



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

Monday, December 16, 2019 – 7 p.m.

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

OPENING STATEMENT

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1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10060 (RZ 17-771371)**

(File Ref. No. RZ 17-771371) (REDMS No. 6326307)

PH-7

See Page **PH-7** for full report

Location: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Arterial Road Two-Unit Dwellings (RDA)”, to permit the property to be subdivided into three duplex lots.

First Reading: July 22, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10060.



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2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10091 (RZ 17-790028)**
(File Ref. No. RZ 17-790028) (REDMS No. 6283027)

PH-56

See Page **PH-56** for staff memorandum

PH-59

See Page **PH-59** for full report

Location: 5500 Williams Road

Applicant: Vivid Green Architecture

Purpose: To rezone the subject property from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into two duplex lots with shared vehicle access from Williams Road.

First Reading: November 12, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10091.



3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10101 (RZ 19-850681)**
(File Ref. No. RZ 19-850681) (REDMS No. 6288115)

PH-89

See Page **PH-89** for full report

Location: 11891 Dunavon Place

Applicant: Dmitri Dudchenko

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Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/A)”, to permit the property to be subdivided to create two single-family lots, each with a secondary suite and vehicle access off Dunavon Place.

First Reading: November 25, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10101.



4. **RICHMOND ZONING BYLAW NO. 8500, AMENDMENT BYLAW NO. 10107 (ZT 18-827860)**
(File Ref. No. ZT 18-827860) (REDMS No. 6314685 v.2)

PH-108

See Page PH-108 for full report

Location: 3208, 3211, and 3328 Carscallen Road

Applicant: Pinnacle Living (Capstan Village) Lands Inc.

Purpose: To amend the text in the “Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone to do the following:

1. transfer 436.2 m² (4,695 ft²) of un-built permitted residential floor area from 3328 Carscallen Road (Area B) to 3208 Carscallen Road (Area C); and
2. transfer the developer’s required Area D affordable housing contribution from 3211 Carscallen Road (Area D) to 3208 Carscallen Road (Area C), while transferring back the equivalent amount of market residential floor area.

First Reading: November 12, 2019

Order of Business:

1. Presentation from the applicant.

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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 10107.



5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10108 (RZ 19-857867)

(File Ref. No. RZ 19-857867) (REDMS No. 6325536)

PH-129

See Page PH-129 for staff memorandum

PH-134

See Page PH-134 for full report

Location: 10671 and 10691 Gilmore Crescent

Applicant: Cherdu Properties Ltd.

Purpose: To rezone the subject properties from the “Single Detached (RS1/D)” zone to the “Single Detached (RS2/B)” zone, to permit the properties to be subdivided to create three single-family lots with vehicle access from Gilmore Crescent.

First Reading: November 12, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10108.



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6. **OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 10110 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10111 (RZ 18-835532)**
(File Ref. No. RZ 18-835532) (REDMS No. 6322574)

PH-154

See Page PH-154 for staff memorandum

PH-158

See Page PH-158 for full report

- Location:** 9900 No. 3 Road and 8031 Williams Road
- Applicant:** Mosaic No. 3 Road and Williams Limited Partnership
- Purpose of OCP Amendment Bylaw 10110:** To amend the land use map designation of 8031 Williams Road” in Schedule 1 of Richmond Official Community Plan Bylaw 9000 from “Neighbourhood Residential” to “Neighbourhood Service Centre”.
- Purpose of Zoning Amendment Bylaw 10111:** To create the “Commercial Mixed Use (ZMU44) – Broadmoor” zone, and to rezone the subject site from the “Gas & Service Stations (CG2)” and “Single Detached (RS1/E)” zones, to the “Commercial Mixed Use (ZMU44) – Broadmoor” zone, to permit development of a four-storey mixed-use building containing 33 market rental units above commercial uses on the ground floor.
- First Reading:** November 12, 2019
- Order of Business:**
1. Presentation from the applicant.
 2. Acknowledgement of written submissions received by the City Clerk since first reading.
 3. Submissions from the floor.
- Council Consideration:**
1. Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 10110.
 2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10111.

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7. **RICHMOND ZONING BYLAW NO. 8500, AMENDMENT BYLAW NO. 10066 (BOARDING & LODGING, HOSTED)**
(File Ref. No. 12-8275-01) (REDMS No. 6353253)

PH-205

See Page PH-205 for full report

Location: City Wide

Applicant: City of Richmond

Purpose: To amend Richmond Zoning Bylaw No. 8500 at Section 3.4 by deleting and replacing the definition of Boarding and lodging.

First Reading: November 12, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10066.

2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10066.

ADJOURNMENT



To: Planning Committee

Date: October 28, 2019

From: Wayne Craig
Director, Development

File: RZ 17-771371


Re: **Application by Design Work Group Ltd. for Rezoning at 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from "Single Detached (RS1/E)" to "Arterial Road Two-Unit Dwellings (RDA)", be referred to the Monday, December 16, 2019 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.


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

WC:el
Att. 7

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Design Work Group Ltd. has applied to the City of Richmond for permission to rezone 11480 and 11500 Railway Avenue (Attachment A) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into three duplex lots.

Background

A Report to Committee (Attachment B) was presented to Planning Committee on July 16, 2019. First Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, was granted on July 22, 2019. The Bylaw was considered at the September 3, 2019 Public Hearing. The following referral motion was passed:

“That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060 be referred to staff for further consideration of alternative designs to improve overall site design and parking, including density.”

In response to the referral motion carried at the Council meeting, the applicant has revised the proposal to include one additional visitor parking space in the proposed duplex development. A revised preliminary site plan is contained in Attachment C.

This supplemental Staff Report is being brought forward now to provide a summary of alternative designs considered and staff’s recommendation.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet (Attachment D) for a comparison of the proposed development data with the relevant bylaw requirements. Please refer to the original Staff Report dated June 28, 2019 (Attachment B) for information pertaining to related City’s policies and studies, pre-Planning Committee public consultation, as well as staff comments on built form and architectural character, transportation and site access, tree retention and replacement, and site servicing and frontage improvements.

Alternative Land Use

In response to the referral motion, the applicant has explored the opportunity to develop the subject site into a townhouse development. A concept plan (Attachment E) has been developed based on the Arterial Road Guidelines for Townhouses in the Official Community Plan (OCP) and the “Low Density Townhouses (RTL4)” zone (which is one of the typical zoning districts for townhouse developments along arterial roads), as well as typical transportation and site access requirements for arterial road townhouse developments.

Conceptual Townhouse Development

The concept includes a total of six townhouse units; four three-storey units along Railway Avenue; and two two-storey units along the rear (east) property line. Vehicle access is to be located at the south edge of the site, as far away from the Garry Street/Railway Avenue intersection as possible. An on-site turn-around is to be provided on the east side of the internal drive aisle adjacent to the proposed outdoor amenity space. The overall density is 0.6 Floor Area Ratio (FAR).

Please refer to the table below for a comparison of development data between the conceptual townhouse development and the proposed duplex development on this site:

	Conceptual Townhouse Development	Proposed Duplex Development (revised)
Density	0.6 FAR	0.6 FAR
Number of Units	6	6
Lot Coverage of Buildings	28.5%	39%
Lot Coverage of Hard Surface	44.8%	40.8%
Lot Coverage of Landscaping	26.7%	28.9%
Front Yard Setback	6.0 m	Lot 1 & Lot 2 – 6.0 m Lot 3 – 5.0 m
Side Yard Setback	3.0 m	1.2 m
Rear Yard Setback	6.0 m	6.0 m
Building Height	3 storeys along Railway 2 storeys along rear property line	2 storeys
Residential Parking	12	12
Visitor Parking	2	2

Additional Density

It is noted that while the unit yield achieved and number of parking spaces provided for both the conceptual townhouse development and the proposed duplex development would be the same (i.e., six residential units and a total of 14 parking spaces), there would be more paved area and less landscaped area in the conceptual townhouse development than in the proposed duplex development. It would be impossible to increase the density of the conceptual townhouse development without relaxations to the Arterial Road Guidelines for Townhouses; these relaxations may include, but are not limited to:

- Reductions in front and rear yard setbacks (i.e., from 6.0 m to 4.5 m or 3.0 m).
- Different building form along the rear yard interface with existing single-family homes (i.e., a three-unit cluster instead of a two-unit cluster).

- Increase in building height along the side and rear yard interface with existing single-family homes (i.e., three storeys instead of two storeys).

Staff do not recommend these relaxations to the Arterial Road Guidelines for Townhouses be supported in order to increase density on any arterial road townhouse developments since those design guidelines were developed based on extensive consultations and have been proven effective in addressing adjacency concerns.

Referral – Arterial Road Land Use Policy Along Railway Avenue

It is noted that the following referral motion was carried at the September 4, 2019 Planning Committee meeting:

“That staff be directed to do a comprehensive review of the Arterial Road Land Use Policy designation along Railway Avenue and report back.”

Staff is working with various City departments in reviewing the Policy and a separate Staff Report will be presented to the Planning Committee at a later date. Any changes to the Arterial Road Guidelines for Townhouses should be reviewed and considered as part of this referral.

Staff recommends support for proceeding with the proposal at this site in advance of the referral being addressed due to the support for the project expressed by the neighbours, it being consistent with the current Arterial Road Land Use Policy, the application pre-dating the introduction of the referral motion, and it being consistent with the pattern of development already provided for in this block of Railway Avenue.

Analysis

Staff do not recommend that a townhouse development on the subject site be considered based on the following:

1. Lack of neighbourhood support.

Based on consultation conducted by applicant after this project was referred back to staff, area residents/owners prefer duplex developments over townhouse developments on this block of Railway Avenue. A summary of the consultation done June 2018 can be found in Attachment 6 of the original Staff Report dated June 28, 2019 (Attachment B); correspondence received after the September 3, 2019 Public Hearing can be found in Attachment F.

2. Previous owners' intention to move back to the new duplex development.

The developer and the previous owners of 11500 Railway Avenue advised staff that they have reached an agreement that, as a condition to the sale of 11500 Railway Avenue, the previous owners of 11500 Railway Avenue will purchase a specific duplex unit in the proposed duplex development (supporting documents can be found in Attachment G). The previous owners advised that their family has lived in this neighbourhood since 1956 and they look forward to staying in their neighbourhood (specifically on the subject site) and “aging in place” in a duplex form of development.

3. Developer's intention on the property.

The developer confirmed that they would like to develop the subject site into three duplex lots, which is in accordance to the Arterial Road Land Use Policy in the OCP. The developer advised that the products to be developed, based on the conceptual townhouse development plan, would be less desirable than the proposed duplex development. They are also not interested in building townhouses on this site as:

- There is no opportunity for additional density, in terms of both unit yield and floor area.
- Townhouse development is not supported by the neighbouring residents and owners.

4. Duplex development has already been considered in this block of Railway Avenue.

A rezoning application to permit the development of an arterial duplex on the adjacent property to the south at 11540 Railway Avenue (RZ 18-819258) was given Third Reading on June 17, 2019. The site layout of the proposed duplex development at 11540 Railway is very similar to the site plan of the proposed Lot #3 of the subject development proposal. Both of the duplex lots would have their own driveway on the south edge of the site. The width of the front duplex units on this block would be in the range of 8.0 m to 9.0 m, which would respond to the form, scale and rhythm along the streetscape of the immediate existing single-family neighbourhood.

Revised Development Proposal

In response to the referral motion carried at the September 3, 2019 Public Hearing, the applicant has revised the development proposal to include one additional visitor parking space on the proposed Lot #3. Based on the discussions above, arterial road duplex use is still the preferred development option for this site. As part of the last Arterial Road Land Use Policy Updates (2016), arterial road duplexes and triplexes are considered to be infill developments within existing single-family developments along minor arterial roads. The design guidelines and zoning regulations are tailored to ensure compatibility between single detached, duplex and triplex developments. The development proposal for three duplex lots is consistent with the land use designations in the OCP, and the proposed duplex design meets the design guidelines for duplex developments on arterial roads in the OCP.

Variance Requested

The revised duplex development proposal is generally in compliance with the "Arterial Road Two-Unit Dwellings (RDA)" zone; with one proposed variance to reduce the front yard setback of Lot #3 from 6.0 m to 5.0 m. The resulting distance from the back of curb to the building face would be approximately 9.87 m. Staff support the requested variance recognizing that an extra visiting parking space is proposed on Lot #3 in response to Council's referral and the building footprint needs to be revised in order to develop the site into its full potential (i.e., 0.6 FAR). This variance will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Financial Impact or Economic Impact

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

Conclusion

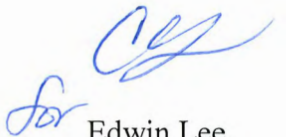
The proposed rezoning application to rezone 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of three duplex lots (six dwelling units in total) on the subject site, is consistent with the Arterial Road Land Use Policy in the Official Community Plan (OCP).

In response to the referral motion carried at the September 3, 2019 Public Hearing, the applicant has revised the development proposal to include one additional visitor parking space. Further review of the project design will be required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The developer has agreed to the list of rezoning considerations included in Attachment 9 of the original Staff Report dated June 28, 2019 (Attachment B) (signed concurrence on file).

On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, be referred to the Monday, December 16, 2019 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.



Edwin Lee
Planner 1
(602-276-4121)

EL:blg

- Attachment A: Location Map
- Attachment B: Report to Committee dated June 28, 2019
- Attachment C: Revised Duplex Lot Proposal
- Attachment D: Revised Development Application Data Sheet
- Attachment E: Conceptual Townhouse Development Plan
- Attachment F: Correspondence received after September 3, 2019
- Attachment G: Excerpt of Agreement between Previous Owners of 11500 Railway Avenue and the Developer



City of Richmond



RZ 17-771371

Original Date: 06/08/17

Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee

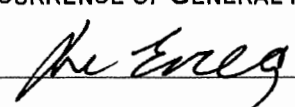
To: Planning Committee **Date:** June 28, 2019
From: Wayne Craig **File:** RZ 17-771371
 Director, Development
Re: Application by Design Work Group Ltd. for Rezoning at 11480 and
 11500 Railway Avenue from the "Single Detached (RS1/E)" Zone to the "Arterial
 Road Two-Unit Dwellings (RDA)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given First Reading.


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

WC:el
 Att. 9

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

Staff Report

Origin

Design Work Group Ltd. has applied to the City of Richmond for permission to rezone 11480 and 11500 Railway Avenue (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into three duplex lots (Attachment 2). A preliminary site plan, streetscape elevation and landscape plan are provided for reference in Attachment 3. A Development Permit application will be required to address the form and character of the proposed duplex.

A Servicing Agreement (SA) for frontage improvements and site service connections is required as a consideration of rezoning.

Findings of Fact

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

Subject Site Existing Housing Profile

There are two existing single-family dwellings on the property, which will be demolished. The applicant has indicated that the dwellings are currently owner occupied, and that they do not contain any secondary suite.

Surrounding Development

- To the North: Fronting Railway Avenue, single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the South: A rezoning application to permit the development of a duplex on the adjacent property (at 11540 Railway Avenue) (RZ 18-819258) has been given Third Reading on June 17, 2019.
- To the East: Fronting Kestrel Drive, single-family homes on lots zoned “Single Detached (RS1/B)”.
- To the West: Across Railway Avenue, single-family homes on small lots zoned “Single Detached (RS1/A)” fronting on Garry Street.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Single-Detached/Duplex/Triplex” (Attachment 5). The development proposal for three duplex lots is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is in compliance with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

The developers have also consulted with the owners/residents of the adjacent properties of the proposed development site; no concern has been raised. A consultation summary prepared by the developers can be found in Attachment 6.

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

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

Analysis

Built Form and Architectural Character

The developer proposes to subdivide the site into three lots and construct a new duplex on each lot. Each duplex lot will feature a unit in the front of the property with direct pedestrian access from Railway Avenue, and one unit will be at the back of the property with the main entrance from the auto-court proposed on site. The unit sizes are ranging from 123 m² (1,399 ft²) to 167 m² (1,800 ft²). All units will have a side-by-side attached garage. In keeping with the architectural character of the neighbourhood, all duplexes will be two storeys and will feature a peaked roof.

A Development Permit application will be required to address the form and character of the proposed duplex. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).

- Review of the architectural character, scale, and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of the roof design to ensure it meets the “Residential Vertical Lot Depth Envelope” and “Residential Vertical Lot Width Envelope” requirements under Zoning Bylaw 8500.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of the proposed site grading to ensure survival of the protected tree, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the driveway and auto court configurations to minimum paved areas on site and explore the opportunity to widen the street fronting units to further animate the public realm.
- Refinement of landscape design including new trees to be planted on site.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the east property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Transportation and Site Access

Railway Avenue is a minor arterial road with a bike lane in this location. Vehicle access to the proposed duplex lots will be limited to one shared driveway crossing from Railway Avenue per every two lots, where possible.

Vehicle access to the two northern duplex lots is to be provided via a single shared driveway crossing from Railway Avenue. Since the street frontage of the proposed northernmost lot is adjacent to the Garry Street/Railway Avenue intersection, the proposed shared driveway for the two northern lots must be designed to locate outside (i.e., south) of the intersection.

As per the parking requirements under the “Arterial Road Two-Unit Dwellings (RDA)” zone, a visitor parking space will be required between the two northern lots since the shared driveway will be servicing more than two dwelling units.

Vehicle access to the south duplex lot is to be provided via a single driveway. No visitor parking is required for the southern lot since the driveway will be servicing no more than two dwelling units. However, visitor parking may informally be accommodated within the auto court, similar to the typical arrangement in a single family lot with a secondary suite or a side-by-side duplex development (i.e., two dwelling units sharing a single driveway).

Prior to rezoning, the applicant is required to register a restrictive covenant on Title to ensure that, upon subdivision of the property:

- Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City.
- A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
- The buildings and driveways on all proposed lots are to be designed to accommodate on site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development.

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

- There is no bylaw-sized tree located on site.
- A Douglas Fir tree (Trees # 62) located on neighbouring property to the east at 11471 Kestrel Drive is to be retained and protected as per Arborist Report specifications.
- A Juniper tree (Trees # A) located on the neighbouring property to the south at 11540 Railway Avenue is considered as an under-sized tree and has been identified for removal as part of the redevelopment proposal of 11540 Railway Avenue (which has received 3rd Reading on June 17, 2019). In order to avoid damages to the neighbour's tree during construction of the subject development, installation of tree protection fencing on the subject site is still required until the neighbouring developers are ready to remove this Juniper tree.

Tree Protection

Two trees on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

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

Tree Replacement

No replacement is required as there is no bylaw-sized tree on site. However, according to the Preliminary Landscape Plan provided by the developer (Attachment 2), the developer is proposing to plant nine new trees on site. The number, size and species of new trees will be reviewed in detail through Development Permit and overall landscape design.

Accessible Housing

The developer has agreed that aging-in-place features will be provided in all units (e.g., inclusion of blocking in bathroom walls for installation of grab-bars, provision of blocking in stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, a total of two convertible units will be provided in this three-duplex-lot development. Details of the accessible housing features will be reviewed at the future Development Permit stage.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to Section 5.15.1(c) of Zoning Bylaw 8500. The applicant will make a cash contribution of \$8.50 per buildable square foot as per the requirement for a contribution of \$82,000.75.

Energy Step Code

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 8). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.92 m wide road across the Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades. The exact road dedication is to be determined based on legal surveys. In addition, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and service connections including new sidewalk, boulevard and trees (see Attachment 9 for details). All works are at the client's sole cost (i.e., no credits apply).

At future subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Servicing Agreement stage.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of three duplex lots (six dwelling units in total) on the subject site. The list of rezoning considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10060 be introduced and given First Reading.



Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Layout
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Steveston Area Land Use Map
- Attachment 6: Consultation Summary
- Attachment 7: Tree Management Plan
- Attachment 8: Letter from Developer
- Attachment 9: Rezoning Considerations



City of
Richmond

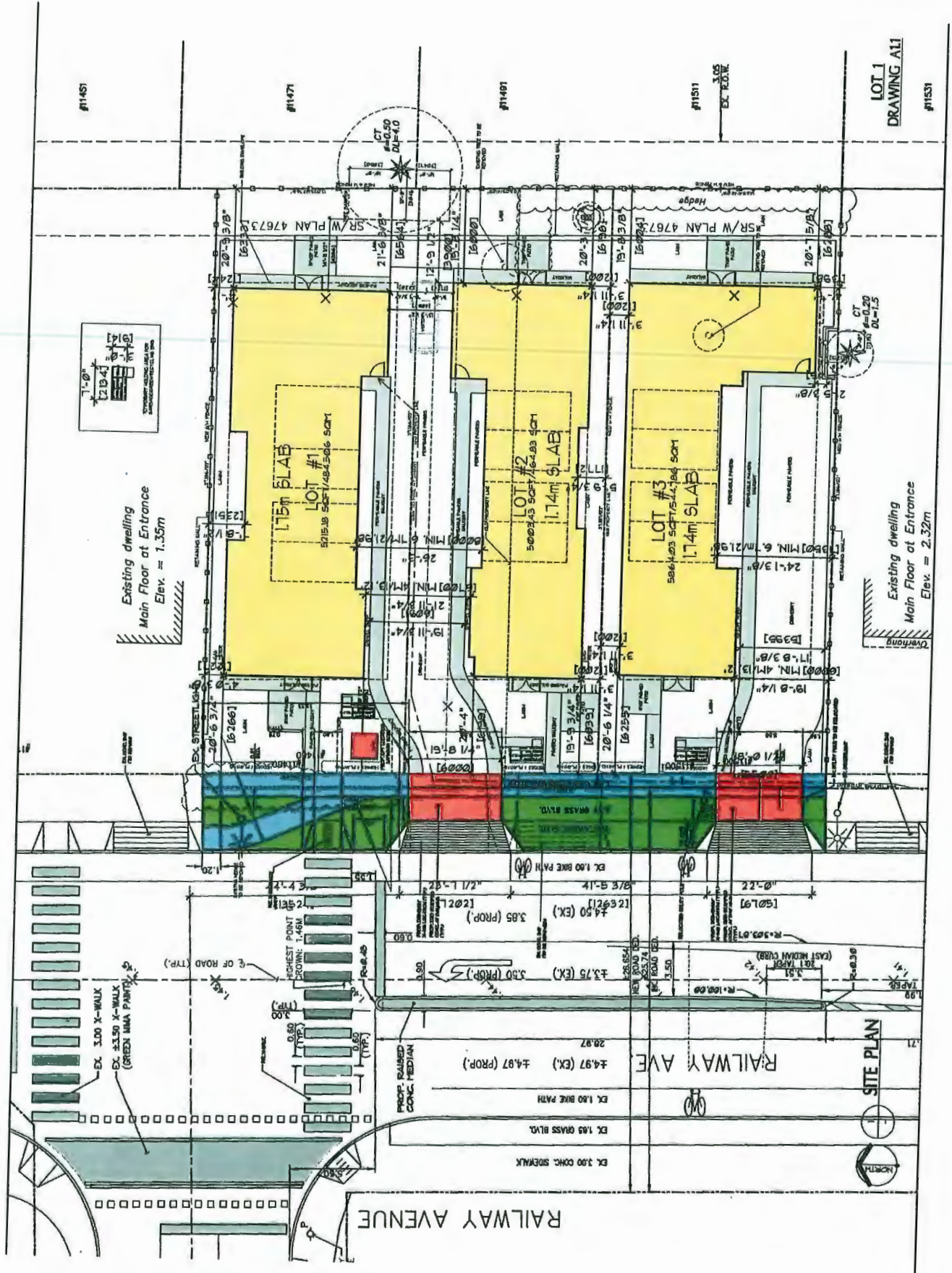


RZ 17-771371

Original Date: 06/08/17

Revision Date:

Note: Dimensions are in METRES





1440 RAILWAY AVE

1460 RAILWAY AVE

1480 RAILWAY AVE

1500 RAILWAY AVE

1540 RAILWAY AVE

1560 RAILWAY AVE

PHOTO STREETScape ALONG RAILWAY AVENUE FACING EAST

SUBJECT PROPERTIES



DRAWING A5.1



1440 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1540 RAILWAY AVE 1560 RAILWAY AVE
 PHOTO STREETSCAPE ALONG THE REAR PROPERTY LINE SHOWING EAST ELEVATIONS

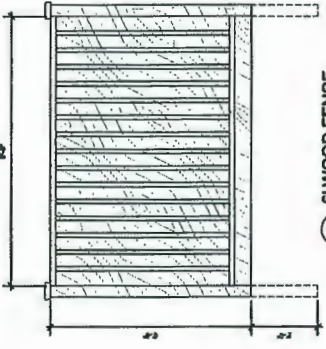


1471 RAILWAY AVE 1451 RAILWAY AVE 1433 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE
 PHOTO STREETSCAPE ALONG RAILWAY AVENUE FACING WEST



1471 RAILWAY AVE 1451 RAILWAY AVE 1433 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE 1460 RAILWAY AVE
 PHOTO STREETSCAPE ALONG RAILWAY AVENUE FACING WEST

DRAWING A5.0



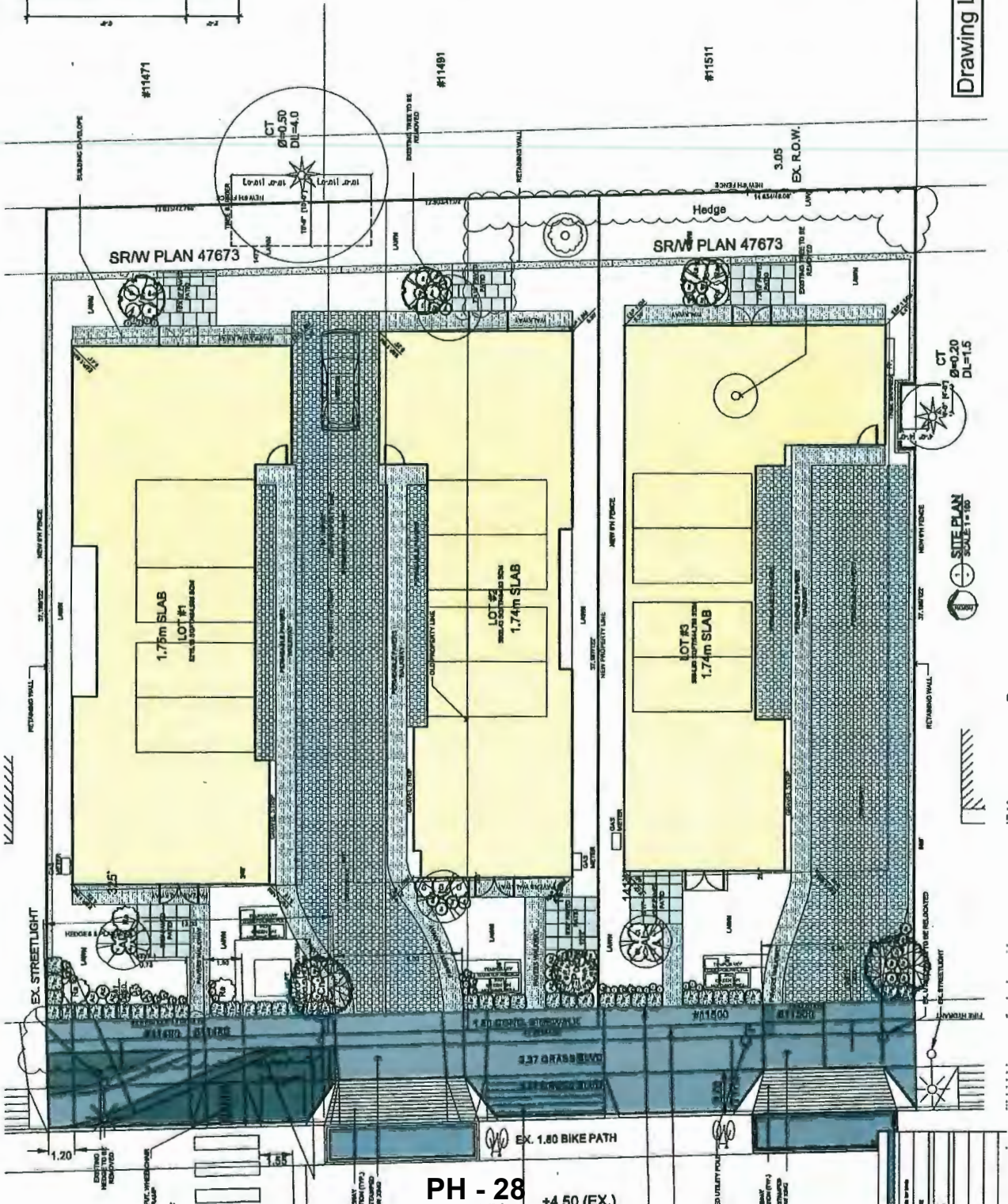
A 6' WOOD FENCE
SCALE: 1/2" = 1'-0"

No.	Date	Appr.	Revision Notes
1	10-04-12		CITY COMMENTS

No.	Date	Appr.	Revision Notes
A	10-04-11		ARCHITECTURAL REVIEW

Lummy Fiddler, Landscape Designer
159-4282 AVY RD
S.C. 29517
843.818.7712 lummyfiddler@lummy.net

DESIGN WORK GROUP
Suite 203-208 Kingsway
Burrhead, S.C. 29517



Drawing L1



RZ 17-771371

Attachment 4

Address: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	1113132 BC LTD.	No change
Site Size (m²):	1,530.6 m ²	Ranging from 464.8 m ² to 544.8 m ² per lot
Land Uses:	Single-family dwelling	Two-unit dwelling
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	2	6
Other Designations:	n/a	No change

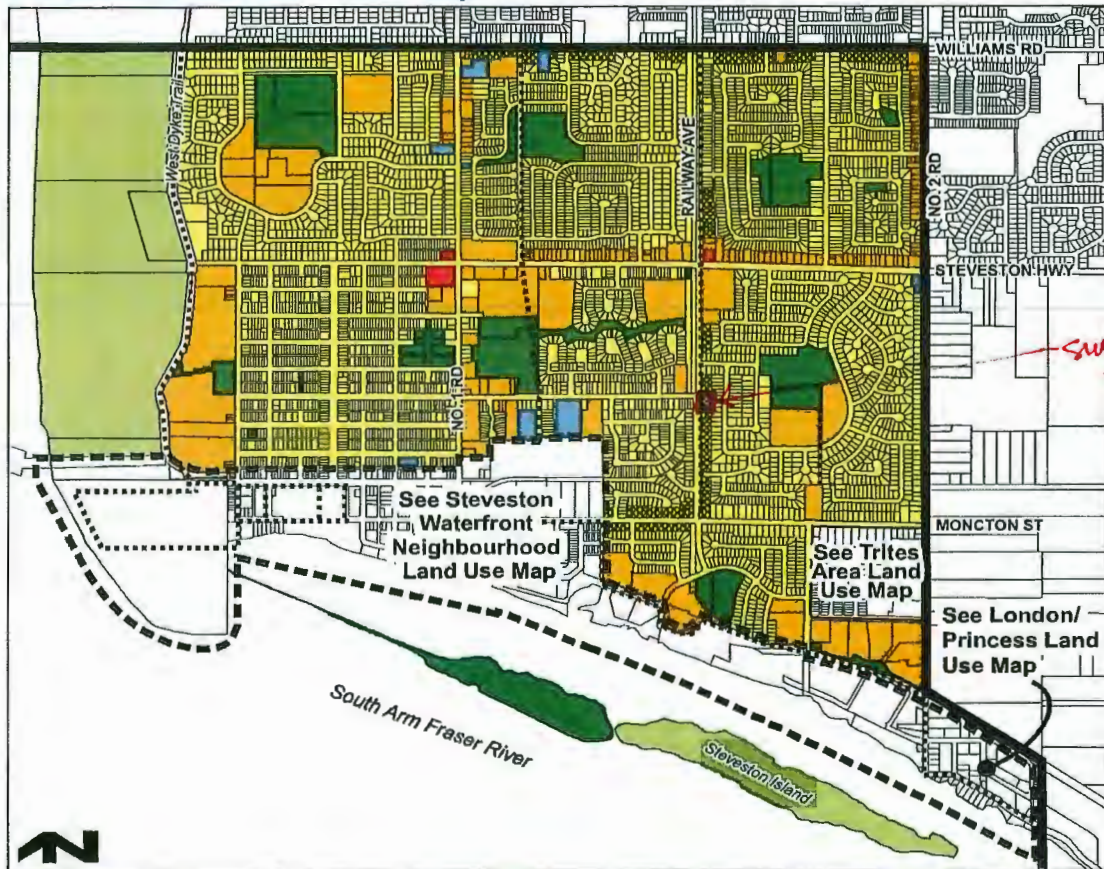
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	The lesser of 0.6 FAR or 334.5 m ² per lot	0.6 FAR	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: 45% Max. Non-porous Surfaces: 70% Max. Landscaping: 25% Min.	none
Lot Size:	Min. 464.5 m ²	464.8 m ² to 544.8 m ²	none
Lot Dimensions (m):	Width: Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access Depth: Min. 30 m	Width: 12.5 m for the lots with shared vehicle access and 14.65 m for the lot with individual vehicle access Depth: 37.18 m Min.	none
Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	Front: 6 m Min. Rear: 6 m Min. Side: 1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none











On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4) = 1	1	none
Off-street Parking (total):	13	13	none
Tandem Parking Spaces:	Permitted	0	none

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

City of Richmond

Steveston Area Land Use Map Bylaw 9604
2016/12/19



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

Railway Development – Neighbourhood Consultation

11491 Kestrel Drive

(Ellene & Tim Gould) – ellenegould@aim.com

- Like the design
- Happy to be engaged
- The height of building and the layout of the property works for them

RECEIVED
JUN 15 2018

11511 Kestrel Drive

(Derek & Carmen) – lamsx4@gmail.com

- On board with the development
- Hoping we trim the hedge in the back to provide more sun

11471 Kestrel Drive

(Karl Reinders) – karlreinders@shaw.ca

- Likes the design
- On board with the development
- Doesn't feel he will be impacted much

11540 Railway Avenue

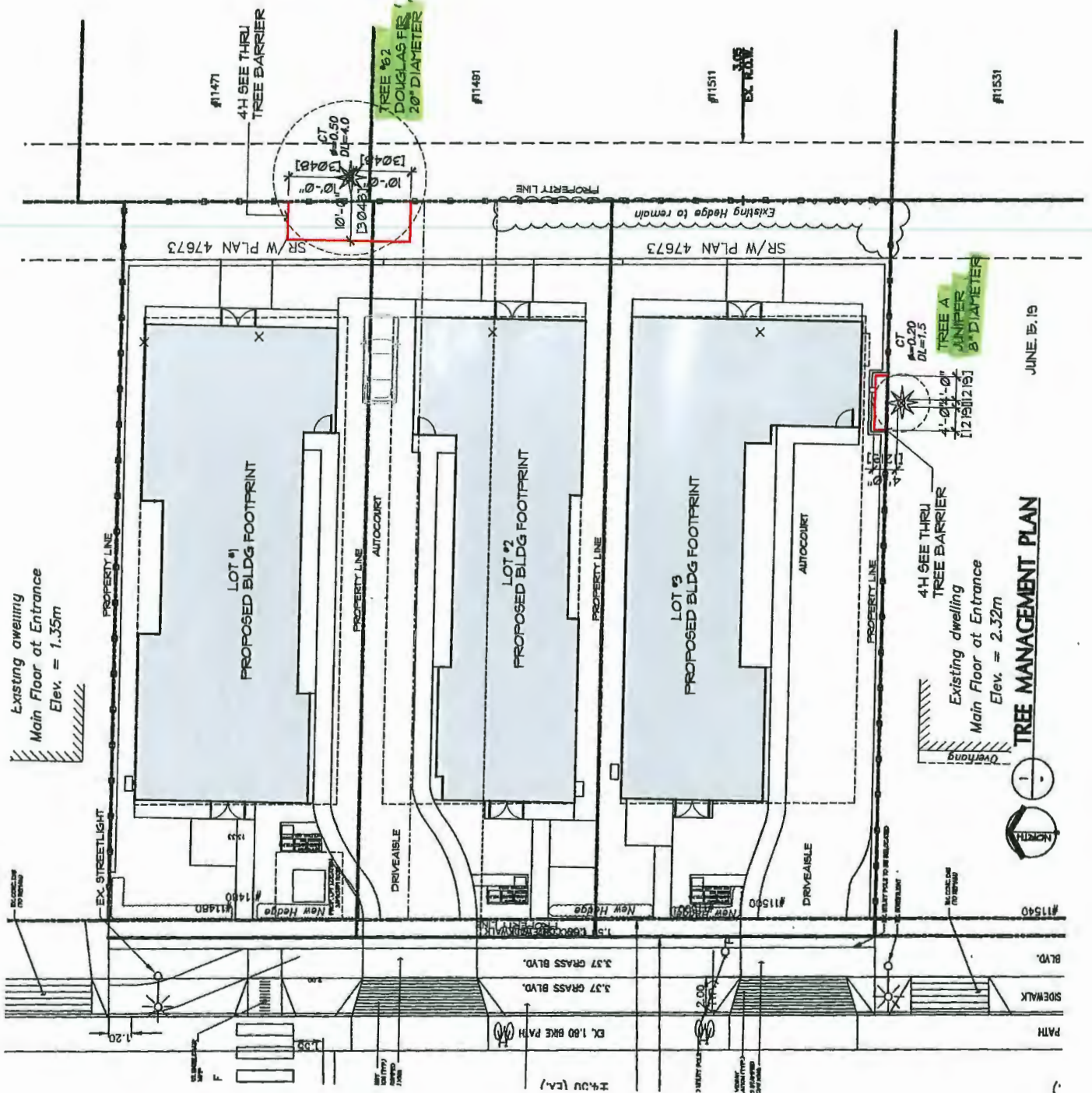
(Joy Ma)

- Likes the design
- On board with the development
- Doesn't feel she will be impacted
- Curious why he have not yet started breaking ground

11433 Railway Avenue

(Aziz Kara & Zabeen Kara) – armiek@gmail.com

- Feels design is tasteful
- Happy with the number of units
- On board with the development



JUNE 15, 15

TREE MANAGEMENT PLAN



bricklane
developments

June 14, 2019

Attention: City of Richmond

Re: Energy Step Code on proposed duplex project – 11480 & 11500 Railway Avenue

Bricklane Developments fully supports the new step code requirements and will meet the targets on this Duplex project.

Furthermore, we attended the various City of Richmond breakfast seminars and took advantage of the free testing that was offered on 2 of our projects. Those projects were successful and we reached the targets laid out by the Energy Step Code.

If you have any questions, please feel free to contact me at Bricklanedevelopments@gmail.com or call 604-812-9561.

Sincerely,

A handwritten signature in black ink, appearing to read 'Inder Johal', with a long horizontal flourish extending to the right.

Inder Johal
Vice President
Bricklane Developments
Suite 186 - 8120 No. 2 Road
Richmond, BC
V7C 5J8



Address: 11480 and 11500 Railway Avenue

File No.: RZ 17-771371

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, the developer is required to complete the following:

1. 0.92 m wide road dedication along the entire Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades; exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
 - a) Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City;
 - b) A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
 - c) The buildings and driveways on all proposed lots are to be designed to accommodate on-site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.
4. Submission of a Contract entered into between the applicants/developers and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone on site for the protection of the trees to be retained on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$82,000.75) to the City's Affordable Housing Reserve Fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
7. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:
 - a) Water Works:
 - Using the OCP Model, there is 334 L/s of water available at a 20 psi residual at the Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
 - The Developer is required to Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - At the Developers cost, the City is to:
 - o Install six new water service connections to serve the proposed development, complete with meters and meter boxes.
 - o Cut and cap, at main, both existing water service connections serving the development site.
 - b) Storm Sewer Works:
 - At Developer's cost, the City is to:

- Cut and cap, at main, the storm service connection at the north property line of 11500 Railway Avenue and remove inspection chamber STIC51163.
 - Cut and cap, at inspection chamber, the existing service connection at the northern property line of 11480 Railway Avenue. Retain inspection chamber STIC51162 for boulevard drainage, and replace solid inspection chamber cover with grate if applicable.
 - Cut and cap, at inspection chamber, the southern-most service connection serving the development site and retain inspection chamber STIC51180 serving 11540 Railway Avenue.
 - Install three new storm service connections complete with inspection chambers. Or, alternatively, two new storm service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.
- c) Sanitary Sewer Works:
- The Developer is required to:
 - Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
 - Ensure no encroachments of onsite works (proposed trees, buildings, non-removable fences, retaining walls, etc.) into existing sanitary right-of-way along north property line of subject site.
 - At Developer's cost, the City is to:
 - Cut and cap, at main, the existing sanitary service connection remove inspection chamber SIC15772.
 - Install three new sanitary service connections complete with inspection chambers. Or, alternatively, two new sanitary service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.
- d) Frontage Improvements:
- Construct a new 1.5 m wide concrete sidewalk at the new property line. The new sidewalk is to connect to the existing sidewalk north and south of the subject site.
 - Remove the existing sidewalk and backfill the area between the curb and the new sidewalk to provide a minimum 1.5 m wide grass boulevard with street trees. The boulevard width is exclusive of the 0.15 m wide curb.
 - All existing driveways along the Railway Avenue development frontage are to be closed permanently. The developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described above.
 - Construct a new shared driveway to City design standards: 6.0 m wide at the property line with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard. The driveway width is to be kept at 6.0 m for a distance of 6.0 m from the back of the sidewalk to allow for two vehicles in opposite directions to pass. The driveway can be tapered at a 5:1 transition to a minimum width of 4.0 m (wider if garbage and recycling collection is provided door to door).
 - Provide special stamped/tinted concrete treatment for the sidewalk across the driveway to better highlight the driveway for pedestrians.
 - Relocate/upgrade the existing streetlights along Railway Avenue as required by the proposed sidewalk/driveway and to meet lighting requirements. Consult Engineering on other utility requirements as part of the frontage works.
 - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - Coordinate with BC Hydro, Telus and other private communication service providers
 - To relocate/underground the existing overhead poles and lines as required to prevent conflict with the proposed frontage works (i.e. sidewalk and boulevard).
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines.

- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
- e) General Items:
- The Developer is required to:
 - Provide, within the building permit application, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (i.e. AC water main on Railway Avenue, and rear-yard sanitary main) and provide mitigation recommendations.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. Registration of a cross-access easement over the driveway, drive aisle, and visitor parking stall shared between the two northern lots.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

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

Note:

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

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

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

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

Signed

Date



RZ 17-771371

Attachment D

Address: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	1113132 BC LTD.	No change
Site Size (m²):	1,530.6 m ²	Ranging from 464.8 m ² to 544.8 m ² per lot
Land Uses:	Single-family dwelling	Two-unit dwelling
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	2	6
Other Designations:	n/a	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	The lesser of 0.6 FAR or 334.5 m ² per lot	0.6 FAR	none permitted
Lot Coverage of Buildings:	Max. 45%	45% Max.	none
Lot Coverage of Non-porous Surfaces:	Max. 70%	70% Max.	none
Lot Coverage of Landscaping:	Min. 25%	25% Min.	none
Lot Size:	Min. 464.5 m ²	Lot #1: 484.1 m ² Lot #2: 464.8 m ² Lot #3: 544.8 m ²	none
Lot Width (m):	Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access	Lot #1: 13.01 m Lot #2: 12.50 m Lot #3: 14.65 m	none
Lot Width (m):	Min. 30 m	37.18 m Min.	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks – Front (m):	Min. 6 m	Lots #1 & #2: 6 m Min. Lot #3: 5.0 m Min.	Variance Requested (Lot #3 only)
Setbacks – Rear (m):	Min. 6 m	6 m Min.	none
Setbacks – Side (m):	Min. 1.2 m	1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4): Lots #1 & #2 - 1 space in total Lot #3 - not required	Lots #1 & #2 - 1 space in total Lot #3 – 1 space	none
Off-street Parking (total):	13	14	none
Tandem Parking Spaces:	Permitted	0	none

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

Letter of Support

Date: September 14, 2019

To: Mayor and City Council

Re: Richmond Zoning ByLaw 8500, Amendment Bylaw 10060 (RC 17-771371)

Location: 11480 and 11500 Railway Ave

Applicant: Design Work Group Ltd

Purpose: To rezone the property from “Single Detached (RS1/E) to “Arterial Road Two-Unit Dwelling (RDA)”, to permit the property to be subdivided into three duplex lots.

Dear Mayor and Council,

Based on the outcome of the Public Hearing on September 3, 2019, we feel it is important for us to reiterate our support for this project. We are enthusiastic about the current development proposal and feel that it complies with the rezoning stipulations and is ideal for this location as well as neighborhood for the following reasons:

1. Community driven: Reflects the results of the recent 3-year public consultation process for the rezoning plan for the Richmond, “2041 Official Community Plan Bylaw 9000”.

- The current proposal follows the technical requirements and reflects the intention/spirit of the minor Arterial Road Duplex Development rezoning approach:

- a. Designates duplex/triplex developments for this specific portion of Railway
- b. Provides for more affordable housing options through this increased density

2. Neighborhood compatibility:

a. **The duplex design** aligns with the existing neighborhood: both in height and appearance.

Note: The developer has worked closely with the City Planning and Development Division over these past two years to ensure this proposal meets all updated requirements.

They have provided six revisions over this period in response to feedback.

They have consulted with the immediate neighbors in the process.

b. **Adjacent project:** The parallel “duplex development” on the adjacent property (11540 Railway Ave/ RZ18-819258) received full support at Third Reading by City Council on June 17, 2019. At the September Public Hearing, Council expressed preference for architectural continuity for neighborhoods. We feel this proposal exemplifies that continuity with this adjacent project.

3. Neighbor input/feedback: The feedback from the neighbors has been positive. Input outlined in the formal proposal document “Attachment #6”) Comments such as:

- like the design – tasteful
- happy with the number of units
- the height and layout of the property works for us
- on board with the development
- curious why he has not yet started breaking ground

4. More affordable housing option; with a family and senior friendly design:

- Family friendly housing: 3 bedrooms (yet smaller than single family home)
 - close to schools and community center
- Provides a style of housing which allows for individuals to “age in place”;
 - two levels (only one set of stairs) – appropriate for stair gliders (curved model)
 - the garage is at entry level
 - aging in place features in all units; provision for two convertible units
 - although smaller, is still large enough to house a caregiver if needed.
 - reasonably close to essential amenities (Steveston)
 - immediate access to public transit (across the street)

5. Parking: The complex does provide each resident with two enclosed parking spaces (double garages) as well as visitor parking. This minimizes any parking impact on the neighboring area. Also, the turn radius from the garages allows for a “forward facing” exit from the property.

6. Personal perspective: We are excited to be part of this development for all the above reasons. This has been our family property and home since 1956. We were looking forward to staying in our neighborhood (on this property) and “aging in place”. This recent rezoning as well as the proposed development design would enable us to do that. We specifically sold the property to a developer who shares that vision and is a member of the neighboring Richmond community.

Action: We are sharing our perspective and enthusiasm for this development as proposed and are hoping that Mayor and Council will give it your full support as well.

Thank you,

Nadja Wojna	nadjawojna@icloud.com
Edwin Lockefer	edwinlockefer@icloud.com
Vera Wojna	vmwojna@gmail.com

Former owners of 11480 and 11500 Railway Avenue

September 16, 2019

Re: Rezoning Bylaw 8500 Public Hearing for File #: 17-771371

Address: 11480/11500 Railway Ave

Dear Mayor and Council

I heard about the outcome of the September Public Hearing on this proposal and that it did not pass and was referred back to the planning office. I was surprised by this result as it was fully supported at 1st Reading. I've spoken to my immediate neighbors and we were all happy with the proposed development. As such, we did not come forward at the Public Hearing given we assumed that one would typically only come forward or provide a submission if we had objections or concerns.

As a direct neighbor of this property (11460 Railway Ave), I feel it is important to share with you my support for the proposal as outlined.

I was satisfied with the three-year municipal consultation process that resulted in the new "2041 Community Plan Bylaw" for Richmond; specifically, the specific level of density set out for this portion of Railway. The rezoning allows for two story duplexes or triplexes (dependent on the size of the property). That change is most logical & environmentally friendly for this area – allowing for smaller and more affordable housing. This would benefit families as well as seniors who are downsizing, but still want space for their children and grandchildren who live out-of-town to be able to visit.

With respect to this specific development, I have been kept informed by the developer (and my family) regarding the style of development, the height and the density. I know that the developer has worked closely with the Richmond Planning and Development Office as well as my family (former owners of the property). Effort has been made to ensure that it is viable, tasteful and appropriate for this specific location and most importantly would fit into the current neighbourhood. Your planned densification of this area would allow us neighbours to feel comfortable with the outcome.

My current home & the property for development has been in my family since 1956. I do care about how it gets developed. Densification is inevitable but it needs to be in keeping with the neighbourhood, the community parks, schools and trails. I feel this is a very good proposal. I'd be happy to live next to this development as outlined.

Sincerely,

Valentina Wojna
11460 Railway Ave,
Richmond BC



Fwd: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Nadja <nadjawojna@icloud.com>
To: Inder Johal <inder.j1000@gmail.com>

Thu, Sep 19, 2019 at 11:15 PM

Keep smiling & have fun! Nadja

Begin forwarded message:

From: Randy <randy@hydraclean.net>
Date: September 19, 2019 at 19:46:34 GMT+2
To: mayorandcouncillors@richmond.ca
Subject: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Re: REZONING AND REDEVELOPMENT OF 11480 AND 11500 RAILWAY AVENUE, RICHMOND

Hello, my name is Randy Scherk. co-owner with my wife, of 11580 Railway Avenue. I would like to express my opinion about the subject development.

I am not against the project as originally presented as it seemed to fit nicely into the neighborhood. However, I am concerned with the potential higher density in any revised proposal. Higher density will cause problems with illegal suites and on street parking. Plus, it will forever change the "look and feel" of the existing neighborhood. There are currently no three story buildings on either side of Railway between Steveston Highway and Moncton Street. To change the existing proposal to allow three story homes will set, what I consider, a bad precedent for future development in our neighborhood.

Please leave it at two stories so the people in the neighborhood don't have to contend with the higher density and resulting demand on street parking. There is no street parking in front of the proposed units. There is no street parking across Railway (west side) from Steveston Highway to Moncton Street. Higher density will put pressure on the limited existing street parking, further south on the east side of Railway. Should you decide to go ahead with the higher density please consider increasing the number of on-site "visitor parking" spaces.

