



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

Tuesday, December 15, 2015 – 7 p.m.

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

OPENING STATEMENT

Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9291 (RZ 14-674043)**
(File Ref. No. 12-8060-20-009291; RZ 14-674043) (REDMS No. 4740452)

PH-6

See Page PH-6 for full report

Location: 7180 Railway Avenue

Applicant: Landcraft Homes Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Coach Houses (RCH1)”, to permit a subdivision to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

First Reading: November 9, 2015

Order of Business:

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

PH-35

- (a) **Jaswant Bhopal**, 9291 Gormond Road

3. Submissions from the floor.

Page

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9291.



2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9491 (RZ 11-578758)**

(File Ref. No. 12-8060-20-009491; RZ 11-578758) (REDMS No. 4643140)

PH-37

See Page PH-37 for full report

Location: 6571/6573 No. 4 Road

Applicant: Anwer Kamal

Purpose: To rezone the subject property from “Single Detached (RS1/F)” to “Town Housing (ZT60) – North McLennan (City Centre)”, to permit development of six (6) townhouse units with vehicle access from the adjacent site at 6551 No. 4 Road.

First Reading: November 9, 2015

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 9491.



3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9500 (ZT 15-710092)**

(File Ref. No. 12-8060-20-009500; ZT 15-710092) (REDMS No. 4731741)

PH-61

See Page PH-61 for full report

Location: 7400 River Road

Applicant: City of Richmond

Page

Purpose: To amend the “Industrial Business Park (IB1, IB2)” zone to include “indoor shooting range” as a permitted use at 7400 River Road.

First Reading: November 9, 2015

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 9500.

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2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9500.

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4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9503 (ZT 15-710920)**
(File Ref. No. 12-8060-20-009503; ZT 15-710920) (REDMS No. 4777031)

PH-76

See Page PH-76 for full report

Location: 2760 Sweden Way

Applicant: Pacific Land Resource Group Inc.

Purpose: To amend the “Industrial Retail (IR1)” zone to include “retail, general, limited to retail sale of automotive parts and accessories” as a permitted use at 2760 Sweden Way.

First Reading: November 23, 2015

Order of Business:

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

Page

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9503.

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5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9504 (RZ 15-693376)**

(File Ref. No. 12-8060-20-009504; RZ 15-693376) (REDMS No. 4795912)

PH-88

See Page PH-88 for full report

Location: 10340 Odlin Road

Applicant: CIS Homes Ltd.

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

First Reading: November 23, 2015

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 9504.

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6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9505 (RZ 15-703150)**

(File Ref. No. 12-8060-20-009505; RZ 15-703150) (REDMS No. 4797211)

PH-107

See Page PH-107 for full report

Location: 9131 Steveston Highway

Applicant: Maryem Ahbib

Page

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, to permit the property to be subdivided to create two (2) lots with vehicle access to/from Steveston Highway via the established lane system to the west that must be extended eastbound to service the subject site.

First Reading: November 23, 2015

Order of Business:

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

PH-125 (a) **Qaiser Iqbal, Naureen Qaiser, Anandraj Dorairaj, and Nisha Cyril,** 9093 and 9097 Steveston Highway

PH-132 (b) **Anandraj Dorairaj, and Nisha Cyril,** 9097 Steveston Highway

PH-135 (c) **Jianxing Zhuo,** 9091 Steveston Highway

PH-136 (d) **Jie Feng,** 9091 Steveston Highway

PH-137 (e) **Qaiser Iqbal and Naureen Qaiser,** 9093 Steveston Highway

PH-143 (f) **Memorandum,** Director of Development, November 19, 2015

PH-144 (g) **Qaiser Iqbal, Naureen Qaiser, Anandraj Dorairaj, and Nisha Cyril,** 9093 and 9097 Steveston Highway

PH-149 (h) **Wing Lam, Wai Li, and Peter Tsang,** 9099 Steveston Highway

PH-152 (i) **Qaiser Iqbal,** 9093 Steveston Highway

3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9505.



ADJOURNMENT





City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development

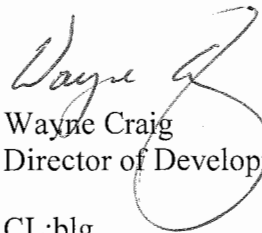
Date: October 27, 2015

File: RZ 14-674043

Re: Application by Landcraft Homes Ltd. for Rezoning at 7180 Railway Avenue from Single Detached (RS1/E) to Coach Houses (RCH1)


Staff Recommendations

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9291, for the rezoning of 7180 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)", 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	<input checked="" type="checkbox"/>	

Staff Report

Origin

Landcraft Homes Ltd. has applied to the City of Richmond for permission to rezone the property at 7180 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane (Attachment 1). A survey of the subject site showing the proposed subdivision plan is included in Attachment 2.

In order to consider this rezoning application, an amendment to Single-Family Lot Size Policy 5463 is required to remove the subject site from the Lot Size Policy, along with three (3) other properties fronting Railway Avenue north of Linfield Gate, which have existing lane access. Further discussion on the proposed amendment to Lot Size Policy 5463 is provided later in this report.

Findings of Fact

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

Surrounding Development

The subject site contains an older character single-detached dwelling. Existing development immediately surrounding the subject site is as follows:

- To the North, is a lot under Land Use Contract 050, which contains a single-family dwelling with rear lane access.
- To the South, are two (2) lots zoned “Single Detached (RS1/E)”, containing single-family dwellings, which are each the subject of an active rezoning application to: a) the “Coach Houses (RCH1)” zone (7200 Railway Ave, RZ 15-710175); and b) the “Compact Single Detached (RC2)” zone (7220 Railway Ave, RZ 15-691744), to permit subdivision to create small lots with access from the rear lane.
- To the East, immediately across the rear lane, are two (2) lots zoned “Single Detached (RS1/B)” fronting Lindsay Road, which each contain a single-family dwelling.
- To the West, immediately across Railway Avenue, is the Railway Greenway trail on City-owned property.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Arterial Road Policy

Since 2001, the City has encouraged redevelopment to compact lots along arterial roads where access is or can be made available to a rear lane. The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach house lots, with rear lane access.

Where such conditions exist on lots that are governed by a Lot Size Policy that is older than five (5) years, there is past precedent in place for amending the Lot Size Policy to exclude the properties fronting the arterial road.

Lot Size Policy 5463

The subject site is located within the area governed by Lot Size Policy 5463, adopted by Council on February 19, 1996 (Attachment 4). The Lot Size Policy permits those properties along Railway Avenue with rear lane access to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area).

Consideration of the rezoning application at the subject site requires an amendment to Lot Size Policy 5463. The proposed amendment to the Lot Size Policy to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue) was considered by Council at the regular Council meeting held on October 26, 2015, and is scheduled to be considered at the Public Hearing to be held on November 16, 2015, in association with a rezoning application at 7220 Railway Avenue (RZ 15-691744). The proposed amendment to Lot Size Policy 5463 is shown in Attachment 5.

In order for this rezoning application at 7180 Railway Avenue to proceed, the proposed amendment to the Lot Size Policy must be approved by Council at the November Public Hearing. If the proposed amendment to the Lot Size Policy is not approved at the November Public Hearing, this rezoning application must be referred back to staff.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. The response to the public consultation process associated with the proposed amendment to Lot Size Policy 5463 was presented to Planning Committee and Council on October 20th and 26th, respectively, as part of the rezoning application at 7220 Railway Avenue. To summarize, a letter dated May 27, 2015, was sent to the owners and residents of all properties located within the Lot Size Policy area, which described the proposed amendment, identified the proposed rezoning application at the subject site, and provided information on submitting comments on the proposal (Attachment 6). Two (2) pieces of email correspondence were received in response to the City's letter, one of

which supported the proposed amendment to the Lot Size Policy and one of which expressed opposition (see Attachment 7).

Other than the public consultation process described above for the proposed Lot Size Policy amendment, staff have not received any comments from the public about the rezoning application at 7180 Railway Avenue in response to the placement of the rezoning sign on the property.

Should the rezoning bylaw associated with the subject application be granted 1st reading, the rezoning bylaw would proceed to a Public Hearing for consideration, at which time further opportunity for public input on the proposal will be provided.

Analysis

Site Planning and Architectural Character

The proposed conceptual plans included in Attachment 8 have satisfactorily addressed the significant staff comments identified as part of the rezoning application review process.

The proposed site plan involves a principal dwelling on the west side and an accessory coach house above a detached garage on the east side of each lot proposed, with vehicle access from the rear lane. The proposed building siting and open space are consistent with the requirements of the RCH1 zone.

Pedestrian access to the site and coach house is proposed via a permeable pathway from Railway Avenue, as well as from the rear lane.

Vehicle access to the proposed lots is to be from the existing operational rear lane, with no access permitted to Railway Avenue, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

For each lot, on-site parking is proposed in the garage in accordance with the Zoning Bylaw and consists of two (2) parking spaces for the principal dwelling, provided in a tandem arrangement, along with one (1) parking space for the coach house to the side. Prior to final adoption of the rezoning bylaw, the applicant must register a restrictive covenant on Title, prohibiting the conversion of the garage space into habitable space.

The proposed architectural elevation plans include sloped roofs, and articulation of the coach house building and appropriate window placement, thereby avoiding blank facades, providing some visual interest, and minimizing overlook while still allowing for passive surveillance of the rear lane.

On-site garbage and recycling is proposed to be set back a minimum of 1.5 m from the rear property line, in accordance with the RCH1 zone. Screening of on-site garbage and recycling will be reviewed upon receipt of the required Landscape Plan for the site prior to final adoption of the rezoning bylaw.

Prior to final adoption of the rezoning bylaw, minor revisions will be made to the conceptual plans included in Attachment 5. Furthermore, the applicant must register restrictive covenants on Title to ensure that:

- The coach house on each lot proposed cannot be stratified.
- The Building Permit application and ensuing development at the site is generally consistent with the proposed conceptual plans included in Attachment 5. The Building Permit application process includes coordination between Building Approvals and Planning Department staff to ensure that the covenant is adhered to.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant; which identifies tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted visual tree assessment, and indicates that a flowering Cherry tree (50 cm dbh) located in the southwest corner of the proposed south lot is in good condition. However, the Cherry tree cannot be retained due to conflict with the building envelope.

The proposed tree management plan is shown in Attachment 9.

To compensate for the remove of the Cherry tree from the subject site, the applicant is required to plant two (2) replacement trees on the proposed lots, in accordance with the Official Community Plan (OCP) tree replacement ratio of 2:1 (minimum 10 cm deciduous caliper or 5.5 m high conifer).

To ensure that the required replacement trees are planted and maintained, and that the front and rear yards of the subject site are enhanced, the applicant is required to submit a Landscape Plan prepared by a Registered Landscape Architect, along with a Security in the amount of 100% of a Cost Estimate for the works. The Landscape Plan must respond to the guidelines of the Arterial Road Policy and must comply with the landscaping requirements of the RCH1 zone. The Landscape Plan, Cost Estimate, and Security must be submitted prior to final adoption of the rezoning bylaw. The Security will be reduced by 70% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 30% of the Security for a one-year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications received prior to September 14, 2015, requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund.

This proposal conforms to the Affordable Housing Strategy, as it involves the creation of two (2) lots, each with a principal single detached dwelling and accessory coach house above a detached garage.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of off-site improvements to the boulevard on Railway Avenue and to the rear lane, as described in Attachment 9.

Financial Impact

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

Conclusion

This proposal is to rezone the property at 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create two (2) lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

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

The list of Rezoning Considerations associated with this application is included in Attachment 10, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that the proposed amendment to Lot Size Policy 5463 to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy be approved.

It is further recommended that Zoning Bylaw 8500, Amendment Bylaw 9291 be introduced and given first reading.



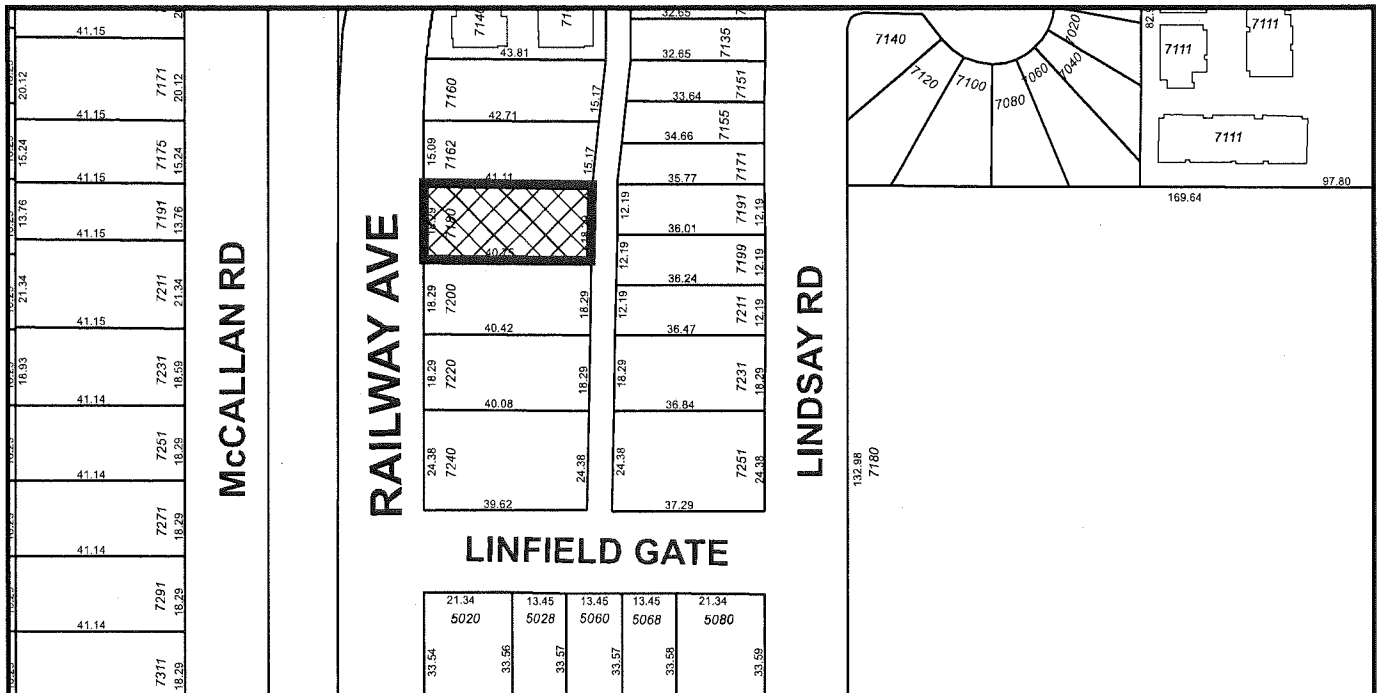
Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Survey showing proposed subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5463
- Attachment 5: Proposed amendment to Lot Size Policy 5463
- Attachment 6: City's letter dated May 27, 2015
- Attachment 7: Correspondence received from residents
- Attachment 8: Conceptual Development Plans
- Attachment 9: Tree Management Plan
- Attachment 10: Rezoning Considerations

The map displays the City of Lincoln with various zoning districts. A large area on the left is labeled "PROPOSED REZONING". A specific parcel is highlighted with a cross-hatch pattern and labeled "033". The map also shows "RAILWAY AVE", "LINFIELD GATE", and "McCALLAN RD".



RZ 14-674043

Note: Dimensions are in METRES



City of
Richmond



RZ 14-674043

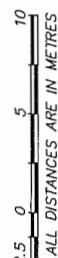
Original Date: 10/06/14

Revision Date:

Note: Dimensions are in METRES

CIVIC ADDRESS:
7180 Railway Avenue, Richmond, BC
P.I.D. 005-874-360
SURVEY DATE: MARCH 25, 2014

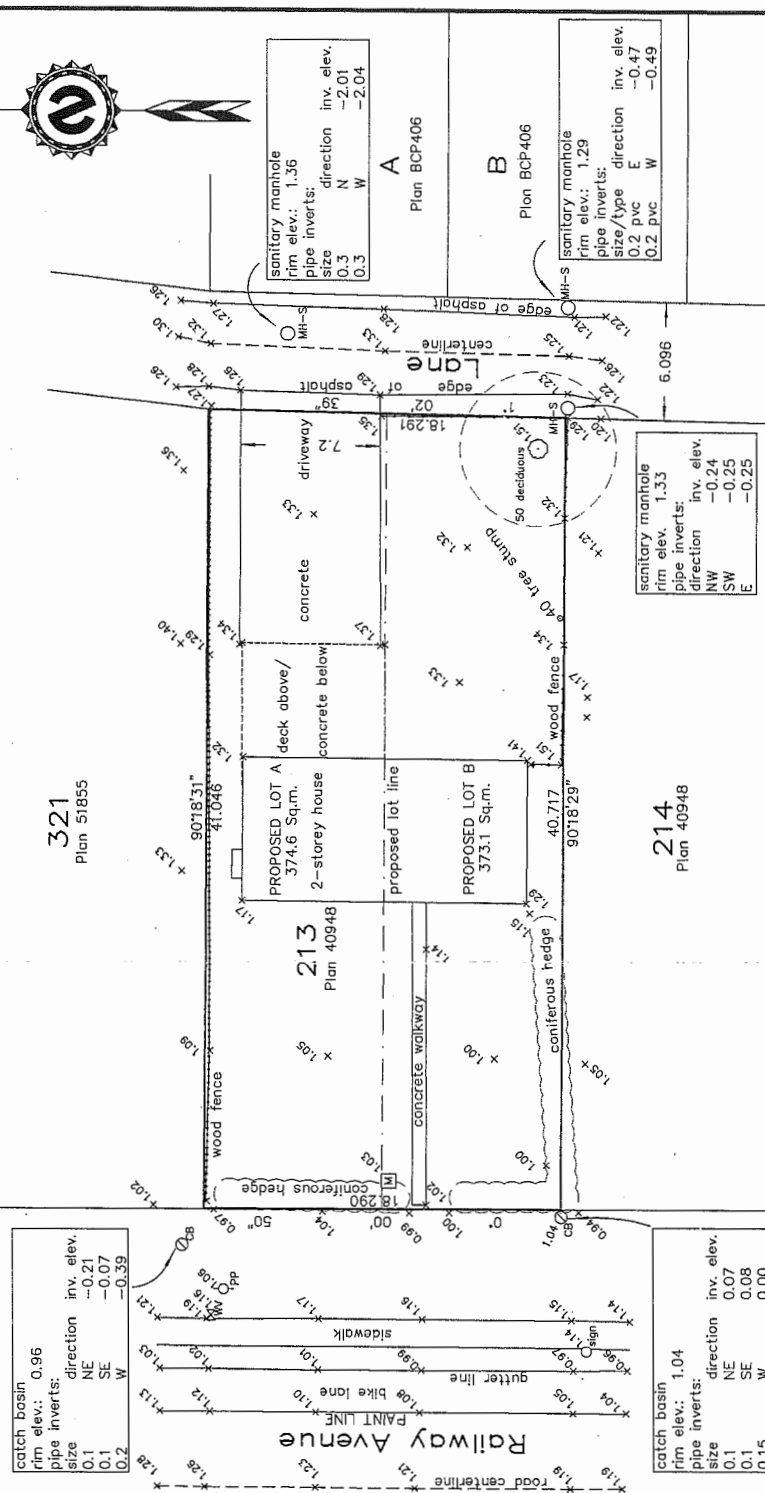
SCALE 1 : 250



LEGEND

- CB DENOTES CATCH BASIN - ROUND
 PP DENOTES UTILITY POLE
 WV DENOTES WATER VALVE
 W DENOTES WATER METER
 MH-S DENOTES SANITARY MANHOLE
 MH-D DENOTES STORM MANHOLE
 T DENOTES TREE AND CANOPY EXTENT
 E DENOTES GROUND ELEVATION

PH-15



INTEGRATED SURVEY AREA No. 18, RICHMOND
 ROAD 83 (CSRS 2005)

ward 83 (CGRS 2005). The bearings are derived from observations between geodetic control monuments 77H4560 and 77H4746. This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply horizontal ground-level distances by the average combined factor of 0.9936048, which has been derived from control monument 77H4560.

Lot dimensions are derived from FIELD SURVEY.

Elevations are Geodetic (CVD28 GIRD-2005 -- IN METERS)
Derived from Control Monument 77H4746

Derived from Control Monument 77H4745
located on the east side curb of McCaigan road at the south side of Cabot Dr.
Elevation = 1.245m
Monument elevation verified to City Benchmark 234 (Monument 77H4891)

Invert elevations and offsets of services from property lines are derived from municipal records and field survey. Contractor to verify all service locations and inverts prior to construction.

Spot elevations along curb are taken in gutter

If this plan is used in digital form, Target Land Surveying will only assume responsibility for information content shown on original unaltered drawing.

Tree diameters are taken at 1.4m above grade and are shown in cm. All trees 20cm and larger on project are shown.

This Plan was prepared for architectural design and site servicing purposes, and is for the exclusive use of our client. The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of the signatory.

CERTIFIED CORRECT
 DATED THIS 27TH DAY OF March, 2014.

SEAL
B.C.L.S.

**LAND SURVEYING
SURREY B.C.
604-583-6161**

FILE: 7236-topo.dwg



RZ 14-674043

Attachment 3

Address: 7180 Railway Avenue

Applicant: Landcraft Homes Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Harjit Sandhu Terinder Singh Chung	To be determined
Site Size (m²):	747.7 m ² (8,048 ft ²)	Proposed north lot – 374.6 m ² Proposed south lot – 373.1 m ²
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Lot Size Policy Designation:	Lots along Railway Avenue with lane access are permitted to rezone and subdivide in accordance with RS2/B	Proposed amendment to remove the four (4) existing lots fronting Railway Avenue with rear lane access north of Linfield Drive to be excluded from the Lot Size Policy
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH1)
Other Designations:	The Arterial Road Policy designates the subject site for redevelopment to compact lots and coach houses	No change

On Future Subdivided Lots	Bylaw Requirement		Proposed	Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60	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 – Live plant material:	Min. 20%		Min. 20%	none
Lot Size (min. dimensions):	315 m ²		Proposed north lot – 374.6 m ² Proposed south lot – 373.1 m ²	none
Principal Dwelling Setback – Front/Rear Yards (m):	Min. 6 m		Min. 6 m	none
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m	none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		Min. 1.2 m	none
Coach House Building Setback – Side Yards (m):	Ground floor	Min. 0.6 & 1.8 m	Ground floor	Min. 0.6 & 1.8 m

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
	Second floor	Min. 1.2 m & 1.8 m	Second floor	Min. 1.2 m & 1.8 m	none
Principal Dwelling Height (m):	Max. 2 ½ storeys		Max. 2 ½ storeys		none
Coach House Building Height (m):	Max. 2 storeys or 6.0 m, whichever is less, as measured from the highest elevation of the crown of the lane		Max. 2 storeys or 6.0 m, whichever is less, as measured from the highest elevation of the crown of the lane		none
On-Site Parking Spaces – Principal Dwelling:	2		2		none
On-Site Parking Spaces – Coach House:	1		1		none
Tandem Parking Spaces:	permitted		2 for Principal Dwelling		none
Amenity Space – Outdoor:	Principal Dwelling	Min. 30 m ²	Principal Dwelling	Min. 30 m ²	none
	Coach House	No minimum	Coach House	No minimum	

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

POLICY 5463

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

POLICY 5463:

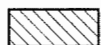
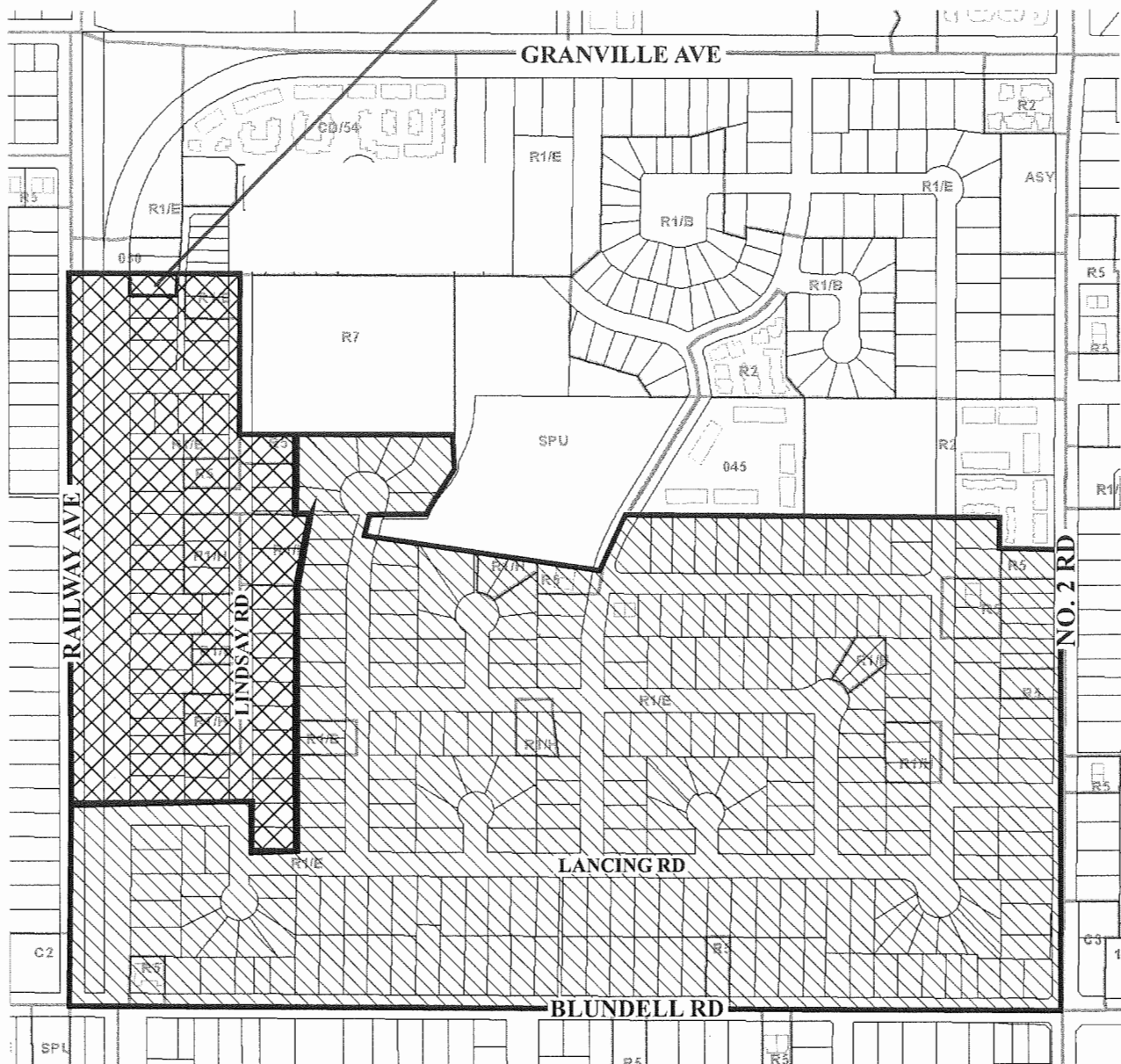
The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

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

SUBJECT SITE



Subdivision permitted as per **R1/H** with the exception that **R1/B** applies to existing duplexes and **R1/E** applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.



Subdivision permitted as per **R1/B** with the exception that **R1/E** applies to lots facing Railway Avenue that do not have a lane or internal road access.



POLICY 5463 SECTION 13, 4-7

Adopted Date: 02/19/96

Amended Date:



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council:	DRAFT PROPOSED POLICY 5463
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7	

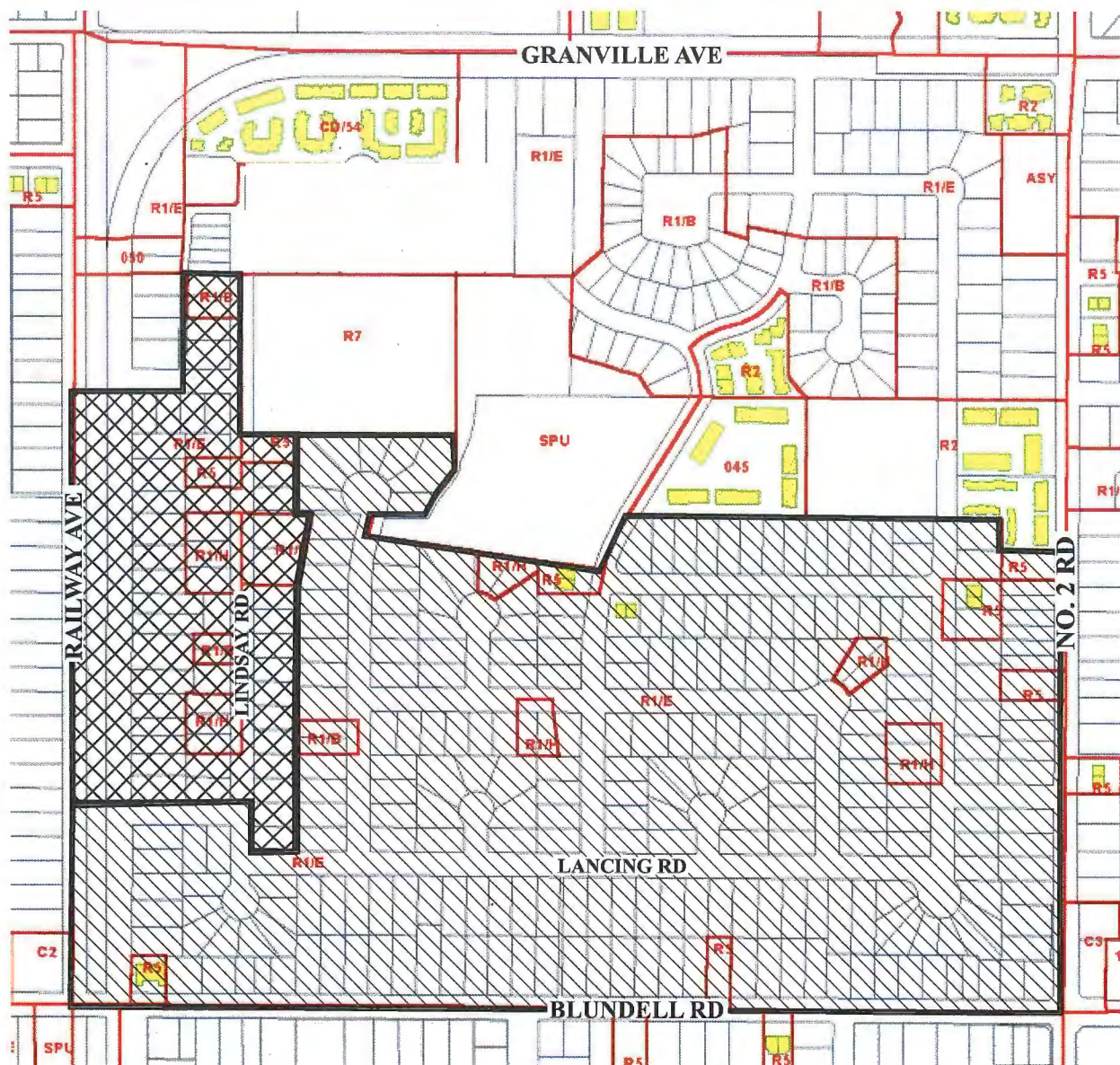
POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone and subdivide in accordance with the provisions of the "Single Detached (RS2/H)" zone in Richmond Zoning Bylaw 8500, with the exception that:

1. The "Single Detached (RS2/E)" zone applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. The "Single Detached (RS2/B)" zone applies to properties with duplexes on them with the exception that the "Single Detached (RS2/E)" zone applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. The "Single Detached (RS2/B)" zone applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.



Subdivision permitted as per **R1/H** with the exception that **R1/B** applies to existing duplexes and **R1/E** applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.



Subdivision permitted as per **R1/B** with the exception that **R1/E** applies to lots facing Railway Avenue that do not have a lane or internal road access.



PROPOSED POLICY 5463 SECTION 13, 4-7

Adopted Date: 02/19/96

Amended Date: 04/15/15



City of Richmond

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

May 27, 2015

File: RZ 14-674043
RZ 15-691744

Planning and Development Department
Development Applications
Fax: 604-276-4052

Dear Owner/Resident:

Re: Proposed amendment to Single-Family Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue

This is to advise you that the City of Richmond has received two (2) rezoning applications for properties in your neighbourhood at 7180 Railway Avenue and 7220 Railway Avenue. These applications also propose an amendment to Single-Family Lot Size Policy 5463 that is established for your neighbourhood. Details on these applications are provided below:

- **Rezoning Application at 7180 Railway Avenue:** Landcraft Homes Ltd. has applied to the City of Richmond for permission to rezone 7180 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)" to permit subdivision into two (2) lots, each with a principal dwelling and detached coach house with vehicle access to and from the existing rear lane. The application is being processed under City file RZ 14-674043. A location map and proposed subdivision plan of the subject site is included in **Attachment 1**.
- **Rezoning Application at 7220 Railway Avenue:** Maryem Ahbib has applied to the City of Richmond for permission to rezone 7220 Railway Avenue from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)" to permit subdivision into two (2) compact lots with vehicle access to and from the existing rear lane. The application is being processed under City File RZ 15-691744. A location map and proposed subdivision plan of the subject site is included in **Attachment 2**.

Single-Family Lot Size Policy 5463

In 1996, City Council adopted Lot Size Policy 5463 to establish the lot sizes that would be considered on properties generally bounded by Railway Avenue, Blundell Road, and No. 2 Road (see **Attachment 3**). The Lot Size Policy provides the following direction:

- Properties along No. 2 Road, Blundell Road, and Railway Avenue are restricted to the "Single Detached (RS1/E)" zone (i.e., 18 m wide lots, 550 m² in area), with the exception that those lots with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area);
- Properties with duplexes in the neighbourhood and along on arterial roads with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone;
- Properties fronting Lindsay Road and Linfield Gate may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone; and

- Other remaining lots in the neighbourhood (as shown on the attached map), may be permitted to rezone and subdivide in accordance with the “Single Detached (RS1/H)” zone (i.e., 16.5 m wide lots, 360 m² in area).

Proposed Amendment to Single-Family Lot Size Policy 5463

The Lot Size Policy currently permits the two (2) subject properties (7180 and 7220 Railway Avenue) to rezone and subdivide in accordance with the “Single Detached (RS1/B)” zone.

Consistent with the Arterial Road Policy in Richmond’s Official Community Plan, which allows for compact lot and coach house development at a higher density on designated properties along arterial roads with lane access, the applicants at 7180 and 7220 Railway Avenue are requesting permission to amend Lot Size Policy 5463 and to rezone the subject properties to permit a subdivision to create two (2) smaller lots with vehicle access to/from the existing rear lane (note: vehicle access to Railway Avenue is not permitted).

The proposed amendment to Lot Size Policy 5463 is to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue). All other provisions of Lot Size Policy 5463 would remain unchanged. The proposed amendment to Lot Size Policy 5463 is shown in **Attachment 4**.

