



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

Monday, December 17, 2012 – 7 p.m.

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

OPENING STATEMENT

Page

PH-7 1. **Zoning Amendment Bylaw 8943 (RZ 12-610919)**

(File Ref. No. 12-8060-20-8943) (REDMS No. 3638136)

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

Location: 2420 McKessock Avenue and a portion of 2400 McKessock Avenue

Applicant: Benn Panesar

Purpose: To rezone the subject property from Single Detached (RS1/D) to Single Detached (RS2/B)

First Reading: November 13, 2012

Order of Business:

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

PH-33 (a) Memorandum from the Director of Development regarding a staff referral – November 6, 2012 Planning Committee.

3. Submissions from the floor.

Page

Council Consideration:

1. Action on second and third readings of Bylaw 8943.



PH-67 2. **Zoning Amendment Bylaw 8958 (RZ 12-615705)**

(File Ref. No. 12-8060-20-8958) (REDMS No. 3665340)

See Page **PH-67** for full report

Location: 8280 and 8300 Granville Avenue

Applicant: Townline Ventures Granville Avenue Ltd.

Purpose: To rezone the subject properties from Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR13) - St Albans (City Centre)

First Reading: November 13, 2012

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaw 8958.



PH-109 3. **Zoning Application Bylaw 8960 (RZ 12-620766)**

(File Ref. No. 12-8060-20-8960) (REDMS No. 3677497)

See Page **PH-109** for full report

Location: 9020 Bridgeport Road

Applicant: TL Housing Solutions Ltd.

Purpose: To rezone the subject property from Auto-Oriented Commercial (CA) to Health Care (HC)

First Reading: November 13, 2012

Order of Business:

1. Presentation from the applicant.

Page

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

Council Consideration:

1. Action on second and third readings of Bylaw 8960.



- PH-133** 4. **Zoning Amendment Bylaw 8963 (RZ 12-613927)**
(File Ref. No. 12-8060-20-8963) (REDMS No. 3684282)

See Page **PH-133** for full report

Location: 9111 Williams Road

Applicant: Yamamoto Architecture Inc.

Purpose: To rezone the subject property from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

First Reading: November 13, 2012

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaw 8963.



- PH-153** 5A. **Proposed Single-Family Lot Size Policy 5467 (Section 23-4-7)**

See Page **PH-153** for full report

Recommendation:

That Single-Family Lot Size Policy No. 5467 in Section 23-4-7, adopted by Council on March 15, 1999, be amended to exclude those properties fronting Francis Road between Lancelot Gate and Railway.

- 5B. **Zoning Amendment Bylaw 8965 (RZ 12-617436)**
(File Ref. No. 12-8060-20-8965) (REDMS No. 3686887)

Location: 4691, 4731 and 4851 Francis Road

Page

Applicant: Vanlux Development Inc.
Purpose: To rezone the subject properties Single Detached (RS1/E) and Land Use Contract (LUC061) to Single Detached (ZS21) - Lancelot Gate (Seafair)

First Reading: November 26, 2012

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 Single Family Lot Size Policy recommendation.

2. Action on second and third readings of Bylaw 8965.

PH-191 6. Zoning Amendment Bylaw 8968 (RZ 11-582929)
(File Ref. No. 12-8060-20-8968) (REDMS No. 3695745)

See Page **PH-191** for full report

Location: 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed

Applicant: Matthew Cheng Architect Inc.

Purpose: To rezone the subject properties from “Single Detached (RS1/B) and (RS1/F)” to “Medium Density Townhouses (RTM3)” in order to develop a 20 unit townhouse complex.

First Reading: November 26, 2012

Related Information – No Action Required at Public Hearing:

Purpose: Road Closure and Removal of Road Dedication Bylaw 8887 for the sale of a lane between 7451 No. 4 Road and the No Access Property on General Currie Road to form part of the development site.

Order of Business:

1. Presentation from the applicant.

Page

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

Council Consideration:

1. Action on second and third readings of Bylaw 8968.

ADJOURNMENT



**City of
Richmond**

TO Council - NOV 13, 2012
Report to Committee
 Planning and Development Department

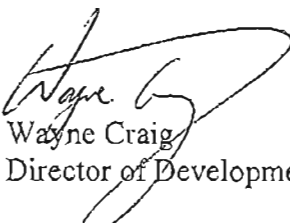
TO PLW - NOV 6 2012

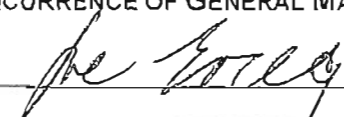
To: Planning Committee
From: Wayne Craig
 Director of Development
Re: Application by Benn Panesar for Rezoning at 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from Single Detached (RS1/D) to Single Detached (RS2/B)

Date: October 9, 2012
 RZ 12-610919
 FILE: 12-8060-20-8943

Staff Recommendation

1. That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from "Single Detached (RS1/D)" to "Single Detached (RS2/B)", be introduced and given first reading.
2. That Council direct staff to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the report dated October 9, 2012, from the Director of Development), for the purpose of exploring:
 - a. land use options for future redevelopment of those properties shown hatched on Attachment 6; and
 - b. road alignment options for the extension of McKessock Place.


 Wayne Craig
 Director of Development
 CL:blg
 Att.

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

Staff Report

Origin

Benn Panesar has applied to the City of Richmond for permission to rezone 2420 McKessock Avenue and an 84 m² (3.048 m x 27.563 m) portion of 2400 McKessock Avenue from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, to permit the site to be subdivided into two (2) lots with vehicle access to McKessock Avenue (**Attachment 1**).

The 84 m² portion of 2400 McKessock Avenue has been included in this Rezoning application for the following reasons:

- there is an active Subdivision application (SD 12-605946) to assemble that portion of land with 2420 McKessock Avenue, which has yet to be completed;
- to achieve the minimum lot area required to create two (2) “Single Detached (RS2/B)” lots at this site; and
- to enable a greater width for the future south lot so as to not require encroachment into the existing utility right-of-way on-site.

Prior to rezoning, the initial subdivision is required to be completed and the applicant is required to confirm through a survey plan that the remaining lot and house at 2400 McKessock Avenue complies with zoning.

Findings of Fact

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

Surrounding Development

The subject site is located in an established residential neighbourhood consisting of single-detached dwellings on a mix of medium-sized and large-sized lots. Other land uses exist nearby, south of Bridgeport Road and east of Shell Road, such as low-density townhouses, medium-density low rise apartment housing, and limited industrial retail uses.

To the immediate north of the subject site is an older character single-detached dwelling on a large irregular-shaped lot zoned “Single Detached (RS1/D)”.

To the east, is the backland portion of a property fronting Bridgeport Road (10671 Bridgeport Road), on which there is an older character single-detached dwelling on a lot zoned “Single Detached (RS1/D)”.

To the south, is an older character single-detached dwelling on a lot zoned “Single Detached (RS1/D)”, which fronts Bridgeport Road (10651 Bridgeport Road).

To the west, immediately across McKessock Avenue, are newer character dwellings on lots zoned “Single Detached (RS1/D)” and “Single Detached (RS1/B)”.

Related Policies & Studies

Official Community Plan (OCP) Designation

The subject site is located in the Bridgeport Planning Area. The OCP's Generalized Land Use Map designation for this site is "Neighbourhood Residential". The Bridgeport Area Plan's Land Use Map designation for this site is "Residential (Single-Family)". This redevelopment proposal is consistent with these designations.

Lot Size Policy 5448

The subject site is located within the area covered by Lot Size Policy 5448, adopted by City Council in 1991 and amended in February 2012 (**Attachment 3**). For properties that are not located on a main street (such as the subject site), the Policy permits rezoning and subdivision in accordance with "Single Detached (RS2/B)".