Thank you for listening.
Randy Scherk
11580 Railway Avenue
Richmond BC V7E 2B9
(C) 604-209-7707

11491 Kestrel Drive,
Richmond, B.C.
V7E 4E3

October 2, 2019

To the Mayor and Councillors of Richmond

Re: Proposed Development by Bricklane Properties at 11480 and 11500 Railway Avenue

I was not able to attend the September 3 Council meeting where this development proposal was discussed and apparently denied. I have however read the minutes of the meeting, as well as a letter from a resident on Garry Street. It is my understanding from the minutes that while there may have been an expressed concern regarding lack of visitor parking in the proposed development, the actual reason for denial and deferment is to increase the density of development on these two currently single family lots. My husband and I own a home that backs onto these lots. We are very concerned to hear that City Council would like even greater density on these lots than the proposed duplexes of Bricklane Properties.

A greater density than the 6 duplexes would place terrible pressure on residential parking in the area, as we know that parking is forbidden on Railway. Visitors would have to cross Railway and seek parking somewhere along Garry Street where there are already parking issues due to townhouses at the corner of Garry and Railway.

Our biggest concern however, is the density, the lack of privacy and the likely three story height that would come with townhouses behind our homes. There would be increased noise and much less sun for our garden.

We understand that with progress comes the need for increased density. We are supportive of the proposed Bricklane development as it is attractive and innovative in how the buildings are oriented. It increases the density of the lots, but does so in a sensitive and tolerable manner. The developers have sought community input and assure us that they have amended their plans to include more visitor parking.

We hope that you will reconsider the Bricklane Properties application and not go forward with townhouses on this small area.

Sincerely,

Tim and Ellen Gould
604 275-2648

September 19, 2019

Mr. & Mrs. Derek Lam
11511 Kestrel Drive
Richmond, B.C.
V7E 4E3

To Whom It May Concern:

It has come to my attention that the City of Richmond has denied the builders' plans to redevelop the two lots behind my lot facing Railway into three sets of duplexes and are wanting these lots to be rezoned for town houses.

My neighbour and I are not happy about having high density housing (townhouses) behind our lots, especially if they are three stories high! I have seen the developers' plans for the duplexes and felt they were more appropriate instead of town houses.

I am hoping the city will reconsider their decision and allow the builders to proceed with their plans for back to back duplexes instead of multi-townhouses.

Sincerely,

Derek Lam
Home Owner

September 20, 2019

To the Mayor and Councillors of Richmond

Re: Proposed Development by Bricklane Properties at 11480 and 11500 Railway Avenue

Dear Mayor & Council:

It has come to our attention that the above rezoning application has been rejected. This is disappointing. We find the original proposal to be in keeping with the neighbourhood and, from a visual appearance from the street, will look like 3 individual houses while adding much needed density.

We live around the corner and walk by there every day on our walk into Steveston to socialize with our community neighbours.

We heard rumours that council suggested a redevelopment of 3 stories in the front and two stories in the back with a road in between. If you see the lot depth, you will find that is very impractical.

An example of 3 high in the front, 2 high behind is located on Steveston Highway next to O'Hare's Pub. We find this arrangement to be unattractive, especially so close to the street. It looms over everything in that neighbourhood. We suggest that you look at this development and see for yourself. We think it was a mistake.

Thank you for your consideration.

Ed & Anne Ikeda
5220 Bunting Avenue

**CAMPBELL FROH
MAY & RICE LLP**

Ralph A. May*
Jefferson N. Froh*
Richard P. Keevil
Samuel E. Suk

Mark E. Standerwick*
William D. MacLeod*
Edward L. Montague
Victoria C.L. Wu

Eric D. Schroter*
Robert R. Allan*
Melinda G. Voros
Esteban T. Kähns

Katherine E. Ducey*
Spencer O. May*
Karla S. Mukai

* A law corporation

Email: eschroter@cfmrlaw.com
Assistant: dloong@cfmrlaw.com
Our File No.: 034152-0085351\302168

June 7, 2017

Edwin Lockfeer and Nadja Wojna
11500 Railway Avenue
Richmond, BC
V7E 2B9

Wera Wojna
11480 Railway Avenue
Richmond, BC
V7E 2B9

Dear Sir/Madam:

**Re: Purchase, Sale and Redevelopment of 11480 and 11500 Railway Avenue,
Richmond, BC (the "Properties")**

As solicitors for 1113132 B.C. Ltd. (the "Purchaser"), we are writing to confirm some of the additional details with respect to the purchase, sale and redevelopment of the Properties. By way of background, the parties have, or will enter into two separate contracts of purchase and sale, each dated June 1, 2017 (the "Contracts"), with respect to the purchase and sale of the Properties. It is a condition of each of the Contracts that the parties execute a letter agreement outlining the overall redevelopment plans for the Properties and this letter will serve that purpose.

The additional terms agreed to by the parties are attached hereto as Schedule A and a copy of the proposed plan for the Properties is attached hereto as Schedule B. In addition to the terms outlined in the attached, Edwin Lockfeer, Nadja Wojna and the Purchaser will enter into the BC standard form residential tenancy agreement as modified by the terms set out in Schedule A with respect to the property civically known as 11500 Railway, Avenue, Richmond, B.C..

The loan from Edwin Lockfeer and Nadja Wojna to 1113132 B.C. Ltd. in the principal amount of [REDACTED] will be evidenced by a promissory note incorporating the terms set out in Schedule A and secured by the personal guarantees of Chris Bonkowski and Inder Johal and further secured by a second mortgage charging the Properties. The full amount of the loan will be shown as a credit to the Buyer on the Seller's statement of adjustment and be considered to be advanced as at the completion date.

SCHEDULE A TO LETTER AGREEMENT DATED JUNE 7th 2017

Revised: By Edwin Lockefer June 16th.

Items for Letter agreement

Pre-Sale Location: The Buyers, Edwin Lockefer and Nadja Wojna ("Lockefer-Wojna") agree to purchase from the sellers ("1113132 B.C. Ltd") Unit B. located on the South-East Lot . (currently 11500 Railway Avenue, Richmond B.C. V7E-2B9) see also site plan and current proposed plan by Design Work Group dated March 30th 2017. Proposed size of property/ Duplex comprising of **Unit A** (front unit) and **Unit B** (back unit) is 5,362 Sq.Ft. Total proposed land portion of **unit B** is 50% and therefore 2,681 Sq.Ft.

Size of Back Duplex (Unit B) The current proposed size of Unit B is **1717 Sq.Ft.** plus a double garage of approx. **408 Sq.Ft.** (see proposed plan DWG dated March 30th 2017 for detail)

Pre-sale Price: Both parties agree that the pre sale price (1 of 6 units, Unit B) for Lockefer-Wojna is at cost plus [REDACTED] (final price will Not exceed [REDACTED] per Sq.Ft.)

Final sale price to be determined based on actual Sq.Ft. of **unit B.** (will be no less than the currently proposed **1717 Sq Ft**). 1113132 B.C. Ltd will provide Lockefer-Wojna with the final approved drawings of Unit B when they are approved by City of Richmond. Lockefer-Wojna are responsible for the G.S.T. and transfer taxes (if applicable). **1113132 B.C. Ltd** will lock in the G.S.T. for Lockefer-Wojna based on the agreed sale price.

The price of [REDACTED] per Sq.Ft. includes a finished backyard, fencing and garden (as required by the City of Richmond.) It is the understanding of Lockefer-Wojna that the current trees in the back of garden will remain. Both parties agree that the price includes the suggested changes to the proposed drawings dated march 30th by DWG: (As discussed with Inder/Edwin) i.e. re-locate the laundry room to the upstairs, add bench/mud room downstairs, remove Island in kitchen and set back and add on east wall built-in cabinets above countertop, add bar sink, installation of sufficient electrical outlets to accommodate coffeemaker and or other small appliances on the east wall.

Both parties agree to discuss other minor requests at a later date; examples outdoor electrical outlet(s), outside water tap, gas attachment for BBQ and water pressure balancing valves for showers / All lights LED.... Note: some of these items might already included in design

Both parties agree to have a dialogue regarding: plumbing requirements, windows /doors and alarm system / heating system / heated floors / insulation between 2 units / extra wall between **unit A** and **unit B** that extends fully into the attic (insulating with mineral wool insulation) to reduce noise levels.

The finishing of unit B shall be comparable or better than the following finished projects from Bricklane properties. #546 - #548 East 10th in Vancouver B.C. 1113132 B.C. Ltd agrees to show Lockefer-Wojna comparable projects in Richmond /Vancouver.



Down payment: Lockfeer-Wojna agree to provide a down payment of **Cad 5,000** for **Unit B**, to be placed in trust by **1113132 B.C. Ltd's** lawyer. This downpayment is **0%** interest bearing. Down payment is due on June 28th 2017 (or completion date)

Upgrades/ special requests: Lockfeer-Wojna and 1113132 B.C. Ltd agree that any upgrades or special requests requested by Lockfeer-Wojna in addition to the allowable budgeted items. Lockfeer-Wojna will be responsible for additional payment to **1113132 B.C. Ltd.**

These additional items, upgrades and special requests, will be charged at **cost plus 12.5%** and 1113132 B.C. Ltd agrees to provide Lockfeer-Wojna with back-up to justify the expense. Lockfeer-Wojna and 1113132 B.C. Ltd agree that any of these requests and or upgrades need to signed off* by Lockfeer-Wojna in writing. (*in order for 1113132 B.C. Ltd to charge Lockfeer-Wojna)

Loan to 1113132 B.C. Ltd : Lockfeer-Wojna agrees to provide a loan to seller of [REDACTED] This loan is interest bearing at a rate of **3.35% per annum** starting July 01st 2017.

First mortgage Loan-to-value (LTV) cannot exceed 55% of the combined purchase price of the 2 properties.(3.4 mil) The cumulative Loan to value (CLVT) can't exceed 80% of the average of the appraised value and the purchase price of both properties. (3.3 mil)

1113132 B.C. Ltd agrees to have a minimum amount of between [REDACTED] equity in the project. 1st mortgage Maximum amount of [REDACTED]

Interest from loan to 1113132 B.C. Ltd is payable at the **end of each quarter** or portion of quarter @ a monthly rate of Cad 2,093.75 and/or **Cad 6,281.25** for a full quarter. If 1113132 B.C. Ltd. agrees to all terms of the loan and collateral the **1st interest payment** is due September 30th 2017, for the amount of **Cad 6,281.25**

Late payment interest carries a penalty payment of **Cad 75.00** per day. The loan is for a period of **30 months**. If both parties agree to extend the loan after 22 months, due to a delay in the project, beyond 01st of May 2019 the interest rate will be the same for an additional 8 months (@ rate of 3.35% per annum). Pre payment of portion of loan or full repayment prior to 01st of May 2019* of loan is **Not** allowed prior to completion of the unit B. *When loan comes due Lockfeer-Wojna will use the moneys for partial payment of the said property (Unit B)

Lockfeer-Wojna request and require that **1113132 B.C. Ltd.** will provide collateral for the 750K loan and in addition require that a personal guarantee and **collateral** will be given by the **directors*** of **1113132 B.C. Ltd** for the loan.

* Chris Bonkowski and Inder Johal.

Note: a separate loan contract need to be prepared and need to include all terms and conditions as discussed. This contract should also clearly stipulate that the moneys are not to be used for anything other than the "Railway project" development.



Timeline project : (best estimates)

- A) Rezoning 4-6 months from application date May 10th 2017
- B) Development permit(s) 4 months after A.
- C) Building permit(s) 2 months after B.
- D) Break ground May 2018
- E) Completion/move-in May 2019

Budget: 1113132 B.C. Ltd will provide Lockefer-Wojna with the final budget as soon as this comes available and will continue to provide Lockefer-Wojna with any budget changes/updates in a timely matter. 1113132 B.C. Ltd will mitigate risk by insuring the project for natural disasters as needed and insure themselves as the "contractor" for life insurance. Lockefer-Wojna will be presented with a copy of life insurance/full disclosure prior to start building project but not later than August 1st 2017.

Rental : Lockefer-Wojna agree to rent back the house 11500 Railway Avenue starting 01st July 2017 for a minimum period of 12 months or end the contract earlier as both parties agree. NO deposit is required by 1113132 B.C. Ltd. Rent is payable monthly at a rate of **Cad 2,150** per month due on the 1st working day of each month. 1113132 B.C. Ltd are responsible for property taxes, utility bill city of Richmond and applicable insurance on the house as of **July 01st 2017**. The tenants, Lockefer-Wojna, are responsible for minor repairs up to Cad 100.00 per month and applicable tenants insurance. The rent includes a minimum of **3 lawn services** a month (as needed). The first rent payment is due on July 01st 2017 for the amount of **Cad 2,150**.

A signed Residential Tenancy Agreement # RTB-1 is attached with the **contract of purchase and sale**. Further details of rental contract to be added on addendum on form # **RTB-1** 1113132 B.C. Ltd will serve a minimum of 10 days notice to end tenancy, or earlier if both parties agree.

Assignment: 1113132 B.C. Ltd agree NOT to re-assign this contract, in whole or in part, to a third party without (written) approval of Lockefer-Wojna and if approved Lockefer-Wojna, 1113132 B.C. Ltd will share the additional proceeds over Cad 1,745,000,00 on a 50%-50% base with a minimum of Cad 95,000 for 11500 Railway. Lockefer-Wojna has the right to arbitrarily deny re-assignment.

Warranty : FULL 2-5-10 year warranty with Pacific Home Warranty.

Confidentiality: The parties agree to keep the final terms of the contract confidential, including purchase price, and additional terms and shall not disclose any of the terms contained herein to any such person other than the parties respective directors, officers, employees, legal counsel and/or other professional advisors.

Revised: by Edwin Lockefer 16-06-2017





Richmond Zoning Bylaw 8500
Amendment Bylaw 10060 (RZ 17-771371)
11480 and 11500 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 "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)".

P.I.D. 004-024-621

The Northerly 64 Feet of Lot 459 Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

P.I.D. 004-024-460

Lot 459 Except the Northerly 64 Feet Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10060".

FIRST READING

JUL 22 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Approval box with fields: CITY OF RICHMOND, APPROVED by, APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

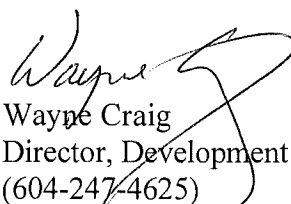


To: Mayor and Councillors
From: Wayne Craig
Director, Development
Date: December 4, 2019
File: RZ 17-790028
Re: **Application by Vivid Green Architecture for Rezoning at 5500 Williams Road (RZ 17-790028)**

At the Council meeting held November 12, 2019, discussion took place regarding the height of the proposed buildings, particularly as it affects neighbouring properties. This memo provides additional information not contained in the drawings attached to the Staff Report.

The proposed development is composed of two two-storey duplexes, which would have a maximum height of 9.0 m (29 ft. 5 in.) measured from finished site grade. This height is consistent with what would be permitted for a single-family dwelling if the property were to be redeveloped under the existing "Single Detached (RS1/E)" zoning.

The applicant has prepared a shadow study for the proposed development, including both the proposed duplexes and the existing hedge on the neighbouring property, which is proposed to be retained. Attachment 1 shows the current condition with only the shadow of the hedge modelled. Attachment 2 shows the proposed duplexes and the existing hedge.


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

WC:jr/blg
Att. 2

pc: SMT
Suzanne Smith, Program Coordinator, Development
Joshua Reis, Program Coordinator, Development

RETAINED HEDGE (EXISTING CONDITION)



1 Hedge_Site Plan March. 21 - 10 am
1:480



2 Hedge_Site Plan March. 21 - 12 pm
1:480



3 Hedge_Site Plan March. 21 - 4 pm
1:480



4 Hedge_Site Plan June 21 - 10 am
1:480



5 Hedge_Site Plan June 21 - 12 pm
1:480



6 Hedge_Site Plan June 21 - 4 pm
1:480



7 Hedge_Site Plan Sept. 21 - 10 am
1:480



8 Hedge_Site Plan Sept. 21 - 12 pm
1:480



9 Hedge_Site Plan Sept. 21 - 4 pm
1:480

VividGreen
CONSULTANTS, INC.
1145-1151 Riverside Rwy.
Richmond, VA 23060
804.778.0000
www.vividgreeninc.com

REV	DESCRIPTION	DATE	BY






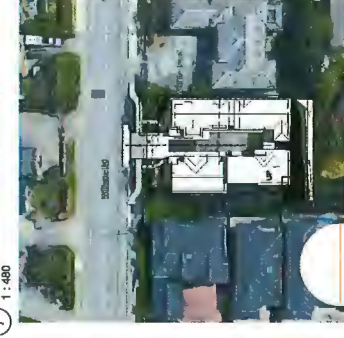

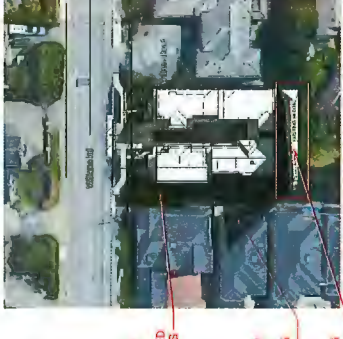
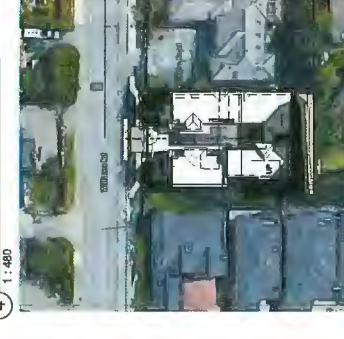
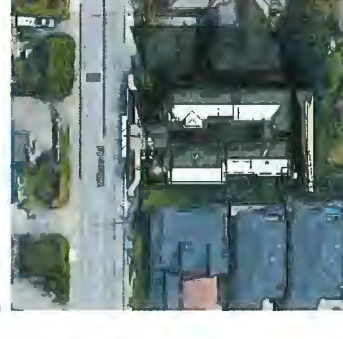
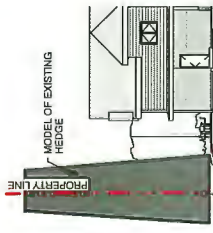

PROJECT
 DUPLEXES WITH SHARED DRIVEWAY
 5500 Williams Road, Richmond, VA

ARCHITECTURAL
 Shadow Study - Existing Hedge

REVISION	DATE	BY	APP'D

PROJECT NO. 1742WPK
 DRAWING NO. A112
 REVISION LETTER

PROPOSED DUPLEXES & RETAINED HEDGE

 <p>VividGreen ARCHITECTURE</p> <p>1141-11811, Newmarket, NY Newmarket, NY 11766-0000 Tel: 609-426-1111 www.vividgreen.com</p>	<table border="1"> <tr> <td>REV</td> <td>DATE</td> <td>DESCRIPTION</td> <td>BY</td> <td>CHK</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table> <p>PROJECT DUPLEXES WITH SHARED DRIVEWAY 5000 Williams Road, Richmond, BC ARCHITECTURAL Shadow study</p> <p>DESIGNED: Designer DRAWN: Author SCALE: 1/8"=1'-0" DATE: 09/27/19</p> <p>PROJECT NO: 1742NPK DRAWING NO: A110</p>	REV	DATE	DESCRIPTION	BY	CHK					
REV	DATE	DESCRIPTION	BY	CHK							
 <p>② Site Plan Sept. 21 - 10 am 1:480</p>	 <p>③ Site Plan Sept. 21 - 12 pm 1:480</p>	 <p>⑩ Site Plan Sept. 21 - 4 pm 1:480</p>									
 <p>⑦ Site Plan June 21 - 10 am 1:480</p>	 <p>⑧ Site Plan June 21 - 12 pm 1:480</p>	 <p>⑨ Site Plan June 21 - 4 pm 1:480</p>									
 <p>④ Site Plan March. 21 - 10 am 1:480</p>	 <p>⑤ Site Plan March. 21 - 12 pm 1:480</p>	 <p>⑥ Site Plan March. 21 - 4 pm 1:480</p>									
 <p>SHADOW OF PROPOSED BUILDINGS</p> <p>SHADOW OF EXISTING HEDGE</p> <p>EXISTING HEDGE</p> <p>MODEL OF EXISTING HEDGE</p> <p>PROPERTY LINE</p> <p>① Section B - Hedge 1:150</p>	 <p>Image of hedge from Arborist Report</p> <p>Arborist backyard row of Cedars</p> <p>IMAGE OF HEDGE FROM ARBORIST REPORT</p>										



City of Richmond

Report to Committee

To: Planning Committee

Date: October 18, 2019

From: Wayne Craig
Director, Development

File: RZ 17-790028

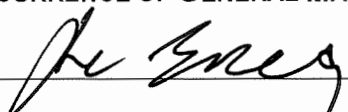
Re: **Application by Vivid Green Architecture Inc. for Rezoning at 5500 Williams Road from the "Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10091, for the rezoning of 5500 Williams Road from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given First Reading.


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

WC:je
Att. 7

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

Staff Report

Origin

Vivid Green Architecture has applied to the City of Richmond for permission to rezone 5500 Williams (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into two duplex lots. Preliminary site plans, streetscape elevations and a landscape plan are provided for reference in Attachment 2. A Development Permit application will be required to address the form and character of the proposed duplexes.

A Servicing Agreement (SA) for frontage improvements, including a new 1.5 m wide concrete sidewalk and a 2.91 m wide treed and landscaped boulevard, and service connections, is required at the time of subdivision.

Findings of Fact

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

Subject Site Existing Housing Profile

There is one existing single-family dwelling on the property, which will be demolished prior to subdivision. The applicant has indicated that the dwelling is currently renter occupied. The house does not contain any secondary suites.

Surrounding Development

- To the North: Across Williams Road, single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the South: Fronting Lawson Drive, a single-family home on a lot zoned “Single Detached (RS1/B)”.
- To the East: Fronting Williams Road, a single-family home on a lot zoned “Single Detached (RS1/E)”
- To the West: Fronting Lassam Road, a single-family home on a lot zoned “Single Detached (RS1/E)” and two small lots zoned “Single Detached (RS2/B)”.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Single-Detached/Duplex/Triplex” (Attachment 4). The development proposal for two duplex lots is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is in compliance with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

On November 13, 2018, Council approved rezoning and issued a Development Permit for a nearby site (5660, 5680 and 5700 Williams), in order to allow development of 12 new duplex units under the Arterial Road Policy.

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 developer has consulted with all immediate neighbours (Attachment 5). The majority of neighbours acknowledged receiving the development plans and had no concerns. One neighbour was unavailable on several separate occasions; a copy of the development plans was left in their mailbox along with contact information for the developer. Only one neighbour, residing at 10131 Lawson Drive, expressed concerns. As a result, the developer met with them to discuss their concerns and review the proposal in greater detail. The neighbour's concerns are listed below, followed by a summary of the developer's response in italics:

- Height of the proposed duplexes.
The neighbours were under the impression that the new duplexes were to have 3 storeys. The developer prepared renderings of the buildings, which were shared with the neighbours, demonstrating that the building height would not exceed 2 storeys or 9.0 m (29.5 feet) or two storeys, measured from finished grade, as permitted in the Arterial Two-Unit Dwelling (RDA) zone.
- Lot coverage, setbacks and privacy.
The developer provided confirmation that there are few windows on the side elevations: bathroom and den windows are located above 1.67 m (5.5 ft) and all bedroom windows will have frosted glass to ensure no direct views into the neighbouring homes.

Staff also note that the retention of trees on-site and a hedge south of the southern property line, along with planting of new trees, will help to preserve privacy between existing homes and the proposed duplexes. Furthermore, the western side yard setback has been increased to 3.5 m (11.5 ft) for the rear half of the property as a result of an existing Right-of-Way.

The 6 m rear yard setback is in compliance the Arterial Two-Unit Dwelling (RDA) zone. The landscape and building design will be further refined through the Development Permit process.

- Amount of parking and traffic in the area.
The developer reviewed the main floor plan drawings with the neighbours, confirming that each unit will have a two car garage and one additional visitor parking stall.

The City's Transportation Department has reviewed the proposal and confirms that the proposed parking for the duplexes meets the Zoning Bylaw.

The developer has indicated that they believe the neighbours are satisfied with the design and have no further concerns.

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

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

Analysis

Built Form and Architectural Character

The developer proposes to subdivide the site into two lots and construct a new duplex on each lot. Each duplex lot will feature a unit in the front of the property with direct pedestrian access from Williams Road, and one unit at the back of the property with the main entrance from the auto-court proposed on site. Unit sizes range from 126.5 m² (1,362 ft²) to 147.1 m² (1,584 ft²). All units will have a side-by-side attached garage. In keeping with the architectural character of the neighbourhood, each duplex will be two storeys and will feature a peaked roof. The height of both buildings is consistent with the RDA zone, which allows for a maximum height of 9.0 m (29.5 ft), measured from finished grade.

A Development Permit application will be required to address the form and character of the proposed duplexes. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).
- Review of the architectural character, scale, and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of landscape design including new trees to be planted on site.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the southern half of the west property line and the entire rear property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Transportation and Site Access

Williams Road is a minor arterial road with a bike lane in this location. Vehicle access to the proposed duplex lots will be limited to one shared driveway crossing from Williams Road.

As per the parking requirements under the “Arterial Road Two-Unit Dwellings (RDA)” zone, one visitor parking space will be provided. All residential parking spaces will provide Level 2 EV charging outlets.

Prior to rezoning, the applicant is required to register a restrictive covenant on title to ensure that, upon subdivision of the property:

- Vehicle access to the two duplex lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City.
- A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on title of the each of the duplex lots.
- The buildings and driveways on all proposed lots are to be designed to accommodate on site vehicle turn-around to prevent vehicles from reversing onto Williams.

Tree Retention and Replacement

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

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

- Five on-site trees, including three trees on the eastern side of the front yard and two trees along the western side yard within an existing Right-of-Way, are to be retained and protected with protective fencing per the arborist’s recommendations (tag #593, 594, 597, 598 and 599).
- Four trees located on-site are to be removed (tag #590, 591, 592 and 596). Tree tag #590, 591 and 592 are dead; tree tag # 596 is an ornamental cherry tree that is in good condition but conflicts with the proposed driveway. Trees to be removed are to be replaced at a ratio of 2:1 as per the OCP.

The City Parks Department has visited the site and supports the Arborist’s findings, with the following comments:

- One tree (tag #595) and a cedar hedge located in the City-owned boulevard are in poor health and condition, and conflict with the proposed sidewalk. Compensation of \$1,300 is required to remove the tree for the City to plant two new trees at or near the development site. No compensation is required for removing the hedge.

Tree Protection

The applicant is to submit a tree management plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to approval of the Development Permit, the applicant is required to submit a tree security of \$45,000.
- Prior to final adoption of the rezoning bylaw, the applicant is to submit to the City a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, the applicant is to ensure installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City’s Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove four on-site trees (tag #590, 591, 592 and 596). The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has proposed to plant five trees in the proposed development. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
3	6 cm	3.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute a total of \$2,500 to the City’s Tree Compensation Fund for the remaining five trees that cannot be accommodated on the subject property after redevelopment.

As part of the Development Permit application, the applicant must provide a Landscape Plan prepared by a registered Landscape Architect, which must include the agreed upon replacement trees. The City will collect a Landscape Security prior to issuance of the Development Permit

based on the cost estimate for the works, including a 10% contingency, provided by the Landscape Architect.

Accessible Housing

The developer has agreed that aging-in-place features will be provided in all units (e.g., inclusion of blocking in bathroom walls for installation of grab-bars, provision of blocking in stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, one convertible unit will be provided in the two-duplex-lot development. Details of the accessible housing features will be reviewed at the future Development Permit stage.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to Section 5.15.1(c) of Zoning Bylaw 8500. The applicant will make a cash contribution of \$8.50 per buildable square foot as per the requirement for a contribution of \$51,569.50. A list of rezoning considerations is included in Attachment 7 which includes a commitment to provide the cash contribution for affordable housing.

Energy Step Code

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

Site Servicing and Frontage Improvements

The developer is required to design and construct frontage improvements and service connections through a Servicing Agreement. Works include, but are not limited to, construction of a new 1.5 m wide concrete sidewalk and a 2.91 m wide treed and landscaped boulevard. Special stamped/tinted concrete treatments will be provided for the sidewalk across the new driveway to the site with green bike lane paint at the crossing to better highlight the driveway for cyclists and pedestrians.

Through the Servicing Agreement, the developer is to install a new water connection and water meters for the eastern duplex, and install new storm and sewer service connections to service both duplexes.

All frontage and servicing works are at the applicant's sole cost (i.e., no credits apply).

At future subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at the time of Building Permit.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone 5500 Williams Road from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone (Bylaw 10091), in order to permit the development of two duplex lots (four dwelling units in total) on the subject site.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10091 be introduced and given First Reading.



Jeanette Elmore
Planner 2
(604-247-4660)

JE:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Neighbours Consulted
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations

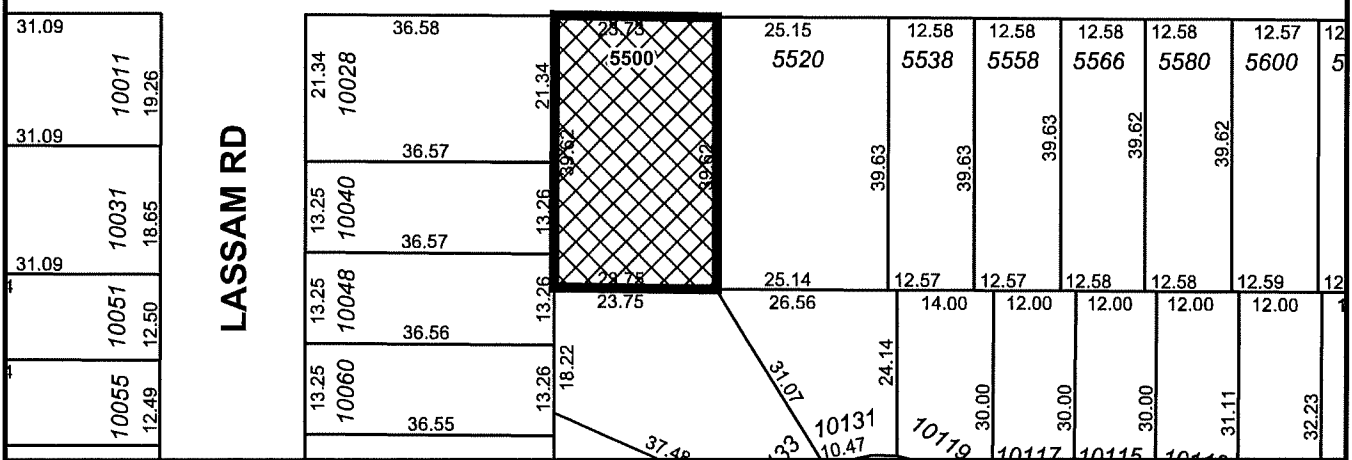


City of
Richmond



982	5475	5491	5505	5515	5531	5551	5571	5591	5595	5611	5615
		13.62	13.00	13.00	18.29	18.29	18.29	13.51	13.51	13.51	13.51

WILLIAMS RD



RZ 17-790028

Original Date: 10/27/17

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 17-790028

Original Date: 10/27/17

Revision Date:

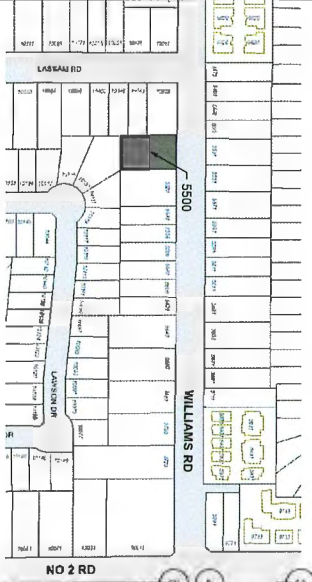
Note: Dimensions are in METRES

REZONING OF PROPERTY

5500 Williams Rd.

CURRENT ZONING: RS1/E
 TARGET ZONING: ARTERIAL ROAD TWO-UNIT DWELLING (RDA)
 LEGAL DESCRIPTION: 96 SEC 36BLK4N RG7W PL NWP31420 Except Plan 55424

ZONING REQUIREMENTS		REQUIRED (PERMITTED)	PROPOSED L/A A	PROPOSED L/A B	TOTAL
1. LOT SIZE		939.5 m ² (10113.89 ft ²)	474 m ²	466 m ²	
2. LOT WIDTH		11.8 m (38.7 ft)	11.8 m (38.7 ft)	11.8 m (38.7 ft)	
3. LOT DEPTH		24.0 m (78.7 ft)	38.69 m (126.9 ft)	38.69 m (126.9 ft)	
4. FAN		0.6	0.6	0.6	
5. FAN		0.6	0.6	0.6	
6. LOT COVERAGE		0.465 (33.2%)	275.8 m ² (2886.7 ft ²)	253.3 m ² (2700.7 ft ²)	529.3 m ² (5723.2 ft ²)
7. FRONT YARD SETBACK		6 m	6 m	6 m	
8. SIDE YARD SETBACK		6 m	6 m	6 m	
9. REAR YARD SETBACK		6 m	6 m	6 m	
10. BUILDING HEIGHT		2.5 STOREYS	2 STOREYS	2 STOREYS	



FINISHED AVERAGE GRADE CALCULATIONS FOR UNITS 1,4

UNIT	ELEV	ELEV	DISTANCE	AVER. HEIGHT
A1-A2	1.71	1.65	6.29	10.57
A2-A3	1.65	1.67	1.09	1.81
A3-A4	1.67	1.71	1.3	2.20
A4-A5	1.71	1.76	2.1	3.64
A5-A6	1.76	1.78	1.09	1.09
A6-A7	1.78	1.87	1.58	29.13
A7-A8	1.87	1.87	0.38	0.71
A8-A9	1.87	1.83	2.99	5.53
A9-A10	1.83	1.83	1.13	2.07
A10-A11	1.83	1.75	5.5	9.85
A11-A12	1.75	1.65	7.9	13.43
A12-A13	1.65	1.76	15.31	26.10
A13-A14	1.76	1.89	12.77	32.3
A14-A1	1.89	1.71	12.36	22.25
Total			74.86	131.54
			1.76	1.76

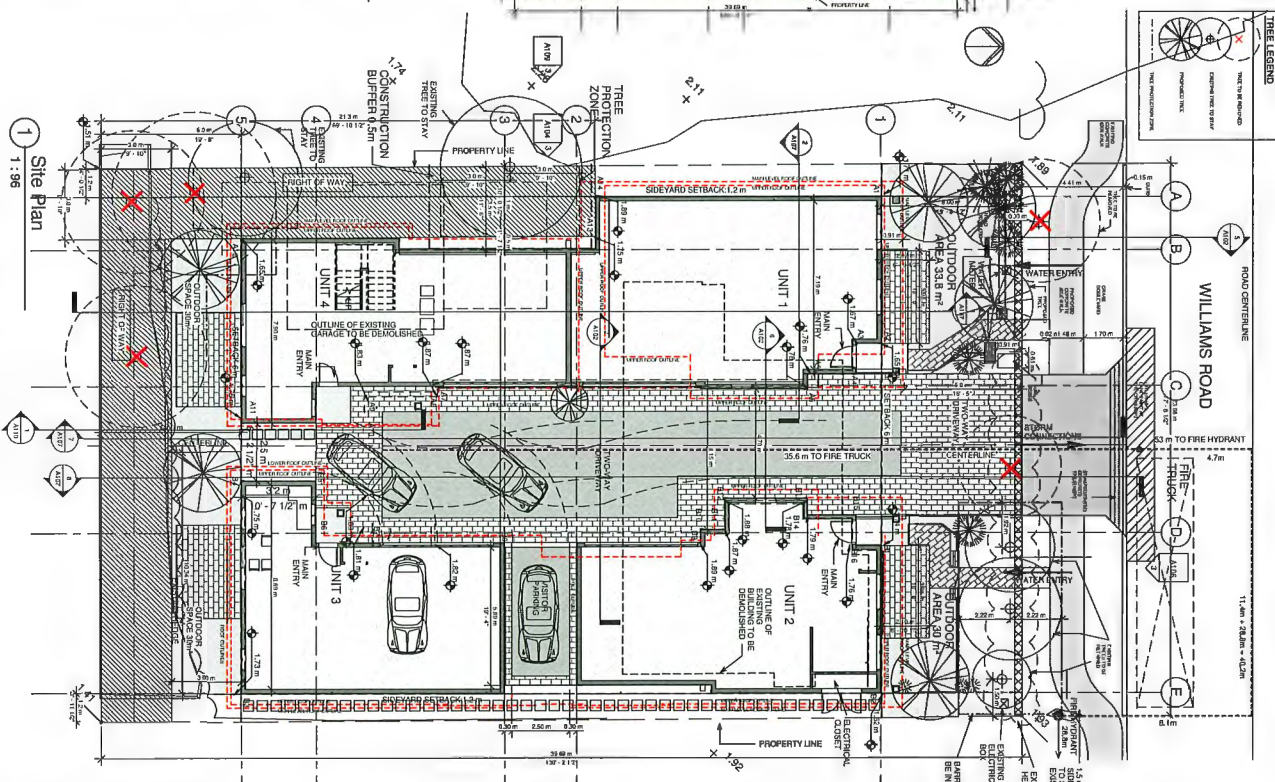
FINISHED AVERAGE GRADE CALCULATIONS FOR UNITS 2,3

UNIT	ELEV	ELEV	DISTANCE	AVER. HEIGHT
B1-B2	1.71	1.62	1.74	6.33
B2-B3	1.62	1.74	1.75	27.64
B3-B4	1.74	1.75	1.83	8.5
B4-B5	1.75	1.83	1.81	5.45
B5-B6	1.83	1.85	1.2	2.18
B6-B7	1.85	1.82	2.9	5.31
B7-B8	1.82	1.85	1.82	0.89
B8-B9	1.85	1.89	11.46	11.46
B9-B10	1.89	1.9	0.87	1.89
B10-B11	1.9	1.87	1.9	1.89
B11-B12	1.87	1.88	0.96	1.89
B12-B13	1.88	1.75	3.57	6.48
B13-B14	1.75	1.79	2.6	3.06
B14-B15	1.79	1.78	1.3	3.26
B15-B16	1.78	1.73	1.3	2.25
B16-B1	1.73	1.71	1.31	1.27
Total			75.82	132.57
			1.75	1.75

Site Plan Subdivision 1:200

Area Schedule	UNIT	AREA	AREA (F ²)
Unit 1	58.4 m ²	1028.6 SF	
Unit 2	74.6 m ²	807.2 SF	
Unit 3	140.0 m ²	1508.8 SF	
Unit 4	62.8 m ²	675.3 SF	
Unit 5	84.7 m ²	912.3 SF	
Unit 6	135.5 m ²	1459.0 SF	
Unit 7	37.2 m ²	400.9 SF	
Unit 8	80.7 m ²	866.7 SF	
Unit 9	118.0 m ²	1269.8 SF	
Unit 10	48.5 m ²	522.4 SF	
Unit 11	67.2 m ²	723.8 SF	
Unit 12	135.9 m ²	1461.3 SF	
Unit 13	59.2 m ²	638.7 SF	

Site Plan 1:196



PH - 69

PROJECT
DUPLICES WITH SHARED DRIVEWAY
5500 Williams Road, Richmond, BC

ARCHITECTURAL
Project Data

DESIGNED	AS	SCALE
DRAWN	GP	
SCALE	As Indicated	
DATE	13/02/17	

PROJECT NO. 1742WPK
DRAWING NO. A101

REVISIONS

NO.	DATE	DESCRIPTION
1	13/02/17	ISSUE FOR PERMIT

141-11811 Metrolink Rd.
Richmond, BC V7V 3J9
VividGreen
ARCHITECTURE INC.
www.vividgreenarchitect.com

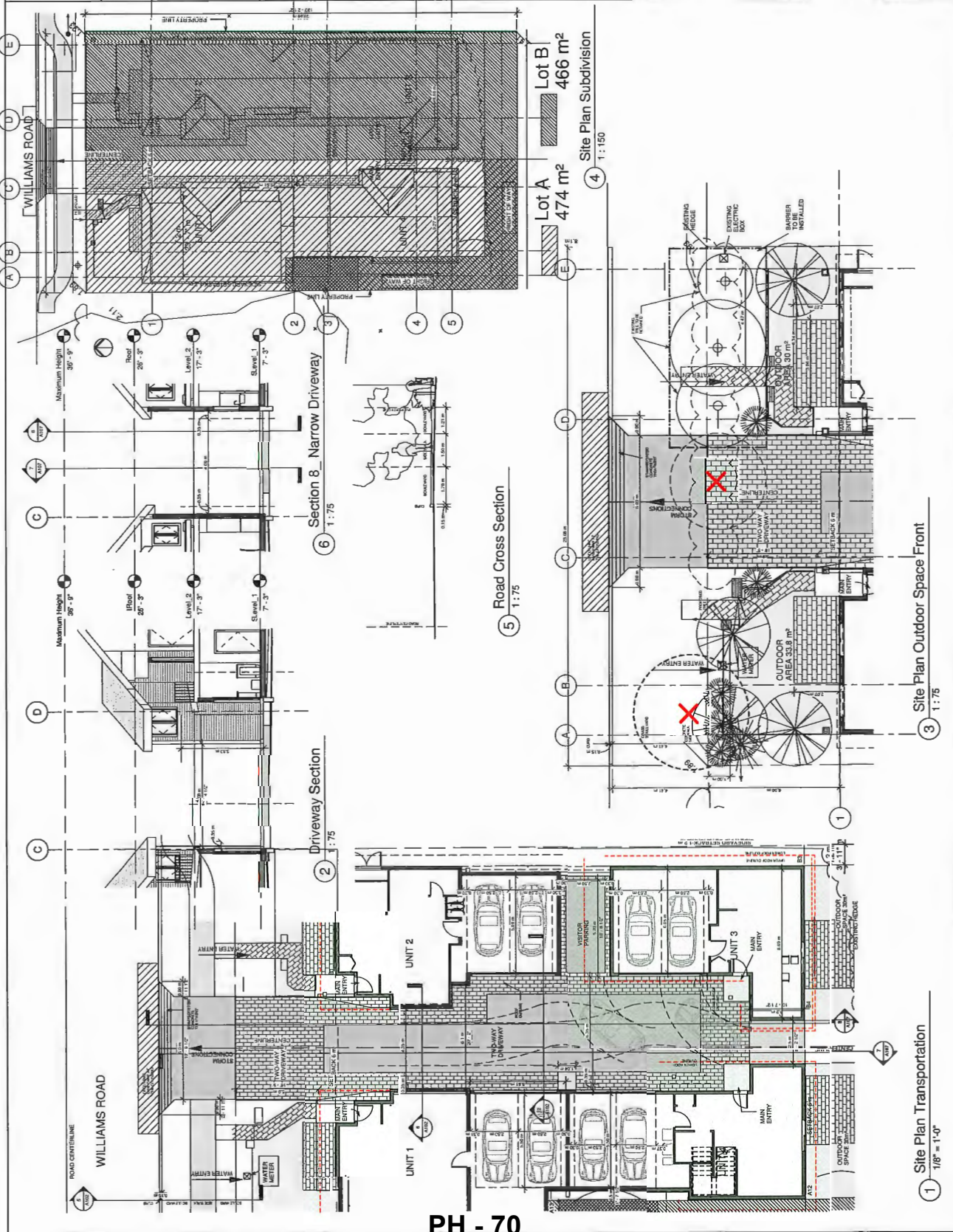
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3	2015.06.02	Y. Li	Revised	Y. Li	Y. Li
4	2015.06.02	Y. Li	Revised	Y. Li	Y. Li
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6	2015.06.02	Y. Li	Revised	Y. Li	Y. Li

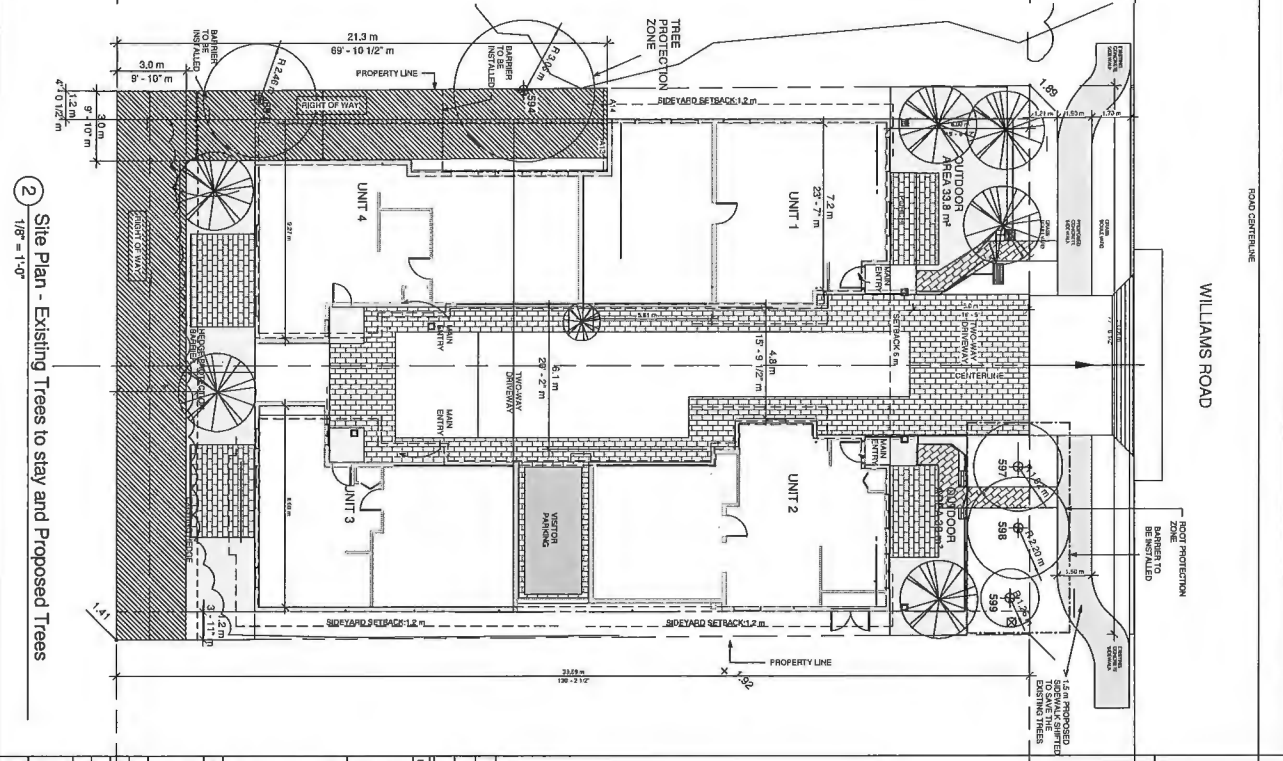
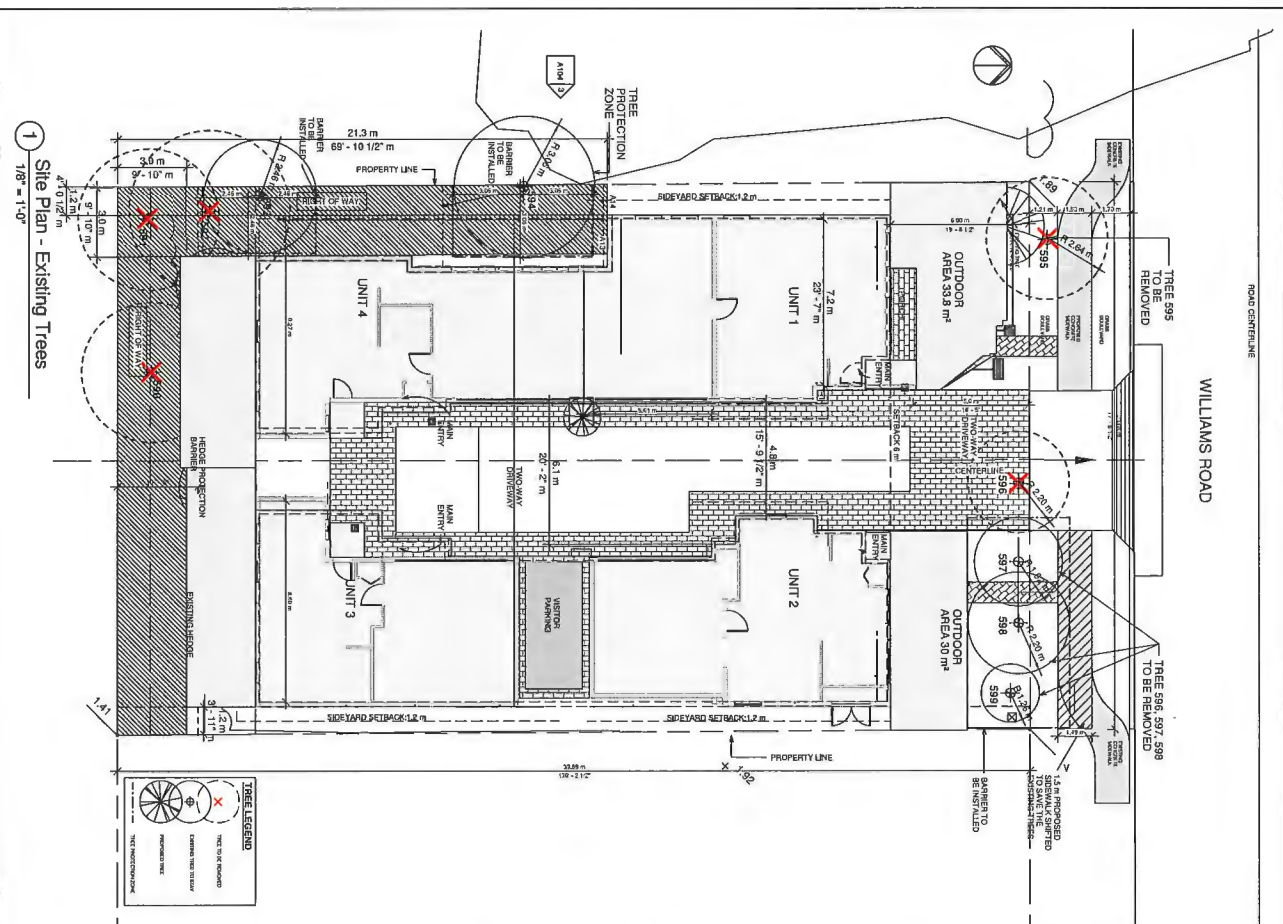
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PROJECT: DUPLEXES WITH SHARED DRIVEWAY
 5508 Williams Road, Richmond, BC
 ARCHITECTURAL
 Site Plans

DESIGNED BY: Y. Li
 DRAWN BY: Y. Li
 SCALE: As Noted
 DATE: 07/23/15

PROJECT NO.: 1742/WPK
 DRAWING NO.: A102
 SHEET NO.: 1 OF 2





NO.	DATE	DESCRIPTION	BY	CHECKED
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3	08/03/20	REVISED	4	5
4	08/13/20	REVISED	3	5

