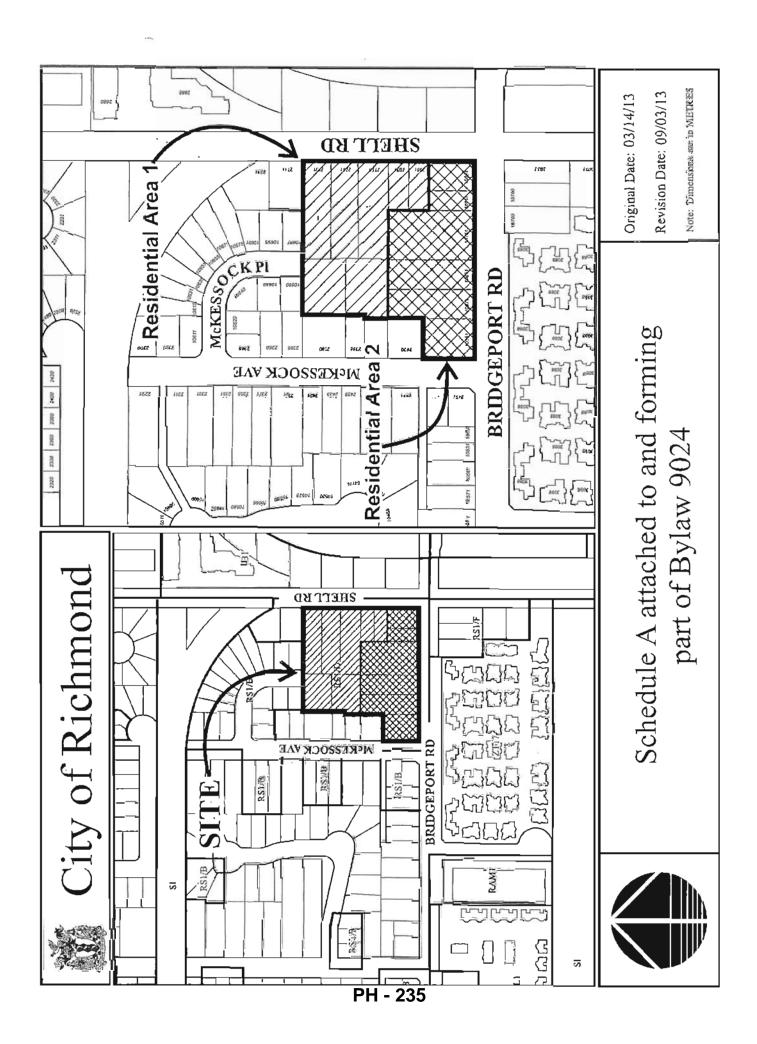
- Residual sites should be avoided.
- Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

#### iv. Access

- Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- Vehicle access off Bridgeport Road is discouraged.
- Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road."
- d. Inserting the following policies under Objective 1 in Section 4.0:
  - "in) If the land adjacent to McKessock Place is developed for single-family lots (as per the Lot Size Policy), McKessock Place is to end in a cul-de-sac, with a secondary emergency access.
  - n) If the land adjacent to McKessock Place is developed for low density townhouses, McKessock Place is to have an adequate turnaround for vehicles and a secondary emergency access, as approved by the Director of Transportation."

2. This Bylaw may be cited as "Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024".

FIRST READING	OCT 2:8 2013	CITY OF RICHMOND
PUBLIC HEARING		APPROVED
SECOND READING		APPROVED by Manager
THIRD READING	·	ar Solicitor
ADOPTED		-
MAYOR	CORPORATE OFFICER	-



### Land Use Map - Bridgeport

Knight Stee

MINGHEUL/INVIGE ISLAND

North Am Faser River

BURROWS RD

Schedule B Sub Area Boundary Screening Residential Mixed-Use (Max. 6 Storey; 1.45) Residential Area 1 (subject to the policies described in Sections 3.1 and 4.0) Residential Area 2 (subject to the policies described in Sections 3.1 and 4.0) KNIGHT ST Residential (Single Family) Residential (Townhouse) Public, Instructional & Open Space Commercial/Industrial 的 BRIDGEPORTRD Potential Park Site Commercial Industria!

PH - 236



To Public Hearing Date: NOV 18/13 Item # Ro: McKessolck Neighbarhard

Via Fax: (604) 278-5139

13 November 2013

Mr. David Weber Director, City Clerk's Office CITY OF RICHMOND 6911 No. 3 Road Richmond, BC V6Y 2C1

Dear Mr. Weber:

RE: Proposed Amendment to the Bridgeport Area Plan (McKessock Neighbourhood)

This letter is in response to the proposed amendment to the Bridgeport Area Plan for the McKessock Neighbourhood, outlined in your letter to Anne Murray, Vice President Community & Environment Affairs - Airport Authority, dated 30 October 2013. We understand the proposal will change existing land use from residential (single-family) to residential (single family and/or townhouse).

The proposal was sent for our initial review in early 2013, and our comments remain the same - while the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 contour, it is under the extended centerline of the north runway (08L/26R) and is exposed to noise and low level (less than 1,000 feet) aircraft over-flights. If the City proceeds with this proposal, we support the requirements for covenants, sound Insulation, etc. under the City's Aircraft Noise Sensitive Development Policy.

Thank you for the opportunity to review and provide comments.

Sincerely yours,

Mark Christopher Cheng. M.Eng. (mech)

Marka. Chang

Supervisor - Noise Abatement & Air Quality

Vancouver Airport Authority

P.O. BOX 23750 AIRPORT POSTAL OUTLET RICHMOND, BC CANADA V7B 1Y7 TELEPHONE 404.276.6500

WWW.YVR.CA

FACSIMILE 404.274.6505







### To Council- Oct 28,2013

### Report to Committee

Planning and Development Department

TO PLN - OCT. 22, 2013

To:

Planning Committee

Date:

October 7, 2013

From:

Wayne Craig

File:

RZ 12-626430

Director of Development

Re:

Application by Kasian Architecture Interior Design and Planning for Rezoning at 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle

Sales (CV)"

#### Staff Recommendations:

- 1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9052, to amend the City of Richmond 2041 Land Use Map (Schedule 1) to redesignate 5580 and 5600 Parkwood Wav from "Mixed Employment" to "Commercial", be introduced and given first reading.
- 2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9053, to amend Schedule 2.11B – the East Cambie Area Plan to redesignate 5580 and 5600 Parkwood Way from "Industrial" to "Commercial" in the Land Use Map, be introduced and given first reading.
- 3. That Bylaws 9052 and 9053, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

- That Bylaws 9052 and 9053, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.
- 5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9054, for the rezoning of 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)", be introduced and given first reading.

Wayne Craig

Director of Development

REPORT CONCURRENCE			
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER	
Policy Planning Transportation Engineering	<u>a</u> 2	- fritale	

#### Staff Report

#### Origin

Kasian Architecture Interior Design and Planning has applied to the City of Richmond for permission to rezone 5580 and 5600 Parkwood Way (Attachment 1) from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" for the purpose of consolidating these lots with 5660 and 5680 Parkwood Way and then subdividing them into five (5) lots to create three (3) new car dealerships and modify the properties of two (2) existing dealerships. (Attachment 2). The proposed rezoning will require an amendment to the OCP and the East Cambie Area Plan.

#### Findings of Fact

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

#### Surrounding Development

To the North: Two storey office buildings at 5500 Parkwood Way and 5388 Parkwood Place,

zoned "Industrial Business Park (IB1)".

To the East: Across Knight Street, two storey office buildings at 13511 and 13571 Commerce

Parkway, zoned "Industrial Business Park (IB1)".

To the South: Vehicle sales and service dealerships as part of the Richmond Auto Mall at

13580 and 13600 Smallwood Place, zoned "Vehicle Sales (CV)".

To the West: Vehicle sales and service dealerships as part of the Richmond Auto Mall at 5491,

5571, 5660 and 5680 Parkwood Way, zoned "Vehicle Sales (CV)".

#### Related Policies & Studies

#### Richmond 2041 Official Community Plan (OCP) - Schedule 1

The Richmond 2041 Official Community Plan (OCP) designates the subject properties as "Mixed Employment" in the 2041 OCP Land Use Map. The "Mixed Employment" use permits an array of industrial and stand-alone office and institutional uses. A limited range of commercial uses are permitted in certain areas to enable the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.

The current OCP land use designation of the existing Richmond Auto Mall is "Commercial", where the intent is to enable a range of uses for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation.

#### East Cambie Area Plan - Schedule 2.11B

The East Cambie Area Plan Land Use Map designates the subject properties as "Industrial", to accommodate the production, manufacturing, storing, transporting, distributing, testing, cleaning,

servicing or repair of goods, materials or things. Ancillary offices are only permitted to administer the industrial uses.

#### Floodplain Management Implementation Strategy

In accordance with the City's Flood Protection Bylaw 8204, the minimum allowable elevation for habitable space is 2.9 m GSC. A Flood Plain Covenant is to be registered on title prior to final adoption of the OCP and rezoning Bylaws.

#### 2041 OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject properties are within the Aircrast Noise Sensitive Development Area 2, which permits non-noise sensitive uses such as an auto dealership to operate. An aircrast noise indemnity covenant for non-sensitive use is required to be registered on the property prior to the adoption of the OCP amendment and rezoning Bylaws.

#### Metro Vancouver 2040 Regional Growth Strategy

The Metro Vancouver 2040 Regional Growth Strategy (RGS) provides land use policies to guide future development in the region. It identifies the subject properties as "Mixed Employment", which is intended for industrial, commercial and other employment-related uses to help meet the needs of the regional economy, which are not typically located in urban or neighbourhood centres. The proposed OCP amendment, rezoning and subdivision do not require a RGS amendment as the "Mixed Employment" designation accommodates the proposed commercial auto mall use.

The remainder of the Richmond Auto Mall is currently designated in the RGS as "General Urban" and is intended for areas within residential neighbourhoods and centres to include uses to support shopping services, institutions, tecreational facilities and parks, including the auto mall.

#### Background

A previous rezoning application for 5580 Parkwood Way (RZ 97-116387) to rezone to a Car Dealership and Office space was denied by Council on November 24, 1997, due to concerns from the Richmond Auto Mall that the proposal would create an unfair advantage to the applicant as they would be able to lease out office space in their proposal. The existing "Vehicle Sales (CV)" zoning within the Auto Mall prohibits office use with the exception of ancillary uses to the auto dealership.

Another rezoning application was brought forward in 2004 (RZ 04-270729) to rezone a portion of the strata at 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" as a means to include the parcel as part of the Auto Mall. The Auto Mall supported the application as the zoning would be consistent with other lots within the Auto Mall. Council approved this application on September 27, 2004; the property was subdivided and is now known as 5660 Parkwood Way.

The current rezoning application (RZ 12-626430) has the support of the Richmond Auto Mall Association (Attachment 4).

#### Consultation

The proposed OCP amendments and proposed rezoning to "Vehicle Sales (CV)" are consistent with City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport. No consultation with these agencies is necessary as this application does not propose any residential units.

The site falls within the purview of the Provincial Transportation Act where all proposals requiring rezoning amendment Bylaws, and subdivisions are required to be referred to the application to the Ministry for comment, when they are within 800 metres of a Provincial Highway intersection. The application was referred to the Provincial Ministry of Transportation and Infrastructure and the Ministry sent a preliminary approval on September 17, 2013 (Attachment 5) based on the following:

- As these properties abut Highway 99 (controlled access highway), approval for the proposed subdivision will require Ministry approval pursuant to Sec. 80 of the Land Title Act;
- 2. There will be no direct access to Highway 99; and
- 3. All storm water shall be directed to a municipally maintained storm drainage system.

#### Public Input

Signage is posted on-site to notify the public of the subject application. At the time of writing this report, staff have received phone calls from some auto dealerships wanting to follow the progress of this rezoning application, but they did not provide any comment. Should this application receive first reading, a public hearing will be scheduled.

#### Staff Comments

Based on staff's review of the subject application, staff are supportive of the development proposal, provided that the developer meets all considerations of the rezoning conditions (Attachment 6):

#### **Analysis**

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

Part 1 – 2041 Official Community Plan (OCP) and East Cambie Area Plan Amendments

The proposal to rezone the subject properties from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" to support auto dealerships will require an amendment to both the Land Use Maps of the 2041 OCP (Schedule 1) (Bylaw 9052) and the East Cambie Area Plan (Schedule 2.11B) (Bylaw 9053). The proposed amendments are to change the current land use designations of:

- The 2041 OCP from "Mixed Employment" to "Commercial"; and
- The East Cambie Area Plan from "Industrial" to "Commercial".