The amendment to the Lot Size Policy in February 2012 enabled the properties on the north side of Bridgeport Road, between No. 4 Road and the west side of McKessock Avenue, to rezone and subdivide to "Compact Single Detached (RC2)" or "Coach House (RCH)" where there is lane access. The properties on the north side of Bridgeport Road, between the east side of McKessock Avenue and Shell Road, were not affected by the Lot Size Policy amendment, as this block was identified for a more comprehensive review to explore redevelopment options for specific lots. Currently, the Lot Size Policy permits lots on the north side of Bridgeport Road in this block to rezone and subdivide to "Single Detached" (RS2/B)".

The proposed comprehensive review has not been undertaken yet, and is discussed further in the "Analysis" section of this report. The subject site at 2420 and 2400 McKessock Avenue is not among those specific lots to be included in the proposed comprehensive review because it is not on Bridgeport Road and redevelopment of the site does not preclude adjacent lots from redeveloping in the future.

The Lot Size Policy permits the subject site to rezone and subdivide in accordance with "Single Detached (RS2/B)". This redevelopment proposal would allow for two (2) lots to be created, each approximately 13 m to 14 m wide and 360 m² to 396 m² in area, consistent with established pattern of redevelopment on McKessock Avenue.

Aircraft Noise Sensitive Development Policy

The Aircraft Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the High Aircraft Noise Area (Area 2). In accordance with this Policy, all aircraft noise sensitive land uses may be considered except single-family unless single-family redevelopment is supported by an existing Lot Size Policy. Prior to rezoning adoption, the applicant is required to register an aircraft noise sensitive use covenant on Title to address public awareness and to ensure aircraft noise mitigation is incorporated into dwelling design and construction.

Affordable Housing Strategy

Richmond's Affordable Housing Strategy requires a secondary suite on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

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

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single-detached dwellings (i.e. \$4,475).

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Input

In response to the rezoning sign being installed on the subject site, Staff has received feedback from four (4) neighbourhood residents, who have expressed concerns about the application (**Attachment 4**). A summary of concerns raised includes:

- The need to consider this redevelopment proposal within the context of the immediate surrounding neighbourhood;
- The potential implications for future redevelopment of adjacent properties.
- Proposed vehicle access to the site;
- The lack of a comprehensive review or concept plan that identifies redevelopment options for this neighbourhood, and that identifies required servicing, boulevard improvements, and road/lane alignment;
- Achieving the maximum benefit for all property owners involved; and
- Achieving higher residential density in this neighbourhood;

This rezoning application does not preclude adjacent properties from redeveloping in the future. Discussion of the public consultation process to address the concerns raised regarding future redevelopment options for specific lots in the immediate surrounding neighbourhood is included in the "Analysis" section.

Staff Comments

Background

In recent years, this neighbourhood has undergone some redevelopment through rezoning and subdivision to smaller lot sizes, consistent with the Lot Size Policy. This redevelopment proposal is consistent with the established pattern of redevelopment in the neighbourhood.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses three (3) bylaw-sized trees and one (1) undersized tree on the subject property. The Report recommends:

- Retention of Tree # 3 (Hazelnut) with tree protection fencing installed at 3 m from the base of the tree stem on each side (based on the dripline); and
- Removal of Trees # 1, 2, and 4 based on poor condition.

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

- Retain Tree # 3 based on its good condition; and
- Remove Trees # 1, 2 and 4 based on their poor condition due to previous topping and structural defects.

The final Tree Retention Plan is included in **Attachment 5**.

Tree protection fencing must be installed as described in the Arborist's recommendations and to City standard prior to demolition of the existing dwellings on the subject site, and must remain in place until construction and landscaping on the future lots has been completed. Removal of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 cannot be done with excavation equipment as this will damage the tree's roots. The portion of the undersized Cedar hedge within the Tree Protection Zone of Tree # 3 will need to be cut to grade and stumps removed with a stump grinder.

To ensure survival of Tree # 3, the applicant is required to submit the following items prior to rezoning adoption:

- A Contract with a Certified Arborist for supervision of any works to be conducted within close proximity to the Tree Protection Zone. The Contract must include the proposed number and stages of site monitoring inspections (e.g. demolition, excavation, perimeter drainage installation etc.), as well as a provision for a post-construction impact assessment report to be submitted to the City for review; and
- A Survival Security to the City in the amount of \$1,000 (reflects the 2:1 replacement tree ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure Tree # 3 has survived.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP) and the size requirements for replacement trees in the City’s Tree Protection Bylaw, a total of four (4) replacement trees* are required to be planted and maintained on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	11 cm		6 m

*Note: Tree replacement is not required for removal of the undersized Tree # 1.

To ensure that the four (4) replacement trees are planted and maintained on the future lots, the applicant is required to submit a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) prior to rezoning adoption.

Existing Utility Right-of-Way

There is an existing 3 m wide utility right-of-way that runs along the south property line of the subject property for the existing sanitary sewer. The applicant is aware that restrictions exist on the placement of fill, retaining walls, buildings and structures within the right-of-way, and that if the applicant seeks to encroach into the right-of-way that he must apply for and be granted an encroachment permit by the City’s Engineering division at development stage.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicle access to the proposed new lots will be from McKessock Avenue.

Subdivision

At future subdivision stage (SD 12-610920), the applicant will be required to:

- Pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge (for future frontage improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs. As with other mid-block development applications, actual construction of frontage improvements, such as a treed/grassed boulevard, sidewalk, curb, gutter, lighting etc., is not required at this time for the subject site application. The City’s standard practice for mid-block sites is to collect Engineering Improvement Charges for future frontage improvements to be constructed at such time that a majority of the block has redeveloped and contributed to funding the improvements.
- Register a statutory right-of-way along the east property line of the site to extend the sanitary sewer to service the proposed north lot.

Analysis

This redevelopment proposal is consistent with the existing Lot Size Policy for the neighbourhood because it enables two (2) lots to be created fronting McKessock Avenue, which would be approximately 13 m to 14 m wide and 360 m² to 396 m² in area, in accordance with the proposed “Single Detached (RS2/B)” zoning.

This rezoning application does not preclude adjacent properties from redeveloping in the future, and it is for this reason that staff is supportive of the subject proposal moving forward at this time.

However, due to the geometry of several adjacent properties fronting the north side of Bridgeport Road in the block between McKessock Avenue and Shell Road, and due to concerns raised by neighbourhood residents during the review of this rezoning application, it is appropriate at this time to begin the separate comprehensive review of land use options for specific lots within this block, as proposed in the staff report to amend Lot Size Policy 5448 in February 2012.

Further consideration of rezoning and subdivision applications on a site-by-site basis without a better understanding of the available redevelopment options is problematic for the following reasons:

- there are three (3) deep lots on Bridgeport Road that lend themselves to more efficient use of the land than that currently permitted by the existing Lot Size Policy;
- there are challenges associated with extending McKessock Place to service the existing backlands of lots fronting McKessock Avenue, Shell Road, and Bridgeport Road, and also with providing secondary emergency access;
- there is greater potential for some properties to be left as “orphan lots” due to their location and configuration;
- there is less chance of all property owners in the neighbourhood achieving the maximum benefit of their land;
- there is less opportunity for the City to review servicing capacity (minimum 3-lot subdivision or multi-family development proposal required), and for lower costs associated with servicing upgrades and boulevard improvements, where required;

Therefore, staff recommends that Council direct staff to undertake public consultation, beginning in January 2013, with the owners and residents of properties within the area bounded by:

- the east side of McKessock Avenue between Bridgeport Road and the north side of McKessock Place;
- the north side of Bridgeport Road between McKessock Avenue and Shell Road; and
- the west side of Shell Road between Bridgeport Road and the Railway Right-Of-Way north of McKessock Place.

The specific notification area is identified in **Attachment 6**.