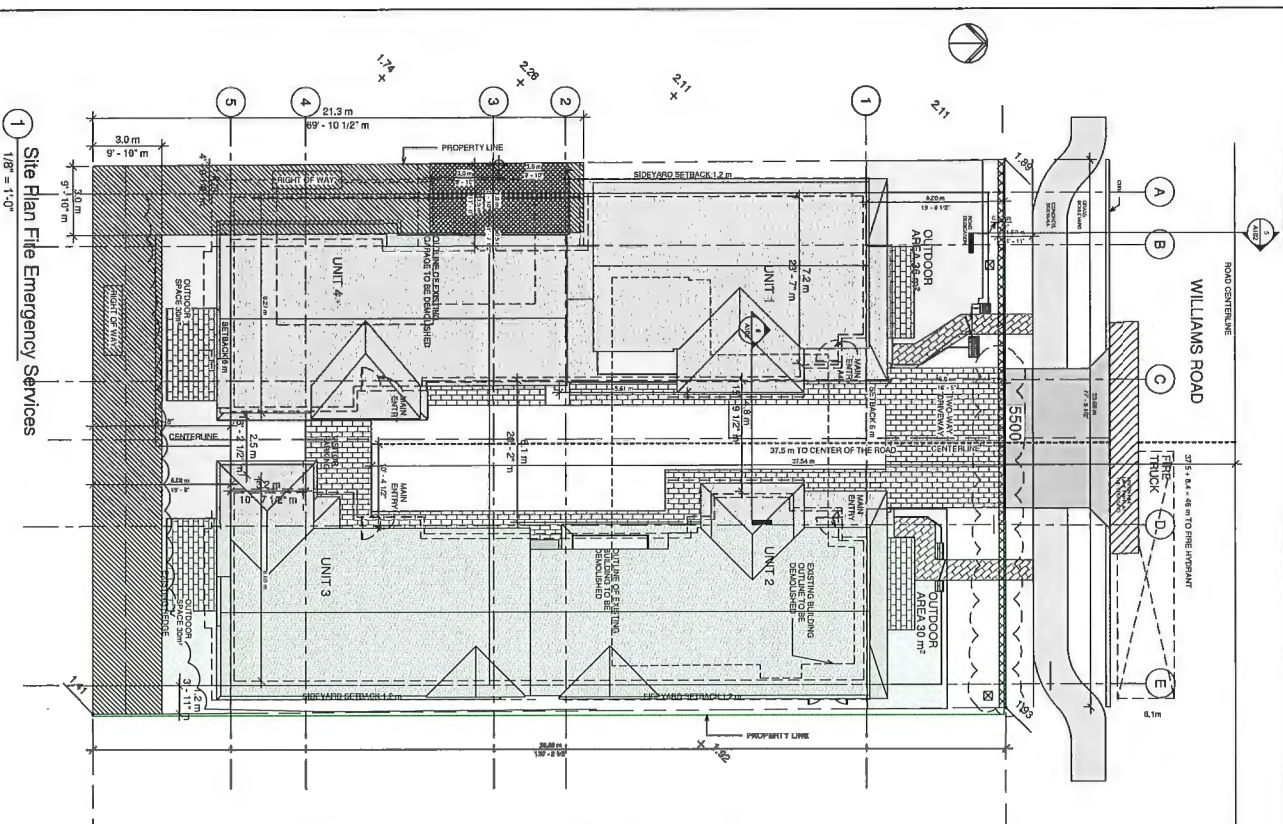
PROJECT: DUPLEXES WITH SHARED DRIVEWAY
5500 Williams Road, Richmond, BC

ARCHITECTURAL: Site Plan - Existing Trees, Trees to stay and proposed

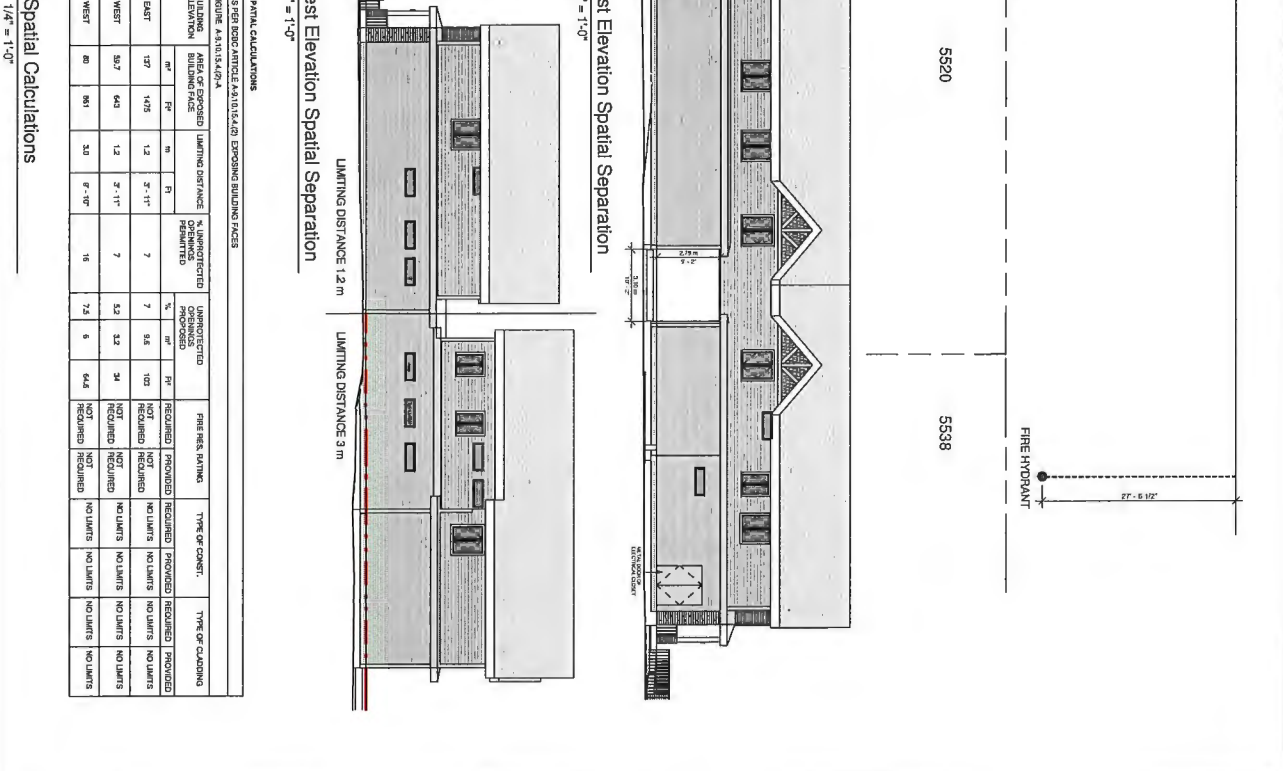
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PROJECT NO.: 1742WPK
ISSUE NO.: A103

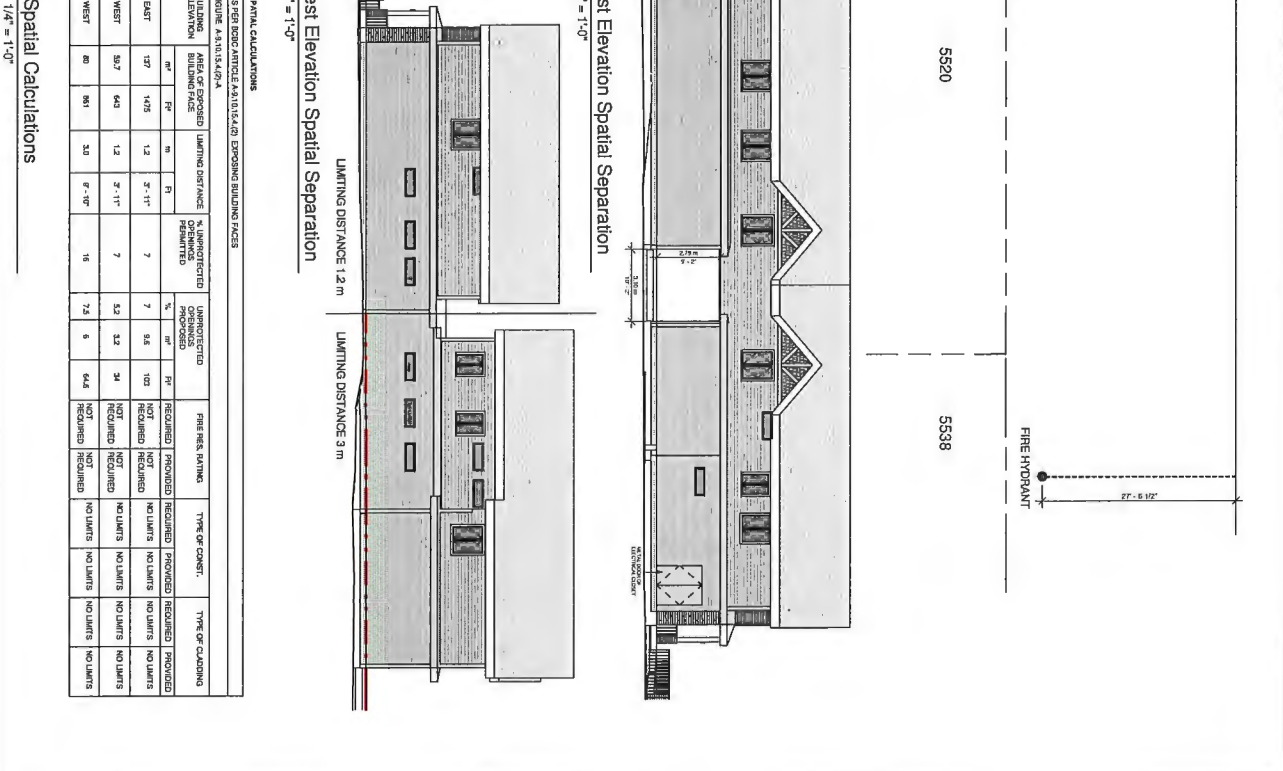
PH - 71



1 Site Plan Fire Emergency Services
1/8" = 1'-0"



2 East Elevation Spatial Separation
1/8" = 1'-0"



3 West Elevation Spatial Separation
1/8" = 1'-0"

SPATIAL CALCULATIONS

AS PER BCBC ARTICLE 6.24.01(4)(2) EXPOSING BUILDING FRACES

FIGURE 6.24.01(5)(4) 6/24/14

BUILDING ELEVATION	AREA OF EXPOSED BUILDING FRACE	LIMITING DISTANCE	% UNPROTECTED PERMITTED	UNPROTECTED PROPOSED	FIRE RISK RATING	TYPE OF CONSTRAINT	TYPE OF CLADDING
EAST	137	1.2	7	3.6	NOT REQUIRED	NO LIMITS	NO LIMITS
WEST	53.7	1.2	7	3.2	NOT REQUIRED	NO LIMITS	NO LIMITS
WEST	80	3.0	16	7.4	NOT REQUIRED	NO LIMITS	NO LIMITS

SPATIAL CALCULATIONS

1/4" = 1'-0"

REVISION	DATE	BY	CHKD	SCALE
1	11/07/18	14	14	1/4" = 1'-0"

PROJECT NO. 1742WPK
DRAWING NO. A104

PROJECT: DUPLEXES WITH SHARED DRIVEWAY
5300 Williams Road, Renard, BC

ARCHITECTURAL

Site Plan for Fire Department & Spatial Separation

DATE: 11/07/18

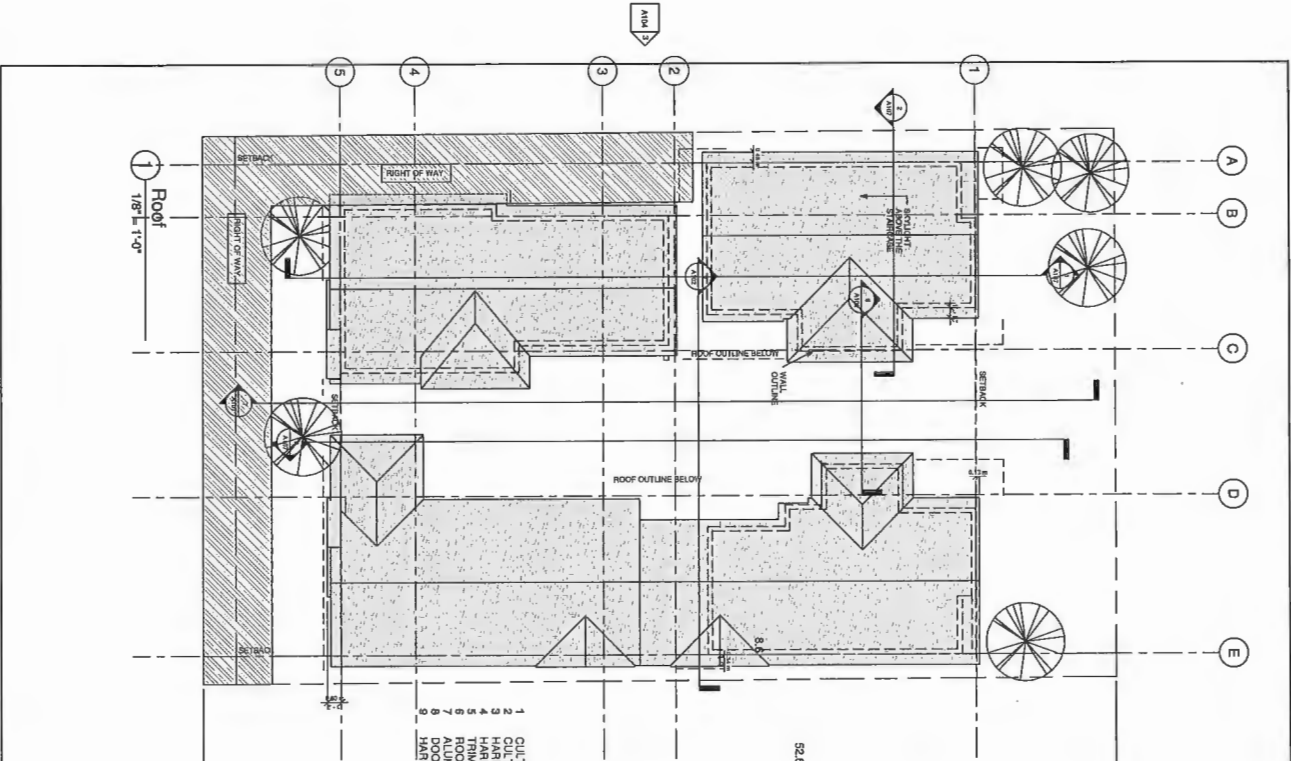
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DRAWING NO. A104

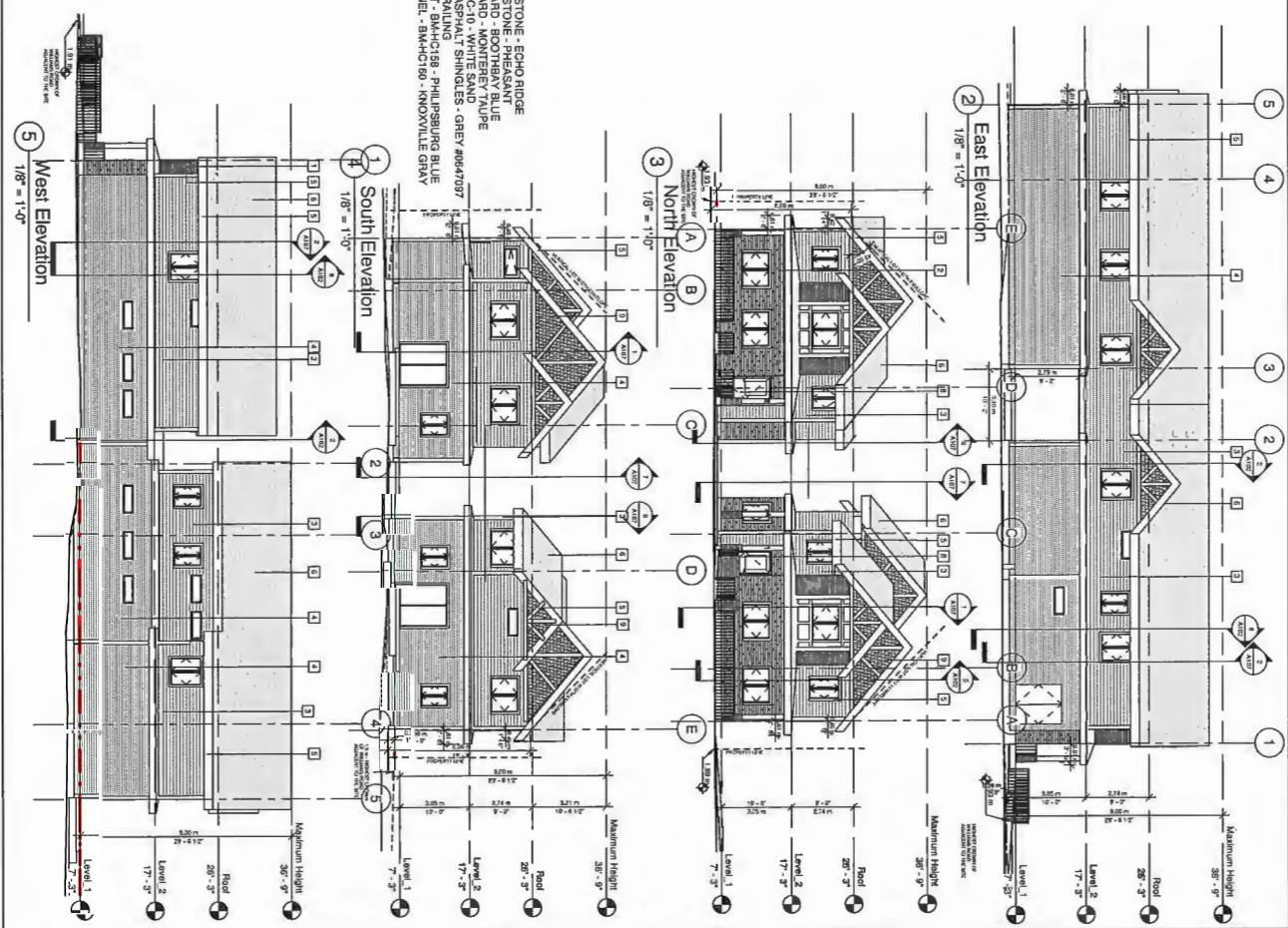
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REV: 1/1/18-01
DATE: 1/1/18
BY: 14
CHKD: 14

DATE: 11/07/18
BY: 14
CHKD: 14



- 1 CULTURED STONE - ECHO RIDGE
- 2 HARD RED STONE - PHOENIX VALLE
- 3 HARD RED STONE - MONTREY VALPE
- 4 TRIM - BM-OC-10 - WHITE SAND
- 5 ROOFING - ASPHALT SHINGLES - GREY #6647037
- 6 DOOR PANEL - BM-HC158 - PHILPSBURG BLUE
- 7 HARDIE PANEL - BM-HC150 - KNOXVILLE GRAY



NO.	REV.	DATE	ISSUE DESCRIPTION	ISSUED BY	REVIEWED BY
1	1	10/21/17	ISSUE FOR PERMITS	MM	MM
2	1	10/21/17	ISSUE FOR PERMITS	MM	MM
3	1	10/21/17	ISSUE FOR PERMITS	MM	MM
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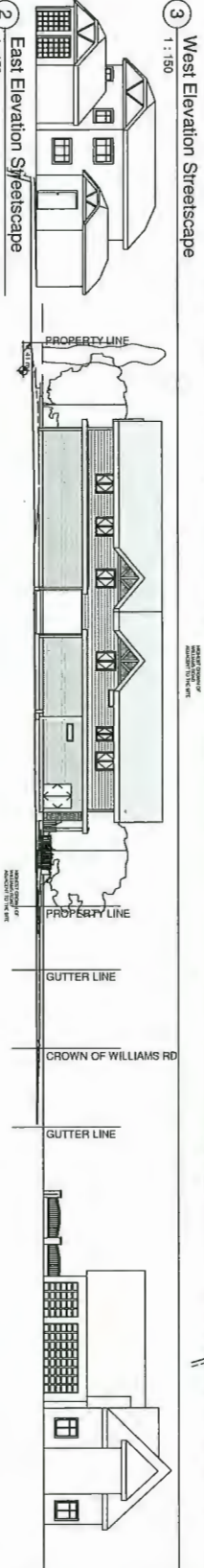
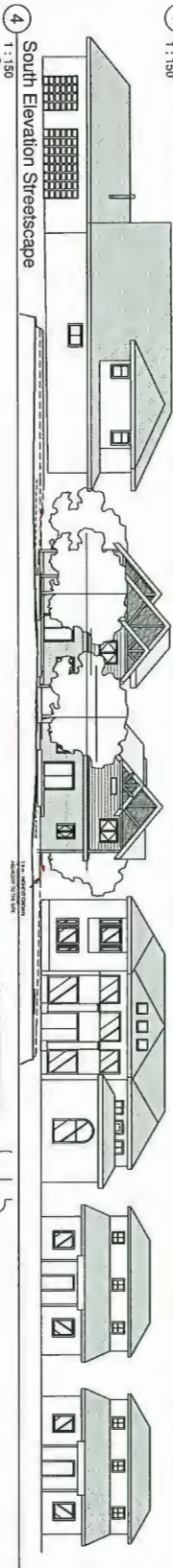
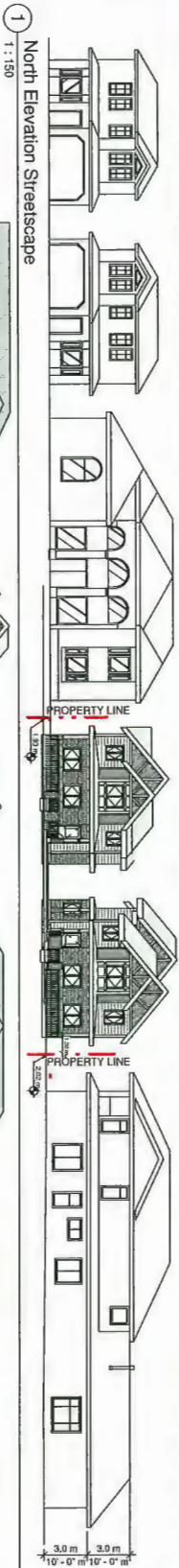
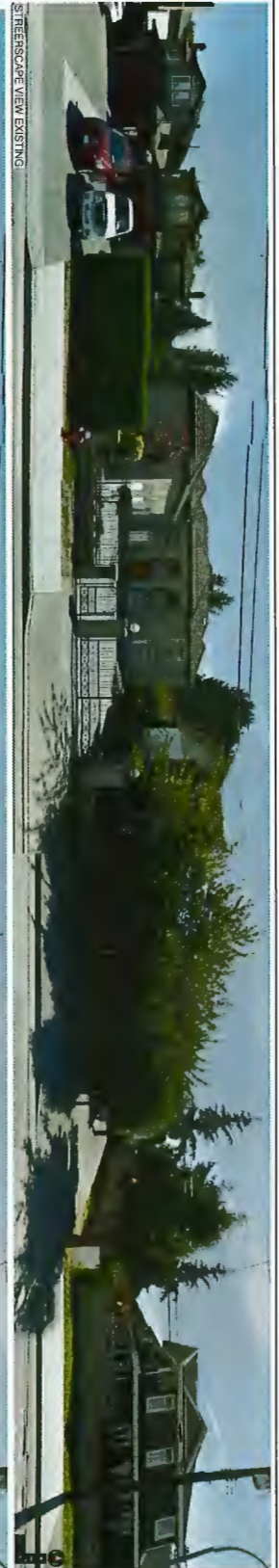
PROJECT: DUPLEXES WITH SHARED DRIVEWAY, 5500 Williams Road, Richmond, BC

ARCHITECTURAL: Roof Plan & Elevations

DESIGNED BY: SCALE: DATE: 10/21/17

PROJECT NO: 1742HWK DRAWING NO: A106





NO.	DATE	ISSUE DESCRIPTION	BY	REVIEWED
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2	09/13/21	REVISED	JK	DP
3	09/13/21	REVISED	JK	DP
4	09/13/21	REVISED	JK	DP

PROJECT: DUPLEXES WITH SHARED DRIVEWAY
5500 Williams Road, Remond, BC

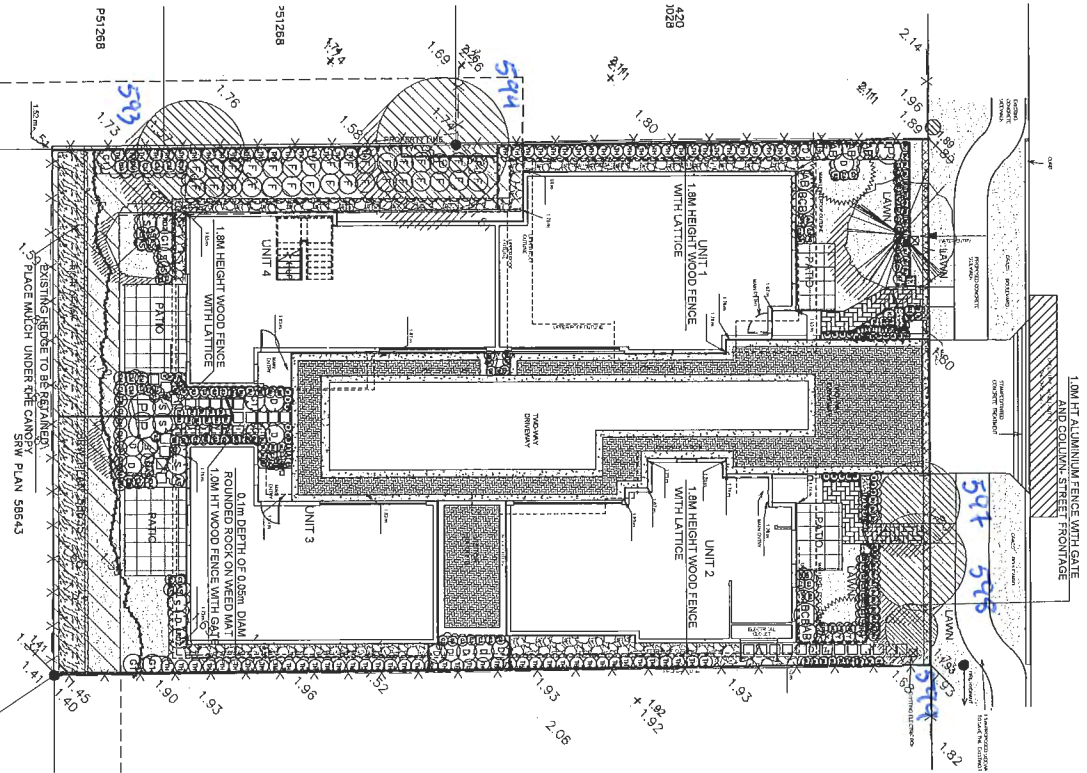
ARCHITECTURAL
Streetscape view

DESIGNED BY: [Signature]
DRAWN BY: [Signature]
SCALE: 1:150
DATE: 09/17/21

PROJECT NO: 1742HPK
DRAWING NO: A109



WILLIAMS ROAD



PLANT SCHEDULE

NO.	SYMBOL	SYMBOL NAME	COMMON NAME	PLANTING SIZE / REMARKS
1	(Symbol)	MADEIRA STAGHOLE SPURGE	DRYAS FOLIATA SPURGE	800 DIA. 2M TALL B&B
2	(Symbol)	MADEIRA STAGHOLE SPURGE	DRYAS FOLIATA SPURGE	800 DIA. 2M TALL B&B
3	(Symbol)	MADEIRA STAGHOLE SPURGE	DRYAS FOLIATA SPURGE	800 DIA. 2M TALL B&B
4	(Symbol)	MADEIRA STAGHOLE SPURGE	DRYAS FOLIATA SPURGE	800 DIA. 2M TALL B&B
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8	(Symbol)	MADEIRA STAGHOLE SPURGE	DRYAS FOLIATA SPURGE	800 DIA. 2M TALL B&B
9	(Symbol)	MADEIRA STAGHOLE SPURGE	DRYAS FOLIATA SPURGE	800 DIA. 2M TALL B&B
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11	(Symbol)	MADEIRA STAGHOLE SPURGE	DRYAS FOLIATA SPURGE	800 DIA. 2M TALL B&B
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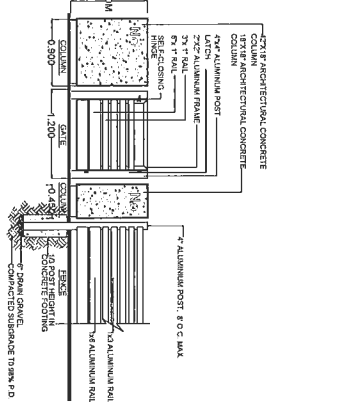
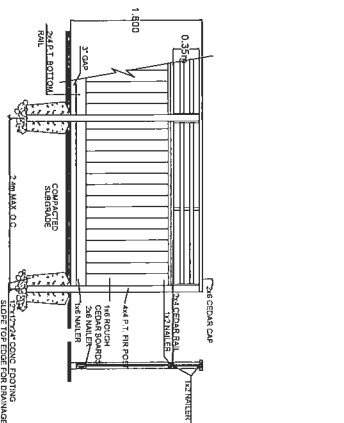
NOTES: 1. PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE IRL LANDSCAPE STANDARD AND COMMON LANDSCAPE STANDARD. PLANT SPECIES, COMMON NAMES, AND PLANTING SIZES ARE SUBJECT TO CHANGE WITHOUT NOTICE. 2. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 3. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 4. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 5. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 6. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 7. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 8. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 9. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 10. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 11. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 12. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 13. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 14. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 15. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 16. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 17. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 18. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 19. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 20. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 21. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 22. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 23. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 24. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 25. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 26. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 27. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 28. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 29. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 30. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 31. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE. 32. PLANTING SIZES ARE SPECIFIED IN THE PLANT SCHEDULE.

MATERIAL KEY

BRUSHBLE E BARS
 Description: Brushble E Bars
 Harvest Color: Driveway

NON-LAND CONCRETE BARS
 Gray Color by Mutual Materials

7X7 CONCRETE SLABS
 Varicolor Bay Architectural Slab:
 by Mutual Materials, Gray Colour



- NOTES:**
1. ALL POSTS PRESISTENT TREATED TO CSA STANDARD AND END CUTS
 2. ALL OTHER MATERIALS TO BE SPECIFIED IN CONSTRUCTION DRAWING MANUAL
 3. ALL UNITS TO BE APPROVED BY ARCHITECT
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- NOTES:**
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DRAWING TITLE
LANDSCAPE PLAN

DATE: May 02, 2018
 SCALE: 1:50
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: 4 UNIT DEVELOPMENT
 5500 WILLIAMS ROAD
 RICHMOND

DRAWING NUMBER
L1
 OF 3

P&S PROJECT NUMBER: 18-077

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P&S
 LANDSCAPE ARCHITECTS

5500 Williams Road
 Richmond, BC V6V 2G9
 P: 604-264-0771 | F: 604-264-0722



RZ 17-790028

Attachment 3

Address: 5500 Williams

Applicant: Vivid Green Architecture

Planning Area(s): Steveston

	Existing	Proposed
Site Size (m²):	940 m ²	Lot A: 470 m ² Lot B: 470 m ²
Land Uses:	Single-family dwelling	Two-unit dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	1	4
Other Designations:	n/a	No change

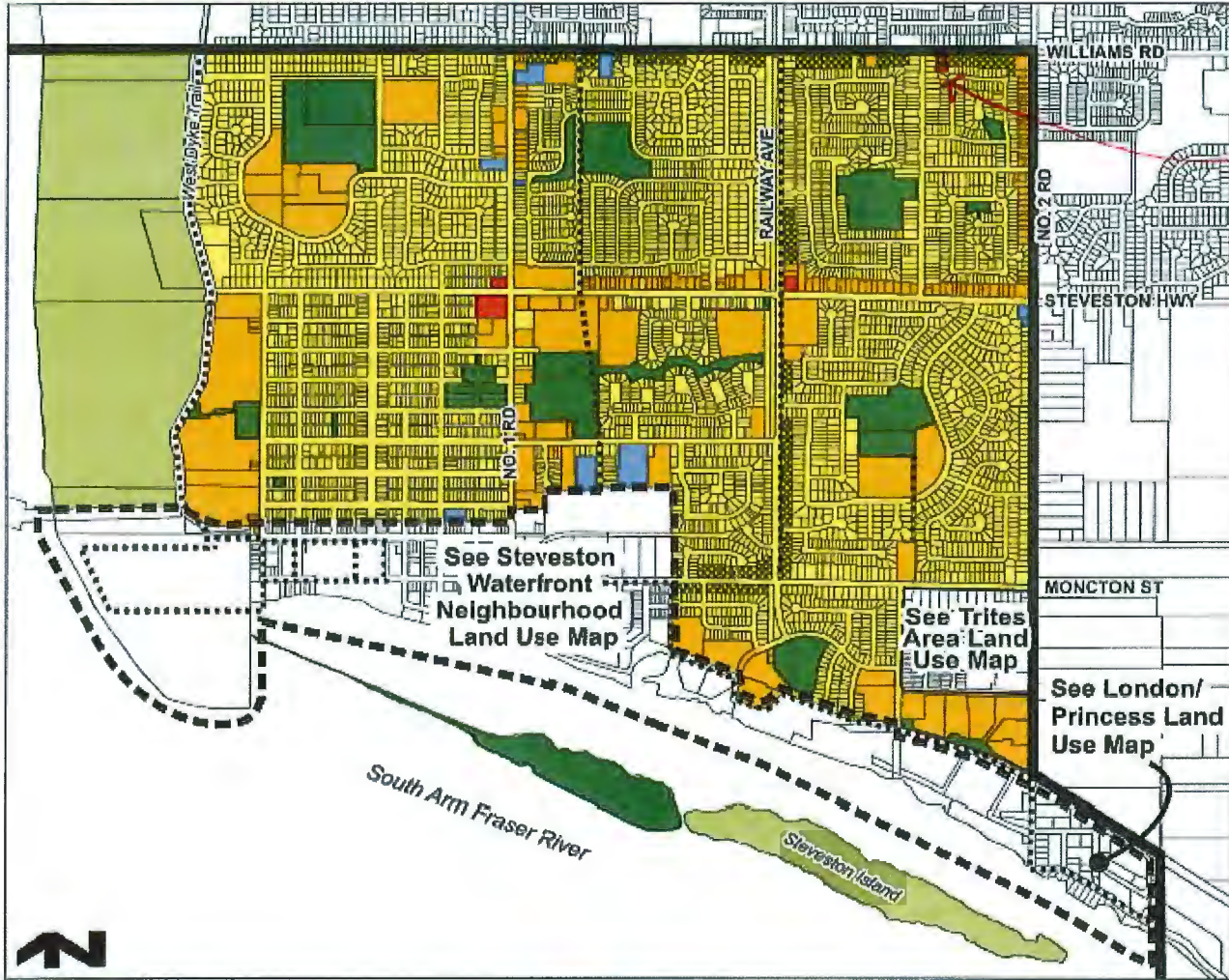
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	0.6 FAR	0.6 FAR	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: 45% Max. Non-porous Surfaces: 70% Max. Landscaping: 20% Min.	none
Lot Size:	Min. 464.5 m ²	Lot A: 474 m ² Lot B: 466 m ²	none
Lot Dimensions (m):	Width: Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access Depth: Min. 30 m	Width: 11.8 m Depth: 39.69 m	none
Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	Front: 6 m Min. Rear: 6 m Min. Side: 1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4) = 1	1	none
Off-street Parking (total):	5	5	none
Tandem Parking Spaces:	Permitted	0	none

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

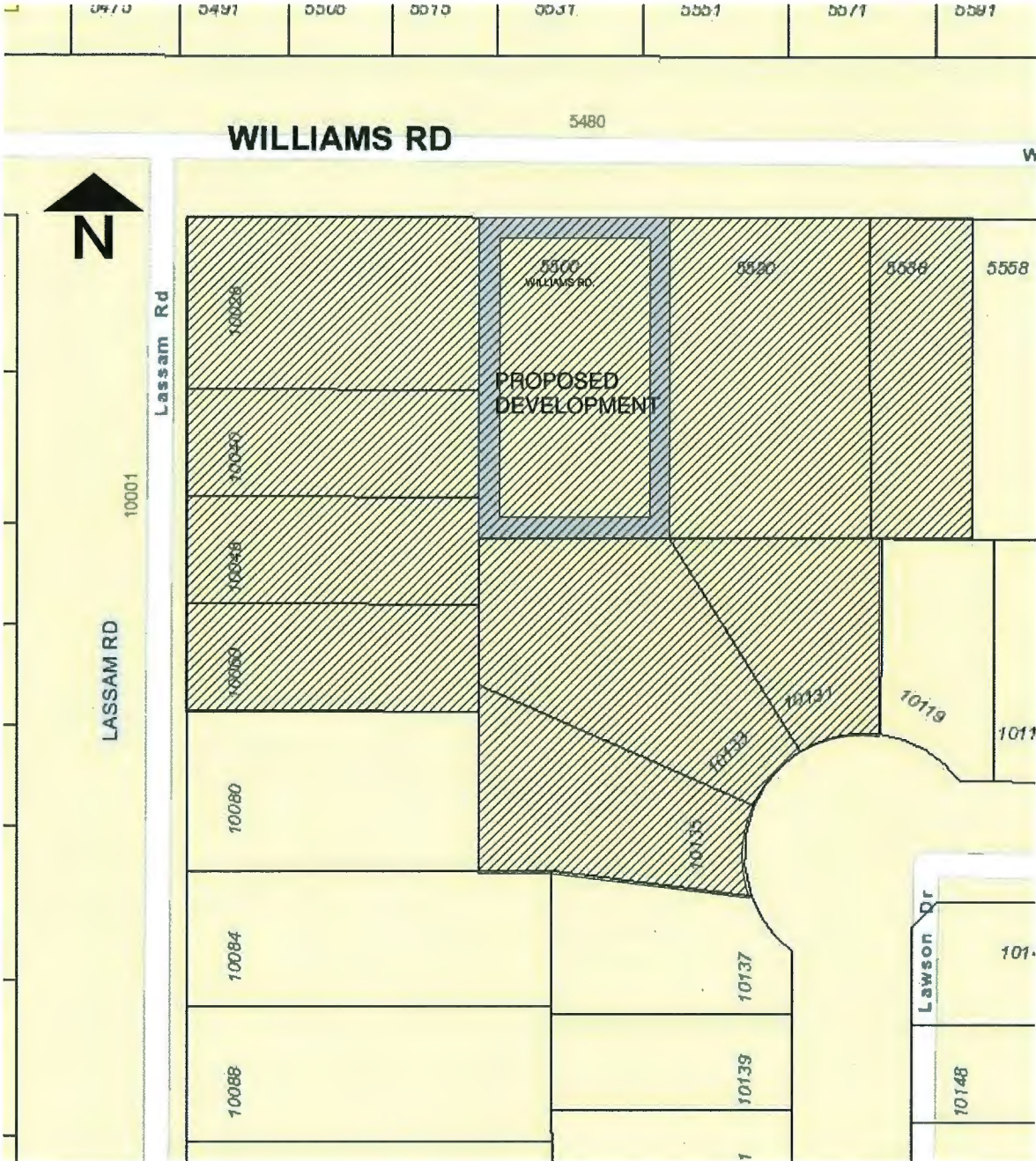
Steveston Area Land Use Map

Bylaw 9604
2016/12/19

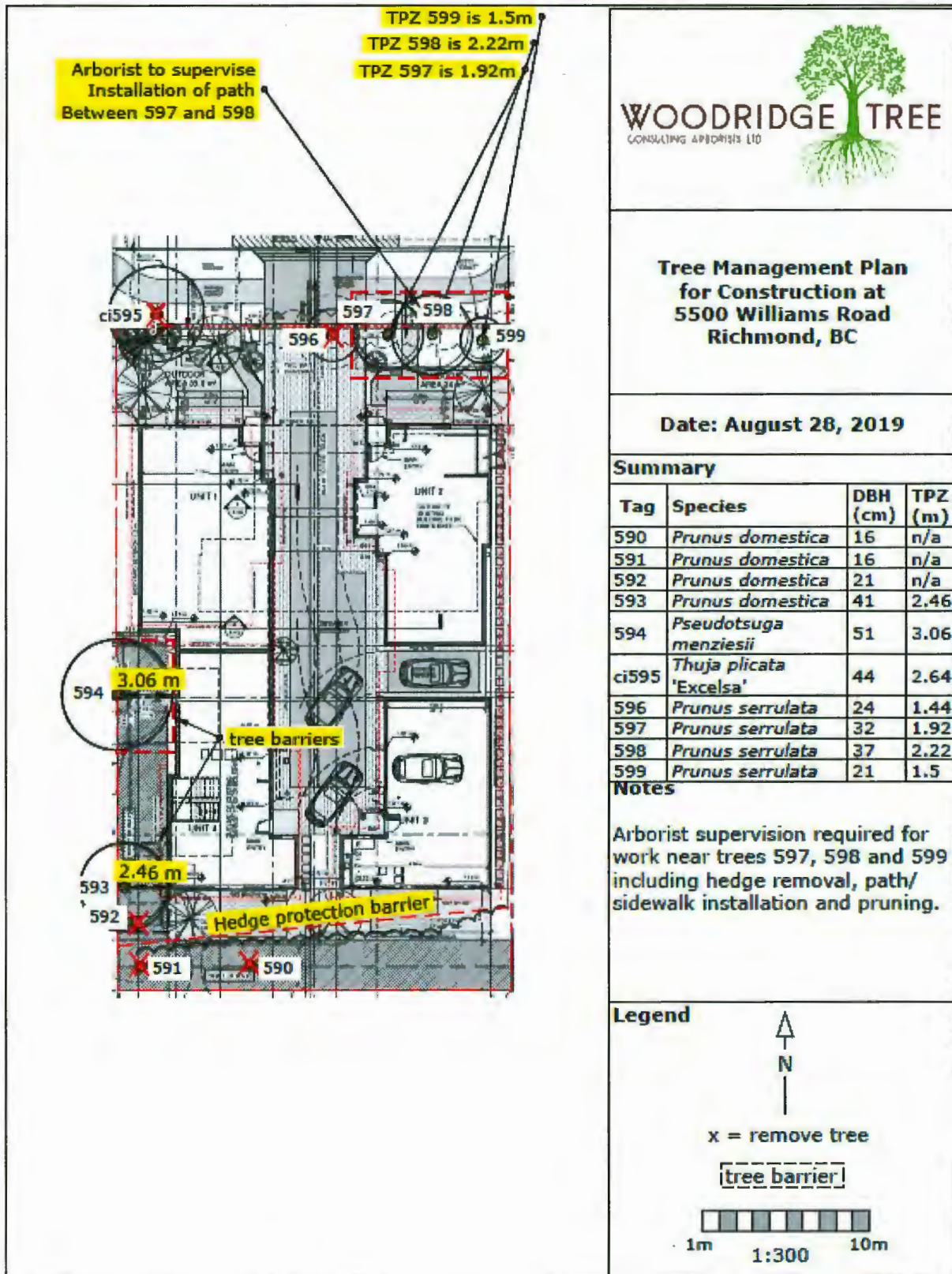


subject site

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



NEIGHBOURS CONSULTED ABOUT UPCOMING DEVELOPMENT





Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10091, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
 - a) Vehicle access is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City;
 - b) A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two lots.
 - c) The buildings and driveways on the two proposed lots are to be designed to accommodate on-site vehicle turn-around to prevent vehicles from reversing onto Williams Road.
3. City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Tree Survival Security to the City in the amount of \$45,000 for the 5 trees to be retained.
5. Submission of a Contract entered into between the applicants/developers and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone on site for the protection of the trees to be retained on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$51,569.50) to the City's Affordable Housing Reserve Fund.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Enter into a Servicing Agreement* for the design and construction of frontage and servicing works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,
 - a) Water Works:
 - Using the OCP Model, there is 572.00 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
 - The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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.
 - Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements.
 - Provide a right-of-way for the water meters. Exact right-of-way dimensions to be finalized during the service design phase.

- At Developer's cost, the City is to:
 - Complete all tie-ins for the proposed works to existing City infrastructure.
 - Upgrade the existing water service connection located 4.3m east of the west property line. The water service connection shall have two separate water meters for the proposed duplex on the west lot.
 - Install a new water service connection for the east duplex, complete with 2 meters and meter boxes, to service the proposed duplex on the east.
- b) Storm Sewer Works:
 - The Developer is required to:
 - Check the existing storm service connections STCN11030 and STCN33207. Confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
 - At Developer's cost, the City is to:
 - Cut and cap the existing storm service leads STCN11030 and STCN33207 along the north property line. The existing inspection chambers STIC58550 and STIC50611 shall be retained to service 5520 Williams Road and 10028 Lassam Road respectively.
 - Install a new storm service connection at the adjoining property line of the proposed duplexes, complete with inspection chamber and dual service leads.
- c) Sanitary Sewer Works:
 - The Developer is required to:
 - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
 - At Developer's cost, the City is to:
 - Complete all tie-ins for the proposed works to existing City infrastructure.
 - Install a new sanitary service connection at the adjoining property line of the proposed duplexes, complete with inspection chamber, and dual service leads.
 - Cut, cap, and remove the existing sanitary service connection and inspection chamber located at the southeast corner of the subject site.
- d) Frontage Improvements:
 - Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the property line. Over the remaining width between the new sidewalk and the curb, construct a grass boulevard with street trees. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject development.
 - All existing driveways along the Williams Road development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described under Item 1 above.
 - Construct a new single shared driveway to the site. The new driveway is to be constructed to City design standards.
 - Provide special stamped/tinted concrete treatments for the sidewalk across the new driveway to the site and green bike lane paint at the crossing to better highlight the driveway for cyclists and pedestrians.
 - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - Consult Engineering on lighting and other utility requirements as part of the frontage works.
 - The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

- (2) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
- BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- Review street lighting levels along all road and lane frontages, and upgrade as required.

e) General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - Not encroach into the existing SRW with proposed trees, non-removable fencing, or other structures.
 - Ensure that there is no encroachment of the proposed house in the SRW.
- 2. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

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

Note:

- * This requires a separate application.

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

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

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

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

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 10091 (17-790028)
5500 Williams Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)".

P.I.D. 006-586-449

Lot 96 Except: Part Subdivided by Plan 55424, Section 36 Block 4 North Range 7 West New Westminster District Plan 31420

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10091".

FIRST READING

NOV 12 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Approval stamp: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: October 30, 2019

From: Wayne Craig
Director, Development

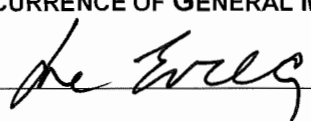
File: RZ 19-850681

**Re: Application by Dmitri Dudchenko for Rezoning at 11891 Dunavon Place from
Single Detached (RS1/E) to Single Detached (RS2/A)**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10101, for the rezoning of 11891 Dunavon Place from “Single Detached (RS1/E)” to “Single Detached (RS2/A)”, be introduced and given first reading.


Wayne Craig
Director, Development
WC:nc
Att. 7

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

Staff Report

Origin

Dmitri Dudchenko has applied to the City of Richmond for permission to rezone 11891 Dunavon Place from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/A)” zone, to permit the property to be subdivided to create two single-family lots. Each lot is proposed to have a single detached dwelling with a secondary suite with vehicle access from Dunavon Place (Attachment 1). The proposed subdivision plan is shown in Attachment 2. The proposed plans are shown in Attachment 3.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing duplex on the property, which will be demolished. The applicant has indicated that the dwelling units are currently rented and does not contain secondary suites.

Surrounding Development

Development immediately surrounding the subject property is as follows:

To the North: A single-family dwelling on a lot zoned “Single Detached (RS2/A)” fronting Dunavon Place.

To the South: Two single-family dwellings on lots zoned “Single Detached (RS1/A)” fronting Duncliffe Road.

To the East: A duplex on a lot zoned “Single Detached (RS2/A)” fronting Dunavon Place. The property’s rezoning was adopted by Council in 2018 to permit a subdivision to create two lots (File No. RZ 15-704505).

To the West: Two single-family dwellings on lots zoned “Single Detached (RS1/A)” fronting Dunford Road.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The subject property is located in the Steveston planning area. It is designated “Neighbourhood Residential” in the Official Community Plan (OCP) and “Single-Family” in the Steveston Area Plan. The proposed rezoning and subdivision is consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5470

The subject property is located in an area governed by Single Family Lot Size Policy 5470 (Attachment 5). The Policy permits the subject property to be rezoned and subdivided in accordance with the provisions of the “Single Detached (RS2/A)” zone. The proposed rezoning and subdivision are consistent with this Policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis

Existing Legal Encumbrances

There are two existing Statutory Rights-of-Way (SRWs) registered on Title. Both SRWs (Registration numbers G43521 and G57217) for the location of public utilities do not fall on the subject property and no longer apply to the site. They should be discharged from Title prior to final adoption of the rezoning bylaw.

The applicant must provide new 3 m-wide utility rights-of-way along the entire west and south property lines. The applicant is aware that encroachment into a right-of-way is not permitted.

Transportation and Site Access

Vehicle access is proposed to be from Dunavon Place via separate driveway crossings to each new lot.

Tree Retention and Replacement

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

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

- Two trees located on site, one Norway spruce (Tag# 941, 42 cm dbh) and one Deodar cedar (Tag# 942, 52 cm dbh), are in good condition and should be retained and protected.
- One Norway spruce located on site (Tag# 943, 51 cm dbh) has sustained storm damage and exhibits a broken top with the top 15’ of the tree failed, leaving the remaining crown unstable. It is leaning towards the neighbouring property to the east and should be removed and replaced.
- Three trees located on the eastern neighbouring property, two maple trees (Tag# os1, 33 cm dbh; Tag# os2, 20 cm dbh) and one Douglas fir (Tag# os3, 53 cm dbh), were proposed to be removed as part of the approved rezoning of the neighbouring property, which was adopted in 2018 (File No. RZ 15-704505). The three trees have since been removed.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove one on-site tree (Tag# 943). The 2:1 replacement ratio would require a total of two replacement trees for the on-site tree proposed to be removed. The applicant has agreed to plant one replacement tree and one new tree on each lot, for a total of four trees. The new and required replacement trees are to be of the following minimum sizes, based on the size of the tree being removed as per Tree Protection Bylaw No. 8057.

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

Prior to final adoption of the rezoning bylaw, the applicant must provide a \$2,000 Landscape Security to ensure that two required replacement trees and two new trees are planted.

Tree Protection

Two on-site trees (Tag# 941, 942) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission of a \$20,000 Tree Survival Security based on the size of the trees to be retained.

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

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. The applicant has indicated that the proposed suite for Lot 1 is a bachelor, approximately 46.5 m² (500 ft²) and for Lot 2, a one-bedroom, approximately 46.5 m² (501 ft²).