The OCP and Area Plan re-designations are supported as commercial uses are permitted in the City's Mixed Employment designation and Richmond's Employment Lands Strategy supports flexibility in land use designations. As the intent of this application is to expand the Richmond

Auto Mall, the proposed "Commercial" designation best reflects the use of the site and ensures consistency with the other auto dealership properties within the Auto Mall.

The benefits of the proposal are that it: enables more opportunities for auto dealerships to colocate within the same area; improves comparative vehicle shopping for customers; removes the pressure on existing and displaced dealerships within the City Centre to relocate to other areas within the City; and improves stable employment opportunities in a concentrated area outside of the City Centre.

#### Part 2 - Rezoning Amendment from "Industrial Business Park (IBI)" to "Vehicle Sales (CV)"

This application proposes to rezone 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" to allow the consolidation and subsequent re-subdivision with 5660, 5680 Parkwood Way to create a total of five (5) lots and a new access road (Attachment 2).

The proposed access road is intended to provide two-way access to all the proposed lots and is accessed from Parkwood Way by a proposed roundabout at the north end, and a T-intersection at the south. The road requires a 20 metre land dedication and is to include street parking, a 1.5 metre wide sidewalk, and a grassed and treed boulevard. The road and frontage works are subject to a separate servicing agreement.

The proposed subdivision would meet the permitted use provisions and lot size requirements of the "Vehicle Sales (CV)" zone.

The properties at 5660 and 5680 Parkwood Way are currently zoned "Vehicle Sales (CV)" and do not require rezoning.

#### Engineering

Engineering has reviewed the proposal and indicates that: there are no required upgrades to existing services, but that the developer is responsible for the installation of new water, sanitary and storm lines within the proposed road dedication to the proposed lots, and to connect these new services to existing service lines.

All existing site connections servicing the existing lots are to be removed and new site connections to service the proposed new lots will be required.

The developer is also responsible for the underground installation of private utilities (hydro, telephone). The applicant is to include information regarding the installation of these utilities along with water, sanitary and storm connections with the forthcoming servicing agreement.

#### Transportation and Site Access

The Transportation Division has reviewed the Traffic Impact Study submitted with the proposal and provides the following considerations to be acceptable to the Director of Transportation:

Access to each of the proposed lots is facilitated by a 20 metre dedication for road from the
consolidated lots which include the subject properties, as well as 5660 and 5680 Parkwood
Way for the purpose of the proposed road development. A larger dedication at the north
intersection is for the roundabout.

- The road improvements required are a 12 metre wide paved road, a curb and gutter, 1.5 metre sidewalks, grassed and treed boulevard on both sides of the road.
- A new traffic signal at the intersection of Jacombs Road and Smallwood Place at the south entrance of the Auto Mall site is required.

#### Development Permit

No building plans have been submitted with this rezoning application, but all sites are subject to a Development Permit for any future buildings on the proposed lots.

The operators of the Richmond Auto Mall have notified staff that they have been in discussions with potential dealerships to occupy the new sites, and City staff have received phone calls from auto dealerships who are interested in the progress of this rezoning application.

#### Trees

There are a number of trees within the subject properties, primarily along the perimeter of the existing property line, including those backing onto Knight Street, as well as within those landscaped islands in the existing parking lots. As there were no building drawings for the new sites, it is difficult to determine which trees would require removal or be available for retention. An Arborist report will be required as part of a Development Permit application submitted for any of the proposed lots.

#### Discharge of Covenants

The following chart outlines the current covenants that are currently registered on the land title record for 5600 Parkwood Way. The registered covenants are equivalency agreements that were required for the construction of the existing buildings that are to be removed prior to consolidation and subdivision. These documents will be made redundant with the demolition of the existing buildings and should be discharged from the Land Title records.

5600 Parkwood Way			
Document Registration	Description		
BP278368	Equivalency agreement for a water sprinkler system to protect the openings within 3 metres of an exit.		
BA110541	Equivalency agreement for fire protection.		
BB548802	Equivalency agreement for fire protection.		

#### Cancellation of Strata Plan

The property at 5600 Parkwood Way is a strata lot consisting of three (3) different strata titles, but all three (3) are listed as the same owner. The owner is required to cancel the strata plan in accordance with Part 16 of the British Columbia "Strata Property Act" prior to the adoption of rezoning.

#### Servicing Agreement

The applicant is to enter into a separate servicing agreement prior to adoption of rezoning.

The developer is responsible for the works including but not limited to the following:

- Water Service: the installation of a 200mm diameter watermain loop within the proposed road dedication, in addition to the installation of fire hydrants which are to be installed 75 metres apart minimum, and connect it to the existing system on Parkwood Way. The existing site connections are to be removed and new site connections are required. Fire flow calculations are required prior to the issuance of the Building Permit and are to be signed and sealed by a professional engineer to confirm adequate available flow;
- Sanitary Service: the installation of a 200mm diameter sanitary sewer line within the proposed dedication as required to service the development sites and connect to the existing system on Parkwood Way;
- Storm Drainage: the installation of a 600mm diameter storm sewer within the proposed road dedication, and connecting it to the existing system on Parkwood Way;
- Other Services: All existing site connections are to be removed and new site connections to service the proposed new lots are required. The developer is also responsible for the underground installation of private utilities (hydro, telephone). The applicant is to include information regarding the installation of these utilities along with water, sanitary and storm connections with the forthcoming servicing agreement.

#### Transportation:

- The proposed new road to allow vehicle access to the new lots including frontage works on both sides of the road consisting of curb and gutter, 1.5 metre sidewalk and grassed and treed boulevard;
- The proposed new roundabout at the north end connecting with Parkwood Way and a T-intersection at the south end; and
- Installation of a new traffic signal to City standard at the time of installation, including but not limited to the following: signal pole, controller, base, hardware, pole base, detection (in ground loops and video), conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s);

#### Subdivision

It is anticipated that the City will receive an application for subdivision upon receipt of third reading. Consolidation is a condition of final approval of the rezoning and OCP Bylaws.

#### Financial Impact

None.

#### Conclusion

Kasian Architecture has applied to rezone 5580 and 5600 Parkwood Way from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)", and consolidate with 5660 and 5680 Parkwood Way for the purpose of expanding the Richmond Auto Mall. The proposal requires amendments to the OCP 2041 Land Use Map as well as the East Cambie Area Plan Land use map. The submitted information supports the criteria set out in the "Vehicle Sales (CV)" zone. As staff consider that the proposal will benefit the community and are confident that the outstanding conditions related to servicing and accessing the site will be addressed and, therefore, recommends that Bylaws 9052, 9053 and 9054 be introduced and given first reading.

David Jolinson

Planner 2

(604-276-4193)

DJ:cas

Attachment 1: Location Map

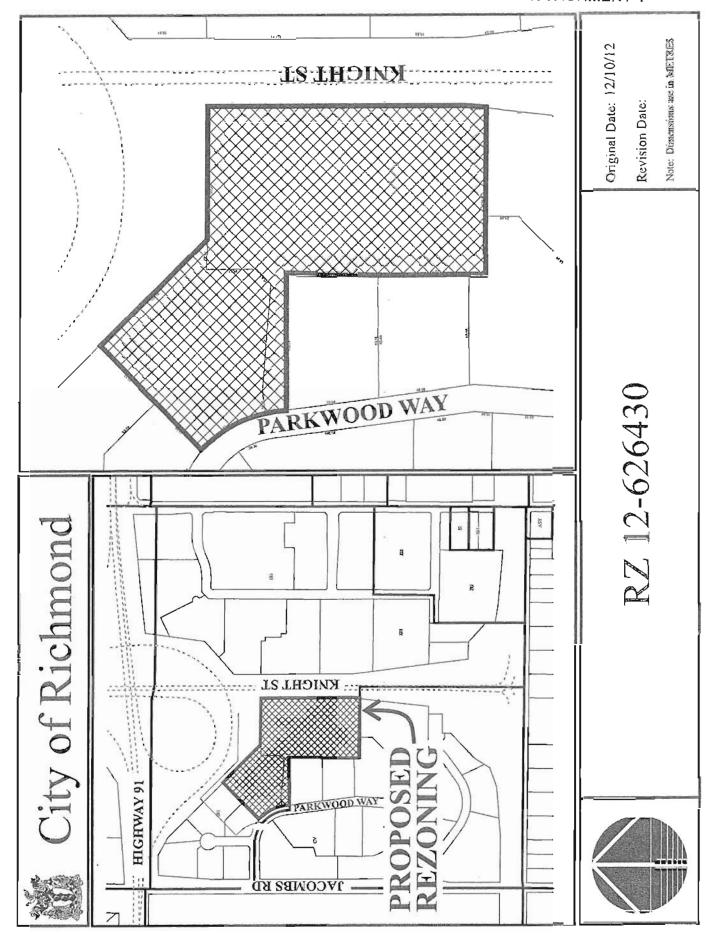
Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Letter from Richmond Auto Mall Association

Attachment 5: September 17, 2013 letter from Ministry of Transportation and Infrastructure

Attachment 6: Rezoning Considerations



PH - 247



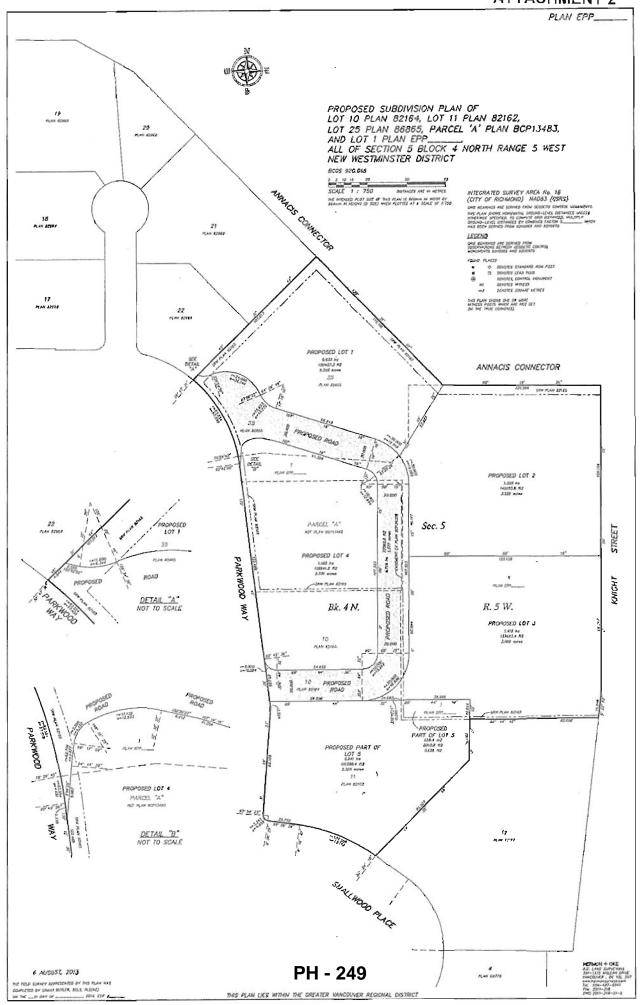


RZ 12-626430

Original Date: 09/04/13

Amended Date:

Note: Dimensions are in METRES





### **Development Application Data Sheet**

**Development Applications Division** 

RZ 12-626430 Attachment 3

Address: 5580 and 5600 Parkwood Way

Applicant: Kasian Architecture Interior Design and Planning

Planning Area(s): East Cambie Area Plan (OCP Schedule 2.11B)

	Existing	Proposed	
Owner:	0737974 BC Ltd.	0737974 BC Ltd.	
Site Size:	40,509.0 m²	35,338.0 m² (after road dedication)	
Metro Vancouver Regional Growth Strategy Designation	Mixed Employment	Mixed Employment	
OCP Designation:	Mixed Employment	Commercial	
Area Plan Designation:	Industrial	Commercial	
Zoning:	Industrial Business Park (IB1)	Vehicle Sales (CV)	

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	none	9,330 m² (Lot 1) 13,030 m² (Lot 2) 14,120 m² (Lot 3) 11,050 m² (Lot 4) 9,410 m² (Lot 5)	none

### auto i mali

June 27, 2012.