The scope of public consultation would be:

- a. to explore land use options for future redevelopment of those properties shown hatched on **Attachment 6**, such as:
 - i. single-family redevelopment under the existing Lot Size Policy 5448, which permits rezoning and subdivision to “Single Detached (RS2/B)” on McKessock Avenue, McKessock Place, and Bridgeport Road (subject to a rear lane);

- ii. single-family redevelopment requiring another amendment to Lot Size Policy 5448 to allow the subject block of Bridgeport Road to be treated in the same way as the blocks on Bridgeport Road to the west (i.e. to permit rezoning and subdivision to “Compact Single Detached (RC2)” and “Coach House (RCH)”);
 - iii. townhouse redevelopment along the subject block of Bridgeport Road, requiring an amendment to the Bridgeport Area Plan to change the land use designation of affected properties from “Residential (Single-Family)” to “Residential (Townhouse)”, as is the case on the south side of Bridgeport Road; and
- b. to explore road alignment options for the extension of McKessock Place, associated with each land use option described above.

With respect to the land use option described in section “a.ii” (above), staff understands that Council has expressed concerns about the design of coach houses in the city. If this land use option was explored during the public consultation process and it was considered favourably by the neighbourhood, a revised coach house zone would be utilized and the requirement for a Development Permit would be explored to address Council’s concerns.

Financial Impact

None.

Conclusion

This rezoning application to permit a two-lot subdivision complies with applicable policies and land use designations contained within the Official Community Plan (OCP) and the Lot Size Policy, and is consistent with the established pattern of redevelopment in the neighbourhood.

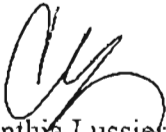
Staff has presented the concerns raised by residents of the neighbourhood in response to this rezoning application. Staff has analysed this rezoning application with consideration of these concerns and feels that this rezoning application should proceed as it does not preclude adjacent properties from redeveloping in the future. However, prior to the consideration of additional redevelopment proposals on properties fronting the north side of Bridgeport Road in this block, additional public consultation is necessary on the potential land use options and necessary road alignment for the extension of McKessock Place.

On this basis, staff recommends:

1. That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, be introduced and given first reading.
2. That Council direct staff to undertake public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the report dated October 9, 2012, from the Director of Development), for the purpose of exploring:

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

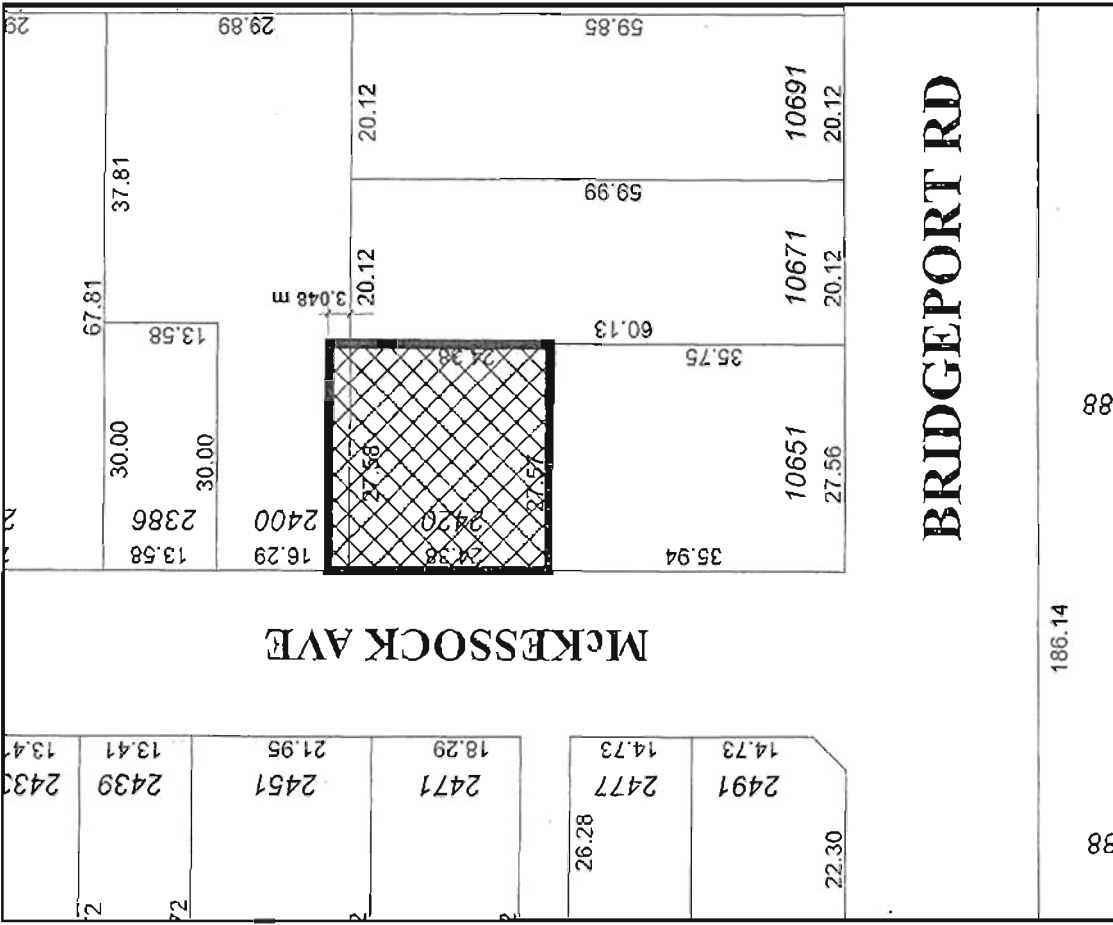
The list of rezoning considerations associated with the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue is included in **Attachment 7**, which has been agreed to by the applicant (signed concurrence on file).



Cynthia Lussier
Planning Technician
(604-276-4108)

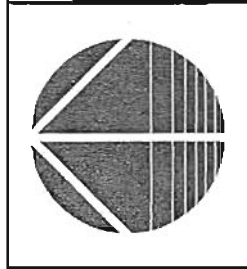
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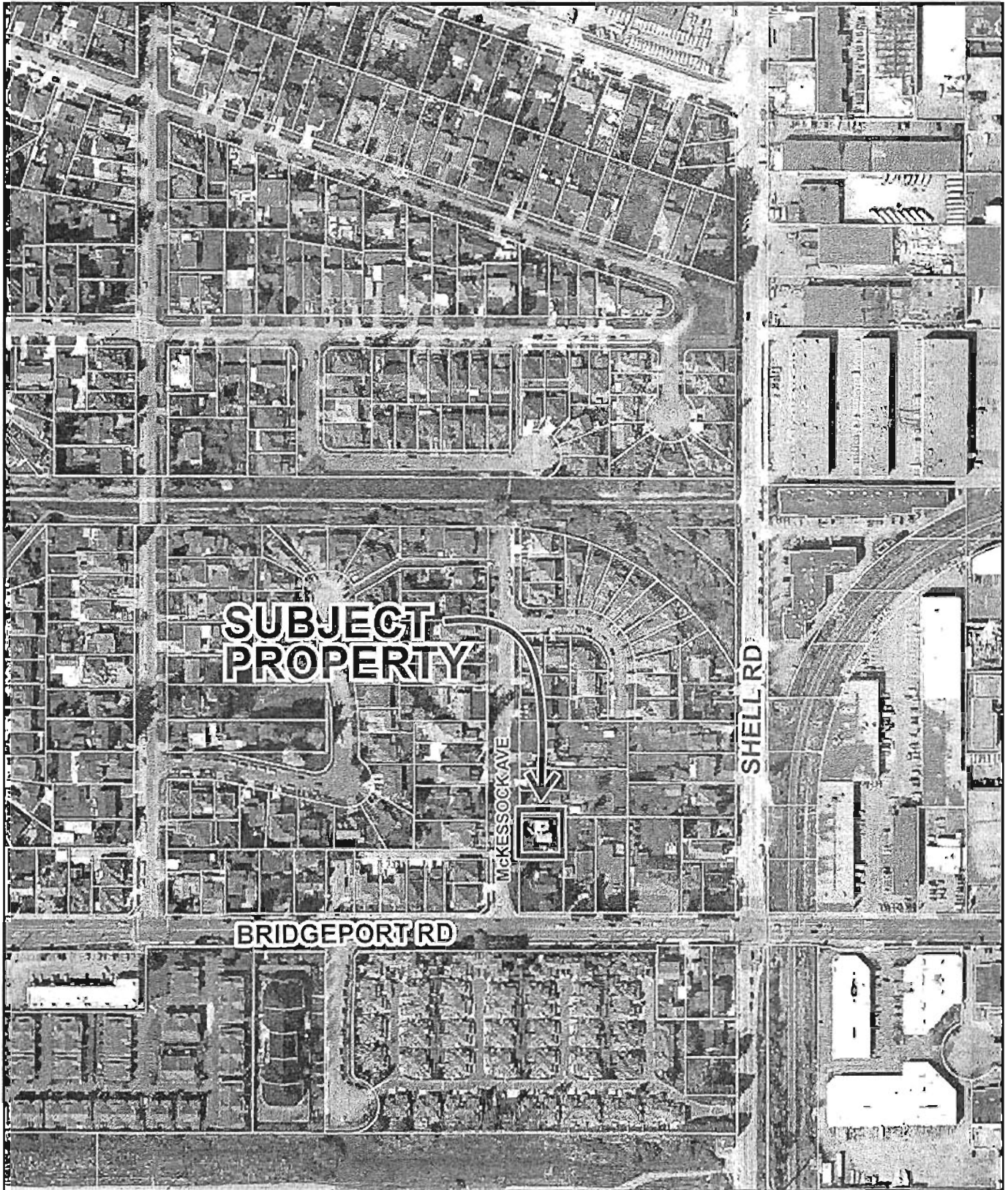
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5448
- Attachment 4: Written comments from the public
- Attachment 5: Final Tree Retention Plan
- Attachment 6: Notification Area - Comprehensive Review of Future Redevelopment Options
- Attachment 7: Rezoning Considerations Concurrence