The minimum lot dimensions, area, and density of the zones proposed for 7180 and 7220 Railway Avenue are listed below:

Site Address	Proposed Zone	Min. Width	Min. Depth	Min. Area	Max. FAR	Purpose
7180 Railway Avenue	“Coach Houses (RCH1”	9.0 m (29.5 ft)	35.0 m (114.8 ft)	315.0 m ² (3,390.6 ft ²)	0.6	Single-detached housing and a detached coach house
7220 Railway Avenue	“Compact Single Detached (RC2)”	9.0 m (29.5 ft)	24.0 m (78.7 ft)	270.0 m ² (2,906.3 ft ²)	0.6 applied to a max. of 464.5 m ² of lot area, together with 0.30 applied to the balance of lot area in excess of 464.5 m ²	Single-Detached housing

Process

Please review the accompanying materials. Please forward any comments or concerns you may have about the proposed amendment to Lot Size Policy 5463, and/or the redevelopment proposals at 7180 Railway Avenue and 7220 Railway Avenue, to my attention at the following address by **Friday June 26, 2015**:

Cynthia Lussier, Planning Technician – Design
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Staff will complete reports to Planning Committee on the proposed Lot Size Policy amendment and rezoning applications, and will incorporate your feedback as part of the reports. If the applications are supported by the Planning Committee, both applications would then be subsequently considered by Richmond City Council at a Council meeting and a Public Hearing. You will be provided with the opportunity to address Council directly if the proposed amendment to Lot Size Policy 5463 and the rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue proceed to a Public Hearing.

It is emphasized that the proposed amendment to Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue does not change the zoning permitted on other properties in the area. Any future rezoning applications on other properties within the Lot Size Policy area must undergo the standard rezoning application review process, which involves a Public Hearing process.

If you have any questions or require further explanation, please contact me by phone at 604-276-4108, or via email at clussier@richmond.ca.

Sincerely,



Cynthia Lussier
Planning Technician - Design

AY/CL:cl

Attachments:

- Attachment 1: Location Map and Proposed Subdivision Plan of Rezoning Application at 7180 Railway Avenue (RZ 14-674043)
- Attachment 2: Location Map and Proposed Subdivision Plan of Rezoning Application at 7220 Railway Avenue (RZ 15-691744)
- Attachment 3: Existing Single-Family Lot Size Policy 5463
- Attachment 4: Draft Proposed Amendment to Single-Family Lot Size Policy 5463

Lussier, Cynthia

Subject: FW: street address entered twice in database

From: Mike Davison [<mailto:mazzyfan@live.com>]
Sent: Monday, 01 June 2015 5:02 PM
To: Lussier, Cynthia
Subject: RE: street address entered twice in database

Hi Cynthia,

There were 2 Files:

RZ 14-674043
RZ 15-691744

Regarding 7180 & 7220 Railway Ave.

One proposal doubles the # of dwellings on the lot while the other quadruples it but the lots are on an arterial road with a transit stop within a ~2 walk so as optimal a location to increase density as there is.

Regards,
Mike

From: CLussier@richmond.ca
To: mazzyfan@live.com
Subject: RE: street address entered twice in database
Date: Mon, 1 Jun 2015 19:47:01 +0000

Hi Mike
Thank you for your email.
I'm not familiar with which development application your email is associated.

It is my assumption that the envelopes you received contained information about a development proposal in your area.
If so, what is the address for the development site?

Once I have an address, I can look into whether there were any other problems with the mailout.

In the meantime, do you have any concerns about the development application?

Please let me know if you do.

Cynthia Lussier
Planning Technician
Development Applications Division
City of Richmond
Tel: 604-276-4108

Email: clussier@richmond.ca
www.richmond.ca

From: Mike Davison [<mailto:mazzyfan@live.com>]
Sent: Friday, 29 May 2015 8:46 PM
To: Lussier, Cynthia
Subject: street address entered twice in database

Hello Cynthia,

Two envelopes with the exact same planning information were delivered to my address and so one should be deleted. Below I give the exact info (including punctuation and whether in upper or lower case) that was on the mailing labels:

OCCUPANT
5111 BLUNDELL RD
RICHMOND, BC V7C 1H3

OCCUPANT,
5111 Blundell Rd
Richmond, BC, V7C 1H3

Thanks,
Mike

Lussier, Cynthia

From: Kerry Starchuk [kerrystarchuk@hotmail.com]
Sent: Wednesday, 24 June 2015 8:31 AM
To: Lussier, Cynthia
Subject: Re Letter May 23, 2015

Re: RZ14-674043
RZ15 -691744

To Whom this may concern,

I received a letter about zoning on Railway Avenue. Why waste my time reading this crap and sending it out to all the residents?

The city is going to do what they want and really couldn't care less about what the residents want. There was a petition on

Railway about development of town houses and it was ignored.

Greed has taken over this city and there will be long term consequences.

**For the City of Richmond to be the most
appealing, livable, and well-managed
community in Canada.**

Have a nice day!

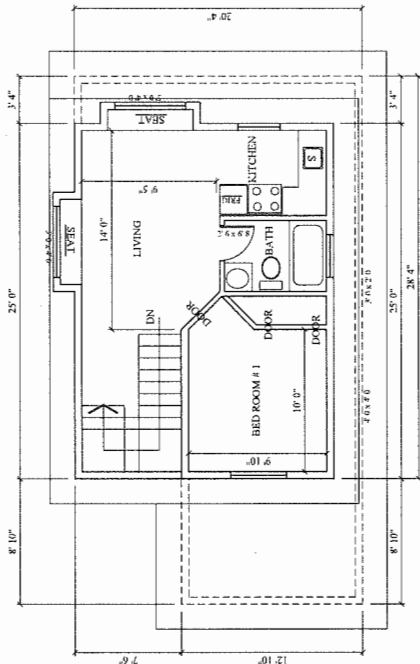
Regards,

Kerry Starchuk

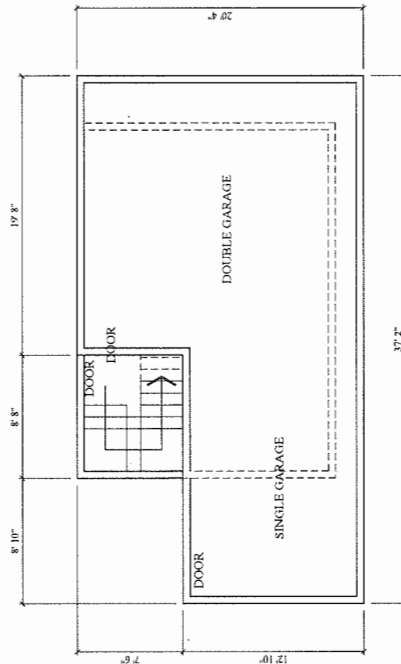
cc: Carol Day - Councillor



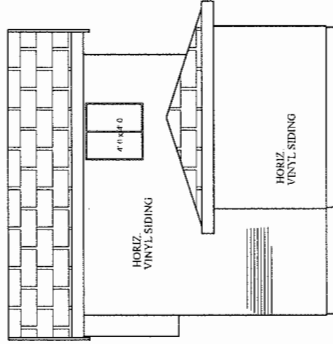
PRELIMINARY CONCEPT PLANS



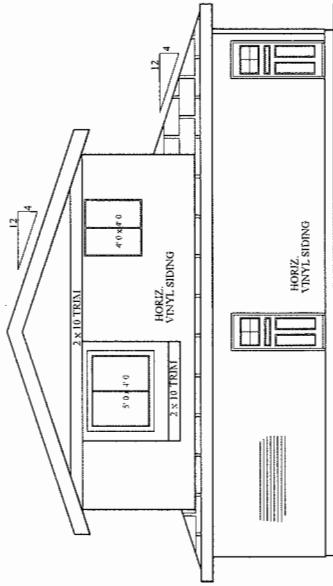
COACH HOUSE FLOOR PLAN
COACH HOUSE AREA = 458.0 SF (42.54 m2)



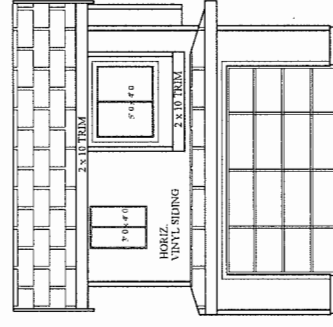
GARAGE PLAN
AREA = 624.0 SF (57.96 m2)



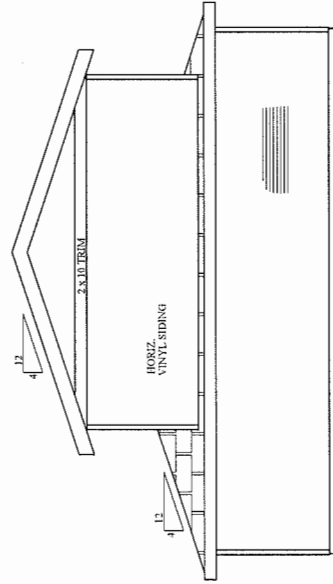
FRONT ELEVATION
(WEST)



LEFT SIDE ELEVATION
(NORTH)

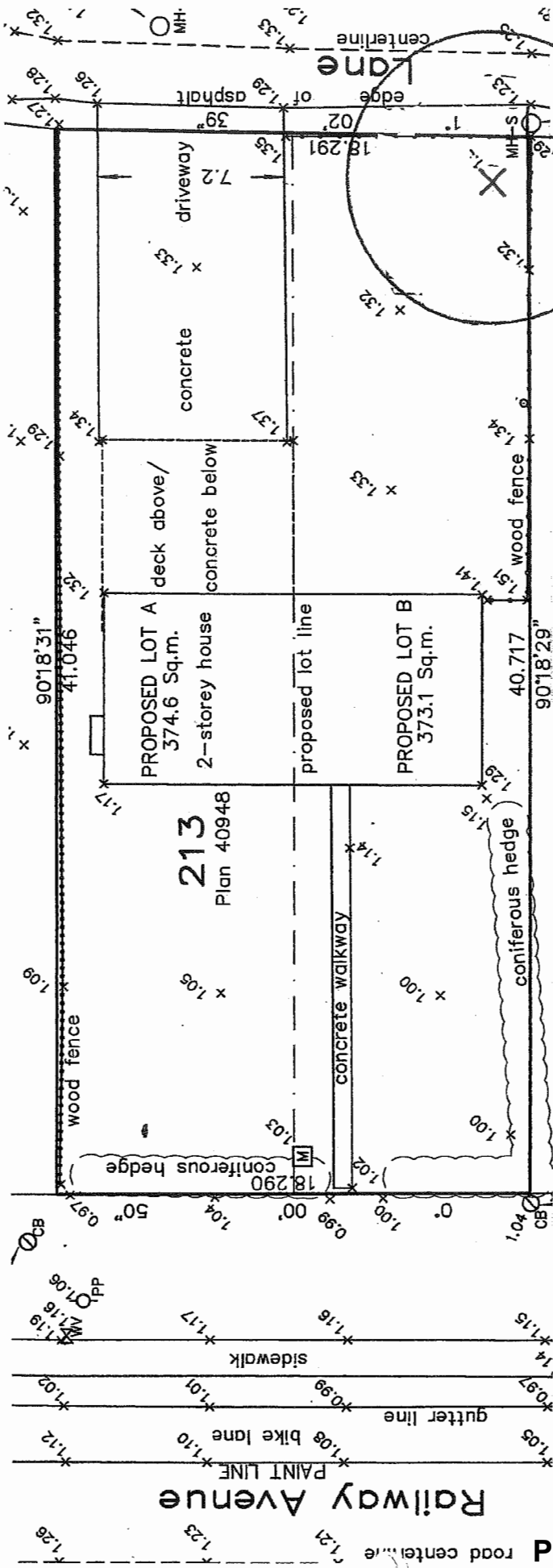


REAR ELEVATION
(EAST)



RIGHT SIDE ELEVATION
(SOUTH)

Atkinson Design & Drafting Ltd. 10350 148th Avenue, Richmond, B.C. PH: 1 604 539 1740 FAX: 1 604 539 1741 CELL: 1 604 728 0389 E-MAIL: atkinsondesign@gmail.com	
THESE PLANS CONFORM TO B.C. B.C. 2012 EDITION	COACH HOUSE PLAN DRAWN: 7/18/10 CHECKED: 7/18/10 DATE: 7/18/10 SCALE: 1/8" = 1'-0"



PH - 30

Remove Tree X
Crown Dripline

A vertical scale with markings from 0 to 10. The numbers 0, 2, 4, 6, 8, and 10 are written vertically along the left side of a horizontal line. The line extends from 0 to 10. The text "Scale (m)" is written vertically to the right of the line.

Tree Location + Protection Plan

7180 Railway Ave.

Annotated Oct 27/15



**City of
Richmond**

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

Address: 7180 Railway Avenue

File No.: RZ 14-674043

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9291, the developer is required to complete the following:

1. Submission of a Landscape Plan for the front and rear yards, 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 10% contingency, fencing, hard surfaces, trees, soft landscaping, and installation costs). The Landscape Plan should:

- Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
- Comply with the landscaping provisions of the RCH1 zone.
- Include a mix of coniferous and deciduous trees.
- Include the required two (2) replacement trees (minimum 10 cm deciduous caliper or 5.5 m high conifer).

The Landscaping Security will be reduced by 70% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 30% of the Security for a one-year maintenance period to ensure that the landscaping survives.

2. Registration of a flood indemnity covenant on Title.
3. Registration of a legal agreement on title ensuring that the coach house on each lot proposed cannot be stratified.
4. Registration of a legal agreement on title prohibiting the conversion of garage space into habitable space.
5. Registration of a restrictive covenant on Title to ensure that the Building Permit application and ensuing developing at the subject site is generally consistent with the conceptual plans included in Attachment 8 to the staff report dated September 24, 2015.
6. Entrance into a Servicing Agreement* for the design and construction of off-site improvements to the boulevard on Railway Avenue and to the rear lane. The scope of works is to include (but is not limited to) the following:
 - Design and construction of a new 1.5 m wide concrete sidewalk at the property line along Railway Avenue, with connections to the existing sidewalk north and south of the subject site.
 - Removal of the existing sidewalk next to the curb and backfilling of the area between the new sidewalk and curb with a grassed boulevard to include trees, lighting, and other utility requirements as determined through the Servicing Agreement review process.
 - Reconstruction of the existing rear lane along the entire east frontage of the subject site to the current City lane design standard (5.4 m wide asphalt pavement and 0.3 m wide rollover curb on both sides of the lane, along with lane lighting).
 - Extending the existing 200 mm storm sewer located within the rear lane (approx. 50 m south) complete with manholes and lane drainage upgrades; details to be confirmed during the Servicing Agreement design and review process. The City will fund approximately 30 m of this work, subject to funding approval.
 - Upgrading the existing storm sewer service connections and inspection chambers at the site's north and south corner along the Railway Avenue frontage to City of Richmond standards.
 - The Servicing Agreement design is to include the design of the following required water, storm, and sanitary service connection works:

Water Works

- Using the OCP Model, there is 81.7 L/s of water available at a 20 psi residual at the Railway Avenue east frontage and 431.8 L/s of water available at a 20 psi residual at the Railway Avenue west frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- The developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and building designs.
- At the developer's cost, the City is to: a) cut and cap all existing water service connections at the watermain, along the Railway Avenue frontage; and b) install two (2) new 25 mm water service connections complete with meters and meter boxes along the Railway Avenue frontage.

Sanitary Sewer Works

- At the developer's cost, the City is to: a) upgrade the existing sanitary service connection and inspection chamber at the site's southeast corner along the rear lane frontage to City of Richmond standards, to service the proposed south lot; and b) install one (1) new sanitary service connection complete with new inspection chamber (approximately 7.5 m south from the north property line) along the rear lane frontage to service the proposed north lot.
- General Items:
The developer is to coordinate with BC Hydro, Telus and other private communication service providers:
 - For their servicing requirements.
 - To underground proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above-ground structures are required and to coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

Notes:

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.

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

- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs.

At Building Permit* stage, the developer must complete the following requirements:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The 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 Department at 604-276-4285.

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9291 (RZ 14-674043)
7180 Railway Avenue**

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 **"COACH HOUSES (RCH1)"**.

P.I.D. 005-874-360

Lot 213 Section 13 Block 4 North Range 7 West New Westminster District Plan 40948

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9291"**.

FIRST READING

NOV 09 2015

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER

MayorandCouncillors

From: Webgraphics
Sent: December-06-15 10:41 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #909)

Categories: 12-8060-20-9291 (RZ 14-674043)

To Public Hearing	
Date:	Dec 15 /15
Item #	1
Re:	7180 Railway Ave. Zoning 8500 Amend 9291

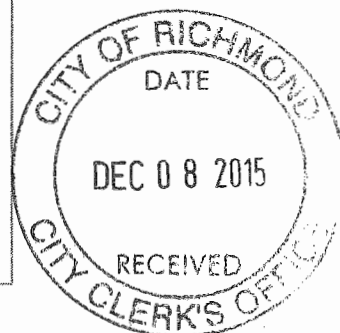
Send a Submission Online (response #909)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	12/6/2015 10:40:30 AM

Survey Response

Your Name	Jaswant Singh Bhopal
Your Address	9291 Gormond Road, Richmond BC V7E 1N6
Subject Property Address OR Bylaw Number	7180 Railway Ave, Richmond BC
Comments	<p>Bylaw 8500, Amendment 9291 (RZ14-674043). I am writing this letter in regards to the public notice sent by the David Weber of the City of Richmond. The City of Richmond intends to pass a bylaw to amend the Zoning Bylaw for the property at 7180 Railway Ave. I would like to express my opinion against such intentions in our community. This particular area is adjacent to condominiums and townhouses. I have a property at 7160 Railway Ave that I hope would eventually be used for condominiums/townhouses. Developing 7180 Railway in to two single family homes would prejudice future higher density condo development in this area. This area is ideal for being near bus stops, schools and community centres, which our growing community needs. We have invested in the development of townhomes and condos in this area already. 7180 Railway is being proposed for two single family homes. It makes little sense to</p>



	develop that property for TWO homeowners only, when this block is more suitable for higher density development. Therefore, I'm against the proposal.
--	--



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development


Date: October 5, 2015

File: RZ 11-578758


Re: Application by Anwer Kamal for Rezoning at 6571/6573 No. 4 Road from Single Detached (RS1/F) to Town Housing (ZT60) – North McLennan (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9491, for the rezoning of 6571/6573 No. 4 Road from "Single Detached (RS1/F)" to "Town Housing (ZT60) – North McLennan (City Centre)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:blg
Att.

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

Staff Report

Origin

Anwer Kamal has applied to the City of Richmond for permission to rezone 6571/6573 No. 4 Road (Attachment 1) from “Single Detached (RS1/F)” zone to “Town Housing (ZT60) – North McLennan (City Centre)” zone in order to permit the development of six (6) townhouse units with vehicle access from 6551 No. 4 Road. The property is occupied by a legally non-confirming duplex which will be demolished. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

Findings of Fact

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

Surrounding Development

To the North: A 12-unit townhouse complex at 6551 No. 4 Road, with access from No. 4 Road. A Cross-Access Easement is registered on Title of 6551 No. 4 Road to provide vehicle access to the subject site. 6551 No. 4 Road is zoned “Town Housing (ZT60) – North McLennan (City Centre)”.

To the South: Right-in only driveway to A. R. MacNeill Secondary School and parking lots for the school. The school site is zoned “School & Institutional Use (SI)”.

To the East: Across No. 4 Road, large single-family lots zoned “Agriculture (AG1)” located within the Agriculture Land Reserve (ALR).

To the West: A landscaped area and internal drive aisle within the A. R. MacNeill Secondary School property.

Related Policies & Studies

Official Community Plan

The subject property is designated “Neighbourhood Residential (NRES)” in the Official Community Plan (OCP). This land use designation allows single-family, two-family and multiple family housing (specifically townhouses). This proposal would be consistent with the OCP.

McLennan North Sub-Area Plan

The subject property is located within the McLennan North Sub-Area Plan (Schedule 2.10C of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The site is designated as “Residential Area 3” for two-family dwelling and two-storey & three-storey townhouses with 0.65 base floor area ratio (FAR). The proposal of six (6) townhouse units in triplex form is consistent with the Sub-Area Plan.

Minimum Site Assembly Size

The width is 24.38 m and the size of the subject site is 1,115 m²; which does not comply with the minimum site assembly size guidelines under the McLennan North Sub-Area Plan. However, the subject site is an orphaned lot landlocked by the adjacent townhouse development to the north and the school site to the south. Since a cross-access easement was secured from 6551 No. 4 Road in anticipation of the development of the subject lot, the proposed development can be considered as an extension of the adjacent townhouse development. A high quality pedestrian environment along the fronting street will be created, as no driveway access will be required.

Floodplain Management Implementation Strategy

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

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant must be registered on Title prior to final adoption of this application. As well, the applicant is to submit a report for indoor noise mitigation measures as part of the Development Permit process.

Public Consultation

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

The applicant advised that a notice (Attachment 5) was hand delivered to the residents of all units in the adjacent townhouse development; for those residents who were not home, the notice was left at the front door. At the time the notices were delivered, no feedback was received. The applicant also advised that they have not received any feedbacks to date.

Analysis

Built Form and Architectural Character

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Demonstrate compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan Bylaw 9000 and the McLennan North Sub-Area Plan.
- Refinement of the proposed building form.
- Address potential privacy concerns through landscaping and built form.

- Site grading plans to ensure the survival of protected trees.
- Refinement of the outdoor amenity area design including the choice of play equipments.
- Refinement of landscape/ALR buffer design in respond to Agricultural Advisory Committee's comments.
- Review of a sustainability strategy for the development proposal.

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

Transportation and Site Access

No direct vehicular access is permitted to No. 4 Road. Main vehicular access to the proposed townhouse project will be from No. 4 Road through the existing Access Easements (BA558364, Plan BCP26543) on the adjacent property to the north (at 6551 No. 4 Road). This access arrangement was envisioned when the original rezoning and Development Permit applications for the adjacent townhouse development at 6551 No. 4 Road were approved by Council in 2005/2006. A legal opinion prepared by the applicant's lawyer confirms that the City can rely on this Access Easement. Registration of a legal agreement on Title ensuring vehicle access is limited to the Access Easement on 6551 No. 4 Road will be required prior to final adoption of the rezoning bylaw.

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and has provided the following comments:

- Retain and protect one 42 cm cal Western Red Cedar (tree tag#1) located at the southwest corner of the site as per Arborist report recommendations. This tree is in good condition and should be retained. Tree protection fencing should be specified at 2.3 m from the base of the tree.
- Tree tag# 2 (44cm cal European Birch) is in decline due to Bronze Birch Borer infestation. It should be removed and replaced.
- Tree tags# 3 to #11 is a Cedar hedgerow comprised of nine (9) trees that has been limbed up on two (2) sides to provide pedestrian and vehicular clearance. In addition, the hedgerow is located approximately 1.0 m below existing street grades and obstructs any view into the site for safety and security surveillance based on Crime Prevention for Environmental design (CPTED) principals. The hedgerow should be removed and replaced with new trees.
- Tree tag# 12 is a 10cm cal Maple tree located on the adjacent property to the north. It will not be impacted by the proposed development; therefore, tree protection fencing on the development site is not required for this tree.

A Tree Management Plan can be found in Attachment 6.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), two (2) replacement trees are required. According to the Preliminary Landscape Plan (Attachment 2), the developer is proposing to plant four (4) new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

Tree protection fencing is required to be installed as per the Arborist Report recommendations and the Tree Preservation Plan, prior to any construction activities (including demolition) occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to final adoption of the rezoning bylaw.

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

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees/hedge rows to be retained, and submit a landscape security in the amount of \$2,000 to ensure the replacement planting will be provided.

Agricultural Landscape Buffer

A landscape buffer is required within the subject site, along the eastern edge of the No. 4 Road frontage. The buffer is intended to mitigate land use conflicts between the residential uses on the subject site and any agricultural land uses east of No. 4 Road. A landscape proposal was referred to the Agricultural Advisory Committee (AAC) on September 24, 2015 for their review and comments. Overall, the AAC was supportive of the proposal, but requests that the proposed Heavenly Bamboo be replaced if it is considered an invasive species. Staff will work with the applicant to amend the proposed planting plan through the Development Permit stage.

In addition to the landscaping requirements of the buffer, a restrictive covenant will be registered on Title, indicating that the landscaping implemented along the eastern side of the development site's No. 4 Road frontage cannot be removed or modified without the City's approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities.

Tandem Parking

It is noted that tandem parking is allowed in the “Town Housing (ZT60) – North McLennan (City Centre)” zone and the proposal will feature two (2) units for a total of four (4) stalls (33% of resident parking spaces proposed) in a tandem arrangement. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

Affordable Housing Strategy

For townhouse development under proposals received prior to September 14, 2015, Richmond’s Affordable Housing Strategy requires a cash contribution of \$2.00 per buildable square foot. Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution of \$15,261.64 to the Affordable Housing Reserve Fund.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A Restrictive Covenant specifying all units are to be built and maintained to the ERS 82 or higher, and that all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$6,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 1.0 m wide road across the entire No. 4 Road frontage for future sidewalk relocation and creation of a grass and treed boulevard; register a 3.0 m wide Utility ROW (for maintenance purposes) across the entire west property line; contribute \$15,000 towards the future upgrade of traffic signals at No. 4 Road/Alberta Road with Audible Pedestrian Signals (APS).

Then, prior to issuance of the Building Permit, the client is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification. Works include but are not limited to, removing existing sidewalk and creating a 1.5 m grass and treed boulevard behind the existing curb with a 1.5 m sidewalk between that and the new east property line (the works are an extension of SA06-326784 from the north at 6551 No 4 Road). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge, Address Assignment Fee and Servicing Cost. A list of rezoning considerations is included as Attachment 7, which has been agreed to by the applicants (signed concurrence on file).

Financial Impact or Economic Impact

None.

Conclusion

The proposed six (6) unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the McLennan North Sub-Area. The proposal would be consistent with the form and character of the surrounding area. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

On this basis, it is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9491 be introduced and given first reading.

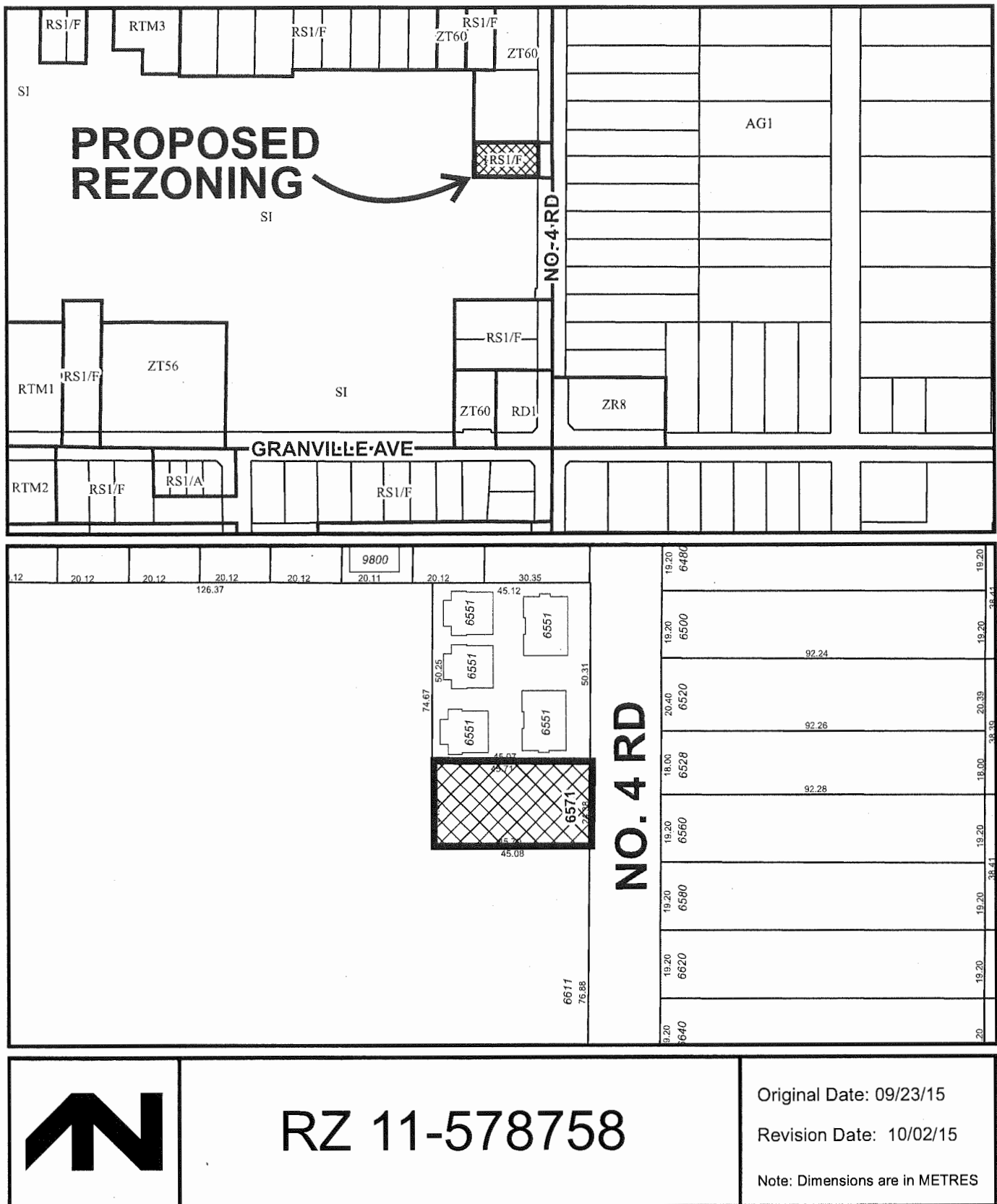


Edwin Lee
Planner 1
(604-276-4121)

EL:blg

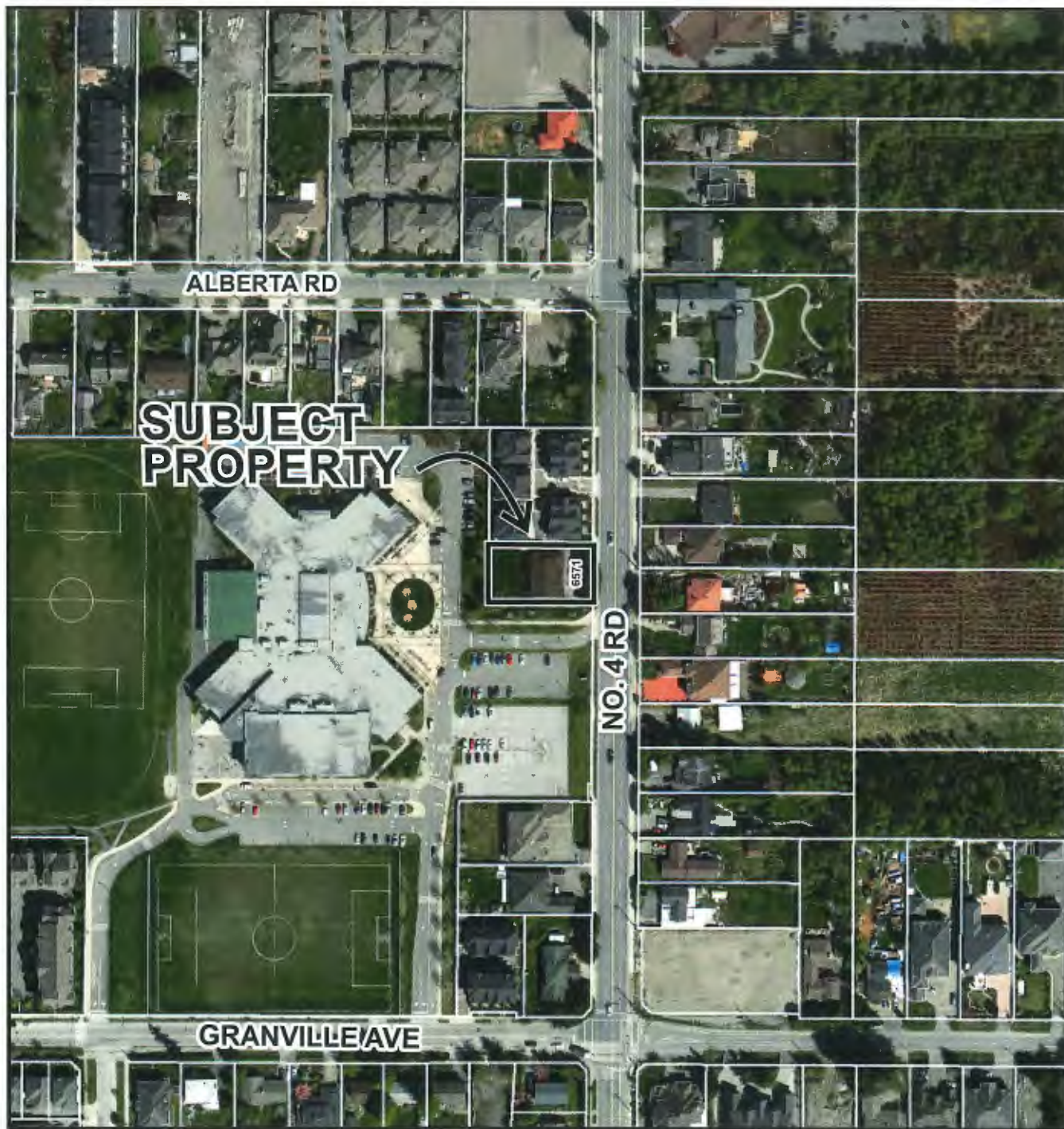
- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan North Sub-Area Plan Land Use Map
- Attachment 5: Notice to Neighbouring Residents at 6551 No. 4 Road
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations

City of
Richmond





City of
Richmond



RZ 11-578758

Original Date: 09/23/15

Revision Date:

Note: Dimensions are in METRES

REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 6571-6573 NO. 4 ROAD, RICHMOND, BC

DEVELOPMENT DATA

(A) CIVIC ADDRESS: 6571-6573 NO. 4 ROAD, RICHMOND, BC
(B) LEGAL DESCRIPTION: LOT 65 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 46723
1,114 SM (11,991 SF) (BEFORE ROAD DEDICATION)
1,090 SM (11,732 SF) (AFTER ROAD DEDICATION)

(D) ZONING USE
CURRENT: RS1/F,
PROPOSED: ZT60

CURRENT ZONING
(UNDER RS1/F ZONING)

PROPOSED
(ZT60)

(E) FLOOR AREA RATIO

0.55 TO 454.5 SM
0.3 TO REST OF SITE AREA
0.65 X 1,090 SM = 708.5 SM
(7,626 SF)

0.65
7626 SF NET GROSS FLOOR AREA
6 UNITS
39.57% (4643.2 SQ. FT.)