0737974 BC Ltd. c/o Larry Gwozd Alexander Holburn Beadin + Lang LLP 2700 - 700 West Georgia Street Vancouver, BC V7Y 1B8

#### **Attention Gary Cowell**

Dear Gary:

This letter is confirmation that the Richmond Auto Mall Association and Richmond Auto Mall Holdings Ltd. consent to the properties to be acquired by 0737974 BC Ltd. becoming part of the Richmond Auto Mall upon completion of re-zoning and re-development to serviced auto dealership lots.

Yours truly,

Leonard Fong

President ::

Richmond Auto Mall Association

Richmond Auto Mall Holdings Ltd.

CC: Board of Directors, Richmond Auto Mall Association & Richmond Auto Mall Holdings Ltd.

# DEVELOPMENT APPROVALS PRELIMINARY BYLAW COMMUNICATION

Your File #: RZ-12-626430 eDAS File #: 2013-04275

Date: Sep/17/2013

City of Richmond
6911 No.3 Road
Richmond, BC V6Y 2C1
Canada

Attention: David Johnson, Planner 2

Re: Proposed Rezoning for:

Lot 25, Section 5, Block 4 North, Range 5 West, New Westminster District Plan

86865

Common Property Strata Lot NWS3337

Previously, preliminary approval had been provided on January 8, 2013 (eDAS File # 2013-0087). However, as further information was recently submitted, this file has been closed and superceded by eDAS File # 2013-04275.

Preliminary Approval is granted for the rezoning for one year pursuant to section 52(3)(a) of the *Transportation Act*, subject to the following conditions:

- Pursuant to Section 80 of the Land Title Act, the proposed subdivision will require Ministry of Transportation and Infrastructure approval.
- No direct access will be permitted to Highway 91.
- No storm drainage shall be directed into Ministry of Transportation and Infrastructure systems. This would include collection/run off of the internal roads systems. All storm water is to be directed to a municipally maintained storm system.

Local District Address

Lower Mainland District 310-1500 Woolridge Street Coquitlam, BC V3K 0B8 Canada

Phone: (604) 527-2221Fax: (604) 527-2222

- · Regarding any future buildings/structures:
  - All structures are to be located at least 4.5 metres back from the highway right-of-way, or 3 metres where the structure has access from another street.
  - No future commercial or industrial building shall exceed 4,500 square metres without prior approval from the Ministry of Transportation and Infrastructure pursuant to Section 924 of the Local Government Act.

If you have any questions please feel free to call Michael Braun at (604) 527-2244. Yours truly,

Michael Braun

Area Development & Operations Technician

File No.: RZ 12-626430



### **Rezoning Considerations**

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

Address: 5580 and 5600 Parkwood Way

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9054, the developer is

required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 9052 and 9053.

- 2. Approval of Richmond Zoning Bylaw 8500, Amendment Bylaw 9054 by the Ministry of Transportation and Infrastructure.
- 20.0 metre road dedication within the subject site, including 5660 and 5680 Parkwood Way. Additional road
  dedications at the intersections of Parkwood Way as per the proposed Subdivision plan. Final road dedication
  requirements to be determined by the Director of Transportation, subject to an approved functional design for the new
  roads.
- 4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
- 5. Registration of an aircraft noise indemnity covenant on title.
- 6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.90 m GSC.
- 7. Discharge of restrictive covenants BP278368, BA110541 and BB548802 from the Land Title records.
- 8. Confirmation of the cancellation of Strata Plan NW3337.
- Enter into a Servicing Agreement\* for the design and construction of the proposed road, utilities and frontage improvements. Works include, but may not be limited to,
  - Installation of a 200mm diameter watermain loop within the proposed road dedication as required servicing the
    development sites, in addition to fire hydrants being installed 75 metres apart minimum, and connecting it to the
    existing system on Parkwood Way;
  - Installation of a 200mm diameter sanitary sewer line within the proposed dedication as required servicing the development sites and connecting it to the existing system on Parkwood Way;
  - Installation of a 600mm diameter storm sewer within the proposed road dedication, and connect it to the existing system on Parkwood Way;
  - Information on the removal of all existing site connections and the installation for the underground private utilities:
  - The proposed new road to allow vehicle access to the new lots including frontage works on both sides of the road consisting of curb and gutter, 1.5 metre sidewalk and grassed and treed boulevard;
  - The proposed new roundabout at the north end connecting with Parkwood Way and a T-intersection at the south end; and
  - Installation of a new traffic signal to City standard at the time of installation, including but not limited to the
    following: signal pole, controller, base, hardware, pole base, detection (in ground loops and video), conduits
    (electrical and communications), signal indications, communications cable, electrical wiring and service
    conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

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

1. Submit an Arborist Report, identifying the location and condition of all on-site trees, and to determine the possible retention or removal of these trees.

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

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

#### Note:

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

Signed	Date	



## Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9052 (RZ 12-626430) 5580 and 5600 Parkwood Way

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

 Richmond Official Community Plan Bylaw 9000 (Schedule 1) 2041 Land Use Map is amended to redesignate 5580 and 5600 Parkwood Way from "Mixed Employment" to "Commercial", specifically;

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9052".

FIRST READING	OCT 2	8 2013 CITY OF RICHMOND
PUBLIC HEARING	· ·	. APPROVEO
SECOND READING	· .	APPROVED by Manager or Solicitor
THIRD READING		- il
OTHER CONDITIONS SATISFIED		· · · · · · · · · · · · · · · · · · ·
ADOPTED .		
		•
MAVOR	CORPOR	ATE OFFICER



## Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9053 (RZ 12-626430) 5580 and 5600 Parkwood Way

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

1. Richmond Official Community Plan Bylaw 7100 (Schedule 2.11B) East Cambie Neighbourhood Plan Land Use Map is amended to redesignate 5580 and 5600 Parkwood Way from "Industrial" to "Commercial", specifically;

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9053".

FIRST READING	OCT 2 8 2013
PUBLIC HEARING	APPROV by
SECOND READING	APPROV by Manag
THIRD READING	ar Salleli  Like
OTHER CONDITIONS SATISFIED	
ADOPTED	
MAYOR	CORPORATE OFFICER



## Richmond Zoning Bylaw 8500 Amendment Bylaw 9054 (RZ 12-626430) 5580 and 5600 Parkwood Way

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 "VEHICLE SALES (CV)":

#### P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

#### P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

#### P.I.D. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

#### P.I.D. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9054".

Bylaw 9054 Page 2

FIRST READING	OCT 2 8 2013	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED by
SECOND READING		APPROVED by Director
THIRD READING		or Solicitar  — M
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL		
OTHER CONDITIONS SATISFIED		_
ADOPTED		_
- MAXOD	CORRORATE OFFICER	
MAYOR	CORPORATE OFFICER	



## To Council- Oct 28,2013 **Report to Committee**

**Fast Track Application** 

Planning and Development Department TO AN - OCT. 22 2013

To:

Re:

Planning Committee

Director of Development

Date:

September 30, 2013

From:

Wayne Craig

File:

RZ 13-639817

Application by Rav Bains for Rezoning at 6580 Francis Road from Single

Detached (RS1/E) to Single Detached (RS2/C)

#### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9061, for the rezoning of 6580 Francis Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.

Wayne/Craig

Director of Development

CL:blg

Att.

REPORT CONCURRENCE

ROUTED To:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Affordable Housing

#### Staff Report

ltem	Details		
Applicant	Rav Bains		
Location	6580 Francis Road (Attachment 1)		
Development Application Data Sheet	See Attachment 2.		
Zoning	Existing: Single Detached (RS1/E)		
2011179	Proposed: Single Detached (RS2/C)		
OCP Designation	Neighbourhood Residential	Complies ✓ Y □ N	
Lot Size Polícy	Lot Size Policy 5428 (adopted by Council in 1989; amended in 2008), permits rezoning and subdivision of properties fronting Francis Road within the subject area in accordance with the "Single Detached (RS2/C)" zone (Attachment 3).	Complies ✓ Y □ N	
Affordable Housing Strategy Response	Consistent with the Affordable Housing Strategy for single-family rezoning applications, the applicant proposes a legal secondary suite within the principal dwelling on one (1) of the two (2) proposed lots.		
Flood Management	Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.		
	North: Directly across Francis Road, are older homes on lots zoned "Single Detached (RS1/E)".		
Surrounding Development	South: Facing Magnolia Drive, are newer homes on lots zoned "Single Detached (RS1/D)".		
	East: An older home on a lot zoned "Single Detached (RS1/E)".		
	West: A newer home on a lot zoned "Single	Detached (RS1/E)".	
Rezoning Considerations	See Attachment 5		

#### **Staff Comments**

#### Background

This proposal is to enable the creation of two (2) smaller lots from an existing large lot on the south side of Francis Road, between No. 2 Road and Gilbert Road. Each new lot proposed would be approximately 13.6 m wide and 568 m² in area. The south side of this block of Francis Road has seen some redevelopment through rezoning and subdivision in recent years, consistent with Lot Size Policy 5428. The subject application is consistent with the Lot Size Policy and with the pattern of redevelopment already begun on the block. Potential exists for other lots on the south side of this block of Francis Road to redevelop in the same manner.

#### Trees & Landscaping

A Tree Survey and a Certified Arborist's Report were submitted by the applicant, which identify and provide recommendations for the 11 bylaw-sized trees on-site, four (4) bylaw-sized trees on adjacent properties, and three (3) undersized trees within the concrete boulevard on City-owned property. A list of tree species assessed as part of the Arborist's Report is included on the Tree Retention Plan (Attachment 4).

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

- Retain and protect Trees # 155 and 156 located in the rear yard of the subject site, which are in good condition.
- Retain and protect Tree # 04 located on the adjacent property to the south (6611 Magnolia Drive).
- Remove a total of eight (8) trees from the subject site for the following reasons:
  - Trees # 147 and # 154 are in poor condition due to previous topping and major decay in the trunk.
  - Trees # 148-#150 are in fair to poor condition, two (2) of which are declining due
    to foliage removal or the top of the tree dying, and all of which are located in
    conflict with the building envelopes of the proposed dwellings.
  - Trees # 151, 152, and # 157 are in good condition, but are located within the building envelope on the proposed east lot and are not recommended for retention.
  - Tree # 153 is in good condition, but is in conflict with future construction within the building envelope on the proposed the east lot. The amount of excavation required would encroach into the critical root zone and canopy area, compromising the survival of the tree. Consideration was given to relocating the tree or modifying the building envelope, however, this is not recommended for this species of tree.

The City's Tree Preservation Official also recommends removal of Trees # 01, 02, 03 on the adjacent property to the east (6600 Francis Road), which are in fair condition with poor structures due to some topping. Written authorization has been obtained from the adjacent property owner(s) for removal and replacement on their site (on file). Application for and issuance of a Tree Removal Permit for these trees is required at development stage. The applicant is required to submit a landscaping security in the amount of \$1,500 prior to final adoption of the rezoning bylaw to ensure that the replacement trees are planted on the neighbouring site (reflects the 1:1 replacement ratio in the amount of \$500/tree consistent with the tree removal permit process).

The City's Parks department Arborist also reviewed the report, conducted a Visual Tree Assessment, and concurs with the recommendations to retain and protect undersized Trees # 05 and # 07 located within the concrete boulevard on City-owned property along Francis Road. However, it was noted that undersized Tree # 06 within the concrete boulevard must be removed to accommodate the proposed shared driveway centered on the common property line of the proposed lots. Relocation of the tree within the boulevard was considered as an alternative to

tree removal, however, it was not recommended due to the presence of existing utilities and the lack of space available within the boulevard to relocate the tree. The applicant has agreed to provide a voluntary contribution to the City's Tree Compensation Fund in the amount of \$1,300 for the planting of replacement trees on City-owned property elsewhere in the city. The applicant must contact the Parks department four (4) business days prior to tree removal to enable proper signage to be posted.

The Tree Retention Plan is provided in Attachment 4.

To ensure protection and survival of retained trees, the following is required prior to rezoning:

- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within Tree Protection Zones.
- Submission of a Security in the amount of \$4,000 (\$500/tree).

Tree protection fencing must be installed to City standard around all trees to be retained. Tree protection fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.

Based on the 2:1 tree replacement ratio required in the Official Community Plan (OCP), a total of 18 replacement trees are required for the nine (9) trees proposed to be removed from the site (see Rezoning Considerations in Attachment 5 for minimum replacement tree sizes). The applicant proposes to plant four (4) replacement trees on the future lots and to provide a voluntary contribution in the amount of \$7,000 (\$500/tree) to the City's Tree Compensation Fund prior to rezoning, in-lieu of planting the balance of replacement trees on-site.