Original Date: 05/30/12
 Revision Date: 09/05/12
 Note: Dimensions are in METRES

RZ 12-610919





RZ 12-610919

Original Date: 05/30/12

Amended Date: 09/04/12

Note: Dimensions are in METRES



RZ 12-610919

Attachment 2

Address: 2420 McKessock Avenue

Applicant: Benn Panesar

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Gurbaksh Kaur Bagri	To be determined
Site Size (m ²):	Approx 672 m ² (7,233 ft ²)	North lot – 360 m ² (3,875 ft ²) South lot – 396 m ² (4,262 ft ²) (subject to SD 12-605946)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family)	No change
702 Policy Designation:	Lot Size Policy 5448 permits this property to be rezoned and subdivided in accordance with Single Detached (RS2/B)	No change
Zoning:	Single Detached (RS1/D)	Single Detached (RS2/B)
Other Designations:	High Aircraft Noise Area (Area 2) permits all noise sensitive land uses to be considered	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	Two lots – approx 360 m ² to 396 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2	none
Height (m):	2.5 storeys	2.5 storeys	none

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



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.



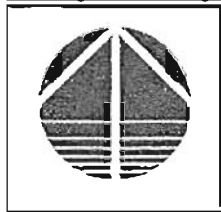
Rezoning and subdivision permitted as per RS1/B except:

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.

SUBJECT SITE



Policy 5448
Section 23, 5-6

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

Attachment 4

Written comments submitted by the public

From: brian cray [mailto:brian.cray@hotmail.com]
Sent: June 22, 2012 4:53 PM
To: Lussier, Cynthia; tia
Subject: 2420/2400 Mckessock

Dear Ms. Lussier:

I wanted to bring to your attention for your consideration the following from the Feb 20, 2012 report of planning committee:

In regards to the area between Shell rd and Mckessock on Bridgeport rd, "this section has been identified for a comprehensive review to determine how the area can develop."

It also states "due to the existing lot geometry along this section, it would be difficult for development to connect to an operational lane."

The development RZ 12-610919 at 2420 Mckessock will impact me and the remaining large lots between Shell Road and Mckessock for access. Under existing policy we are RS1/D with the potential to go to RS1/B with a lane. But staff has said that we are not likely for a lane and should have a comprehensive review. This development makes it less likely for a lane and there is continued ad hoc rezoning/planning under existing zoning/policy but no comprehensive review. There is only 4 to 9 properties that would be affected along the front section of this area. 3 of these are in the middle of the block and are large lots with no access now. There is mine on the corner of Mckessock that is close to RCH but has been denied this zoning, and 5 properties (4 on Shell and the one on Mckessock that is the subject of this rezone) that are on the edges. Access is a real problem and with this rezone, it becomes more so. With a land assembly seemingly not in the cards, that leaves me like this rezone applicant, only able to use the existing policy/zoning to develop my property.

I have a number of options. They could include:

1. Do nothing and wait for a developer or council to rezone with their comprehensive review
2. Build a lane and develop to RS1/B with 40 ft lots and get 2 of them.
3. #2 does not make sense when I can swing the lots onto Mckessock and not build a lane and make it even harder to access the interior large lots
4. find a way to buy my neighbour, have the frontage to put in coach houses (30 ft lots with the 2m extra for the corner lot) and ask the city to give me the same zoning as they just gave across the street.

Unless the city undergoes that comprehensive review, their lack of planning will shape this area because development will continue under existing policy/zoning like this proposed rezone.

After talking with you, it appears that the city is not seeking acquire the easement at the edge of the proposed rezone which would make a lane less likely because it could never line up with the one across Mckessock. It is a sewer easement and the likely space where a lane would go. This is the reason why I am very interested in this rezone. I was always assuming that the reason for the easement was for a potential lane as per the policy 5448.

This rezone and land assembly would appear to meet all the technical requirements of the existing zoning but by not doing your comprehensive review, it appears that it may doom the block to stagnate and stunt any development.

I will be interested in how staff and council deal with this rezone.

I am hopeful that you will keep me informed of the progress of this file.

Sincerely yours,

Brian Cray

To CYNTHIA LUSSIER
PLANNING TECHNICIAN

QUESTIONS ASKED FOR
& SUBMITTED ON 10TH JULY 2012
DATED & STAMPED RECEIVED
BY CITY ROAD PLANNING DEPT.
MARKS

SH#1 of 2.

CITY OF RICHMOND
JUL 10 2012
RECEIVED

QUESTIONS FOR COUNCIL MEETING ON THIS APPLICATION
& IMPACT TO RESIDENTS REZONING
QUESTIONS ABOUT APPLICATION FOR 2420 MCKESSOCKE AVE
AS PER REQUEST QUESTION SH#1
4TH JULY 2012
SH#1 of 2.

① PLEASE ALL NEW SUB-DIVISION APPLICATIONS TO HAVE LANE ACCESS
FILE # 6360-07 - 27TH JAN 2002 - (2003) PASSED BY CITY ROAD
BY DIRECTOR OF ENGINEERING MANAGER & REZONING JOE FROSC.
& STEV ONG PEANG DIRECTOR ENGINEERING

NOTE THIS APPLICATION DOES NOT HAVE A LANE ACCESS
ALSO IT BLOCKS OFF LANE ACCESS TO OTHER RESIDENCES IN AREA
OF BRIDGEPORT RD & SHELL RD AS PER PLAN LAYOUT SH#1 OF 2
SUBMITTED TO CYNTHIA LUSSIER ON 4TH JULY 2012 DATED
3RD AND STAMPED RECEIVED CITY OF ROAD

② COMBIE SCHOOL PUBLIC HEARING FOR POLICY 5448 AREA T1
PUBLIC VOICED THAT YES, THEY WANTED HIGHER DENSITY
FACTOR OF 12.68 MIN PER ACRE
REZONING POLICY TO REFLECT PUBLIC REQUEST AT MEETING
CHAIRD BY MR CROW CITY OF ROAD

③ FIRE MARSHAL REGS / 2012 NOW HAVE TO HAVE FIRE FIGHTING
FRONT & REAR OF PROPERTIES REQUIRES LANE ACCESS BY
FEDERAL LAW 2012 FIRE MARSHAL REGS

④ QUESTION ARE KERBS - BUDS / FOOT PATHS GOING TO GO IN ON
ALL NEW HOUSES & APPLICATIONS IN FUTURE & CONNECTIONS TO
EXISTING HOUSES ON WHOLE OF STREET & EXIT TO BRIDGEPORT RD
TRAFFIC RESTRICTION NOW AS EXIT REDUCED FROM 36'-0"
HAVE OUT TO 30'-0" FLARE OUT, NOW GREATER FLOW OF
TRAFFIC FROM EACH HOUSE MIN & CARS AVERAGE GOING OUT
TO BRIDGEPORT RD CAUSING TRAFFIC DELAYS

⑤ PROPERTY OWNER APPLICATION OWNS ALL THREE PROPERTIES ON
THIS APPLICATION 2400 MCKESSOCKE ALSO NEW SURVEY LINE TO
& LINE OF HIS DRIVEWAY NOW SEE SH#1 OF 2 LAYOUT.