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant must enter into a Servicing Agreement for the required site servicing and off-site improvements listed in Attachment 7. These include, but may not be limited to:

- Installation of a new sanitary sewer complete with two new manholes within the Dunavon Pl roadway from the existing north-south aligned sanitary main between 11906 and 11920 Dunavon Pl to the common property line of the two lots that will be created. The approximate length of the required sanitary main is 29 meters.

At Subdivision stage, the applicant is also required to pay Development Cost Charges (City, Metro Vancouver, & Translink), School Site Acquisition Charges, Address Assignment Fees, and the costs associated with the completion of the required site servicing works as described in Attachment 7.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this application is to rezone 11891 Dunavon Place from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/A)" zone, to permit the property to be subdivided to create two single family lots. Each lot is proposed to have a single detached dwelling with a secondary suite and vehicle access from Dunavon Place.

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

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10101 be introduced and given first reading.



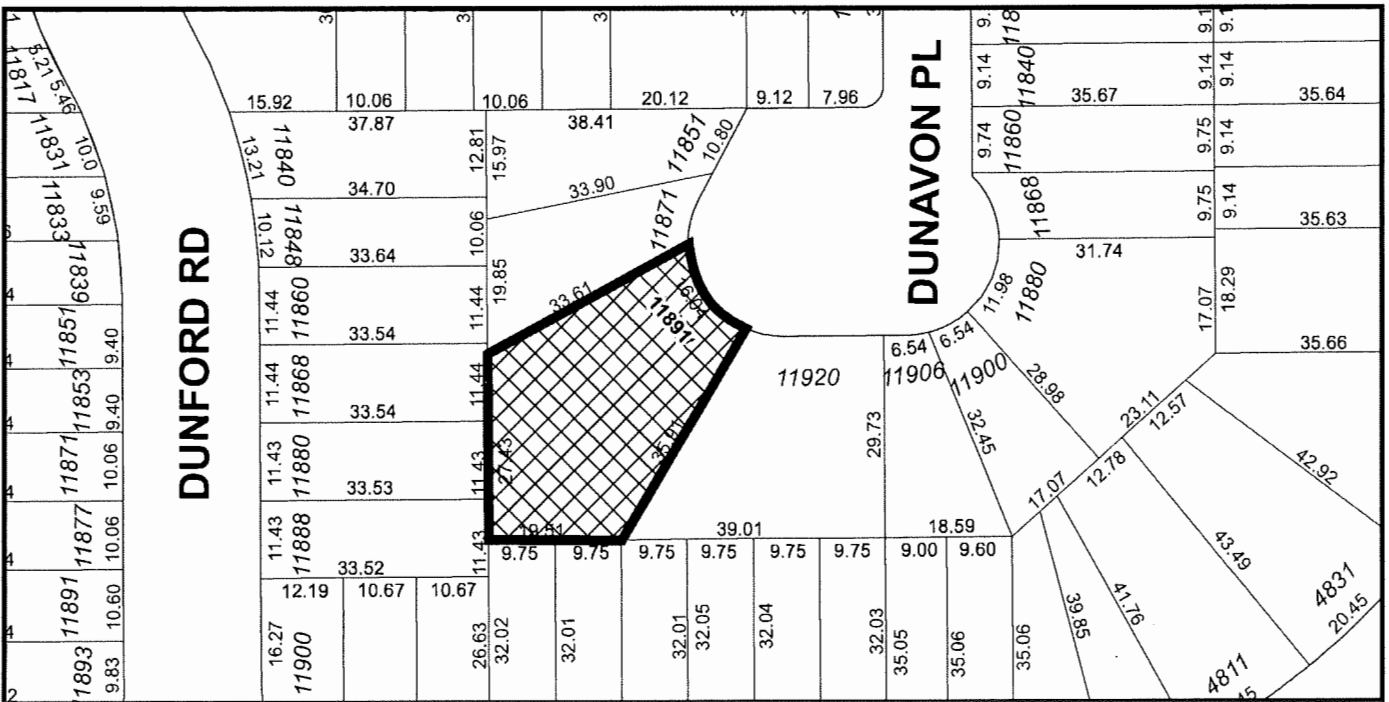
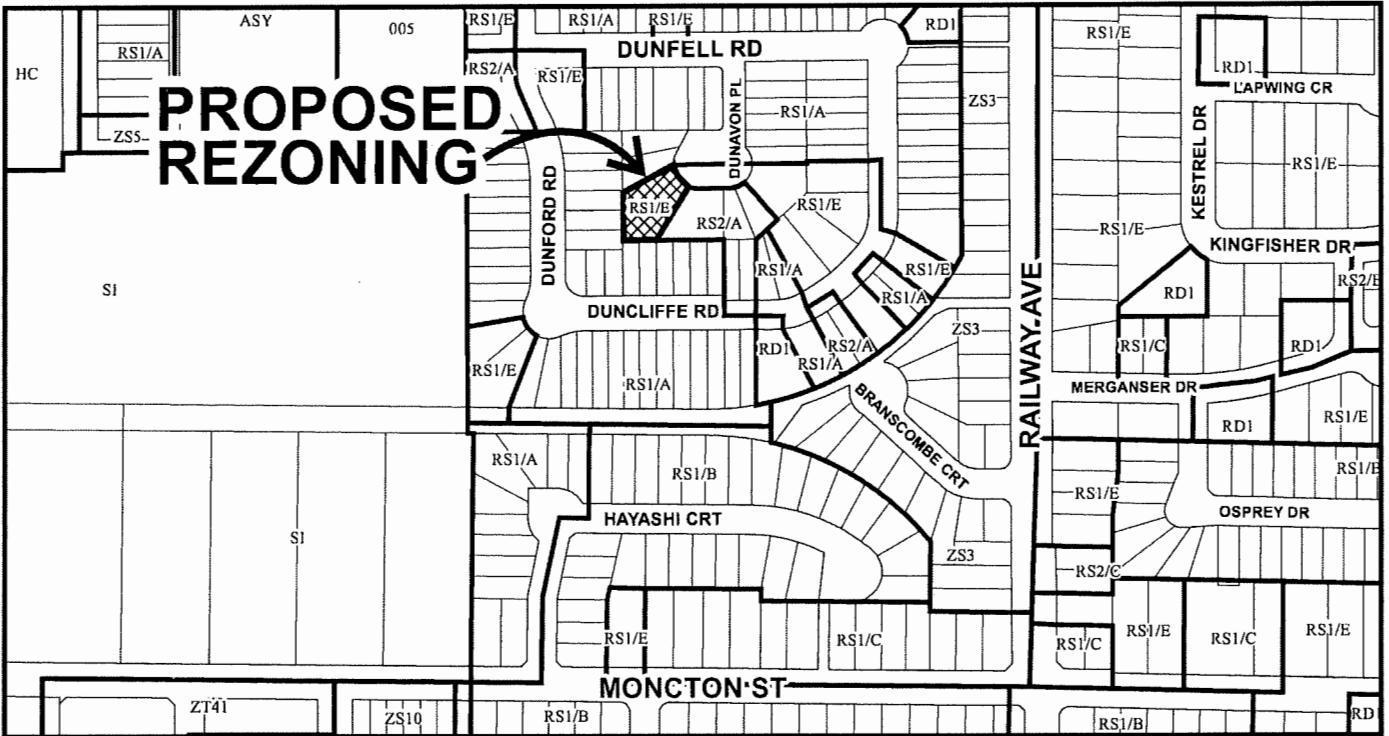
Natalie Cho
Planning Technician

NC:cas

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Proposed Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Lot Size Policy 5470
- Attachment 6: Tree Retention Plan
- Attachment 7: Rezoning Considerations



City of Richmond



	<p style="text-align: center; font-size: 2em; font-weight: bold;">RZ 19-850681</p>	<p>Original Date: 01/18/21 Revision Date: Note: Dimensions are in METRES</p>
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City of
Richmond



**SUBJECT
PROPERTY**

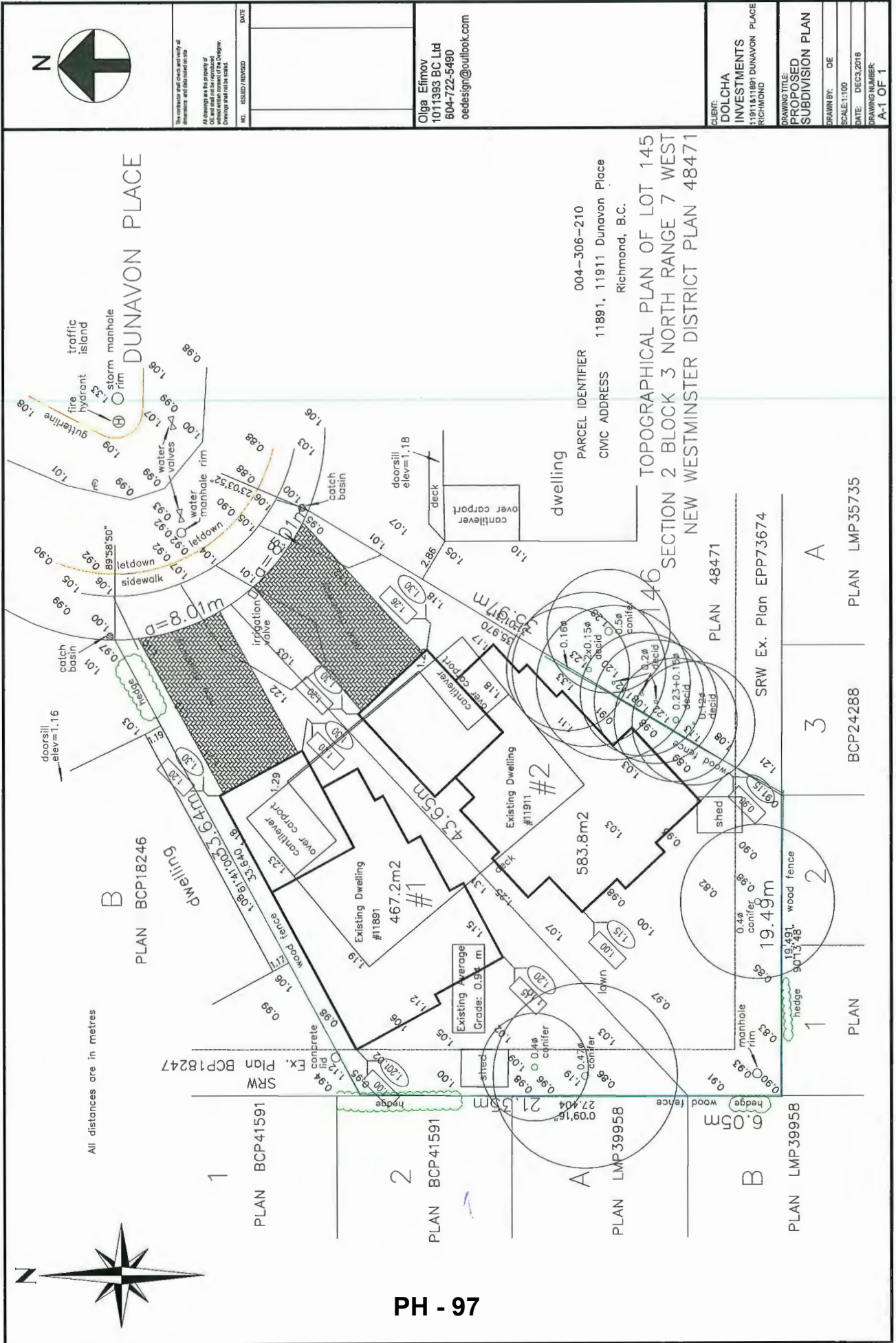


RZ 19-850681

Original Date: 01/21/21

Revision Date:

Note: Dimensions are in METRES



All distances are in metres



The contractor shall check accuracy of dimensions and data related to site.
 All drawings are the property of the Designer and shall not be used without written consent of the Designer. Drawings shall not be copied.
 NO. ISSUED / REVISED DATE

Olga Efimov
 1011393 BC Ltd
 804-722-5490
 oeedesjgn@outlook.com

CLIENT:
 DOLCHA INVESTMENTS
 11911 11911 DUNAVON PLACE
 RICHMOND

DRAWING TITLE:
 PROPOSED SUBDIVISION PLAN
 DRAWN BY: OE
 SCALE: 1:100
 DATE: DEC 3, 2018
 DRAWING NUMBER:
 A-1 OF 1

PARCEL IDENTIFIER 004-306-210
 CIVIC ADDRESS 11891, 11911 Dunavon Place
 Richmond, B.C.

TOPOGRAPHICAL PLAN OF LOT 145
 SECTION 2 BLOCK 3 NORTH RANGE 7 WEST
 NEW WESTMINSTER DISTRICT PLAN 48471

PLAN BCP18246
 dwelling

PLAN BCP41591
 SRW Ex. Plan BCP18247

PLAN BCP41591

PLAN LMP39958

PLAN LMP39958

PLAN 48471

SRW Ex. Plan EPP73674

PLAN LMP35735

JULY 30, 19

SRW Ex. Plan BCP18247

1

PLAN BCP41591

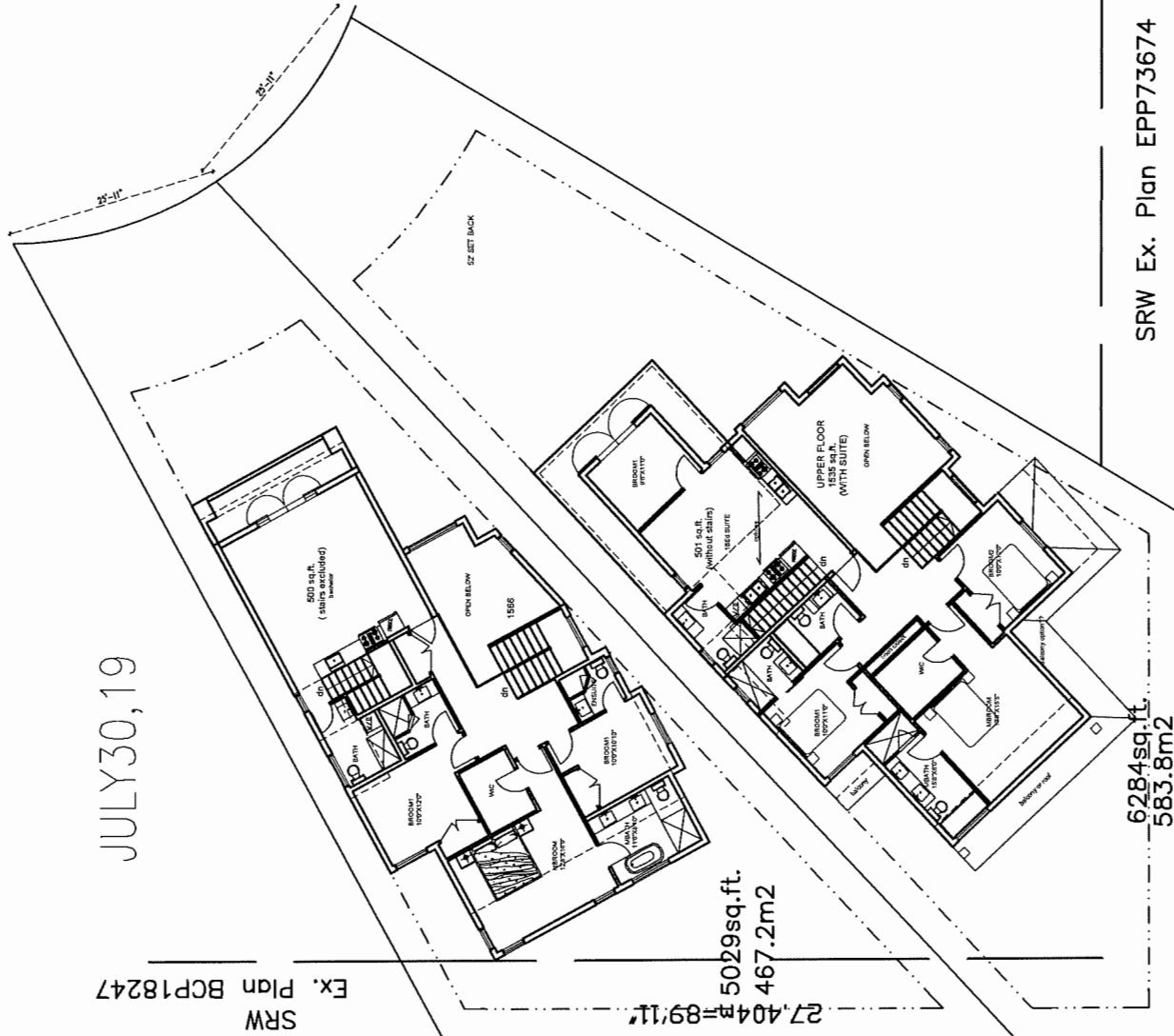
2

PLAN BCP41591

PLAN LMP39958

B

PLAN LMP39958



5029sq.ft.
467.2m2

6284sq.ft.
583.8m2

1

PLAN

2

BCP24288

3

PLAN LMP35735

SRW Ex. Plan EPP73674

A



RZ 19-850681

Attachment 4

Address: 11891 Dunavon Place

Applicant: Dmitri Dudchenko

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Dolcha Investment Ltd., Inc. No. BC1176457	To be determined
Site Size (m²):	1,051 m ² (11,312 ft ²)	Lot 1: 467.2 m ² (5,028.9 ft ²) Lot 2: 583.8 m ² (6,284.0 ft ²)
Land Uses:	One duplex	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Single Detached (RS1/A)	Single Detached (RS2/A)
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/A)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Lot 1: Max. 256.2 m ² (2,757.7 ft ²) Lot 2: Max. 291.2 m ² (3,134.4 ft ²)	Lot 1: 256 m ² (2,756 ft ²) Lot 2: 291 m ² (3,133 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Max. 20%	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Max. 20%	none
Lot Size:	Min. 270 m ²	Lot 1: 467.2 m ² (5,028.9 ft ²) Lot 2: 583.8 m ² (6,284.0 ft ²)	none
Lot Dimensions (m):	Min. width: 9.0 m Min. depth: 24.0 m	Lot 1 Width: 14.68 m Lot 1 Depth: 38.64 m Lot 2 Width: 14.20 m Lot 2 Depth: 39.81 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none

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

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: July 15, 2002

POLICY 5470

File Ref: 4045-00

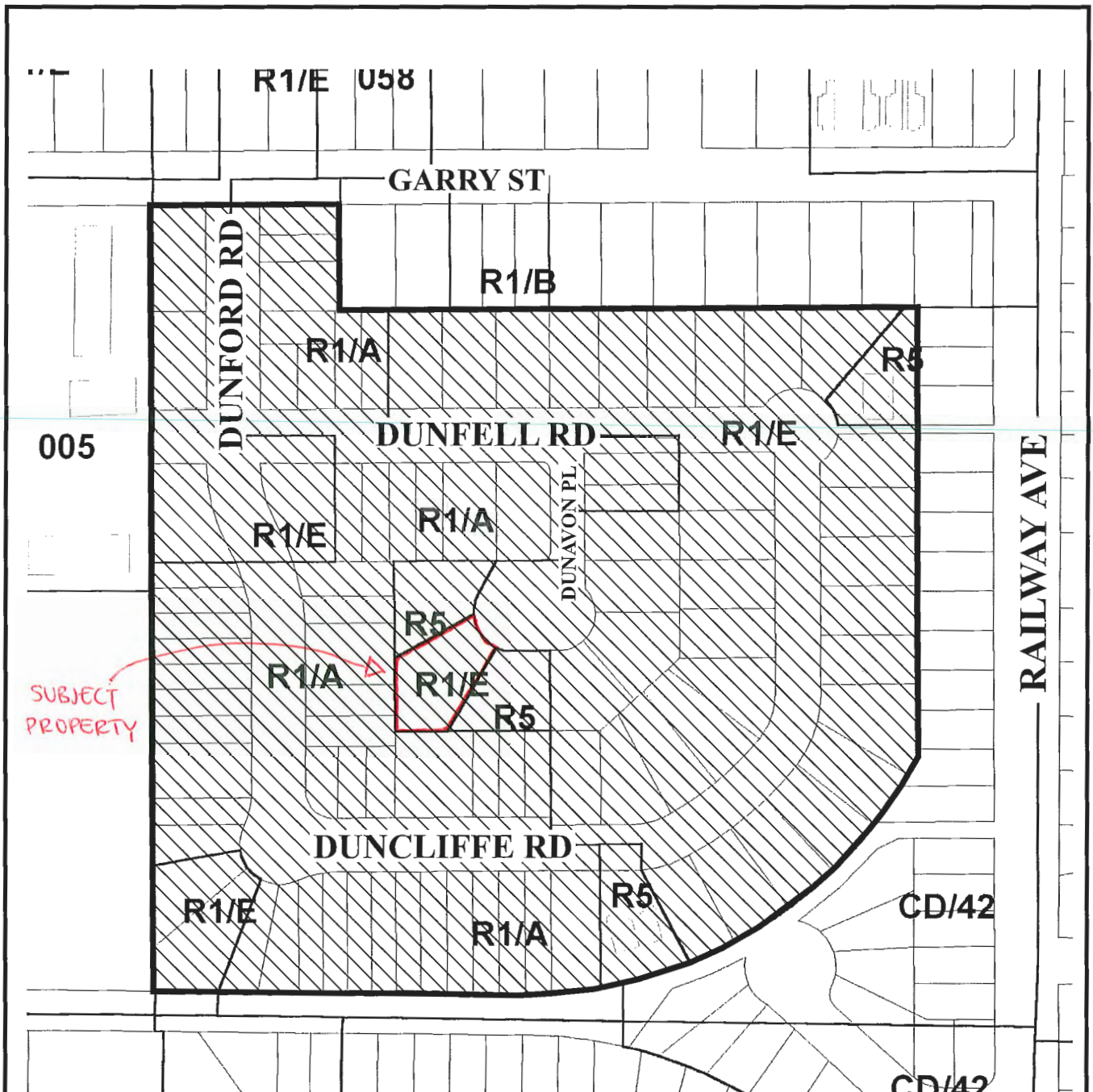
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 2-3-7

POLICY 5470:

The following policy establishes lot sizes for properties within the area located along **Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place**, in a portion of Section 2-3-7:


That properties located along Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place, in the south-east quadrant of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area A (R1/A) zoning of the Zoning and Development Bylaw 5300.

This policy is to 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 changed by the amending procedures contained in the Zoning and Development Bylaw.



005

SUBJECT
PROPERTY

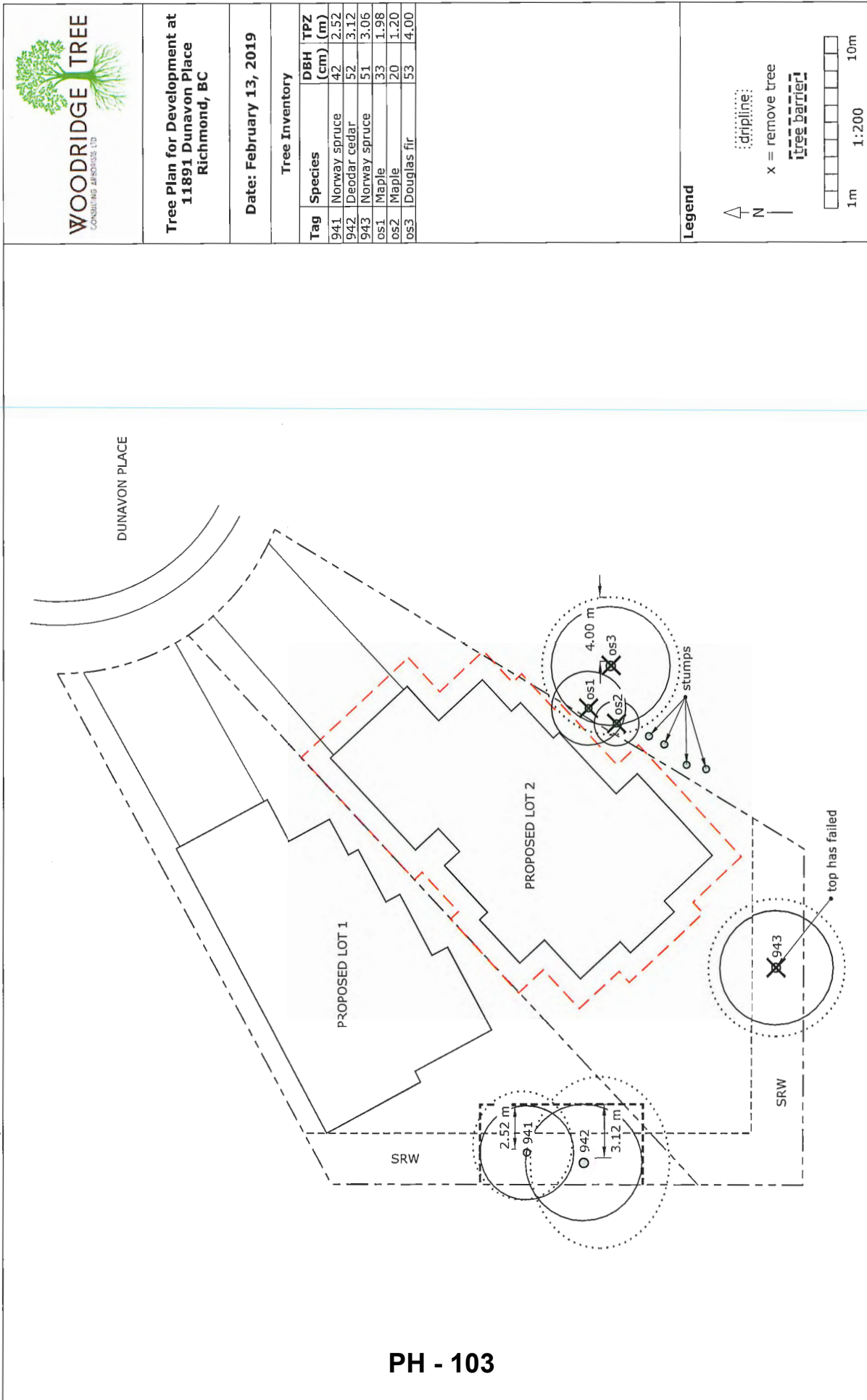
 Rezoning would be permitted to R1/A
(9 m or 29.527) wide lots)



Policy 5470

Section 02, 3-7

Adopted Date: 07/15/02
 Amended:
 Note: Dimensions are in METRES





Address: 11891 Dunavon Place

File No.: RZ 19-850681

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10101, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$2,000 (\$500/tree) to ensure that one replacement tree and one new tree are planted and maintained on each lot proposed (for a total of four trees). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

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

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$20,000 for two trees to be retained.
4. Registration of a flood indemnity covenant on title.
5. Registration of a 3.0 m-wide Statutory Right-of-Way along the south property line for extension of the sanitary sewer.
6. Registration of a 3.0 m-wide Statutory Right-of-Way along the west property line for extension of the sanitary sewer.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. Discharge of Statutory Right-of-Way G43521 from Title, which no longer applies to the subject property.
9. Discharge of Statutory Right-of-Way G57217 from Title, which no longer applies to the subject property.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City, Metro Vancouver, & Translink), School Site Acquisition Charges, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 167 L/s of water available at 20 psi residual at the hydrant fronting 11920 Dunavon Pl. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

- b. At Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- c. At Developer's cost, the City will:
 - Install two new water service connections complete with meter and meter box to service the two new lots.
 - Cut and cap at main, the existing water service connection at the Dunavon Place frontage.
 - Relocate the existing hydrant in the median if it will conflict with the required storm sewer connections that will service the two new lots.

Storm Sewer Works:

- a. At Developer's cost, the City will:
 - Install a new storm sewer service connection complete with an inspection chamber and dual service leads at the common property line of the two lots that will be created fronting Dunavon Pl.
 - Cut and cap the existing storm lead at the northeast and northwest corners of the subject site.

Sanitary Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - Provide 3 meter wide utility rights of ways along the entire west and south property lines of the proposed development.
 - Install a new sanitary sewer complete with two new manholes within the Dunavon Pl roadway from the existing north-south aligned sanitary main between 11906 and 11920 Dunavon Pl to the common property line of the two lots that will be created. Approximate length of required sanitary main is 29 meters.
 - Install a new sanitary service connection complete with inspection chamber and dual service leads.
- b. At Developer's cost, the City will:
 - Perform all tie-ins of proposed works to existing City infrastructure.
 - Cut and cap the existing sanitary service connection at the southeast corner of the subject site.

Frontage Improvements:

- a. At Developer's cost, the Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - Provide pre-ducting for future Hydro/Tel/Cable utilities, if required.
 - 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 on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.) and provide rights of ways for the above ground structures.
- b. All removal and relocation of curb, gutter, and curb letdowns to be done at Developer's cost.

General Items:

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

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

1. 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:

- * 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 10101 (RZ 19-850681)
11891 Dunavon Place

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/A)".

P.I.D. 004-306-210
Lot 145 Section 2 Block 3 North Range 7 West New Westminster District Plan 48471

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10101".

FIRST READING

NOV 25 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 21, 2019
File: ZT 18-827860

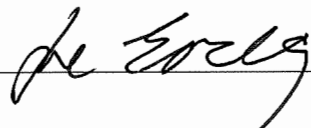
Re: Application by Pinnacle Living (Capstan Village) Lands Inc. for a Zoning Text Amendment to the “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone for the properties at 3208, 3211, and 3328 Carscallen Road

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10107, for a Zoning Text Amendment to the “Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone, to transfer 436 m² of un-built permitted residential floor area from 3328 Carscallen Road (Area B) to 3208 Carscallen Road (Area C), and to transfer the developer’s required Area D affordable housing contribution from 3211 Carscallen Road (Area D) to 3208 Carscallen Road (Area C), be introduced and given first reading.


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

Att. 8

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

Staff Report

Origin

Pinnacle Living (Capstan Village) Lands Inc. has applied to the City of Richmond for a Zoning Text Amendment to amend the “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone, a site-specific zone applicable only to lands bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way, to transfer:

- 1) 436 m² (4,693 ft²) of un-built permitted residential floor area from 3328 Carscallen Road (Area B) to 3208 Carscallen Road (Area C); and
- 2) the developer’s required Area D affordable housing contribution from 3211 Carscallen Road (Area D) to 3208 Carscallen Road (Area C).

A location map of the subject properties can be found in Attachment 1.

The applicant is also requesting to replace a neighbourhood park trail statutory right-of-way (SRW) along the south side of Area D that abuts a future neighbourhood park with a new SRW that would provide one-way road access connecting No. 3 Road to Carscallen Road and a ‘kiss and ride’ drop-off lane for future users of the Canada Line Capstan Station.

All Engineering, Transportation, and Parks off-site requirements with respect to Pinnacle’s four-phase development were resolved through the rezoning process and secured with legal and servicing agreements (SA 16-731709 and SA 19-861963) registered on title.

Findings of Fact

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

Surrounding Development

Area C (3208 Carscallen Road) of the subject site is vacant and is being used for construction staging for Area B (3328 Carscallen Road) of the Pinnacle Living (Capstan Village) development. Area D (3211 Carscallen Road) of the subject site is presently being used as a temporary sales office. Existing development surrounding the subject site includes:

To the north: North of Area D is Sea Island Way, a designated Provincial highway, and highway-oriented commercial properties designated for future development with high-rise, high density, hotel, office, and accessory retail uses;

North of Area C is a vacant site owned by Concord Pacific and zoned “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)”;

To the east: East of Area C is Sexsmith Road, and on the east side of Sexsmith Road, is a single family lot and Patterson Road that provides access to several larger single family lots zoned as Single Detached (RS1/F), which is designated for mixed multi-family residential and commercial uses;

East of Area B is Sexsmith Road, and on the east side of Sexsmith Road, is the “Concord Gardens” five-phase residential development zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10)” (DP 14-670686, DP 13-642725 and DP 12-611486) which is undergoing various stages of construction, permitting, and pre-application processes for medium- and high-density, multi-family uses, park, and related purposes;

To the south: South of the Area D site is a new neighbourhood park, currently under construction by the developer (as required through rezoning, RZ 12-610011), and the site of the future Capstan Canada Line Station;

South of the Area C site is Area B of the Pinnacle Living (Capstan Village) development (DP 16-735564) which is currently under construction and will include a mixed-use, high-density building, including multi-family residential units, office space, and an Early Childhood Development Hub;

South of Area B is Area A of the Pinnacle Living (Capstan Village) development (DP 14-667322) which is already developed and includes 400 multi-family residential units including 11 affordable housing units, and 17 Artist Residential Tenancy Studio (ARTS) units (i.e. affordable housing secured by a Housing Agreement for professional artists); and

To the west: No. 3 Road, and on the west side of No. 3 Road is a multi-phased development, zoned “Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre)” (DP 17-794169 and DP 16-745853), which is undergoing various stages of construction, permitting, and pre-application processes for medium- and high- density, high-rise, residential, hotel, retail, office, and public amenity uses.

Background

The subject properties were part of an approved rezoning application under Bylaw 9135 (RZ 12-610011) to create the site-specific ZMU25 zone to permit the construction of a high-rise, high density, mixed use development and City park in the City Centre’s Capstan Village area. A summary of the approved rezoning application can be found in Attachment 3.

The ZMU25 zone specifies the maximum floor area for residential uses, including affordable housing units and non-residential uses, for each phase of the proposal. Table 1 provides a summary of the maximum permitted residential floor area, including affordable housing, the minimum amount of affordable housing floor area, and the minimum amount of non-residential floor area for each development area. The location of the development areas are indicated in Attachment 1.

Table 1: Floor Area Summary

Development Area	Permitted Residential Floor Area (incl. affordable housing)	Affordable Housing Floor Area (Minimum)	Non-Residential Floor Area
Area A	35,144.1 m ² (378,288 ft ²)	843.8 m ² (9,083 ft ²) plus 1,393.5 m ² (15,000 ft ²) for ARTS units	0 m ² (0 ft ²)
Area B	39,194.5 m ² * (421,886 ft ²) * proposed to be reduced by 436m ² as part of this application	979.9 m ² (10,548 ft ²)	1,688.5 m ² (18,175 ft ²)
Area C	15,732.2 m ² * (169,340 ft ²) * proposed to be increased by 436 m ² as part of this application	1,980.4 m ² * (11,050 ft ²) * proposed to be increased to 3,007 m ² (32,367.1 ft ²) as part of this application	0 m ² (0 ft ²)
Area D	7,937.2 m ² (85,435 ft ²)	1,026.6 m ² (12.9%)* * proposed to be reduced to nil and transferred to Phase 4 as part of this application	26,878.9 m ² (289,322 ft ²)
Total	98,008.0 m ² (1,054,949 ft ²)	6,224.2 m ² (6.4%)	28,567.4 m ² (307,497 ft ²)

The required minimum floor area for affordable housing comprises of 5% of the total residential building area for all four development areas as per the Affordable Housing Strategy when the rezoning application was approved in 2014. This does not include the Artist Residential Tenancy Studio units which were made in addition to the affordable housing units. As indicated in Table 1 above, the majority of the affordable housing floor area is to be built in Area C and D. Listed below is a summary of each development area.

Area A: A Development Permit (DP 14-667322) was issued for the construction of the first phase on December 17, 2014 which included 400 multi-family residential units, including:

- 372 market units, 11 affordable housing units, and 17 Artist Residential Tenancy Studio (ARTS) units (i.e. affordable housing secured by a Housing Agreement for professional artists);
- a 326-space Public Parking Facility, including 6 car-share spaces equipped with electric vehicle “quick charge” stations (i.e. 240V); and
- on-site, publicly-accessible open space, including a “terrace” along the frontages of the ARTS units and a broad, landscaped walkway along the site’s west side linking the future Capstan Canada Line Station and neighbourhood park with existing and future shops, services, and amenities south of the development.

Area B: A Development Permit (DP 16-735564) was issued for the construction of the second phase on August 9, 2017 which included 418 multi-family residential units, including:

- 406 market units and 12 affordable housing units;
- 260 m² (2,800 ft²) of floor area for street-oriented commercial uses; and

- 1,428 m² (15,375 ft²) of floor area for a 3-storey Early Childhood Development (ECD) Hub, including a licensed 77 space child care facility and related family services.

Area C and D: The applicant currently has a Development Permit (DP 18-821292) which is under review by staff. Area C would include residential uses only, including 40 affordable housing units and 167 market residential units. Area D would include 114 market residential units, and a mix of non-residential uses such as hotel, office, and retail uses.

Prior to consideration of this Development Permit, the applicant has requested an amendment to the ZMU25 zone which is the subject of this report. A proposed development summary for Area C and D can be found in Attachment 4, along with a proposed site massing and context plan in Attachment 5.

The applicant is also requesting to replace a neighbourhood park trail statutory right-of-way (SRW) along the south side of Area D that abuts a future neighbourhood park with a new SRW that would provide one-way road access connecting No. 3 Road to Carscallen Road and a 'kiss and ride' drop-off lane for future users of the Canada Line Capstan Station. Further landscaping details will be indicated through the Development Permit process.

Related Policies & Studies

Official Community Plan (OCP) and City Centre Area Plan (CCAP)

The OCP designates the site as Mixed Use and the Specific Land Use Map: Capstan Village (2031) in the CCAP designates the site as "Urban Centre T5 (45m)" with a range of identified permitted uses and accessory uses.

The proposed Zoning Text Amendment is consistent with the City's OCP and CCAP.

Public Consultation

The applicant has confirmed that a Zoning Text Amendment sign describing the proposal has been installed on the subject site. Staff have not received any comments from the public about the Zoning Text Amendment in response to the placement of the Zoning Text Amendment sign on the property.

Consultation with Ministry of Transportation & Infrastructure (MOTI) is required due to the proximity of Sea Island Way, a roadway under Provincial jurisdiction. The proposal has been reviewed with MOTI staff on a preliminary basis and final MOTI approval is required prior to Zoning Text Amendment adoption.

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

Analysis

Requested Amendments

The applicant has proposed to construct both phases as part of the same Development Permit application (DP 18-821292). The proposed Zoning Text Amendment would permit the following:

1. transfer 436.2 m² (4,695 ft²) of floor area that was not built under Area B to the Area C development; and
2. transfer the required 1,026.6 m² (11,050 ft²) of floor area designated for affordable housing from Area D to Area C. This will not result in an increase in the gross floor area for the Area C development.

Floor Area Transfer: The first requested transfer of floor area from Area B to Area C is relatively minor as the 436.2 m² (4,695 ft²) of floor area that was not built as part of Area B is the equivalent of a 2.8% increase in floor area to the proposed building in Area C. Attachment 6 indicates in a schematic diagram how the additional massing could be added to the Area C development.

Staff are supportive of this requested Zoning Text Amendment as this will result in a minor increase in massing for the proposed building in Area C and will not have a negative effect with respect to shadowing. The exact location and massing of this additional floor area will be reviewed through the Development Permit process.

Affordable Housing Floor Area Transfer: The second requested transfer would include moving the required affordable housing floor area from Area D to Area C. This would not result in an additional increase in gross floor area for the Area C development. Rather, the required affordable housing floor area in Area D would essentially be replaced with the 1,026.6 m² (11,050 ft²) of market residential floor area currently permitted in Area C. A total of 3,007m² (32,367 ft²) of affordable housing floor area would be located within Area C which would comprise of 18.6% of the total building floor area. The applicant is proposing to have 40 affordable housing units with the following distribution:

- Bachelor: 2 units (5% of all affordable housing units in Area C)
- 1-Bedroom: 17 units (42.5%)
- 2-Bedroom: 8 units (20%)
- 3-Bedroom: 13 units (32.5%)

The applicant is required to build and have the affordable housing units occupied prior to or at the same time as the occupancy of the market dwelling units in Area C. Further the Area C building would be constructed prior to the Area D building thus providing for earlier delivery of the affordable housing units.

The affordable housing units would be scattered throughout the first five floors of the building on Area C and residents would be able to enjoy full and unlimited access to all on-site indoor and outdoor amenity spaces. The applicant will be required to enter into a housing agreement with the City to secure those units for low end market rental rates in perpetuity. To enable non-profits to potentially purchase units, no less than 9 affordable housing units can be sold or transferred in a single transaction. Staff are supportive of this amendment as the remaining affordable housing units would be made available sooner with this requested amendment.

Capstan Station 'Kiss & Ride' Facility

As per the City Centre Area Plan policy with respect to the Capstan Station Bonus, bonus provisions contained within the ZMU25 zone required that the developer grants to the City, via a statutory right-of-way (SRW), rights of public use over a suitably landscaped area of the site for park and related purposes. The original development proposal for Area A to D included a series of public greenways and trails (Attachment 7).

One particular trail that was part of the Capstan Station Bonus is a neighbourhood park trail secured through a SRW that would connect No. 3 Road to Carscallen Road along the south side of Area D, labeled 'Neighbourhood Park Trail (SRW) 503.0m²' in Attachment 7.

Translink has indicated support for the proposed one-way eastbound road connecting No. 3 Road to Carscallen Road along the south side of Area D. A 'kiss & ride' facility is proposed along the south side of the road to facilitate future drop-off activities at the Capstan Canada Line Station, which will minimize potential traffic that would otherwise stop and queue along No. 3 Road. A separate lay-by is proposed along the north side of the road to drop-off and pick-up hotel guests on Area D, which will improve access to the hotel. Further details on the proposed one-way road and 'kiss & ride' facility will be provided as part of the upcoming Development Permit for Area C and D.

The new road and drop-off area would be secured through a revised SRW. As a result, and in order to satisfy the Capstan Station Bonus in the ZMU25 zone, an additional SRW would need to be secured to satisfy the Capstan Station Bonus in the ZMU25 zone. The area of the SRW must be a minimum of 503 m². Accordingly, the applicant has agreed to secure a SRW over the public plaza area between No. 3 Road and the proposed building on Area D. Staff are supportive of this change and are reflected in the rezoning considerations (Attachment 8).

Development Permit Application

Should the proposed zoning text amendment receive third reading following public hearing of Bylaw 10107, the applicant's Development Permit application (DP18-821292) would be forwarded to a future meeting of the Development Permit Panel, and if endorsed, forwarded to Council for Development Permit issuance. In general, at Development Permit stage, design development is encouraged regarding, but not limited to, the following items:

- Conditions of adjacency
- Urban design and site planning
- Architectural form and charter
- Landscaping and open space design

- Affordable housing
- Accessible housing
- Crime prevention through environmental design

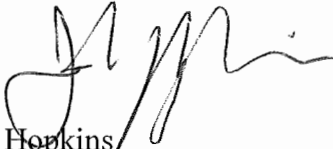
Financial Impact

None.

Conclusion

The proposed zoning text amendment to the “Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)” zone to transfer 436 m² (4,693 ft²) of permitted floor area from Area B (3328 Carscallen Road) to Area C (3208 Carscallen Road), and to transfer the required affordable housing floor area from Area D (3211 Carscallen Road) to Area C, is consistent with the purpose of the zone and complies with the land use designations outlined within the Official Community Plan and the City Centre Area Plan. Further, staff are supportive of including a one-way road and ‘kiss & ride’ drop-off facility along the south side of Area D.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 10107 be introduced and given first reading.



John Hopkins
Senior Policy Coordinator
(604-276-4279)

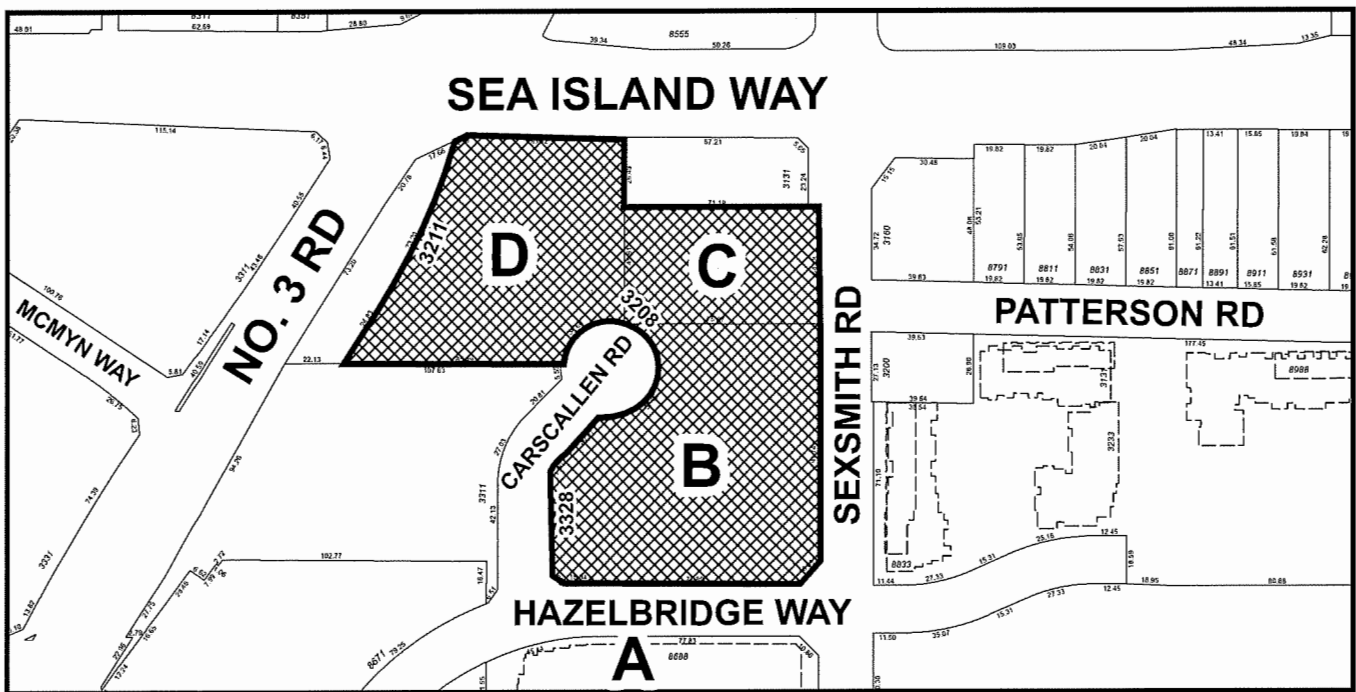
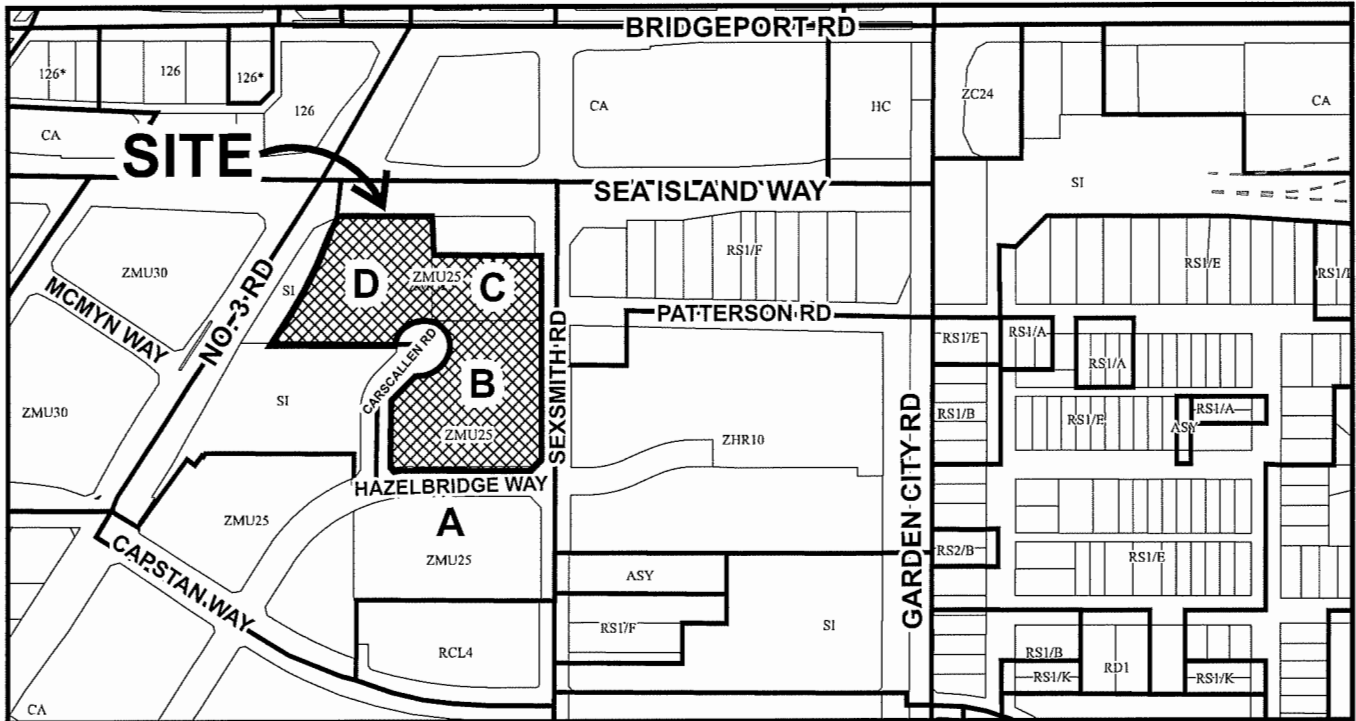
JH:cas

- Att. 1: Location Map and Aerial Photo
- 2: Development Application Data Sheet
- 3: Pinnacle Living (Capstan Village) Development Summary
- 4: Area C and D Proposed Development Summary
- 5: Site Massing & Context Plan for Area C and D
- 6: Schematic of Area C and Additional Floor Area Density Transfer
- 7: Capstan Station Bonus – Public Open Space Location Map
- 8: Rezoning Considerations Concurrence



City of Richmond

ATTACHMENT 1



ZT 18-827860

Original Date: 07/05/18

Revision Date: 10/16/19

Note: Dimensions are in METRES



City of
Richmond



RZ 18-827860

Original Date: 07/05/18

Revision Date: 10/02/19

Note: Dimensions are in METRES



ZT 18-827860

Attachment 2

Address: 3328 (Area B), 3208 (Area C), and 3211 (Area D) Carscallen Road

Applicant: Pinnacle Living (Capstan Village) Lands Inc.