To ensure that the replacement trees are planted, and that the front yards of the proposed lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including fencing, surface materials, and installation costs). The Landscape Plan must be submitted prior to final adoption of the rezoning bylaw.

#### Site Servicing & Vehicle Access

3995085

There are no servicing concerns with rezoning.

Prior to rezoning, the applicant is required to register a restrictive covenant on Title to ensure that, upon subdivision of the property:

- Vehicle access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb) centered on the proposed shared property line.
- The buildings and driveway on the proposed lots be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Francis Road.

#### Subdivision

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

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.
  - (Note: the required service connections for the proposed two (2) lots must be located and designed to ensure protection of Trees # 155, 156, 04, 05, and 07 on-site and off-site).
- Register a cross-access easement over the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

#### Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the OCP, and is consistent with Lot Size Policy 5428, which allows rezoning and subdivision of properties on this block of Francis Road in accordance with the "Single Detached (RS2/C)" zone.

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

On this basis, staff recommends support for the application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9061 be introduced and given first reading.

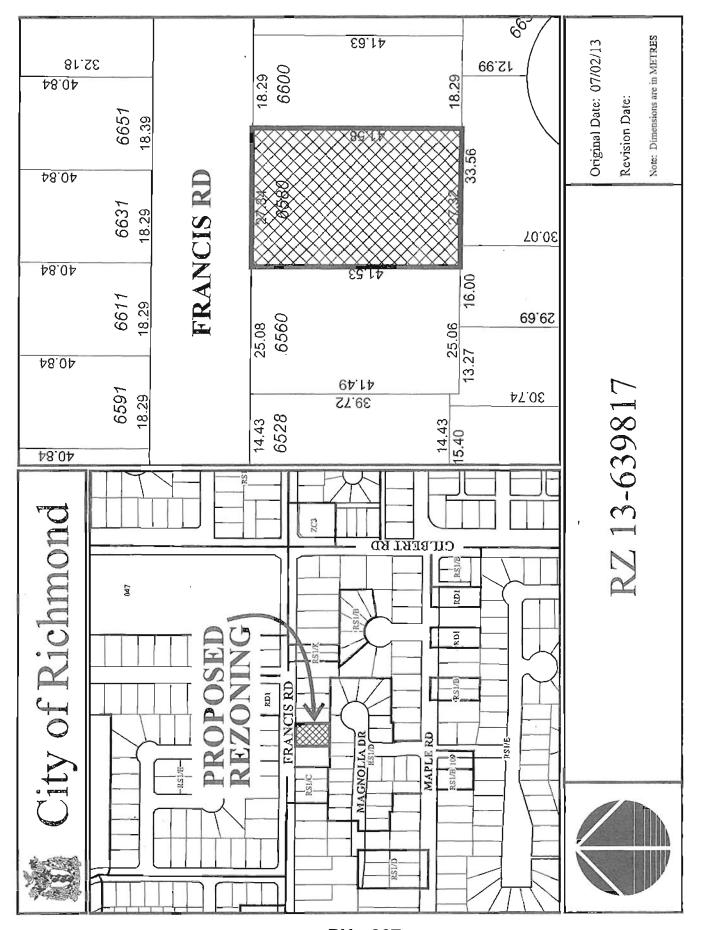
Cynthia Lussier Planning Technician (604-276-4108)

CL:blg

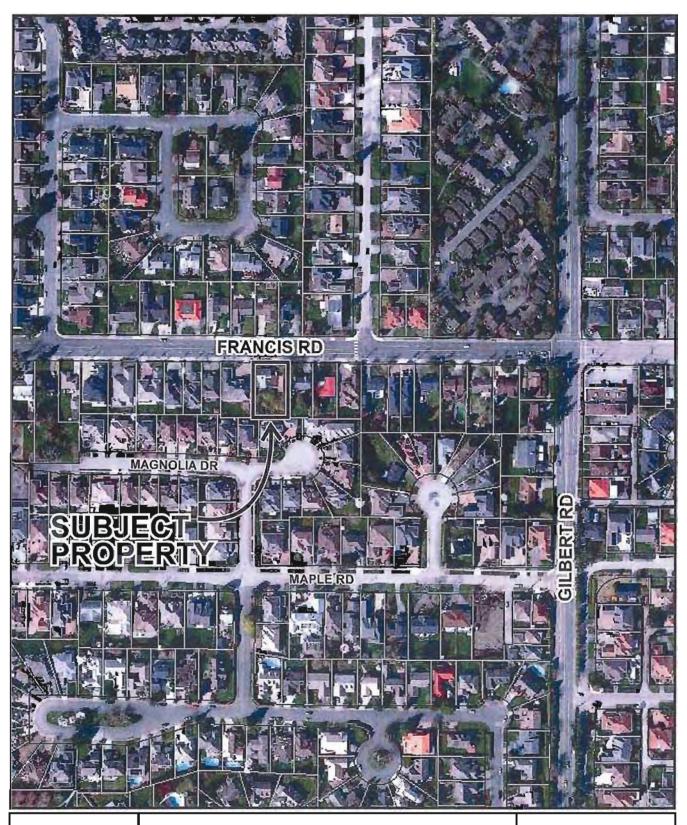
Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Lot Size Policy 5428 Attachment 4: Tree Retention Plan Attachment 5: Rezoning Considerations



PH - 267





RZ 13-639817

Original Date: 07/02/13

Amended Date:

Note: Dimensions are in METRES



Date Received: June 26, 2013

# Development Application Data Sheet Fast Track Application

Fast Track Compliance: August 23, 2013

**Development Applications Division** 

Single Detached (RS2/C)

Address: 6580 Francis Road

Applicant: Rav Bains

Planning Area(s): Blundell

ExistingProposedOwnerGurchetan S. Aujla<br/>Iqbal K. AujlaTo be determinedSite Size (m²)1,136 m² (12,228 ft²)Two (2) lots – each approximately<br/>568 m² (6,114 ft²)Land UsesOne (1) single detached<br/>dwellingTwo (2) single detached lots

Single Detached (RS1/E)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Buildings	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage - Landscaping	Min. 25%	Min. 25%	none
Setback - Front Yard (m)	Min. 9 m	Min. 9 m	none
Setback - Rear Yard (m)	Min. 6 m	Min. 6 m	none
Setback - Side Yard (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2.5 storeys	2.5 storeys	none
Minimum Lot Size	360 m²	568 m²	none
Minimum Lot Width	13.5	13.6	none

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

Zoning



## City of Richmond

## **Policy Manual**

Page 1 of 2

Adopted by Council: December 18, 1989
Amended by Council: December 15, 2008

POLICY 5428

File Ref: 4430-00

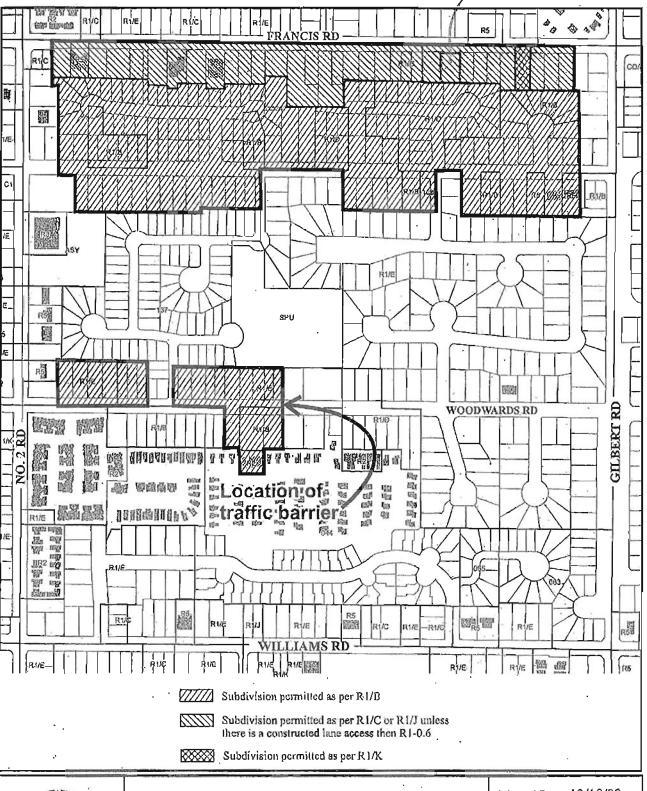
SINGLE-PAMILY LOT SIZE POLICY IN QUARTER-SECTION 30-4-6

#### **POLICY 5428:**

The following policy establishes lot sizes for properties in Section 30-4-6 as shown on the attached map:

- Subdivisions in the Quarter Section's interior areas as designated on the map may be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300;
- 2. Subdivisions along Francis Road as shown on the map will be restricted to Single-Family Housing District R1/C or Single-Family Housing District R1/J unless there is a constructed lane access, then subdivisions may be permitted to Single-Family Housing District R1-0.6, except that 6680 Francis Road may be permitted to subdivide to Single-Family Housing District R1-K without the requirement for a lane access; and
- 3. This policy is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

-Subject Site

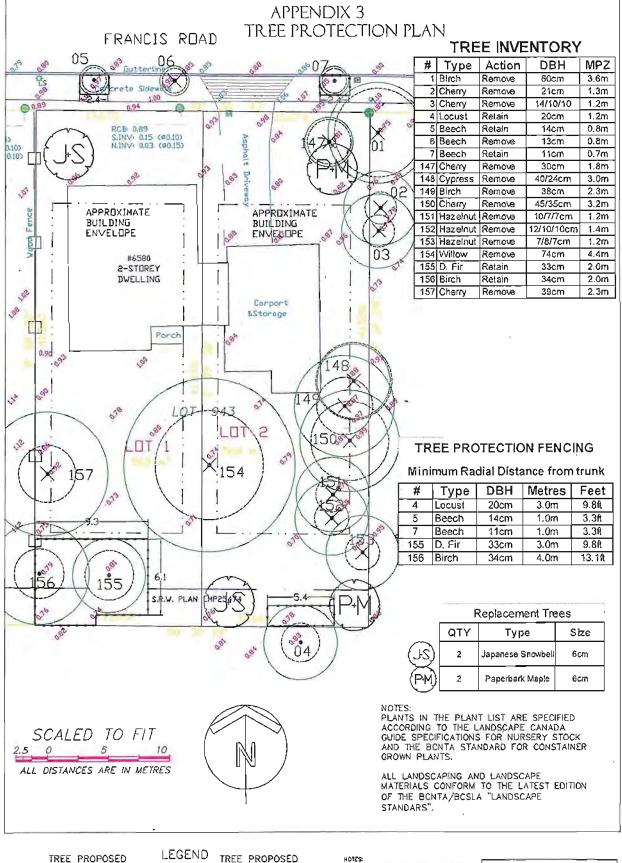




Policy 5428 Section 30-4-6 Adopted Date: 12/18/89

Amended Date: 12/15/08

Note: Dimensions are in METRES





TREE PROPOSED FOR REMOVAL



HOTES
1. SITE LAYOUT INFORMATION AND TREE
SURVEY DATA PER SUPPLIED BRAWING

2. REFER TO ATTACHED THE PROTECTION REPORT FOR INFORMATION CONCERNING THEE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPHEAD AND CONDITION.

PROPOSED TREE REMOVAL AND TENTION REFLECTS PRELIMINARY IVEWAY AND SERVICE CORRIDOR GNMENT CONSIDERATIONS.

272 ALL MEASUREMENTS ARE WETRIC

Page B

Froggers Creek Tree Consultants Ltd

ESRO FRANCIS BOAR PICHEONO

TREE PROTECTION DRAWING THE DRAWING PLOTS ALL THEES, PROPOSED FOR RETORION, REVOVAL, THER CANOPIES, PROTECTION ZONES AND PROTECTION FENCING BIT REJATION TO THE APPROXIMATE BUILDING EMPLOYEES.