(F) NUMBER OF UNIT:
(G) BUILDING COVERAGE:

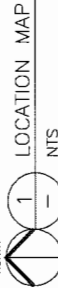
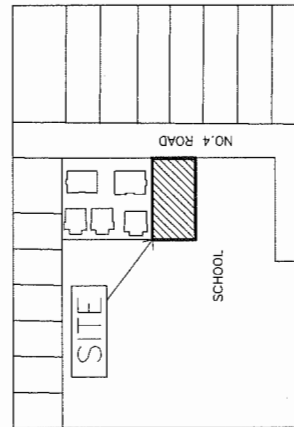
1 PER LOT
MAX = 45%

(H) BUILDING HEIGHT:
(I) SETBACK:

MAX HEIGHT - 9M
FRONTYARD - 6M
SIDEYARD - 2M
REARYARD - 6M
MAX MAIN BUILDING HEIGHT - 12M
FRONTYARD FACING NO. 4 RD - 6M
NORTH AND SOUTH SIDEYARD - 3M
REAR YARD - 3M

(J) PARKING:

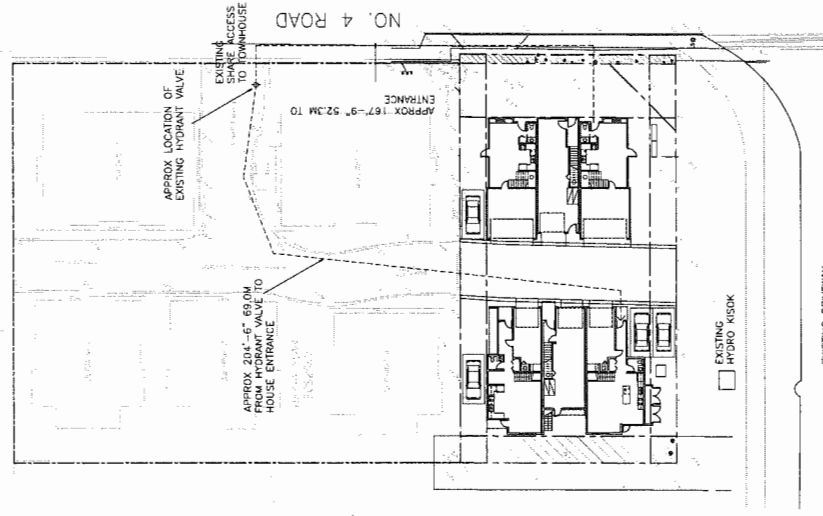
2 PER DWELLING UNIT
1.4 PER DWELLING UNITS X6 = 9
0.2 VISITOR PARKING / UNIT X6 = 2
TOTAL = 11 REQUIRED
ZT60 ZONING ALLOW TANDEM PARKING



NTS

LOCATION MAP

A1- DEVELOPMENT SUMMARY
A2- SITE PLAN (1/F)
A3- SITE PLAN (2/F & 3/F)
A4- UNIT PLANS
A5- ELEVATIONS
A6- ELEVATIONS
A7- AREA DIAGRAMS



NTS

SITE PLAN WITH ADJACENT LOTS

EXISTING DRIVEWAY

PROPOSED TOWNHOUSE
6571-6573 NO. 4 RD
RICHMOND BC

DEVELOPMENT SUMMARY

PROJECT NUMBER: 12-03
ISSUED: 9/30/2015
DRAWN BY: EL
CHECKED BY: EL
FILE NAME: 12-03_SPT_150930-RE.DWG

A1

REZONING

Attachment 2

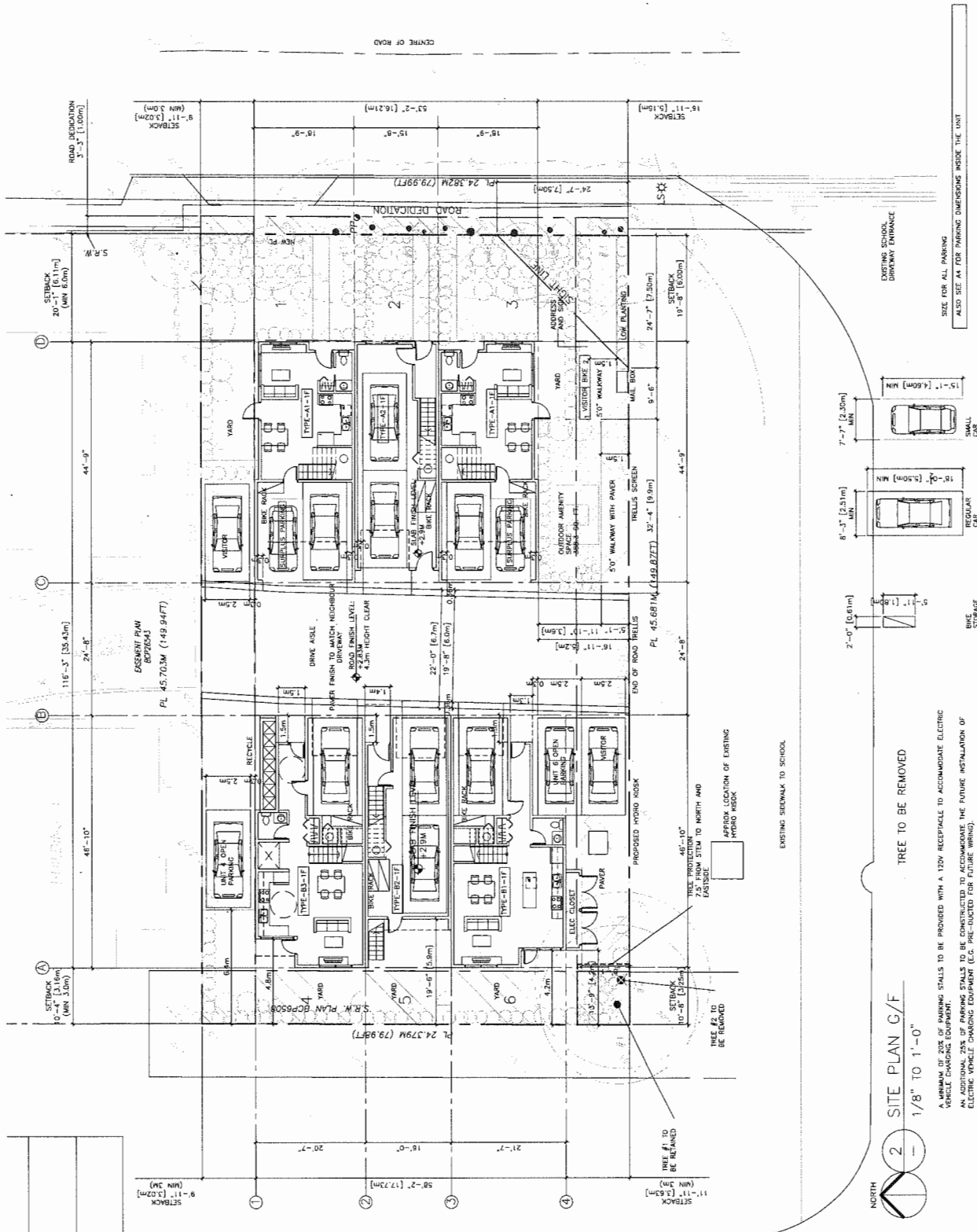
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**PROPOSED TOWNHOUSE
6571-6573 NO. 4 RD
RICHMOND BC**

PROJECT NUMBER: 12-03
ISSUED: 9/30/2015
DRAWN BY: EL
CHECKED BY: EL
FILE NAME: 12-03_9/30_1509.MD-B2.DWG

A2

REZONING



EXTERIOR FINISH LEGEND

- 1 ASPHALT SHINGLE ROOFING
- 2 HARDI SIDING (LIGHT COLOUR)
- 3 HARDI SIDING WITH WOOD TRIM (DARK COLOUR)
- 4 WHITE VINYL WINDOW WITH TRIM
- 5 GARAGE DOOR
- 6 WOOD FENCE ON CONCRETE RETAINING WALL

SCHOOL ENTRANCE AND PARKING LOT

SCHOOL OPEN PARKING

PROPOSED TOWNHOUSE

ADJACENT TOWNHOUSE

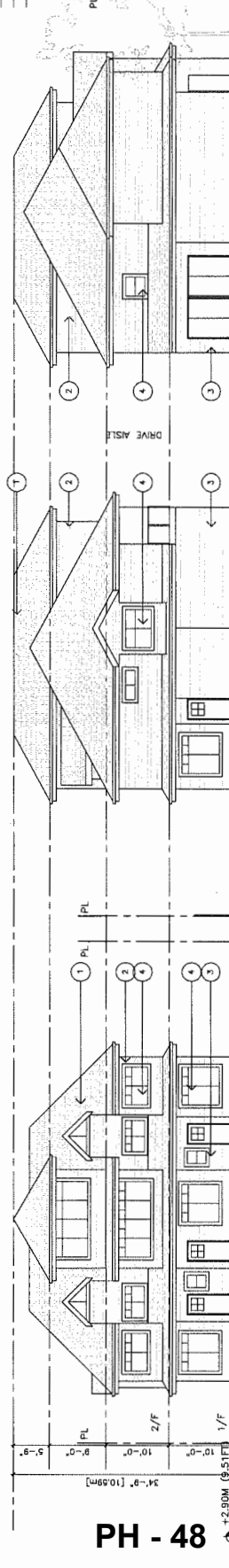
EXISTING 3 STOREY TOWNHOUSE

ERIC LAW ARCHITECT

1100 WEST 10TH AVENUE, SUITE 200
VANCOUVER, BC V6H 1T6
TEL: (604) 268-2887
FAX: (604) 268-2887
www.ericlawarchitect.com

- 05/10/15
1. 2015.08.26 ISSUED TO CITY FOR COMMENTS
 2. 2015.11.18 REVISED TO CITY FOR COMMENTS
 3. 2016.01.21 ISSUED TO CITY FOR COMMENTS
 4. 2016.02.04 REVISED TO CITY FOR COMMENTS
 5. 2016.05.13 ISSUED TO CITY FOR COMMENTS
 6. 2016.05.26 REVISED TO CITY FOR COMMENTS
 7. 2016.07.15 ISSUED TO CITY FOR COMMENTS
 8. 2016.07.15 REVISED TO CITY FOR COMMENTS
 9. 2016.07.15 ISSUED TO CITY FOR COMMENTS
 10. 2016.07.15 REVISED TO CITY FOR COMMENTS
 11. 2016.07.15 ISSUED TO CITY FOR COMMENTS
 12. 2016.07.15 REVISED TO CITY FOR COMMENTS
 13. 2016.07.15 ISSUED TO CITY FOR COMMENTS
 14. 2016.07.15 REVISED TO CITY FOR COMMENTS

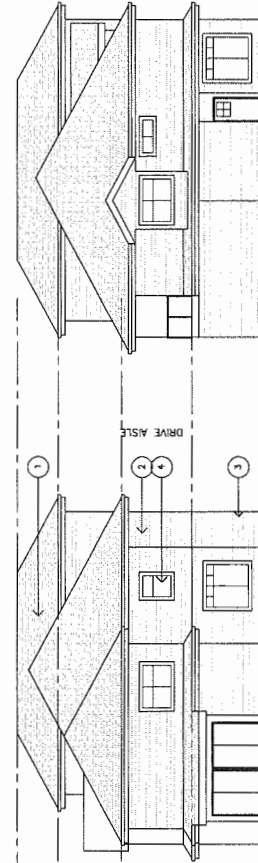
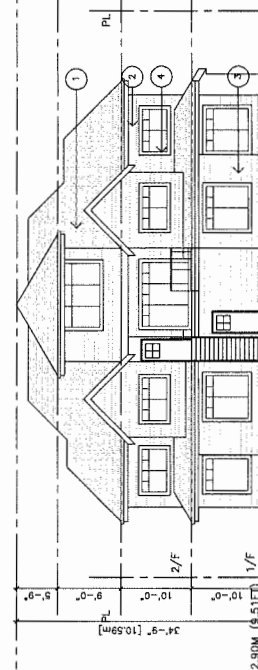
1 TOWNHOUSE EAST ELEVATION WITH NEIGHBOUR HOUSE
3/32" TO 1'-0"



PH - 48

2 TOWNHOUSE EAST ELEVATION (NO 4 ROAD)
1/8" TO 1'-0"

3 TOWNHOUSE NORTH ELEVATION
1/8" TO 1'-0"



4 TOWNHOUSE WEST ELEVATION
1/8" TO 1'-0"

5 TOWNHOUSE SOUTH ELEVATION
1/8" TO 1'-0"

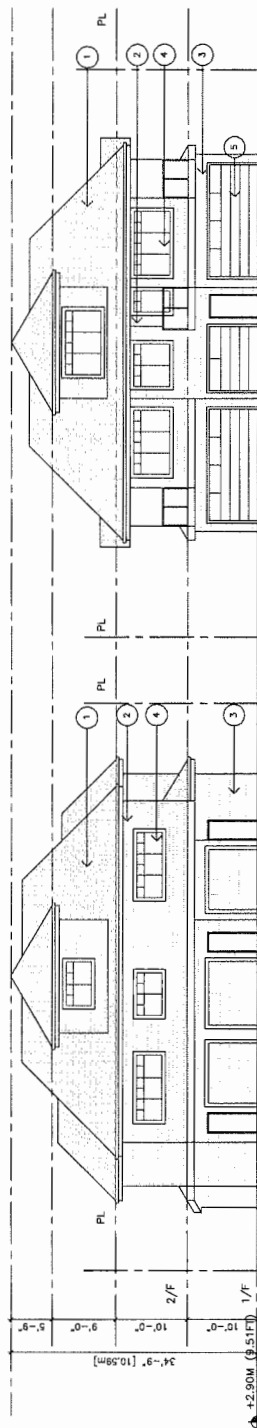
PROPOSED TOWNHOUSE
6571-6573 NO. 4 RD
RICHMOND BC

ELEVATIONS

PROJECT NUMBER: 12-03
ISSUED: 05/10/15
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 12-03_47D_150905-42.260

A5

REZONING



2 INTERNAL AISLE EAST ELEVATION
— 1/8" TO 1'-0"

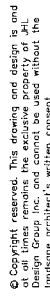
1 INTERNAL AISLE WEST ELEVATION
— 1/8" TO 1'-0"

- EXTERIOR FINISH LEGEND**
- ① → ASPHALT SHINGLE ROOFING
 - ② → HARD SIDING (LIGHT COLOUR)
 - ③ → HARD SIDING WITH WOOD TRIM (DARK COLOUR)
 - ④ → WHITE VINYL WINDOW WITH TRIM
 - ⑤ → GARAGE DOOR
 - ⑥ → WOOD FENCE ON CONCRETE RETAINING

⑥ → WOOD FENCE ON CONCRETE RETAINING WALL

NOTES:

- PH**



DATE	REVISIONS
Aug. 15	REWORKING/DP Submission

JHL Design Group Inc.
Landscape Architecture + Urban Design

4370, Maple Street, Vancouver, BC
Tel: 604-263-6513
Fax: 1-866-277-9534
Information@vco.ca

SCALE	$1/8" = 1' - 0"$
DATE	Aug. 15
DRAWN	

PROJECT TITLE
TOWNHOUSE DEVELOPMENT
SS571-6573 NO. 4 ROAD, RICHMOND, BC

LANDSCAPE PLAN/
PLANT LIST/DETAIL



RZ 11-578758

Attachment 3

Address: 6571/6573 No. 4 Road

Applicant: Anwer Kamal

Planning Area(s): North McLennan Sub-Area (City Centre)

	Existing	Proposed
Owner:	Anwer Kamal	To be determined
Site Size (m²):	1,115 m ²	1,091 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	CCAP: General Urban T4 North McLennan Sub-Area Plan: "Residential Area 3" - two-family dwelling and 2 & 3-storey townhouses with 0.65 base FAR	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT60) – North McLennan (City Centre)
Number of Units:	2	6
Other Designations:	N/A	No Change

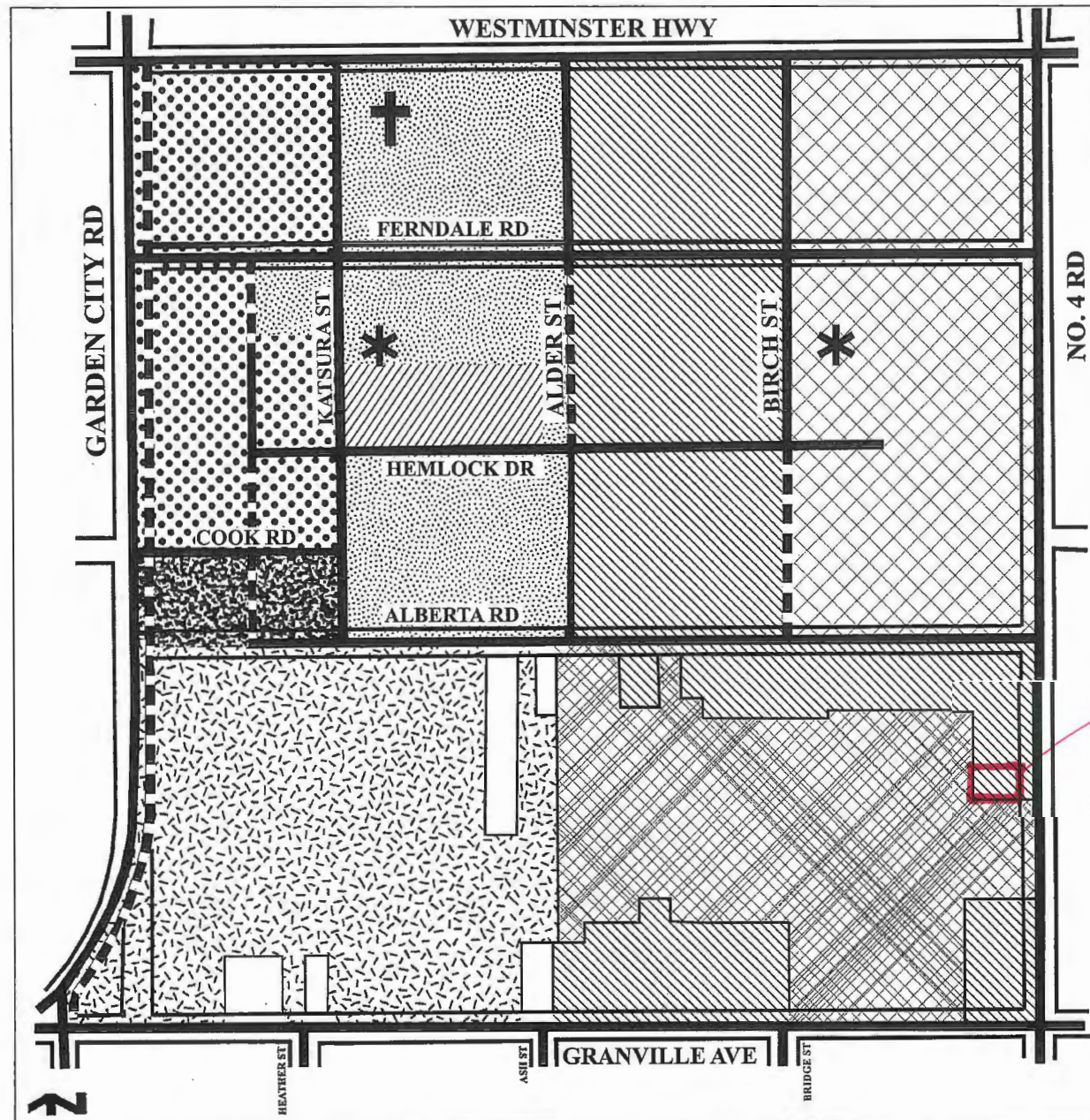
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	3.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Area:	Min. 1,010 m ²	1,091 m ²	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	11	14	none
Tandem Parking Spaces:	Permitted	4 spaces	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	2 (surplus spaces)	none
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	0	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 6 units = 36 m ²	Min. 36 m ²	none

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

City of Richmond

Land Use Map

 Bylaw 8630
2010/07/19


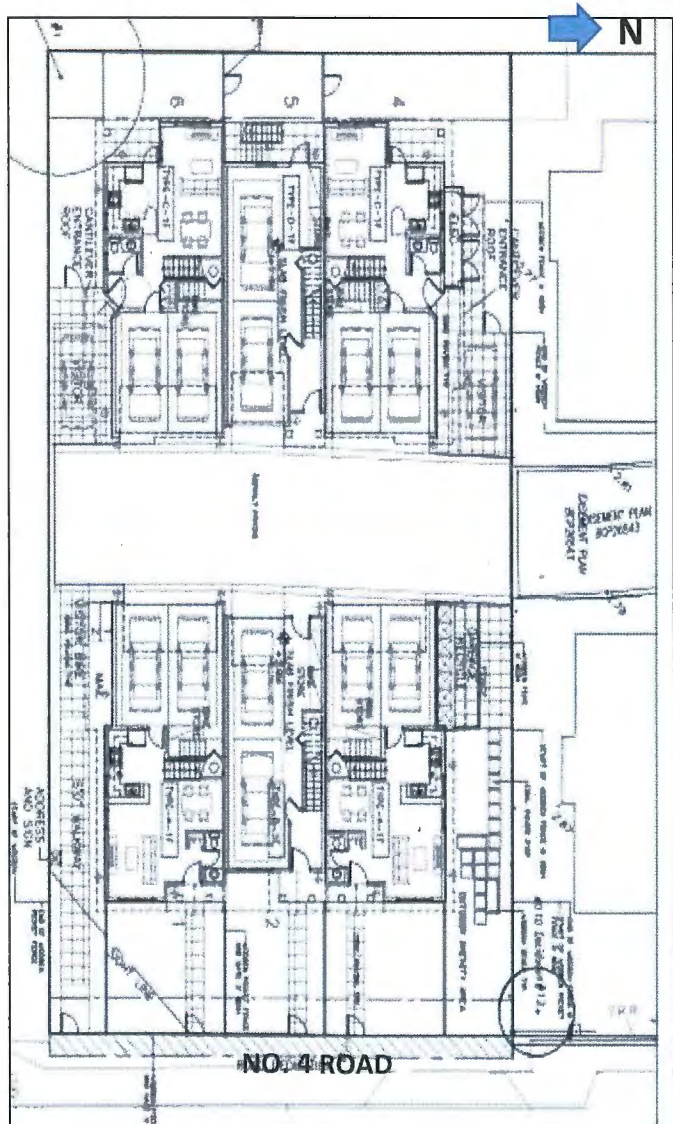
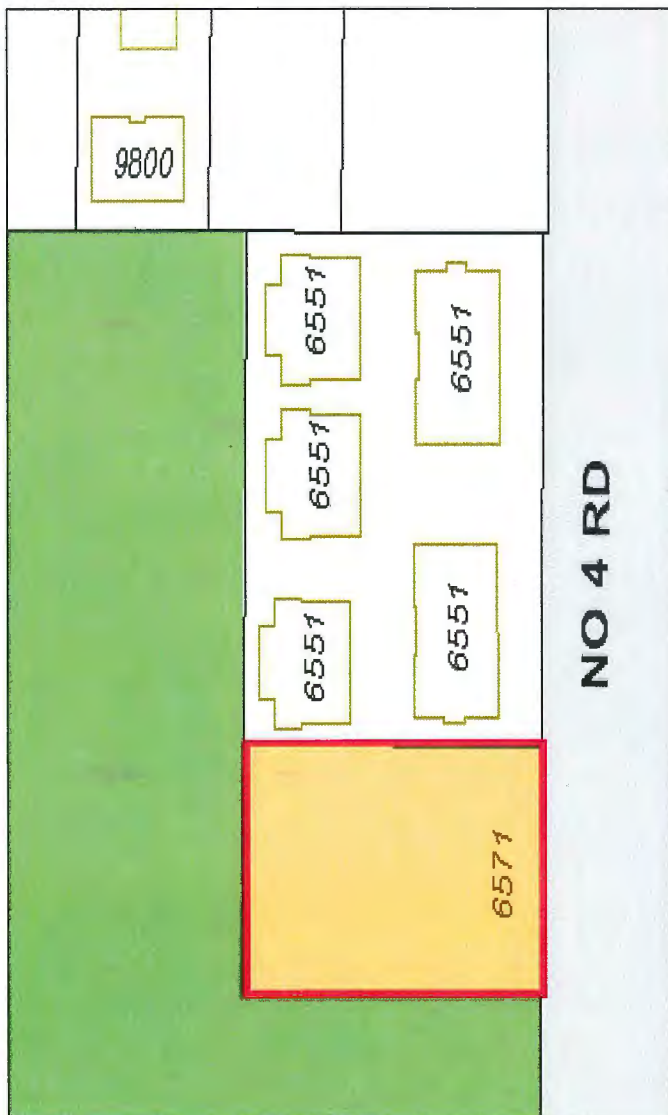
Residential Area 1 1.6 base F.A.R. 4-storey Th., Low-rise Apts. (4-storeys max.) / Mid-rise Apts. (Up to 8-storeys) / High-rise Apts. (Up to 45 m)	Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses	Community Park
Residential Area 2 0.95 base F.A.R. 2, 3 & 4-storey Townhouses, Low-rise Apts. (4-storeys max.)	Residential Area 4 0.55 base F.A.R. One & Two-Family Dwelling & Townhouses (2 ½-storeys typical, 3-storeys maximum where a maximum 30% lot coverage is achieved)	School
Residential Area 2A 0.95 base F.A.R. 2, 3 & 4 & 5-storey Townhouses, Low-rise Apts. (5-storeys max. Up to 19 m)	Residential Area 5 0.55 base F.A.R. One-Family Dwelling	Neighbourhood Parks
Mixed Residential/ Retail/Community Uses	Trail	Principal Roads
	Church	

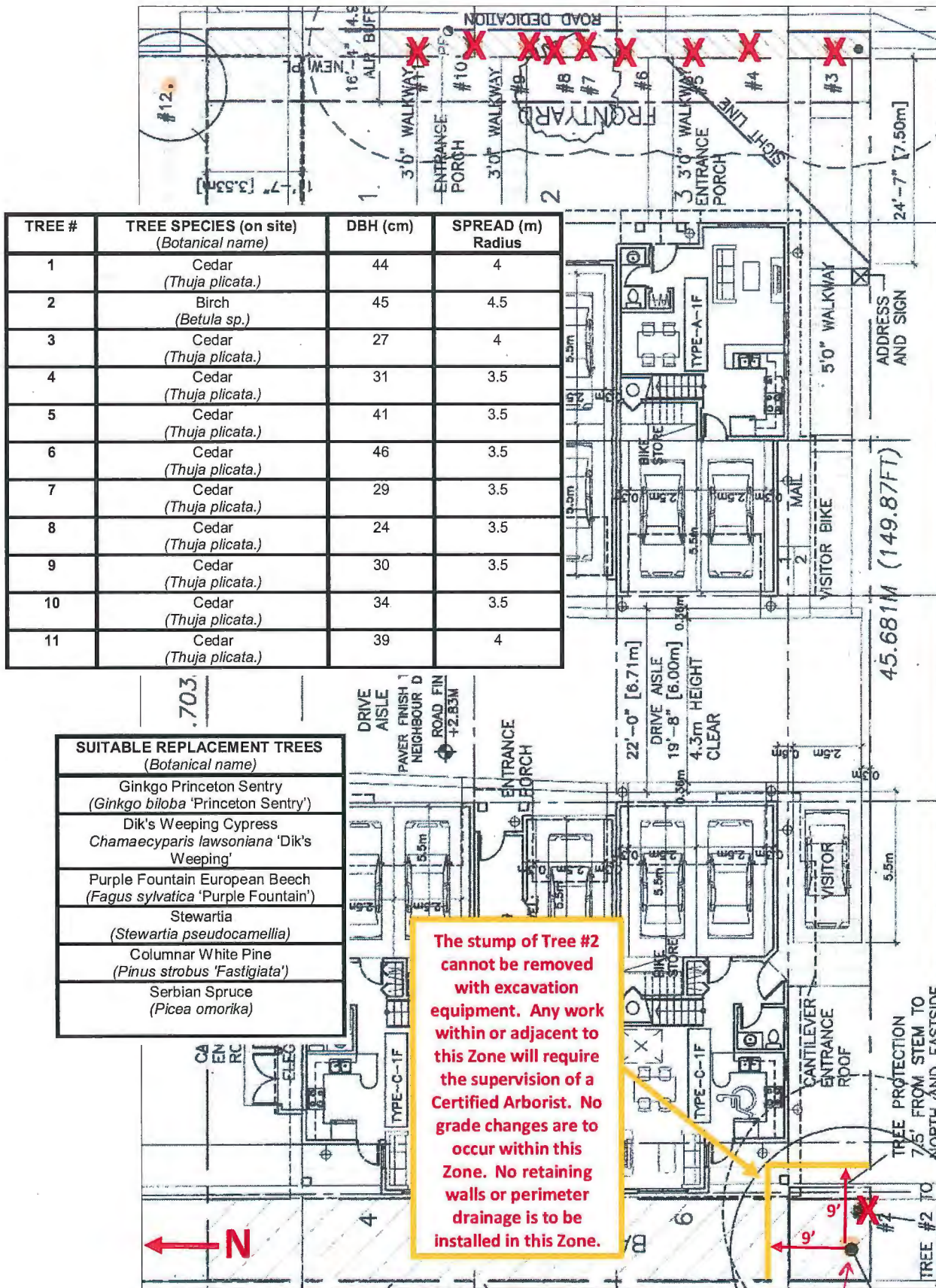
PH - 53

6571/6573 No. 4 ROAD DEVELOPMENT NOTICE

May, 2014

Dear neighbours. This letter is to inform you that we have applied to the City of Richmond for permission to rezone 6571 and 6573 No. 4 Road from Single Detached (RS1/F) to Town-Housing (ZT60) North Mclellan (City Centre) in order to develop 6 townhouse units. The vehicular access to this townhouse development will be from 6551 No. 4 Road via an existing cross access easement plan number BCP26543. The site and access plan have been included for your reference. If you have any questions or concerns, please contact us in writing at akamal7860@gmail.com or the City Planner Edwin Lee at (604) 276-4000. The rezoning file number is RZ 2011 578758. Thank you very much for your cooperation.





Tree Removal & Retention Plan, Scale 1/16 = 1'

Tree #1



City of Richmond

Rezoning Considerations

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

Address: 6571/6573 No. 4 Road

File No.: RZ 11-578758

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9491, the developer is required to complete the following:

1. Dedicate approximately 1.0 m (exact dimension to be confirmed via Owners BCLS and as per the Servicing Agreement design) across the entire No. 4 Road frontage.
2. The granting of a 3.0 m wide statutory right-of-way (for utility maintenance purposes) across the entire west property line.
3. Registration of a flood indemnity covenant on title.
4. Registration of an aircraft noise sensitive use covenant on Title.
5. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development, ensuring that the only means of vehicle access to and from 6571/6573 No. 4 Road is from the access easement (BA558364, Plan BCP26543) burdening the adjacent north property (6551 No. 4 Road); and that there be no direct vehicle access to or from No. 4 Road.
6. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
7. Registration of a legal agreement on title to identify the Agriculture Land Reserve (ALR) buffer area (4.0 m wide, measured from the new property line along No. 4 Road), to ensure that landscaping planted within this buffer is maintained and will not be abandoned or removed, and to indicate that the subject property is located adjacent to active agricultural operations and subject to impacts of noise, dust and odour.
8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
9. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
10. City acceptance of the developer's offer to voluntarily contribute \$2.0 per buildable square foot (e.g. \$15,261.64) to the City's affordable housing fund.
11. City acceptance of the developer's offer to voluntarily contribute \$15,000 towards the proposed Audible Pedestrian Sign (APS) system upgrade at the No.4 Road/Alberta Road intersection.
12. Contribution of \$1,000 per dwelling unit (e.g. \$6,000) in-lieu of on-site indoor amenity space.
13. The submission and processing of a Development Permit* 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. 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

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the Western Red Cedar identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected tree survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$2,000) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility, CPTED, and sustainability features/measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements:

a) Water Works:

- i. Using the OCP Model, there is 651 L/s of water available at a 20 psi residual at the hydrant at 6620 No. 4 Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- ii. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - Install a fire hydrant at No. 4 Road frontage to service the proposed townhouse development. Coordination with the City's Fire department to confirm the location of the proposed hydrant is also required.
- iii. At the Developer's cost, the City will:
 - Cut and cap at main the existing water service connection at No. 4 Road frontage.
 - Install new water connection to service the proposed site. Details of the new water service shall be finalized via the servicing agreement design review.

b) Storm Sewer Works:

- i. At the Developer's cost, the City will:
 - Cut and cap at main the existing storm sewer service connections at No. 4 Road frontage. Remove existing IC.

- Install new storm sewer connection to service the proposed site. Details of the new storm service shall be finalized via the servicing agreement design review.
- c) Sanitary Sewer Works:
 - i. The Developer is required to:
 - Provide a 3 m wide utility SRW along the entire west property line of the proposed site.
 - Install a new sanitary sewer connection to service the proposed site. Details of the new storm service shall be finalized via the servicing agreement design review.
- d) Frontage Improvements:
 - i. The Developer is required to:
 - Removing existing sidewalk and create a 1.5 m grass & treed boulevard behind the existing curb (trees to be Littleleaf Linden), with a 1.5 m sidewalk behind that which will abut the new property line. All works are at the client's sole cost; i.e. no credits apply. The works are an extension of SA06-326784 from the north at 6551 No 4 Road. Improvements shall be built to the ultimate condition wherever possible.
 - Provide street lighting along No. 4 Road frontage.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of ways dimensions and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - 1) BC Hydro PMT – 4mW X 5m (deep)
 - 2) BC Hydro LPT – 3.5mW X 3.5m (deep)
 - 3) Street light kiosk – 1.5mW X 1.5m (deep)
 - 4) Traffic signal kiosk – 1mW X 1m (deep)
 - 5) Traffic signal UPS – 2mW X 1.5m (deep)
 - 6) Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - 7) Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- e) General Items:
 - i. The Developer is required to:
 - Provide if pre-load is required, prior to pre-load installation, a geotechnical assessment of preload and soil preparation impacts on the existing sanitary sewer along the proposed site's west property line, proposed utility installations, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission or if necessary to be implemented prior to pre-load.
 - 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.
- 5. Submission of DCC's (City & GVS&DD), School site acquisition charges, Address Assignment Fee, and servicing charges, etc.
- 6. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 7. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated

fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9491 (RZ 11-578758)
6571/6573 No. 4 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 **"TOWN HOUSING (ZT60) – NORTH MCLENNAN (CITY CENTRE)"**.

P.I.D. 004-074-271

Lot 65 Section 10 Block 4 North Range 6 West New Westminster District Plan 46723

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9491"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

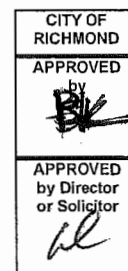
SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 09 2015



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 30, 2015

File: ZT 15-710092

Re: Application by City of Richmond for a Zoning Text Amendment to the Industrial Business Park (IB1, IB2) zone to permit an Indoor Shooting Range at 7400 River Road

Staff Recommendation

- 1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9500, for a Zoning Text Amendment to the "Industrial Business Park (IB1, IB2)" zone to permit an indoor shooting range at 7400 River Road, be introduced and given first reading.
- 2) That Council, subject to adoption of Zoning Text Amendment Bylaw No. 9500, approve a Permit to operate an Indoor Shooting Range at 7400 River Road, in accordance with Bylaw 4183.

Wayne Craig
Director, Development

WC:dcB /bk

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Recreation Services	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	

Staff Report

Origin

The City of Richmond has applied for a text amendment to the “Industrial Business Park (IB1, IB2)” zone of Richmond Zoning Bylaw 8500 to permit the addition of ‘indoor shooting range’ as a permitted use in the zone, limited to the City-owned property at 7400 River Road (Attachment 1).

Council approval of a permit to allow the discharge of firearms within the Municipality in accordance with Bylaw No. 4183 Regulating the Discharge of Firearms is also required.