Planning Area(s): Capstan Village (City Centre)

	Existing	Proposed
Owner:	Pinnacle Living (Capstan Village) Lands Inc.	No change
Site Size (m²):	8,948 m ²	No change
• Area B	3,429 m ²	
• Area C	7,166 m ²	
Land Uses:	Multi-use medium- and high-rise building (under construction)	Multi-use medium- and high-rise buildings
• Area B	Construction staging for Area B development	
• Area C	Temporary sales office	
OCP Designation:	Mixed Use	Complies
Area Plan Designation:	Urban Centre T5 (45m)	Complies
Aircraft Noise Sensitive Development Policy:	Area 3 Moderate Aircraft Noise Area	Complies
Zoning:	Residential / Limited Commercial and Artist Residential tenancy Studio Units (ZMU25) – Capstan Village (City Centre)	Amended to transfer 436 m ² of floor area from Area B to Area C, and to transfer 1,026.6 m ² of affordable housing floor area from Area D to Area C
Number of Units:	406 market residential units and 12 affordable housing units (under construction)	406 market residential units and 12 affordable housing units (DP 14-667322)
• Area B	None	167 market residential units and 40 affordable housing units
• Area C	None	114 market residential units
• Area D	None	

	ZMU25 Requirement	Proposed ZMU25 Requirement
Floor Area Ratio:	Max. 3.0 including Village Centre bonus: Min. 1.0 office	Remains the same
Lot Coverage – Building	Max. 90%	Remains the same
Height	Max. 47 m geodetic	Remains the same

Pinnacle Living (Capstan Village) Development Summary

The rezoning application (RZ 12-610011) which was adopted on December 17, 2014 established a site-specific ZMU25 zone to permit the construction of a high-rise, high density, mixed use development and City park in the City Centre's Capstan Village area. The overall project included the following key features to be developed in four development parcels:

- a) A combined total floor area of 126,575 m² (1,362,491 ft²), including:
 - 98,008 m² (1,054,984 ft²) of residential; and
 - 28,567 m² (307,507 ft²) of hotel, retail, office, and public amenity uses;
- b) Approximately 1,128 dwelling units (to be confirmed through the Development Permit review and approval process for each of the subject development's four phases), including:
 - +/- 1,048 market units;
 - +/- 63 affordable housing units secured with a Housing Agreement, as per the Affordable Housing Strategy policy in 2014 (i.e. 5% of residential floor area); and
 - 17 subsidized affordable housing units for professional artists secured with a Housing Agreement (in addition to the 5% affordable housing provided with respect to the Affordable Housing Strategy policy in 2014);
- c) Early Childhood Development (ECD) hub, constructed at the developer's sole cost, including 1,428 m² (15,376 ft²) of indoor space for child care for 81 children and community amenity services, together with outdoor play space;
- d) 10,199 m² (2.52 ac) of park and public open space, constructed at the developer's sole cost, including:
 - 6,715 m² (1.66 ac) of City-owned neighbourhood park adjacent to the future location of the Capstan Canada Line Station;
 - 1,674 m² (0.41 ac) of additional City-owned park space along the No. 3 Road frontage of the development site; and
 - 1,810 m² (0.45 ac) of publicly-accessible trails and greenways.
- e) Public art; and
- f) Road network and engineering improvements, including the extension of Hazelbridge Way.

All Engineering, Transportation, and Parks off-site requirements with respect to Pinnacle's four-phase development were resolved through the rezoning process and secured with legal and servicing agreements (SA 16-731709 and SA 19-861963) registered on title.

Area C and D Proposed Development Summary

The property owner wishes to construct Area C and D at the same time which would include the following:

Area C:

Residential

- 207 residential units: 16,168.4 m² (174,035.2 ft²) of residential floor area, including:
 - 167 market housing units: 13,161.4 m² (141,668.1 ft²) of floor area; and
 - 40 affordable housing units: 3,007 m² (32,367 ft²) of floor area which includes 1,026.6 m² (11,050.2 ft²) of floor area being transferred from Lot D;
- dwelling unit types including the following:
 - Bachelor: 2 units (1% of total units) (0 market & 2 affordable housing units);
 - 1-Bedroom: 113 units (54.6%) (96 market & 17 affordable housing units);
 - 2-Bedroom: 63 units (30.4%) (55 market & 8 affordable housing units); and
 - 3-Bedroom: 29 units (14%) (16 market & 13 affordable housing units).

Amenity Space

- 422 m² (4,556.3 ft²) of indoor amenity space; and
- 1,242 m² (13,368.8 ft²) of outdoor amenity space, including 621 m² (6,684.4 ft²) for children's play area.

Area D:

Residential

- 114 residential market units: 7,937.2 m² (85,435.0 ft²) of residential floor area (all market housing units as the required affordable housing floor area would be transferred to Area C); and
- Dwelling Unit Types include the following:
 - Bachelor: 29 units (25.4%)
 - 1-Bedroom: 38 units (33.3%)
 - 2-Bedroom: 26 units (22.8%)
 - 3-Bedroom: 21 units (18.5%)

Non-Residential

- Office: 18,971.3 m² (204,205.4 ft²)
- Hotel: 6,956.9 m² (74,883.4 ft²)
- Retail: 950.7 m² (10,233.2 ft²)

Amenity Space

- 422 m² (4,542.3 ft²) of indoor amenity space, including:
 - 100.0 m² (1,076.4 ft²) for residents
 - 268.8 m² (2,893.3 ft²) for non-residents
- 717.5 m² (7,723.1 ft²) of outdoor amenity space, including 342 m² (3,681.3 ft²) for children's play area.

The applicant has submitted a concurrent Development Permit application for Area C and D which is currently under review (DP 18-821292) and is consistent with the proposed zoning text amendment.

PROGRESS DRAWINGS
 Issued for Discussion - Sep 10, 2019
 Response to Staff comments

NO. OF SHEETS	17/22	SHEET NO.	A2.02
TITLE	SITE & CONTEXT SITE MASSING & CONTEXT PLAN		
DATE	2019.09.10		
SCALE	AS SHOWN		

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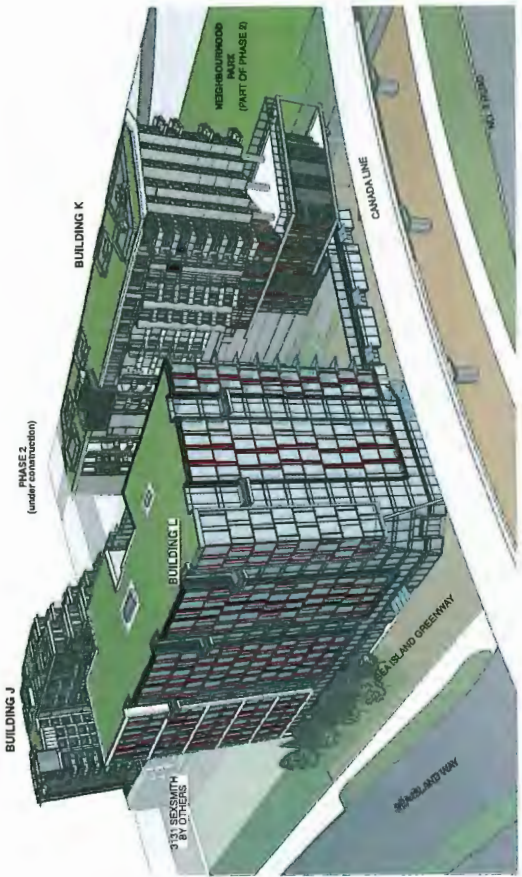
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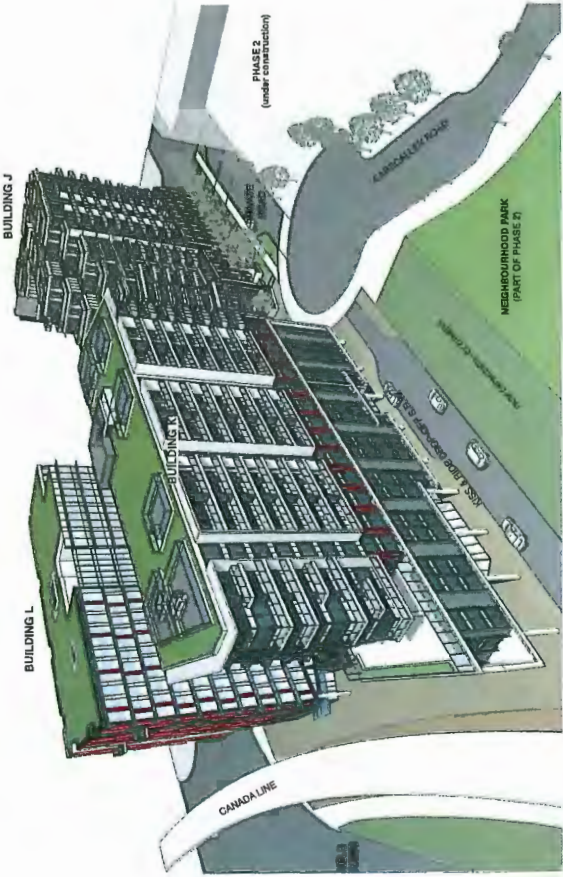
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AERIAL VIEW FROM NORTHWEST



AERIAL VIEW FROM SOUTHWEST

PINNACLE LIVING @ CAPSTAN VILLAGE
 PHASE 3 & 4: 3208 Carscallen Road & 3200 No. 3 Road
 RICHMOND, BRITISH COLUMBIA
 for: PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC.

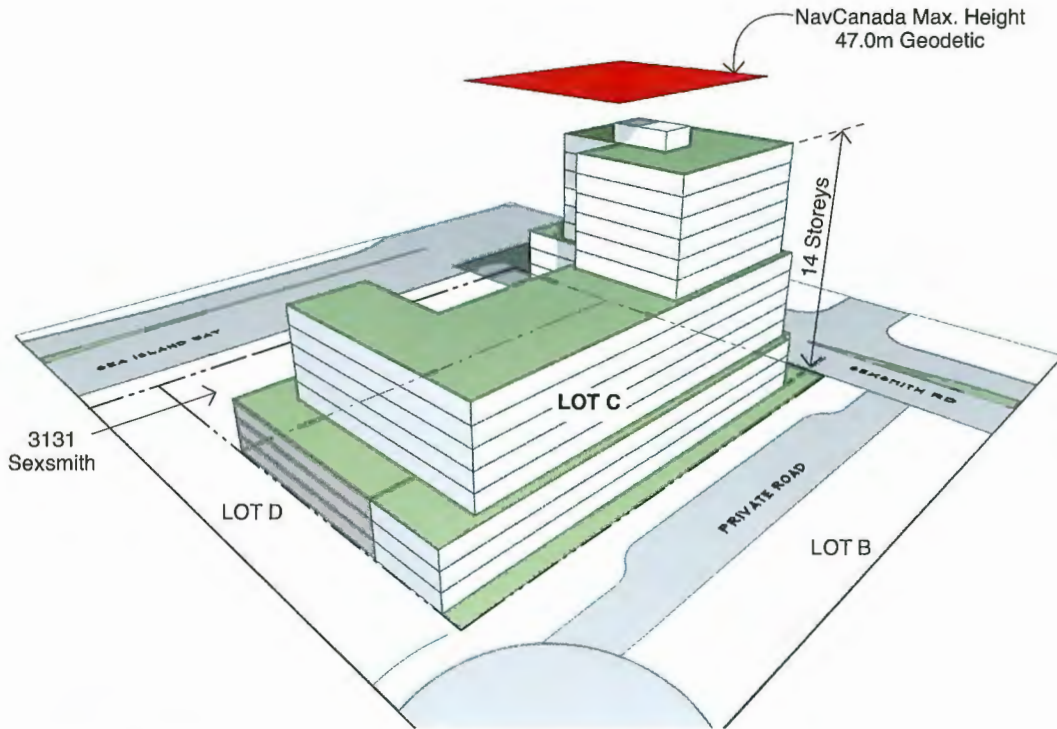


DIAGRAM 2a

Schematic diagram showing a possible arrangement of current allowable density on Lot C, in compliance with requirements of Zoning Bylaw ZMU25

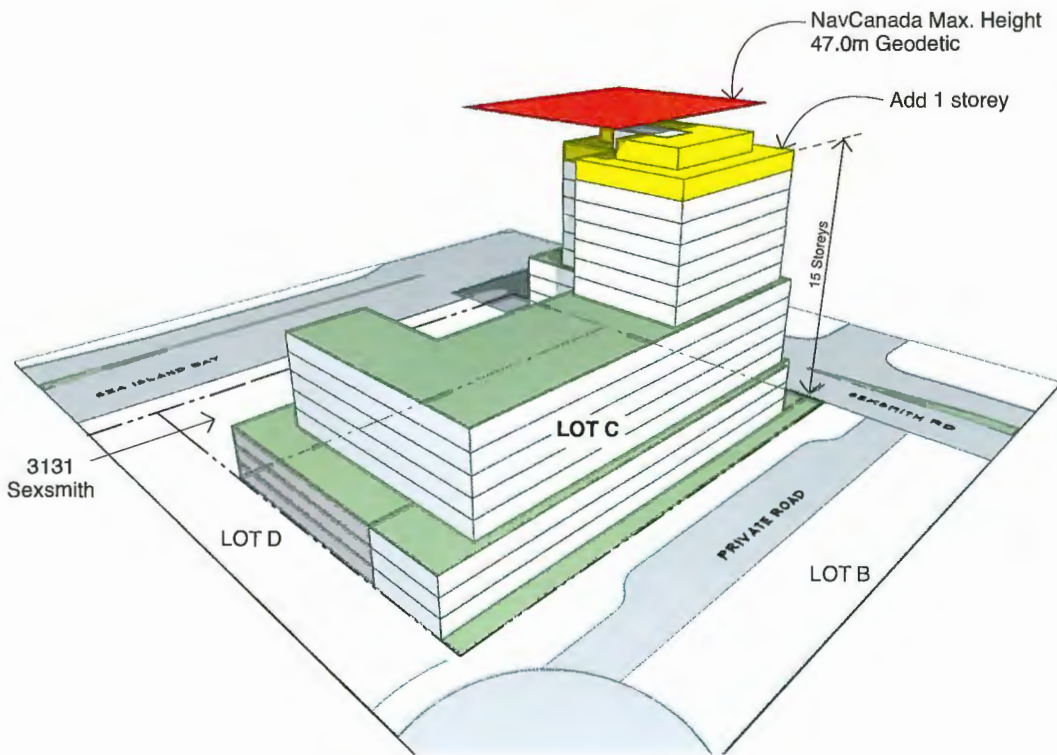
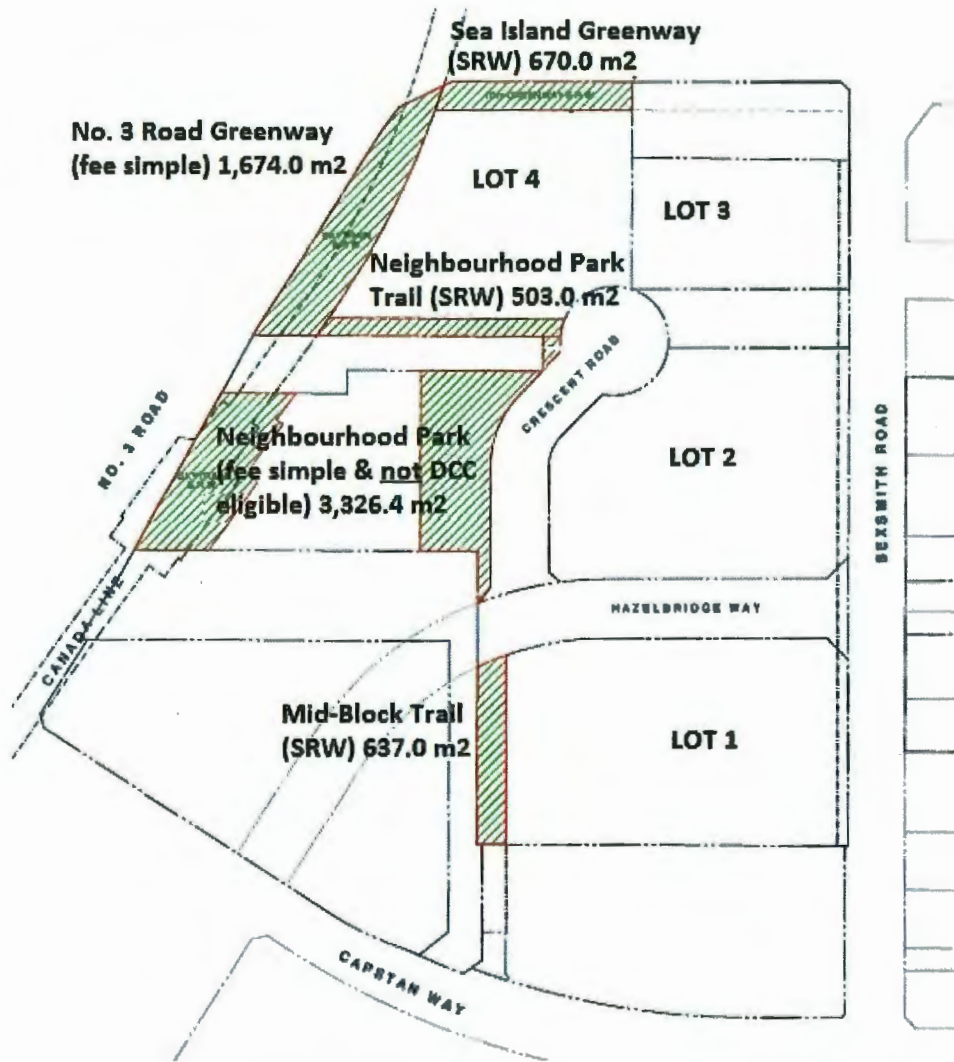


DIAGRAM 2b

Schematic diagram showing a possible arrangement of proposed increased density on Lot C, in compliance with requirements of Zoning Bylaw ZMU25

Capstan Station Bonus – Public Open Space (Fee Simple & SRW) Location Map



Capstan Station Bonus (CSB) Public Open Space Features**		CSB Voluntary Public Open Space Contribution***	
		Fee Simple	SRW
A.	Neighbourhood Park (excluding DCC park)	3,326.4 m ²	nil
B.	No. 3 Road Greenway	1,674.0 m ²	nil
C.	Sea Island Greenway (Lot 4 SRW)	nil	670.0 m ²
D.	Neighbourhood Park Trail (Lot 4 SRW)	nil	503.0 m ²
E.	Mid-Block Trail (Lot 1 SRW)	nil	637.0 m ²
Sub-Total		5,000.4 m ²	1,810.0 m ²
TOTAL		6,810.4 m ² (1.683 ac)	

** CSB public open space features are NOT eligible for Development Cost Charge (DCC) credits for park acquisition or park development; however, as per the ZMU25 zone, the developer may use the area of CSB public open space features for density calculation purposes.

*** The developer must provide public open space in compliance with the provisions of the ZMU25 zone. If the combined total number of dwellings on Lots 1, 2, 3, and 4 exceeds 1,186, additional public open space shall be required. (No adjustment shall be made if the combined total number of dwellings is less than 1,186.)



Address: 3208, 3211, and 3328 Carscallen Road

File No.: ZT 18-827860

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10107, the developer is required to complete the following:

1. Receive written approval by the Ministry of Transportation and Infrastructure (MOTI) regarding works on Sea Island Way.
2. **Registration of the following legal documents:**
 - a. Amendment to CA4136067 for Lot 3 which addresses phasing requirements, the provision of affordable housing units, the entering into of a housing agreement, housing covenant and the provision of a letter of assurance confirming that the number of dwellings and area of public open space to be developed on the Lands comply with the City’s zoning requirements. Specific revisions would include the following:
 - The occupancy of the affordable housing units must be granted first prior to or simultaneously with the occupancy of the market dwelling units.
 - b. Amendment to CA4136068 for Lot 4 which addresses phasing requirements, the provisions of affordable housing units, the entering into of a housing agreement, housing covenant and the provision of a letter of assurance confirming that the number of dwellings and area of public open space to be developed on the Lands comply with the City’s zoning requirements. Specific revisions would include the following:
 - The building of Lot 3 must receive occupancy prior to the occupancy of any residential units on Lot 4; and
 - Occupancy for the non-residential uses must be granted prior to or simultaneously with the occupancy of the market dwelling units.
 - c. Amendments to other legal documents pertaining to reciprocal access between Lot 3 and Lot 4 may be required as both documents reference affordable housing units.
3. **Entering into the City’s standard Housing Agreement for Lot 3 and registration of a covenant to:**
 - a) Secure 40 affordable housing units, the combined habitable floor area of which shall comprise at least 3,007 m², equivalent to 18.6% of the total residential building area, as affordable housing as per the City’s low-end market rental rates.
 - b) Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - c) Prohibit the separate sale or transfer of less than 9 Affordable Housing units in a single transaction.
 - d) Ensure Basic Universal Housing features are provided in 100% of the units.
 - e) The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
Bachelor	2	37 m ² (400 ft ²)	\$759	\$34,650 or less
One bedroom	17	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	8	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	13	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

1. Denotes 2017 amounts adopted by Council on July 24, 2017.
 2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

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

4. Discharge Translink's Statutory Right of Way CA4135986 on Lot 4.
5. Public Rights of Passage: Registration of Statutory Rights-of-Way (SRW), as per the Preliminary Statutory Right of Way Plan (Schedule A), to facilitate public access and related landscaping and infrastructure, including:
 - a. Private Road: 10.0 m wide right-of-way along the southern side of Lot 4, including widening as required to provide for one-way vehicle movements where the SRW intersects with public streets, connecting No. 3 Road with Carscallen Road.
 - The right-of-way shall provide for:
 - 24 hour-a-day, public access for pedestrians (to universally accessible standards), bicycles, and general purpose vehicle traffic;
 - One-way vehicular traffic from No. 3 Road to Carscallen Road only, and allow for temporary vehicular parking for users of the future Canada Line station and hotel visitors;
 - Public access to fronting residential, commercial, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - Special design treatments and landscape features including, but not limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Traffic control (e.g., signals) and related equipment;
 - The owner-developer's ability to close some or all of the right-of-way to public access in the event of an emergency (e.g., structural failure of the road) with the approval of the City;
 - The owner-developer's ability to close some or all of the right-of-way to vehicles for special events with pre-approval in writing from the City;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the Private Road or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction at the sole cost and responsibility of the developer, to the satisfaction of the City, via an approved Development Permit* (secured via the Landscape Letter of Credit) and Building Permit*; and
 - Maintenance at the sole cost of the owner-developer, to the satisfaction of the City.
 - In addition, the right-of-way shall provide for:
 - Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended operation of the Public Plaza (e.g., tree planting, pedestrian access), as specified in a Development Permit* approved by the City, including building encroachments situated:
 - i. Fully below the finished grade of the right-of-way; and
 - ii. Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 3.0 m into the right-of-way or as otherwise determined to the satisfaction of the City as specified in an approved

Development Permit* and there is a clear distance of at least 2.3 m between the finished grade of the right-of-way and the underside of the encroachment.

- The right-of-way shall not provide for driveway crossings, with the exception of temporary parking for Canada Line related vehicles.

NOTE: This right-of-way is NOT eligible public open space with respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

- b. Public Plaza: a 503 m² right-of-way on the west side of Lot 4 to provide for pedestrian and bicycle movements.
- The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access in the form of combined walkway/off-street bike path and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Public access to fronting commercial, residential, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction, via a Development Permit*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance at the sole cost of the owner-developer, except as otherwise determined via the Development Permit* approval process.
 - In addition, the right-of-way shall provide for:
 - Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended operation of the Public Plaza (e.g., tree planting, pedestrian access), as specified in a Development Permit* approved by the City, including building encroachments situated:
 - i. Fully below the finished grade of the right-of-way; and
 - ii. Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 3.0 m into the right-of-way or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit* and there is a clear distance of at least 2.3 m between the finished grade of the right-of-way and the underside of the encroachment.
 - The right-of-way shall not provide for:
 - Driveway crossings;
 - Vehicle access, except as described above; or
 - City utilities.

NOTE: This right-of-way is required in respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

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 10107 (ZT 18-827860)
3208, 3211, and 3328 Carscallen Road

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 20.25.4.4.e) under Section 20.25.4 (Permitted Density) in its entirety and replacing it with the following:
(e) maximum floor area for the areas shown cross-hatched and indicated as "A", "B", "C", and "D" in Section 20.25.4, Diagram 2, shall not exceed:
i) for "A": 35,144.1 m^2 for residential uses, including at least 843.8 m^2 of habitable space for affordable housing units, and nil for other uses;
ii) for "B": 38,758.3 m^2 for residential uses, including at least 979.9 m^2 of habitable space for affordable housing units, and 1,688.5 m^2 for other uses;
iii) for "C": 16,168.4 m^2 for residential uses, including at least 3,007 m^2 of habitable space for affordable housing units, and nil for other uses;
iv) for "D": 7,937.2 m^2 for residential uses, and 26,878.9 m^2 for other uses.
2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10107".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

NOV 12 2019



MAYOR

CORPORATE OFFICER



City of Richmond

Memorandum Planning and Development Division Development Applications


To: Mayor and Councillors
From: Wayne Craig
Director, Development
Date: November 26, 2019
File: RZ 19-857867
Re: **Rezoning Considerations for 10671 and 10691 Gilmore Crescent (RZ 19-857867)**

At the Council meeting held on November 12, 2019, staff were directed to work with the applicant for the rezoning of 10671 and 10691 Gilmore Crescent on options to include a two-bedroom secondary suite in the proposed development.

The proposed rezoning would enable subdivision of the two existing properties to create three properties, each containing a single-family dwelling. The applicant has agreed to provide a two-bedroom secondary suite in one of the proposed single-family dwellings. The remaining two single-family dwellings will contain one-bedroom secondary suites.

A red-line copy of the revised rezoning consideration is attached (Attachment 1). The applicant has agreed to the changes, and signed concurrence is on file.

Should Council accept the revised proposal, Richmond Zoning Bylaw 8500, Amendment Bylaw 10108 should be granted Second and Third Readings subject to fulfilling the revised rezoning considerations attached to this memo.


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

WC/JR:blg
Att. 1

pc: Senior Management Team
Joshua Reis, Program Coordinator, Development



Address: 10671 and 10691 Gilmore Crescent

File No.: RZ 19-857867

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10108, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$4,500 (\$500/tree) to ensure that a total of 3 replacement trees are planted and maintained on each lot proposed (for a total of 9 trees). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Galiper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
2	10 cm	5.5 m
3	9 cm	5 m

2. City acceptance of the developer’s offer to voluntarily contribute \$500 to the City’s Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$5,000 for the 1 on-site tree to be retained. The applicant is required to provide a post-construction impact report upon completion of all construction activities on-site, at which time the City may return all or a portion of the Tree Survival Security. The remainder may be held for a one year monitoring period, to ensure that the tree survives. The City may transfer the remaining security to the City’s Tree Compensation Fund if the tree is not successfully retained.
5. Registration of an aircraft noise sensitive use covenant on title (Area 2).
6. Registration of a flood indemnity covenant on title (Area A).
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on the lot for each of the three future lots, to the satisfaction of the City in accordance with the *BC Building Code* and the *City’s Zoning Bylaw*. Each secondary suite is to have a minimum of one bedroom, and at least one of the secondary suites must have a minimum of two bedrooms.

Prior to a Demolition Permit* issuance, the developer is required to:

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.

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 (if applicable). 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.

3. Submission of 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

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 226 L/s of water available at a 20 psi residual at the Gilmore Crescent frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
 - (1) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - (2) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - (3) Provide rights-of-ways for the water meters, if located onsite. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- c) At Developer's cost, the City will:
 - (1) Cap the two existing water connections at main and remove water meters.
 - (2) Install three new water service connections, complete with water meters, one to serve each new lot.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
 - (1) Infill the ditch along the development frontage with a new 600 mm storm sewer, to the extent of the proposed road works.
 - (2) Remove the existing privately-owned culverts along the development frontage.
 - (3) Install new storm service connections to serve the three newly subdivided lots. Where possible, a single service connection located at the common property line with an inspection chamber and dual service leads shall be used.
 - (4) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.

Sanitary Sewer Works:

- e) At Developer's cost, the Developer is required to:
 - (1) Check the existing sanitary service connections and confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained to serve the new western and centre lots. In the case that the service connections are not in a condition to be re-used, the service connections shall be replaced, as described below.
- f) At Developer's cost, the City will:
 - (1) Install a new service lead off of the existing inspection chamber at the southeast corner of the development site, to serve the new eastern lot.
 - (2) If the existing sanitary connections are not in a condition to be reused:
 - (a) Install a new sanitary connection complete with inspection chamber and dual service leads at the common property line of the newly subdivided western and centre lots.
 - (b) Cap the southwestern connection at the inspection chamber. The inspection chamber shall be retained to serve 10631 Gilmore Crescent.
 - (c) Cap and remove the existing sanitary connection and inspection chamber serving 10671 Gilmore Crescent.

Frontage Improvements:

- g) At Developer's cost, the Developer is required to:
 - (1) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (a) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (b) To underground overhead service lines.
 - (c) To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
 - (2) Provide street lighting along the Gilmore Crescent frontage.
 - (3) Complete other frontage improvements as per Transportation requirements:
 - (a) Per City Engineering Specifications R-5-DS: road pavement widening, concrete curb and gutter, landscaped boulevard, and 1.5 m wide concrete sidewalk at the existing property line. This will also include, proper tapers to transition back to the existing road cross section.
 - (b) Removal of existing driveways and replacement of frontage works as described above.
 - (c) Access design to be in accordance with City requirements for local streets, with driveways paired to maximize street parking.

General Items:

- h) At Developer's cost, the Developer is required to:
 - (1) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations (as applicable).
 - (2) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream (if applicable). The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are

consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

- (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- (3) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

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

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

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

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

Signed

Date



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 22, 2019
File: RZ 19-857867

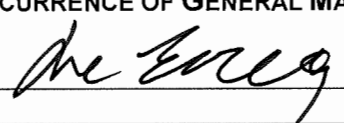
Re: **Application by Cherdu Properties Ltd. for Rezoning at 10671 and 10691 Gilmore Crescent from the "Single Detached (RS1/D)" Zone to the "Single Detached (RS2/B)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10108, for the rezoning of 10671 and 10691 Gilmore Crescent from the "Single Detached (RS1/D)" zone to the "Single Detached (RS2/B)" zone to facilitate the creation of three single-family lots, be introduced and given First Reading.


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

WC:jr
Att. 7

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

Staff Report

Origin

Cherdu Properties Ltd. has applied to the City of Richmond for permission to rezone 10671 and 10691 Gilmore Crescent from the “Single Detached (RS1/D)” zone to the “Single Detached (RS2/B)” zone, to permit the properties to be subdivided to create three single-family lots with vehicle access from Gilmore Crescent. A location map and aerial photo are provided in Attachment 1. The proposed subdivision is shown in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing single-family dwelling on each of the two lots, which would be demolished. The applicant has indicated that both dwellings were owner-occupied, and neither contains a secondary suite.

Surrounding Development

Development immediately surrounding the subject site is generally as follows:

- To the north: Single-family dwellings on lots zoned “Single Detached (RS1/D)” and a duplex on a lot zoned “Two-Unit Dwellings (RD1),” all of which have vehicle access from River Drive.
- To the south, across Gilmore Crescent: Single-family dwellings on lots zoned either “Single Detached (RS1/D)” or “Single Detached (RS2/B),” with vehicle access from either Gilmore Crescent or Finlayson Drive.
- To the east: A vacant lot zoned “Single Detached (RS1/B),” which has subdivision potential to create two single-family lots with vehicle access from Gilmore Crescent. This property was rezoned in 1991 (RZ 91-000167) but redevelopment did not occur.
- To the west: A single-family dwelling on a lot zoned “Single Detached (RS1/D),” with vehicle access from Gilmore Crescent.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The subject site is located in the Bridgeport Planning Area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP). It is designated “Residential (Single-Family)” in the Bridgeport Area Plan (Attachment 4). The proposed rezoning and subdivision are consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5448

The subject site is located in the area governed by Single-Family Lot Size Policy 5448, which was adopted by Council on September 16, 1991, and subsequently amended February 20, 2012 (Attachment 5). Rezoning and subdivision is permitted as per the “Single Detached (RS1/B)” zone. The proposed rezoning and subdivision are consistent with this Policy.

Aircraft Noise Sensitive Development Policy

The subject site is located within Aircraft Noise Area 2. New single-family development is generally prohibited, except where rezoning from one “Single Detached (RS1/RS2)” sub-zone to another sub-zone, in accordance with the Aircraft Noise Sensitive Development Policy (ANSD) contained in the OCP. The proposed rezoning and subdivision are consistent with this Policy.

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 ensure that noise mitigation, mechanical ventilation, and a central air conditioning system (or alternative) is incorporated into the building 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.

Public Consultation

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

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

Analysis

Transportation and Site Access

Vehicle access is proposed from Gilmore Crescent. The driveways are to be paired so as to maximize opportunities for street parking, with the exact location of each driveway established through the Servicing Agreement process at subdivision stage.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree

retention and removal relative to the proposed development. The Report assesses six bylaw-sized trees on the subject property, and two trees on neighbouring properties.

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

- One tree (Tree # 3781), specifically a 30 cm caliper Pear tree, is in fair condition and should be retained and protected.
- Five trees on site (Tree # 3775, 3779, 3778, 3777 and 3776) are all in very poor condition exhibiting signs of root rot (fungal conks in the basal flare), cracking in major limbs, historical topping and poorly attached main stems. These trees are not good candidates for retention and should be removed and replaced.
- Two trees (Tree # 3780, O/S 1) located on neighbouring property to be protected as per as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Protection

One tree (Tag # 3781) on the subject site and two trees (Tag # 3780 and O/S 1) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission of a \$5,000 Tree Survival Security for the one on-site tree to be retained.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove five on-site trees (Trees # 3775, 3779, 3778, 3777 and 3776). The 2:1 replacement ratio would require a total of 10 replacement trees. The applicant has agreed to plant three trees on each lot proposed; for a total of nine trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
2	10 cm	5.5 m
3	9 cm	5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$500 to the City's Tree Compensation Fund in lieu of the remaining tree that cannot be accommodated on the subject property after redevelopment.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires secondary suites or coach houses in 100% of new lots created; a suite or coach house on 50 of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund equal to \$4.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution based on the total buildable area of the development.

The applicant has agreed to provide a secondary suite in each of the three proposed single-family dwellings, consistent with the Affordable Housing Strategy. Each secondary suite will have a minimum of one bedroom. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title securing the provision of the agreed upon secondary suites.

Site Servicing and Frontage Improvements

At subdivision stage, the applicant is required to enter in to a Servicing Agreement for the completion of site servicing and off-site improvements as described in Attachment 7. These works include, but are not limited to:

- Road widening, and construction of concrete curb and gutter, landscaped boulevard with street lighting, and 1.5 m concrete sidewalk at the property line.
- New driveway crossings to access the subdivided lots.
- Ditch infill and replacement with piped storm sewer.

Financial Impact

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

Conclusion

The purpose of this application is to rezone 10671 and 10691 Gilmore Crescent from the “Single Detached (RS1/D)” zone to the “Single Detached (RS2/B)” zone, to permit the properties to be subdivided to create three single-family lots with vehicle access from Gilmore Crescent.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site.

The list of rezoning considerations is provided in Attachment 7.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10108 be introduced and given First Reading.



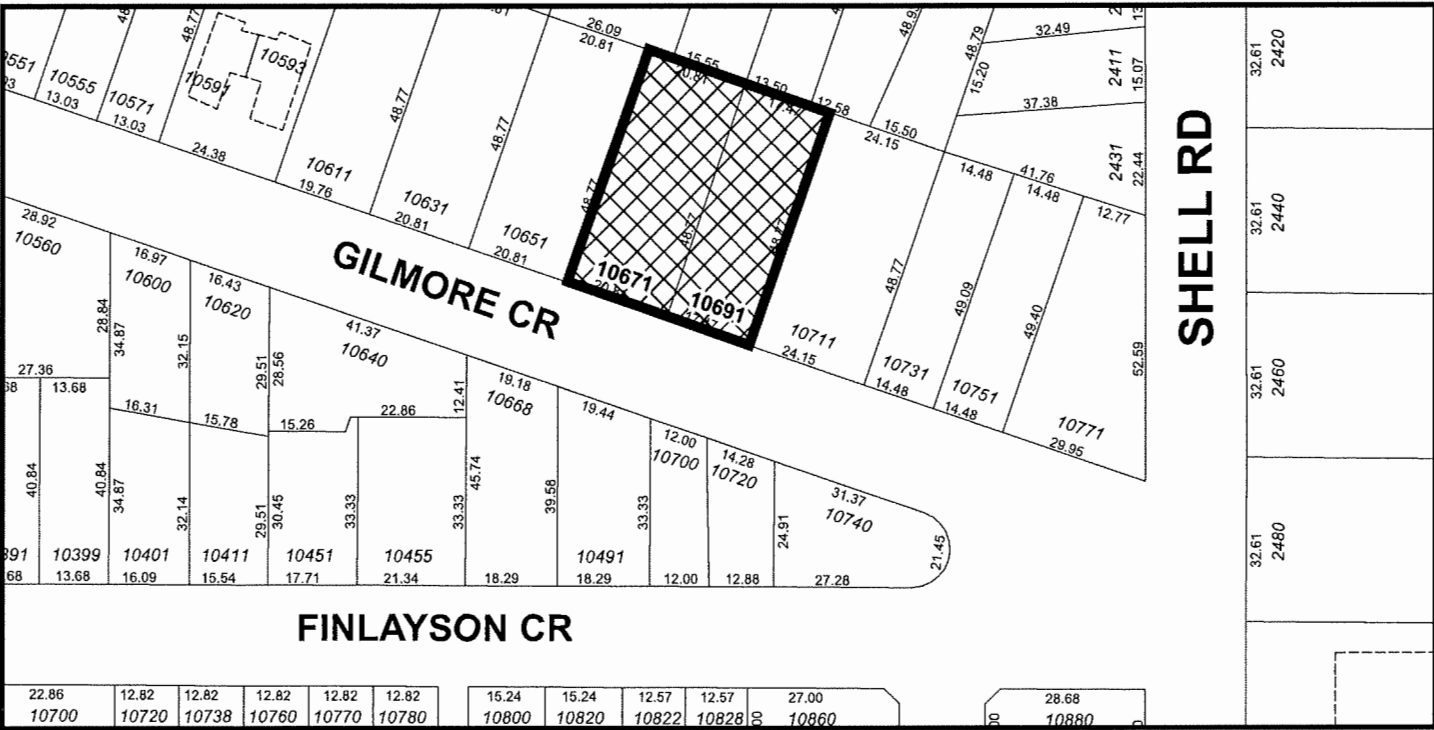
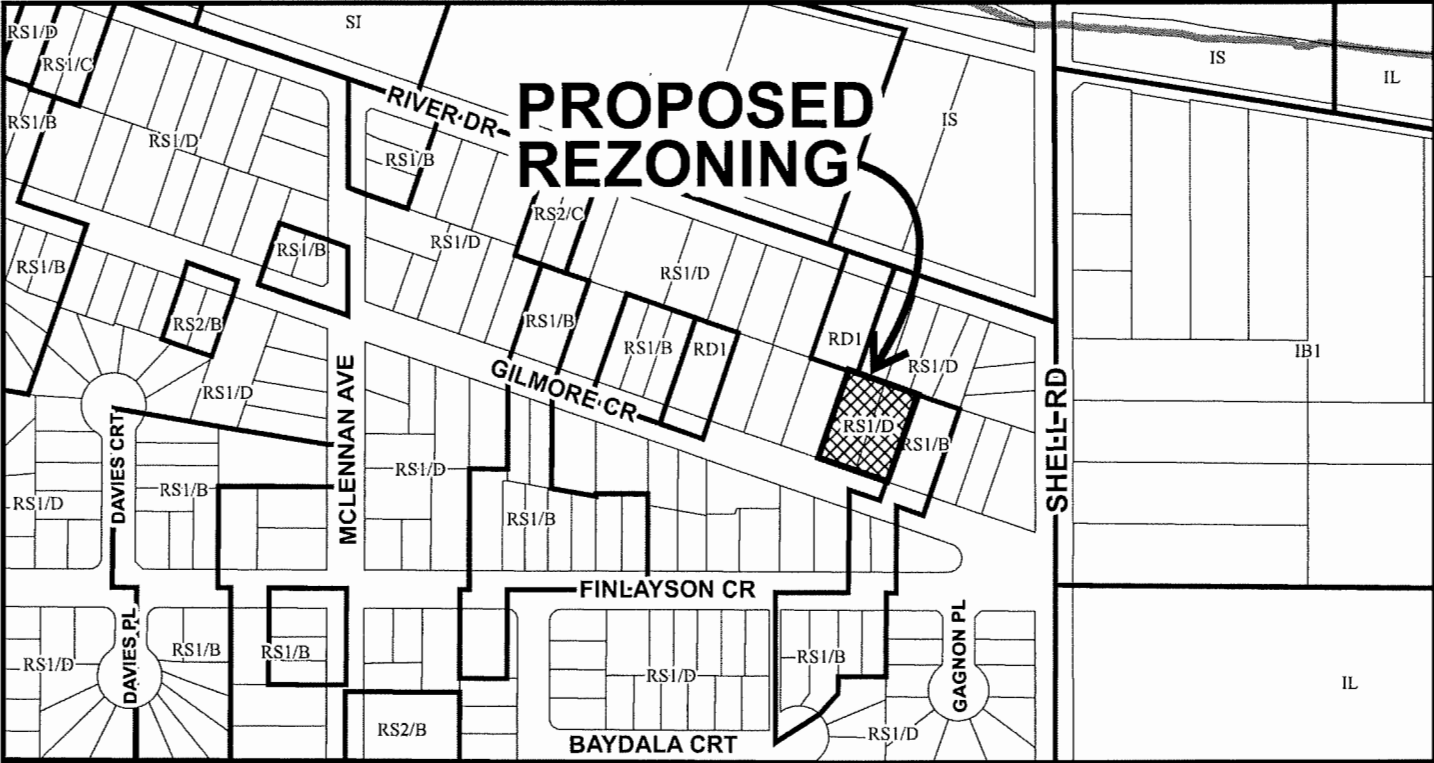
Jordan Rockerbie
Planning Technician – Design
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Bridgeport Area Plan Land Use Map
- Attachment 5: Single-Family Lot Size Policy 5448
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations



City of Richmond



RZ 19-857867

PH - 140

Original Date: 04/17/19
Revision Date: 04/25/19
Note: Dimensions are in METRES



City of
Richmond



North Arm Fraser River

**SUBJECT
PROPERTIES**

10671, 10691

MCLENNAN AVE

GILMORE CR

RIVER DR

SHELL RD

FINLAYSON CR

GAGNON PL

BAYDALA CRT

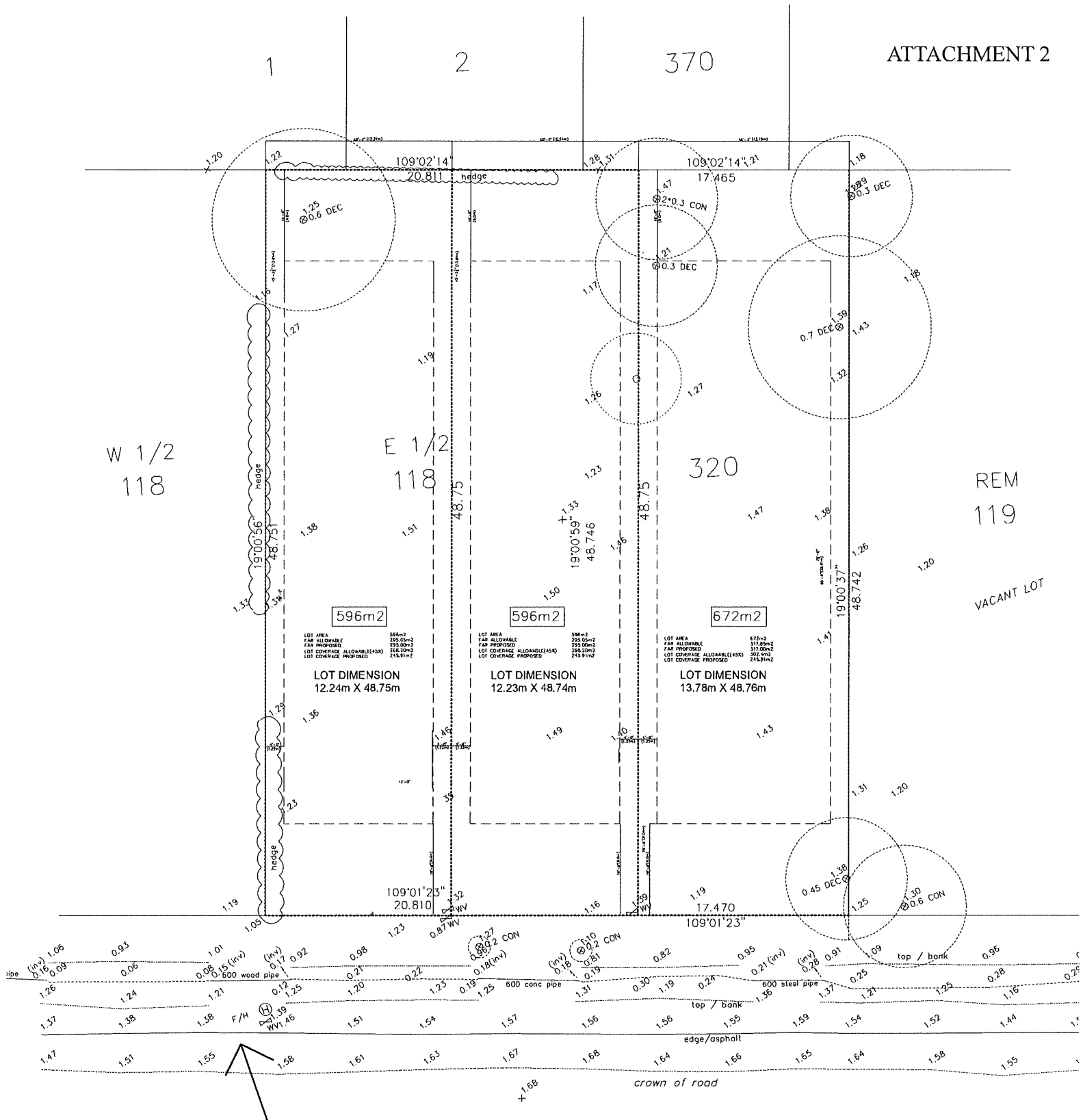


RZ 19-857867
PH - 141

Original Date: 04/17/19

Revision Date: 04/25/19

Note: Dimensions are in METRES



GILMORE CRESCENT

- Note:
- All dimensions are in metres.
 - This plan is NOT to be used for location of property lines.
 - Only trees with a diameter of at least 0.20m are shown
 - This plan does not show non-plan charges, liens or interests.
 - Elevations are based on City of Richmond HPN datum, Tag No. 198 Elevation = 1.659m, located at the centerline of Gilmore Crescent at house 10671.
 - property dimensions are derived from field survey



RZ 19-857867

Attachment 3

Address: 10671 and 10691 Gilmore Crescent

Applicant: Cherdu Properties Ltd.