October 8, 2013



## **Rezoning Considerations**

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

Address: 6580 Francis Road

File No.: RZ 13-639817

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9061, the following is required to be completed:

- 1. Submission of a Landscape Plau, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including fencing, paving, and installation costs. The Landscape Plan should:
  - comply with the development requirements of the Arterial Road Policy in the 2041 OCP;
  - include the dimensions of required tree protection fencing;
  - include a variety of suitable native and non-native replacement trees, ensuring a rich urban environment and diverse habitat for urban wildlife; and
  - include the four (4) replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	11 cm		6 m
2	9 cm		5 m

- 2. The City's acceptance of the developer's voluntary contribution in the amount of \$7,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the balance of required replacement trees on-site.
- 3. The City's acceptance of the developer's voluntary contribution in the amount of \$1,300 to the City's Tree Compensation Fund for removal of Tree # 06 from the boulevard in front of the subject site, for the planting of replacement trees on City-owned property elsewhere in the city.
- 4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (Trees # 155, 156, 04, 05, 07. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 5. Submission of a Tree Survival Security to the City in the amount of \$4,000 for the four (4) trees to be retained on the subject site and on City-owned property. The City will release 90% of the security after construction and landscaping on the proposed lots is completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later, subject to inspection.
- 6. Submission of a Landscaping Security in the amount of \$1,500 to ensure replacement trees are planted on the adjacent property to the east at 6600 Francis Road, to compensate for the removal of Trees # 01, 02, 03 with the required tree removal permit at development stage

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

  Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,168) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.
- 8. Registration of a flood indemnity covenant on Title.
- 9. Registration of a restrictive covenant on title to ensure that:
  - a) Vehicle access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb) centered on the proposed shared property line.
  - b) The buildings and driveway on the proposed lots be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Francis Road.

## Prior to removal of Trees # 01, 02, 03 from the neighbouring property at 6600 Francis Road:

• The applicant must apply for and be issued the required tree removal permit\*.

## Prior to removal of Tree # 06 from the boulevard on City-owned property in front of the subject site:

• The applicant must contact the Parks department (604-244-1208 x 1342) four (4) business days prior to tree removal to enable proper signage to be posted.

#### At Demolition\* stage, the following is required to be completed:

• Installation of tree protection fencing around Trees # 155, 156, 04, 05, 07 on-site and off-site. Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.

#### At Subdivision\* stage, the following is required to be completed:

- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.
  - (Note: the required service connections for the proposed two (2) lots must be located and designed to ensure protection of Trees # 155, 156, 04, 05, and 07 on-site and off-site).
- Registration of a cross-access easement over the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

#### At Building Permit\* stage, the following is required to be completed:

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

#### Note:

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

[Signed original on file]		
1		
Signed	Date	



## Richmond Zoning Bylaw 8500 Amendment Bylaw 9061 (RZ 13-639817) 6580 Francis Road

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

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

P.I.D. 002-682-711 Lot 943 Section 30 Block 4 North Range 6 West New Westminster District Plan 61043

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9061".

FIRST READING	OCT 2 8 2013	COTY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED by
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
OTHER REQUIREMENTS SATISFIED		_
ADOPTED		
		_
MAYOR	CORPORATE OFFICER	



## To Council- Oct 28,2013

## Report to Committee

Planning and Development Department

TO PLN - OCT . 22, 2013

To:

Planning Committee

Director of Development

Date: October 7, 2013

From:

Wayne Craig

File:

RZ 11-590130

Re:

Application by Jordan Kutev Architects Inc. for Rezoning at 22691 and 22711

Westminster Highway from Single Detached (RS1/F) to Town Housing - Hamilton

(ZT11)

#### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9064, for the rezoning of 22691 and 22711 Westminster Highway from "Single Detached (RS1/F)" to "Town Housing - Hamilton (ZT)1)", be introduced and given first reading.

Director of Development

WC: Att.

REPORT CONCURRENCE

ROUTED TO:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Affordable Housing

V

#### Staff Report

#### Origin

Jordan Kutev Architects Inc. has applied to the City of Richmond for permission to rezone 22691 and 22711 Westminster Highway from "Single Detached (RS1/F)" zone to "Town Housing – Hamilton (ZT11)" zone in order to permit the development of 11 townhouse units on the consolidated development site with vehicle access proposed from Westminster Highway. A location map is provided in Attachment 1.

#### Findings of Fact

A preliminary site plan, landscape plan and building elevations are provided in Attachment 2. A Development Application Data Sheet is provided in Attachment 3.

#### Surrounding Development

To the North: An existing townhouse development zoned "Town Housing - Hamilton (ZT3)".

To the East: Across Westminster Highway are vacant "Single-Detached (RS1/F)" zoned lots

and a townhouse development zoned "Town Housing - Hamilton (ZT11)".

To the South: Existing houses zoned "Single-Detached (RS1/B)".

To the West: Existing houses zoned "Single-Detached (RS1/B)".

#### Related Policies & Studies

#### 2041 Official Community Plan Land Use Designation

The subject site is designated for Neighbourhood Residential (NRES) in the 2041 Official Community Plan (OCP) land use map. The NRES designation permits single-family, two-family and townhouse residential uses. The proposed rezoning complies with the existing land use designation.

#### Hamilton Area Plan – Lower Westminster Sub Area Plan

The subject site is located within the Hamilton Area Plan – Lower Westminster Sub Area, which designates the subject site for:

"Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional"

The Lower Westminster Sub Area permits a range of permitted densities from 11 to 25 units per acre to a maximum of 700 dwelling units total for this area (refer to Attachment 4 for a copy of the Lower Westminster Sub Area Plan). The proposed 11 unit townhouse development complies with the existing land use designations and the range of densities permitted in the Hamilton Area Plan – Lower Westminster Sub Area. City staff have also confirmed that the current number of total dwelling units in the Lower Westminster Sub Area is well below the 700 dwelling unit maximum identified in the plan and can accommodate the proposed 11 units to be added from this development.

#### Hamilton Area Plan Concept

In January 2012, Council endorsed the planning process to update the Hamilton Area Plan mainly for Areas 2 and 3 of the plan (Attachment 5). A series of open houses have been held, and the last (third open house) was held on June 27, 2013, which presented the Hamilton Area Plan concept to the community. The proposed 11 unit townhouse residential development is consistent with the proposed land use designations and densities proposed for Area 1 (Lower Westminster Sub Area Plan) in the Hamilton Area Plan concept presented at the June 27, 2013 open house. The Hamilton Area Plan concept proposes to maintain the current densities in Area 1, with no identified changes or impacts to this site.

#### Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, a cash contribution of \$2.00 per sq. ft. for a total cash contribution of \$23,353 will be made in accordance with the strategy.

#### Universal Housing Features

Incorporation of convertible housing features and age in place measures in this project will be reviewed through the processing of the Development Permit applications based on applicable 2041 OCP guidelines and City policies.

#### Flood Plain Designation and Protection Bylaw (8204)

Registration of a Flood Plain Covenant on title that requires a minimum flood construction level of 3.5 m (geodetic survey datum) is required and will be secured as a rezoning consideration for the development proposal.

#### Public Art Program

In accordance with the City's Public Art Program, a cash contribution to the public art reserve at a rate of \$0.77 per sq. ft. is being secured as a rezoning consideration for this development for a total cash contribution of \$8,991.

#### Consultation

Rezoning signage has been posted on the property as one of the notification requirements to inform of the submitted rezoning proposal for the townhouse project. To date, no public correspondence has been received on this application. Any correspondence received through the remaining rezoning process will be forwarded to Council.

#### Ministry of Transportation Referral

This rezoning application was referred to the Ministry of Transportation due to the proximity of the site to the Highway 91 and Westminster Highway Interchange. Preliminary approval has been granted by the Ministry. Final approval from the Ministry of Transportation will be completed as a rezoning consideration for the development.

#### Staff Comments

#### Trees

Assessment of Trees

A tree survey and arborist report has been submitted in support of the rezoning application. The City's Tree Preservation Coordinator reviewed these materials in conjunction with the rezoning plans and provided the following comments (reference Attachment 6 for a tree preservation plan):

- 18 trees located on the subject site of which:
  - o 3 (Untagged) are dead and should be removed and replaced.
  - o A 21 cm calliper Pine (Tag #948) is in visible decline and should be removed and replaced.
  - o 13 cottonwood trees (Tag #949) located on the south edge of the site are in poor condition and have been previously topped. Due to the existing poor condition of the trees and required modifications to prepare the site for the proposed development, these trees should be removed and replaced.
  - A 50 cm calliper Norway Spruce tree (Tag #947) is in good condition. However, this tree falls within the proposed building envelope of the development and retention of this tree would involve a loss of 4 units from the proposed 11 unit townhouse project. To compensate for the loss of this healthy tree, the applicant should provide one 5 m tall specimen conifer tree to be integrated into the landscaped street frontage of the development.
  - o 2 trees located on the neighbouring properties to the west are in poor/declining conditions based on the assessment from the consulting arborist. The developer is currently in discussions with this neighbouring property owner about removal of these 2 off-site trees based on the recommendation from the consulting arborist. Should the developer and neighbouring property owner come to an agreement over removal of these trees, a permit is required based on the provisions of Tree Protection Bylaw 8057. Until such time, installation and inspection of tree protection measures and fencing to protect the two off-site trees located on the neighbouring property to the west is required as a rezoning consideration of the development.

#### Required Tree Compensation

A preliminary landscape plan has been submitted and confirms that a minimum of 25 trees can be planted on-site as part of the redevelopment. Based on the 18 on-site trees to be removed and a 2:1 tree replacement ratio guideline outlined in the 2041 OCP, the balance of 11 trees not planted on site will be compensated for through a voluntary cash in lieu contribution of \$5,500 to the City's tree compensation fund (based on \$500 per tree). If additional replacement trees can be planted on-site (beyond the 25 identified in the landscape plan) through the processing of the forthcoming Development Permit, the cash in lieu contribution can be reduced at a rate of \$500 per additional replacement tree proposed on-site. City staff will also ensure that a minimum 5 m tall specimen conifer tree is planted along the frontage of the development in accordance with recommendations from the City's Tree Preservation Coordinator.

#### Access and Parking Configuration

One vehicle access is proposed at the north edge of the development site to provide for adequate separation distance from the signalized intersection at Westminster Highway and McLean Avenue to the south. Provisions for this development to also provide for access to neighbouring properties to the north or south of the subject site is not necessary as the properties to the south are zoned and designated for single-family development only and already have access to McLean Avenue. The property to the north contains an existing townhouse complex with access provided from Norton Court. The proposed access location and configuration has been reviewed and is supported by Transportation staff.

A pedestrian linkage is proposed at the south edge of the subject site to provide a pathway for the rear townhouse units to gain access Westminster Highway. This pathway is for use only by residents of the townhouse development; therefore, no legal agreements are required to secure access for the general public.

The proposal provides two parking stalls for each townhouse unit (22 spaces total) and 3 visitor parking stalls, which complies with the parking requirements contained in the zoning bylaw. 100% of parking stalls (22 stalls) associated with the townhouse units are proposed to be parked in tandem arrangement, which will require a variance to be reviewed through the Development Permit application. A legal agreement to ensure that tandem parking spaces are not converted to living space is required to be registered on title as a rezoning consideration. The proposed variance to allow the tandem parking arrangement is discussed in further detail in the Analysis section of this report.

#### Transportation Infrastructure Upgrades

Transportation related infrastructure upgrades to be completed as part of the subject site's redevelopment include the following:

- For the entire subject site's Westminster Highway frontage south to McLean Avenue, design and construction of a road cross-section to facilitate a 14.1 m pavement width (to accommodate 3 vehicular lanes of travel at 3.5 m width each, 2 bicycle lanes of travel at 1.8 m each), concrete curb and gutter, 1.5 m wide grass and treed boulevard and 1.5 m wide sidewalk along the west side of Westminster Highway.
- North of the consolidated site's Westminster Highway frontage, design and construction of a interim 1.5 m interim asphalt pathway to connect to the existing pathway to the north.
- Upgrades to the existing signalized intersection at Westminster Highway and McLean Avenue to include audible pedestrian signal features.
- The above works are to be undertaken through a City Servicing Agreement application, which is required to be completed as a rezoning consideration (Attachment 7) for this development.

#### Site Servicing and Utility Requirements

A storm capacity analysis was completed, which did not identify any required upgrades to accommodate this development. No capacity analyses were required to examine the City sanitary sewer or water systems. A 3 m by 3 m statutory right of way is required to be secured on the subject property at the north edge of the site adjacent to Westminster Highway to

accommodate sanitary sewer service infrastructure (including a connection, inspection chamber and manhole). A utility pole located along the subject site's Westminster Highway frontage may need to be relocated as a result of the proposed frontage works, which will be confirmed through the Servicing Agreement.

The Servicing Agreement will include all referenced frontage, road and signalized intersection upgrades, site service connections/tie-ins and potential utility pole relocation.