Findings of Fact

The proposed Zoning Text amendment will facilitate the relocation of the Richmond Rod and Gun Club (RRGC) shooting range from their current location at the Sportstown facility at 4991 No. 5 Road as the RRGC lease on that site will expire in February, 2016. The Sportstown site will be re-developed into medium-density townhouses under Rezoning application RZ11-593406, which is pending final adoption (the applicant is resolving rezoning considerations). The shooting range is proposed to be co-located with the Richmond Gymnastics Association (RGA), which is also being displaced from the site at 4991 No.5 Road.

The light industrial building at 7400 River Road contains three large industrial units. Approximately one-half of the building is leased for a distribution warehouse and bulk storage of dry goods operator. The balance of the building is being renovated by the City to accommodate various recreational uses, while approximately 1858 m² (20,000 ft²) is currently vacant. Should a potential tenant be found for this currently vacant space the parking needs for the entire site will be reassessed at that time to ensure sufficient parking is provided in accordance with the City’s Zoning Bylaw prior to entering into any lease arrangement.

Surrounding Development

The subject property is approximately 1.21 ha (3 ac) in size and contains an 8,361 m² (90,000 ft²) warehouse facility.

To the North: A 1.21 ha (3 ac) lot zoned “Industrial Business Park (IB1)” and owned by the City of Richmond. The site is currently used for parking. This site will also become part of the Aberdeen Village waterfront park over the medium term.

To the South: A 1.62 ha (4.01 ac) lot zoned “Industrial Business Park (IB1)” and owned by the City of Richmond. This site will also become part of the Aberdeen Village waterfront park over the medium term.

To the East: Two large lots (approx. 2.2 ha [5.5 ac] in size) zoned “Auto-Oriented Commercial (CA)” being used for retail purposes, and a large lot (approx. 3.22 ha [7.96 ac]) zoned “Auto-Oriented Commercial (ZC22) – Aberdeen Village (City Centre)” under use by the Real Canadian Superstore.

To the West: River Road and the middle arm of the Fraser River.

Related Policies & Studies**Official Community Plan/City Centre Area Plan and Zoning**

Both the Official Community Plan (OCP) and the City Centre Area Plan (CCAP) designate the subject property for “Park”. Over the medium term, the site will be redeveloped into a waterfront park as shown in the City Centre Area Plan’s Aberdeen Village (2031) Specific Land Use Map.

All the parties involved recognize that the proposed use of the site is an interim situation. The interim use and the lease agreements with the parties involved will not prevent or preclude the future redevelopment of the site as park.

Zoning Amendment

The current Industrial Business Park (IB1, IB2) zoning applicable to the site includes “recreation, indoor” as a permitted use. It does not currently include “indoor shooting range” as a permitted use. The proposed amendment Bylaw has been written to limit the “indoor shooting range” use specifically to the 7400 River Road property in order to retain Council’s ability to address similar proposals on other properties with IB1 or IB2 zoning on a case by case basis. Proposed Zoning Bylaw 8500 Amendment Bylaw 9500 further restricts the firearms permitted on the site to firearms using propellant, compressed air or gas. No live fire (explosive bullets) will be permitted.

Heritage Property Notation

The subject property has an “archaeological slough” notation over a portion of the site toward the waterfront. This notation indicates an area which was a former slough mouth along the middle arm of the Fraser River. Such locations have been sites of archaeological finds typically associated with First Nations use in the past. No excavations are proposed for the project, and no special concerns or measures are needed regarding the heritage notation.

Aircraft Noise

The subject site is located within Richmond’s Aircraft Noise Sensitive Land Use Area 1A which indicates an area with a Noise Exposure Forecast rating greater than 35 NEF. The subject site will not contain Aircraft noise sensitive land uses (e.g. residential, school, day care or hospital uses) and no specific measures are required to accommodate the proposed shooting range use.

Public Consultation

A Zoning Text Amendment sign has been erected at the subject site and to date no comments have been received. Should the rezoning proceed, the statutory Public Hearing will provide an opportunity for any public comments on the proposed rezoning.

Analysis

Within its allocated space, the RRGCC will operate and manage the proposed indoor shooting range under a lease agreement with the City of Richmond. The shooting range will be set up for “air” pistols and “air” rifles. These weapons will fire at less than 500 feet per second and no “live fire” weapons will be permitted at the proposed indoor shooting range. The RRGCC has provided a description of the proposed facility and its anticipated operation (Attachment 2).

Design plans for the necessary renovations to the existing warehouse building to accommodate the proposed recreational uses are currently being prepared with the majority of the modifications concentrated on the interior spaces. Basic layout plans are provided in Attachment 3. The shooting range will be fully self-contained within a separate area with safety measures including wall materials and other measures to ensure that there is no risk to gymnastics participants.

A Development Permit is not required for the building’s renovations as the majority of the upgrades are contained to the interior of the building. Exterior upgrades will include the addition of a new doorway and new ramping for accessibility. The anticipated cost of the exterior upgrades will be less than \$75,000 and therefore no Development Permit is required.

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

Richmond’s Regulating the Discharge of Firearms Bylaw No. 4183

Discharge of firearms within the Municipality, including indoor shooting range facilities, is controlled under the “Regulating the Discharge of Firearms” Bylaw No. 4183. Under this Bylaw Council’s authorization is required for discharge of any firearm within the limits of the Municipality. By definition, “firearm” means “a rifle, pistol, or shotgun and includes air guns, air rifles, air pistols and spring guns but does not include firearms used for the discharge of blank ammunition in connection with an athletic or sporting event.”

Bylaw No. 4183 also includes a requirement for the applicant to be covered by an existing public liability and property damage insurance policy in the minimum amount of \$1,000,000.00 validated for the duration of the permit. The Zoning Text Amendment considerations include a requirement for submission of proof of an acceptable public liability and property damage insurance for a minimum of \$1,000,000.00 covering the term of the lease of the indoor shooting range prior to adoption.

Provincial Licence Requirements

The Province of British Columbia also regulates indoor shooting ranges and requires permits under the Firearm Act. The Provincial Act defines “firearm” as including “any gun using, as a propellant, compressed air, explosives or gas”. The Province’s permit can, for example, attach conditions, restrict the kinds of firearms that may be discharged or the kinds of projectiles used. The Zoning Text Amendment considerations include a requirement that the shooting range operator is to submit proof that it has either applied to the Province of BC for a permit, has received a

permit in accordance with the Provincial Firearm Act, or has been exempted by the Province from needing a permit.

Transportation and Site Access

Access to the subject property is currently along the western side of the lot from River Road. No change is anticipated during the course of the interim use of the facility.

Parking

The site plan in Attachment 3 indicates that a total of 85 parking spaces are provided on site. The required parking is as follows:

- Industrial user: 40 spaces
- Gymnastics / shooting range: 38 spaces
- Total: 78 spaces
- Provided: 85 spaces

Should a tenant be identified for the currently vacant space within the building, the parking needs for the entire site will be re-evaluated to ensure that sufficient parking is provided in accordance with the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

There are no site servicing or frontage improvements associated with the proposed zoning text amendment.

Financial Impact or Economic Impact

None.

Conclusion

The purpose of the Zoning Text Amendment is to amend zoning district "Industrial Business Park (IB1, IB2)" of the Zoning and Development Bylaw 8500 to permit the addition of an Indoor Shooting Range to the City owned property at 7400 River Road.

The Richmond Rod and Gun Club has had a long standing indoor shooting program in the City for many years and its previous operations have maintained a high. The facility which will house the indoor shooting range will be under the City's purview via a legal agreement.

On this basis staff recommend support for the proposed Zoning Text amendment that will permit an indoor shooting range at 7400 River Road and that Zoning Bylaw 8500 Amendment Bylaw 9500 be introduced and given first reading.

It is further recommended that Council approve a Permit to operate an Indoor Shooting Range at 7400 River Road, in accordance with Regulating the Discharge of Firearms Bylaw No. 4183.



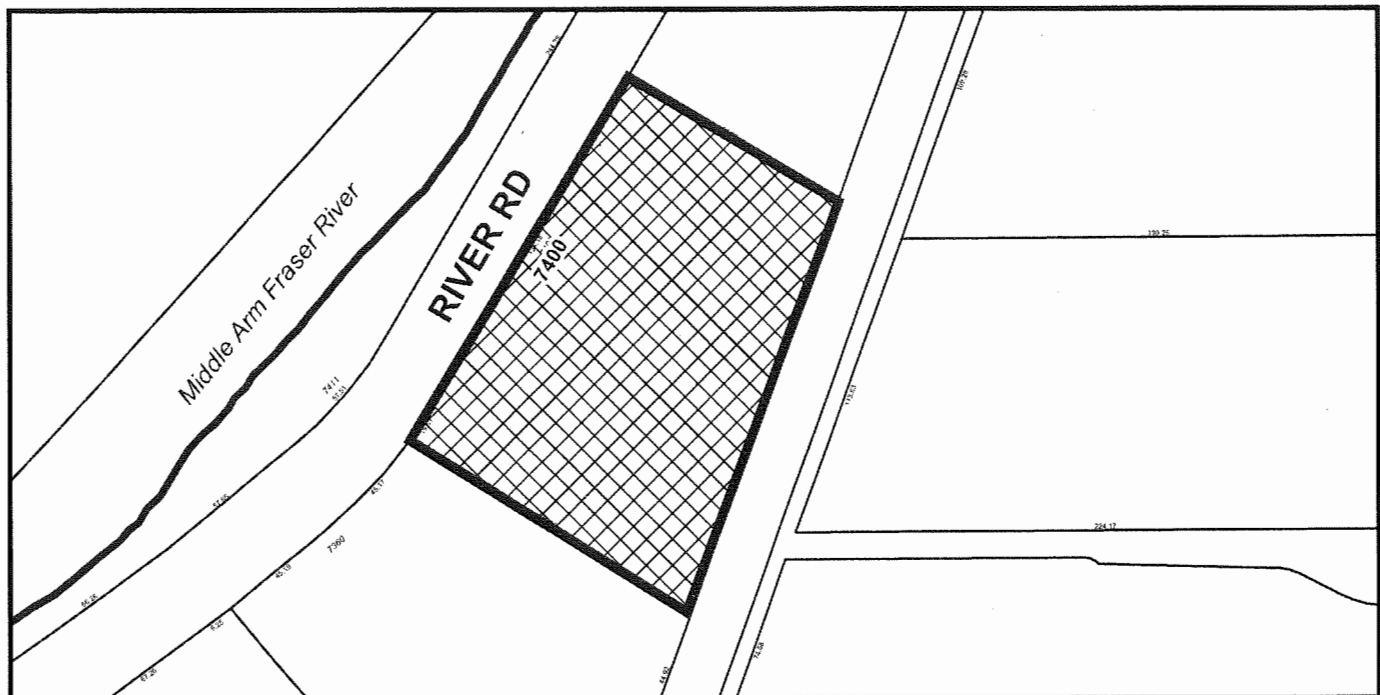
David Brownlee
Planner 2

DCB:dcb /bk

- Attachment 1: Location Map
- Attachment 2: RRGc Facilities Description
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Rezoning Considerations



City of Richmond



ZT 15-710092

Original Date: 09/18/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



ZT 15-710092

Original Date: 09/21/15

Revision Date:

Note: Dimensions are in METRES



Box 26551 Blundell Centre P.O.
Richmond, B.C. V7C-5M9
www.rrgc.homestead.com

September 28, 2015

Policy Planning
City of Richmond
6911 No. 3 Road
Richmond B.C. V6Y2C1

Subject: 7400 River Road Air Pistol

Richmond Rod and Gun Club hereinafter referred to as RRGc wishes to use part of the 7400 River Road spaced being leased from the City of Richmond by RRGc as an air pistol and air rifle range.

RRGC's objective is to have a facility that allows participants of the RRGc to use air pistols and air rifles in a controlled and safe environment. The facility will allow RRGc to continue to offer lessons to the public and community groups on the safe use of air pistols and air rifles.

The proposed design of the air pistol and air rifle range will meet current Olympic shooting standards. The RRGc presently host two annual air pistol competitions that attract competitors from the other parts of the BC along with Alberta and Washington State.

Use of the firing range will be closely monitored by qualified range officers and instructors and will allow RRGc to continue to build on our already proven and respectful approach to the use of air pistols and air rifles within the lower mainland.

Kaelan Architecture
Interior Design
and Planning Ltd

1205-555-2248 (toll free)
www.kaelan.ca
1300-961-1472 (toll free)
www.kaelan.ca

CIVIC ADDRESS:
7400 RIVER ROAD, RICHMOND B.C.

LEGAL DESCRIPTION:
LOT 20, SEC 32, BLK 5N, RGSW, PLAN 40727

NOTE:

PARKING SCHEDULE		
STALL SIZE	REQUIRED	PROVIDED
HC 12' x 18'	1	1
SMALL 8' x 15' 6"	10	13
STANDARD 8' x 15'	12	71

SITE LEGEND

	LANDSCAPE
	NO PARKING ZONE
	VISIBILITY

[illegible]RICHMOND GYMNASICS
RELOCATION

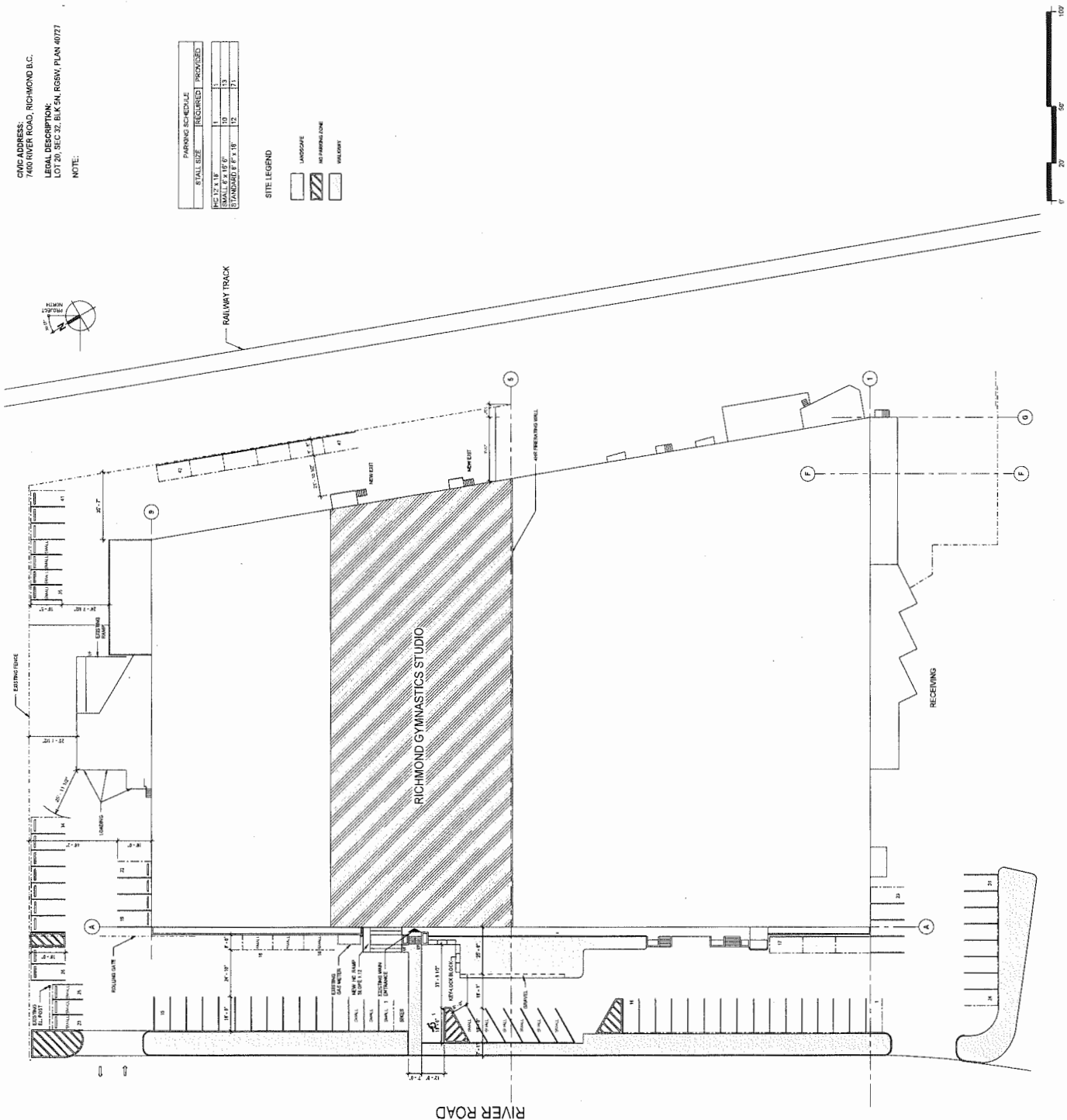
RICHMOND, BRITISH COLUMBIA

SITE PLAN

1000

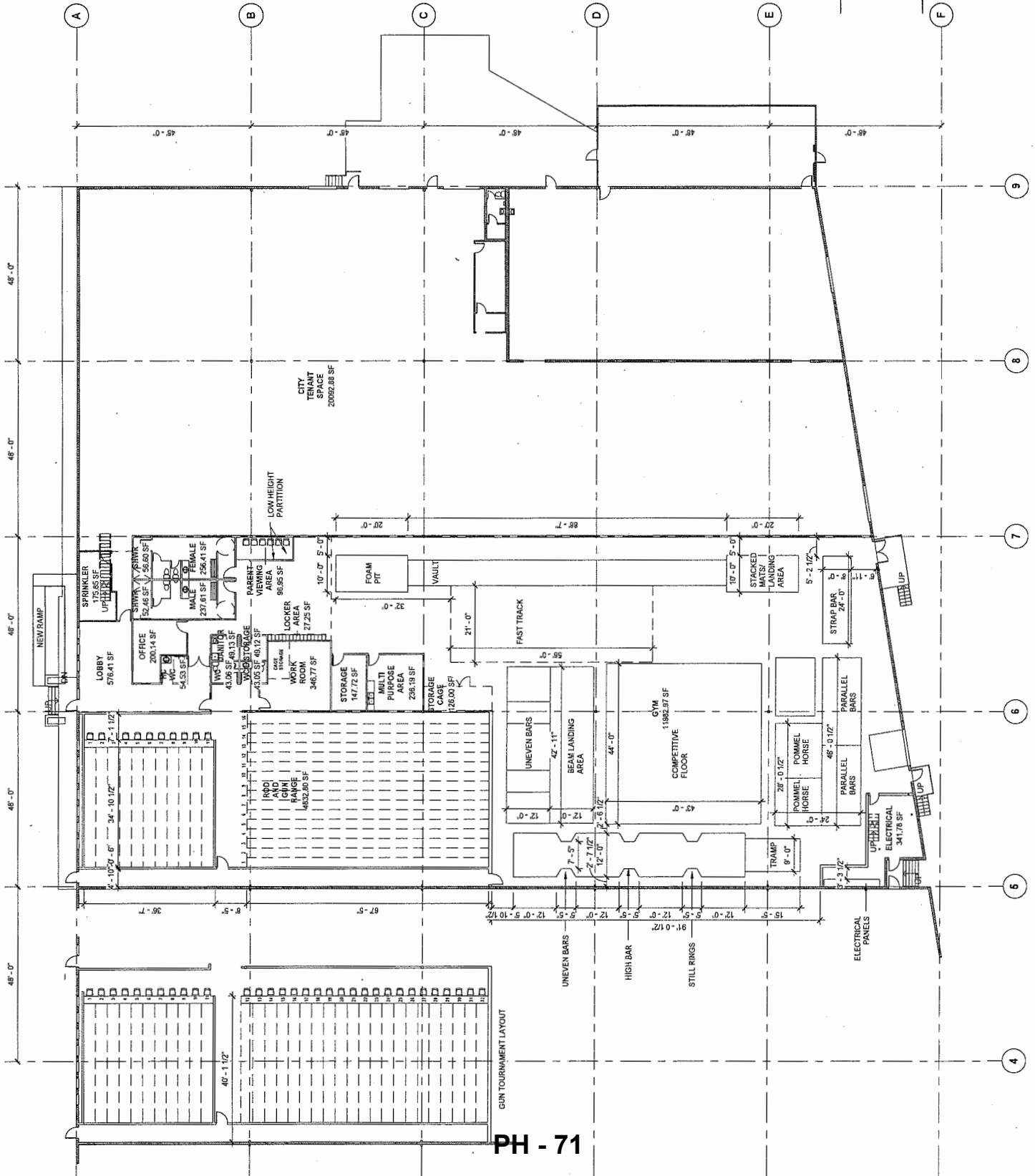
PROJECT NO.	170240	PLCT DATE	OCTOBER 27, 2015
		SCALE	1" = 20'-0"

A-100



PROPOSED LAYOUT
RICHMOND GYMNASTICS
RELOCATION

OPT 2 Rev4
SEPT 30, 2015
PROJECT 170246





ZT 15-710092

Attachment 4

Address: 7400 River Road

Applicant: City of Richmond

Planning Area(s): City Centre – Sub Area: Aberdeen Village

	Existing	Proposed
Owner:	City of Richmond	Same
Site Size (m ²):	1.62 ha (4 acres)	Same
Land Uses:	Industrial Business Park	Same
OCP Designation:	Park	Same
Area Plan Designation:	Park	Same
Zoning:	Industrial Business Park (IB1, IB2)	Amended to allow Indoor Shooting Range as a permitted use
Other Designations:	Heritage – archaeological slough NEF – Area 1A	Same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	Max 1.0	none permitted
Lot Coverage – Building:	Max. 60%	Max 60%	none
Setback – Front Yard (m):	Not Applicable	Not Applicable	none
Setback – Side (m):	Min. 3.0 m adjacent to residential	Not Applicable	none
Height (m):	25 m	10 m	none
Off-street Parking Spaces – Total	78	85	none



Address: 7400 River Road

File No.: ZT 15-710092

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9500, the developer is required to complete the following:

1. The Richmond Rod and Gun Club, as operator of the indoor shooting range, is to submit proof of an active public liability and property damage insurance policy in accordance with Bylaw No. 4183 and to the satisfaction of the Director of Development, and;
2. The Richmond Rod and Gun Club, as operator of the indoor shooting range, is to submit proof that it has either applied to the Province of BC for a permit, has received a permit in accordance with the Provincial Firearm Act, or has been exempted by the Province from needing a permit.

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

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

Note:

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

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

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

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

Signed _____

Date
PH - 73



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9500 (ZT15-710092)
7400 River Road**

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

1. Richmond Zoning Bylaw 8500 is amended by replacing section 12.3.3 of the Industrial Business Park (IB1, IB2) zone with the following text:

“12.3.3 A. Secondary Uses

- **residential security/operator unit**

12.3.3 B. Additional Uses

- **indoor shooting range”**

2. Richmond Zoning Bylaw 8500 is amended by inserting the following as Section 12.3.11.5:

“5. a) An **indoor shooting range** is only permitted on the following **site**:

7400 River Road

P.I.D. 003-752-534

Lot 20 Section 32 Block 5 North Range 6 West New Westminster District Plan 40727

b) An **indoor shooting range** located at 7400 River Road

P.I.D. 003-752-534

Lot 20 Section 32 Block 5 North Range 6 West New Westminster District Plan 40727

is limited to the use of firearms which use propellant, compressed air or gas only.

c) The operator of an **indoor shooting range** is required to be in possession of a permit from the City of Richmond in accordance with Regulating the Discharge of Firearms Bylaw No. 4183 as amended.

d) The operator of an **indoor shooting range** is required to be in possession of a permit in accordance with the Provincial Firearm Act.

e) All **uses** associated with the operation of an **indoor shooting range** are to be for recreational and training purposes, conducted under the supervision of a certified Canadian Firearm Safety Course Instructor.”

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9500”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

NOV 09 2015

CITY OF RICHMOND
APPROVED by <i>BL</i>
APPROVED by Director or Solicitor <i>ul</i>

MAYOR

CORPORATE OFFICER



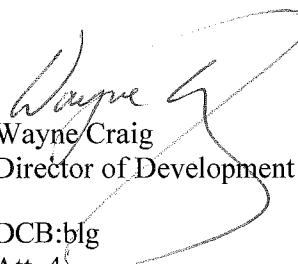
City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development
Date: November 9, 2015
File: ZT 15-710920
Re: Application by Pacific Land Resource Group Inc. for a Zoning Text Amendment to the Industrial Retail (IR1) Zone to Permit Retail Sale of Automotive Parts and Accessories at 2760 Sweden Way

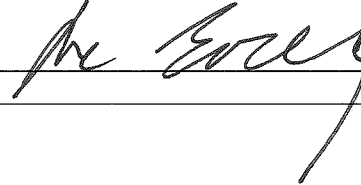
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9503, for a Zoning Text Amendment to the "Industrial Retail (IR1)" zone to permit "Retail, general uses, limited to retail sale of automotive parts and accessories" at 2760 Sweden Way, be introduced and given first reading.


Wayne Craig
Director of Development
DCB:blg
Att. 4

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Pacific Land Resource Group Inc. has applied for permission to amend zoning district “Industrial Retail (IR1)” of Zoning Bylaw 8500 to add “Retail, general uses, limited to retail sale of automotive parts and accessories” as a site specific permitted use at 2760 Sweden Way (Attachment 1). The intent of the amendment is to accommodate the relocation of Lordco Auto Parts warehouse and retail sales operation.

Findings of Fact

Lordco Auto Parts currently operates from a facility at 5355 No. 3 Road, but needs to relocate as the owners of that site are demolishing the existing structures and have applied to the City for a rezoning from Auto-oriented Commercial (CA) to a zone for mixed-use commercial and residential development (RZ 15-692485). This application is currently under staff review and will be presented to Planning Committee at a later date upon completion of the application review. Lordco has advised staff that they need to relocate and start operating by the end of January, 2016.

The proposed site is occupied by two (2) existing buildings; one (1) stand-alone building with an existing 330 m² (3,555 ft²) McDonald’s outlet, and a larger 5,443 m² (58,580 ft²) building with an existing Staples Business Depot retail store; 2,330 m² (25,080 ft²) and a currently vacant 3,113 m² (33,510 ft²) space previously occupied by Future Shop. Lordco proposes to the former Future Shop unit.

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

Surrounding Development

Surrounding development is as follows:

To the North: A Home Depot retail store on a 3.55 ha (8.78 ac) site zoned “Industrial Retail (IR1)”.

To the South: Bridgeport Road; then two (2) lots of approximately equal size 0.39 ha (0.97 ac) and both are zoned “Industrial Retail (IR1)”.

To the East: A 0.4 ha (0.98 ac) strata lot zoned Light Industrial (IL) and a larger 0.89 ha (2.2 ac) site owned by SW BC Properties Inc. and zoned “Light Industrial (IL)”.

To the West: Along the west side of Sweden Way are two (2) large lots (1.75 ha/4.33 ac, 0.71 ha/1.76 ac respectively), both of which are zoned “Industrial Retail (IR1)”. The shops located on these lots are retail operations; selling home lighting, carpet and flooring, home furnishings, etc.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The subject property is designated in the Official Community Plan (OCP) for “Mixed Employment”. This designation applies *where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted; such as the retail sale of building and garden supplies, household furnishings and similar warehouse goods.* The proposed automotive parts retail and warehouse operation conforms to the OCP designation.

The site is within the Bridgeport Road Corridor identified in the Bridgeport Area Plan; which designates this location primarily for light industrial and certain retail uses, noting that this corridor has developed mainly as an automobile-oriented commercial strip. The proposed Lordco retail and industrial facility will conform to the Area Plan’s land use designation.

Zoning Amendment

Under the City’s Zoning Bylaw (No. 8500), the subject site is currently zoned “Industrial Retail (IR1)”. The proposed use is regulated under two (2) Zoning Bylaw defined uses, “industrial, general” and “retail, general”. “Industrial, general” is already permitted in the IR1 zone and accommodates the warehouse and wholesale component of the Lordco operation. The addition of “Retail, general, limited to retail sale of automotive parts and accessories” is being requested by the applicant to permit the retail sales portion of their operation. As proposed, this amendment will be a site specific amendment applying solely to the subject site. Additionally, retail sales will be restricted to the sale of automotive parts and accessories only.

If approved, the Lordco Auto Parts facility will utilize approximately 1,114 m² (12,000 ft²) of the 3,112 m² (33,500 ft²) unit for retail sales of auto parts. The remaining 1,997 m² (21,500 ft²) will be dedicated to wholesaling and warehouse sales. Exterior changes to the facades of the building are proposed to include updating of exterior signage and new painting on portions of the facades. Updating to a segment of the free-standing sign is also proposed.

The main building has suitable loading areas typical of larger retail operations and the combined uses on the site share approximately 250 parking spaces for clients and staff – The available parking is sufficient to accommodate a large customer base and will exceed the Zoning Bylaw (No. 8500) requirements for the overall site.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. A flood indemnity covenant is currently registered on Title for this site and conforms to the bylaw requirements.

Aircraft Noise

The subject site is located within Richmond's Aircraft Noise Sensitive Land Use Area 1A, which indicates an area with a Noise Exposure Forecast rating greater than 35 NEF. The subject site will not contain aircraft noise sensitive land uses (e.g. residential, school, daycare or hospital uses) and no specific measures are required to accommodate the proposed retail/warehouse uses.

Public Consultation

As an Official Community Plan (OCP) amendment is not required for the proposed Zoning Text Amendment, no additional public consultation beyond the standard Public Hearing is required or warranted. To time of writing, no comments have been received from the public.

Analysis**Built Form and Architectural Character**

As noted earlier, Lordco is proposing only minor changes to the unit's exterior facades including updating of exterior signage and new painting on portions of the facades. Updating to a segment of the free-standing sign is also proposed.

The proposed changes to the exterior of the building are not anticipated to be significantly different than those of other retail/industrial buildings in the surrounding area and are oriented toward establishing the Lordco Auto Parts branding and colors. Staff anticipate that the unit's appearance will be compatible with the existing retail stores in the area. If the exterior changes are less than \$75,000, then a Development Permit may not be required as per the Official Community Plan's Development Permit Guidelines.

Transportation and Site Access

No changes are required to either the number of parking stalls or site accesses to accommodate the proposed uses at the subject site. The overall client base for Lordco is anticipated to be less than that over the previous tenant Future Shop. Transportation staff have, however, identified a need for a minor land dedication along the southern property boundary to facilitate future improvements to the turning lane off Bridgeport Road. The area of the "sliver" of land to be dedicated is approximately 20 m² (215 ft²). This dedication requirement is included in the Rezoning Considerations (Attachment 4) and is to be addressed prior to final adoption.

Landscaping Enhancements

The applicant has agreed to provide landscaped islands using planters or in-ground area at the ends of the rows of parking in the site's parking lot. These new planting areas will provide a minimum of 15 new trees and shrubs on the site. The Rezoning Considerations includes a requirement for the submission of an acceptable landscape plan and associated landscape security prior to Bylaw adoption.

Site Servicing and Frontage Improvements

Engineering and Building Approvals staff have not identified any needed servicing requirements for the proposed project. The existing services in the area have been determined to be sufficient to accommodate the proposed development.

Financial Impact or Economic Impact

None.

Conclusion

The purpose of the Zoning Text Amendment is to amend zoning district "Industrial Retail (IR1)" of Zoning Bylaw 8500 to add "Retail, general uses, limited to retail sale of automotive parts and accessories" as an Additional Use to permit retail sales at 2760 Sweden Way.

The proposed amendment will allow Lordco Auto Parts Ltd. to relocate from their existing facility at 5355 No. 3 Road to the subject site, thereby keeping their operation within Richmond. The proposed retail sales limited to automotive parts and accessories and warehousing uses are seen by staff to be reasonably compatible fit to the existing uses in the area, while at the same time, not inserting a new competitive use to the existing businesses.

Staff recommend support for the proposed Zoning Text Amendment that will permit general retail uses at 2760 Sweden Way and that Zoning Bylaw 8500 Amendment Bylaw 9503 be introduced and given first reading.