⑥ PROPERTIES ALONG BRIDGEPORT RD / SHELL RD HAVE TO HAVE LANE
ACCESS ON ALL NEW OR PROPOSED PROPERTIES BY 2002-2003
CITY BYLAW PASSED ON JAN 27 / 2002-2003 DIRECTOR OF
ENGINEERING CITY OF ROAD FILE 6307-07

⑦ FENCE LINE NEW IS NOW BLOCKING LANE ACCESS AS PER
DIRECTOR OF ENGINEERING FILE # 6307-07 AND HAS TO
BE MOVED TO NEW SURVEY LINE OR DISCONTINUED FROM
THIS APPLICATION & CLEARED OFF PROPERTY TO GIVE LANE ACCESS
AS PER LAYOUT PLAN PH-23-7 DATED 3/ JULY & 4TH JULY 2012

⑧ OFFICIAL SEWER MAP # 2356-08-2 2055 MCKESSOCKE SANITARY SEWER
AREA 24

NOTE ***
AS OF JULY 10TH 2012
CITY CREW - DITCHED & SLOPED
(REQUEST BY CITY)
NO SIDE WALKWAY PATHS
ON 7 HOUSES (WHY) IS IT
NOT GOING IN & BUDS
CORNER HOUSE ON
MCKESSOCKE TO LANE
HAS SIDEWALK PATHS &
KERBS.
NOTE ***
ALSO GRAVEL STRIP ON
7 PROPERTIES IS NOT
CONSISTENT AT MIN 7'-0"
GRAVEL FROM ROAD
NOTE WALKWAY SHOULD BE
6'-6" INCLUDING KERBS & SIDEWALK
ON EITHER SIDE OF RD
MCKESSOCKE AVE.

(9) REZONING NOTE R/L/B LOTS = 78' x 40' + 20' LANE = FOREVER
 100'-0" LAYOUT = 2 1/2 SPARE EACH LOT. (AS PERMITTED FROM CITY ROAD
 COACH HOUSE RC = SAME SIZE. (FROM R/L/D TO R/L/B ON NEW RC COACH HOUSE)
 NOTE HYDRO PIPES ALL NEW LAID OUT TO 1860 YR
 LAYOUT EVERY 100'-0" NORMAL CLEARANCE FACTOR
 ON BRIDGEPORT RD / SHELL RD / MCKESSOCK AVE.

CITY OF RICHMOND
 JUL 10 2012
 RECEIVED

(10) ALL EXISTING SEWERS ARE SITUATED IN IDEAL LOCATIONS
 FOR SUB-DIVISION LANE & THRU RDS AS PER PLAN
 LAYOUT 1. THRU 7 SHTS DATED 3RD JULY & 4TH JULY 2012
 ALSO MOVED OK FOR SERVICE SINCE APPROX MARCH 2012 FOR NEXT
 25 MINIMAL OK BY ENGINEERING DEPT.

(11) SUB-DIVISION RD TO ANGLE AT FIRST TO 60° ANGLE THEN TO GO
 ON TOP OF N & S SEWER & EXIT RD DESIGNATION (SINCE 1983 YR ON CITY MAP)
 BETWEEN HOWARD HONIC HOUSE SHELL RD 2751 & BULLOCK
 HOUSE 2775 ON SHELL RD DESIGNATION EXIT SINCE MAP
 ISSUED 1978 ALSO FIRE HYDRANT ^{HAS BEEN MOVED.} MOVE CLEAR OF
 EXIT RD FROM SUB-DIVISION & FEED IN LANE SHELL RD
 FOR SUB-DIVISION EXIT ONLY TURN RIGHT DESIGNATION
 NOTE ALSO NO PAVEMENT AREAS ON WEST SIDE OF SHELL RD
 IN THIS NEW HOUSE AREA. NOW WILL PAVEMENT &
 ACCESS LANES GO IN ALSO PAVEMENT DOWN SHELL RD
 & FIRE MARSHAL REAR 2012 NOTE
 FIGHTING FIRES FRONT & REAR OF PROPERTIES RECFIRE MARCH 2012 YR
 FEDERAL LAW & INSURANCE OF CANADA.

(12) NEW WATER MAIN IN PLACE FOR SUB-DIVISION TO
 BACK LANDS - ON MCKESSOCK PLACE EXTENSION SUB
 - DIVISION RD & ACCESS LANES FOR SHELL RD & MCKESSOCK &
 BRIDGEPORT RD TOO CONSIDER FOR THIS REZONING NOW
 100 TOWN HOUSES / OR COACH HOUSE R/L/B LOT SIZE NOW.

(13) ALL CAPPED SERVICES IN SITS READY FOR SUB-DIVISION EXTENSION

(14) SUMMARY THESE ALL MY CONCERNS & MY NEIGHBORS FOR ACCESS
 LANES & SERVICE ABILITY FOR FRONT & REAR OF PROPERTIES
 & MEETING ALL CRITERIA ENGINEERING REQUIREMENTS NOW.

(15) NEW HOUSE ON MCKESSOCK AVE HAVE HAD CRUSTED PAVEMENT LAID DOWN WEST SIDE ON 6 PROPERTIES & BLUE GOINT?
 AS PER REQUEST OF T. CHARLES
 CYNTHIA LUSSIER City Councillor
 PLANNING DEPT. REPORT OF
 4TH JULY 2012 YR
 4TH JULY 2012 YR

17'-0" STRIP AWAY FROM RD.
 NEEDED IS
 SPACED ON 3 PROPERTIES
 7 PROPERTIES
 INVOLVED

From: Tia B [mailto:tia.beaulne@netmail.com]
Sent: Thursday, 30 August 2012 9:25 AM
To: Brian Cray; Lussier, Cynthia
Subject: RE: 2420 McKessock Avenue
Importance: High

Hello Cynthia,

I am the home owner of 10671 Bridgeport, and just as Mr. Cray has concerns of allowing this zoning, so do I.

I feel allowing this to go through impacts me in not a favorable way to my future development, and greatly reduces valuable use of land. Unless the City plans to allow fairness amongst all home owners, I disagree strongly with this purposed zoning. I feel I am being forced into a land locked situation from all sides.

I am curious, is a land owner able to rezone a property more than once?

Please, count me in, and include me in any invitations to meetings that concern the below. I work away from home, but will be in the week of the 17th, and would like to attend.