#### Indoor and Outdoor Amenity Space Requirements

A cash contribution is being provided by the developer in lieu of provisions for an on-site indoor amenity space for this development based on Council Policy, at a rate of \$1,000 per dwelling unit, for a total contribution of \$11,000.

On-site outdoor amenity space is being provided in the townhouse project at the south east corner of the subject site and is sized in accordance with the 2041 OCP guidelines. Design and programming refinement of the outdoor amenity will be completed through the forthcoming Development Permit application.

#### Noise Mitigation

The subject site front's directly onto Westminster Highway, which is a major transportation corridor through the area accommodating vehicle, transit, bicycle and pedestrian traffic. The 2041 OCP Development Permit Guidelines and Hamilton Sub Area Plan Development Permit Guidelines contain policies to provide noise mitigation measures for multi-family developments that may be impacted by adjacent activities related to traffic and transit. As a result, the following is proposed to address noise mitigation measures:

- Registration of a legal agreement on title to ensure noise mitigation is incorporated into the overall design of the project based on criteria contained in the 2041 OCP is a requirement of the rezoning.
- Through the forthcoming Development Permit application, require the submission of an acoustical report from the appropriate professional to demonstrate and confirm that the design of the development will comply with 2041 OCP noise level criteria, which also must take into account thermal requirements.

#### Rezoning Considerations

A copy of the rezoning considerations that are required to be completed as part of this application is contained in Attachment 7. The developer is aware of and has agreed to these requirements.

#### **Analysis**

#### Compliance with Hamilton Area Plan

The proposed 11 unit townhouse development complies with existing Hamilton Area Plan – Lower Westininster Sub Area provisions for residential redevelopment and is consistent with other low-density townhouse projects previously approved in this area. This project also complies with the proposed Hamilton Area Plan concept presented at the last open house on June 27, 2013

#### Conditions of Adjacency

The townhouse project fronts directly onto Westminster Highway and a 6 m setback is required in the proposed zone to facilitate the development of an appropriate streetscape and landscape treatment. Road and frontage upgrades are also required as part of the servicing for this development, which will integrate with existing frontage improvements in the area.

A suitable rear yard interface for the existing single-family developments to the west and south is required for this development. The proposed site plan would result in a 5 m setback along the south property line (side yard for the development adjacent to the rear yard of single-family). A setback ranging from 3.3 m to 4.5 m along the west property line (rear yard for the development adjacent to rear yard of single-family) is proposed. A 4.7 m setback is proposed along the north property line adjacent to the existing 3-storey neighbouring townhouse development. These setbacks comply with the provisions of the Town Housing – Hamilton (ZT11) zoning proposed for the development and will enable appropriate landscaping treatments to be implemented to integrate with the existing surrounding land uses.

#### Requested Variances

A variance request will be included in the Development Permit application to increase the proportion of parking spaced arranged in a tandem configuration from 50% to 100% will be required to allow 22 tandem parking spaces associated with the 11 townhouse units. Staff supports the requested variance as a tandem parking configuration enables for an efficient and compact site plan and also enables the ability for the townhouse development to comply with the minimum Flood Construction Level (FCL) of 3.5 m (geodetic survey datum) applicable to this area. Tandem parking allows for the habitable space to be located on the level above the parking garage and above the minimum FCL. This approach also avoids permanent modifications to the site to raise the overall grade and elevation of the property in order to meet the minimum FCL.

Furthermore, this variance request is supported as the rezoning application and supporting site plan and parking arrangement was submitted on September 20, 2011 prior to amendments to tandem parking regulations in the Zoning bylaw in March 18, 2013 that placed a 50% maximum of parking spaces that could be parked in a tandem arrangement. Prior to the March 18, 2013 amendment, there were no restrictions on the number of parking spaces that could be arranged in tandem configuration for low-density townhouse redevelopments. Transportation has reviewed the tandem parking arrangement and proposed variance and are supportive of the project and parking configuration.

#### Development Permit Considerations

A Development Permit application will be required for this project to review overall urban design, form and character and landscaping components. This Development Permit application will be completed to a satisfactory level before the rezoning bylaw can be considered for final adoption by Council. The following is a general list of items to be examined through the processing of the Development Permit:

• Review to ensure compliance with 2041 OCP and Hamilton Sub Area Plan Multi-Family Development Permit Guidelines.

- Review of all requested variances Based on the submitted site plan, a variance is being requested to allow for 100% off-street parking spaces for the dwelling units (22 parking spaces total) to be parked in tandem arrangement.
- Refinement of the landscape plan to confirm tree replacement provisions as
  recommended by City's Tree Preservation Coordinator and appropriate planting and open
  space provisions along the front, side and rear yards of the project to integrate with the
  neighbouring land uses and on-site outdoor amenity space, walkway and visitor parking
  features.
- Review overall form, character and architectural features of the development to integrate and provide a cohesive design consistent with the existing surrounding residential land uses
- Provisions for convertible unit features and other age-in-place design measures to be incorporated into the development.

#### Financial Impact or Economic Impact

None.

#### Conclusion

The proposal for an 11 unit townhouse development complies with the Hamilton Area Plan and is consistent with the zoning applied for other recently approved townhouse developments in this area (Lower Westminster Sub Area). The overall configuration and massing of the townhouse project is sensitive to the existing surrounding residential land uses. Frontage and road upgrades along this portion of Westminster Highway will also be completed and will integrate with existing infrastructure in the area. Further design detailing and refinement will be undertaken through the Development Permit application.

It is recommended that Richmond Zoning Bylaw 8500, amendment Bylaw 9064 be introduced and given first reading.

Kevin Eng

Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

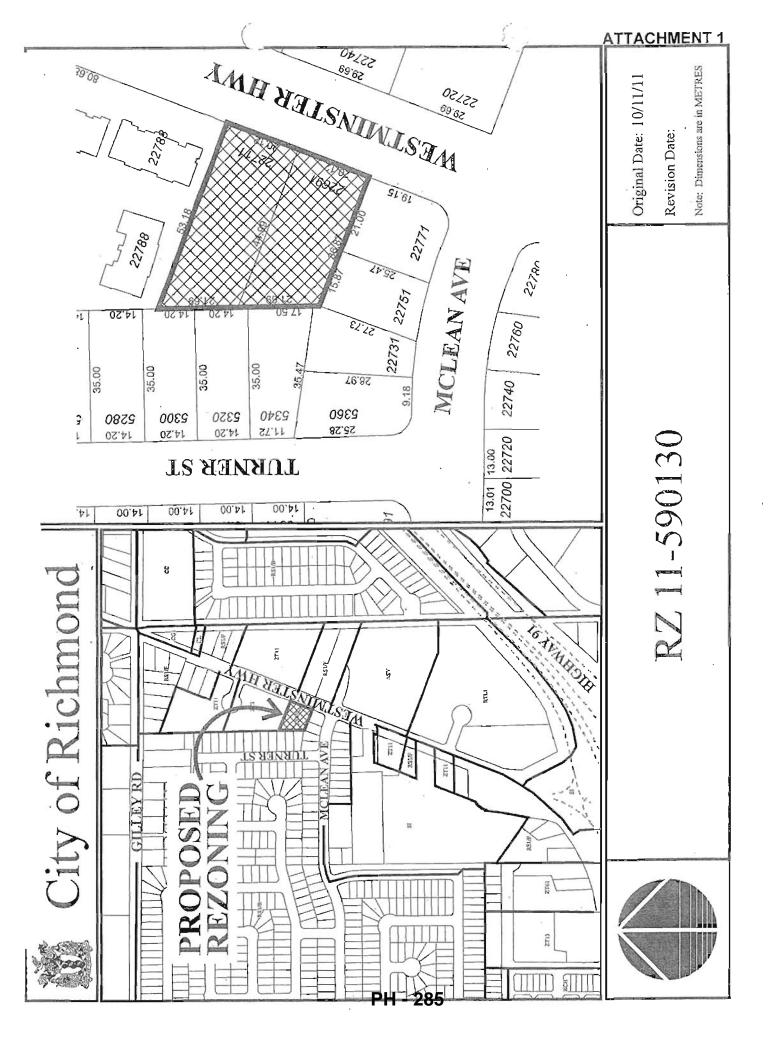
Attachment 3: Development Application Data Sheet