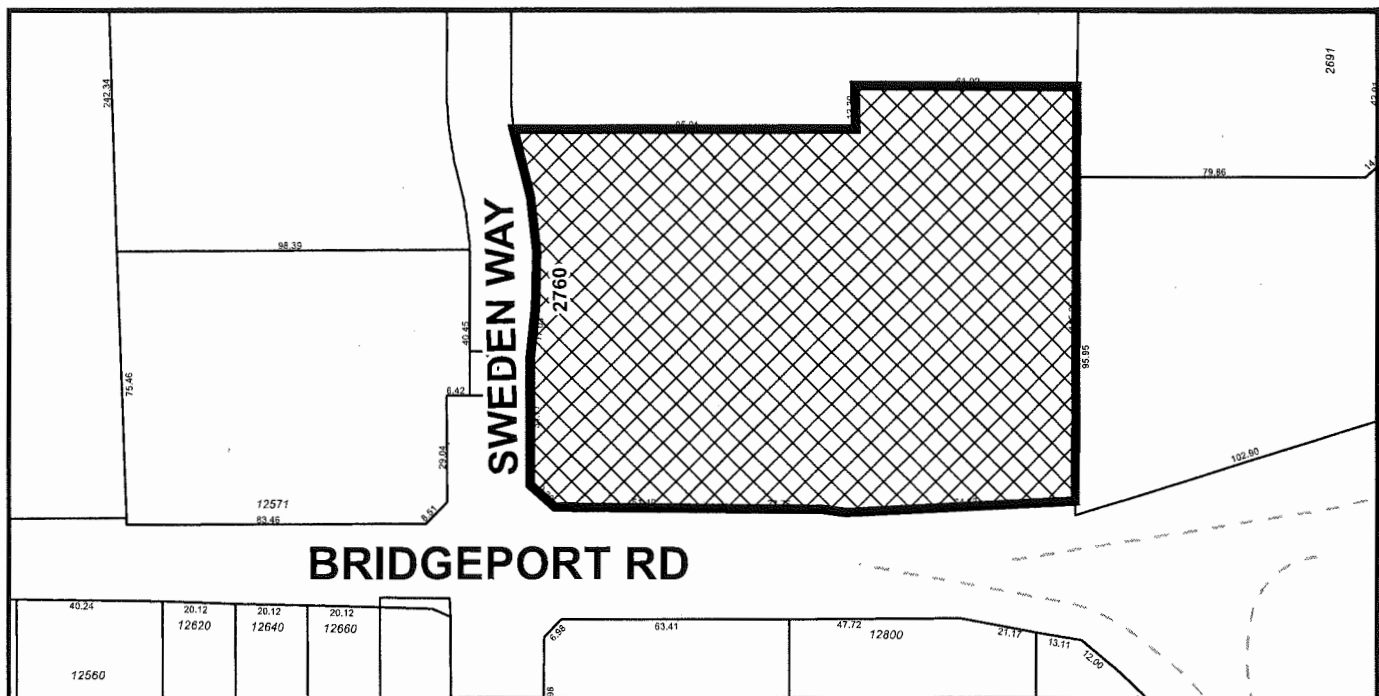
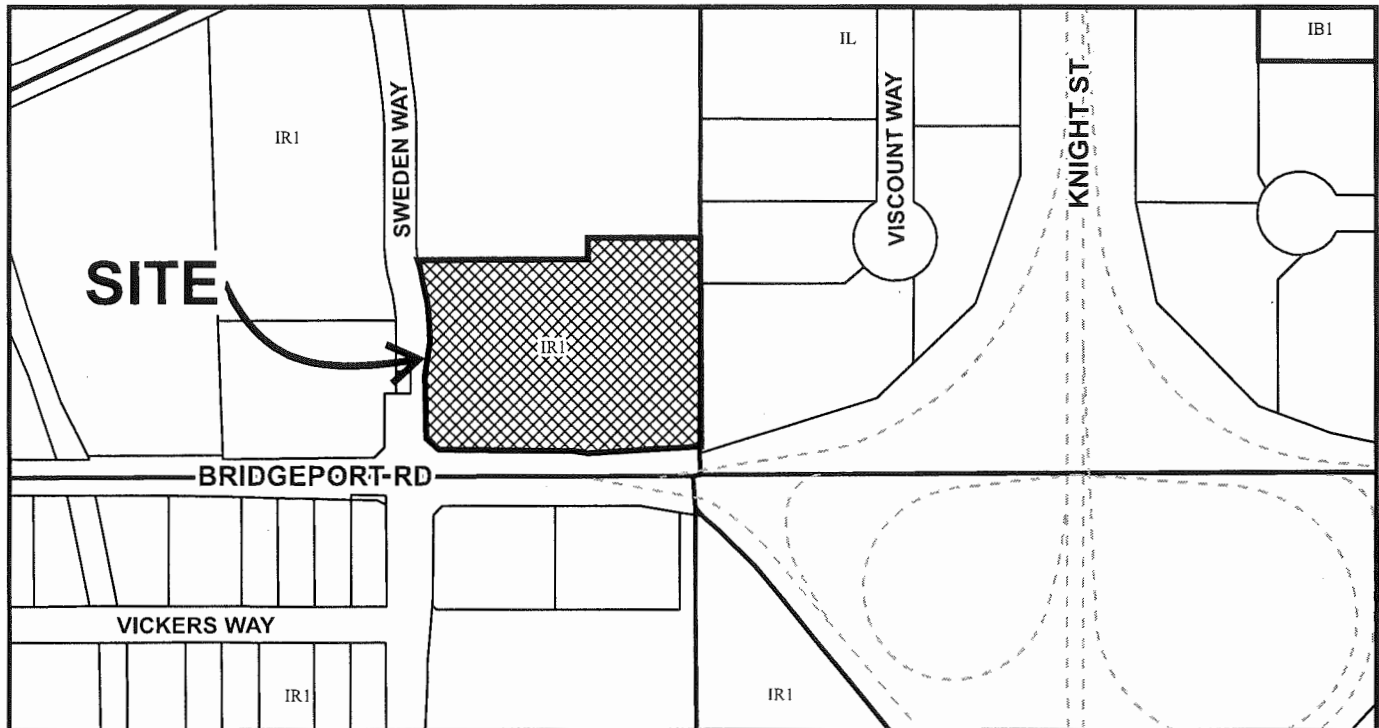
David Brownlee
Planner 2

DCB:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Rezoning Considerations



City of
Richmond



ZT 15-710920

Original Date: 10/13/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



ZT 15-710920

Original Date: 10/13/15

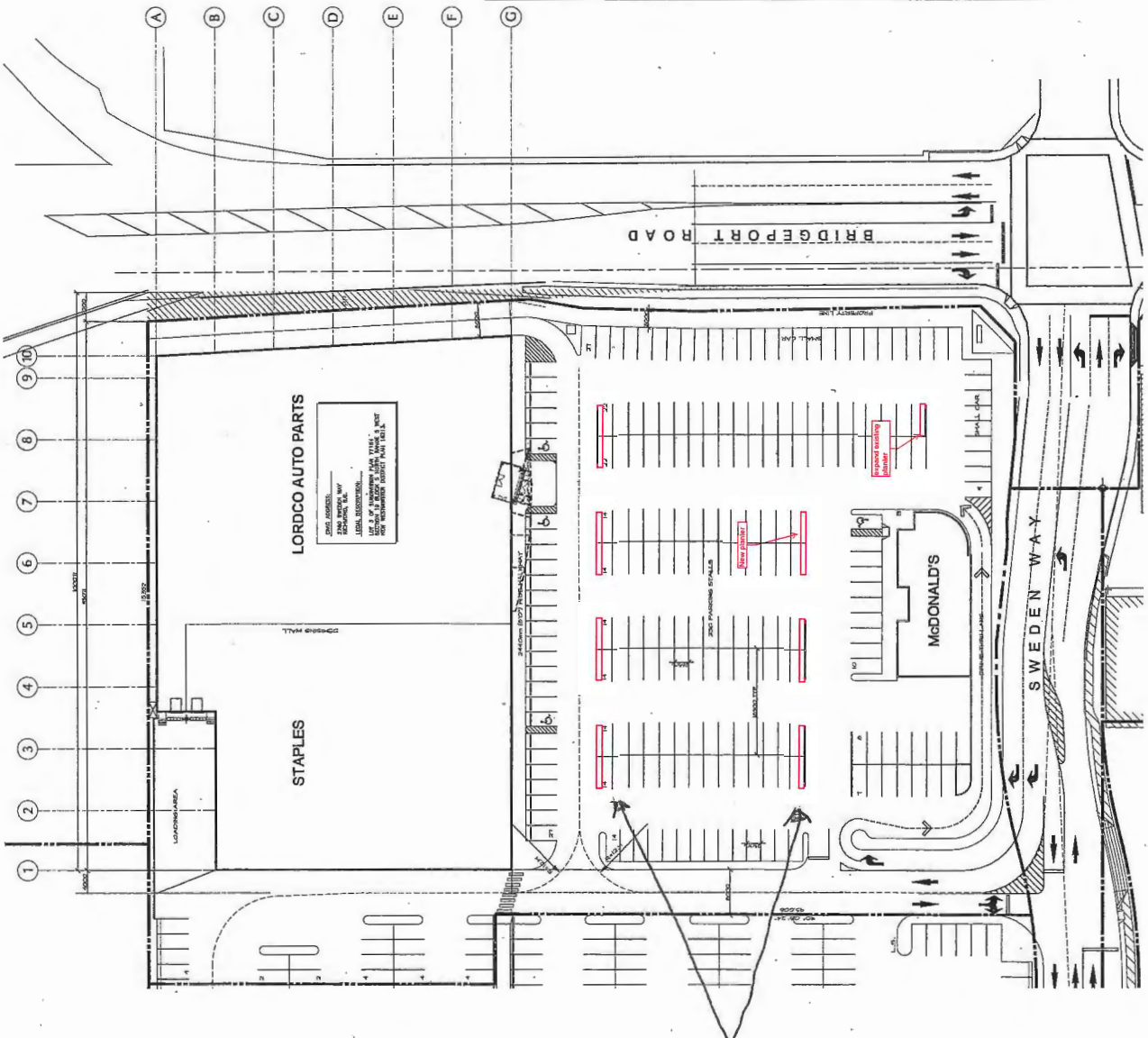
Revision Date:

Note: Dimensions are in METRES



PRELIMINARY

ENLARGED SITE PLAN



PROPERTY STATISTICS

ZONING		BRIDGEPORT - M20	
ITEM	VALUE	UNIT	VALUE
SITE AREA			
LOT AREA	10.00	AC	10.00
BUILDING AREA - EXISTING			
STAPLES	11,100	SQ FT	11,100
LORDCO	1,100	SQ FT	1,100
MCDONALD'S	1,100	SQ FT	1,100
TOTAL	13,300	SQ FT	13,300
BUILDING AREA - PROPOSED			
STAPLES	11,100	SQ FT	11,100
LORDCO	1,100	SQ FT	1,100
MCDONALD'S	1,100	SQ FT	1,100
TOTAL	13,300	SQ FT	13,300
DENSITY			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110
PARKING			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110
RECOMMENDED PARKING PLAN			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110
LEASE REQUIREMENTS			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110
RESTRICTIVE COVENANT (BRIDGEPORT M20)			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110
SCENARIOS			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110
INVESTMENT			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110
BUILDING HEIGHTS			
STAPLES	111	SQ FT/AC	111
LORDCO	110	SQ FT/AC	110
MCDONALD'S	110	SQ FT/AC	110
TOTAL	110	SQ FT/AC	110

Proposed landscaped islands



ZT 15-710920

Attachment 3

Address: 2760 Sweden Way

Applicant: Pacific Land Resource Group Inc.

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Dayhu Investments Ltd	No Change
Site Size (m²):	1.6754 ha (16,754 m ²)	1.6754 ha (16,734 m ²) net of road dedication along Bridgeport Road
Land Uses:	Industrial and Retail	No Change
OCP Designation:	Mixed Employment	No Change
Area Plan Designation:	Light industrial and certain retail uses	No Change
Zoning:	Industrial Retail (IR1)	Industrial Retail (IR1) with amendment to add "Retail, general uses, limited to retail sale of automotive parts and accessories" as a site specific use
Other Designations:	NEF Area 1 A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.35	none permitted
Lot Coverage – Building:	Max. 60%	Approx. 35%	none
Lot Size (min. dimensions):	No Minimum	N/A	none
Setback – Front and Exterior Side Yards (m):	Min. 3.0 m	More than 3.0 m.	none
Setback – Interior Side Yards (m):	No minimum	N/A	none
Height (m):	12 m	10 m	none
Off-street Parking Spaces	237 (full site)	250	none
Tandem Parking Spaces:	permitted	None	none
HC Parking Spaces (for unit only)	3	3	none
Loading Stalls	1 large / 2 medium	1 large / 2 medium	none
Bicycle Parking: (for unit only)	Class 1: 9 Class 2: 10	Class 1: 9 Class 2: 10	none



City of
Richmond

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

Address: 2760 Sweden Way

File No.: ZT 15-710920

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9503, the developer is required to complete the following:

1. Dedication of a narrow sliver of land of approximately 20 m² (215 ft²) along a portion of the southern property line adjacent to Bridgeport road to facilitate future road improvements.
2. Submit a Landscape Security to the satisfaction of the Director of Development. The Security is to be based on 110% of the cost estimate covering materials and installation costs provided by the Landscape Architect related to the installation of landscaping islands at the ends of the vehicle parking rows.

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

1. Submit proof that a minimum of 9 Class One and 10 Class 2 bicycle spaces have been installed in compliance with Zoning Bylaw 8500.

Note:

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

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

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

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

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9503 (ZT 15-710920)
2760 Sweden Way**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following clauses and renumbering Section 12.4.11 Other Regulations in the Industrial Retail (IR1) zone accordingly;

- “6. Notwithstanding Section 12.4.11.5, **Retail, general uses, limited to retail sale of automotive parts and accessories** shall be permitted only at the following **site(s)**:

2760 Sweden Way

P.I.D. 024-886-271

Lot 3 Section 19 Block 5 North Range 5 West New Westminster District Plan
LMP47838”

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9503”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 23 2015

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

MAYOR

CORPORATE OFFICER



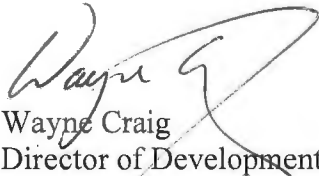
City of Richmond

Report to Committee Planning and Development Division

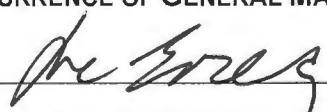
To: Planning Committee
From: Wayne Craig
Director of Development
Date: November 4, 2015
File: RZ 15-693376
Re: Application by CIS Homes Ltd. for Rezoning at 10340 Odlin Road from Single Detached (RS1/B) to Single Detached (RS1/K)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9504, for the rezoning of 10340 Odlin Road from "Single Detached (RS1/B)" to "Single Detached (RS1/K)", 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	<input checked="" type="checkbox"/>	

Staff Report

Origin

CIS Homes Ltd has applied to the City of Richmond for permission to rezone the property at 10340 Odlin Road from the "Single Detached (RS1/B)" zone to the "Single Detached (RS2/K)" zone, to permit the property to be subdivided to create two (2) lots (Attachment 1). A site survey showing the proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North, East, and West, are dwellings on lots zoned "Single Detached (RS1/B)".
- To the South, is a dwelling on a lot zoned "Single Detached (RS1/B)", which fronts Hayne Court.

Related Policies & Studies

Official Community Plan/West Cambie Area Plan

The Official Community Plan (OCP) land use designation for the subject property is "Neighbourhood Residential".

The subject property is located in the Odlinwood Neighbourhood of the West Cambie Area Plan (Attachment 4). The Area Plan land use designation for the subject property is "Residential (Single-Family only)" (Attachment 5).

The Odlinwood Neighbourhood was primarily developed during the 1990's and into the early 2000's, and includes both multi-family and single-family housing at a range of densities and lot sizes (e.g., from 0.55 to 0.78 FAR; and, with lots of 9.0 m in width and 270 m² in area). The Area Plan provides for infill residential development that is compatible with the character of existing development in the neighbourhood. This proposal to rezone the subject property to the "Single Detached (RS2/K)" zone is consistent with policies and land use designation contained in the Area Plan, as well as with the character of existing development in the surrounding neighbourhood, as it would permit the creation of two (2) lots each approximately 10 m wide and 357 m² in area.

Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Area 2. In accordance with the Aircraft Noise Sensitive Development Policy (ANSND) in the OCP, applications involving rezoning from one (1) single-family sub-zone to another may be considered in this aircraft noise sensitive area [e.g., “Single Detached (RS1/B)” to “Single Detached (RS2/K)”]. Prior to final adoption of the rezoning bylaw, the applicant is required to register an aircraft noise sensitive use covenant on Title to address public awareness and to ensure aircraft noise mitigation is incorporated into dwelling design and construction.

Floodplain Management Implementation Strategy

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

Ministry of Transportation and Infrastructure Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, this redevelopment proposal was referred to the Ministry of Transportation and Infrastructure (MOTI). Confirmation has been received from MOTI indicating that they have no objections to the proposed redevelopment and that preliminary approval has been granted for a period of one year. Final approval from MOTI is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

Should the Planning Committee endorse this application and should Council grant 1st reading to the rezoning bylaw, a Notice of Public Hearing will be sent to all residents and property owners of land within 50 m of the subject site, with instructions on how to participate in the public process.

Analysis**Site Planning and Vehicle Access**

A conceptual site plan for the proposed lots is included in Attachment 6.

Vehicle access to the proposed lots is from Odlin Road via separate driveway crossings located at either end of the frontage to facilitate tree retention and maximize opportunities for on-street parking on Odlin Road.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant; which identifies tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 19 trees on-site and two (2) trees off-site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted visual tree assessment, and concurs with the Arborist's recommendations to:

- Retain seven (7) trees on-site along the north property line and in the rear yard due to their good condition and location outside of the proposed building footprints (Trees # 601, 602, 603, 604, 605, 616, 617).
- Retain off-site Tree "A", due to its location to the northeast of the subject site, away from proposed development, and to retain off-site Tree "B", located on the neighbouring property to the south at 10251 Hayne Court, due to its good condition.
- Remove (9) trees from the subject site due to either poor condition or conflict with the proposed development (Trees # 607, 610, 611, 612, 613, 614, 615, 618, and 619).
- Remove (3) trees from the subject site (Trees # 606, 608, and 609). Although these trees are in fair condition, they are in conflict with proposed vehicular access to the subject site and should be removed and replaced.

The proposed Tree Management Drawing is shown in Attachment 7.

For the removal of the 12 trees from the subject site, the OCP tree replacement ratio goal of 2:1 requires 24 replacement trees. Due to the size of the proposed lots and the effort required to be taken by the applicant to retain seven (7) trees on-site, staff recommend that only 10 replacement trees be required. The applicant's Arborist has indicated that a total of three (3) replacement trees can be accommodated on the proposed lots in the rear yards (as shown in Attachment 7); therefore, the applicant has agreed to plant and maintain three (3) replacement trees and provide a contribution of \$3500 prior to final adoption of the rezoning bylaw to the City's Tree Compensation Fund in-lieu of planting the balance of replacement trees on-site.

To ensure that the three (3) replacement trees are planted on-site at development stage, the applicant is required to submit a Landscaping Security in the amount of \$1,500 (\$500/tree) prior to final adoption of the rezoning bylaw.

To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete following items prior to final adoption of the rezoning bylaw:

- Submission of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

- Submission of a survival security in the amount of \$8,300. The security will not be released until an acceptable impact assessment report is submitted and a landscaping inspection has been passed by City staff. The City will release 70% of the security after construction and landscaping on-site has been completed, and the remaining 30% of the security retained for a 1-year maintenance period to ensure that the trees have survived.

Prior to demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

Existing Legal Encumbrances

There is an existing statutory right-of-way for utilities registered on Title of the subject property. Encroachment into the right-of-way is not permitted. The owner is aware of the charge on Title and the preliminary concept plans for the dwellings do not encroach into the right-of-way.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications received prior to September 14, 2015 requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund.

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

Site Servicing and Frontage Improvements

At future development stage, the applicant must pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with completion of the required servicing works and frontage improvements as described in Attachment 8.

Financial Impact

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

Conclusion

The purpose of this rezoning application is to rezone the property at 10340 Odlin Road from the "Single Detached (RS1/B)" zone to the "Single Detached (RS2/K)" zone, to permit the property to be subdivided to create two (2) lots.

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

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

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9504 be introduced and given first reading.



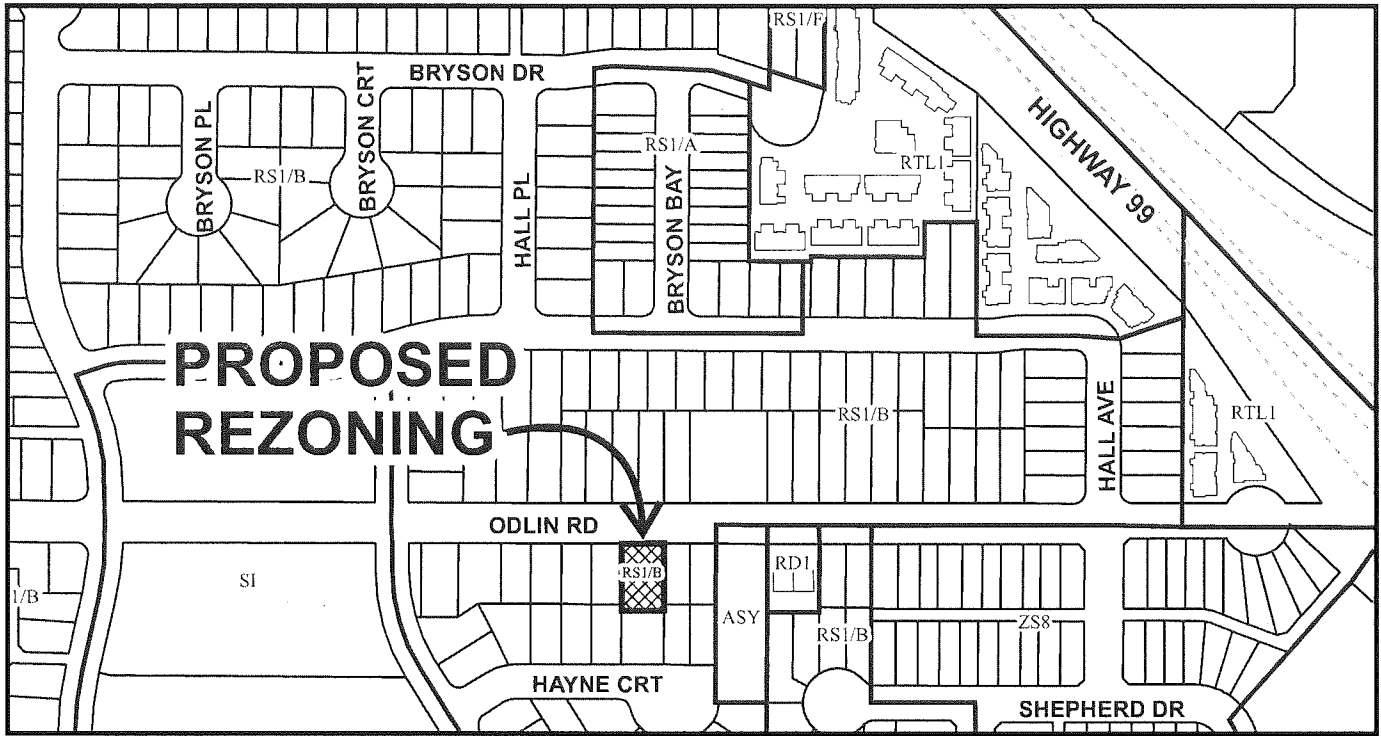
Cynthia Lussier
Planning Technician

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site survey and proposed subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: West Cambie Neighbourhood Map
- Attachment 5: West Cambie Land Use Map
- Attachment 6: Conceptual Site Plan
- Attachment 7: Proposed Tree Management Drawing
- Attachment 8: Rezoning Considerations



City of Richmond



15.24	12.2	35.72	35.72	35.72	35.72	45.7		45.72	45.72	45.72		45.7	45.7	45.7
10251	10271	10291	10311	10315	10331	10351	10377	10391	10411	10431	10451			
16.24	16.24	16.24	12.30	13.43	12.87	12.87	12.84	38.53	12.87	12.87	12.85			
ODLIN RD														
8	21.68	15.00	15.00	15.00	15.00	21.34	12.87	12.87	25.72	25.73	12.87			
10260	10280	10300	10320	10326	10340	10360	10366	10380	10420	10440	10462			
36.58	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	34.00	34.00	31.48	31.48		
	15.00	15.00	15.00	15.00	15.00	12.87	12.87		25.73	25.73	12.87	12.87		
15.06	33.93	30.00	30.00	30.00	30.00	26.50	30.00	30.00	12.87	12.87	30.33	32.88	30.72	
31.72	18.87	10233	10235	10237	10239	10251	10271	10275	4.71	32.61	10393			



RZ 15-693376

Original Date: 06/22/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 15-693376

Original Date: 06/22/15

Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 1 SECTION 35 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP10584

#10340 ODLIN ROAD,
RICHMOND, B.C.
P.I.D 018-267-645

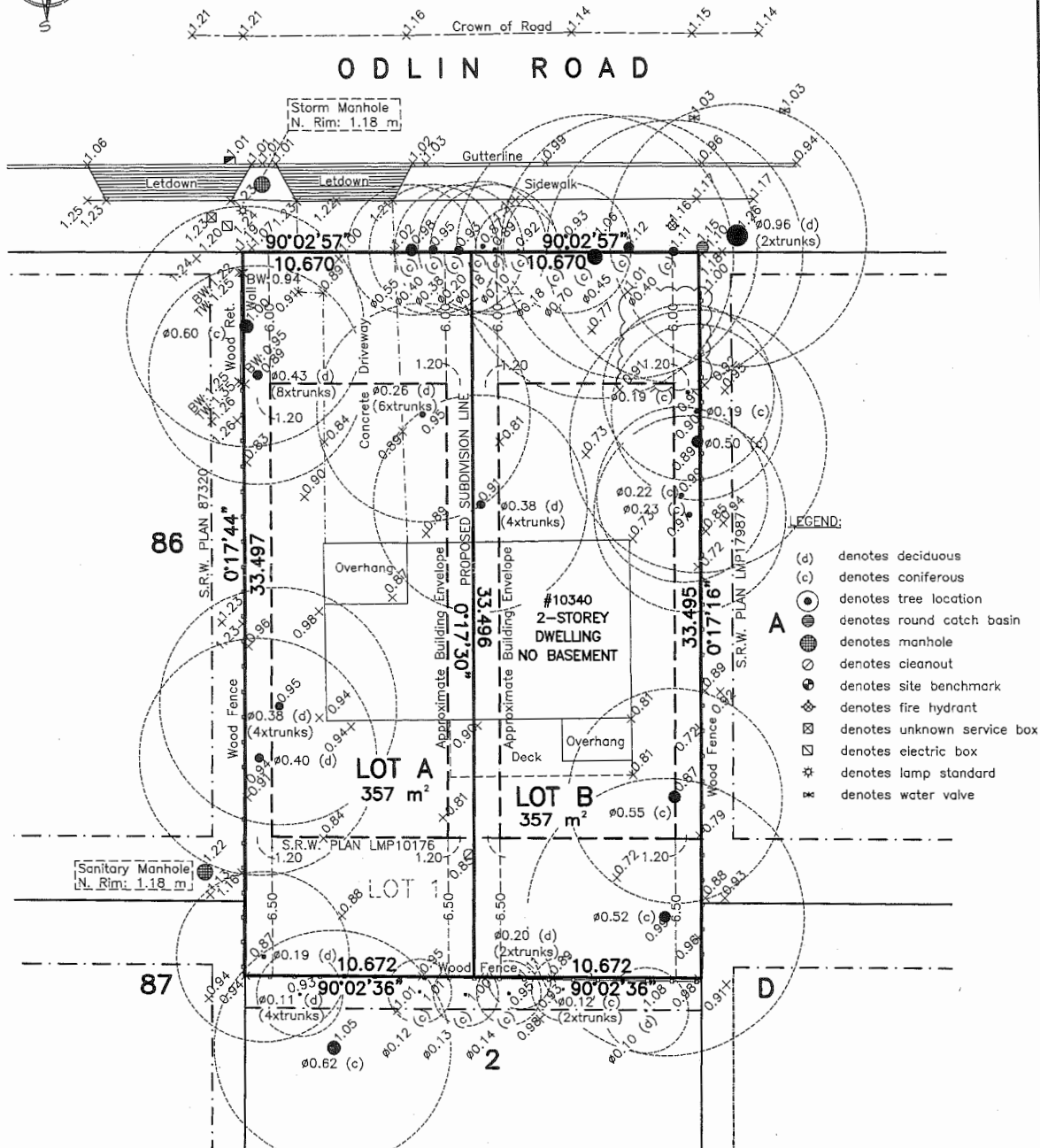
SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



Benchmark: Nail in
Aluminum Tag #331
Elevation: 1.04 m



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: (604) 214-8928
Fax: (604) 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5907
FB-273 P71-75
Drawn By: WK

NOTE:

Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmark: HPN #202,
Control Monument 77H4623
Elevation = 1.452 metres
Benchmark: HPN #196,
Control Monument: 77H4970
Elevation: 1.793 metres

CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO
FIELD SURVEY.

[Signature]
JOHNSON C. TAM, B.C.L.S.

USE SITE BENCHMARK TAG FOR
CONSTRUCTION ELEVATION CONTROL

PH - 96

FEBRUARY 23rd, 2015

DWG No. 5907-TOPO

NTS



RZ 15-693376

Attachment 3

Address: 10340 Odlin Road

Applicant: CIS Homes Ltd.

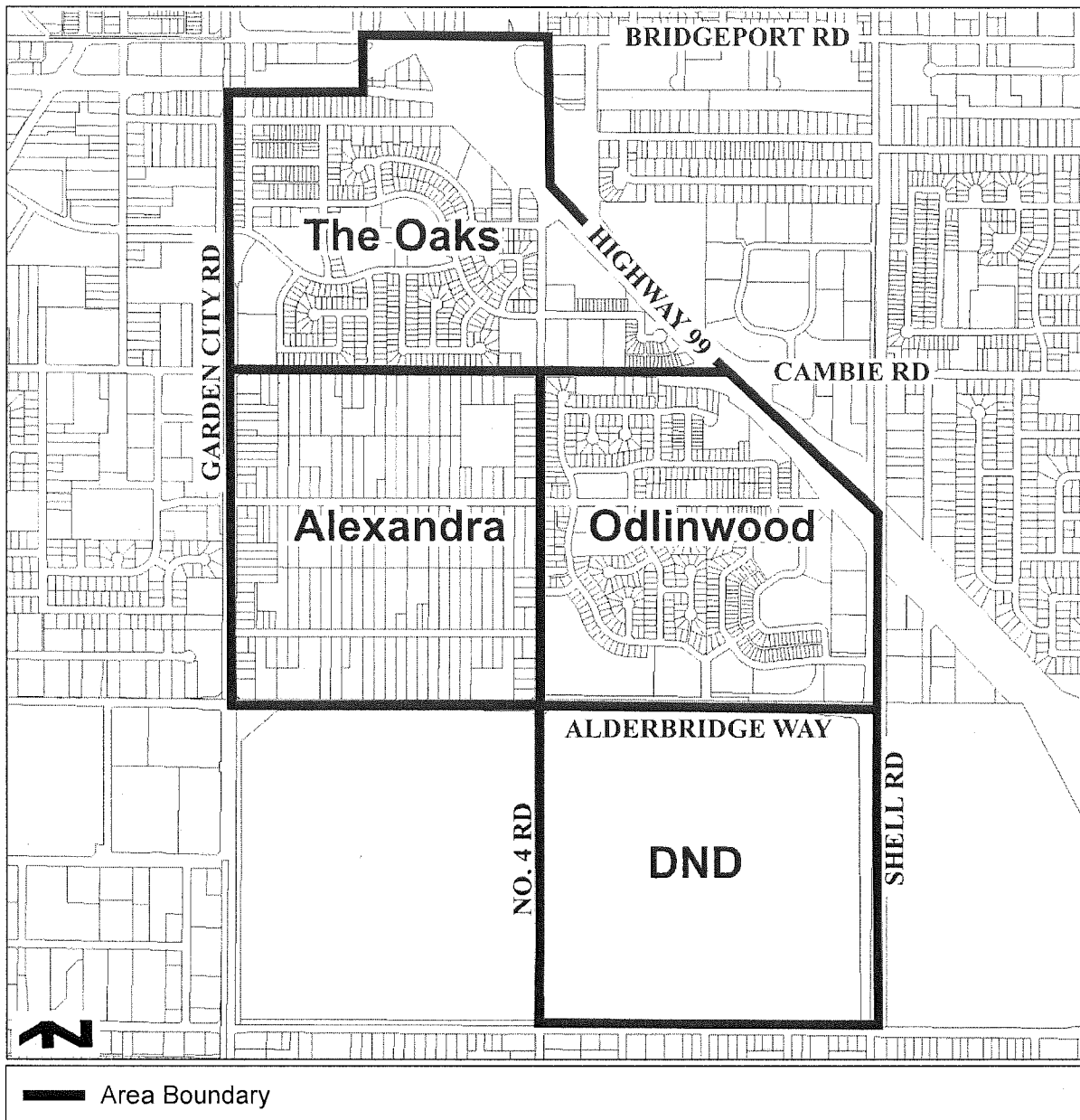
Planning Area(s): West Cambie (Odlinwood Neighbourhood)

	Existing	Proposed
Owner:	Guo J Li Shan S. Ruan	To be determined
Site Size (m ²):	714 m ² (7,685 ft ²)	Two (2) lots, 357 m ² each
Land Uses:	One (1) single detached dwelling	Two (2) residential lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single Family only)	No change
Zoning:	Single Detached (RS1/B)	Single Detached (RS2/K)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	315 m ²	357 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ Storeys	2 ½ Storeys	none

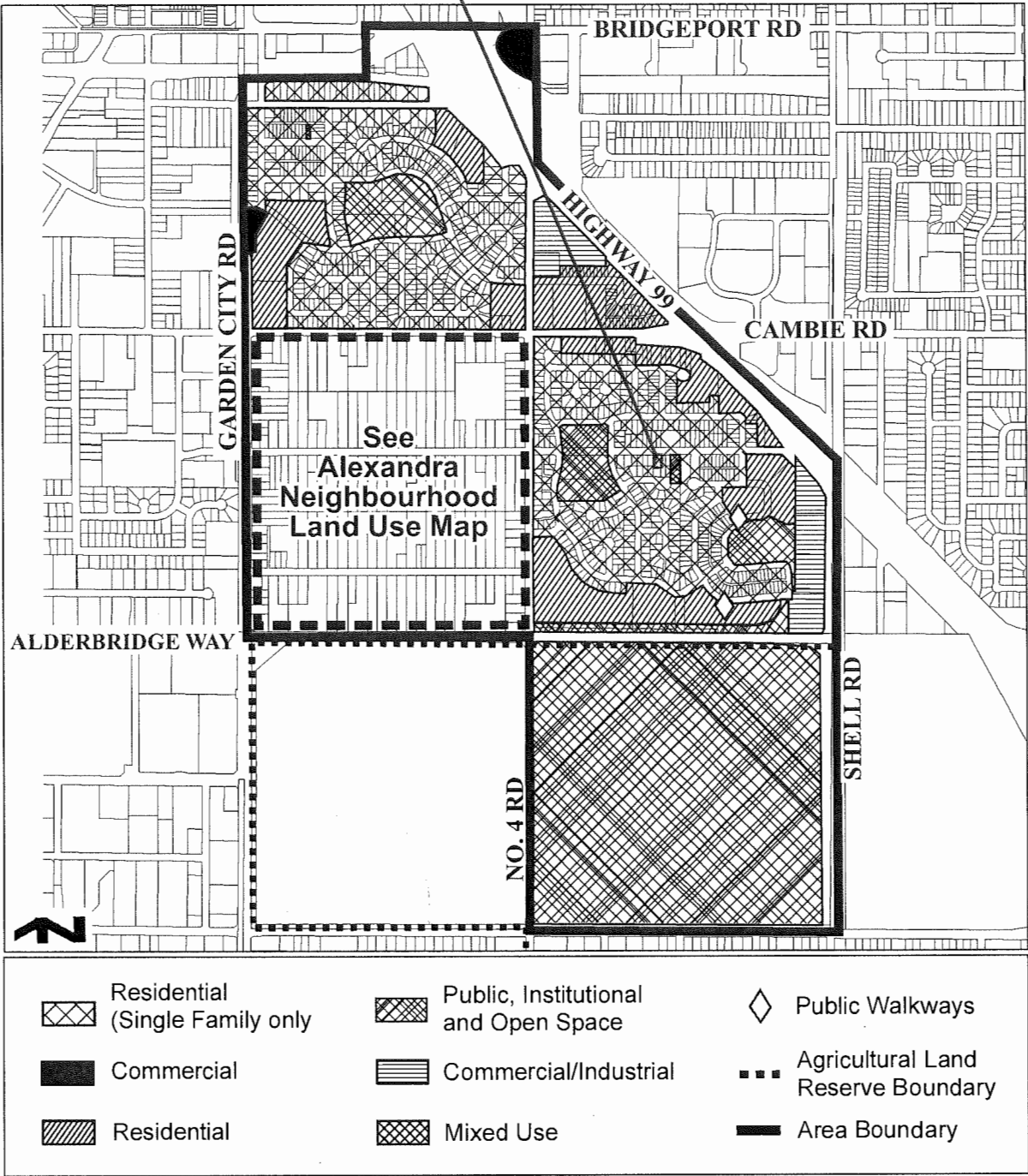
Other: Tree replacement compensation required for loss of bylaw-sized trees.