Planning Area(s): Bridgeport Area Plan

	Existing	Proposed
Owner:	Juan Minor Leung Cherdu Properties Ltd.	To be determined
Site Size (m²):	10671 Gilmore Cres.: 1,014 m ² 10691 Gilmore Cres.: 852 m ²	Proposed Lot 1: 596 m ² Proposed Lot 2: 596 m ² Proposed Lot 3: 672 m ²
Land Uses:	2 single-family dwellings	3 single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family)	No change
702 Policy Designation:	Single Detached (RS1/B)	Single Detached (RS2/B)
Zoning:	Single Detached (RS1/D)	Single Detached (RS2/B)

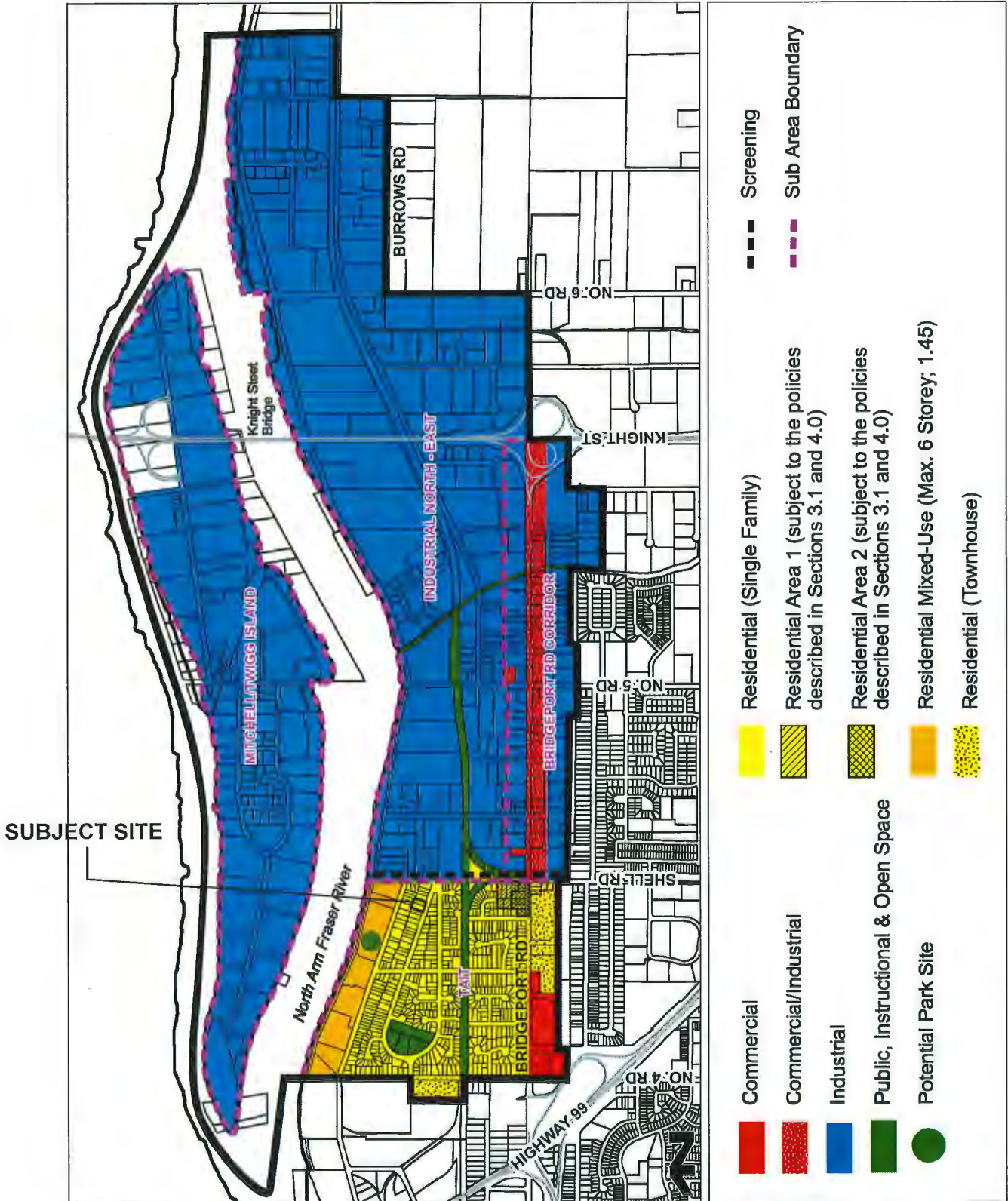
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Lots 1-2: Max. 294.93 m ² (3,174.54 ft ²) Lot 3: Max. 317.73 m ² (3,419.96 ft ²)	Lots 1-2: Max. 294.93 m ² (3,174.54 ft ²) Lot 3: Max. 317.73 m ² (3,419.96 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	none
Lot Size:	360 m ²	Lots 1-2: 596 m ² Lot 3: 672 m ²	none
Lot Dimensions (m):	Width: 12.0 m Depth: 24.0 m	Lots 1-2 Width: 12.24 m Lot 3 Width: 13.79 m Depth: 48.75 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of the principal dwelling, 25% of lot depth for the remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 9.75 m for up to 60% of the principal dwelling, 10.7 m for the remainder	none
Height (m):	Max. 2 ½ Storeys	Max. 2 ½ Storeys	none

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

Land Use Map – Bridgeport

Bylaw 9024
2013/11/18



PH - 145



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

Amended By Council: February 20, 2012

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

POLICY 5448:

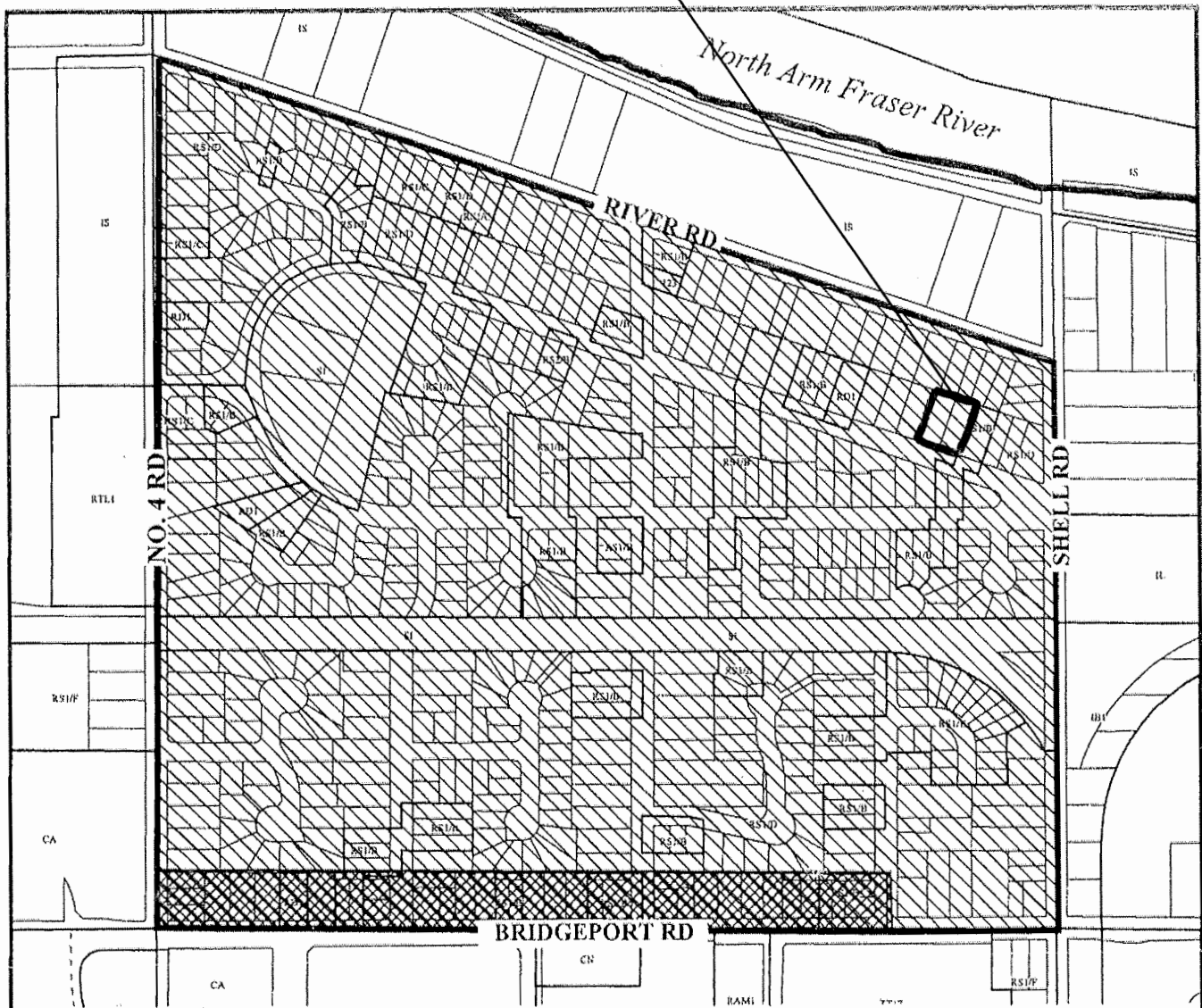
The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single Detached (RS1/C) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;

and that this policy, as shown on the accompanying plan, 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 changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT SITE



Rezoning and subdivision permitted as per **RS1/B** except:

1. River Drive: **RS1/C** unless there is a lane or internal road access, then **RS1/B**.
2. Shell Road: **RS1/D** unless there is a lane or internal road access, then **RS1/B**.
3. No. 4 Road: **RS1/C** unless there is a lane or internal road access then **RS1/B**.
4. Bridgeport Road: **RS1/D** unless there is a lane or internal road access then **RS1/B**.



Rezoning and subdivision permitted as per **RS1/B** unless there is a lane access then **RC2** or **RCH**.



Policy 5448
Section 23, 5-6

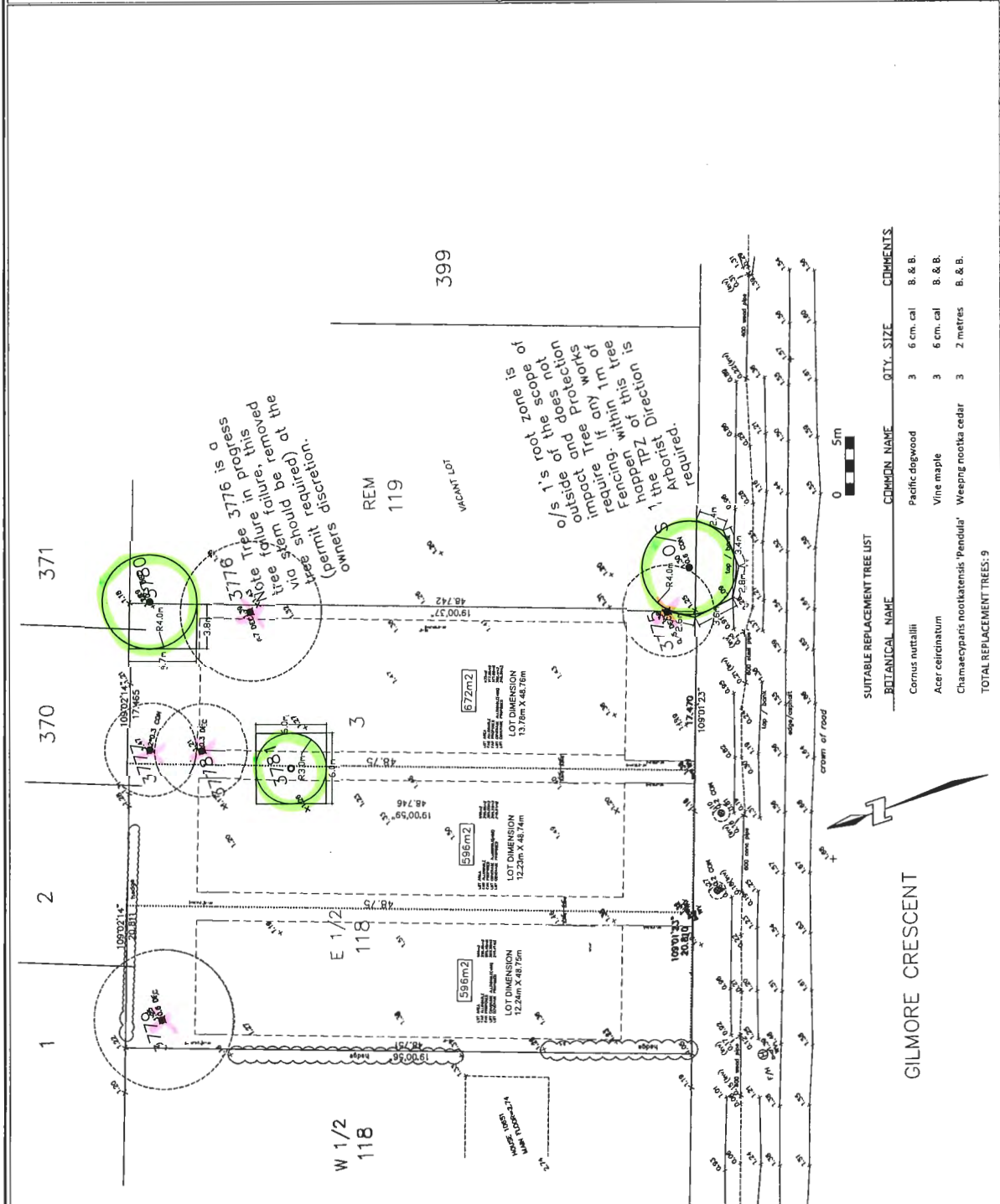
Adopted Date: 09/16/91
Amended Date: 02/20/12

LEGEND

- TREE PROTECTION ZONE
- TREE PROTECTION FENCE
- TREE
- UN-SURVEYED TREE
- ✕ TREE TO BE REMOVED

NOTES

- The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
- All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
- The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. The trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree.
- Any construction activities or grade changes within the Root Protection Zone must be approved by the project arborist.
- This plan is based on a topographic and tree location survey provided by the owner, Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P. Eng).
- This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.



REFERENCE DRAWINGS

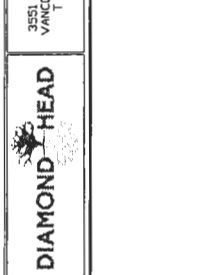
- Base Survey by:

Date: 2019/09/11
 Drawn by: MR
 Page Size: TABLOID
 (11"x17")

GILMORE CRESCENT

Project: Tree Removal and Retention Plan
 Client: Cherdu Properties
 Address: 10671 and 10691 Gilmore Crescent Richmond

3551 COMMERCIAL STREET
 VANCOUVER, BC V5N 4E8
 T 604.733.4886 F 604.733.4879





Address: 10671 and 10691 Gilmore Crescent

File No.: RZ 19-857867

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10108, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$4,500 (\$500/tree) to ensure that a total of 3 replacement trees are planted and maintained on each lot proposed (for a total of 9 trees). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
2	10 cm	5.5 m
3	9 cm	5 m

2. City acceptance of the developer's offer to voluntarily contribute \$500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$5,000 for the 1 on-site tree to be retained. The applicant is required to provide a post-construction impact report upon completion of all construction activities on-site, at which time the City may return all or a portion of the Tree Survival Security. The remainder may be held for a one year monitoring period, to ensure that the tree survives. The City may transfer the remaining security to the City's Tree Compensation Fund if the tree is not successfully retained.
5. Registration of an aircraft noise sensitive use covenant on title (Area 2).
6. Registration of a flood indemnity covenant on title (Area A).
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on the lot for each of the three future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Each secondary suite is to have a minimum of one bedroom.

Prior to a Demolition Permit* issuance, the developer is required to:

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.

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 (if applicable). 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.
3. Submission of an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise level 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

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.
2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- A. Using the OCP Model, there is 226 L/s of water available at a 20 psi residual at the Gilmore Crescent frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- B. At Developer’s cost, the Developer is required to:
 - (1) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - (2) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - (3) Provide rights-of-ways for the water meters, if located onsite. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- C. At Developer’s cost, the City will:
 - (1) Cap the two existing water connections at main and remove water meters.
 - (2) Install three new water service connections, complete with water meters, one to serve each new lot.

Storm Sewer Works:

- D. At Developer’s cost, the Developer is required to:
 - (1) Infill the ditch along the development frontage with a new 600 mm storm sewer, to the extent of the proposed road works.
 - (2) Remove the existing privately-owned culverts along the development frontage.
 - (3) Install new storm service connections to serve the three newly subdivided lots. Where possible, a single service connection located at the common property line with an inspection chamber and dual service leads shall be used.
 - (4) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.

Sanitary Sewer Works:

- E. At Developer’s cost, the Developer is required to:

- (1) Check the existing sanitary service connections and confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained to serve the new western and centre lots. In the case that the service connections are not in a condition to be re-used, the service connections shall be replaced, as described below.

F. At Developer's cost, the City will:

- (1) Install a new service lead off of the existing inspection chamber at the southeast corner of the development site, to serve the new eastern lot.
- (2) If the existing sanitary connections are not in a condition to be reused:
 - (a) Install a new sanitary connection complete with inspection chamber and dual service leads at the common property line of the newly subdivided western and centre lots.
 - (b) Cap the southwestern connection at the inspection chamber. The inspection chamber shall be retained to serve 10631 Gilmore Crescent.
 - (c) Cap and remove the existing sanitary connection and inspection chamber serving 10671 Gilmore Crescent.

Frontage Improvements:

G. At Developer's cost, the Developer is required to:

- (1) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (a) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (b) To underground overhead service lines.
 - (c) To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).
- (2) Provide street lighting along the Gilmore Crescent frontage.
- (3) Complete other frontage improvements as per Transportation requirements:
 - (a) Per City Engineering Specifications R-5-DS: road pavement widening, concrete curb and gutter, landscaped boulevard, and 1.5 m wide concrete sidewalk at the existing property line. This will also include, proper tapers to transition back to the existing road cross section.
 - (b) Removal of existing driveways and replacement of frontage works as described above.
 - (c) Access design to be in accordance with City requirements for local streets, with driveways paired to maximize street parking.

General Items:

H. At Developer's cost, the Developer is required to:

- (1) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations (as applicable).
- (2) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream (if applicable). The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.

- (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- (3) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

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

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

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

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

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 10108 (RZ 19-857867)
10671 and 10691 Gilmore Crescent

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

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

P.I.D. 008-706-450

Easterly Half of Lot 118 Section 23 Block 5 North Range 6 West New Westminster District Plan 25167

P.I.D. 005-959-811

Lot 320 Section 23 Block 5 North Range 6 West New Westminster District Plan 45757

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10108".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 12 2019

Approval stamp box with fields for 'CITY OF RICHMOND', 'APPROVED by', and 'APPROVED by Director or Solicitor'. Includes handwritten signatures.

MAYOR

CORPORATE OFFICER



To: Mayor and Councillors
From: Wayne Craig
Director, Development
Date: December 4, 2019
File: RZ 15-835532
Re: **December 16, 2019 Public Hearing - 9900 No. 3 Road and 8031 Williams Road**

Purpose

This memorandum provides an update on staff discussions with the applicant in response to Council's direction at the November 12, 2019 City Council meeting to work with the applicant on options to expand the private outdoor spaces for some units in the subject rezoning application.

Background

As indicated in the Staff Report associated with the rezoning application, both private outdoor space and common outdoor amenity space is proposed on-site. The details of the proposed outdoor spaces are as follows:

- Four units on the second level of the building are proposed to contain private outdoor spaces in the form of decks (each approximately 9 m²/90ft² per unit), which exceed the 6 m²/unit size guideline in the Official Community Plan (OCP).
- One unit on the second level is proposed to contain both a small deck and a Juliet balcony (approximately 4 m²/36 ft² in total), which together nearly achieve the OCP size guideline.
- 28 units on the second, third, and fourth levels are proposed to contain Juliet balconies (each approximately 0.86 m²/9 ft² per unit), which do not meet the OCP size guideline.

The Staff Report also notes that the proposed 338 m² common outdoor amenity space on the rooftop is significantly larger than the OCP minimum size guideline (198 m²). The total on-site private and common outdoor space combined meets the OCP minimum size guideline for outdoor space per unit (i.e., a total of 400 m² is proposed, while the OCP minimum size guideline is a total of 396 m²).

Discussion with the Applicant

As directed by City Council, staff have discussed with the applicant the concerns with the 28 private outdoor spaces proposed in the form of Juliet balconies and the request by City Council to consider options to expand the outdoor spaces. Options discussed with the applicant included increasing the depths of the balconies by recessing some of space within the unit, combined with further projecting some of the outdoor space beyond the building face.

The applicant has advised that they have carefully considered the provision of larger private outdoor spaces for the 28 units in question from both the early stages of project conception to more recently in response to the comments by City Council. Please see the attached formal response from the applicant regarding City Council's direction.

The applicant cites several challenges associated with responding to City Council's comments, and that meeting the balcony size guidelines in the OCP is not feasible for this project. They are willing to consider projecting the balconies up to a depth of 3 ft. (0.9 m) to provide tenants with their own space to sit outdoors. However, this will necessitate modification of the common outdoor space on the rooftop in order to offset the costs associated with the increased projecting balcony design. The applicant has identified that they are prepared to investigate further the proposed modifications through the Development Permit application review process.

Should City Council grant Second and Third Readings to the proposed rezoning bylaw, detailed information will be provided in the Staff Report to the Development Permit Panel on the outcome of the applicant's investigation into the proposed modifications.

If you have any questions about this memo, please contact me directly at 604-247-4625.



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

WC/CL:blg
Att. 1

pc: SMT
Joe Erceg, General Manager, Planning and Development
Suzanne Smith, Program Coordinator, Development
Joshua Reis, Program Coordinator, Development

MOSAIC

December 2, 2019

Cynthia Lussier
Development Applications
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

RE: 9900 NO. 3 ROAD & 8031 WILLIAMS ROAD [RZ 18-835532] – Outdoor Amenity Response

Dear Ms. Lussier,

This letter is provided in response to Richmond Council's direction to investigate options to expand the private outdoor spaces in the above noted proposal.

Balconies at the size dictated by the Richmond OCP (65 sq. ft. per unit) are not proposed for 28 of the 33 homes in this development for the following primary reasons:

- Recessed balconies would critically diminish unit plan functionality and/or reduce the total number of rental homes provided, as the building footprint is very restricted;
- Cantilevered balconies, in addition to the proposed rooftop amenity design, are cost prohibitive under the economic model of a small-scale woodframe rental project; and,
- Balconies on the south and west sides of the building would be compromised by their public exposure to busy arterial roads, while balconies on the more private north and east sides of the building would risk increasing overlook towards our adjacent residential neighbours.

Market rental housing values in Richmond today represent a discount of up to 35% from 'for-sale' condo. Notwithstanding, construction costs for rental and condo multi-family buildings are the same, and the liveability of a unit plan is equally important to both tenants and homeowners. This means rental builders have to get creative to make the numbers work, without compromising the functionality of the homes.

The compact unit plans dictated by the building size cannot sacrifice interior area to provide recessed balconies, and the total number of units simply can't be reduced without detrimentally impacting project feasibility. Without having the ability on this site to satisfactorily provide both, we propose that functional indoor dwelling space is more critical to the day-to-day liveability of a home, than outdoor balcony space that is used less frequently throughout the year.

Enlarging the balconies would thus require a more complex cantilevered design, which increases costs in terms of framing, waterproofing, structural support, weather protection, and fire suppression. The proposed juliet balconies avoid these costly requirements, while still enabling us to provide sliding doors for every unit. Future tenants will be able to bring the outdoors into their home by opening up their living space to fresh air and light.

The liveability of larger balconies, which might facilitate activities like group dining or lounging, is challenged by the building location at the intersection of two busy arterial roads. Where Mosaic has previously completed mixed-use projects on busy streets like West Broadway in Vancouver, larger balconies were only provided where the floor plate allowed them to be fully recessed and well protected. That style of balcony is not achievable for this proposal, which led us to instead propose a larger rooftop amenity that benefits from greater vertical separation from the street, protection by the parapet wall, and limited overlook towards the adjacent residential properties.

While we maintain that full size balconies are neither desirable nor feasible for this project, we understand Council's interest in realizing more usable private outdoor space for these homes. We are willing to consider projection of the private balconies to a depth of 3', which in our experience is sufficient to accommodate a comfortable arrangement of two chairs with a side table. This would provide future tenants with their own space to sit outdoors on a nice day, without detracting from valuable indoor dwelling space.

In order to offset costs associated with the more complex cantilevered balcony design, the common outdoor amenity space on the rooftop must be modified in both size and programming. Nonetheless, pending more detailed study, we anticipate the total proposed rooftop amenity area could still notably exceed the minimum OCP requirement. It will continue to accommodate activities that might otherwise be enjoyed on a larger balcony, like hosting an outdoor meal with friends and family, as well as a variety of recreational programming.

This modification to our proposal will be investigated in further detail through the Development Permit application review process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elise Spearing', written over a horizontal line.

Elise Spearing
Development Manager
Mosaic Homes
O 604.685.3888



To: Planning Committee

Date: October 21, 2019

From: Wayne Craig
Director, Development

File: RZ 18-835532

Re: Application by Mosaic No. 3 Road and Williams Limited Partnership to Amend the 2041 OCP Land Use Map Designation of 8031 Williams Road in Schedule 1 of Richmond Official Community Plan Bylaw 9000, Create the "Commercial Mixed Use (ZMU44) – Broadmoor" Zone, and Rezone 9900 No. 3 Road and 8031 Williams Road from the "Gas & Service Stations (CG2)" and "Single Detached (RS1/E)" Zones (respectively), to the "Commercial Mixed Use (ZMU44) – Broadmoor" Zone

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, to redesignate 8031 Williams Road from "Neighbourhood Residential" to "Neighbourhood Service Centre" in Attachment 1 to Schedule 1 of Richmond Official Community Plan Bylaw 9000 (2041 OCP Land Use Map), be introduced and given First Reading.
2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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


3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10111 to create the "Commercial Mixed Use (ZMU44) – Broadmoor" zone, and to rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)" zone, and 8031 Williams Road from the "Single Detached (RS1/E)" zone, to the "Commercial Mixed Use (ZMU44) - Broadmoor" zone, be introduced and given First Reading.



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

WC:cl
 Att. 8

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

Staff Report

Origin

Mosaic No. 3 Road and Williams Limited Partnership have applied to the City of Richmond for permission to:

- Amend the land use designation of 8031 Williams Road in Schedule 1 of Richmond Official Community Plan Bylaw 9000 (i.e., the 2041 OCP Land Use Map) from “Neighbourhood Residential” to “Neighbourhood Service Centre”; and
- Rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)" zone, and 8031 Williams Road from the “Single Detached (RS1/E)" zone, to a new site-specific zone entitled "Commercial Mixed Use (ZMU44) - Broadmoor", which is to be established for this proposal;

in order to develop a four-storey mixed use building containing non-residential uses on the ground floor and 33 secured market rental units above the ground floor, with right-in/right-out vehicle access to No. 3 Road and Williams Road. The subject site is currently 3,020.7 m² in size and is located on the northeast corner the No. 3 Road and Williams Road intersection, in the Broadmoor Planning Area (Attachment 1).

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site currently consists of a vacant former gas station lot at 9900 No. 3 Road and a vacant single-family dwelling at 8031 Williams Road. The applicant indicates that the single-family house at 8031 Williams Road will be demolished prior to consolidation of the two lots.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, is an existing townhouse complex fronting No. 3 Road on a lot zoned “Medium Density Townhouses (RTM1)” at 9700 No. 3 Road, as well as an existing single-family dwelling on a lot zoned “Single Detached (RS1/E)” at 9871 Pigott Road.
- To the south, across Williams Road, is a one-storey commercial building containing a convenience store and medical offices, as well as three-storey rental apartments on a site zoned “Local Commercial (CL)” and “Medium Density Low Rise Apartments (RAM1)” on the southeast corner of the intersection at 10060, 10100 No. 3 Road and 8080 Williams Road.
- To the east, is an existing townhouse complex fronting Williams Road on a lot zoned “Medium Density Townhouses (RTM3)” at 8091 Williams Road.
- To the west, across No. 3 Road, is an existing townhouse complex on a lot zoned “Low Density Townhouses (RTL1)” at 7711 Williams Road.

The subject site is also opposite an existing mixed-use neighbourhood shopping centre containing a gas station, a range of commercial services, and a six-storey apartment building on the southwest corner of the No. 3 Road and Williams Road intersection.

Existing Legal Encumbrances

Legal encumbrances existing on Title of the subject properties include (but are not limited to) a Statutory Right-of-Way (SRW) agreement for the sanitary sewer (G113388 Inter Alia, Plan 40608), which is required to be discharged from Title of the properties following the removal of the existing sanitary manhole and main, and a new SRW agreement registered on Title to reflect the revised location of sanitary sewer infrastructure on-site.

Legal notations also exist on Title for the benefit of the subject properties, and include, but are not limited to easements with neighbouring properties to the north and east, which are not proposed to be made use of as part of this development proposal (e.g., shared vehicle access, shared garbage/recycling).

Related Policies & Studies

Official Community Plan

The subject site is identified in the Official Community Plan (OCP) as being located in the Broadmoor planning area. The 2041 OCP Land Use Map Designations for 9900 No. 3 Road and 8031 Williams Road are “Neighbourhood Service Centre” and “Neighbourhood Residential”, respectively. The applicant is seeking to amend the 2041 OCP Land Use Map Designation in Schedule 1 of the OCP for the most eastward property at 8031 Williams Road from “Neighbourhood Residential” to “Neighbourhood Service Centre”, to accommodate the proposed development on a land assembly with a single designation (OCP Amendment Bylaw 10110).

The OCP also identifies the intersection of No. 3 Road and Williams Road as one of eight future Neighbourhood Centres, in which a range of land uses and densities supporting residential, employment, daily shopping, personal service and enhanced transit service is envisioned (Attachment 3).

The property at 9900 No. 3 Road is also identified in the OCP’s Employment Lands Strategy (ELS) as being part of the supply of commercial lands required to 2041 in the Central Richmond area. The ELS encourages retention of existing commercially-zoned sites in this area, such as 9900 No. 3 Road, and supports intensification of sites identified as Neighbourhood Centres to accommodate mixed residential/commercial redevelopments (e.g., four-storey to six-storey versus one-storey to two- storey).

Consistent with the planning policies in the OCP regarding sites within a Neighbourhood Centre, and the ELS, the proposed development at the subject site involves the retention of commercial uses on the ground floor as well as land use intensification and diversification through the provision of secured market rental units above the ground floor. On this basis, staff recommend support for the proposed OCP Amendment Bylaw 10110 for 8031 Williams Road.

Market Rental Housing Policy

In recognition of market rental housing comprising an important piece of the city's housing supply, the OCP encourages the development of new purpose-built market rental housing units secured through registration of a legal agreement on Title or other alternative approach to the satisfaction of the City. A series of incentives are identified in the OCP to encourage the development of new market rental housing. Such incentives may include an increase in density, parking rate reductions and exemptions from all or part of Public Art, community planning, and affordable housing contributions.

The proposal at the subject site is consistent with the intent of the Market Rental Housing Policy in that 100% of units are proposed to be market rental secured through rental tenure zoning and registration of a market rental agreement on Title. The density proposed with this application is being considered more so on the basis of consistency with the planning policies regarding Neighbourhood Centres in the OCP, and the ELS, as well as the proposed form of development being well-integrated with the surrounding neighbourhood, rather than strictly on the basis that secured market rental housing is proposed.

Affordable Housing Strategy

Consistent with the incentives identified in the OCP to encourage market rental housing, this application is exempt from the requirement to contribute to the City's Affordable Housing Reserve Fund.

Public Art Program Policy

Consistent with the incentives identified in the OCP to encourage market rental housing, this application is exempt from the requirement to contribute to the City's Public Art Reserve Fund for City-wide projects on City lands. Also, the Public Art Program Policy as it relates to the non-residential component of the proposal is not applicable as the total floor area is less than 2,000 m².

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.

Noise Management

To mitigate unwanted noise from commercial areas on residential properties, the OCP requires that new development proposals involving commercial uses within 30 m of any residential use demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's noise bylaw; and that noise generated from rooftop HVAC units will comply with the City's noise bylaw.

To protect the future dwelling units at the subject site from potential noise impacts generated by traffic on No. 3 Road and Williams Road, noise attenuation is to be incorporated into dwelling unit design and construction.

A legal agreement is required to be registered on title prior to final adoption of the rezoning bylaw to ensure that the necessary noise mitigation measures are incorporated into building design and construction, as per an acoustic and thermal/mechanical report prepared by a registered professional to be submitted as part of the Development Permit application review process.

Ministry of Environment and Climate Change Strategy Referral

A referral to the Ministry of Environment and Climate Change Strategy (MOECCS) is not required for the subject site because the property at 9900 No. 3 Road received a Certificate of Compliance from the MOECCS in 2011. Land from the subject site is suitable to be dedicated as roadway to the City.

Public Consultation

A rezoning sign has been installed on the subject property. With the exception of some initial inquiries by phone from members of the public regarding what is being proposed at the subject site, staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

The applicant has identified that they have reached out to the neighbouring property owners immediately to the north and east of the subject site to discuss their development proposal. Staff understands that the primary concerns of the neighbouring owners are to provide screening of the proposed building as much as possible and to minimize opportunities for overlook. The applicant has responded to these concerns by ensuring that the principal building is situated furthest away from the common property lines with adjacent sites, and that a buffer to adjacent sites is made possible by the proposed drive-aisle, surface parking, trees, and fencing. Where a one-storey accessory bike storage building is proposed along the north property line, it is proposed to be screened with climbing vines.

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

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

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

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

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
Richmond School Board	No referral necessary. This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school-aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school-aged children do not need to be referred to the School District (e.g., typically around 295 multi-family housing units). This redevelopment proposal only involves 33 multi-family housing units.
The Board of Metro Vancouver	No referral necessary, as the proposed amendment refers to the redesignation on the 2041 OCP Land Use Map of a property from "Neighbourhood Residential" to "Neighbourhood Service Centre" consistent with the OCP planning policies regarding Neighbourhood Centres and the ELS.
BC Land Reserve Commission	
The Councils of adjacent Municipalities	
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	
TransLink	No referral necessary, as the proposed amendment refers to the redesignation on the 2041 OCP Land Use Map of a property from "Neighbourhood Residential" to "Neighbourhood Service Centre" consistent with the OCP planning policies regarding Neighbourhood Centres and the ELS.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	
Richmond Coastal Health Authority	
Community Groups and Neighbours	
All relevant Federal and Provincial Government Agencies	

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

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

Analysis

The proposal at the subject site is to develop a four storey mixed-use building containing approximately 765 m² (8,200 ft²) of non-residential floor area on the ground floor (e.g., commercial, office, and a limited range of other uses and services), and 33 secured market rental apartment housing units totalling approximately 2,230 m² (24,000 ft²) above the ground floor, on a site that would be approximately 2,800 m² (30,145 ft²) in area after the required road dedication at the intersection and along Williams Road. Conceptual development plans proposed by the applicant are included in Attachment 4.

The proposal is consistent with the policies in the OCP as it relates to sites within a Neighbourhood Centre and as it relates to the provision of a variety of housing types to

accommodate the needs of a diverse population as encouraged by the Market Rental Housing Policy. Specifically, the proposal involves:

- 100% market rental housing units secured through a market rental agreement registered on title and rental tenure zoning (i.e., 33 dwelling units). The legal agreement would also prohibit stratification, or creation of air space parcels, of individual dwelling units. There will be no restriction on tenant incomes or rental rates for the market rental units, as the applicant’s intention is that the rental rates would fluctuate with market demand. The approximate rental rates that the applicant would target at this time are as follows:

Type of Unit (# units)	Approx. Rental Rate (as per applicant)	Estimated Total Household Annual Income required (of which rent would comprise 30%)
Studio (8)	\$1,400 - \$1,600	\$56,000 - \$64,000
1-Bedroom (11)	\$1,700 - \$2,000	\$68,000 - \$80,000
2-Bedroom (14)	\$2,300 - \$2,400	\$92,000 - \$96,000

- 42% of the units being designed with two or more bedrooms that are suitable for families (i.e., 14 two-bedroom units);
- 30% of the units being designed with basic universal housing features (i.e., 10 units in total consisting of three two-bedroom units, one 1-bedroom unit, and six studios);
- The provision of aging-in-place features in all units (stairwell handrails, lever type handles for plumbing fixtures and door handles, and solid blocking in washroom walls for future grab bar installation beside toilet, bathtub and shower);

The proposed number of family-friendly and basic universal housing units will be secured through the legal agreement which must be registered on Title prior to final adoption of the rezoning bylaw.

The form and character of the proposed development is well-integrated with the surrounding neighbourhood, and generally complies with the design guidelines for low-rise mixed-use developments in the OCP. The form and character of development, and the proposed accessible features will be further reviewed through the Development Permit application review process.

Proposed “Commercial Mixed Use (ZMU44) – Broadmoor” Zone

A new site-specific zoned entitled “Commercial Mixed Use (ZMU44) – Broadmoor” is proposed to accommodate the development under Zoning Amendment Bylaw 10111, and to rezone the subject site to the new zone. The zone has been prepared to accommodate a limited range of non-residential uses, with market rental dwelling units above the ground floor. The ZMU44 zone also reflects various other aspects of the development proposal to accommodate setbacks that are consistent with the City’s design guidelines for commercial buildings, a four-storey building height plus rooftop access structures, mechanical equipment and screening, site-specific landscaping, fencing, and screening, and site-specific parking rates substantiated by the analysis included in a Traffic Impact Assessment report prepared by a registered professional engineer.

Specifically, the proposed ZMU44 zone provides for:

- A total maximum density of 1.08 Floor Area Ratio (FAR), subject to a maximum of 0.28 FAR permitted for non-residential uses (exclusive of building entrance lobbies) and a maximum of 0.80 permitted for apartment housing if the owner provides 33 market rental dwelling units on-site with a combined floor area of at least 2,230 m², secured through registration of a market rental agreement on title prior to final adoption of the rezoning bylaw;
- A maximum principal building height of four storeys and 20.0 m;
- Minimum 2.0 m setbacks to No. 3 Road and Williams Road, with site-specific projections for awning and balconies;
- Minimum 20.0 m setbacks to the east and north property lines along the common boundary with adjacent residential sites;
- An accessory bike storage building to be located 0.85 m from the north lot line subject to landscaping and screening along its north side;
- Surface parking setbacks of at least 2.0 m from property lines abutting a road, and 0.6 m to 1.2 m from the north and east lot lines (respectively);
- Landscaped areas within 2.0 m of road frontages;
- Fence heights of 2.0 m and 2.4 m in height along the north and east lot lines (respectively), in response to specific comments received from the adjacent property owners, but stepping down to no more than 1.2 m in height where fences on side lot lines approach road frontages (to ensure visibility); and
- A site-specific parking rate of 1.0 space per market rental housing unit.

Site Planning

The proposed site layout consists of the principal building at southwest corner of the property, close to the No. 3 Road and Williams Road intersection, and an L-shaped drive aisle flanked by surface parking to the north and east of the building. A one-storey accessory building containing long-term bike parking for residents of the building is proposed approximately mid-way along the north property line of the site, which is to be screened from the north by fencing and climbing vines.

A shadow impact analysis is included as part of the conceptual development plans, which supports the proposed location of the building closest to the intersection and away from the existing adjacent low density housing to the north and east. Consistent with the design guidelines in the OCP, the analysis uses prescribed dates and times to gauge the level of sun penetration and shadowing during high-use periods (i.e., 10:00 am to 2:00 pm, and 4:00 pm) between March 21st and September 21st. The analysis indicates that the building will not cast shadows on the adjacent properties the majority of these times, with the exception that negligible shadowing will occur along a strip at the west edge of the property to the east at 8091 Williams Road for a few hours prior to sunset at the equinoxes (March 21st and September 21st).

Entrances to the non-residential units on the ground floor are proposed via walkways along the Williams Road frontage and along the north side of the building, and are accentuated through the use of individual awnings, non-fixed landscape planters, and storefront glazing. The entrance to the residential lobby is proposed on the east side of the building, and is accentuated through a large awning with signage, decorative paving stones, soft landscaping including trees, and an arrival area with seating.

Garbage, recycling, and organics storage is incorporated into the northeast corner of the building on the ground floor to facilitate access by building users and during collection service. The storage area is sized to accommodate the appropriate number of carts to service the development.

A large common outdoor amenity space for residential users is proposed on the south side of the rooftop, which is accessible by elevator and stairway, and consists of a children's play hut, hopscotch surface, rubber mounds, an artificial turf play area with mounting fixtures for removable badminton net and putting green, ping pong tables, a potting bench with planters for gardening, seating areas, and a dining area. Small trees and planting areas containing shrubs are also proposed. The area is screened through several measures, such as setting the area back from the edges of the building, using a roof parapet, as well as metal picket guardrail and planters. Rooftop mechanical equipment is screened by solid privacy fencing.

Private outdoor space is proposed on the second, third, and fourth floors in the form of decks (approx. 9 m² (90 ft²)/unit) or Juliet balconies (approx. 0.86 m² (9 ft²)/unit). This is acceptable to staff on the basis that the proposed rooftop common outdoor amenity space is substantially greater than the amount identified in the design guidelines in the OCP, and that the total amount of common and private outdoor space required per unit is achieved when considering all of the on-site outdoor space combined.

Consistent with the OCP, the applicant proposes to submit a contribution to the City in the amount of \$75, 200 prior to rezoning bylaw adoption in-lieu of the provision of common indoor amenity space on-site (i.e., \$1,600/unit for the first 19 units; plus \$3,200 for the remaining 14 units).

Vehicle Access, Parking, and Transportation Improvements

The subject site is currently accessed by a total of three driveway crossings (two on No. 3 Road and one on Williams Road). For the development proposal, one of the driveway crossings on No. 3 Road will be eliminated, and two new driveway crossings will be proposed in approximately the same locations as the remaining existing driveway crossings (i.e., at the southeast corner on Williams Road, and at the northwest corner on No. 3 Road). Both new driveway crossings will be constructed with a triangular-shaped raised barrier curb island within the boulevard to physically restrict vehicle movements to the site to right-in/right-out only.

The applicant submitted a Traffic Impact Assessment report prepared by a registered professional engineer. The Report has been reviewed and the findings are supported by staff. The Report confirms that the proposed vehicle access at the subject site, with right-in/right-out restrictions to Williams Road and No. 3 Road, minimizes disruption to existing traffic operations

on both roads and reduces conflicting vehicle movements compared to the access configuration of the previous gas station that occupied the site.

Defined pedestrian access is provided to the subject site via walkways leading from the public sidewalks on both Williams Road and No. 3 Road. Pedestrian circulation on-site is also provided through defined walkways along the east and north sides of the building, leading to the non-residential building entries, main residential entrance lobby, and service areas.

A total of 55 surface parking spaces are proposed for the development, 22 of which are for non-residential uses, and 33 of which are for the residential market rental use. The seven required residential visitor parking spaces are proposed to be shared among the non-residential parking spaces in recognition that the primary demand of such parking spaces by each of those uses occurs at different periods of the day. The applicant is providing a comprehensive Transportation Demand Management (TDM) strategy as part of the proposed development, including but not limited to: monthly transit passes (2-zone) for one year for all 33 dwelling units, upgrades to the Williams Road bike lane, and a contribution in the amount of \$15,000 to the City for future streetscape improvements at the No. 3 Road and Williams Road intersection.

On-site bike parking and loading is proposed on-site consistent with the requirements in the Zoning Bylaw.

The proposed shared commercial/visitor parking spaces, common long-term bike storage for all building occupants, shared commercial/residential loading space, and TDM measures are to be secured through registration of a legal agreement on title prior to final adoption of the rezoning bylaw.

Road and frontage improvements along both Williams Road and No. 3 Road are required with the development proposal, and will be designed and constructed as part of a Servicing Agreement (SA), which is to be entered into prior to rezoning bylaw adoption. The scope of improvements includes (but is not limited to):

- Traffic Signal Infrastructure – provision and installation of a Traffic Signal cabinet, and an Uninterrupted Power Supply (UPS) Cabinet for the No. 3 Road and Williams Road intersection;
- Bus Stop Infrastructure – an existing Translink bus stop and shelter on the east side of No. 3 Road, south of Williams Road, is proposed to be relocated to the north side of Williams Road and improved to current City and Translink Accessible Bus Stop standards, complete with concrete pad for the bus shelter and pre-ducting for electrical connections;
- Williams Road – road widening to accommodate an on-street bike lane along the north side of Williams Road complete with a raised buffer between the bike lane and vehicle lanes, new concrete curb and gutter, treed/grass boulevard, and concrete sidewalk at the new property line after road dedication, complete with transition to meet the existing frontage condition east of the subject site.
- No. 3 Road – removal of the existing sidewalk and boulevard, and construction of a new treed/grass boulevard and concrete sidewalk at the new property line after road dedication, complete with transition to meet the existing frontage condition north of the subject site.

- No. 3 Road – removal of the existing sidewalk and boulevard, and construction of a new treed/grass boulevard and concrete sidewalk at the new property line after road dedication, complete with transition to meet the existing frontage condition north of the subject site.

Further details on the scope of the frontage improvements are included in Attachment 7.

To accommodate the required road improvements, the applicant is required to provide a minimum road dedication of 2.0 m along the entire frontages of No. 3 Road and Williams Road, and a 4 m x 4 m corner cut dedication at the intersection for adequate visibility and streetscape infrastructure. Although a preliminary functional road plan has been prepared to conceptually illustrate the proposed road and frontage improvements required with redevelopment of the subject site (Attachment 5), the exact amount of road dedication is to be finalized through a functional road plan prepared through the SA design review process.

Tree Retention and Landscaping

The Site Survey submitted by the applicant indicates that there are no bylaw-sized trees on-site, that there are trees on the adjacent properties to the north near common property lines, and that there is a hedge along the front property line at 8031 Williams Road that encroaches into the boulevard on City-owned property. The City's Tree Preservation Coordinator and the City's Parks Department staff have conducted site inspections and visual tree assessments, and provide the following comments:

- Neighbouring trees will not be impacted by the proposed development on the subject site.
- The hedge along the Williams Road frontage is authorized to be removed as it conflicts with the required frontage improvements, and is inconsistent with the design guidelines in the OCP, which encourage an animated public realm for mixed-use developments. The hedge is proposed to be removed prior to issuance of a Demolition Permit for the existing dwelling at 8031 Williams Road.

The applicant's preliminary Landscape Plan illustrates that 22 trees of a variety of species and sizes are proposed to be planted throughout the site, including the rooftop outdoor amenity space (e.g., Dogwood, Sweetgum, Pine, Columnar Aspen, Spruce). The preliminary Landscape Plan also includes a variety of shrubs, perennials, vines, and grasses to enhance the subject site (e.g., Azalea, Mexican Orange Blossom, Salal, Spiraea, Topiary Cedar, Trumpet Creeper Vine, Evergold Japanese Sedge, Winter Heather, Blue Fescue, Daylily).

A variety of hardscape material is also proposed to provide visual interest and includes the use of some materials that increase site surface permeability (e.g., two-toned cast-in-place concrete walkways, porous paving, decorative pavers at key pedestrian areas at grade, as well as hydra pressed pavers and wood decking on the rooftop).

To ensure that the trees and landscape materials are installed in accordance with the Landscape Plan, the applicant is required to submit a Landscaping Security in the amount of 100% of a cost estimate prepared by the Registered Landscape Architect (including all materials, installation, and a 10% contingency) prior to issuance of a Development Permit.

Energy Step Code

This development application was received after July 16, 2018, and is subject to the Energy Step Code (Step 2 for non-residential uses; and Step 3 for residential uses).

Applicants are expected to conduct energy modelling early on as part of their development plans to confirm that their proposed design is able to meet the requirements of BC Energy Step Code that will be in place at the time of their Building Permit application. Attached is a statement from the applicant acknowledging that the proposed development will comply with this requirement (Attachment 6).

Site Servicing

Prior to rezoning, the applicant is required to enter into a SA for the design and construction of the required water, storm, and sanitary service connection works and upgrades, as well as the frontage and transportation infrastructure improvements described previously. The scope of the servicing works includes (but is not limited to):

- Relocation of the existing fire hydrant on Williams Road;
- Replacement of a portion of the watermain on No. 3 Road at the crossing location with the proposed storm sewer;
- Upgrading of the existing storm sewer along Williams Road at No. 3 Road;
- Removal of the existing sanitary manhole and main in the northwest corner of the existing property at 8031 Williams Road, and subsequent discharge of the existing SRW from the Title of the properties and registration of a new SRW on Title of the properties to reflect the new location of the infrastructure;

Further details on the scope of the servicing works are included in Attachment 7.

Future Development Permit Application Considerations

A Development Permit application is required for the subject proposal to ensure further consideration of the design guidelines for mixed-use buildings contained within the OCP. Further refinements to the Site Plan, Landscape Plan, and Architectural Elevation Plans may be made as part of the Development Permit application review process, including:

- Strengthening of the on-site pedestrian circulation through the surface parking area.
- Refining the concepts for the required City infrastructure on-site (e.g., location of water meter and traffic infrastructure cabinets etc.).
- Demonstrating that all of the proposed accessibility features are incorporated into unit design.
- Finalizing the proposed colour palette, exterior building materials, and landscape elements.
- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).
- Gaining a better understanding of the proposed sustainability features to be incorporated into the project.

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:

- Amend the land use designation of 8031 Williams Road in Schedule 1 of Richmond Official Community Plan Bylaw 9000 (i.e., the 2041 OCP Land Use Map) from “Neighbourhood Residential” to “Neighbourhood Service Centre”; and
- Rezone 9900 No. 3 Road from the "Gas & Service Stations (CG2)" zone, and 8031 Williams Road from the "Single Detached (RS1/E)" zone, to the "Commercial Mixed Use (ZMU44) - Broadmoor" zone, which is to be established for this proposal;

in order to develop a four-storey mixed use building containing non-residential uses on the ground floor and 33 secured market rental housing units with residential rental tenure zoning above the ground floor, with right-in/right-out vehicle access to No. 3 Road and Williams Road.

The proposal is consistent with the planning policies in the ELS, and those in the OCP regarding sites identified as a future Neighbourhood Centre. The proposal is also consistent with the intent of the Market Rental Housing Policy as 100% of the dwelling units proposed are market rental housing units to be secured through a market rental agreement on title and rental tenure zoning.

The list of Rezoning Considerations, which must be completed by the applicant prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10111, is included in Attachment 7.

It is recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10111, be introduced and given First Reading.