Kind regards,

Tia Beaulne

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not to be used to define boundaries

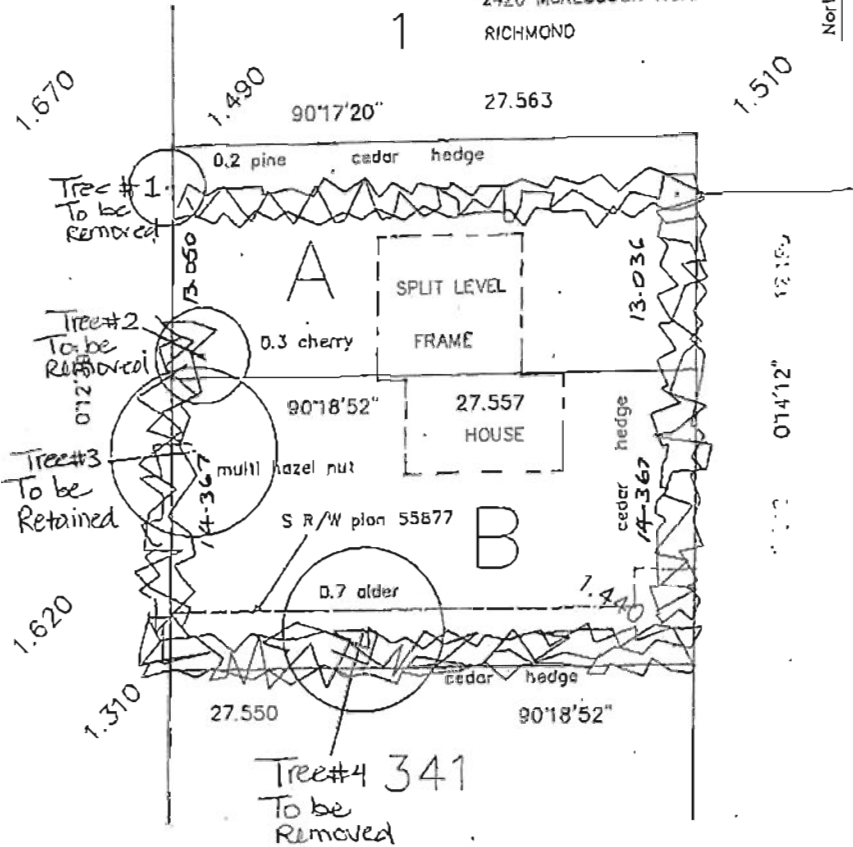
scale 1:300
Metres

Survey Certificate
for

TREE AND ELEVATION PLAN
FOR PROPOSED SUBDIVISION
OF LOT 2 SECTION 23
B1k.5N Rge.6W NWJ
PLAN BCP-----

civic address
2420 McKESSOCK ROAD
RICHMOND

McKESSOCK ROAD

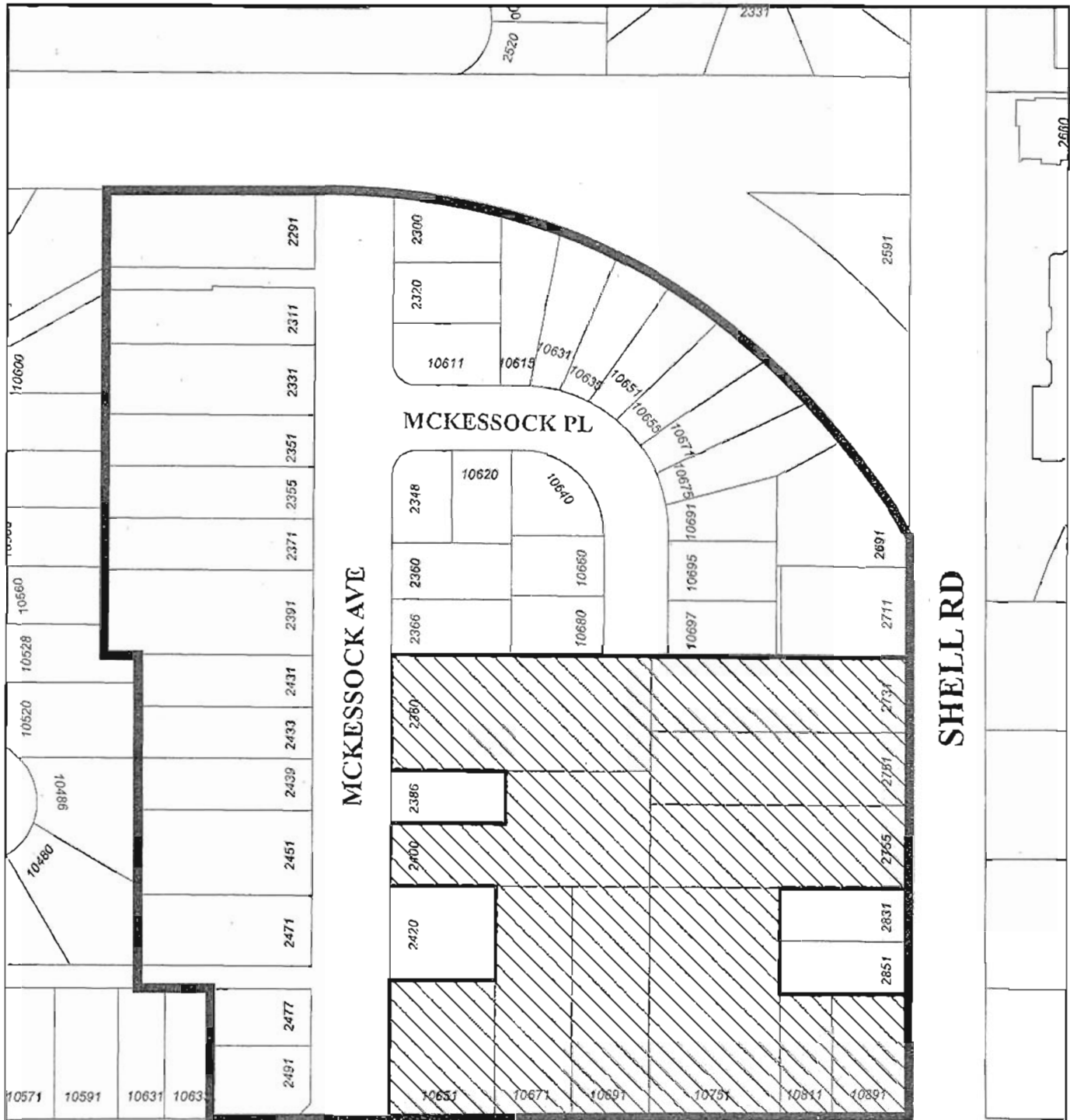


© C. James B.C.L.S. 2012



Christopher J. James
British Columbia Land Surveyor
2822 Gordon Avenue
Surrey B.C. V4A 3J4
604-535-3261

certified correct
this 12 day of JUNE 2012
B.C.L.S.

NTS



BRIDGEPORT RD

Legend
 Proposed Notification Area
 Land use options to be explored
 Note: Properties not fronting Bridgeport Road, and not affected by McKessock Place extension, are excluded from the review of land use options.



McKessock Neighbourhood
 2013 Public Consultation

Original Date: 09/21/12
 Revision Date: 10/11/12
 Note: Dimensions are in METRES



Address: 2420 McKessock Avenue

File No.: RZ12-610919

Prior to final adoption of Zoning Amendment Bylaw 8943, the applicant is required to complete the following:

1. Approval of Subdivision application SD 12-605946 to consolidate approximately 84 m² of property (3.048 m x 27.563 m) from 2400 McKessock Avenue with 2420 McKessock Avenue, along with confirmation through a survey plan that the remaining lot and house at 2400 McKessock Avenue complies with zoning.
2. Submission of a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) to ensure that the four (4) required replacement trees are planted and maintained on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Callper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	11 cm		6 m

The City will release 90% of the security after construction and landscaping on the future lots is completed, and a landscaping inspection is approved. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the replacement trees have survived.

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 Tree # 3 (Hazelnut) to be retained (including removal of undersized cedar hedge within the tree protection zone). 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 \$1,000 for Tree # 3 to be retained (to reflect the 2:1 tree replacement ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure Tree # 3 has survived.
5. Registration of an aircraft noise sensitive use covenant on title.
6. Registration of a flood indemnity covenant on title.
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 one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,475) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

At demolition* stage, the applicant must:

- Install tree protection fencing at 3 m from the base of the tree stem on each side (based on the dripline), as described in the Arborist's recommendations and to City standard prior to demolition of the existing dwellings on the subject site. Tree protection fencing must remain in place until construction and landscaping on the future lots has been completed. Removal of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 cannot be done with excavation equipment as this will damage the tree's roots. The portion of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 will need to be cut to grade and stumps removed with a stump grinder.