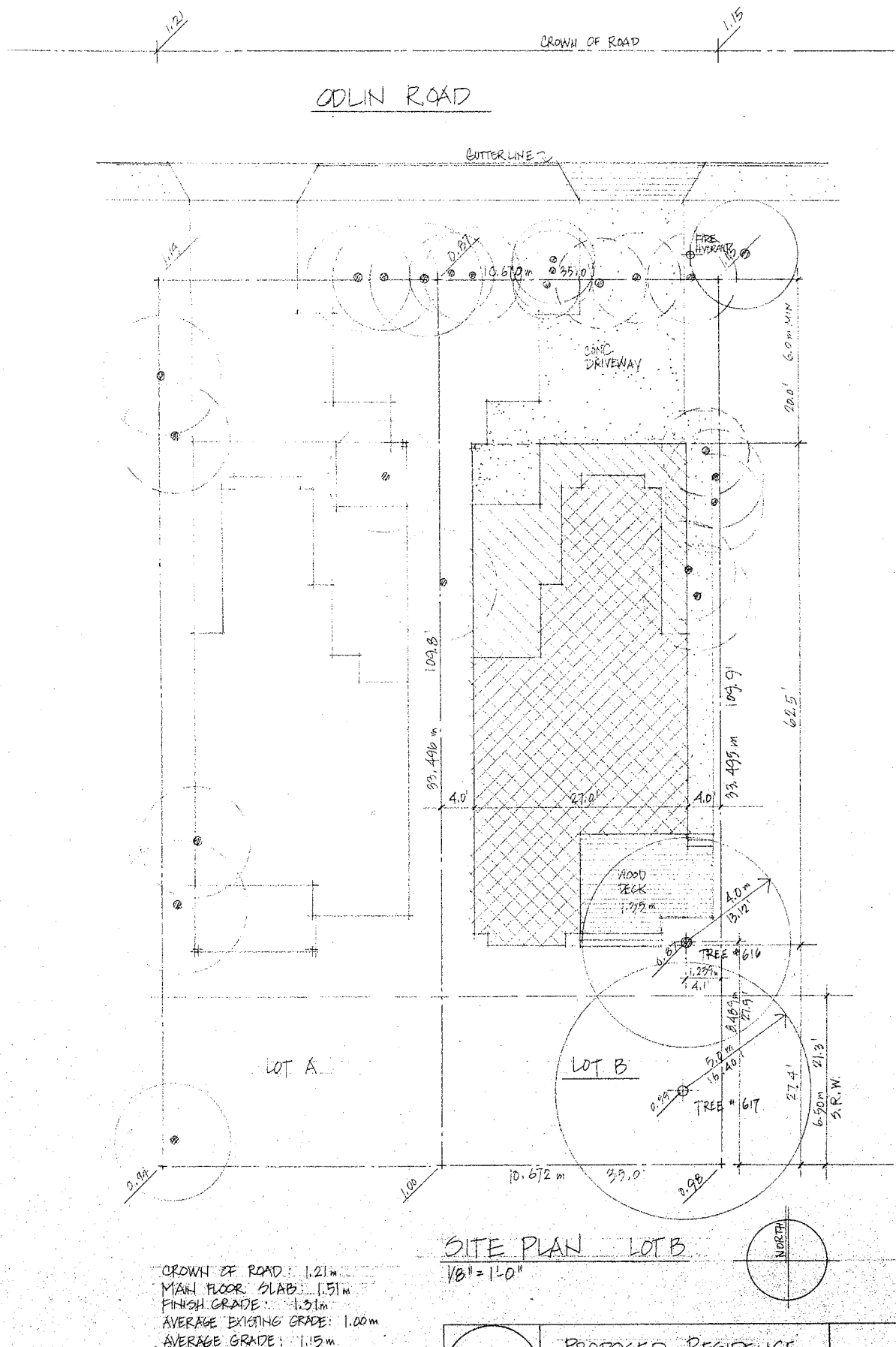
West Cambie Neighbourhood Map



City of Richmond

Land Use Map





PLAN NOTE:
The plan, layout or drawing supplied by the project engineer (PE), Engineer (P) and/or other design professional is the basis for this drawing. The plan, layout or drawing is not a warranty or guarantee of the accuracy or quality of the information or data provided. The plan, layout or drawing is not a warranty or guarantee of the accuracy or quality of the information or data provided. The plan, layout or drawing is not a warranty or guarantee of the accuracy or quality of the information or data provided.

NOTE: TREES 601 TO 604:
• HATCHED AREA DENOTES THE TREE PROTECTION MANAGEMENT ZONE FOR DRIVEWAY RENOVATION (REMOVAL AND REPLACEMENT).
• THE NEW DRIVEWAY WILL NEED TO HAVE A RETAINING WALL BUILT WITH A NO-EXCAVATION STANDARD ALONG ITS EAST EDGE.
• THE REMAINING TPZ WILL BE REQUIRED TO BE LEFT AT EXISTING GRADE AND MAINTAINED AS A SOFT LANDSCAPE FINISH.

NOTE TREE A:
• ROOT PRUNING BY ARBORIST WILL BE REQUIRED FOR NEW DRIVEWAY, AND RETAINING WALL AT THE ALIGNMENT OF THE TREE PROTECTION ZONE.
• THIS TREE WILL BE RE-ASSESSED FOR STRUCTURAL CONDITION AT THE TIME OF THE REMOVAL OF ON-SITE TREES AND ANY TREATMENTS REQUIRED WILL BE COORDINATE THROUGH PARKS DEPT. THROUGH TPZ WILL REQUIRE AIR-SPADE, STORM CONNECTION THROUGH TPZ WILL REQUIRE AIR-SPADE, HYDRO-VAC OR OTHER LOW IMPACT TRENCH TO BE DIRECTED BY THE PROJECT ARBORIST AT THE TIME OF INSTALLATION.

GENERAL NOTES:
DEMOLITION WILL REQUIRE SUPERVISION BY THE PROJECT ARBORIST.

• IN ORDER TO AVOID DAMAGE TO RETAINED TREES, THE REMOVAL OF TREES AND STUMPS FROM WITHIN OR FROM WITHIN 2 M AWAY FROM TPZ'S, WILL REQUIRE THE EXPERTISE OF A QUALIFIED TREE SERVICE CONTRACTOR (I.E. NOT TO BE REMOVED BY MACHINERY PULLING THE TREES DOWN AND DIGGING THE STUMPS OUT).
• PRUNING OF ANY RETAINED TREES MUST BE COMPLETED BY A QUALIFIED TREE SERVICE CONTRACTOR WORKING UNDER THE DIRECTION OF THE PROJECT ARBORIST.
• ALL LANDSCAPE FINISHING WITHIN TPZ'S WILL REQUIRE SUPERVISION BY THE PROJECT ARBORIST.

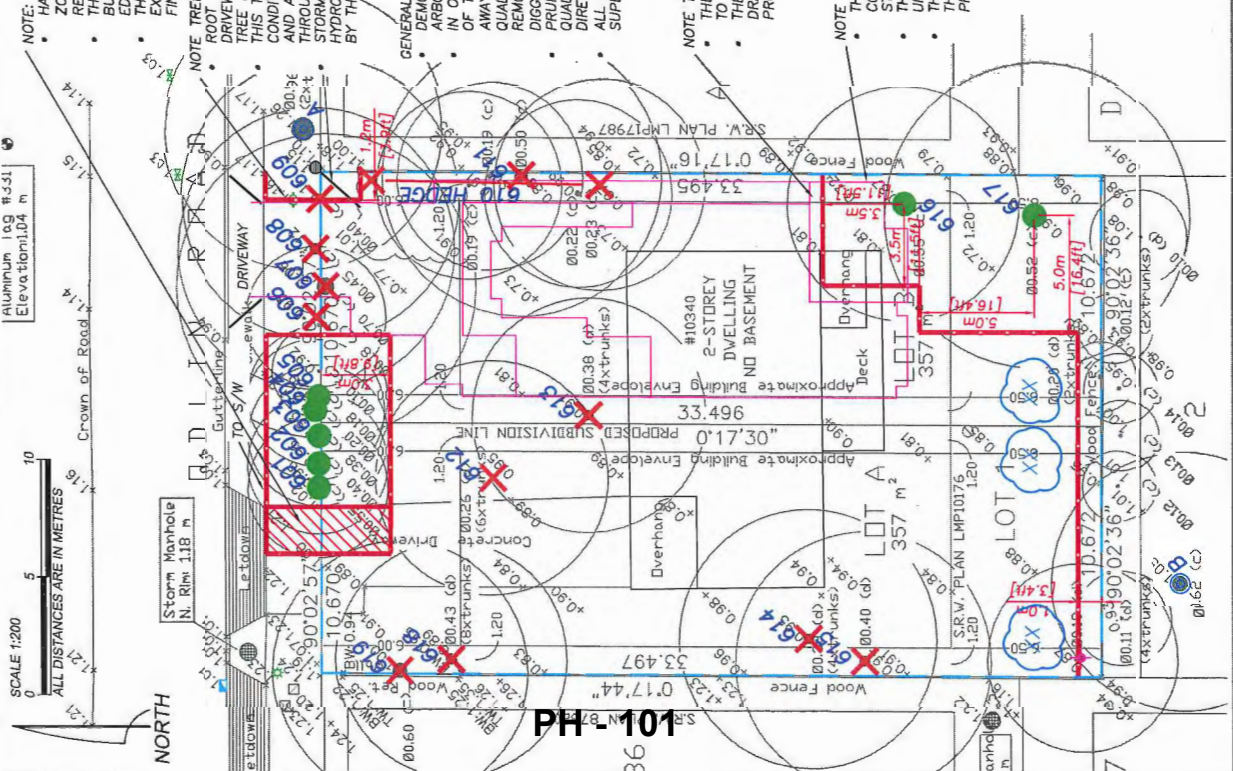
NOTE TREE 616:
• THE FOOTINGS FOR THE NEW HOUSE ARE TO BE "L-SHAPED" TO MINIMIZE OVER-EXCAVATION NEEDS.
• THE EXCAVATION FOR THE FOUNDATION AND THE PERIMETER DRAINAGE IS TO BE SUPERVISED AND ROOT PRUNED BY THE PROJECT ARBORIST.

NOTE TREE 6161:
• THE TPZ IS TO BE KEPT INTACT THROUGH ENTIRE CONSTRUCTION PHASE UNTIL WOOD DECK CONSTRUCTION IS STARTED.
• THE POSTS FOR THE WOOD DECK ARE TO BE HAND DUG UNDER THE SUPERVISION OF THE PROJECT ARBORIST.
• THE WOOD DECK CONSTRUCTION IS TO BE SUPERVISED BY THE PROJECT ARBORIST, AND WITH BEST MANAGEMENT PRACTICES FOR LOW IMPACT TO THE ROOTS OF THE TREE.

Aluminum 10g #331
Elevation 104 m

SCALE 1:200
ALL DISTANCES ARE IN METRES

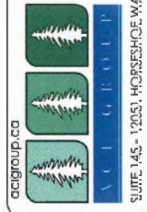
NORTH



LEGEND:

- ⊗ denotes TAG NUMBER or ID REFERENCE.
- ⊗ denotes PRIORITY RANKING for treatment planning consideration.
- ⊗ denotes DRIFLINE (spread of the branches and foliage) of the tree.
- ⊗ denotes RETENTION tree (proposed).
- ⊗ denotes REMOVAL tree (proposed).
- ⊗ denotes HIGH RISK REMOVAL tree (proposed).
- ⊗ denotes OFF-SITE tree (to be protected and/or owner contacted as noted).
- ⊗ denotes NON-TYLAU underize tree (as measured by project arborist).
- ⊗ denotes SITE or STUDY AREA BOUNDARY.
- ⊗ denotes TREE PROTECTION ZONE (TPZ) setback alignment as specified by project arborist.
- ⊗ denotes REPLACEMENT TREE proposed (conceptual location - see plant list for details).

SEE SHEET 1 FOR TREE DATA AND SPECIFICATIONS



REV #	DATE	COMMENTS
1	SEP 24, 2015	REVISED TO REFLECT CITY COMMENTS
0	JUN 18, 2015	INITIAL SUBMISSION

TREE MANAGEMENT DRAWING	
PROJECT:	PROPOSED 2-LOT SUBDIVISION
ADDRESS:	10340 ODIN ROAD, RICHMOND
CLIENT:	CIS HOMES LTD
ACL FILE:	15220

[illegible]

- [illegible]

[illegible]

Test	Test #	Obs (n)	Test Type	Observations
1	501	37	Western redcedar	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
2	602	44	Western redcedar	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
3	603	38	Western redcedar	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
4	604	63	Western redcedar	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
5	605	21	Western redcedar	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
6	606	30	Western redcedar	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
7	607	74	Douglas fir	M This tree is shared with the city. It was developed by asymmetric crown
8	608	48	Douglas fir	M This tree is shared with the city. It was developed by asymmetric crown
9	609	42	Western redcedar	M This tree is shared with the city. It looks well toward the adjacent tree. It
10	610	20-25	Douglas fir + Western redcedar	M Several trunks and branches composed of a 10-cm-diameter tree ranging 20 to
11	611	50	Douglas fir	M This tree is shared with the city. It was developed by asymmetric crown
12	612	33	Magnolia	M This tree has multiple stems originating at the base. The stems have been
13	613	17+1+10	Japanese maple	M Multiple stems widely attached with included bark. Some debark observed
14	614	33	?	M Multiple stems widely attached with included bark in the stems union.
15	615	46	Palm	M This tree has a history heading cuts in the lower canopy.
16	616	63	Western redcedar	S This tree is in good condition.
17	617	54	Wetland spruce	S Possible insect or disease – not severe at this time.
18	618	15+10+10	English laurel	M Cluster of small stems joined at the base.
19	619	66	Western redcedar	M Historically topped and subsequently re-toppled resulting in multiple (10)
20	620	44	Western redcedar	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
21	621	100 (est.)	Cal + Nor + Nuttall	M This tree is shared with the city. It's part of a 6.6-cm-diameter/100-dep-
22	622	70 (est.)	Western redcedar	M This tree is in good condition.

1. PLANING HOLE DEPTH IS TO MATCH ROOT BALL DEPTH

2. STAKES AND RIES SHOULD BE INSTALLED FOR WIND PROTECTION. STAKES SHOULD BE PLACED AT LEAST TWICE THE ROOT BALL OR SUB-ROOT BALL DEPTH. STAKES AND RIES MUST BE REMOVED ONE YEAR AFTER PLANNING UNLESS OTHERWISE SPECIFIED.

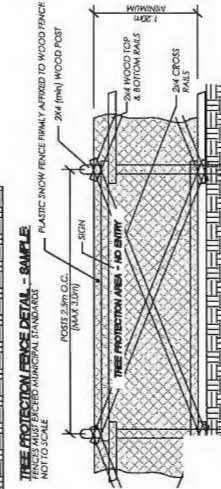
3. THINK FLARE ROOT COLLARY OF THE ROOT ALL MUST BE SET TO MATCH SUBSTRONGING DEVICES.

4. THE TOP HALF OF THE WIRE BASKET AND/OR TWINE MUST BE REMOVED TO ALLOW THE ROOT TO GROW DOWN TO ALLOW UNOBSTRUCTED ROOT GROWTH.

5. PLANNING HOLE AND ROOT BALL MUST BE COVERED WITH 50mm (2 INCHES) OF COMPOSTED MULCH. THE MULCH SHOULD NOT BE PLACED WITHIN 250mm (10 INCHES) OF THE PLANT TAP.

6. THE BOTTOM ONE-THIRD OF THE ROOT BALL SHOULD BE COVERED WITH 50mm (2 INCHES) OF COMPOSTED MULCH TO PROVIDE STRUCTURAL SUPPORT.

7. PLANNING HOLE DEPTH IS TO MATCH ROOT BALL DEPTH



FENCE MUST EXCEED MUNICIPAL STANDARDS
NOT TO SCALE
— PLASTIC SNOW FENCE FIRMLY AFFIXED TO WOOD FENCE

THE PROTECTION ZONE (PZ) segments are attached as directed by NHS officers to provide a suitable setback to ensure adequate fire protection to maintain tree health and tree stability. These segments are based on site and tree conditions as determined by the project arboreal team, and they vary in length. The protection setbacks provided by others (including setbacks derived from municipal tree ordinances) may not be appropriate for the tree. The protection setbacks are based on the tree trunk, branches and foliage. Even if those tree parts extend outside of the PZ setbacks.

- [illegible]

medium, grading and sub-bate preparation for hard landscape features, (i.e., sidewalks and poles), the preparation for retaining walls and facing for fences, signs and other landscape features, digging or planting holes for new plants and trees, the digging of trenches for irrigation, drainage and lighting, and the placement of mulch and other finishing work, to have a very high potential for tree and root damage. It is vital that the landscape works respect the limitations on activities within the IPZ, therefore the landscape installation staff should be advised. On-site direction by the project architect is strongly recommended.

Size: H denotes height and C denotes calligraphic.

Current Arboricultural best management practices and UCSA/UCNA standards	CODE	QTY	Size DECIDUOUS - SMALL SCALE:	BOTANICAL NAME	COMMON NAME
	CC		3.5m H	Corylus canadensis	Redbud
	SI		6m C	Styrax japonicus	Japanese snowbell
Scale, Height and Spread (meters) are approximate mature sizes considering			Size EVERGREEN - SMALL SCALE:		
	PO		3.5m H	Picea omorika	Serbian spruce

aciigroup.ca



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

1	SEP 24, 2015	REVISED TO REFLECT CITY COMMENTS
0	JUN 18, 2015	INITIAL SUBMISSION
REV #	DATE	COMMENTS

TREE MANAGEMENT DRAWING	
PROJECT:	PROPOSED 2-LOT SUBDIVISION
ADDRESS:	10340 ODLIN ROAD, RICHMOND
CLIENT:	CIS HOMES LTD
ACL FILE:	15220
SHEET: 1 OF 2	



Address: 10340 Odlin Road

File No.: RZ 15-693376

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9504, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Submission of a Landscaping Security in the amount of \$1,500.00 to ensure that a total of three (3) replacement trees are planted and maintained on the proposed lots (minimum 6 cm deciduous calliper or 3 m high conifers).
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of all works conducted within, or in close proximity to, the tree protection zone of Trees # 601, 602, 603, 604, 605, 616, 617, and off-site Trees A and B. The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at specified stages of construction), any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$8,300.00 for the seven (7) trees to be retained on-site and for Tree A off-site in the boulevard on City-owned property.
5. City acceptance of the developer's offer to voluntarily contribute \$3,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
6. Registration of an aircraft noise sensitive use covenant on title to address public awareness and to ensure aircraft noise mitigation is incorporate into dwelling design and construction.
7. Registration of a flood indemnity covenant on title.
8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

At Demolition Permit* stage, the following requirements must be completed:

- Installation of tree protection fencing around all trees to be retained, i.e., on-site Trees # 601, 602, 603, 604, 605, 616, 617, and off-site Trees A and B. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* and Building Permit *stage, the following requirements must be completed:

- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and costs associated with completion of the following servicing works and frontage improvements:

Water Works:

- Using the OCP Model, there is 507.2 L/s of water available at a 20 psi residual at the Odlin Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- At Building Permit stage, the applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.

- At the applicant's cost, the City is to:
 - Cut and cap the existing water service connection at the watermain along the Odlin Road frontage.
 - Install two (2) new 25 mm water service connections complete with meters and meter boxes along the Odlin Road frontage.

Storm Sewer Works:

- The applicant is required to retain the existing storm service connections at the northeast and northwest corners of the subject site.
- At the applicant's cost, the City is to assess the existing storm service connections and upgrade as required to City standards.

Sanitary Sewer Works:

- At the applicant's cost, the City is to upgrade the existing sanitary service connection and inspection chamber complete with new inspection chamber and dual service connections, located within the statutory right-of-way along the south property line of the subject site.

Frontage Improvements:

- To maximize opportunities for on-street parking, provide two 4.0 m wide driveways (one for each lot proposed), either located next to each other or at either end (similar to the driveways at 10462/10468 Odlin Road).
- The applicant is to coordinate with BC Hydro, Telus and other private communication service providers.
 - To underground proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

General Items:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The 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 Department at 604-276-4285.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

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

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

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

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

(signed original on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9504 (RZ 15-693376)
10340 Odlin 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/K)"**.

P.I.D. 018-267-645

Lot 1 Section 35 Block 5 North Range 6 West New Westminster District Plan LMP10584

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9504"**.

FIRST READING

NOV 23 2015

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee

Date: November 5, 2015

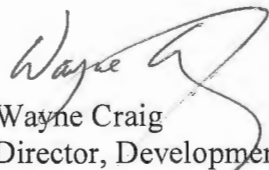
From: Wayne Craig
Director, Development

File: RZ 15-703150

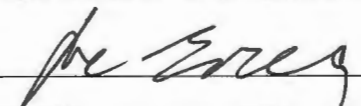
Re: Application by Maryem Ahbib for Rezoning at 9131 Steveston Hwy from Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9505, for the rezoning of 9131 Steveston Hwy from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:cl
Att.

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

Staff Report

Origin

Maryem Ahbib has applied to the City of Richmond for permission to rezone the property at 9131 Steveston Hwy from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access to/from Steveston Hwy via an established lane system to the west that must be extended to service the subject site (Attachment 1). A site survey showing the proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North are two (2) dwellings on lots zoned “Single Detached (RS1/E)”, which front Ryan Crescent.
- To the South, immediately across Steveston Hwy, is the International Buddhist Society Temple on a lot that is split-zoned “Agriculture (AG1)” and “Assembly (ASY)”, and is in the Agricultural Land Reserve.
- To the East, is a dwelling on a lot zoned “Single Detached (RS1/E)”.
- To the West, are four (4) dwellings on lots zoned “Compact Single Detached (RC1)”, which were created through rezoning and subdivision in 2004, and which have vehicle access to/from a lane connecting to Steveston Hwy.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The proposed redevelopment is consistent with the land use designation.

Arterial Road Policy

The subject property is undesignated on the Arterial Road Policy Development Map. The Arterial Road Policy allows the consideration of a rezoning application to permit subdivision of an undesignated lot subject to dedication and construction of a fully operational municipal lane.

The proposed redevelopment is consistent with the Arterial Road Policy because it involves dedication and construction of a rear lane to connect to a lane system that is already established to the west of the subject site. The applicant intends to access the established lane from

Steveston Hwy via a statutory right-of-way (SRW) for utilities and public-right-of-passage (BW406323) that is registered on title of the lots at 9093 and 9097 Steveston Hwy.

The SRW at 9093 and 9097 Steveston Hwy was secured through the redevelopment proposal that created four (4) lots at 9091, 9093, 9097, and 9099 Steveston Hwy in 2004 (RZ 04-268084/SD 03-232827). The SRW was designed and constructed as a vehicle lane as part of a Servicing Agreement (SA 04-287038), and includes an asphalt driving surface and lane lighting (Attachment 4).

During the application review process for the 2004 proposal, it was identified that the purpose of the SRW was to provide the City with access to utility infrastructure to be located within that portion of the lands, and to provide temporary public vehicle access to adjacent lots created through rezoning and subdivision in that block of Steveston Hwy until an alternative permanent public vehicle access was established. Over time, it is envisioned that redevelopment of this block of Steveston Hwy will occur in accordance with the Arterial Road Policy and that the dedicated east-west City rear lane that runs parallel to Steveston Hwy will be extended to Mortfield Gate.

The proposed redevelopment at 9131 Steveston Hwy is in keeping with what was envisioned for the redevelopment of this block of Steveston Hwy, and will provide for an extension of the existing City rear lane further east through a 6 m lane dedication prior to final adoption of the rezoning bylaw.

Agricultural Land Reserve (ALR) Buffer

Consistent with the OCP guidelines, the applicant is required to register a covenant on title prior to rezoning to secure a 4.0 m wide landscaped ALR buffer (as measured from the south property line) along the Steveston Hwy frontage to ensure that landscaping planted within the ALR buffer is maintained and will not be abandoned or removed. The legal agreement is to identify the ALR buffer area and indicate that the property is potentially subject to impacts of noise, dust, and odour resulting from agricultural operations since it is located across from a lot which is in the ALR.

Floodplain Management Implementation Strategy

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

Public Consultation

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

As part of the rezoning application review process, staff advised the applicant to discuss their intent to use the SRW that is registered on title of the lots at 9093 and 9097 Steveston Hwy for vehicle access to proposed lots at the subject site. The property owners at 9093 and 9097

Steveston Hwy have indicated that they are not supportive of the applicant using the SRW for access, citing concerns with the potential amount of vehicle traffic over the lane that would be generated by the proposed development.

Staff from the City's Transportation department have reviewed the rezoning application at the subject site and provide the following comments regarding vehicular access:

- As Steveston Hwy is a major arterial road, vehicular access to the subject site via the established lane system is intended to reduce vehicle conflicts, and frontage improvements along Steveston Hwy are intended to provide for a more pedestrian-oriented public realm. Frontage improvements required with redevelopment include permanently closing the existing driveway crossings to the subject site through removal and replacement with a barrier curb and gutter, and installation of a treed and grass boulevard, and a sidewalk connecting to the existing sidewalk east and west of the site.
- Vehicular access to the subject site is required to be provided via the driveway crossing and lane between 9093 and 9097 Steveston Highway. The rezoning applicant is required to enter into a legal agreement with the City to be registered on title prior to final adoption of the rezoning bylaw to acknowledge that:
 - they wish to make use of the statutory right-of-way agreement (BW406323) that is registered on title at 9093/9097 Steveston Highway for vehicular access to the subject site until an alternative exists; and,
 - that use of the lane is subject to the terms and conditions of the statutory right-of-way agreement (BW406323).

Should the Planning Committee endorse this application and should Council grant 1st reading to the rezoning bylaw, a Notice of Public Hearing will be sent to all residents and property owners of land within 50 m of the subject site, with instructions on how to participate in the public hearing process.

Analysis

Existing Legal Encumbrances

There is an existing statutory right-of-way on title for utilities located along the north property line of the subject site. The applicant is required to dedicate a 6.0 m wide portion of land along the entire north property line prior to final adoption of the rezoning bylaw to provide a lane to connect to an established rear lane to the west. Following lane dedication, the utilities will be located within the City's road network and the right-of-way will not be applicable to the subject site.

Site Access and Frontage Improvements

Consistent with the City's Transportation department requirements, vehicle access to the subject site is proposed via an established lane system that must be extended eastbound to service the subject site.

Access to the established east-west lane is proposed from Steveston Hwy via a SRW for utilities and a public-right-of-passage that is registered on title of the lots at 9093 and 9097 Steveston Hwy (BW406323). The applicant is required to register a legal agreement on title prior to final adoption of the rezoning bylaw to acknowledge that they wish to make use of the statutory right-of-way agreement (BW406323) registered on title at 9093/9097 Steveston Highway for vehicular access to the subject site.

Lane improvements

The applicant is required to dedicate a 6.0 m wide portion of land along the entire north property line to the City prior to final adoption of the rezoning bylaw for the design and construction of a rear lane to current City standards. The lane design is to connect to and match the lane works completed to the west as part of the Servicing Agreement associated with redevelopment of 9091, 9093, 9097, and 9099 Steveston Hwy (SA 04-287038). The rear lane design is to include (but is not limited to), rollover curb and gutter, asphalt paving, drainage, and lane lighting. The scope of works is to be determined through the Servicing Agreement design review process required prior to subdivision.

Road improvements

Required frontage improvements along Steveston Highway include, but are not limited to:

- Permanent closure and removal of the existing driveway crossings providing access to the subject site from Steveston Highway.
- Removal of the existing sidewalk located at the curb along the entire site frontage and backfilling of the area to provide a minimum 1.5 m wide grass/treed boulevard (width of the boulevard is exclusive of the 0.15 m wide top of curb).
- Construction of a new 1.5 m wide concrete sidewalk behind the new boulevard along the entire site frontage, connecting to the existing sidewalk east and west of the subject site.
- Street lighting and other utility requirements may be required as part of the frontage improvements, as determined through the Servicing Agreement design review process.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant, which identifies on-site and off-site tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses four (4) trees on the subject property, one (1) tree along the front property line that is shared with the City, and two (2) trees and a shrub on the adjacent property to the east.

The City's Tree Preservation Coordinator and Parks Department Arborist have reviewed the Arborist's Report, conducted visual tree assessment, and provide the following comments:

- Four (4) fruit trees located on the subject site have all been previously topped and are not good candidates for retention (tag # 1, 5, 6 & 7).
- One (1) fruit tree (tag # 2) along the front property line that is shared with the City is in poor condition, is not suitable for retention, and is in conflict with the required frontage improvements along Steveston Hwy.
- Two (2) trees (tag # 3 and 4) and a Rhododendron shrub (tag # 8) located on the neighbouring property to the east at 9151 Steveston Hwy are identified by the applicant's Arborist to be in poor condition. If the applicant wishes to seek the removal of these

neighbouring trees, they must first obtain written permission from the adjacent property owner(s) and then obtain a valid tree removal permit (under the address on which the trees are located). If permission to remove the trees is not granted, the applicant is required to retain and protect the trees to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03.

The proposed Tree Retention Plan is included in Attachment 5.

To ensure protection of the off-site trees and shrub at 9151 Steveston Hwy (tag # 3, 4, and 8), the applicant must submit a contract with a Certified Arborist for supervision of all on-site works conducted within close proximity to tree protection zones. The contract must include the scope of work, including the number of proposed monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

For the removal of the four (4) trees from the subject site (tag # 1, 5, 6, and 7), the OCP tree replacement ratio of 2:1 requires eight (8) replacement trees. Due to the compact size of the proposed lots, staff recommends that the applicant plant and maintain a total of six (6) replacement trees on the subject site [i.e., two (2) trees in the front yard and one (1) tree in the rear yard of each lot proposed], and provide a contribution in the amount of \$1,000.00 to the City's Tree Compensation Fund prior to final adoption of the rezoning bylaw in-lieu of planting the balance of replacement trees on-site.

For the removal of the tree along the front property line that is shared with the City (tag # 2), the Parks Department requires the applicant to submit a contribution to the City's Tree Compensation Fund in the amount of \$650 prior to final adoption of the rezoning bylaw, for the planting of trees in the City. The applicant is required to contact the City's Parks Department four (4) business days prior to tree removal to enable proper signage to be posted.

To ensure that the required replacement trees are planted and maintained, and that the front yards of the proposed lots are enhanced, the applicant is required to submit a Landscape Plan prepared by a Registered Landscape Architect along with a Landscaping Security based on 100% of a Cost Estimate prepared by the Landscape Architect for the works (including all materials, installation, and a 10% contingency). The Landscape Plan, Cost Estimate, and Security are required to be submitted prior to final adoption of the rezoning bylaw. The Security will be reduced by 70% after construction and landscaping at the subject site is completed and a landscaping inspection has been passed by City staff. The City will retain 30% of the Security for a 1-year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications received prior to September 14, 2015, requires a secondary suite or a coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund.

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

Site Servicing

There are no servicing concerns with the proposed rezoning. Prior to subdivision, the applicant is required to:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
- Enter into a Servicing Agreement for the design and construction of water, storm, and sanitary service connections, lane drainage, and upgrades described in Attachment 6.
- Pay servicing costs associated with the water, storm, and sanitary works identified in Attachment 6.

Financial Impact

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


Conclusion

The purpose of this application is to rezone the property at 9131 Steveston Hwy from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to/from an established lane system that must be extended to service the subject site.

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

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

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9505 be introduced and given first reading.



Cynthia Lussier
Planning Technician

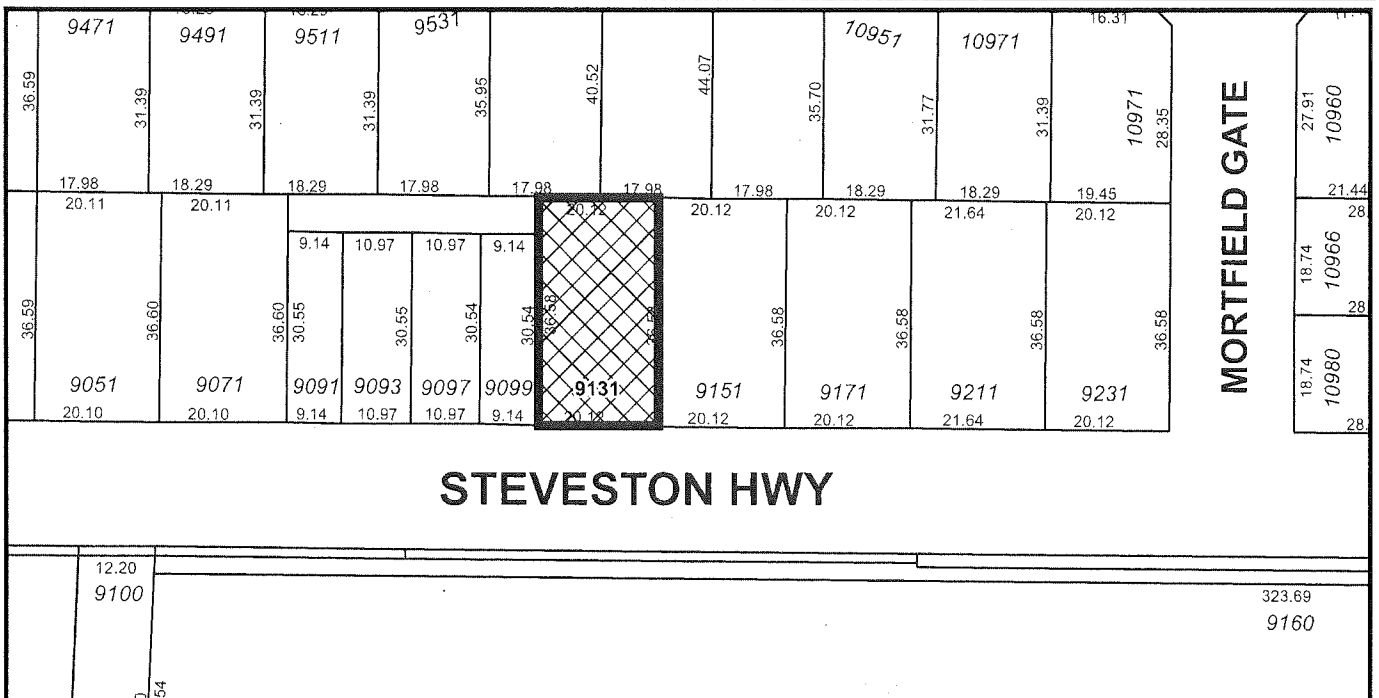
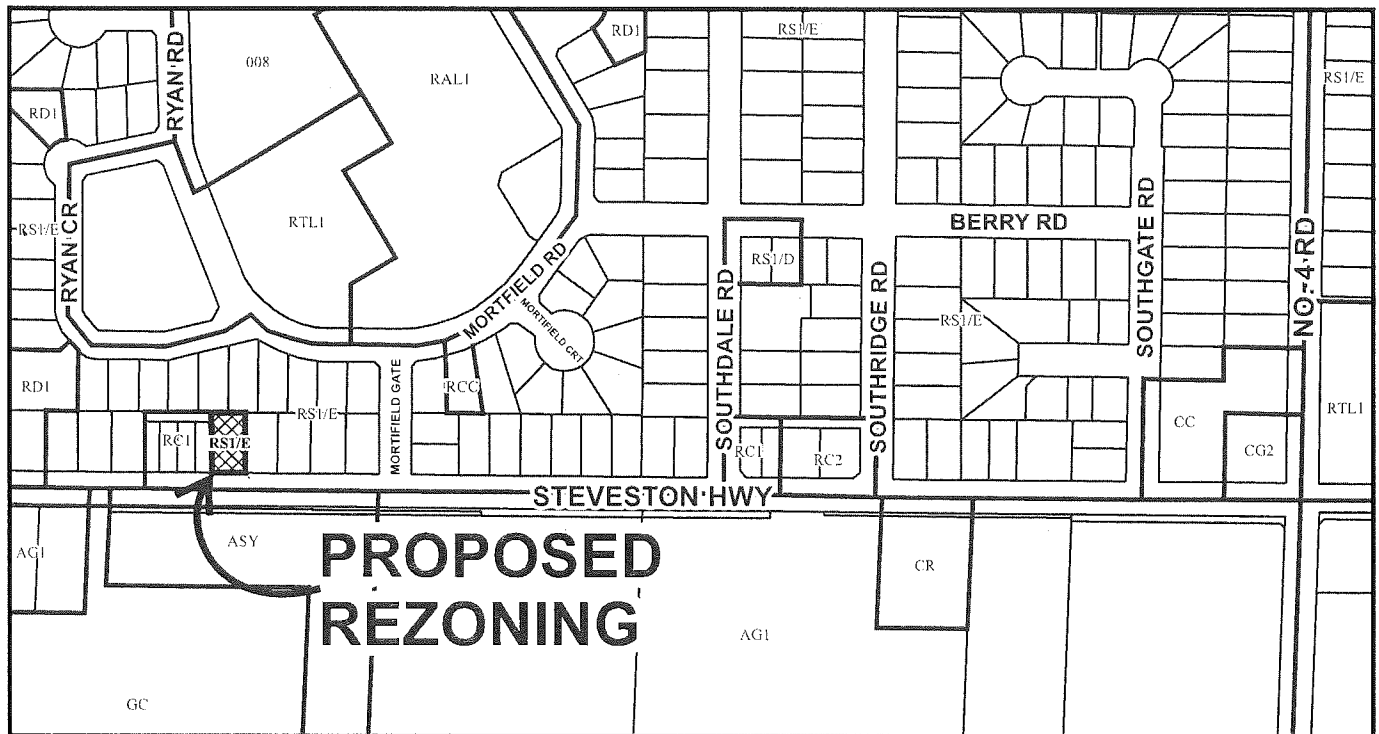
CL:rg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site survey and proposed subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Plans illustrating established lane system
- Attachment 5: Proposed Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of Richmond



RZ 15-703150

Original Date: 07/21/15

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 15-703150

Original Date: 07/21/15

Revision Date:

Note: Dimensions are in METRES

**SURVEY PLAN OF LOT 10 SECTION 34
BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 16935**
PARCEL IDENTIFIER (PID): 001-270-800

CIVIC ADDRESS:
9131 STEVESTON HIGHWAY
RICHMOND, B.C.