Cynthia Lussier
Planner 1
(604-276-4108)

CL:blg

Attachment 1: Location Map/Aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Excerpts from OCP – Future Neighbourhood Centres Map & Broadmoor
Planning Area Map

Attachment 4: Conceptual Development Plans

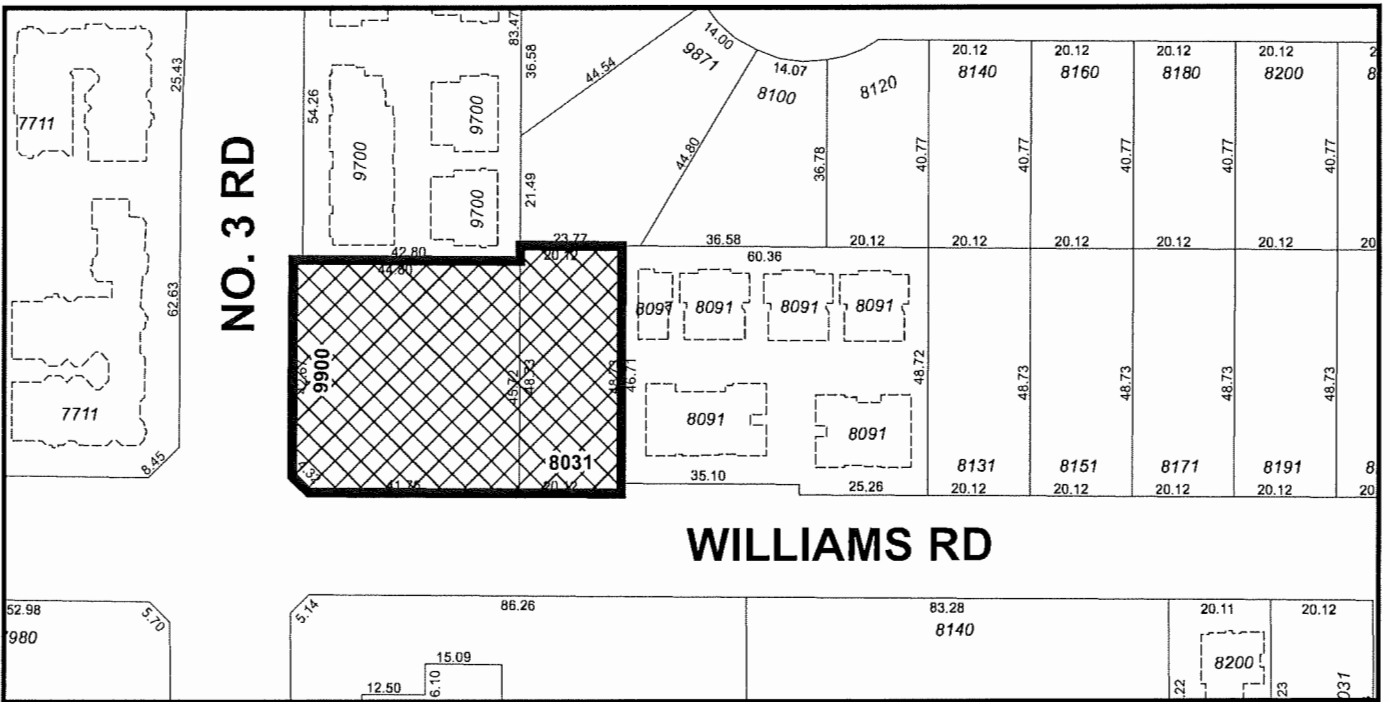
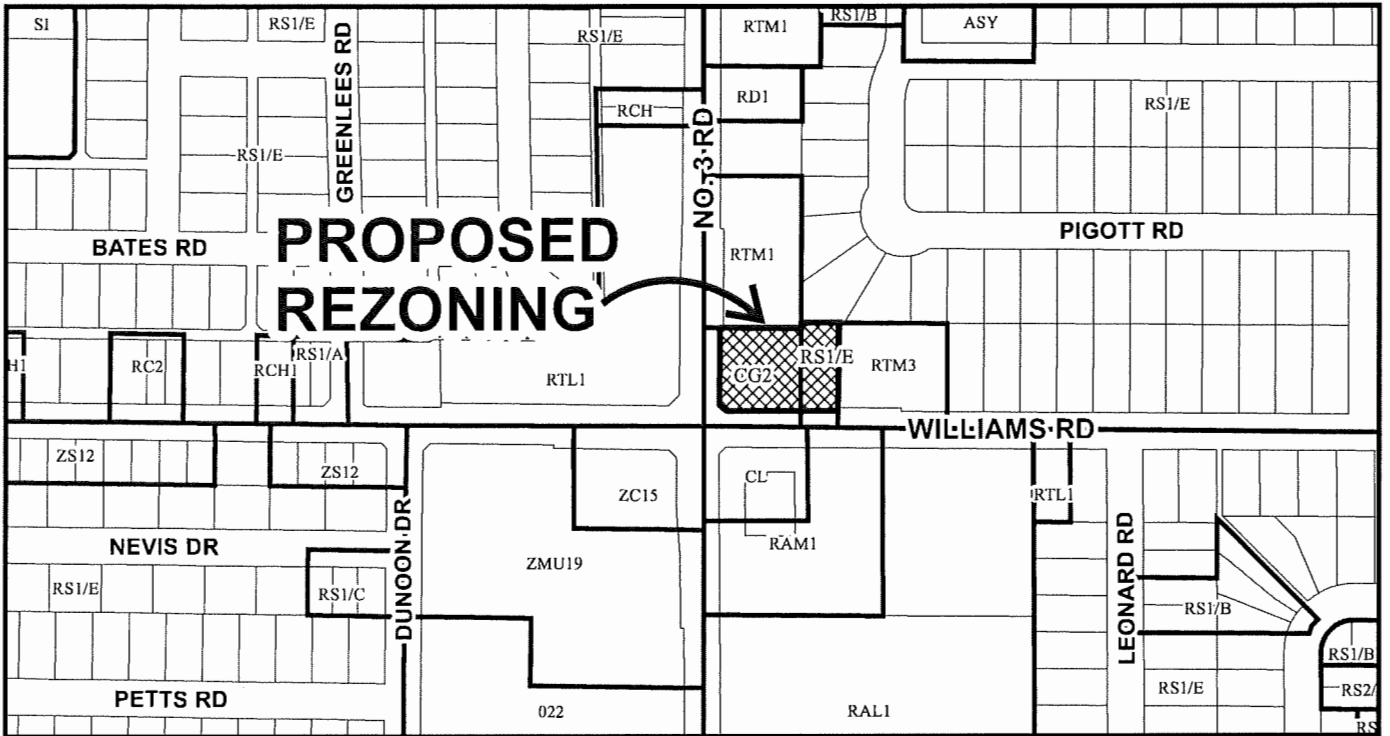
Attachment 5: Preliminary Functional Road Plan

Attachment 6: Statement regarding BC Energy Step Code

Attachment 7: Rezoning Considerations



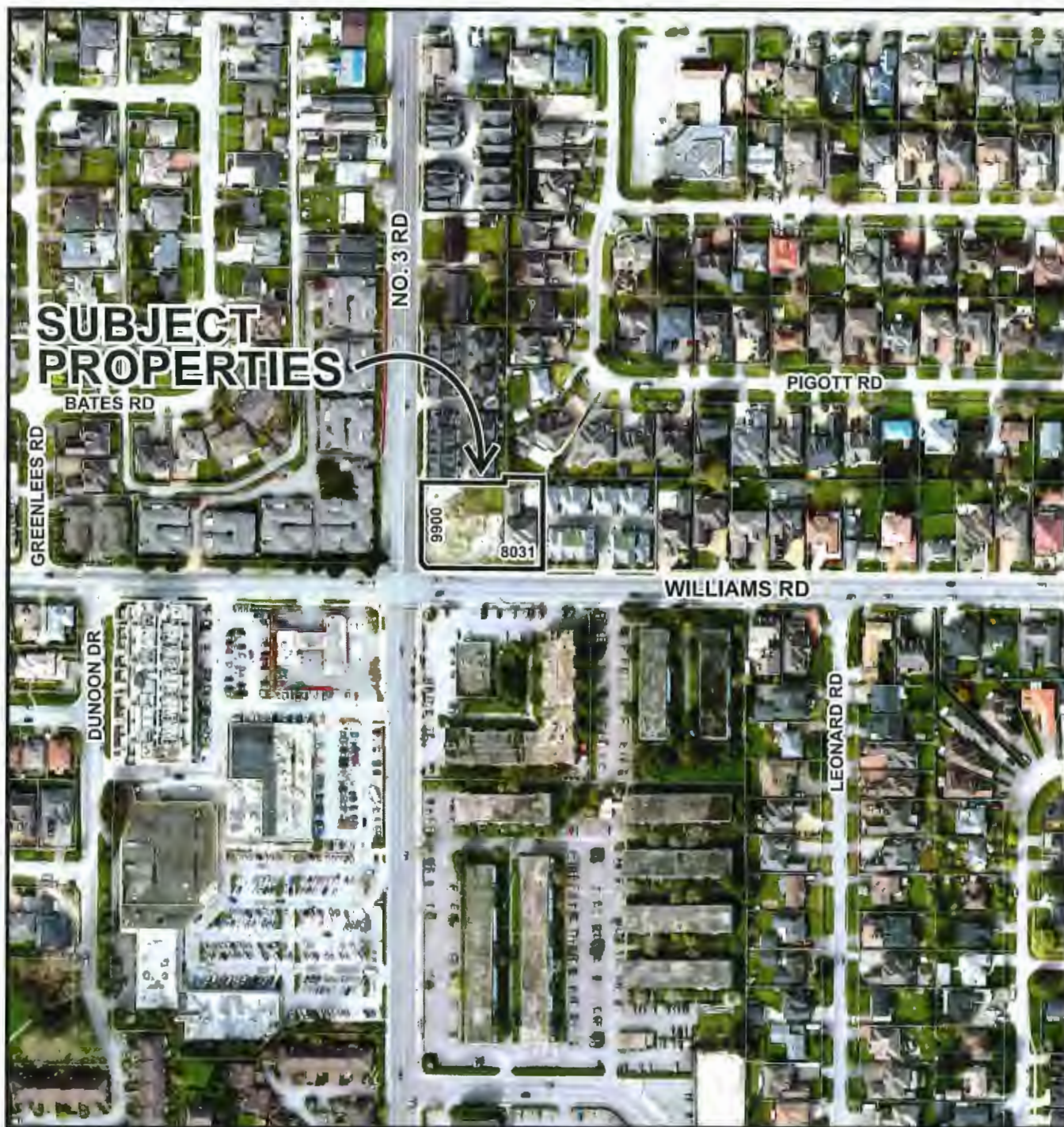
City of
Richmond



	<h1>RZ 18-835532</h1>	<p>Original Date: 09/19/18</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of Richmond



RZ 18-835532

Original Date: 09/19/18

Revision Date:

Note: Dimensions are in METRES



RZ 18-835532

Address: 9900 No. 3 Road and 8031 Williams Road

Applicant: Mosaic No. 3 Road and Williams Limited Partnership

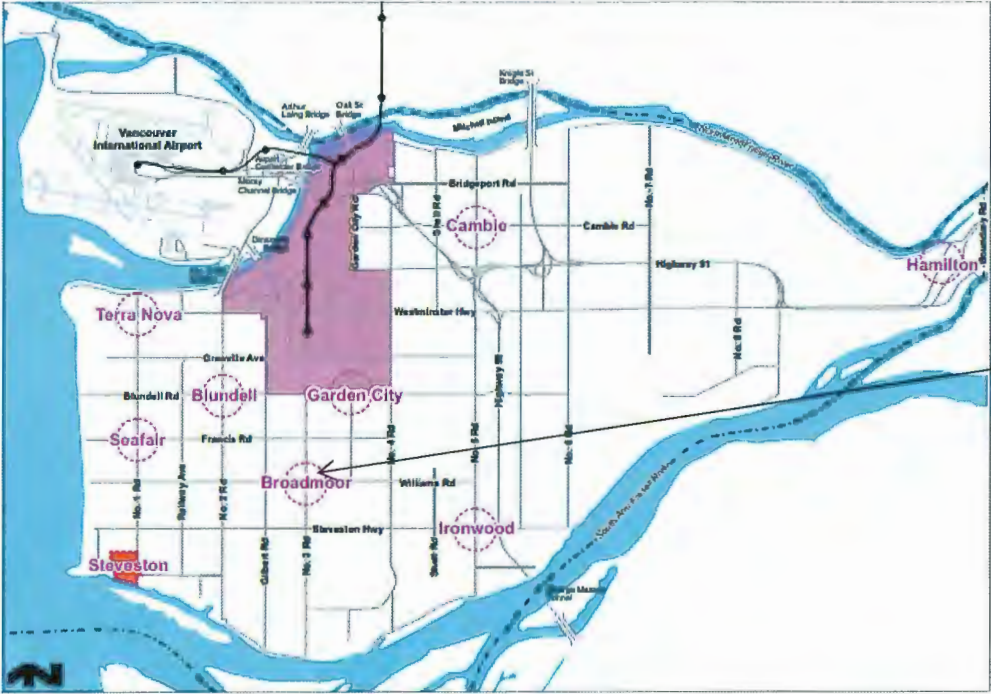
Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Mosaic (9900 – No. 3 Road) Corporation	Mosaic (9900 – No. 3 Road) Corporation
Site Size (m²):	9900 No. 3 Road - 2,041.5 m ² 8031 Williams Road - 979.2 m ² Total 3,020.7 m ² (21,974 ft ²)	2,800.6 m ² (30,145 ft ²) after the required road dedication and land consolidation
Land Uses:	9900 No. 3 Road - Vacant 8031 Williams Road - Single-family dwelling	4-storey mixed commercial/residential market rental building with rooftop amenity space
OCP Designation:	9900 No. 3 Road - Neighbourhood Service Centre 8031 Williams Road - Neighbourhood Residential	Neighbourhood Service Centre
Zoning:	9900 No. 3 Road - Gas & Service Stations (CG2) 8031 Williams Road - Single Detached (RS1/E)	Commercial Mixed Use (ZMU44) - Broadmoor"
Number of Units:	1	33

	Proposed Bylaw/OCP Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.08	1.08	None permitted
Buildable Floor Area (m ²):	3,024.65 m ² (32,557 ft ²)	2,999.51 m ² (32,286 ft ²)	None permitted
Lot Coverage (% of lot area):	40%	33%	None
Minimum Lot Size:	2,800.00 m ²	2,800.60 m ²	None
Minimum Setbacks (m):	No. 3 Road: 2.0 m Williams Road: 2.0 m North: 20.0 m East: 20.0 m	No. 3 Road: 2.0 m Williams Road: 2.0 m North: 20.37 m East: 20.58 m	None
Maximum Building Height (m):	20.0 m	18.91 m	None
On-Site Parking Spaces – Residential:	1.0/unit	33 spaces	None
On-Site Parking Spaces – Residential Visitor:	0.2/unit	7 spaces (shared with commercial)	

	Proposed Bylaw/OCP Requirement		Proposed	Variance
On-Site Parking Spaces – Commercial:	3/100 m ² of gross leasable floor area up to 350 m ² , and 4/100m ² beyond 350 m ²	23 spaces	22 spaces	None
	10% reduction for TDMs	- 2 spaces		
	Total:	21 spaces		
On-Site Parking Spaces – Total:	54 spaces		55 spaces	
Small Parking Spaces:	Maximum 50% of spaces provided (16 residential spaces; 11 commercial spaces)		50% (16 residential spaces; 11 commercial spaces)	None
Accessible Parking Spaces:	2% of total required parking spaces (2 spaces)		2 spaces	None
Amenity Space – Indoor:	70 m ² or Cash-in-lieu		Cash-in-lieu	N/A
Amenity Space – Outdoor:	6 m ² /unit (198 m ²)		338.07 m ²	N/A

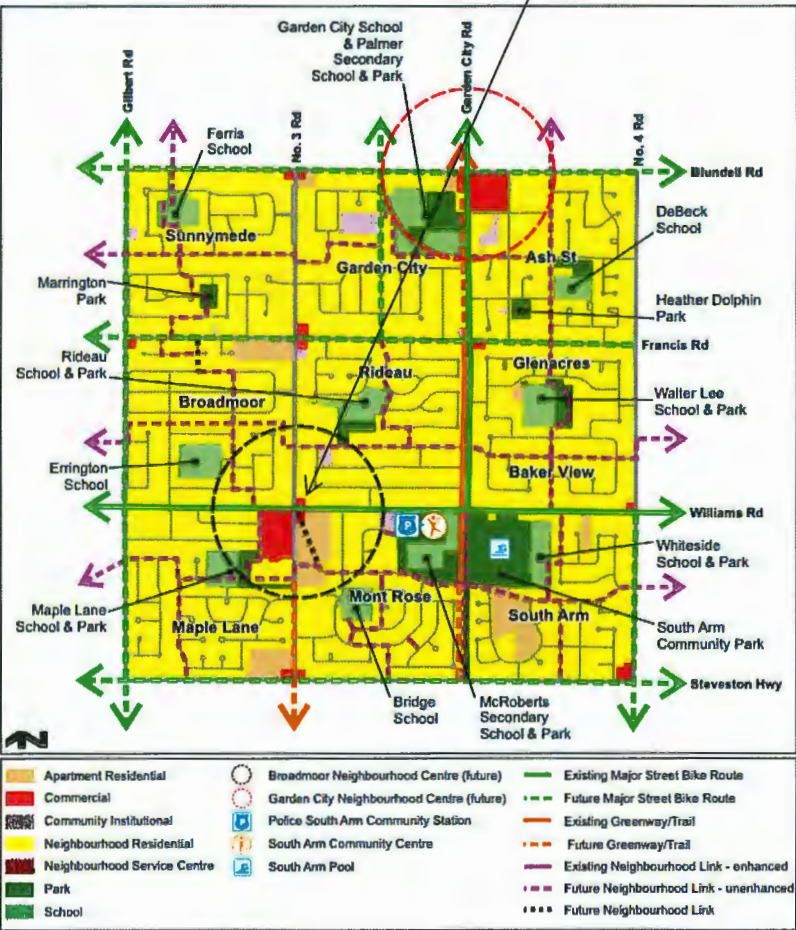
Future Neighbourhood Shopping Centre Map



Subject Site

- Canada Line
- City Centre Boundary
- Future Neighbourhood Centre (subject to further planning and community consultation)
- Steveston Village

6. Broadmoor



- Apartment Residential
- Commercial
- Community Institutional
- Neighbourhood Residential
- Neighbourhood Service Centre
- Park
- School
- Broadmoor Neighbourhood Centre (future)
- Garden City Neighbourhood Centre (future)
- Police South Arm Community Station
- South Arm Community Centre
- South Arm Pool
- Existing Major Street Bike Route
- Future Major Street Bike Route
- Existing Greenway/Trail
- Future Greenway/Trail
- Existing Neighbourhood Link - enhanced
- Future Neighbourhood Link - unenhanced
- Future Neighbourhood Link

PROSCENIUM

ARCHITECTURE + INTERIORS INC.

1 WEST 7TH AVENUE
VANCOUVER BC V5Y 1L4 CANADA

P804.575.0118
F804.575.1486
WWW.PROSCENIUM.CA

MOSAIC



PROPOSED BUILDING - RENDERING



SITE CONTEXT

9900 NO.3 ROAD

STRUCTURAL:
WHM STRUCTURAL ENGINEERS
2227 DOUGLAS RD
BURNABY, BC V5G 5A9

MECHANICAL/ELECTRICAL:
INTEGRAL GROUP
SUITE 180 - 200 GRANYVILLE ST
VANCOUVER, BC V5C 1S4

CIVIL:
CORE GROUP CONSULTANTS
320 - 8988 FRASERTON CT
BURNABY, BC V5J 5H8

ENVELOPE:
JRS ENGINEERING
300 - 4595 CANADA WAY
BURNABY, BC V5G 1J9

TRANSPORTATION:
BUNT & ASSOC ENGINEERING
SUITE 1650 W PENDER ST
VANCOUVER, BC V6E 3S7

LANDSCAPE:
DURANTE KREUK
102 - 1637 W 5TH AVE
VANCOUVER, BC V6J 1N5

REISSUED FOR REZONING RESUBMISSION
DATE: SEPTEMBER 11TH, 2019
CODE:
LMDG BUILDING CODE CONSULTANTS
4TH FLOOR - 780 BEATTY ST
VANCOUVER, BC V6B 2M1

18-02

ARCHITECTURAL DRAWING LIST

DWG.	SCALE	DRAWING NAME	ISSUE
A00A	NTS	COVER/TITLE SHEET	REISSUED FOR REZONING RESUBMISSION
A00B	NTS	PROJECT DATA	REISSUED FOR REZONING RESUBMISSION
A00C	NTS	PROPOSED BUILDING PERCENTAGES	REISSUED FOR REZONING RESUBMISSION
A00D	NTS	EXISTING CONTEXT PHOTOS	REISSUED FOR REZONING RESUBMISSION
A00E	NTS	EXISTING CONTEXT PHOTOS	REISSUED FOR REZONING RESUBMISSION
A100	N=1/4"=1'-0"	SITE PLAN	REISSUED FOR REZONING RESUBMISSION
A101	N=1/4"=1'-0"	FIREFIGHTING ACCESS PLAN	REISSUED FOR REZONING RESUBMISSION
A102	N=1/4"=1'-0"	LOT COVERAGE OVERLAY PLAN	REISSUED FOR REZONING RESUBMISSION
A103	N=1/4"=1'-0"	PRIVATE OUTDOOR SPACE PLAN	REISSUED FOR REZONING RESUBMISSION
A104	N=1/4"=1'-0"	SWY PLAN	REISSUED FOR REZONING RESUBMISSION
A105	N=1/4"=1'-0"	SSW PLAN	REISSUED FOR REZONING RESUBMISSION
A106	N=1/4"=1'-0"	DEMOLITION PLAN	REISSUED FOR REZONING RESUBMISSION
A200	N=1/4"=1'-0"	GROUND FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A201	N=1/4"=1'-0"	SECOND FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A202	N=1/4"=1'-0"	THIRD FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A203	N=1/4"=1'-0"	FOURTH FLOOR PLAN	REISSUED FOR REZONING RESUBMISSION
A204	N=1/4"=1'-0"	ROOF PLAN	REISSUED FOR REZONING RESUBMISSION
A210	N=1/4"=1'-0"	BUH UNIT LAYOUT PLAN	REISSUED FOR REZONING RESUBMISSION
A300	N=1/4"=1'-0"	NORTH & EAST ELEVATIONS	REISSUED FOR REZONING RESUBMISSION
A301	N=1/4"=1'-0"	SOUTH & WEST ELEVATIONS	REISSUED FOR REZONING RESUBMISSION
A310	N=1/4"=1'-0"	BUILDING SECTIONS	REISSUED FOR REZONING RESUBMISSION
A311	N=1/4"=1'-0"	BUILDING SECTIONS	REISSUED FOR REZONING RESUBMISSION
A312	N=1/4"=1'-0"	BUILDING SECTIONS	REISSUED FOR REZONING RESUBMISSION
APART	N=1/4"=1'-0"	FAR PLANS - GROUND & SECOND FLOOR	REISSUED FOR REZONING RESUBMISSION
APAR2	N=1/4"=1'-0"	FAR PLANS - THROUGHFOURTH FLOOR & ROOF	REISSUED FOR REZONING RESUBMISSION



1 MARCH 21ST @ 10AM



2 MARCH 21ST @ 12PM



3 MARCH 21st @ 2PM



4 MARCH 21ST @ 4PM



5 JUNE 21ST @ 10AM



6 JUNE 21ST @ 12PM



7 JUNE 21ST @ 2PM



8 JUNE 21ST @ 4PM



9 SEPTEMBER 21ST @ 10AM



10 SEPTEMBER 21ST @ 12PM



11 SEPTEMBER 21ST @ 2PM



12 SEPTEMBER 21ST @ 4PM

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REV.	DESCRIPTIONS	BY	DATE
1	ISSUED FOR RECORDS REVISIONS	HW	08/16/18
2	ISSUED FOR RECORDS REVISIONS	HW	08/24/18
DATE FILED			PROSCENIUM FILE #

PROJECT ADDRESS:
9900 NO.3 ROAD
RICHMOND, BC

PROJECT ADDRESS: 9900 NO.3 ROAD & 8031 WILLIAMS ROAD RICHMOND, BC	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019
PROJECT NAME: SHADOW ANALYSIS	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019
PROJECT NO.:	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019
PROJECT NO.:	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019	SCALE: 1/8"=1'-0"	DATE: MAY 2019



NOT TO SCALE UNLESS SPECIFIED TO BE ENLARGED
OR REDUCED TO A SPECIFIC PERCENTAGE

SYMBOL	DESCRIPTION
---	PROPERTY LINE
---	EXISTING STAKE
---	PROPOSED STAKE
---	EXISTING FLOOR
---	PROPOSED FLOOR



ALL OF THE DOCUMENTS REFERRED TO BY THIS PLAN ARE PART OF THE PROJECT RECORD. THE PROJECT RECORD IS A COLLECTION OF ALL DOCUMENTS THAT RELATE TO THE PROJECT, INCLUDING BUT NOT LIMITED TO: PERMITS, APPROVALS, CONTRACTS, AND OTHER LEGAL DOCUMENTS. THE PROJECT RECORD IS THE SINGLE SOURCE OF TRUTH FOR THE PROJECT. IT IS THE RESPONSIBILITY OF THE CLIENT TO MAINTAIN AND UPDATE THE PROJECT RECORD AS THE PROJECT PROGRESSES.

REV.	DESCRIPTION	BY	DATE
01	ISSUED FOR RECORDING	MC	09.10.17
02	REVISED FOR RECORDING	MC	09.14.17
03	REVISED FOR RECORDING	MC	09.21.17
04	ISSUED FOR RECORDING	MC	09.22.17

PROJECT ADDRESS:
**9900 NO.3 ROAD
RICHMOND, BC**

PROJECT NUMBER:
18-02

DATE:
MAY 2018

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

DATE DRAWN:
05/14/18

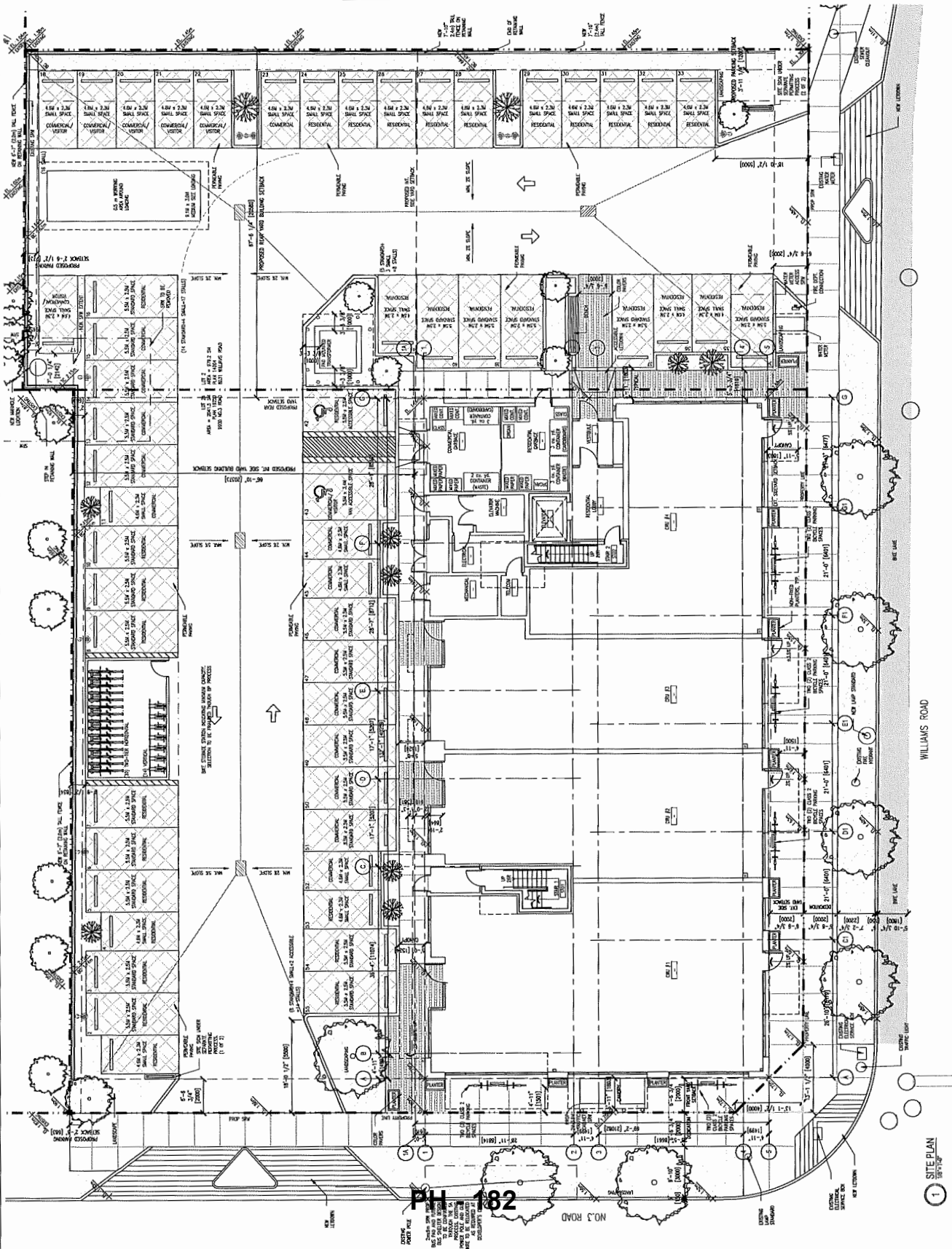
DATE CHECKED:
05/14/18

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REVISION NO.:

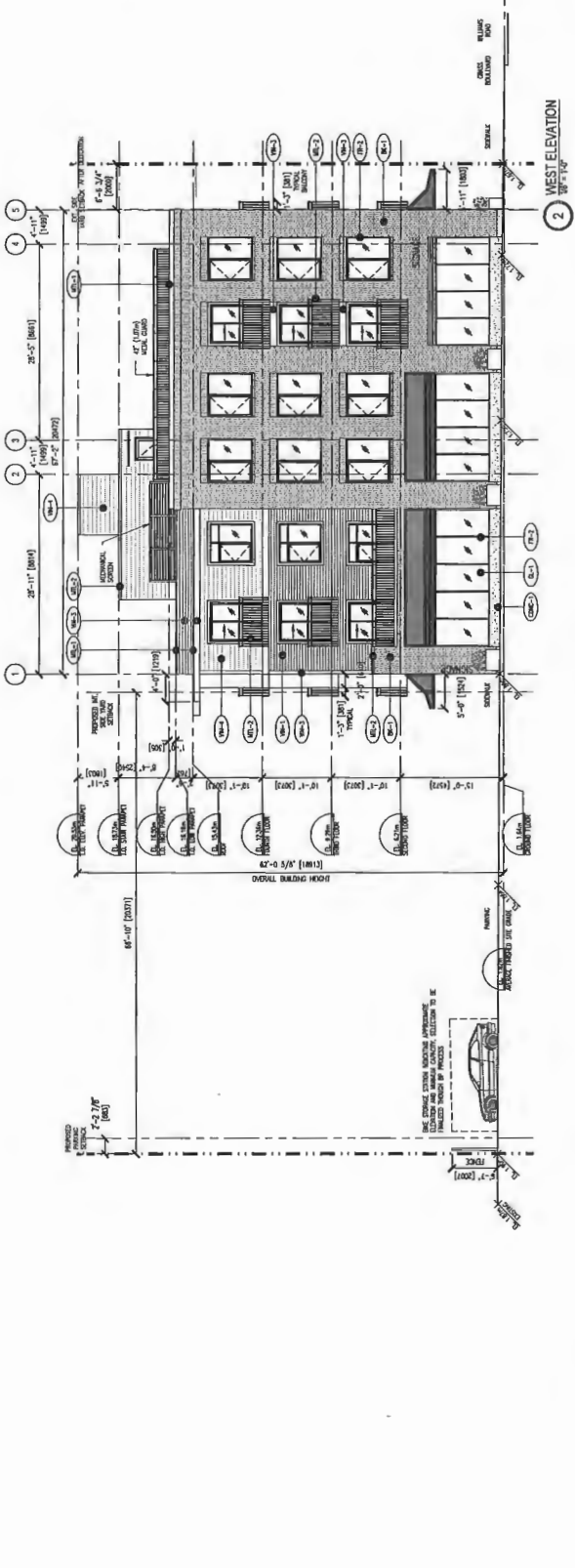
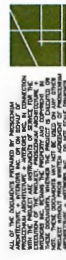
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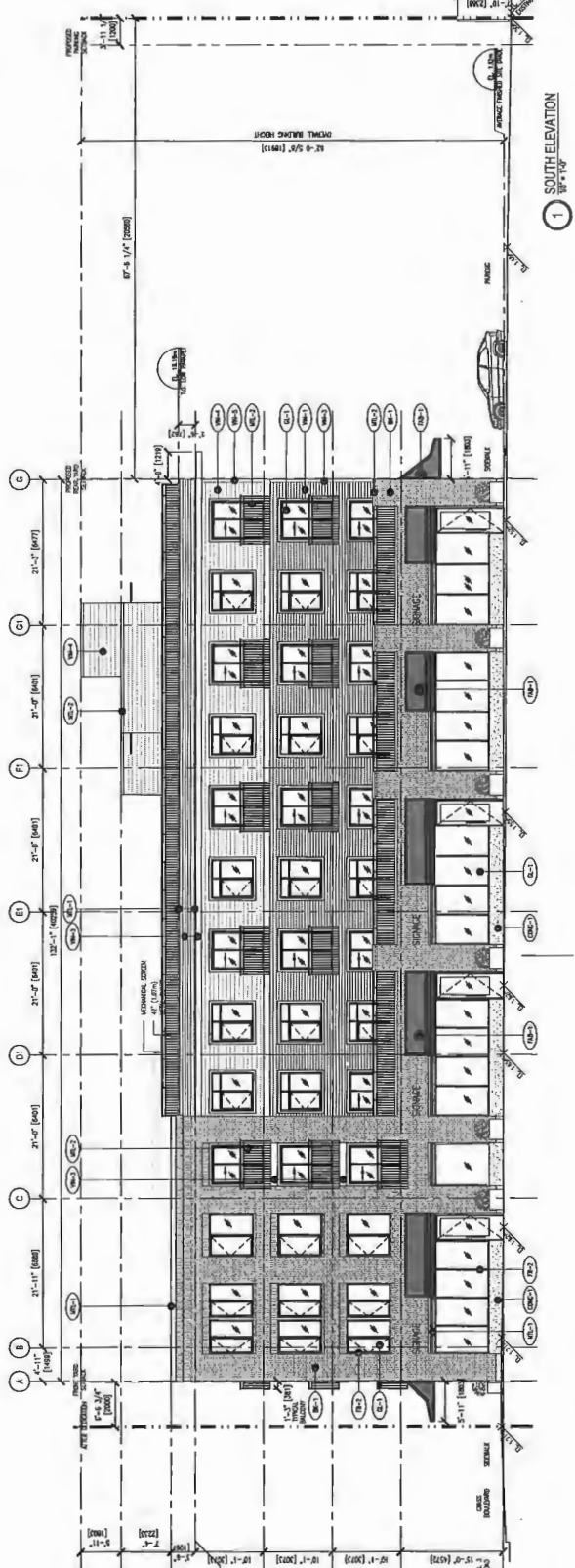
PH 182

MOSAIC

MATERIAL LIBRARY	DESCRIPTION
(M-1)	WHITE BRICK VENEER
(M-2)	BLACK CURVED FRAME
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2 WEST ELEVATION
3/8" = 1'-0"



1 SOUTH ELEVATION
3/8" = 1'-0"

NO.	DESCRIPTION	BY	DATE
1	ISSUED FOR PERMITS	HC	08.15.19
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100	ISSUED FOR PERMITS	HC	08.15.19

PROJECT OWNER
9900 NO.3 ROAD
RICHMOND, BC

PROJECT NO. 19-02
SOUTH & WEST ELEVATIONS
A301



MATERIALS KEY

DETAIL SURFACING	MATERIAL	DETAIL SITE FURNISHING	MATERIAL
	GRAVEL/RIVER ROCK (DRAINAGE STEP)		CONCRETE CURB STOP
	CIP CONCRETE (FINISH AS PER PLAN, (NATURAL GRIFF, SAW CUT AS PER PLAN, (NATURAL GRIFF))		CIRCULAR HORSESHOE BIKE RACK *VICTOR STANLEY, BRS-101, POWDER COAT FINISH
	CIP CONCRETE (INTEGRAL COLOUR) (BROWN FINISHED PATHWAYS 10MM THICK, SAW CUT AS PER PLAN, (DARK GREY)		PARKING LOT LIGHT STANDARD *REFER TO ELECTRICAL
	PERMEABLE/POROUS PAVING (AT PARKING STALLS, REFER TO PLAN, REFER TO CIVIL)		CYANARY LIGHTING *SPEC TO BE CONFIRMED
	HOLLAND PAVERS (MIXED BLEND OF CHARCOAL & NATURAL)		POTTING BENCH WITH TOOL STORAGE *4.5 x 2.4" WOOD
	SODDED LAWN		STORAGE BENCH/BOX *6.5" x 2.4" WOOD WITH HINGE TOP
	HYDRAPRESSED CONCRETE PAVERS (24" x 24" CHARCOAL GREY)		KOMAN PLAY HOUSE *BASC720
	HYDRAPRESSED CONCRETE PAVERS (24" x 24" NATURAL GREY)		RUBBER STEPPER MOUNDS
	WOOD DECKING S4S - BAS CUT CORNER PATTERN		LEDGESTONE & CONCRETE BBQ COUNTER
	ARTIFICIAL TURF (NORTH/NORTHWEST/NEUTRICAL GREEN, GRAND GRASS BLUE (OR APPROVED EQUAL))		PING PONG TABLE *BY OWNER
	RUBBER PLAY SURFACING 2" DEPTH, POURED IN PLACE - COLOUR BLOCK PATTERN (NATURAL SURFACE)		FIBRE GLASS PLANTER SCHEDULE QTY SIZE (L x W x H) 2 66" x 48" x 24" 6 48" x 48" x 24" 2 48" x 48" x 30" 3 48" x 30" x 30" 6 60" x 24" x 42"
	CIP CONCRETE WALLS/CURBS *REFER TO PLAN FOR DWG *REFER TO ARCH FOR DETAILS		METAL PLANTER SCHEDULE 1 11" x 3/4" x 18" x 42" 11 24" x 48" x 24" (GROUND LEVEL)
	BLOCK MASONRY RETAINING *AS OR APPROVED EQUAL		LOUNGING FURNITURE *BY OWNER *WOOD HARVEST TABLE, OUTDOOR COUCHES, PATIO/GRASS CHAIRS
	PRIVACY FENCING AT GROUND PL *2.0m HT AT NORTH PL *2.4m HT AT EAST PL		
	4.5" WOOD FENCING (ROOF LEVEL)		
	3'-4" ARCHITECTURAL GUARDRAIL *ARCHITECTURAL PROFILE (ROOF LEVEL)		
	3' METAL GATE (ROOF LEVEL)		

DRAWING LIST

L0.0	COVER SHEET
L1.1	GROUND LEVEL: MATERIALS & GRADING PLAN
L1.2	GROUND LEVEL: PLANTING PLAN
L1.3	ROOF: LANDSCAPE PLAN
L2.1	LANDSCAPE SECTIONS
L2.2	LANDSCAPE DETAILS

PLANT LIST

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
2		Cornus kousa 'China Girl'	Flowering Dogwood	6cm cal. B&B
3		Cornus kousa 'Satomi'	Satomi Dogwood	5cm cal. Container Grown
2		Liquidambar styraciflua	Sweetgum	6cm cal. B&B
2		Pinus thunbergii 'Thunderhead'	Thunderhead Japanese Black Pine	2.5m ht, potted/topiary
8		Populus tremula 'Erecta'	Columnar Swedish Aspen	6cm cal. B&B
5		Picea omorika	Serbian Spruce	6cm cal. B&B
6		Street Trees (species to be coordinated w/ CoR), to avoid conflicts with civil utilities servicing building (8m o.c. typ.)		
SHRUBS				
AZ	22	Azalea Gumpo White	White Gumpo Azalea	#2 pot, 18" o.c.
AZ	102	Azalea Gumpo Pink	Pink Gumpo Azalea	#2 pot, 18" o.c.
CI	77	Choloya temita	Mexican Orange Blossom	#3 pot, 24" o.c.
G	13	Gaultheria Shallon	Sallal	#3 pot, 15" o.c.
LP	123	Lonicera pileata	Privet Honey suckle	#3 pot, 24" o.c.
RS	7	Ribes Sargolneum	Flowering Red Currant	#5 pot, 36" o.c.
SP	110	Spirea japonica 'Gold Flame'	Gold Flame Spiraea	#3 pot, 24" o.c.
●	11	Thuja occidentalis 'smaragd'	Topiary Cedar	3' ht. Specimen Topiary
PERENNIALS & GRASSES				
a	15	Acoratophytus viviparus	Knickknick	#1 pot, 12" o.c.
b	8	Carex radicans	Tourpet Creeping Vire	#3 pot, 24" o.c.
ca	158	Carex eximialis 'Evergold'	Evergold Japanese Sedge	#1 pot, 12" o.c.
ca	189	Erica carnea	Winter Heath	#1 pot, 12" o.c.
f	242	Fedelia glauca 'Elijah Blue'	Elijah Blue Fescue	#2 pot, 15" o.c.
h	18	Hemerocallis stella d'oro	Stella D'oro Daylily	#2 pot, 15" o.c.
hp	48	Heuchera 'Purple Palace'	Purple Coral Bells	#1 pot, 12" o.c.
MS	30	Miscanthus sinensis 'Shirata'	Porcupine Grass	#3 pot, 18" o.c.

PH - 185

NOTES

- All work shall meet or exceed the requirements as outlined in the current Edition of the B.C. Landscape Standard.
- Plant sizes and related container classes are specified according to the B.C. Landscape Standard current Edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the Standard; for all other plants, both plant size and container class shall be as shown in the plant list. Specifically, when the plant list call for #5 class containers, these shall be as defined in the BCNTA #5 Standard.
- All trees shall be installed in accordance with BCNTA Standards.
- All STREET TREES install 8" x 24" Deep Root Barrier centred on each tree between tree pit and sidewalk (ON BOTH SIDES: CURB AND SIDEWALK).
- For all existing on site services and survey symbols refer to survey drawings.
- All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit.
- All Soft Landscaping (perennials, grasses and shrubs) shall be installed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, and thereafter permanently maintained in good conditions.
- All Patios shall be equipped with base bibs.
- All irrigation valve boxes equipped with quick-couplers.

2 8PT 10-18
1 MAY 24 18
rev: 1 date: 18/05/2018
Drawing No: 18024



MOSAIC
800-200-6466
1-800-488-0077
www.dlx.ca

Project:
9900 NO.03 ROAD
Richmond, BC

Drawn by: AG
Checked by: PK
Date: June 2018
Scale: 1:100
Drawing Title: **COVER SHEET**

Project No.: 18024
Sheet No.: 18024

L0.0



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 1 11/11/15
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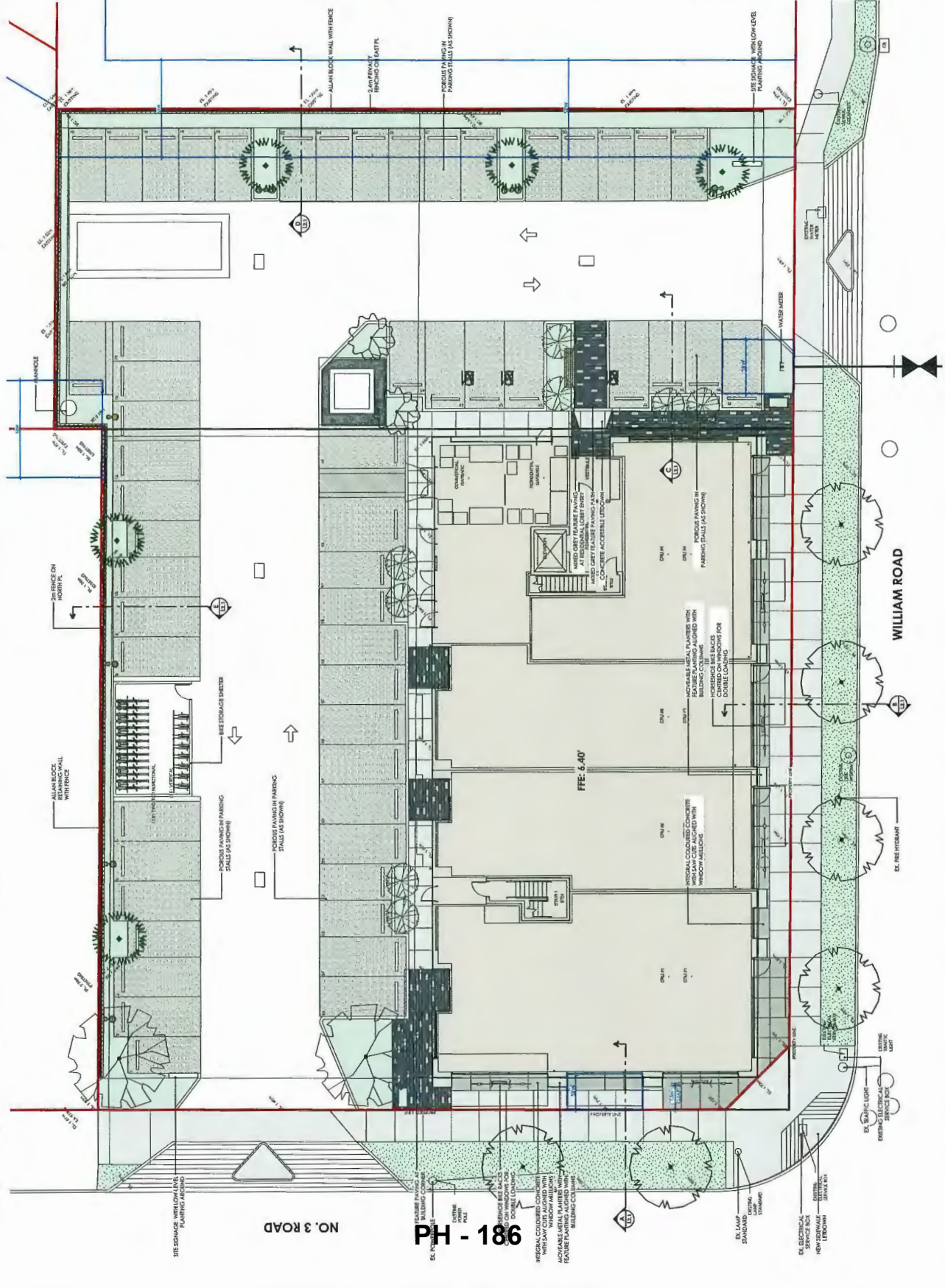


MOSAIC
 800-2000
 Vancouver, BC V6H 3K7
 604-688-5888

Project: 9900 NO.03 ROAD
 Richmond, BC

Drawn by:	AG
Checked by:	TK
Date:	June 2015
Scale:	1:100
Drawing Title:	GROUND LEVEL: MATERIALS & GRADING PLAN

Project No: 180724
 Sheet No: L1.1



PH - 186



2 SEPT 15-19 ZEPH RE-SUBMITION
 1 MAY 24-19 ZEPH RE-SUBMITION
 rev: date: desc: name: description:



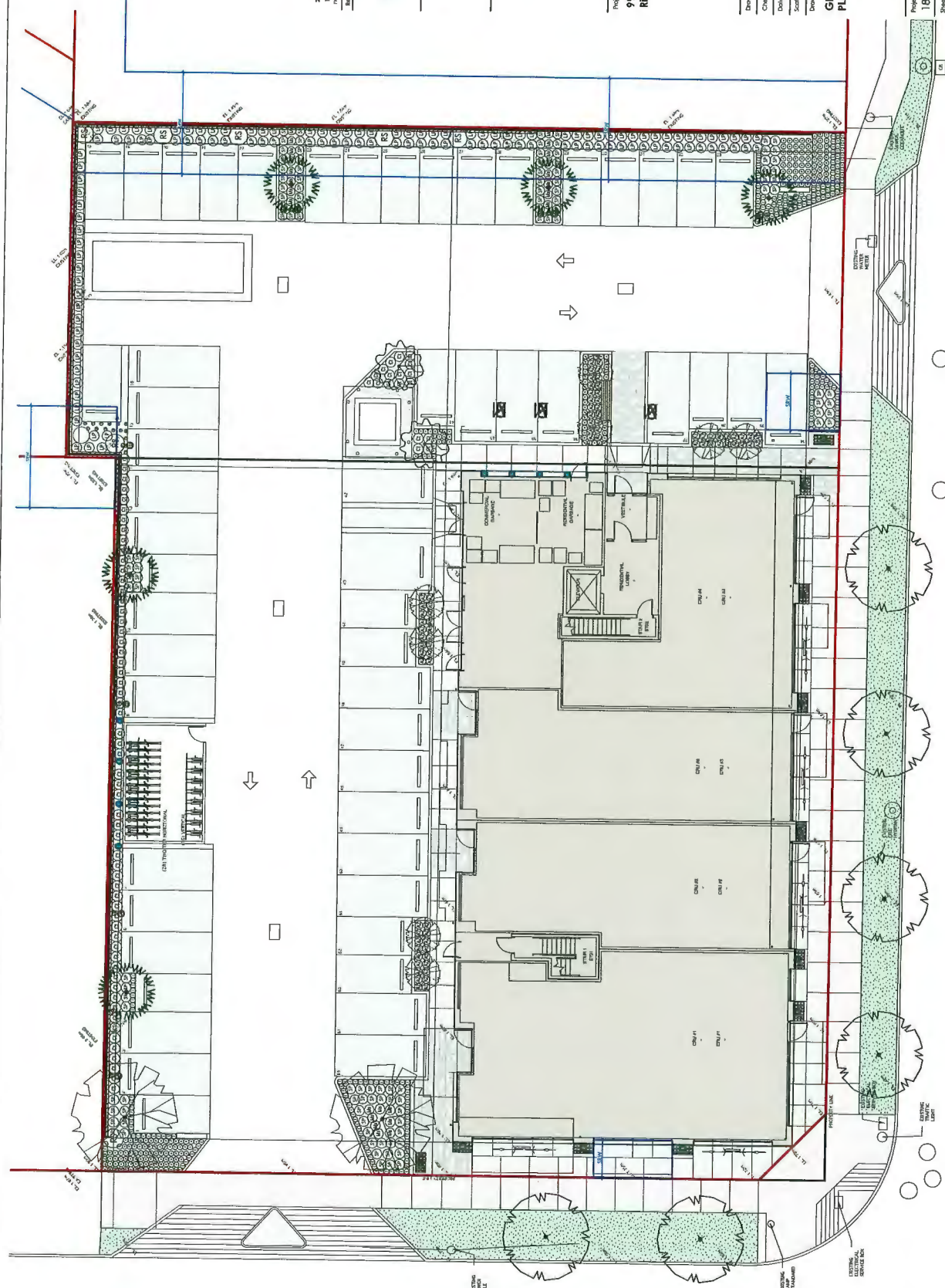
MOSAIC
 500-2000 Glenview St,
 Vancouver BC V6H 3P9
 T: 604 681 8277
 www.mosaic.ca

Project:
9900 NO.03 ROAD
Richmond, BC

Drawn By: A/C
 Checked By: P/C
 Date: June 2018
 Scale: 1:100
 Drawing Title: **GROUND LEVEL: PLANTING PLAN**

Project No.: 18024
 Sheet No.:

L1.2



PH - 187



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Mosaic
 200-2000
 Vancouver, BC
 Canada

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 Vancouver, BC
 Canada

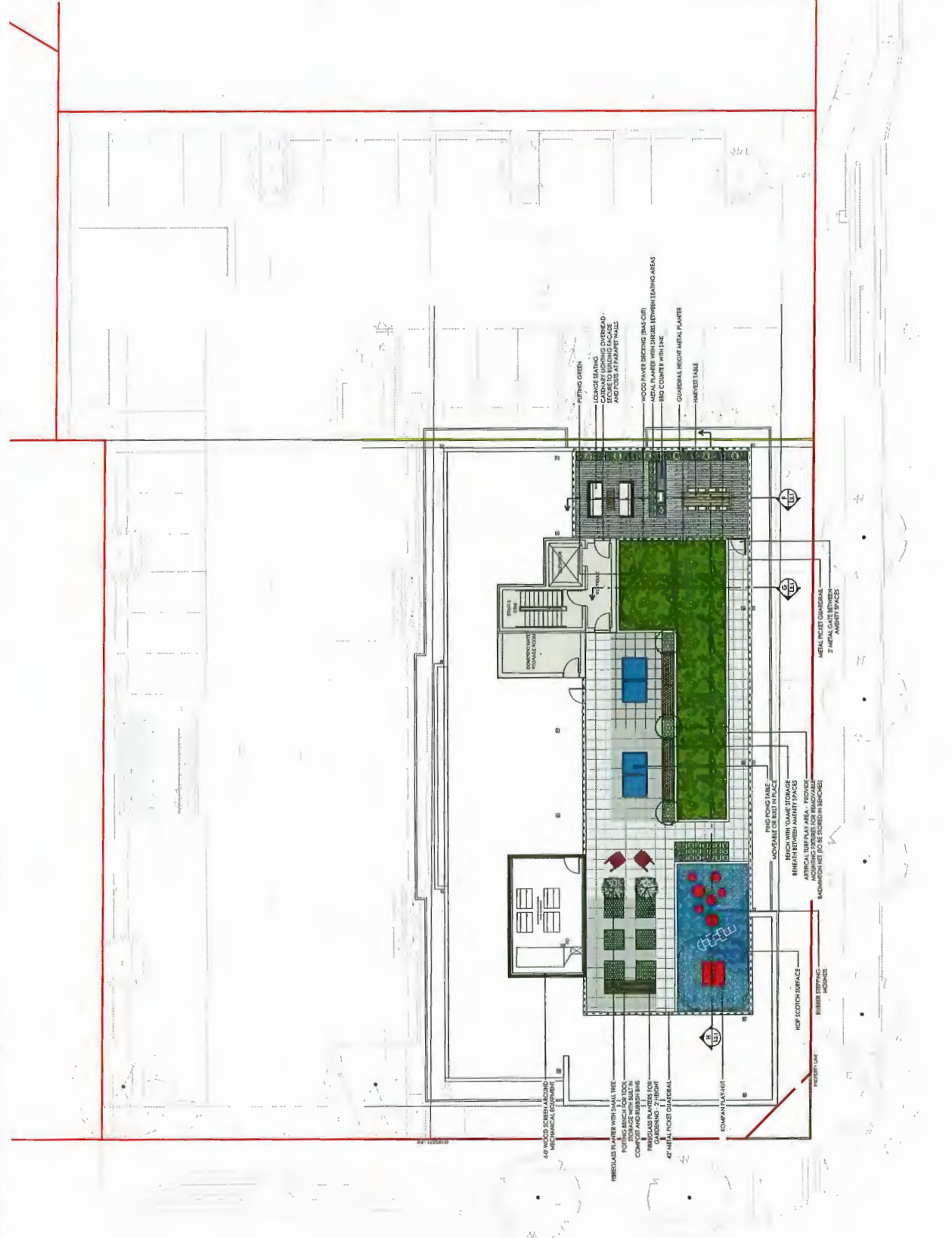
Project:
9900 NO.03 ROAD
 Richmond, BC

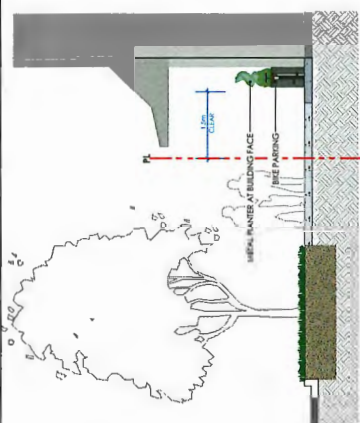
Drawn by:	AG
Checked by:	PK
Date:	June 2018
Scale:	1:100