At subdivision* stage, the applicant must:

- Pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs; and,
- Register statutory right-of-way along the east property line of the site to extend the sanitary sewer to service the proposed north lot.

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

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

Note:

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

[signed concurrence on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8943 (RZ 12-610919)
2420 McKessock Avenue and a portion of 2400 McKessock 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 SINGLE DETACHED (RS2/B).
That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 8943".
2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8943".

FIRST READING

NOV 13 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

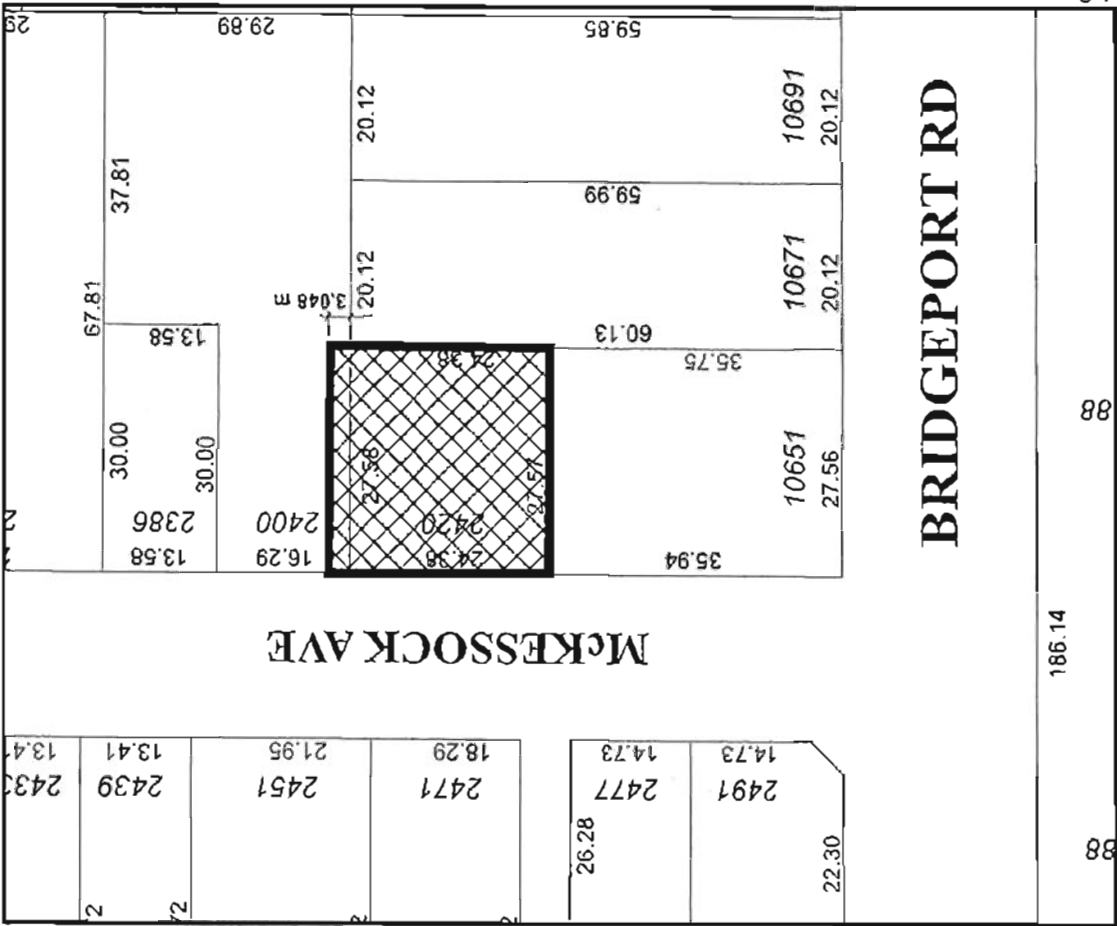
OTHER REQUIREMENTS SATISFIED

ADOPTED

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


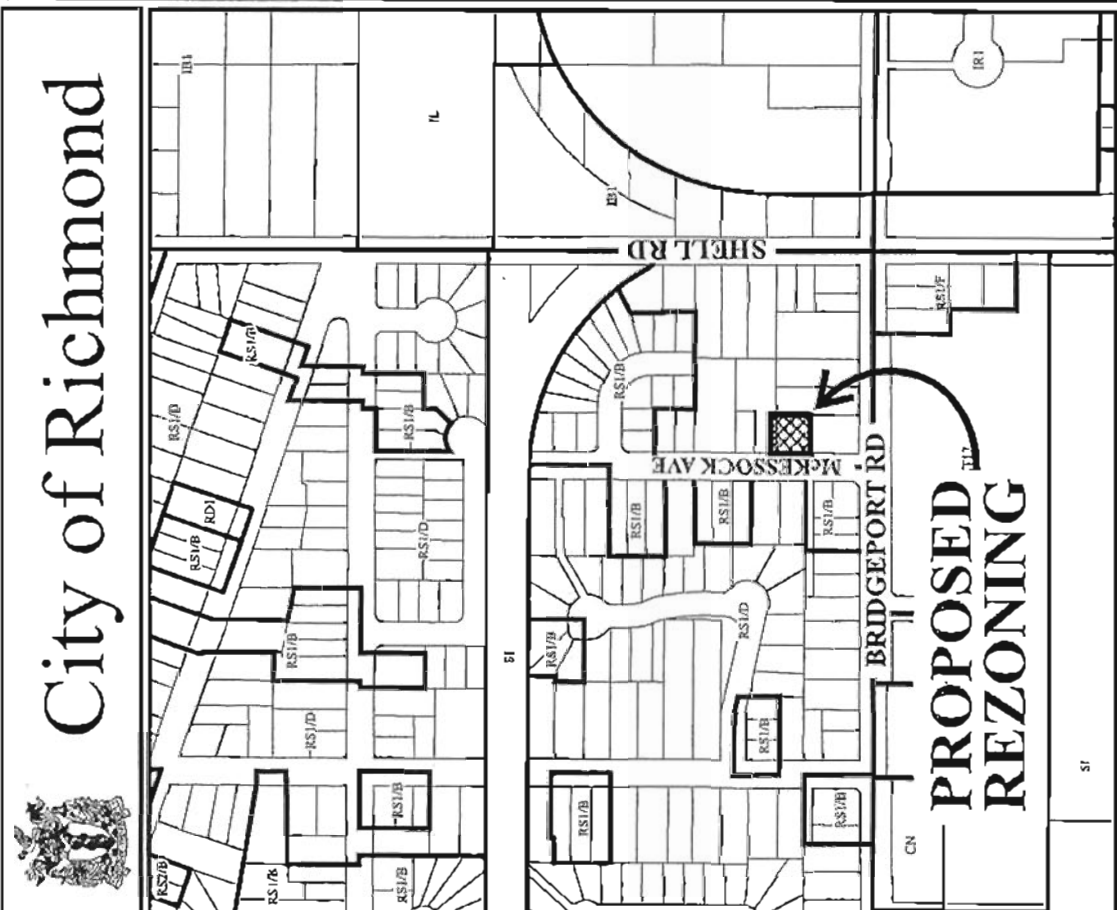
MAYOR

CORPORATE OFFICER



Original Date: 05/30/12
Revision Date: 09/05/12
Note: Dimensions are in METRES

RZ 12-610919

City of Richmond





To: Mayor and Councillors
From: Wayne Craig
Director of Development
Date: December 7, 2012
File: RZ 12-610919
Re: Staff Referral - November 6, 2012 Planning Committee

Origin

At the Planning Committee meeting held November 6, 2012, the Committee endorsed staff recommendations regarding proposed Zoning Amendment Bylaw 8943 at 2420 McKessock Avenue and a portion of 2400 McKessock Avenue (RZ 12-610919).