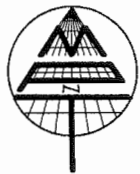
SCALE 1:125

ALL DISTANCES ARE IN METRES

ELEVATIONS ARE IN METRES AND ARE DERIVED FROM
CITY OF RICHMOND HPN MONUMENT #204 (02H2452)
WITH AN ELEVATION OF 1.559 METRES.

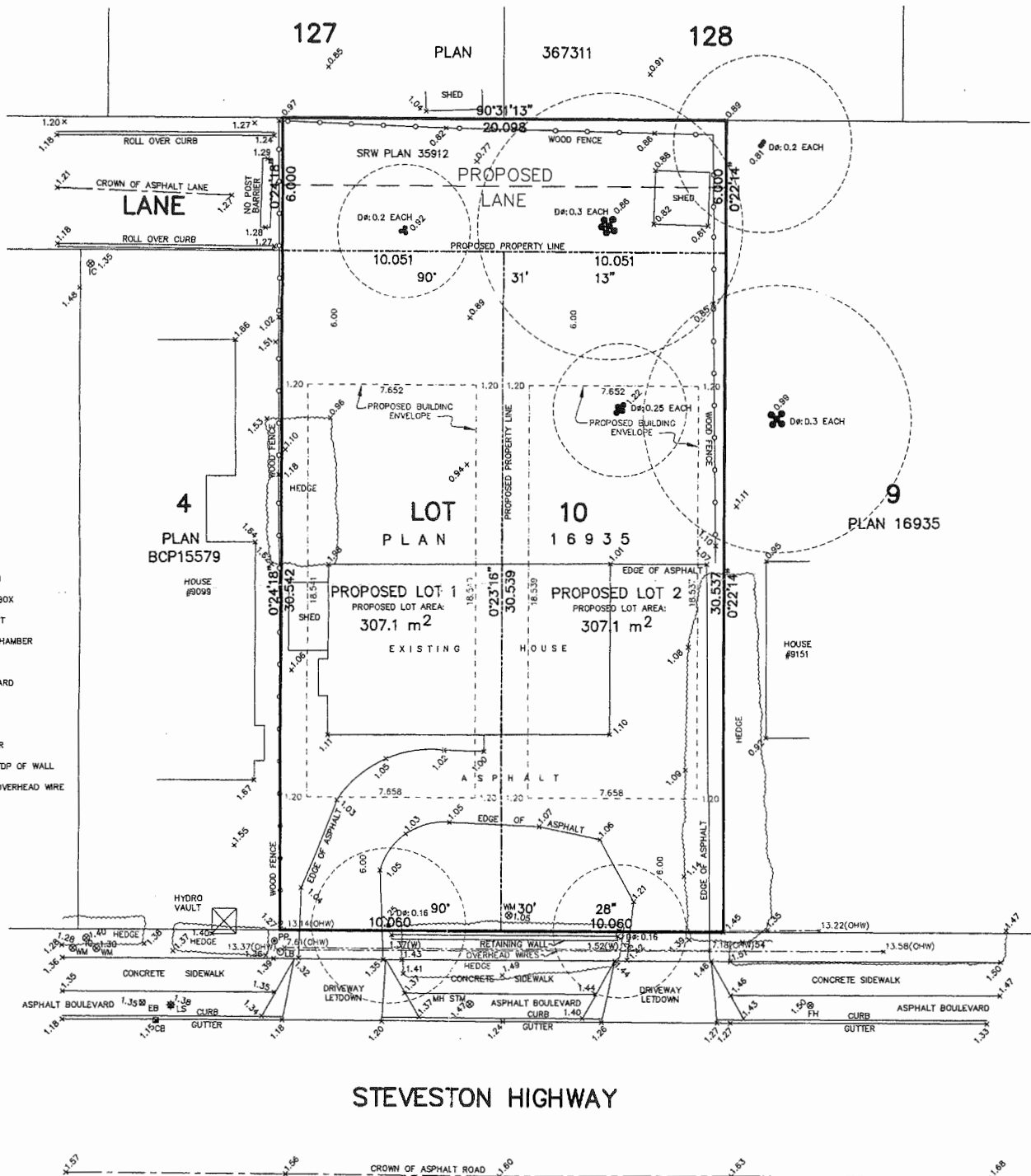
PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND
TITLE AND SURVEY AUTHORITY OF BC RECORDS AND
LEGAL FIELD SURVEYS.

ALL DESIGNATED TREES AS DEFINED BY CITY OF
RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.



LEGEND:

- CB DENOTES CATCH BASIN
- EB DENOTES ELECTRICAL BOX
- FH DENOTES FIRE HYDRANT
- IC DENOTES INSPECTION CHAMBER
- LB DENOTES LAWN BASIN
- LS DENOTES LAMP STANDARD
- MH DENOTES MANHOLE
- PP DENOTES POWER POLE
- WM DENOTES WATER METER
- (W) DENOTES ELEVATION TDP OF WALL
- (OHW) DENOTES ELEVATION OVERHEAD WIRE



STEVESTON HIGHWAY

© COPYRIGHT

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C.
V7A 5H7
PH: 604.270.9331
FAX: 604.270.4137
CADFILE:17872-1-TPG.DWG

TREE SYMBOLOLOGY

TREE CROWN
TREE TRUNK



DENOTES TRUNK DIAMETER
MEASURED 1.2 TO 1.5 METRES
ABOVE GRADE AT BASE OF TREE
DENOTES TREE TYPE
D DENOTES DECIDUOUS TREE

PH - 117

CERTIFIED CORRECT
THIS 6th DAY OF JUNE, 2015

[Signature]
S.C.L.S.

DATE OF SURVEY: JUNE 2, 2015



RZ 15-703150

Attachment 3

Address: 9131 Steveston Hwy

Applicant: Maryem Ahbib

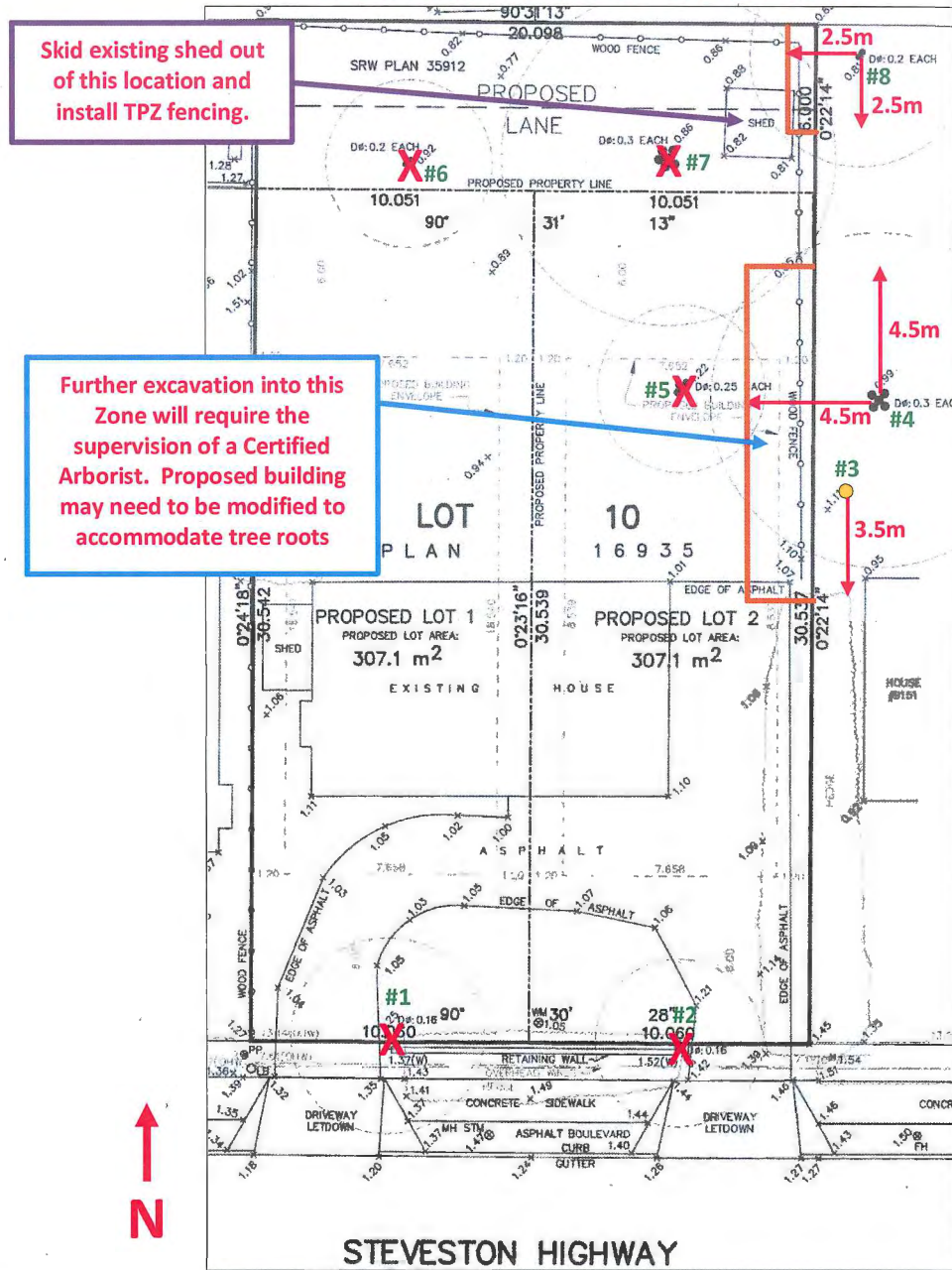
Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Jacqueline Wanda D'Odorico	To be determined
Site Size (m²):	Approximately 735 m ² (7,911 ft ²)	Two (2) lots, each approximately 307 m ² , after road dedication
Land Uses:	Single-detached dwelling	Two (2) residential lots, each with a single detached dwelling
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	The Arterial Road Policy permits the consideration of rezoning and subdivision applications along this block Steveston Highway subject to dedication, design, and construction of a fully operational lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Live plant material:	Min. 20 %	Min. 20 %	none
Lot Size (min. dimensions):	270 m ²	307 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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

Tree Retention & Removal Plan, Scale 1:250



SUITABLE REPLACEMENT TREES (Botanical name)
Stewartia (<i>Stewartia pseudocamellia</i>)
Dik's Weeping Cypress (<i>Chamaecyparis lawsoniana</i> 'Dik's Weeping')
Purple Fountain European Beech (<i>Fagus sylvatica</i> 'Purple Fountain')
Japanese Tree Lilac 'Ivory Silk' (<i>Syringa reticulata</i> 'Ivory Silk')
Globe Norway maple (<i>Acer platanoides</i> 'Globosum')

TREE #	TREE SPECIES (Botanical name)	DBH (cm)	SPREAD (m) Radius
1	Plum (<i>Prunus sp.</i>)	16	3.5
2	Plum (<i>Prunus sp.</i>)	15	3.5
3	Cedar (<i>Thuja plicata</i>)	59	4
4	Cherry (<i>Prunus sp.</i>)	95 comb.	6
5	Cherry (<i>Prunus sp.</i>)	80 comb.	3
6	Pear (<i>Pyrus sp.</i>)	45 comb.	2.75
7	Apple (<i>Malus sp.</i>)	101 comb.	5.5
8	Rhododendron (<i>Rhododendron sp.</i>)	49 comb.	3.75



Address: 9131 Steveston Hwy

File No.: RZ 15-703150

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9505, the developer is required to complete the following:

1. 6.0 m wide lane dedication along the entire north property line.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the six (6) required replacement trees (minimum 6 cm deciduous caliper or 3 m high conifer).
3. City acceptance of the developer's offer to voluntarily contribute \$1,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. City acceptance of the developer's offer to voluntarily contribute \$650 to the City's Tree Compensation Fund for the removal of the tree along the front property line that is shared with the City (tag # 2).
5. 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 (off-site tree tags# 3, 4, and 8). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. Registration of a flood indemnity covenant on title.
7. Registration of a legal agreement on title to ensure that landscaping planted along a 4.0 m wide ALR buffer (as measured from the south property line) along the Steveston Hwy frontage is maintained and will not be abandoned or removed. The legal agreement is to identify the ALR buffer area and indicate that the property is potentially subject to impacts of noise, dust, and odour resulting from agricultural operations since it is located across from a lot which is in the ALR.
8. Registration of a legal agreement on title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
9. Registration of a legal agreement on title to acknowledge that the applicant wishes to make use of the statutory right-of-way agreement (BW406323) registered on title at 9093/9097 Steveston Highway for vehicular access to the subject site until an alternative exits.

Prior to removal of the tree on the boulevard in City-owned property (tag # 2), the applicant is required to:

- Contact the City's Parks Department (604-244-1208 ext 1314) four (4) business days prior to tree removal to enable proper signage to be posted.

At demolition* stage, the following is required:

- Installation of tree protection fencing on-site around the dripline of the off-site trees to be retained (tags # 3, 4, and 8). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 and must remain in place until construction and landscaping on-site is completed.

At subdivision* stage, the following is required:

- Entrance into a Servicing Agreement* for the design and construction of off-site servicing and road improvements, including (but not limited to):
 - A rear lane along the north property line to current City standards, to connect to and match the lane works completed to the west as part of the Servicing Agreement associated with redevelopment of 9091, 9093, 9097, and 9099 Steveston Hwy (SA 04-287038). The rear lane design is to include (but is not limited to), rollover curb and gutter, asphalt paving, drainage, and lane lighting. The scope of works is to be determined through the Servicing Agreement design review process.
 - Permanent closure and removal of the existing driveway crossings providing access to the subject site from Steveston Highway.
 - Removal of the existing sidewalk located at the curb along the entire site frontage and backfilling of the area to provide a minimum 1.5 m wide grass/treed boulevard (note: the width of the boulevard is exclusive of the 0.15 m wide top of curb).
 - Construction of a new 1.5 m wide concrete sidewalk behind the new boulevard along the entire site frontage, connecting to the existing sidewalk east and west of the subject site.
 - Street lighting and other utility requirements may be required as part of the frontage improvements, as determined through the Servicing Agreement design review process.

Water Works:

- Using the OCP Model, there is 1029.0 L/s of water available at a 20 psi residual at the Steveston Hwy frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- The developer is required to Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- At the developer's cost, the City is to:
 - Cut and cap the existing water service connection at the watermain, along the Steveston Hwy frontage.
 - Install two (2) new 25 mm water service connections complete with meters and meter boxes along the Steveston Hwy frontage.

Storm Sewer Works:

- The developer is required to extend the existing 200 mm storm sewer east approximately 20 m within the proposed lane complete with inspection chambers as required.
- At the developer's cost, the City is to:
 - Cut and cap the existing storm service connections at the southwest and southeast corners of the development site.
 - Upgrade the existing storm service connection complete with inspection chamber and dual connections at the adjoining property line of the proposed lots.

Sanitary Sewer Works:

- The developer is required to provide a 1.5 m x 1.5 m statutory right-of-way (SRW) for the location of a sanitary inspection chamber at the adjoining property line of the newly subdivided lots.
- At the developer's cost, the City is to:
 - Cut and cap the existing sanitary service connection at the northeast corner of the development site.
 - Install (one) 1 new sanitary inspection chamber and dual connections at the adjoining property line of the newly subdivided lots, within the proposed statutory right-of-way (SRW).

General Items:

- The developer is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines (if applicable).
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages (if applicable).
 - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc, if applicable).
- The Developer is required to enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The 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 Department at 604-276-4285.

Note:

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

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

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

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

(signed original on file)

Signed

Date
PH - 123



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9505 (RZ 15-703150)
9131 Steveston Hwy**

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

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

P.I.D. 001-270-800

Lot 10 Section 34 Block 4 North Range 6 West New Westminster District Plan 16935

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9505"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

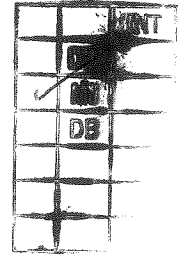
NOV 23 2015



MAYOR

CORPORATE OFFICER

Attn: The Mayor/Councillors
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1



November 13th, 2015

RE: Objection to Rezoning Application number RZ15-703150 relating to 9131 Steveston Hwy property – Right of Way/Public Access over our Private properties

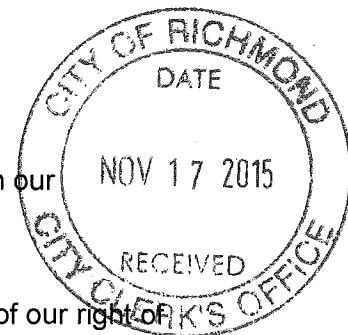
Dear Mayor/Councillors,

We strongly object to the above proposed usage of our properties regarding the use of the right-of-way over our properties (9093 & 9097 Steveston Hwy). We have attached all the chain of emails exchanges with the City Planning & Development department. These emails are self-explanatory. We contacted the City Planning development department in July 2015 and raised our concerns. Subsequently we had meeting with city planner (Cynthia) on July 31st in which it was assured that based on our legal documents no right of way to public will be given. Since then no information were given to us on the development of this application. We guess builder was in constant contact to find the loop hole to get the access through our private properties. We have no idea how City Planning department has changed the legal interpretation due to the builder's pressure. In the July 31st meeting it was made clear to us that no public access will be given until we agree. Amazingly the City Planning department did not bother to involve us during this legal interpretation process, we found out ourselves today that the application has gone that far based on the testimony/understanding of one party (Builder) only. We still have no idea which legal clause and which document city planning department is considering unilaterally?

We are approaching you to stop that kind of one sided decision. We are the affected parties and we strongly object to give any kind of public access through our properties. Earlier access was given to this block of four houses only.

Our strong objections are based on the following genuine facts:

1. Loss of privacy and intrusion to local community
2. Property damage due to vehicle hitting the walls (we have already seen 3 hits on our retaining walls by non-residents)
3. Inadequacy of parking, traffic generation and endangerment to resident safety
4. Noise and disturbance resulting from increased local traffic
5. Unfounded grounds for the application - This new one sided legal interpretation of our right of way does not provide evidence of giving the access to public through our properties. That lack of supporting evidence is contrary to city approval policy.



City should not support builder because they are rich and city will get more benefits from the builder in return taxes. We also pay heavy taxes every year including the land passage under question. City should support us being a long time tax payer in the city of Richmond. We do need piece of mind for our families. This is totally unfair on our part being a victim of misinterpretations of our SRW document. This forced land-grabbing must stop. The permission to use our property for re-zoning purpose in our view is excessive, unpleasant, and grotesque. Our original objection to give access to builder over our properties from July, 2015 still stands,

and we have included email correspondence in this regard. This is very narrow lane; with vehicles parked on one side put our kids in great danger due to many blind spots for turning traffic. Over and above few years back a pedestrian was hit by a visitor while turning onto the Steveston Hwy from this lane meaning more traffic more chances of hitting the pedestrian. City must stop giving any kind of access through our properties that will unnecessarily create very unsafe situation for our families. We preach a lot safety into our lives every day at home, at offices, on roads, etc but when it comes to vital decision that has long lasting effect city must not ignore the family safety and our piece of mind over small monetary gains (in terms of taxes).

We trust our objections will be put forward before the Planning Committee in due course prior to a decision being made on this application. We should be grateful if you would kindly keep us informed of the progress of the planning application.

Many thanks.

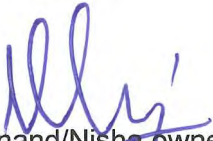
Yours sincerely,



Qaiser/Naureen owner of 9093 Steveston Highway, Richmond BC

Phone: 604-277-6493

Email: g_iqbal@hotmail.com



Anand/Nisha owner of 9097 Steveston Highway, Richmond BC

Phone: 604-288-6067

Email: anand.filmfx@gmail.com

Attachment: Email correspondence with city

Iqbal, Qaiser

From: Qaiser Iqbal <q_iqbal@hotmail.com>
Sent: 2015, November 16 8:42 AM
To: Iqbal, Qaiser
Subject: FW: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

From: q_iqbal@hotmail.com
To: clussier@richmond.ca; devapps@richmond.ca
CC: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com
Subject: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)
Date: Fri, 13 Nov 2015 16:42:45 -0800

Thanks Cynthia,
Can you refer to us which legal interpretation (Document #, Clause #, etc), we would like to know how City has unilaterally decided to proceed with this without involving the residents. We'll bring that document in the meeting if you could refer us to the right document.
Thanks,
Qaiser

From: CLussier@richmond.ca
To: q_iqbal@hotmail.com; DevApps@richmond.ca
CC: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com
Subject: RE: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)
Date: Sat, 14 Nov 2015 00:31:47 +0000

Hi Qaiser and Nisha
As discussed today by phone, the staff report on the proposed rezoning application at 9131 Steveston Hwy (RZ 15-703150) will be available hopefully this evening through a link on the City's website at
: <http://www.richmond.ca/cityhall/council/agendas/planning.htm>

The staff report is scheduled to be presented at a Planning Committee meeting to be held on Tues Nov 17 in the Anderson Room at Richmond City Hall at 4pm, next week.

The meeting is open to the public, and there will be an opportunity to speak to the Committee when they are considering the application. A copy of the Meeting Agenda will also be available through the above link.

I understand your concerns regarding use of the right-of-way over your properties, however a legal interpretation has been provided to staff which indicates that the right-of-way may be used for the purpose of utilities and public-right-of-passage, and that it was envisioned at the time that your lots were created that the right-of-way provide temporary vehicle access to access adjacent lots in this block until such time that a permanent lane access is made available. It is on this basis that staff is recommending that the application be moved forward to the Planning Committee for their

consideration. The outcome of the proposal will be determined by Council with consideration given to the public's comments.

If the Planning Committee decides to move the application forward to the next step, there will be an opportunity for you to provide comments at a subsequent Council meeting and Public Hearing.

Cynthia Lussier
Planner
Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: Friday, 13 November 2015 3:47 PM
To: Lussier, Cynthia; DevApps
Cc: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com
Subject: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

Cynthia,

We need a little bit of more clarity on the rezoning "board" being displayed at the property of 9131 Steveston Hwy for Rezoning application number **RZ15-703150**. We made it very clear to the applicant (Maryem Ahbib) that we are not giving any kind of public/Vehicle access to the rear lane through the lane between 9093 & 9097 properties but display sign board is somewhat confusing with the wording "**To permit a subdivision to create (2) Lots, with Vehicle access from a Proposed Extension to the existing rear lane**". I am also attaching the display board photos. We all know that the extension of existing rear lane is not possible until all the houses are sold, under current situation access to the existing lane is not possible because we are not prepared to give any kind of public access through our ROW. Our this decision was clearly communicated to Maryem Ahbib and her partner (see below emails). A copy of that decision was also sent to City of Richmond on August 1st 2015. We also had a meeting with you at the city hall on July 31st, 2015, in which we made it clear that we don't want to give any public access through this lane.

Therefore please do not approve their rezoning application permitting the subdivision with Vehicle access from the rear lane as there is no way they can access to the proposed properties through rear lane.

We already left detail messages at your answering machines, feel free to contact us to discuss this if necessary.

Thanks,
Qaiser
604-839-3011 (Cell)

From: Iqbal, Qaiser
Sent: 2015, August 09 12:14 PM
To: Lussier, Cynthia (CLussier@richmond.ca)
Cc: 'Khalid Hasan (info@khalidhasan.com)'

Subject: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

For your information

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: 2015, August 01 10:36 AM
To: mahbib@sutton.com; bpanesar@sutton.com
Cc: anand.dorairaj@yahoo.com
Subject: Public ROW Access on Private Properties (9093 & 9097)

Attention: Maryem Ahbib and Bhajan Panesar - Sutton Group (Seafair Realty)

Please be informed that we the owners of properties 9093 Steveston Hwy & 9097 Steveston Hwy jointly decided not to give/allow any kind of public access through our properties as shown on Plan BCP # 13121. Therefore no further meetings/visits to our houses are necessary to pursue this matter with us. This matter deemed closed hereinafter.

Thank you,

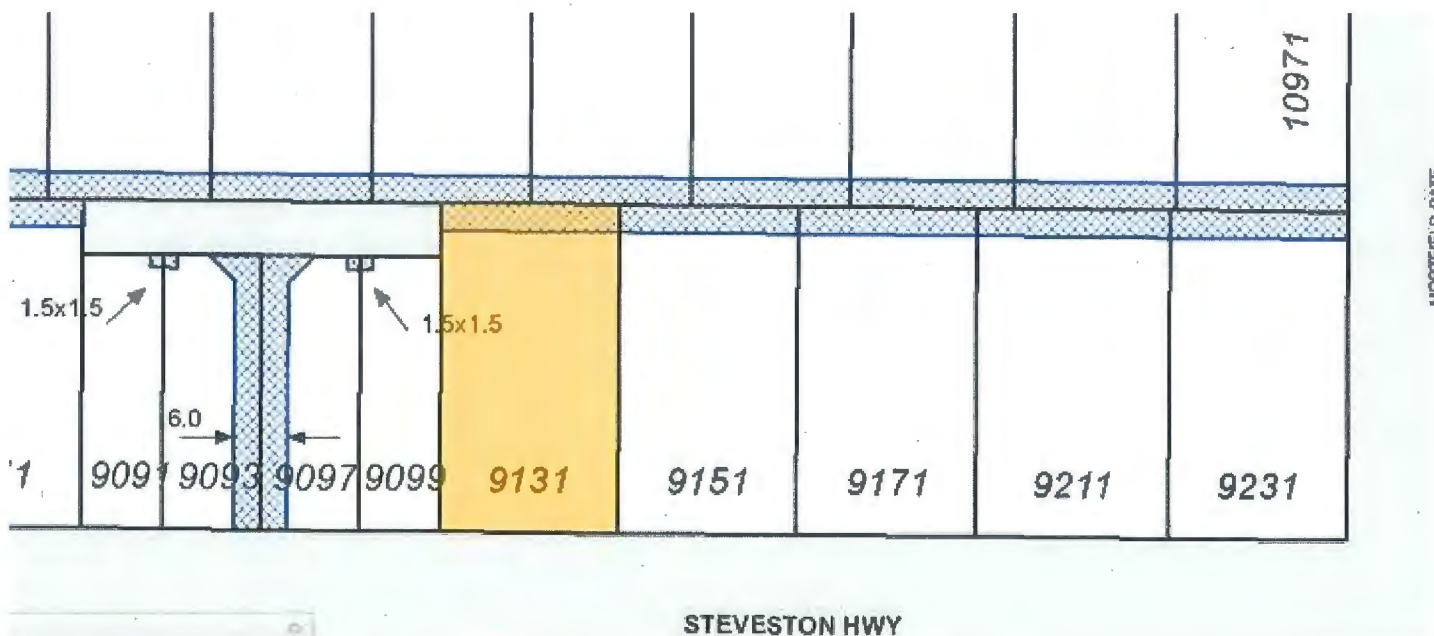
Qaiser/Naureen owner of 9093 Steveston Highway, Richmond BC
Anand/Nisha owner of 9097 Steveston Highway, Richmond BC

From: Lussier, Cynthia [<mailto:CLussier@richmond.ca>]
Sent: 2015, July 27 3:42 PM
To: Iqbal, Qaiser
Subject: RE: Temporary Public Access on Private Property

Hello,
Thank you for taking the time to inquire about the proposed Rezoning application at 9131 Steveston Hwy (RZ 15-703150).

Maryem Ahbib has submitted an application to request permission from City Council to rezone the land to enable a subdivision to create 2 lots with vehicle access from an eastbound extension of the existing City-owned lane along the north property line of 9091/9093/9097/9099 Steveston Hwy (see the map below showing your property and the City-owned lane along the north property line). City staff are currently reviewing the rezoning application. One of the issues that City staff need to review is the proposed vehicle access to the site.

I think it would be worth discussing the redevelopment history of the lots at 9091/9093/9097/9099 Steveston Hwy in person. Are you able to attend a brief meeting with me to discuss this? Please let me know your availability to meet with me. I am in the office this week and then out of the office next week, returning on Monday August 10th.



Thank you,

Cynthia Lussier
 Planning Technician
 Development Applications Division
 City of Richmond
 Tel: 604-276-4108
 Email: clussier@richmond.ca
www.richmond.ca

From: Iqbal, Qaiser [<mailto:Qaiser.Iqbal@bchydro.com>]
Sent: Monday, 27 July 2015 12:41
To: DevApps
Cc: InfoCentre
Subject: Temporary Public Access on Private Property

Attention: The Land Title Manager

I have been approached by two realtors from Sutton group (refer attached file) asking me to sign an authorization granting them a temporary public access to develop the property in the block of 9100 (east side) giving them access from back lane to the future residents as well. My understanding is; this lane between my house at 9093 Steveston Hwy and our neighbour at 9097 Steveston Hwy is not public property. This vehicle access is provided jointly by us and our neighbour so that vehicles can access the garages at the rear of the 4 houses in this complex only. Since builder is developing the adjacent block they should have their own private lane similar to us instead of asking us to provide the access. By giving access traffic in this lane is going to be increased, over and above this lane is not built for heavy and more traffic. Over the past number of years we have noticed that this lane is already sinking due to current traffic conditions. Before we sign or refuse to sign, we would like to know, what are our legal rights in case we refuse to grant any additional public access through this lane? What are the legal implications for refusing to give access.? Does City support us in any decision we would like to put forward in future?

Can we get our previously signed copy of the access that we have given to the current property owners? Please advise in detail. If you are not the right person to deal with such inquires please forward our request to the concerned department.

Regards,

Qaiser Iqbal/Naureen Qaiser

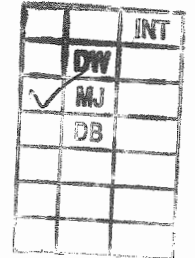
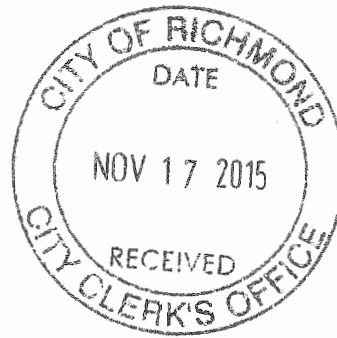
Folio Number: 074-841-012

Civic Address: 9093 STEVESTON HWY RICHMOND, BC V7A 1M6

Tel: 604-528-1777 (W) Cell: 604-839-3011

Email: qaiser.iqbal@bchydro.com

Attn: The Mayor/ Councillors
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1



Re: Expressing our strong objections to re-zoning application at 9131 Steveston Hwy (RZ 15-703150)

BL9505

Dear Mayor, Councillors,

We are writing to express our objections to the re-zoning application at 9131 Steveston Hwy (RZ 15-703150). We live at the neighboring plot - 9097 Steveston Hwy. The re-zoning application proposes to use our lane (private property) as the access to the new homes. A "right of way" exists for the City to maintain public works for the lane and the builder wishes to take advantage of that. We have already objected to this for the reasons below at a City hall meeting earlier but the re-zoning application is going forward regardless with the planning committee meeting on Nov 17th.

- 1) **Safety** – The front of our home is Steveston hwy where vehicles are typically traveling at high speed (65+ kmph). The lane is already being used by 4 homes and 10 cars! It is not a wide lane but more of a driveway. Turning in to our lane often forces the drivers to make wide turns due to the speeds on Steveston hwy. If another car is also going out, it poses a serious risk of collision. We cannot even see the cars coming out of the driveway until we are almost there because of the tall tree hedges and a sharp right hand turn design (please see picture attached). A vehicle needs to be slowed to an almost stop motion before we can turn in close to the curb in order to not hit any out-bound vehicle. This causes inconvenience for fast moving Steveston hwy traffic as well. Allowing two more homes to use this lane (and likely more homes once we open the door to this sort of thing) will make for increased two way traffic in this narrow lane with quite high risks of collision.

Also we have a 2 year old child. The Steveston hwy side is very dangerous so we keep that gate closed and only use the side gate from the lane to access our home. A continuous stream of traffic on both the access sides of our home will make it an unsafe place for our children.

- 2) **Basic rights** – We bought our home 5 months ago (first time home owners). The land value alone was 533,000 CAD assessed for a plot size of 3606 sq ft (please refer the tax assessment). The lane we are talking about is 1119 sq ft of our lot. The price we have paid for this lane is 163,000 CAD. This is from down-payment we took 10 years to save and mortgage we will pay for the next 30 years. To allow new houses to use our land would make it a public thoroughfare. Both the city and the builders seem richer than us. To expect that we should pay monthly payments for the land for 30 years, property tax on it every year, as well as a hefty land transfer tax to buy it but then donate it for public use, seems not only unfair but also a form of pushing us in to a corner and forcibly taking our property away. Over-ruling us in this decision seems to be denying us any rights or consideration. We hope the City will protect young and growing working-class families from this kind of forced land-grabbing by builders for new developments.