Drawing Title:
**UPPER LEVEL:
 LANDSCAPE PLAN**

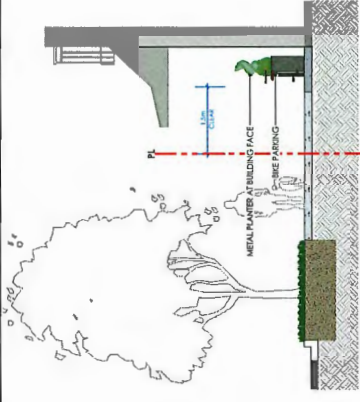
Project No.:
18024
 Sheet No.:

L1.3

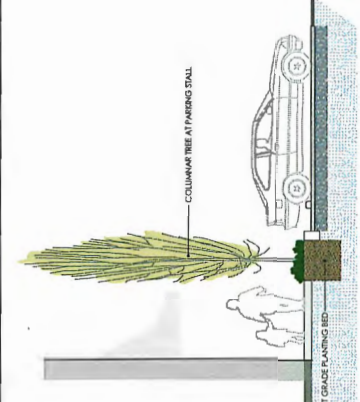




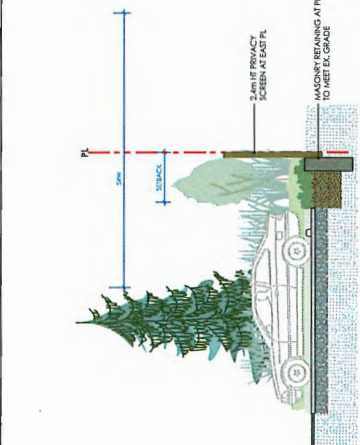
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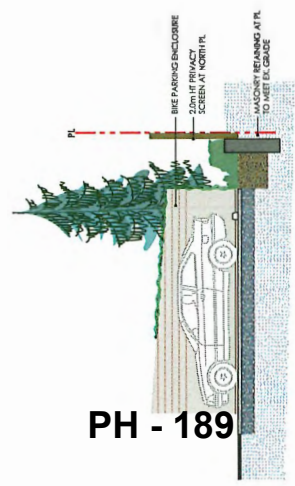
SECTION B: WILLIAMS STREET FRONTAGE (SOUTH PT)
Scale: 1:50



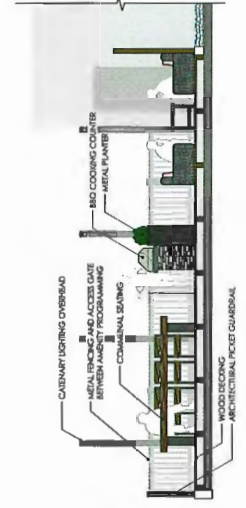
SECTION C: EAST BUILDING FACE
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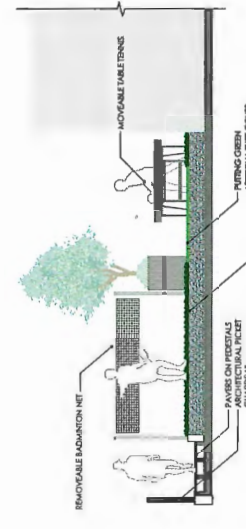
SECTION D: EAST PROPERTY LINE
Scale: 1:50



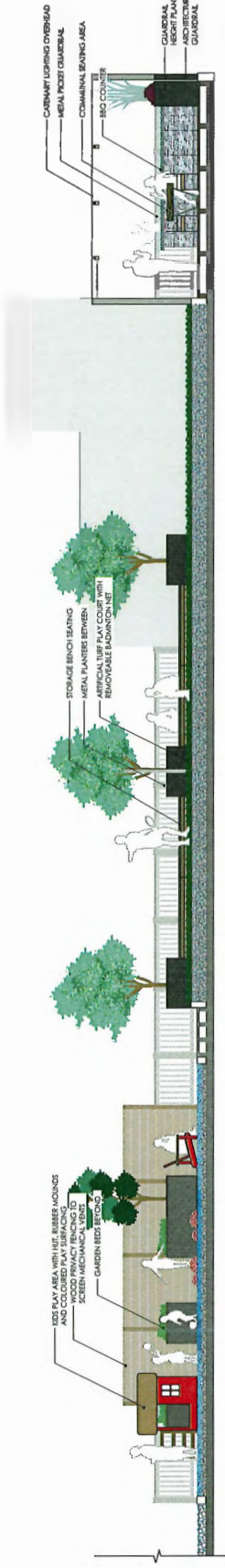
SECTION E: NORTH PROPERTY LINE
Scale: 1:50



SECTION F: ROOF TOP AMENITY
Scale: 1:50



SECTION G: ROOF TOP AMENITY
Scale: 1:50



SECTION H: ROOF TOP AMENITY
Scale: 1:50

2 SEPT 16-19 REZONING RE-SUBMISSION
1 MAY 24-19 REZONING RE-SUBMISSION
DATE: 19/05/2018
PROJECT: 9900 NO.03 ROAD
SHEET NO: 189



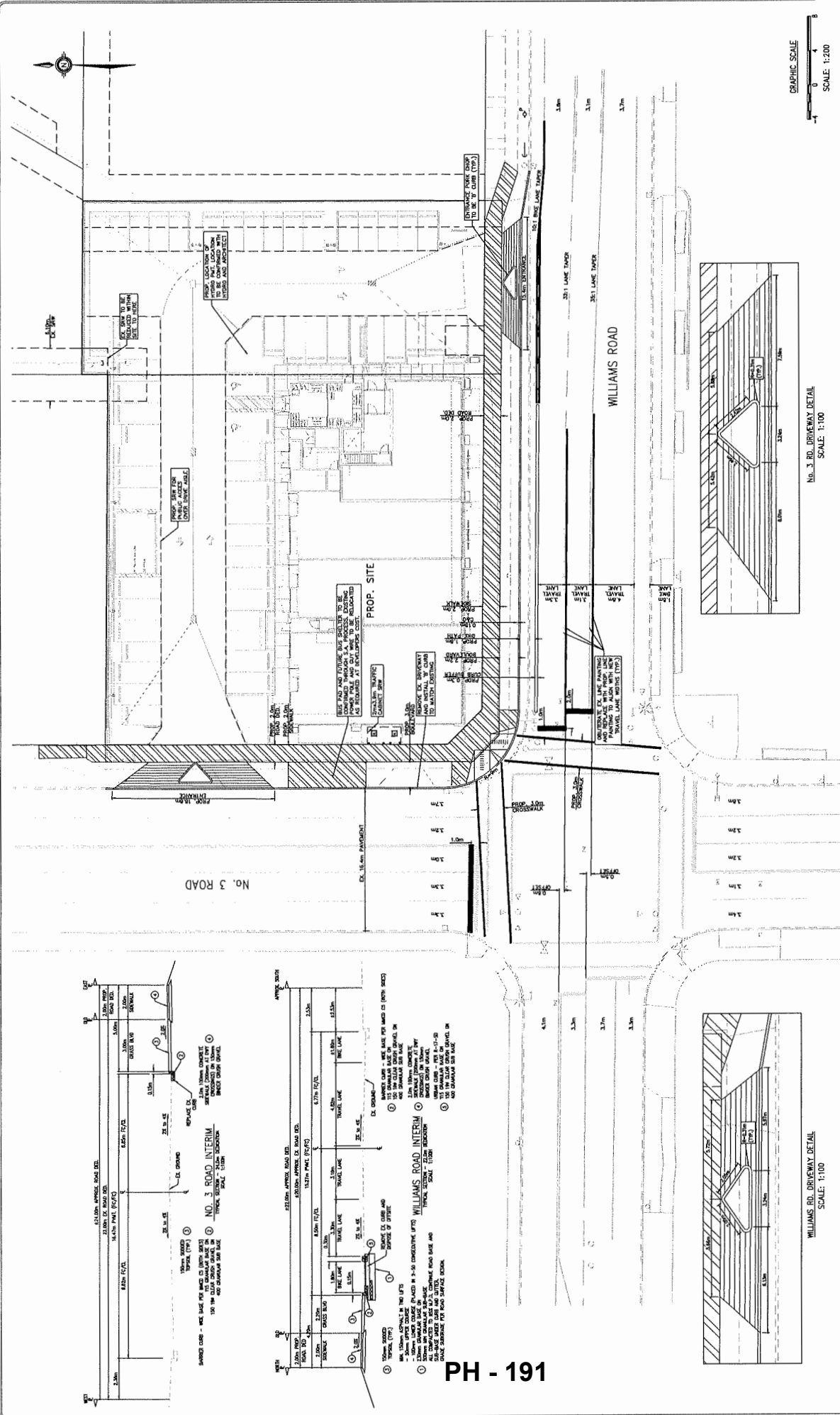
MOSAIC
500-5009 Grinnell St.
Vancouver BC V6P 3C8
E: 604.682.3628

Project:
9900 NO.03 ROAD
Richmond, BC

Drawn By:	AG
Checked By:	PK
Date:	June 2018
Scale:	AS SHOWN
Drawing Title:	LANDSCAPE SECTIONS

Project No.:
18024
Sheet No.:

L2.1



City of Richmond
 8311 No. 3 Road, Richmond, B.C. V6T 2Z1

WILLIAMS ROAD No. 3 ROAD
FUNCTIONAL ROAD PLAN
 CITY FILE: -

DESIGN	C.A.	DATE	07/22/2018
DRAWN	D.B.	SCALE	1:200
PROJECT	D.B.	SEC. NO.	0-0-0
ENGINEER	C.A.	SEC. NO.	0-0-0
SHEET NO.		1 OF 1	

NOTES:
 1. WORKING AND LAYOUT DRAWN BY MERRILL LANE CONSULTANTS INC. IN THE CITY OF RICHMOND. ALL RIGHTS RESERVED. THE CITY OF RICHMOND IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS INFORMATION.
 2. THE CITY OF RICHMOND IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS INFORMATION.

NO.	DATE	BY	CHK.	REVISIONS	DESCRIPTION
C	07/22/2018	D.B.	C.A.	REVISED PER CITY COMMENTS	
B	07/22/2018	M.A.	C.A.	UPDATED REFERENCE	
A	07/22/2018	D.B.	C.A.	FOR COORDINATION	

MOSAIC
 5800-2500, 2500, 2500 Street
 Vancouver, BC V6H 1G9

CoreGroup CONSULTANTS
 300-1000 FINESTRADE DRIVE
 VANCOUVER, BC V6P 1G9

SCALE: 1:100
 No. 3 Rd. Driveway Detail

REVISIONS:

NO.	DATE	BY	CHK.	REVISIONS	DESCRIPTION
1	07/22/2018	D.B.	C.A.	REVISED PER CITY COMMENTS	

LEGAL DESCRIPTION:
 ALL EASEMENTS ARE TO EXERCISE FROM AND RETURN TO RICHMOND ENGINEERING NUMBER:
 CHANGING LINE TO CITY OF RICHMOND (ENGINEERING NUMBER) AND ARE GRANTED FROM RICHMOND ENGINEERING NUMBER:
 FROM THE LOTS 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

MOSAIC

October 21, 2019

Cynthia Lussier
Development Applications
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

RE: 9900 NO. 3 ROAD & 8031 WILLIAMS ROAD [RZ 18-835532] – Energy Step Code Compliance

Dear Ms. Lussier,

This letter is to provide confirmation that the proposed development noted above will comply with the requirements of the BC Energy Step Code in place at the time of the associated Building Permit application.

Sincerely,



Elise Spearing
Development Manager
Mosaic Homes
O 604.685.3888



Address: 9900 No. 3 Road and 8031 Williams Road

File No.: RZ 18-835532

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10111, the applicant is required to complete the following:

1. (*OCP Amendment*) Final Adoption of OCP Amendment Bylaw 10110.
2. (*Site Contamination – General*) Submission to the City of a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination for 9900 No. 3 Rd) or an alternative notice from the Ministry of Environment and Climate Change Strategy that the City may approve the zoning, development, subdivision, and demolition applications for 9900 No. 3 Rd.
3. (*Site Contamination – Dedicated and/or Transferred Land*) Submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated or transferred land. Such assurances could include one or more of the following:
 - a) a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the dedication lands);
 - b) evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
 - c) the registration of a legal agreement on the title to the Lands which provides that:
 - i. no occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - ii. the Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
4. (*Cash-in-lieu of Indoor Amenity Space*) City acceptance of the applicant's offer to voluntarily contribute \$75,200 in-lieu of the provision of on-site indoor amenity space (i.e., \$1,600/dwelling unit for the first 19 units; plus \$3,200 for remaining 14 dwelling units).
5. (*Subdivision*) Registration of a subdivision plan for the subject site that satisfied the following conditions:
 - a) A minimum road dedication of 2.0 m along both of the entire No. 3 Road and Williams Road frontages, as well as a 4.0 m x 4.0 m corner cut dedication at the intersection (the southwest corner of the subject site). The exact area of road dedication is to be confirmed through a functional road design to be finalized as part of the Servicing Agreement (SA) review process.
 - b) Consolidation of the lots into one development parcel (which will require the demolition of the existing dwelling).
6. (*Flood Construction Level*) Registration of a flood indemnity covenant on Title.
7. (*Market Rental Agreement*) Registration of a legal agreement on Title ensuring that:
 - a) The tenure of a dwelling unit is limited to rental only, and at prevailing market rental rates;
 - b) A minimum of 42% (comprising no less than 14 units) of the residential dwelling units are designed with two or more bedrooms that are suitable for families;
 - c) A minimum of 30% (comprising no less than 10 units) of the residential dwelling units are designed with basic universal housing features;

- d) subdivision (including stratification and/or air space parcels) of individual residential dwelling units is prohibited. This restriction only applies to the residential dwelling units;
 - e) The terms of the legal agreement shall apply in perpetuity;
8. (**Parking and Loading**) Registration of a legal agreement on Title ensuring that:
- a) Seven (7) of the non-residential vehicle parking spaces are shared with residential visitor vehicle parking spaces, and that the following are prohibited: reserving, selling, leasing, assigning, or designating any of the shared vehicle parking spaces to individual uses or users;
 - b) Vehicle parking spaces are identified as to their intended usage with signage and in the Development Permit and Building Permit plans;
 - c) Common access to the secured long-term bicycle storage (Class 1 bicycle parking spaces) is provided for the use of residents and non-residential occupants and is maintained for its intended common use.
 - d) Loading facilities are provided for the shared use of all uses on-site and maintained for their intended shared common use.
9. (**Transportation Demand Management (TDM) Measures**) The applicant shall provide the following TDM measures to support the 10% vehicle parking rate reduction for the non-residential uses:
- a) (**Bike Lane**) Upgrades to the Williams Road bike lane as per the functional road design to be finalized during the Servicing Agreement design review process;
 - b) (**Future Streetscape Improvements**) City acceptance of the applicant’s offer to voluntarily contribute \$15,000 for future streetscape improvements at the No. 3 Road and Williams Road intersection (e.g., crosswalk decorative surface pavement treatment, tactile warning strips at curb rambs);
 - c) (**Transit Pass Program**) Registration of a legal agreement on Title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - i. Provide 1 year of two-zone compass cards for each of the 33 dwelling units restricted to residential rental tenure. The intention of the transit pass program is to offer transit passes on a per unit basis. If a tenant opts out or does not “subscribe” to the transit pass program, that pass remains in the pool for a future tenant until they have all been utilized. Number of passes capped at number of units for a period of one year;
 - ii. Letter of Credit provided to the City for 100% of transit pass program value;
 - iii. Administration by Translink or management company. The owner is not responsible for the monitoring of use of transit passes but only noting number of “subscribed” users to the program until full unit count is exhausted over a period of one year;
 - iv. If the transit pass program is not fully subscribed within one year, the program is to be extended until the equivalence of the costs of the full one year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the one year period, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate TDMs at the City’s discretion; and
 - v. The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy agreements.
10. (**Traffic Noise**) Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed in a manner that mitigates potential traffic noise from the arterial roads abutting the subject site to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.

11. (*Mixed-Use Noise*) Registration of a mixed-use noise sensitive use covenant on Title addressing noise impacts on residential uses.
12. (*Commercial Development within 30 m of Residential*) Registration of a legal agreement on Title for commercial developments within 30 m of any residential use indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
13. (*Development Permit*) The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
14. (*Servicing Agreement*) Entrance into a Servicing Agreement (SA)* for the design and construction of the following improvements. A Letter of Credit or cash security for the value of the SA works, as determined by the City, will be required as part of entering into the SA. Works include, but may not be limited to:

Water Works

- Using the OCP Model, there is 570 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on the proposed development, the subject site requires a minimum fire flow of 220 L/s.
- At the applicant's cost, the applicant is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - Provide a SRW for the water meter. Minimum SRW dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) plus any appurtenances (for example, the bypass on W20-SD) plus 0.5 m on all sides. Exact SRW dimensions to be finalized during the SA design review process.
- At the applicant's cost, the City will:
 - Cut, cap, and remove all existing water connections and meters serving the development site.
 - Install one new water connection complete with meter and meter box. The meter is to be located on-site in a SRW (as described above) or in a mechanical room.
 - Relocate the existing fire hydrant on Williams Road out of the proposed sidewalk.
 - Replace approximately 6.0 m of asbestos cement (AC) water main on No 3 Road at the crossing location with the proposed storm sewer.

Storm Sewer Works

- At the applicant's cost, the applicant is required to:
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the SA design review process.
 - Install approximately 20 m of 600 mm storm sewer along Williams Road at No. 3 Road, to replace the existing 200 mm storm sewer. The alignment shall be consistent with the existing storm sewer to the east.
 - Remove, or fill and abandon per MMCD specifications, the existing 200 mm storm sewer.
- At the applicant's cost, the City will:
 - Complete all tie-ins for the proposed works to existing City infrastructure.
 - Cut, cap, and remove all existing storm connections to the development site.
 - Install one new storm connection, complete with inspection chamber, to serve the development site. The inspection chamber is to be located on-site in a SRW.

Sanitary Sewer Works

- At the applicant's cost, the applicant is required to:
 - Not start on-site excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- At the applicant's cost, the City will:
 - Install a new manhole on the existing sanitary sewer at the north property line of 8031 Williams Road (i.e. approximately 5.0 m north of the existing manhole) and remove the existing manhole and sanitary sewer up to the new manhole. The new manhole shall serve as the inspection chamber for the development site.
 - (***SRW Discharge and Granting of New SRW***) Discharge of the existing SRW agreement for the sanitary sewer from the Title of the subject properties (G113388 Interalia, Plan 40608) following the removal of the existing sanitary manhole and main, and registration of a new SRW agreement for the sanitary sewer on Title to reflect the revised location of infrastructure on-site.
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements

- Preparation of functional road designs with cross sections by a civil or transportation engineering consultant based on surveys is required for both the interim and ultimate (full build-out) conditions for the intersection of No. 3 Road and Williams Road, the No. 3 Road and Williams Road frontages, and the new driveway crossings, based on the works described below. The drawings are to be signed and sealed along with the AutoTurn wheel path simulation for the relevant design vehicles based on the proposed uses. AutoTurn wheel path simulations are required to demonstrate the suitability of the access design and on-site turn-around/manoeuvring. The functional road designs are required to confirm the amount of road dedication for the project as well.
- No. 3 Road:
 - Remove the existing sidewalk and construct a new 2.0 m wide concrete sidewalk at the new property line established after the required road dedication;
 - Construct a new 3.0 m wide treed/grass boulevard between the new concrete sidewalk and new curb line of No. 3 Road;
 - The new sidewalk and boulevard are to transition to meet the existing frontage treatments north of the subject site;
 - All existing driveways along the No. 3 Road frontage are to be closed permanently. Vehicle access to No. 3 Road is to be from a new driveway crossing at the north property line of the subject development, and will be restricted to right-in/right-out movements only using a physical barrier (i.e., a concrete "pork chop" driveway island). The Applicant is responsible for the removal of the existing driveway letdowns and the replacement with barrier curb/gutter, grass/tree boulevard and concrete sidewalk per standards described above;
- Williams Road:
 - Remove and replace the existing concrete curb and gutter along the north side of Williams Road;
 - Remove the existing sidewalk and construct a new 2.0 m wide concrete sidewalk next to the new property line established after the required road dedication;
 - Construct a new treed/grass boulevard between the new sidewalk and the new curb line of Williams Road;
 - Construct a 1.8 m wide protected on-street bike lane along the north side of Williams Road, complete with a 0.3 m raised buffer between the bike lane and vehicle lanes;
 - The new sidewalk, boulevard, and bike lane are to transition to meet the existing frontage treatments east of the subject site;
 - All existing driveways along the Williams Road frontage are to be closed permanently; vehicle access to Williams Road is to be from a new driveway crossing at the east property line of the subject development, and will be restricted to right-in/right-out movements only using a physical barrier (i.e., a concrete "pork chop" driveway island). The Applicant is responsible for the removal of the existing driveway letdowns and the

replacement with barrier curb/gutter, grass/tree boulevard and concrete sidewalk per standards described above;

- Provision and installation of a Traffic Signal Cabinet, and an Uninterrupted Power Supply (UPS) Cabinet for the No. 3 Road and Williams Road intersection. Additional SRWs for aboveground traffic signal equipment on-site may also be required, e.g., 2.0 m x 4.0 m SRW.
- At the applicant's cost, the applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines to the development site.
 - To remove the secondary support wires and pole along the development frontage.
- At the applicant's cost, the applicant is required to:
 - Review street lighting levels along all road frontages, and upgrade as required.
 - Locate/relocate all above-ground utility cabinets and kiosks required to service the proposed development, and all above-ground utility cabinets and kiosks located along the development's frontages, within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., SRW dimensions) and the locations for the above-ground structures. If a private utility company does not require an above-ground 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 on the Development Permit architectural plans, the SA drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

General Items

- At the applicant's cost, the applicant is required to:
 - Provide, prior to start of site preparation works or within the first SA submission, whichever comes first, a pre-load plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - Provide a video inspection report of the existing storm and sanitary sewers adjacent to the development site prior to start of site preparation works or within the first SA submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the applicant's cost.
 - Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the SA design.
 - Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - Not encroach into City SRWs with any proposed trees, retaining walls, or other non-removable structures.

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

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

- Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that:
 - the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw;
 - noise generated from rooftop HVAC units will comply with the City's Noise Bylaw;
 - the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.

The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

Prior to Development Permit* issuance, the applicant is required to complete the following requirements:

- (**Rezoning**) Incorporation of features in Development Permit plans as determined via the Rezoning application process.
- (**Landscaping Security**) Receipt of a Letter-of-Credit for the proposed landscaping in the amount of 100% of a cost estimate prepared by a Registered Landscape Architect (including all materials, installation, and a 10% contingency).

Prior to removal of the hedge along the Williams Road frontage, the applicant is required to:

- (**Hedge Removal**) Contact the City's Parks Department (604-244-1208 x1317) four business days prior to removal to allow proper signage to be posted.

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

- (**Rezoning/Development Permit**) Incorporation of features in Building Permit plans as determined via the Rezoning and/or Development Permit application processes, including accessibility and sustainability measures.
- (**Off-site Tree Protection**) Install appropriate tree protection fencing, if applicable, around all off-site trees to be retained prior to any construction activities, including building demolition, occurring on-site.
- (**Construction Parking and Traffic Management Plan**) 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.
- (**Construction Hoarding**) Obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals 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



Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 10110 (RZ 18-835532)
8031 Williams Road

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

- 1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Neighbourhood Service Centre".

P.I.D. 009-913-262

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10110".

FIRST READING

NOV 12 2019

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Approval stamp box: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Manager or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 10111 (RZ 18-835532)
9900 No. 3 Road and 8031 Williams Road

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting as Section 20.44 thereof the following:

20.44 Commercial Mixed Use (ZMU44) – Broadmoor

20.44.1 Purpose

This zone provides for a limited range of commercial uses and services to the surrounding community, along with low rise apartment housing and other compatible uses.

20.44.2 Permitted Uses

- animal grooming
• child care
• government service
• health service, minor
• housing, apartment
• office
• restaurant
• retail, convenience
• retail, general
• service, business support
• service, financial
• service, household repair
• service, personal
• veterinary service

20.44.3 Secondary Uses

- boarding and lodging
• home business

20.44.4 Residential Rental Tenure

- 1. A dwelling unit located anywhere in this zone shall only be used for residential rental tenure.
2. For the purposes of this zone, "market rental unit" means a dwelling unit that is rented at prevailing market rates and may be subject to a market rental agreement.

3. For the purposes of this **zone**, “**residential rental tenure**” means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit**, including a **market rental unit**, governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.

20.44.5 Permitted Density

1. The maximum **floor area ratio** is 1.08, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate indoor **amenity space**.
2. Notwithstanding the reference to the maximum **floor area ratio** of “1.08” in Section 20.44.5.1:
 - a) the maximum permitted **floor area ratio** for non-residential **uses** is 0.28 (exclusive of residential **building** entrance lobbies); and
 - b) the maximum permitted **floor area ratio** for **apartment housing** is 0.80 provided that the **owner**:
 - i. provides on the **site** no less than thirty-three (33) **market rental units** having a combined **floor area** of at least 2,230 m²; and
 - ii. enters into a **market rental agreement** with respect to the **market rental units** and registered the **market rental agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.44.6 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 40%.

20.44.7 Yards & Setbacks

1. The minimum **setback** to No. 3 Road is 2.0 m.
2. The minimum **setback** to Williams Road is 2.0 m.
3. The minimum **setback** to the east and north **lot line** is 20.0 m.
4. Notwithstanding Sections 20.44.7.1 and 20.44.7.2:
 - a) **awnings**, sunshades and canopies may project into the minimum **setback** for a distance of 1.8 m; and
 - b) **balconies** may project into the minimum **setback** for a distance of 0.6 m.
5. Notwithstanding Section 20.44.7.3, an **accessory building** containing bicycle parking may be located within the **setback** to the north **lot line** but shall be no closer to that **lot line** than 0.85 m, provided that the north side of the

accessory building be landscaped and **screened** by a combination of shrubs, ornamental plants and vines.

20.44.8 Permitted Heights

1. The maximum **height** for **buildings** is 20.0 m.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

20.44.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 2,800 m².

20.44.10 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0, except that:
 - a) Portions of the **lot** within 2.0 m of a **property line abutting a road** shall be treated and maintained with a combination of trees, shrubs, ornamental plants, lawn and hard surface; and
 - b) Where a **lot** being developed abuts a **lot** in a **zone** which permits a residential **use**, the **owner** shall erect and maintain a solid **fence** 2.0 m in height parallel to and within 1.0 m of the boundary line of the **adjacent zone**, except that the owner shall erect and maintain a solid **fence** 2.4 m in height parallel to and within 1.0 m of the east **lot line**; and
 - c) Notwithstanding Section 20.44.10.1.b), a **fence** located perpendicular to, and within 4.5 m of, a **lot line** which **abuts a road** shall not exceed 1.2 m in **height**.

20.44.11 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement for **apartment housing** shall be 1.0 **vehicle parking space** per **dwelling unit**.
2. Notwithstanding Section 20.44.11.1, on-site **parking spaces** shall be located no closer than:
 - a) 2.0 m to a **lot line** which **abuts a road**;
 - b) 0.6 m from the north **lot line**; and
 - c) 1.2 m from the east **lot line**.

20.44.12 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
- 3. Notwithstanding Section 20.44.2 and 20.44.3, **apartment housing, boarding and lodging, and home business uses** are only permitted on the second and upper floors of the **building** (exclusive of **building** entrance lobbies, which are permitted on the ground floor of the **building**).”
- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“COMMERCIAL MIXED USE (ZMU44) - BROADMOOR”**:

P.I.D. 001-487-264

Lot 24 Except: Firstly: Part Subdivided by Plan 21062; and Secondly: Part (.001) Acre On Bylaw Plan 56064; Section 28 Block 4 North Range 6 West New Westminster District Plan 19253

P.I.D. 009-913-262

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10111”**.

FIRST READING

NOV 12 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

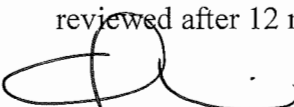
CORPORATE OFFICER

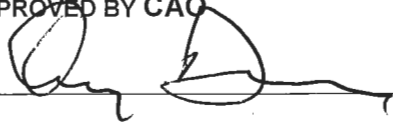


To: General Purposes Committee **Date:** October 1, 2019
From: Cecilia Achiam **File:** 12-8275-01/2019-Vol 01
General Manager, Community Safety
Re: **Review of Licencing and Enforcement of Short-Term Rentals**

Staff Recommendation

1. That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10066, to clarify the definition of Boarding and Lodging, be introduced and given first reading;
2. That a business licencing program for Short-Term Boarding and Lodging be introduced and:
 - a. That, subject to the 2020 one-time expenditure process, a new temporary Full-Time Licence Clerk position be approved as a one-time expenditure to be reviewed after 12 months in order to administer the business licencing program; and
 - b. That each of the following Bylaws be introduced and given first, second and third readings in order to implement a licencing program, including new ticketing provisions, for Short-Term Boarding and Lodging:
 - i. Business Licence Bylaw No. 7360, Amendment Bylaw No. 10067;
 - ii. Business Regulation Bylaw No. 7538, Amendment Bylaw No. 10068;
 - iii. Municipal Ticket Information Bylaw No. 7321, Amendment Bylaw No. 10069;
 - iv. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10070; and
 - v. Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10089; and
3. That, subject to the 2020 one-time expenditure process, the addition of two temporary full-time bylaw enforcement officers, as described in this staff report "Review of Licencing and Enforcement of Short-Term Rentals" dated October 1, 2019, from the General Manager, Community Safety be approved as a one-time expenditure to be reviewed after 12 months.


Cecilia Achiam
General Manager, Community Safety
(604-276-4122)

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
Economic Development	<input checked="" type="checkbox"/>
Finance Department	<input checked="" type="checkbox"/>
Law	<input checked="" type="checkbox"/>
Affordable Housing	<input checked="" type="checkbox"/>
Policy Planning	<input checked="" type="checkbox"/>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CJ
APPROVED BY CAO 	

Staff Report

Origin

During the January 14, 2019 Council meeting, Council made the following referral:

That staff be instructed to report back on a licencing program, including an analysis of resources for its implementation, to regulate boarding and lodging in order to create a public registry.

During the March 25, 2019 Council Meeting, Council made the following referral:

That staff review the bed and breakfast business license application process, specifically the screening process for owners of multiple properties.

During the May 27, 2019 Council Meeting, Council made the following referral:

- 1) *That the City conduct more assertive enforcement of short-term rentals, including issuance of multiple tickets, and proactive enforcement; and*
- 2) *That staff explore hiring additional Bylaw staff to actively investigate every short-term rental and bed and breakfast listing in Richmond and report back.*

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

Analysis

History

Issues related to short-term rentals were discussed at several meetings of Council in 2017. Short-term rentals include any residential unit rented for less than 30 days. In consideration of the issues related to regulation of short-term rentals, Council considered the following impacts:

- **Effect on Rental Housing Stock** – Residential units offered for short-term rental can decrease the availability of long term rentals. The vacancy rate has improved slightly since the start of the short-term rental program, from 0.6 to 0.7%. However, the rental vacancy rate is influenced by a range of direct factors – from rental construction trends to provincial regulations.
- **Land Use Conflicts** – Short-term rentals may have a number of impacts on residential neighbourhoods, including parking and noise, and these continue to be the main issues of concern expressed by complainants.
- **Level Playing Field** – When the short-term rental enforcement program began, those offering short-term rentals were not subject to the same taxes paid by hotels. However,

the Province changed the regulations and the Municipal and Regional District Tax (“MRDT”) now applies to all short-term rentals.

- **Health, Fire and Safety** – Hotels must comply with certain building and fire code standards whereas short-term rentals are located in houses or strata lots and not subjected to the same requirements. Under the current regulations, bed and breakfast businesses are inspected but other forms of short-term rentals are not (including those offering boarding and lodging).
- **Economic Benefits** – Short-term rentals can provide economic benefits to residents and the local economy by generating supplementary income for homeowners and providing alternate forms of accommodation for visitors. There is also a benefit to the City through collection of the MRDT to fund tourism marketing and development.

In consideration of the impacts and benefits of short-term rentals, Council established the following principles to guide the development of regulations:

- Preserve affordable long-term housing;
- Provide opportunities for revenue to assist in home ownership;
- Continue to enable sport hosting and cultural exchanges; and
- Prohibit illegal hotel operations and “party houses”.

As a result, staff were directed to limit short-term rentals to boarding and lodging¹ and bed and breakfast businesses², as already permitted in Richmond Zoning Bylaw No. 8500 (the “Zoning Bylaw”). The feedback from public consultation indicated a general desire to retain “boarding and lodging” use for the purpose of sport hosting, home stay and student exchange type programs that are well-established in the community. Staff also confirmed that these long-standing practices rarely generated any complaints or concerns from the community.

Staff were further directed to enhance regulations related to bed and breakfasts and strengthen the enforcement against illegal operations. As part of the bylaw changes to enhance regulations, the requirements to run a bed and breakfast now include that the operator must own the premises and must be an individual and not a corporation. In Richmond, all legal short-term rentals are required to be “hosted” with the operator living on the premise. As such, a legal short-term rental does not displace rental units, either entire suites or homes.

Along with changes to the rules governing bed and breakfast businesses, staff also undertook a targeted enforcement campaign to identify illegal short-term rentals. In 2017, the CAO authorized four temporary Bylaw Officers for a six month period to specifically address the proliferation of short-term rental listings in Richmond to be funded from vacancies in Community Bylaws. These temporary resources were devoted to enforcement of short-term rentals, to identify as many addresses from the listing sites as possible and to develop a procedure to investigate and enforce all suspected illegal operations. Since this enhanced enforcement period, the staffing level in Community Bylaws has returned to its full regular

¹ Boarding and lodging means sleeping unit accommodation, without cooking facilities, that is supplied for not more than 2 boarders.

² Bed and breakfast is the commercial accommodation of guests for periods of 30 days or less in a single detached dwelling unit.

compliment and enforcement of illegal short-term rentals has become part of the regular work load of the property use inspection section.

With the dedicated resources and efforts in 2017, the number of short-term rental listings in Richmond has seen a significant decrease from almost 1,600 listings in 2016 to holding steady between 600-800, depending on the season. It should be noted that this is the total number of listings and includes both legal and illegal operations. In addition, each listing does not represent a separate address as many properties have multiple listings and/or advertise on multiple sites.

As a comparison of magnitude, there is approximately 4,700 active short-term rental listings in Vancouver in March 2019³. While it is likely impossible to fully eliminate illegal short-term rental operations, the results achieved by the City have seen a significant improvement.

Best Practices for Regulating Short-Term Rentals

A report, recently presented to the Federation of Canadian Municipalities from the Urban Politics and Governance research group from McGill University (report can be found at <http://upgo.lab.mcgill.ca/airbnb/>), looked at the impact of short-term rentals on Canadian housing markets. This report made three key recommendations:

1. Hosts should only be allowed one operation and should not be permitted to operate short-term rentals at multiple locations;
2. Cities should not allow full-time, entire-home rentals; and
3. Platforms should be responsible for enforcement and engaged in the process to identify and discontinue illegal operations.

Staff have carefully reviewed these recommendations and can confirm that these are either already addressed in the City's current regulations or will be by the proposed business licencing program and bylaw changes outlined in this report.

Enforcement Data

As directed by Council, enforcement of illegal short-term rentals is one of the highest priorities by staff in Community Bylaws. Addresses are identified and case files are opened based on complaints received as well as by enforcement staff monitoring internet postings.

Since the start of the targeted enforcement campaign in 2017, staff have identified and shut down over 600 illegal operations and collected \$94,000 in fines (see Tables 1 and 2). While progress on shutting down illegal operations is continuing, it has been staff's experience that illegal short-term rental operators are getting increasingly more sophisticated and it is more difficult and requires more time to collect evidence for enforcement. As an example, internet listings used to include addresses but this is rarely the case for current listings. It is also common to find multiple listings for one address.

³ <https://www.cbc.ca/news/canada/british-columbia/city-of-vancouver-cracks-down-on-820-short-term-rentals-1.5056914>

The statistics in Tables 1 & 2 indicate that there has been less short-term rental enforcement (investigation of illegal short-term rentals) within the property use portfolio over time due to the reduction of listings and less dedicated resources. Enforcement staff follow up on every listing they find but do not always have time to undertake proactive enforcement and files can be time consuming and take several months to be resolved.

Table 1: Summary of Enforcement of Illegal Short-term Rentals

Action	2017	2018	2019 YTD	Total
Number of Addresses identified	289	272	63	624
Home Inspections	404	685	76	1156
Tickets issued	87	87	21	190
Order to comply (verbal or written)	286	243	51	580
Operations that have ceased short-term rental	289	271	53	614

Table 2: Tickets and Revenue collected from Illegal Short-Term Rentals

Year	Tickets Issued	Revenue Collected
2017	87	\$ 41,800
2018	87	\$46,200
2019 YTD	21	\$6,000

Recommendation 1 – Bylaw Changes to Clarify Boarding and Lodging

Boarding and lodging is currently defined in the Zoning Bylaw as “...sleeping unit accommodation, without cooking facilities in the sleeping units, that is supplied for remuneration for not more than 2 boarders, and which may or may not include meal service...”. The proposed bylaw amendments clarify that boarding and lodging is a secondary use and can only occur when it is secondary to the main principal residential use. This means that boarding and lodging must be “hosted” in that it can occur only in conjunction with a permanent resident within the same residential unit. Renting out entire units (entire houses, secondary suites or condos without a permanent resident living in the same unit) for less than 30 days is not permitted. This is an important pillar of the current regulations and is consistent with recommendations for best practices in regulating short-term rentals. Prohibiting entire home rentals prevents “party houses” and the conversion of long term housing over to short-term rentals.

Approval of this recommendation requires only a bylaw amendment and has no associated costs. While each of the recommendations may be considered separately, the bylaw amendment put forward in this recommendation is needed to strengthen enforcement regardless of any changes to service levels.

Recommendation 2 - Business Licencing Program for Short-Term Boarding and Lodging

While bed and breakfast businesses are permitted in single family zones only, boarding and lodging is permitted in nearly all residential zones, including multi-family units. Regardless of the location, legal short-term rentals in Richmond are required to be hosted by a permanent resident of the home or suite. While there is a well-established licencing regime for bed and breakfast businesses in Richmond, there is currently no requirement for boarding and lodging to be licenced. This poses a number of problems related to enforcement, tracking the locations and verifying legal operations.

This report recommends a licencing program specific to short-term boarding and lodging, including bylaw amendments, fees and ticketing to recover the cost of administering the program. The new program would only apply to for-profit operations and would exempt not-for-profit short-term boarding and lodging such as sport hosting and cultural exchanges. A licencing program for short-term boarding and lodging would enable the City to pursue agreements with internet providers, such as Airbnb, to publish business licence numbers to confirm legal operations and not allow listings of illegal operations.

Licencing short-term boarding and lodging will not affect the number of residential units available for long term housing but it will provide several benefits. A licensing program would mean that all forms of legal short-term rentals are licenced and on a level playing field in terms of taxation and safety standards. This includes hotels, bed and breakfasts and boarding and lodging. It would also increase transparency throughout the community around what is permitted related to short-term rentals and provide assurance to visitors that they are staying in a legal accommodation. Any licencing program put in place by the City would not exempt individual owners from the requirement to comply with their strata bylaws or renters from getting the permission of the property owner to provide boarding and lodging.

While the Business Licence Bylaw No. 7360 (the “Business Licence Bylaw”) requires licences in order to carry on commercial undertakings of any kind, this has not been interpreted to include boarding and lodging. The bylaw amendments proposed by this report include changes to the Business Licence Bylaw and to the Business Regulation Bylaw No. 7538 (the “Business Regulation Bylaw”) to add short-term boarding and lodging as a regulated business and make it clear that a licence is required for commercial (for-profit) operations.

The proposed new licencing program will also include application requirements for those applying to host boarding and lodging. All applicants will be required to provide identification to prove that they live in the unit and that they have the permission of the property owner and the Strata Corporation (where applicable). The strata will retain its authority to allow/prohibit short-term rentals regardless of the proposed licencing regime. Identifying the host of each operation will ensure that hosts cannot operate short-term rentals in more than one location. A business licence process will provide access to the residential unit for inspections to check compliance for other bylaws such as the Building Regulation Bylaw No. 7230. The proposed fee for this licence will be \$143, the same as the base fee for other businesses.

A licencing program for boarding and lodging, as described in this report, will represent an increase in service level that will require additional resources and staff but is cost neutral to the

operating budget. Staff will have to review and process applications, undertake inspections and maintain a registry. While there are currently 70 licenced bed and breakfast operations, it is expected that there will be many more licenced boarding and lodging operations.

If endorsed, it is proposed that one full-time clerk position be added to the licencing group, at a cost of \$80,000, in order to service the additional workload. There are currently 600-800 listings for short-term rentals and there could be more once a legal scheme is put in place. It is estimated that the cost of an additional clerk will be recovered by an increase in fees collected. There is no net cost to this program but Council approval is required in order to create a new position.

Recommendation 3 – Hiring Staff for Proactive Enforcement of Illegal Short-Term Rentals

At the start of the short-term rental enforcement campaign in 2017, the CAO approved four temporary staff for six months to provide dedicated enforcement. Since that time, enforcement of illegal operations has been distributed among the four permanent staff in the property use group that provide enforcement of several other community bylaws in addition to illegal short-term rentals. Since June 2019, the CAO has approved two additional temporary staff in response to recent Council's direction conduct more assertive enforcement and this recommendation proposes that this funding be extended for at least another year.

Past experience indicated Community Bylaws will not be able to sustain an increase in service level to conduct more assertive enforcement on short-term rentals without additional staff. If Council wishes to establish a higher level of service specifically for the enforcement of illegal short-term rentals, it would require additional bylaw enforcement officers. The additional officers would be dedicated to enforcement of illegal short-term rentals in the spring and summer, when there are the most listings, and can help the team on other bylaw enforcement matters in the winter if the workload decreases. Alternatively, staff could be redeployed from other areas of Community Bylaws but this would result in a corresponding decrease in service level to other areas and is not recommended.

A bylaw enforcement officer working in this capacity (enforcement of illegal short-term rentals) has a cost of \$120,000 annually (salary, benefits, inspection vehicle and equipment) and collects approximately \$20,000 in bylaw fines (tickets). If endorsed, staff will request funding for a one-time expenditure so that there is no on-going impact to the operating budget or taxes. This funding would be reviewed each year based on the need and effectiveness of the additional resources and to determine if further funding is warranted as part of the budget process. While adding additional staff will result in more enforcement, it is unclear whether this will be effective in preventing new illegal operations or if there will be a continuing need for enforcement once other measures, like the licencing program for boarding and lodging, are in place.

In addition to an increase to staff resources, staff investigated third-party internet listing services that could be used to help with enforcement of illegal short-term rentals. These programs use data from multiple sources (Airbnb, Expedia, Hotels.com, etc.) to identify addresses of current listings and provide statistics about how many are operating and what type of accommodation is being offered.

There are several internet listing services currently in the marketplace but their effectiveness is limited and the price to obtain minimum service is \$50,000 annually. None of the services are able to identify addresses within multi-family properties (condos or townhouses) and they do not search the Chinese language sites. In consideration of limited effectiveness and the cost, this is not recommended as a cost effective approach at this time.

Bed and Breakfast Application and Licencing Requirements

Current regulations for bed and breakfast businesses require that they be operated by an individual who owns and resides in the house. The house cannot be owned by a corporation and the business cannot be run by someone who is not an owner and occupier of the house. The Business Licence Bylaw requires individuals to provide government issued identification and a utility or tax bill to prove their residence. Staff also undertake an inspection of the home.

Council recently considered an appeal by an individual who was refused a business licence for a bed and breakfast because the home is owned by a corporation. While it appeared as though this individual was potentially the single shareholder of the corporation, staff were able to locate another residential property owned by the same individual. As a result, staff were asked to review the process of screening property owners who apply for a bed and breakfast business.

Searching property records for properties owned by the same person is possible but cannot be relied upon under the current Provincial regulations. Staff have no way to determine if the identities of a person listed on one record is the same as the identity of a person on another record (even if their name is the same). It is recommended that this type of search be used to inform the process in cases where the owner volunteers ownership information of other properties or is appealing to Council to overturn a rejection. Performing a search on all applications will be onerous and ineffective. It is not recommended at this time. Staff will continue to monitor the provincial property record system and revisit the feasibility of enabling owner-occupiers who wish to operate a bed and breakfast business under a corporate registration in the future.

Summary of Recommendations and Response to Council Referrals

This report responds to three separate referrals from Council related to short-term rentals. In response, staff recommend a number of changes to bylaws and service level increases that can be approved separately or altogether. Each recommendation incrementally increases the City's response to enforcement of illegal short-term rentals. There are additional expenses associated with recommendations 2 and 3; however, a portion of these costs will be recovered by additional licence fees and bylaw fines. Table 3 summarizes how each of the Council referrals has been addressed in this report and Table 4 summarizes the revenue and cost related to each separate recommendation.

Table 3 – Summary of Responses to Council Referrals

Referral	Recommended Response	Benefits
<p><i>That staff be instructed to report back on a licencing program, including an analysis of resources for its implementation, to regulate boarding and lodging in order to create a public registry.</i></p>	<p>Clarify language in the Zoning Bylaw that boarding and lodging is a secondary use and can only occur in dwelling with a principal resident.</p>	<p>This prevents whole home rental and ensures that long term housing is not converted to short-term rental.</p>
	<p>Hire new Licencing Clerk to administer short-term boarding and lodging business licence program.</p>	<p>Clerk will be responsible to review applications, maintain registry and schedule inspections.</p>
	<p>Update Business Regulation, Business Licence, Municipal Ticket Information, Bylaw Notice and Consolidated Fees bylaws to implement new licencing program for short-term boarding and lodging.</p>	<p>Bylaw changes will ensure a level playing field with all types of short-term rentals and clarify that short-term rentals are “hosted” and do not allow whole home rentals or rentals from anywhere but a person’s principal residence.</p>
<p><i>That staff review the bed and breakfast business license application process, specifically the screening process for owners of multiple properties.</i></p>	<p>No change to existing process.</p>	<p>Appeals to this requirement should continue to be handled on an individual basis based on the specific circumstances of the business in question.</p>
<p><i>That the City conduct more assertive enforcement of short-term rentals, including issuance of multiple tickets, and proactive enforcement.</i></p>	<p>No direction needed from Council at this time, staff have been instructed to issue multiple tickets.</p>	<p>Consistent enforcement with significant consequences will encourage compliance.</p>
<p><i>That staff explore hiring additional Bylaw staff to actively investigate every short-term rental and bed and breakfast listing in Richmond and report back.</i></p>	<p>One-time finding to hire two additional Bylaw Enforcement Offices to be dedicated to enforcement of illegal short-term rentals.</p>	<p>Dedicated resources will provide proactive and consistent enforcement of illegal short-term rentals and need for on-going funding will be reviewed each year.</p>

Table 4 – Summary of Revenues and Costs of Recommended Initiatives

Recommendation		Expense	Revenue from tickets and licences	Net Funding Request
1	Clarify language in Zoning Bylaw	N/A	N/A	N/A
2	Licencing Program for Short-Term Boarding and Lodging <ul style="list-style-type: none"> • Addition of Licencing Clerk • Bylaw changes to support program 	\$80,000	\$80,000	\$0
3	One-time funding for 2 Additional Bylaw Officers dedicated to Short-Term Rentals	\$240,000	\$40,000	\$200,000
TOTAL		\$320,000	\$120,000	\$200,000

Financial Impact

The recommendations in this report can be considered and approved separately and the expenses and revenue of each option are shown in Table 4. The only recommendation with an associated net cost is Recommendation 3. Should Council approve Recommendation 3, staff will make a request for a one-time expenditure of \$200,000. This funding will be renewed annually and will have no impact on the operating budget or on taxes.

Conclusion

The City’s current regulations only permit short-term rentals to occur in licenced bed and breakfasts in single family zones or as boarding and lodging in all residential zones. This prevents legal short-term rentals from depleting long term rental stock while providing an opportunity for residents to generate additional income to assist with the rising cost of housing.

If approved, the recommendations in this report provide improvements to the licencing program for legal short-term rentals and the enforcement program for illegal operations. Each recommendation can be considered separately but it is recommended that all three be approved.



Carli Williams, P.Eng.
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 (604-276-4136)



Richmond Zoning Bylaw No. 8500
Amendment Bylaw No. 10066
(Boarding & Lodging, Hosted)

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

- 1. Richmond Zoning Bylaw No. 8500, as amended, is further amended at Section 3.4 by deleting and replacing the definition of Boarding and lodging with the following:

Boarding and lodging means a secondary use of a dwelling unit by a resident of the dwelling unit, to supply sleeping unit accommodation, without cooking facilities in the sleeping units for remuneration for not more than 2 boarders, and which may or may not include meal service, but does not include senior citizen lodges, hotels, motels, congregate housing, bed and breakfasts, agri-tourist accommodation, minor or major community care facilities, secondary suite or coach house.

- 2. This Bylaw is cited as Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10066.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 25 2019

Five horizontal lines for recording readings and conditions.

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER

7 OF 7 BYLAW APPROVED BY