Attachment 4: Hamilton Area Plan - Lower Westminster Sub Area Land Use Map

Attachment 5: Hamilton Area Context Map

Attachment 6: Tree Preservation Plan

Attachment 7: Rezoning Considerations Concurrence





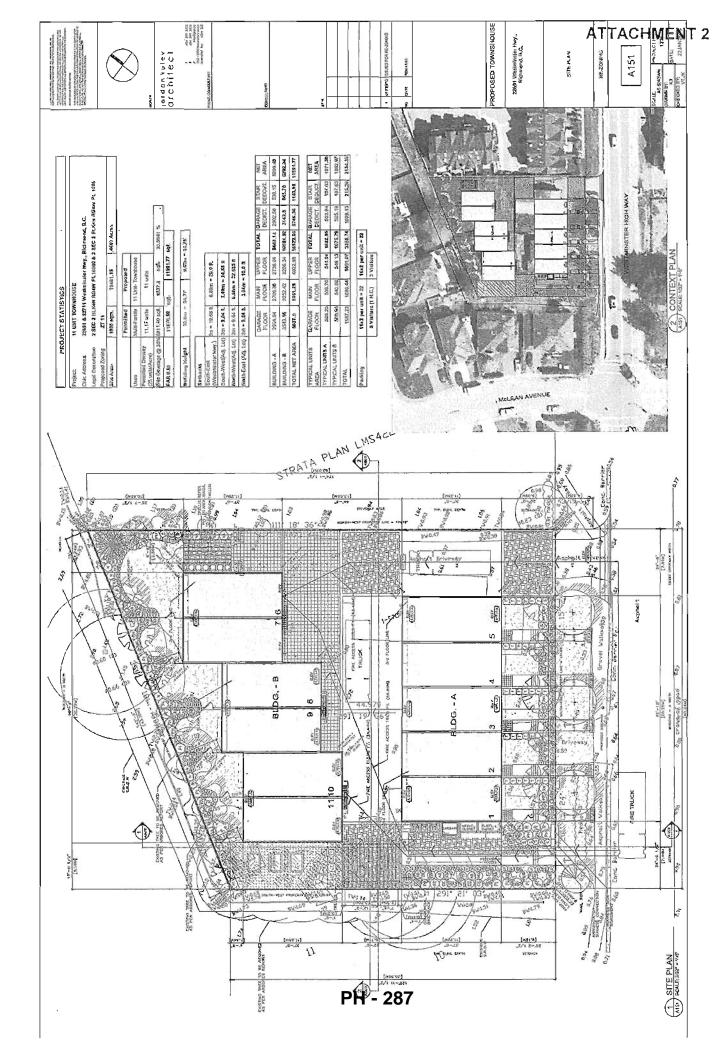


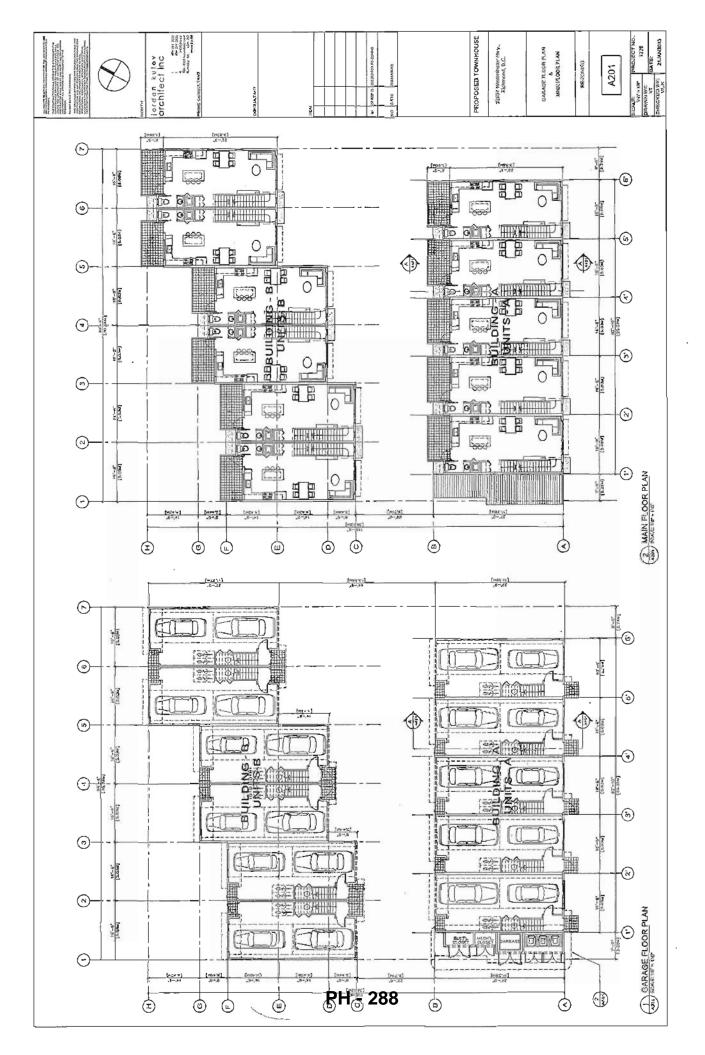
RZ 11-590130

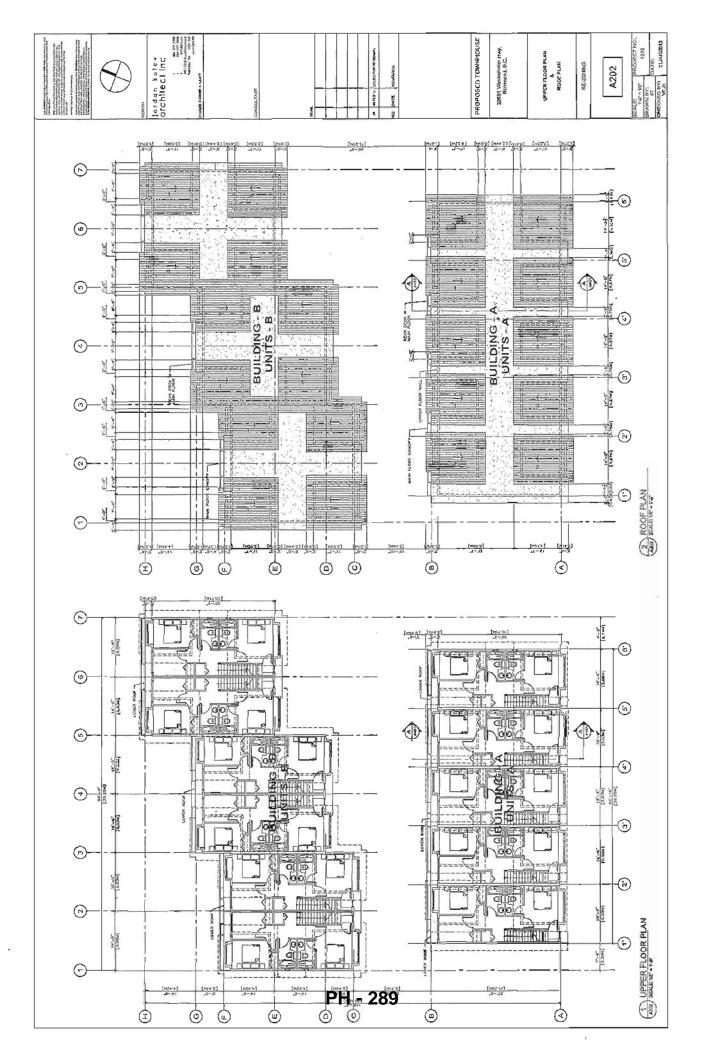
Original Date: 10/11/11

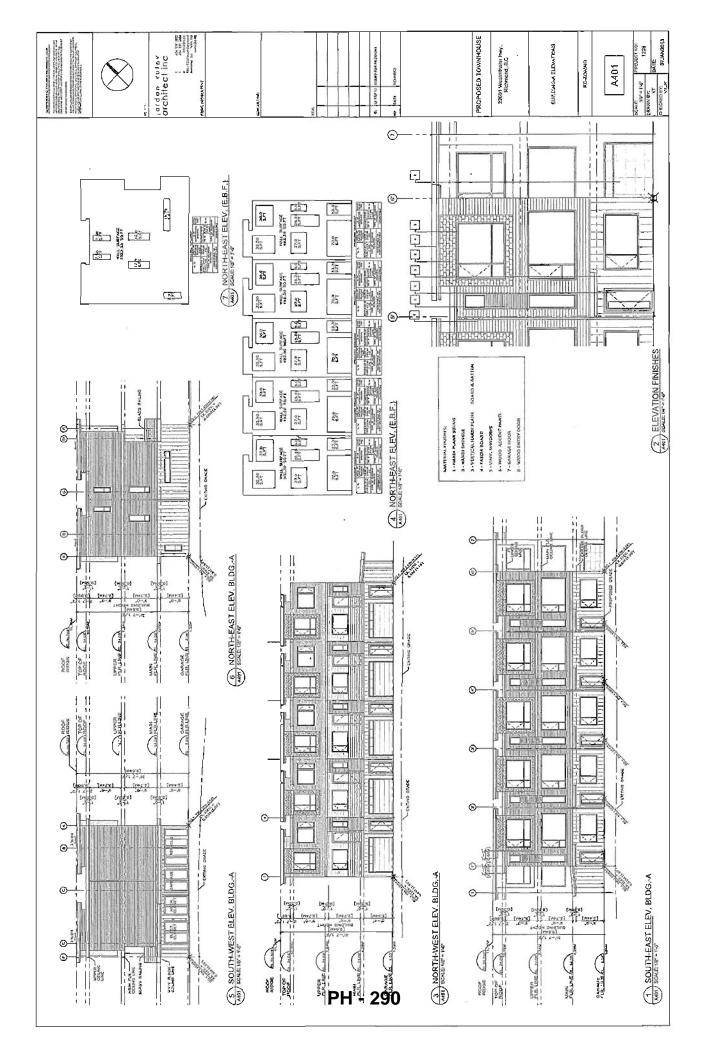
Amended Date:

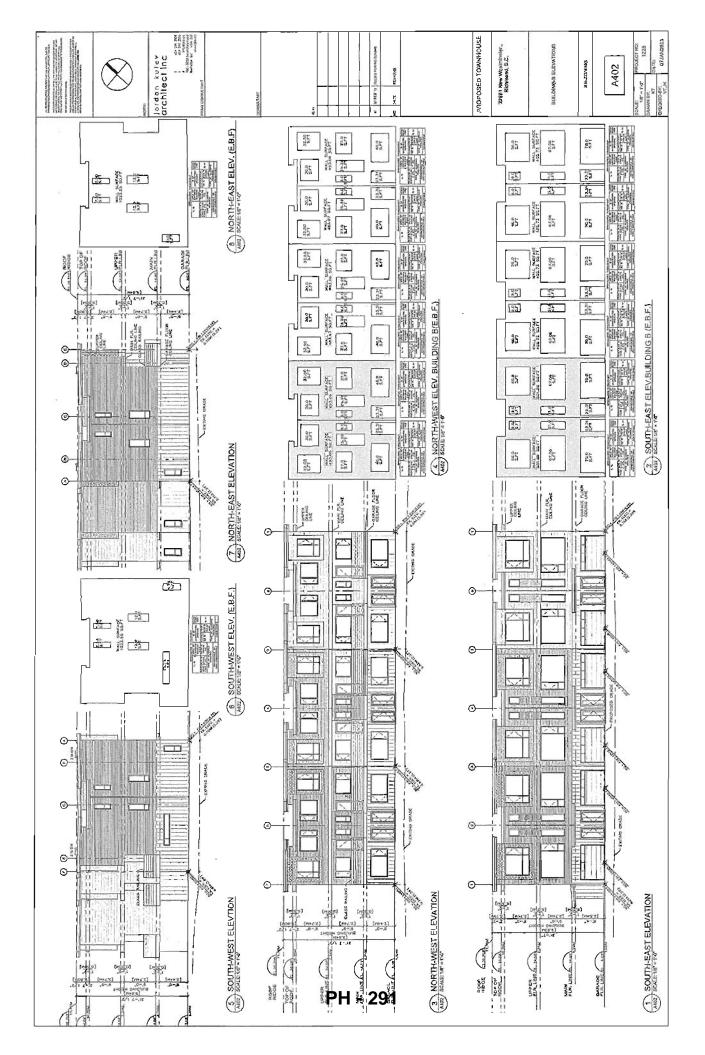
Note: Dimensions are in METRES

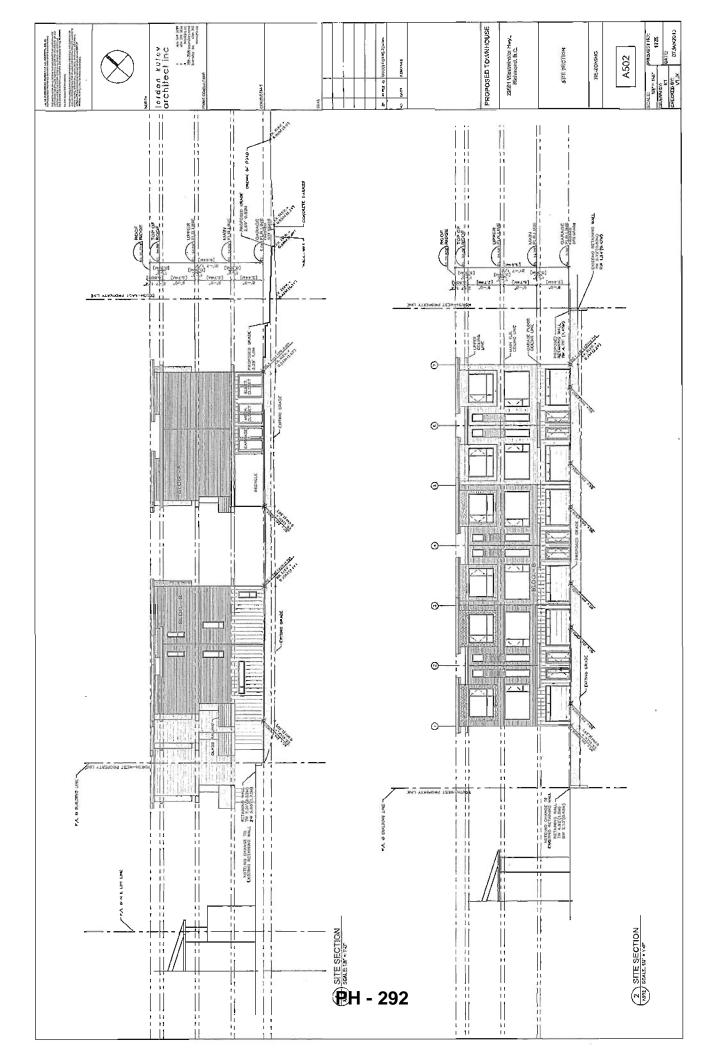


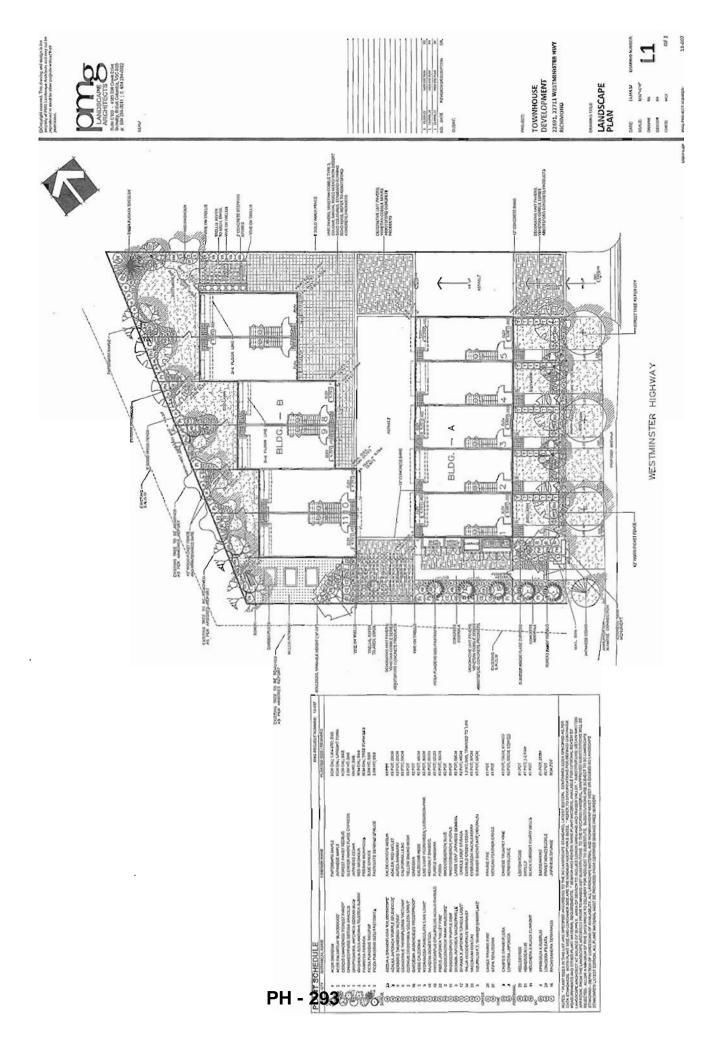














## **Development Application Data Sheet**

**Development Applications Division** 

RZ 11-590130 Attachment 3

Address: 22691 and 22711 Westminster Highway

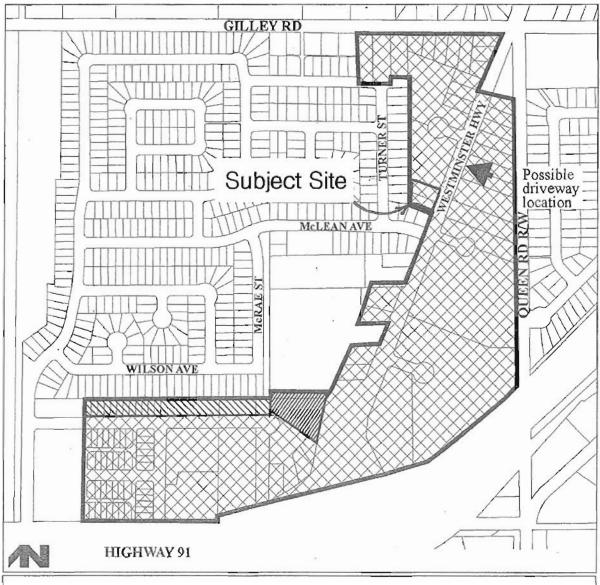
Applicant: Jordan Kutev Architects Inc.

Planning Area(s): Hamilton Area Plan - Lower Westminster Sub Area

	Existing	Proposed
Owner:	0954462 B.C. Ltd. (Inc. No. BC0954462)	N/A
Site Size (m²);	22691 Westminster Hwy – 822 m <sup>2</sup> 22711 Westminster Hwy – 986 m <sup>2</sup>	1808 m² (consolidated lot)
Land Uses:	Vacant	Low density town housing
OCP Designation:	Neighbourhood Residential (NRES)	No change - complies
Hamilton Area Plan – Lower Westminster Sub Area Designation:	Residential: Two Family	No change - complies
Zoning:	Single Detached (RS1/F)	Town Housing – Hamilton (ZT11)
Number of Units:	N/A .	11 townhouse units

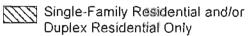
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	none permitted
Lot Coverage - Building:	Max. 35%	34%	none
Setback - Front Yard (m);	Min. 6 m	6 m	none
Setback - West Rear Yard (m):	None	3.3 m	none
Setback - South Side Yard (m):	None	5.2 m	none
Setback North Side Yard (m):	None	4.7 m	none
Height (m):	10.6 m	9.7 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces - Total:	22 dwelling unit parking spaces 3 visitor parking spaces	22 dwelling unit parking spaces 3 visitor parking spaces	none
Tandem Parking Spaces (residential units only):	Up to 50% permitted	100% requested	Variance requested
Amenity Space - Outdoor:	6 m² per unit	66 m²	none

### Lower Westminster Sub-Area Land Use Map Bylaw 7561 2007/06/25





Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional

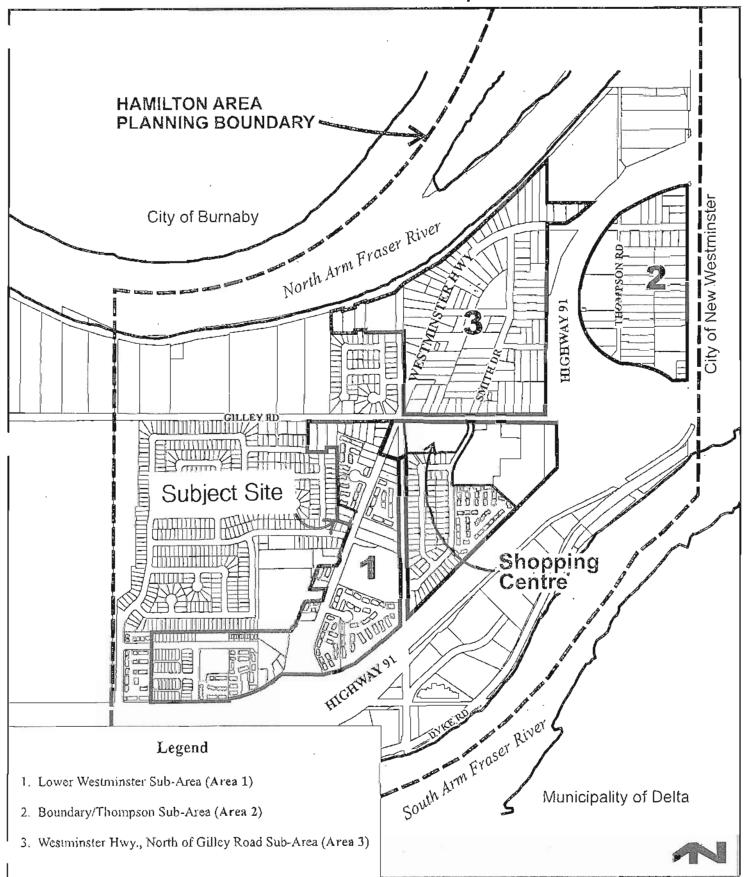


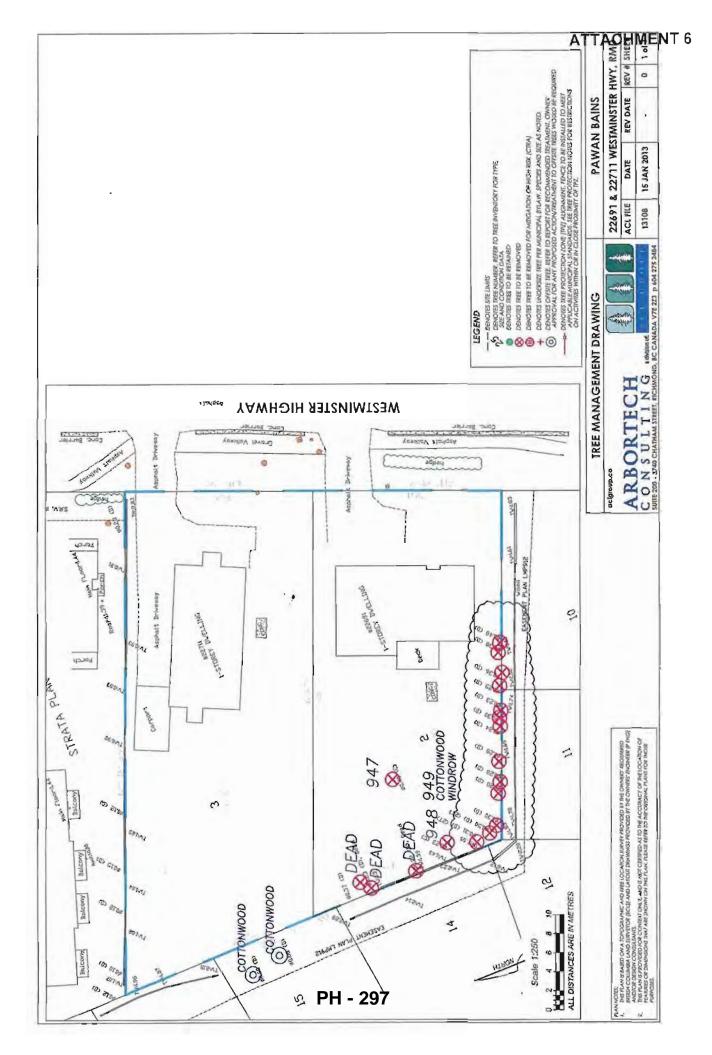


#### Permitted Density:

A range of 11 to 25 units per acre to a maximum of 700 dwelling units in the sub-area.

# Hamilton Area Plan Update







#### **Rezoning Considerations**

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

Address: 22691 and 22711 Westminster Highway

File No.: RZ 11-590130

Prior to final adoption of Zoning Amendment Bylaw 9064, the developer is required to complete the following:

- 1. Provincial Ministry of Transportation & Infrastructure Approval of zoning amendment bylaw 9064.
- 2. Consolidation of all the lots into one development parcel.
- 3. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City in lieu of planting them on the subject site. (Calculation based on 18 on-site trees to be removed and replaced at a 2:1 ratio as per OCP. Landscape plan indicates 25 trees can be planted on the subject site. Remaining balance of 11 trees to be compensated for at \$500 per tree). If additional replacement tress (over and beyond the 25 replacement trees proposed at rezoning stage) could be accommodated on-site (as determined at the Development Permit stage), the above cash-in-lieu contribution can be reduced at the rate of \$500 per additional replacement tree to be planted on-site.
- 4. Installation and inspection of appropriate tree protection fencing deemed necessary by the consulting arborist to protect the 2 off-site trees located on neighboring property to the west. Tree protection fencing can be removed if a tree removal permit is approved for these two off-site trees.
- 5. The granting of a 3 m by 3 m wide statutory right-of-way at the north east corner of the consolidated site for the purposes of accommodating sanitary sewer service (connection, inspection chamber and manhole).
- 6. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential land use interface noise (traffic and transit) 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 plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
- 8. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$8,991) to the City's public art fund. (Calculation based on the maximum 0.6 F.A.R permitted based on the proposed zoning district)
- 9. City acceptance of the developer's offer to voluntarily contribute \$1,000 per dwelling unit (e.g. \$11,000) in-lieu of on-site indoor amenity space.
- 10. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$23,353) to the City's affordable housing fund. (Calculation based on the maximum 0.6 F.A.R permitted based on the proposed zoning district)
- 11. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 12. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 13. Enter into a Servicing Agreement\* for the design and construction of road/frontage improvements, service connections along Westminster Highway and intersection upgrades at McLean Avenue and Westminster Highway. Works include, but may not be limited to:

PH - 298

Initia	1.	
пона	100	

- a) For the entire consolidated site's development frontage on Westminster Highway south to McLean Avenue, design and construction of the ultimate cross section for Westminster Highway, including 14.1 m wide pavement (3 vehicular lanes at 3.5 m width each, 2 bicycle lanes at 1.8 m width each), concrete curb and gutter along the west side with a 1.5 m grass & treed boulevard and 1.5 m wide sidewalk along the property line.
- b) North of the consolidated site's development frontage, design and construction of an interim 1.5 m asphalt walkway to connect to the existing walkway to the north.
- c) Upgrades to the existing traffic signal at McLean Avenue and Westminster Highway to include Audible Pedestrian Signal features.
- d) Relocation of the existing utility pole along the Westminster Highway frontage of the development site may be required as a result of the required road/frontage improvements, which will be determined through the Servicing Agreement application and design submission process.
- e) Servicing Agreement design is required to include all service tie-ins/connections.
- f) All works to be at the sole cost of the developer.

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

- 1. Submission of a landscape letter of credit/bond for the purposes of securing implementation of the landscaping for the proposed 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	

3. Other items may be identified through the processing of the Development Permit application.

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

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

#### Note:

- This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants
  of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
  - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

    PH 299

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.

- Signed Copy on File -		
Signed	Date	



### Richmond Zoning Bylaw 8500 Amendment Bylaw 9064 (RZ 11-590130) 22691 and 22711 Westminster Highway

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "TOWN HOUSING - HAMILTON (ZT11)".

P.I.D. 010-179-500

Lot 2 Section 2 Block 4 North Range 4 West New Westminster District Plan 16060

P.I.D. 000-964-492

Lot 3 Section 2 Block 4 North Range 4 West New Westminster District Plan 16060

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9064".

FIRST READING		OCT 2.8 2013	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON			APPROVED by
SECOND READING			APPROVED by Director
THIRD READING	•		or Solicitor
OTHER CONDITIONS SATISFIED			
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL			
ADOPTED			-
		•	
MAYOR		CORPORATE OFFICER	