There is also one more thing to consider:

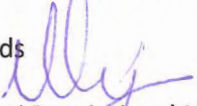
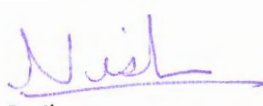
The builder uses the word **temporary access** to sell his idea to the city and Cynthia L from City Hall expressed that as being the builder's plan. That eventually there will be a back-lane from Mortfield Gate to access all our homes. There is nothing temporary about the proposal unless they are willing to put a hard end date on it and state how long they need access for and that they take responsibility for bringing the alternative solution in to being by that time. As of now, everything is left to chance. If even one of the homes adjacent to 9131 Steveston Hwy remains unsold or are converted in to a large single family home with no back-lane, there will be no possibility of any other access to these homes except through our driveway and this access becomes permanent.

If the builder is sincere about this alternative proposal, it is only right that they take the steps to enforce it **now** for their development rather than to try to exploit our situation. The back-lane will also make for safer access to the existing 4 homes using our lane. We urge the city to mandate the builders to develop the back-lane for their use and close the access from Steveston hwy all together at the earliest both in the interest of public safety and returning our land to us.

Our neighbour from 9093 Steveston Hwy owns the other half of the lane and also is strongly against this. He will also be voicing his concerns.

Thanks for your time and attention to this matter

Best regards

 
M. Anandraj Dorairaj and Nisha Cyril
9097 Steveston Hwy
Richmond, BC – V7A1M6



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

November 17, 2015

To: City of Richmond Mayor, Planners and Counsellors,

Re: Rezoning application at 9131 Steveston Hwy, Richmond, BC (RZ 15-703150)

Ref: Planning Nov 17/15
Item #3

Pc: Wayne Craig
Joe Erceg

I am the home owner of property #9091 Steveston Hwy, Richmond, BC. My wife and I oppose the idea to give the Right-of-Way of the private drive lane in between properties #9093 & #9097 Steveston Hwy, Richmond, BC to the general public, the builders and the home owners of property #9131 Steveston Hwy, Richmond, BC. We are concerned if the City of Richmond grant the Right-of-Way of this drive lane to the builders or to the home owners of property #9131 Steveston Hwy, Richmond, BC, it will increase the traffic volume and noises to the neighborhood of properties #9091, #9093, #9097 & #9099 Steveston Hwy, Richmond, BC, and also affect our safety and privacy.

The private drive lane in between properties #9093 & #9097 Steveston Hwy, Richmond, BC was granted to only owner of properties #9091, #9093, #9097 & #9099 Steveston Hwy, Richmond, BC temporarily until public access at the rear of the properties from Mortfield Gate or another public street is available. It is my understanding that the owners of #9093 & #9097 have provided the rights to this drive lane only to owners/residents of #9091 & #9099 and the City of Richmond for general maintenance work. It is not appropriate for the City of Richmond to grant access to anyone else without the consent of the current home owners of properties #9091, #9093, #9097 & #9099 Steveston Hwy, Richmond, BC. As Canadian citizens and residents of City of Richmond, we expect our government to respect and protect our right of private properties.

Therefore, we strongly disagree to the proposal or decision of offering the access to the private drive lane in between properties #9093 & #9097 Steveston Hwy, Richmond, BC to the general public, the builders and the home owners of property #9131 Steveston Hwy, Richmond, BC.

Thanks and regards,


Jianxing (George) Zhuo

Contact phone # (604) 532-7200 extension 241 (work) or (604) 295-7166 (Home)

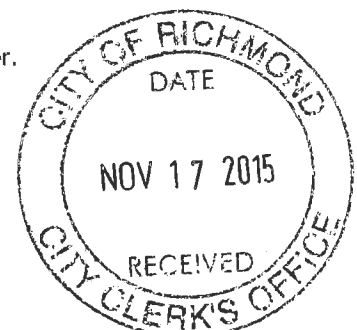
P.S. I have called Ms. Cynthia Lussier and left a voice message today regarding this matter.

PHOTOCOPIED

NOV 17

PH - 135

& DISTRIBUTED



MayorandCouncillors

From: soly feng <solyfeng@hotmail.com>
Sent: November-17-15 4:30 PM
To: Weber,David; MayorandCouncillors; Lussier, Cynthia; DevApps
Subject: Re: Rezoning application at 9131 Steveston Hwy, Richmond, BC (RZ 15-703150)

Categories: 12-8060-20-9505 - RZ 15-703150

November 17, 2015

Hello,

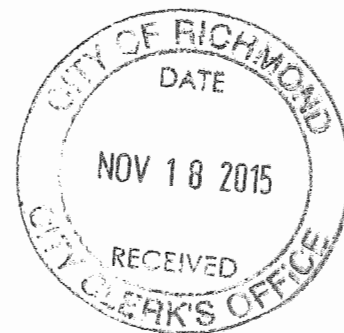
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Therefore, we strongly disagree to the proposal or decision of offering the access to the private drive lane in between properties #9093 & #9097 Steveston Hwy, Richmond, BC to the general public, the builders and the home owners of property #9131 Steveston Hwy, Richmond, BC.

Thanks and regards,

Jie (Soly) Feng
Tel: (604) 295-7166 (Home)



Mayor and Councillors

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

From: Mayor and Councillors
Sent: November-17-15 1:58 PM
To: 'Qaiser Iqbal'
Subject: RE: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

Pc: Wayne Craig
Joe Erceg

This is to acknowledge and thank you for your email of November 16, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information and will be available at the Planning Committee Meeting today at 4pm.

In addition, your email has been referred to Wayne Craig, Director, Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

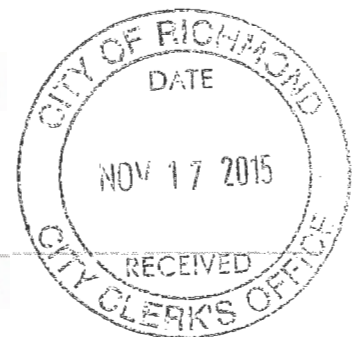
Yours truly,

Michelle Jansson, CMC
Manager, Legislative Services

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

PHOTOCOPIED

NOV 17



& DISTRIBUTED

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: November-16-15 6:45 PM
To: Lussier, Cynthia; Mayor and Councillors
Cc: 'anandnisha.dc@gmail.com'; 'anand.dorairaj@yahoo.com'
Subject: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

Cynthia,

Then how we would know what is the "legal interpretation" builder has put forward? How come without disclosing to us the planning committee unilaterally decided to move forward with the application. How come all our information related to this SRW is available to builder but we have no access to his "Legal Interpretation"? It seems we have been blindfolded and city is putting gun on our heads asking us to accept this decision. This is not fair on our part, we even don't know what is this "Legal Interpretation", To us its just a "Miss-Interpretation" that's why city is hiding from us under the blanket Called "Legal Interpretation". When we bought these houses we were clearly told that these are temporary SRW given to these four houses only and no public access is allowed except for the city maintenance staff. This same understanding we got it from you when we had meeting with you on July 31st, 2015.

We are still unable to understand why the city is listening to one side only and trying to impose the decision on us. We should also be given fair trial before its too late. Your report even does not mention about our last meeting in which we had shown great opposition to this idea of using our property for public access. Your report casually mentioned that we are not supportive of this decision. Why would we support this? we are strongly opposing that the city is moving forward with builder application.

Please forward our objection to your superior chain of command so that our voice could be heard. I hope proper information will be given to us in due course. Thanks for listening

Qaiser

From: CLussier@richmond.ca
To: g_igbal@hotmail.com
CC: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com
Subject: RE: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)
Date: Tue, 17 Nov 2015 01:08:49 +0000

Hi Qaiser

The direction that I've been given is that the legal interpretation obtained by the applicant, is not available to the public.

The staff report includes all of the information that is available to the public. Please review my staff report available via this link: http://www.richmond.ca/agendafiles/Open_Planning_11-17-2015.pdf

Please let me know if you have any questions about any of the information that I've included in my staff report.

Thanks,

Cynthia Lussier
Planner 1
Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: CLussier@richmond.ca
To: g_igbal@hotmail.com; DevApps@richmond.ca
CC: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com
Subject: RE: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)
Date: Mon, 16 Nov 2015 20:55:34 +0000
Hi Qaiser
I was not able to provide you with a response late Friday afternoon.

I am currently looking into whether the legal interpretation of the right-of-way is available to the public. If so, then you would be welcome to view the file here at City Hall.

I will find out and let you know as soon as possible.

Cynthia Lussier
Planner 1
Development Applications Division
City of Richmond
Tel: 604-276-4108

Email: clussier@richmond.ca
www.richmond.ca

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: Friday, 13 November 2015 4:43 PM
To: Lussier, Cynthia; DevApps
Cc: 'anandnisha.dc@gmail.com'; 'anand.dorairaj@yahoo.com'
Subject: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

Thanks Cynthia,

Can you refer to us which legal interpretation (Document #, Clause #, etc), we would like to know how City has unilaterally decided to proceed with this without involving the residents. We'll bring that document in the meeting if you could refer us to the right document.

Thanks,

Qaiser

From: CLussier@richmond.ca
To: q_iqbal@hotmail.com; DevApps@richmond.ca
CC: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com
Subject: RE: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)
Date: Sat, 14 Nov 2015 00:31:47 +0000
Hi Qaiser and Nisha
As discussed today by phone, the staff report on the proposed rezoning application at 9131 Steveston Hwy (RZ 15-703150) will be available hopefully this evening through a link on the City's website at
: <http://www.richmond.ca/cityhall/council/agendas/planning.htm>

The staff report is scheduled to be presented at a Planning Committee meeting to be held on Tues Nov 17 in the Anderson Room at Richmond City Hall at 4pm, next week.

The meeting is open to the public, and there will be an opportunity to speak to the Committee when they are considering the application. A copy of the Meeting Agenda will also be available through the above link.

I understand your concerns regarding use of the right-of-way over your properties, however a legal interpretation has been provided to staff which indicates that the right-of-way may be used for the purpose of utilities and public-right-of-passage, and that it was envisioned at the time that your lots were created that the right-of-way provide temporary vehicle access to access adjacent lots in this block until such time that a permanent lane access is made available. It is on this basis that staff is recommending that the application be moved forward to the Planning Committee for their consideration. The outcome of the proposal will be determined by Council with consideration given to the public's comments.

If the Planning Committee decides to move the application forward to the next step, there will be an opportunity for you to provide comments at a subsequent Council meeting and Public Hearing.

Cynthia Lussier
Planner
Development Applications Division
City of Richmond

Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: Friday, 13 November 2015 3:47 PM
To: Lussier, Cynthia; DevApps
Cc: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com
Subject: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

Cynthia,

We need a little bit of more clarity on the rezoning "board" being displayed at the property of 9131 Steveston Hwy for Rezoning application number **RZ15-703150**. We made it very clear to the applicant (Maryem Ahbib) that we are not giving any kind of public/Vehicle access to the rear lane through the lane between 9093 & 9097 properties but display sign board is somewhat confusing with the wording ***"To permit a subdivision to create (2) Lots, with Vehicle access from a Proposed Extension to the existing rear lane"*** I am also attaching the display board photos. We all know that the extension of existing rear lane is not possible until all the houses are sold, under current situation access to the existing lane is not possible because we are not prepared to give any kind of public access through our ROW. Our this decision was clearly communicated to Maryem Ahbib and her partner (see below emails). A copy of that decision was also sent to City of Richmond on August 1st 2015. We also had a meeting with you at the city hall on July 31st, 2015, in which we made it clear that we don't want to give any public access through this lane.

Therefore please do not approve their rezoning application permitting the subdivision with Vehicle access from the rear lane as there is no way they can access to the proposed properties through rear lane.

We already left detail messages at your answering machines, feel free to contact us to discuss this if necessary.

Thanks,
Qaiser
604-839-3011 (Cell)

From: Iqbal, Qaiser
Sent: 2015, August 09 12:14 PM
To: Lussier, Cynthia (CLussier@richmond.ca)
Cc: 'Khalid Hasan (info@khalidhasan.com)'
Subject: Public ROW Access on Private Properties (9093 & 9097) - Rezoning application at 9131 Steveston Hwy (RZ 15-703150)

For your information

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: 2015, August 01 10:36 AM
To: mahbib@sutton.com; bpansar@sutton.com
Cc: anand.dorairaj@yahoo.com
Subject: Public ROW Access on Private Properties (9093 & 9097)

Attention: Maryem Ahbib and Bhajan Panesar - Sutton Group (Seafair Realty)

Please be informed that we the owners of properties 9093 Steveston Hwy & 9097 Steveston Hwy jointly decided not to give/allow any kind of public access through our properties as shown on Plan BCP # 13121. Therefore no further meetings/visits to our houses are necessary to pursue this matter with us. This matter deemed closed hereinafter.

Thank you,

Qaiser/Naureen owner of 9093 Steveston Highway, Richmond BC
Anand/Nisha owner of 9097 Steveston Highway, Richmond BC

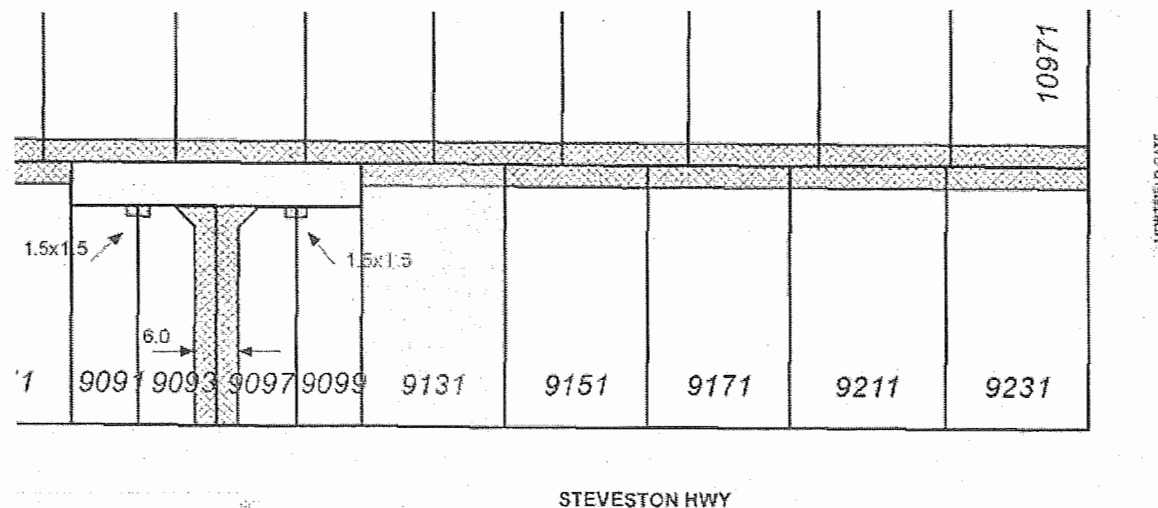
From: Lussier, Cynthia [mailto:CLussier@richmond.ca]
Sent: 2015, July 27 3:42 PM
To: Iqbal, Qaiser
Subject: RE: Temporary Public Access on Private Property

Hello,

Thank you for taking the time to inquire about the proposed Rezoning application at 9131 Steveston Hwy (RZ 15-703150).

Maryem Ahbib has submitted an application to request permission from City Council to rezone the land to enable a subdivision to create 2 lots with vehicle access from an eastbound extension of the existing City-owned lane along the north property line of 9091/9093/9097/9099 Steveston Hwy (see the map below showing your property and the City-owned lane along the north property line) . City staff are currently reviewing the rezoning application. One of the issues that City staff need to review is the proposed vehicle access to the site.

I think it would be worth discussing the redevelopment history of the lots at 9091/9093/9097/9099 Steveston Hwy in person. Are you able to attend a brief meeting with me to discuss this? Please let me know your availability to meet with me. I am in the office this week and then out of the office next week, returning on Monday August 10th.



Thank you,

Cynthia Lussier
Planning Technician

Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: Iqbal, Qaiser [<mailto:Qaiser.Iqbal@bchydro.com>]
Sent: Monday, 27 July 2015 12:41
To: DevApps
Cc: InfoCentre
Subject: Temporary Public Access on Private Property

Attention: The Land Title Manager

I have been approached by two realtors from Sutton group (refer attached file) asking me to sign an authorization granting them a temporary public access to develop the property in the block of 9100 (east side) giving them access from back lane to the future residents as well. My understanding is; this lane between my house at 9093 Steveston Hwy and our neighbour at 9097 Steveston Hwy is not public property. This vehicle access is provided jointly by us and our neighbour so that vehicles can access the garages at the rear of the 4 houses in this complex only. Since builder is developing the adjacent block they should have their own private lane similar to us instead of asking us to provide the access. By giving access traffic in this lane is going to be increased, over and above this lane is not built for heavy and more traffic. Over the past number of years we have noticed that this lane is already sinking due to current traffic conditions. Before we sign or refuse to sign, we would like to know, what are our legal rights in case we refuse to grant any additional public access through this lane? What are the legal implications for refusing to give access.? Does City support us in any decision we would like to put forward in future?

Can we get our previously signed copy of the access that we have given to the current property owners? Please advise in detail. If you are not the right person to deal with such inquires please forward our request to the concerned department.

Regards,

Qaiser Iqbal/Naureen Qaiser

Folio Number: 074-841-012

Civic Address: 9093 STEVESTON HWY RICHMOND, BC V7A 1M6

Tel: 604-528-1777 (W) Cell: 604-839-3011
Email: qaiser.iqbal@bchydro.com



City of Richmond

Memorandum Planning and Development Division Development Applications

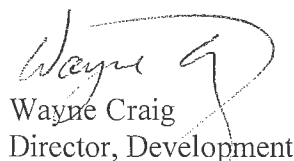
To: Mayor and Councillors
From: Wayne Craig
Director, Development
Date: November 19, 2015
File: RZ 15-703150
Re: Item # 3 – November 17th Planning Committee Meeting (9131 Steveston Hwy)

At the Planning Committee meeting held on November 17, 2015, the Committee considered a staff report on an application to rezone 9131 Steveston Hwy (Agenda Item # 3) from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, with vehicle access from an established City lane system to the west that must be extended to service the subject site (RZ 15-703150). The rezoning application proposes to access the established lane from Steveston Hwy via a statutory right-of-way (SRW) for utilities and public-rights-of-passage that is registered on title of the adjacent lots to the west at 9093 and 9097 Steveston Hwy.

Following the Planning Committee's consideration of the staff report, the Planning Committee requested that staff meet with the applicant and neighbouring property owners at 9093 and 9097 Steveston Hwy to discuss the concerns raised regarding the proposed use of the SRW providing access to the rear lane.

This memo intends to inform Council that staff have been in touch with the applicant and the neighbouring property owners at 9093 and 9097 Steveston Hwy about scheduling a meeting in response to the Planning Committee's direction and a meeting has been tentatively scheduled for Tuesday, November 24, 2015. Should this rezoning application be advanced to a Public Hearing, staff will provide Council with a memo outlining the outcome of this meeting and any potential responses to address the concerns regarding the use of the SRW, prior to the Public Hearing.

If you have any questions, please contact me at 604-247-4625.

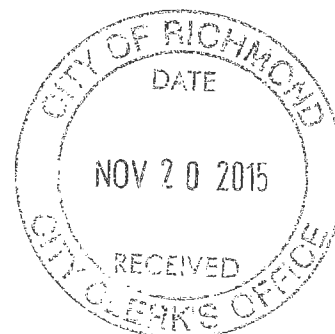

Wayne Craig
Director, Development

WC:cl

pc: Joe Erceg, MCIP, General Manager, Planning and Development

PHOTOCOPIED

NOV 20



Mayor and Councillors

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

pe:
Wayne Craig
Joe Erceg

From: Qaiser Iqbal <q_iqbal@hotmail.com>
Sent: Thursday, 19 November 2015 20:01
To: Lussier, Cynthia; Mayor and Councillors
Cc: 'anandnisha.dc@gmail.com'; 'anand.dorairaj@yahoo.com'; 'anand.filmfx@gmail.com'
Subject: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)

Re: Council Agenda, Item 12
November 23, 2015
9131 Steveston Highway

Categories: 12-8060-20-9505 - RZ 15-703150

Thanks for your reply, yes myself and Nisha would like to meet you and Barry Konkin at 1pm on Monday Nov 23rd before the Council meeting, please confirm.

Regarding the legal interpretation information we will be sending a separate email to Dovel Buie as per your instructions. We strongly believe that this information must be given to us as we are directly being affected by this decision. We are part of this so called "Privileged Information". I hope someone in City Hall will realize that how badly we are being penalized without being given this important information.

What time is the city council meeting on Monday Nov 23rd? Are we allowed to attend this meeting so that we could raise our concerns? Sometimes 5 minutes is not sufficient to address these kind of issues.

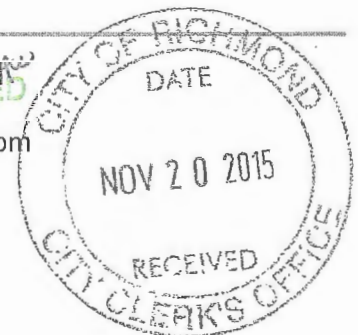
Thanks,
Qaiser
604-839-3011(Cell)

PHOTOCOPIED

NOV 20

From: CLussier@richmond.ca
To: q_iqbal@hotmail.com; Mayor and Councillors@richmond.ca
CC: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com; anand.filmfx@gmail.com
Subject: RE: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)
Date: Thu, 19 Nov 2015 23:28:20 +0000

& DISTRIBUTED



Hi Qaiser,
Thank you for your email expressing your concerns about the meeting time.

The Council meeting being held on November 23rd is the first opportunity that Richmond City Council will have to consider the rezoning application at 9131 Steveston Hwy. No decision will be made about rezoning approval at that Council meeting. There will be additional opportunity to present your concerns to City Council if the Council should decide to move the rezoning application forward to a Public Hearing. The Public Hearing will provide another opportunity for you to address City Council about your concerns. I have attached a brochure that explains the Rezoning Application process and the opportunities for public participation at the various stages of the process. This information is also available on the City's website at the following link: <http://www.richmond.ca/plandev/devzoning/rezoning.htm>.

That said, however, if you wish to meet to discuss your concerns and the rezoning process in advance of Monday's Council meeting, myself and Barry Konkin, Program Coordinator are available to meet at either 9:30am or 1:00pm. Please let me know.

With respect to your inquiry about submitting a Freedom of Information Act request to view City records, you are welcome to submit a formal request by contacting the City's FOI Coordinator, Dovel Buie at dbuie@richmond.ca (604-

276-4165). It is my understanding, however, that the legal interpretation of the statutory right-of-way is not available to the public as it is privileged information.

Thank you,

Cynthia Lussier
Planner 1
Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: Wednesday, 18 November 2015 2:42 PM
To: Lussier, Cynthia; MayorandCouncillors; DevApps
Cc: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com; anand.filmfx@gmail.com
Subject: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)

Cynthia,

It was mentioned in the yesterday's meeting that the next Planning Committee meeting will be next Monday to discuss this case again, shouldn't we meet this week so that we could atleast consolidate our case again. Postponing after the staff meeting will further jeopardize our case. Is it necessary that your director has to be in that meeting? In any way he is opposing our request and he is supporting the builder application. I don't know how its going to help us meeting after the staff meeting (Monday) in which they will move forward further. If your director's presence is a must then please request him to find some time this week so that we could atleast discuss more options that could solve this issue?

Planning committee also recommended that we should have access to this "Legal Interpretation" of this SRW, please send us a copy for our review. Under the "Freedom of Information Act" it is legal to share this kind of information with the affect parties.

Thanks,
Qaiser
604-839-3011 (Cell)

From: CLussier@richmond.ca
Subject: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)
Date: Wed, 18 Nov 2015 20:51:39 +0000
Hi all,
To follow-up from the Planning Committee's request that staff liaise with the rezoning applicant and property owners at 9093 and 9097 Steveston Hwy, I mentioned that I would be contacting each of you to schedule a meeting.

Wayne Craig, Director of Development will be attending the meeting and he is not available to meet this week. Right now, my Director is available at 3:30pm on Tuesday November 24th.

Please confirm by 3pm tomorrow (Thurs Nov 19) that you are available to meet on that date/time, here at City Hall.

Thank you,

Cynthia Lussier

Planner 1

Development Applications Division

City of Richmond

Tel: 604-276-4108

Email: clussier@richmond.ca

www.richmond.ca

MayorandCouncillors

From: Qaiser Iqbal <q_iqbal@hotmail.com>
Sent: Thursday, 19 November 2015 09:37
To: MayorandCouncillors; DevApps
Cc: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com; anand.filmfx@gmail.com
Subject: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)

Categories: 12-8060-20-9505 - RZ 15-703150

Attention: The Mayor/Councillors - City of Richmond

Unfortunately we are still not getting any reply from your Development planning department. Below email was sent by my other affected neighbour resident of 9097 Steveston Hwy, they have the same concern which I raised in my yesterday's email. Please follow up with your your planning department for proper answers to our questions.

Thanks,
Qaiser
9093 Steveston Hwy
Richmond

To: CLussier@richmond.ca; anand.filmfx@gmail.com; q_iqbal@hotmail.com
From: anandnisha.dc@gmail.com
Subject: RE: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)
Date: Thu, 19 Nov 2015 07:27:13 -0800

Hi Cynthia,

This time works for both Anand and me (Nisha). We share Mr. Qaiser's concern that it may be too late. Please consider an earlier date if possible.

Also at what time is the planning meeting on Monday? And is it with the same team of Councillors? – just so we can understand what to expect.

Thanks!

Nisha and Anand

From: Lussier, Cynthia
Sent: Wednesday, November 18, 2015 12:51 PM
Subject: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)
Importance: High

Hi all,

To follow-up from the Planning Committee's request that staff liaise with the rezoning applicant and property owners at 9093 and 9097 Steveston Hwy, I mentioned that I would be contacting each of you to schedule a meeting.

Wayne Craig, Director of Development will be attending the meeting and he is not available to meet this week. Right now, my Director is available at 3:30pm on Tuesday November 24th.

Please confirm by 3pm tomorrow (Thurs Nov 19) that you are available to meet on that date/time, here at City Hall.

Thank you,

Cynthia Lussier
Planner 1
Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

* COPY OF NOV. 17 2015
Planning Agenda + minutes
attached to email.

Mayor and Councillors

From: Lussier, Cynthia
Sent: Tuesday, 24 November 2015 10:00
To: 'TsangPeter'; DevApps; 'dwebber@richmond.ca'; Mayor and Councillors
Subject: RE: File No. RZ15-703150
Attachments: Minutes Nov 17 2015.pdf; Staff Report.pdf

FOLLOW-UP / RESPONSE
TO COUNCIL
CORRESPONDENCE

re Wayne Craig
Joe Eray

Categories: 12-8060-20-9505 - RZ 15-703150

Hi Mr. Tsang

This is to acknowledge and thank you for your emails of November 17th and 19th, 2015 (below and attached), regarding the proposed rezoning application at 9131 Steveston Hwy (RZ 15-703150).

I also received a voice mail message from you on November 17th in connection with this matter. I tried calling you back the morning of Wednesday November 18th, 2015 at the number you provided (604-532-7200 x 410), but the person that answered that line indicated that you were not there.

I have attached a copy of the staff report and the minutes to the Planning Committee meeting held Tuesday November 17th, 2015.

There will be additional opportunity to voice your concerns to City Council about the proposed rezoning application as part of the Public Hearing process. A Public Hearing on the proposed rezoning application is scheduled for Tuesday December 15th, 2015. 10 days prior to the meeting, the City will send out a Notice of Public Hearing to all property owners and residents within 50 m of the subject site.

I would be happy to meet with you to discuss the proposed rezoning application and the rezoning process. Please let me know a date and time that you are available to meet.

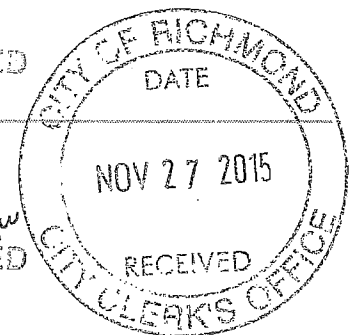
Thank you again for taking the time to make your views known.

Cynthia Lussier
Planner 1
Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

PHOTOCOPIED

From: TsangPeter [<mailto:petertsang8@hotmail.com>]
Sent: Thursday, 19 November 2015 12:31 AM
To: Lussier, Cynthia; DevApps; dwebber@richmond.ca; Mayor and Councillors
Subject: RE: File No. RZ15-703150

& DISTRIBUTED



Dear Cynthia,

We are the owner and residents of 9099 Steveston Hwy. We understand that an application

PH - 149

to rezone the property at 9131 Steveston Hwy to build 2 houses. It is the City planning and we agree with that. Base on the following reasons we strongly disagree that they will use the drive way between #9093 and #9097.

- 1) Steveston Hwy is heavy traffic road and most vehicle drivers drive more than the speed limit. A lot of vehicle drivers are caught for speeding on this road. We are always afraid of accident when we drive out to and from opposite lane. It is very dangerous.
- 2) The existing drive way between #9093 and #9097 is somewhat a little bit narrow. When one car waiting to go out and the other car come back from outside, we always find the drive way is too narrow. When we slow down and prepare to drive into the drive way, the car follows is so close and we afraid they can hit from the back.
- 3) The drive way between #9093 and #9097 is for 4 house residents to use right now, and we already find it is too crowded. If it is open for more property residents to use the same lane from the busy Steveston Hwy. I am sure it will increase the chance to accident.
- 4) Our neighbour's children are always playing in the drive way. More property use the same drive way will increase the chance for accident. Is is saturated for these 4 property's residents to use this drive way right now and cannot accommodate more users.

Please consider seriously about the above reasons and not grant the application to use this drive way any more. They have to open a lane from Mortfield Gate. It is because the traffic from Mortfield Gate is far less slow comparing from Steveston Hwy. The 9000 and 10000 block on Williams Road have a back lane open from the side road. and the traffic on Williams is much less heavy and fast compare with Steveston Hwy. So for the safety of us and our neighbours, Please DON'T grant this application. Whoever grant this application and will be responsible for the safety of our life. Please make a second thought and think it carefully.

Your kindest consideration to this matter is much appreciated.

Yours truly,

Wing Yee Lam (owner of 9099)

Wai Chun Li (resident of 9099)

Peter Tsang (resident of 9099)

c.c. DevApps@richmond.ca

c.c. dwebber@richmond.ca

c.c. mayorandcouncillors@richmond.ca

From: Qaiser Iqbal <q_iqbal@hotmail.com>
Sent: Monday, 7 December 2015 11:40
To: Nisha Anand; Lussier, Cynthia
Cc: Konkin, Barry; anand.dorairaj
Subject: Follow Up Nov 24th Meeting - 9131 Steveston Hwy (RZ 15-703150)

Thanks, we'll be there.
Qaiser

To Public Hearing
Date: <u>DECEMBER 9, 2015</u>
Item # <u>6</u>
Re: <u>RZ 15-703150</u>
<u>9131 Steveston Hwy</u>

Date: Mon, 7 Dec 2015 09:27:07 -0800
Subject: RE: Follow Up Nov 24th Meeting - 9131 Steveston Hwy (RZ 15-703150)
From: anandnisha.dc@gmail.com
To: CLussier@richmond.ca
CC: bkonkin@richmond.ca; q_iqbal@hotmail.com; anand.filmfx@gmail.com

Cynthia, Barry,
Anand and I will be there as well
Regards
Nisha

On Dec 7, 2015 8:52 AM, "Lussier, Cynthia" <CLussier@richmond.ca> wrote:
Hi Mr. Iqbal,
Myself and my supervisor, Barry Konkin are available at 8:30am on Tuesday morning (Dec 8).

When you arrive at City Hall, please proceed to the Information counter and let them know that you have a meeting with us. The staff at the Information counter will call us to come down and greet you.

Thanks,
Cynthia Lussier
Planner 1
Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: Qaiser Iqbal [mailto:q_iqbal@hotmail.com]
Sent: Friday, 04 December 2015 9:01 PM
To: Lussier, Cynthia; Mayor and Councillors; Konkin, Barry; Craig, Wayne
Cc: 'anandnisha.dc@gmail.com'; 'anand.dorairaj@yahoo.com'; 'anand.filmfx@gmail.com'
Subject: Follow Up Nov 24th Meeting - 9131 Steveston Hwy (RZ 15-703150)



Cynthia,
After discussing with Nisha and her husband (Anand) we all would like to meet you on Tuesday (Dec 8th) morning at 8:30am (before going to our offices), please confirm.

Thanks,

Qaiser

From: Clussier@richmond.ca
To: g_igbal@hotmail.com; MayorandCouncillors@richmond.ca; BKonkin@richmond.ca; WCraig@richmond.ca
CC: anandnisha.dc@gmail.com; anand.dorairaj@yahoo.com; anand.filmfx@gmail.com
Subject: RE: Follow Up Nov 24th Meeting - 9131 Steveston Hwy (RZ 15-703150)
Date: Sat, 5 Dec 2015 01:05:53 +0000

Hi Mr. Iqbal, and Mr. & Mrs. Anand,

As discussed by phone with Mr. Iqbal this afternoon, I anticipate receiving the complete information about the proposed construction traffic and parking management plan from the applicant on Monday morning. I would then like to meet with you to go over their submission on Monday Dec 7th in the afternoon or on Tuesday Dec 8th in the afternoon.

Please let me know which date and time works for all of you.

Thank you,

Cynthia Lussier
Planner 1
Development Applications Division
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: Qaiser Iqbal [mailto:g_igbal@hotmail.com]
Sent: Friday, 04 December 2015 3:33 PM
To: Lussier,Cynthia; MayorandCouncillors; Konkin, Barry
Cc: 'anandnisha.dc@gmail.com'; 'anand.dorairaj@yahoo.com'; 'anand.filmfx@gmail.com'
Subject: Follow Up Nov 24th Meeting - 9131 Steveston Hwy (RZ 15-703150)

Cynthia & Barry,

Following up the above meeting with your director "Craig" and with the builder in which it was promised to provide the traffic plan during the construction period. Below were the commitments builder and the City was supposed to provide to us for review via City planning department by Wednesday Dec 2nd, 2015 but till to date no information were passed on to us.

1. Builder agreed no heavy trucks through this lane except while building the back lane extension and that duration will be very short.
2. Builder agreed not to park any construction vehicle during construction period in this SRW lane and in the back lane provided city will keep open the front entrances of 9131 which City agreed to do that.
3. City transport will re-visit the lane and will assess the safety/condition of the lane and report back to planning department?
4. Craig agreed to provide the written assurance regarding the fencing of the SRW as per NISHA's request.
5. The City agreed to enforce the construction vehicle parking restrictions and will monitor the activities. We have no idea, will there be a hotline to call for violators?

Please let us know the status of these commitments.

Thanks,
Qaiser

From: CLussier@richmond.ca

Subject: Setting up a meeting - 9131 Steveston Hwy (RZ 15-703150)

Date: Wed, 18 Nov 2015 20:51:39 +0000

Hi all,

To follow-up from the Planning Committee's request that staff liaise with the rezoning applicant and property owners at 9093 and 9097 Steveston Hwy, I mentioned that I would be contacting each of you to schedule a meeting.

Wayne Craig, Director of Development will be attending the meeting and he is not available to meet this week. Right now, my Director is available at 3:30pm on Tuesday November 24th.

Please confirm by 3pm tomorrow (Thurs Nov 19) that you are available to meet on that date/time, here at City Hall.

Thank you,

Cynthia Lussier

Planner 1

Development Applications Division

City of Richmond

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