The Committee introduced the following referral motion to address a submission from a member of the public who opposed the proposed rezoning and expressed several concerns regarding existing and potential future redevelopment in the neighbourhood:

That Mr. Charles' submission be referred to staff for analysis.

Mr. Charles' Submission

Mr. Trevor Charles of 2380 McKessock Avenue, submitted correspondence to the City Clerks' Office in opposition to the proposed rezoning at the subject site and in which he identified a number of concerns regarding existing and future land use and servicing in the immediate neighbourhood (**Attachment 1**).

The nature of concerns that Mr. Charles' identified in his correspondence is outlined below:

1. Requirements for new construction and vehicle access
2. Concerns regarding an existing dwelling under construction in the area
3. Site servicing and frontage improvements
4. Future development potential and road/lane alignment

The purpose of this memo is to provide a summary of the concerns raised by Mr. Charles, and to describe the action taken by staff to investigate and analyse the concerns.

Analysis

1. Requirements for new construction and vehicle access & 2. Concerns regarding an existing dwelling under construction in the area

New dwelling construction and vehicle access

Mr. Charles raised a concern about the implications of Fire Code legislation for the subject rezoning and future redevelopment in the neighbourhood.

Information provided by the Senior Manager, Building Approvals division indicates that new single detached dwelling construction in Richmond must comply with the BC Building Code. There is no requirement in the BC Building Code for rear lane access to a single detached dwelling. Fire Code legislation deals primarily with the maintenance of existing buildings, and requires vehicle access to a building to comply with the BC Building Code.

Building height

Mr. Charles raised a concern about the height of a new dwelling under construction at 2731 Shell Road, and whether it complied with the maximum height permitted in the City's Zoning Bylaw.

In response to this concern, the Supervisor of Inspections from the Building Approvals division conducted a site inspection at 2731 Shell Road and confirmed that:

- The lot grade has been raised to meet the required minimum flood plain construction level. The lot grading complies with the Zoning Bylaw; and,
- The height of the new dwelling complies with the maximum building height of 2 ½ storeys (or 9 m) in the Single Detached (RS1/E) zone. Building height is measured from Finished Site Grade, as defined in the Zoning Bylaw.

Fence height

Mr. Charles raised a concern about the height of the new fence constructed at 2731 Shell Road, and whether it complied with the maximum height permitted in the Zoning Bylaw.

In response to this concern, a Property Use Inspector from the Community Bylaws division conducted a site inspection at 2731 Shell Road and determined that the fence height does not exceed the 2 m limit permitted in residential zones in accordance with the Zoning Bylaw (as measured from the point at which the fence intersects the ground at 2731 Shell Road).

Preloading and site preparation on construction sites

Mr. Charles raised a concern about the issue of preloading on sites in the immediate neighbourhood prior to dwelling construction.

Information provided by the Building Approvals division indicates that this neighbourhood is made up of clay soils, where the construction of a single detached dwelling does not likely trigger the requirement to preload. However, while preloading is not required, there remains the practice of site preparation using fill to level off the lot grade or to raise the lot grade to meet the

required minimum flood plain construction level. This is a common practice in the City prior to construction of single detached dwellings, and any adjustments to lot grade are regulated through the Zoning Bylaw. The minimum flood plain construction level in the area is 0.3 m above the highest elevation of the crown of the adjacent road (i.e. 2.50 m GSC), as per the Flood Plain Designation and Protection Bylaw.

3. Servicing & improvements

Mr. Charles raised a number of issues regarding site servicing and frontage improvements in the neighbourhood, and questioned whether these would be resolved with redevelopment.

Each applicant for a Development Application (i.e. rezoning, subdivision) is responsible for ensuring that their proposal complies with City bylaws, including the upgrading of site services and boulevards to meet current City standards. This work is typically secured through either:

- a Servicing Agreement carried out at development stage;
- payment of a Work Order with City crews doing the work; or
- a cash-in-lieu payment for service and boulevard upgrades to be done by the City at a future date.

Upgrading of City service infrastructure and boulevards is not required with construction of a single detached dwelling on a lot if there is no associated rezoning or subdivision.

The City's records indicate that cash-in-lieu payments have been collected over the years in association with Development Applications on McKessock Avenue, which have occurred in accordance with the existing Lot Size Policy 5448. When the majority of lots on McKessock Avenue have redeveloped, the City will undertake the servicing and boulevard improvements with the funds contributed for that purpose.

In response to Mr. Charles' concerns about damage to an existing sanitary sewer on private property and incorrect drawings of the City's sanitary sewer system, staff from the City's Engineering Inspections division conducted site inspections and note the following:

- There is no evidence of damage to existing sewers at 2731 Shell Road. The final adjustment to the inspection chambers will be completed once the property development at the site is completed. A security has been received from the builder to ensure that City property and infrastructure is not damaged during construction and to cover any repair to City property resulting from construction activity at the site; and
- The City's record drawings show the sanitary sewer to be inside the statutory right-of-ways in the neighbourhood.

4. Future development potential and road/lane alignment

The purpose of the public consultation process to be undertaken in January 2013 will be to:

- a. Explore land use options for future redevelopment of those properties in the neighbourhood shown hatched on **Attachment 2**; and

- b. Explore road alignment options for the extension of McKessock Place.

Information on servicing and improvements associated with each of the land use options will be provided and discussed during the public consultation process.

Public Consultation Process – January 2013

The proposed public consultation process is tentatively scheduled for January 24, 2013, from 7:00-9:00 pm at Tait Elementary School, located within the subject neighbourhood. Formal public notification of the meeting will be provided in early January through letters to specific property owners/residents (as outlined in bold in **Attachment 2**), and through an advertisement in the local newspaper.

The format for the meeting will be an Open House style with display boards of:

- a. The existing context of the subject neighbourhood;
- b. Concept plans showing options for future redevelopment of specific properties in the neighbourhood (**Attachment 3**), specifically;
 - Option 1 - Townhouse redevelopment along the subject block of Bridgeport Rd, requiring an amendment to the Bridgeport Area Plan to change the land use designation of affected properties from “Residential (Single-Family)” to “Residential (Townhouse)”, as is the case on the south side of Bridgeport Rd;
 - Option 2 - Single-family redevelopment requiring another amendment to Lot Size Policy 5448 to allow the subject block of Bridgeport Road to be treated in the same way as the blocks on Bridgeport Rd to the west (i.e. to permit rezoning and subdivision to “Compact Single Detached (RC2)” and “Coach House (RCH)”); and
 - Option 3 - Single-family redevelopment under the existing Lot Size Policy 5448, which permits rezoning and subdivision to “Single Detached (RS2/B)” on McKessock Ave, McKessock Pl, and Bridgeport Rd (subject to a rear lane); and
- c. Concept plans showing options for future road/lane alignment in the neighbourhood.

City staff will be on hand to answer any questions from area residents. Comment Forms will be available for residents to provide feedback on the preferred land use option. The meeting format will enable open discussion on the information presented and feedback to be documented for analysis on the preferred future redevelopment scenario in the neighbourhood.

Conclusion

The purpose of this memo is to summarize the concerns raised in a submission by Mr. Trevor Charles to Planning Committee at its meeting held November 6, 2012, and to address the resulting staff referral by providing Council with an update of action taken to analyze the concerns.

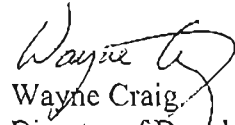
December 7, 2012

- 5 -

With respect to the concerns Mr. Charles raised about requirements for new dwelling construction and vehicle access, as well as servicing and improvements, staff from several City departments took action, as described, and investigated all concerns.

The public consultation process to be undertaken in January 2013 will provide a further opportunity to address Mr. Charles' concerns about the future redevelopment potential and road/lane alignment in the neighbourhood.

Please contact me if you have any questions about the information provided in this memo.



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

WC:kt

November 6th Planning Committee
Item No. 2 - Application for
2400 McKessock Avenue

To Mayors ATTENTION
MEETING & REZONING
ON 6TH Nov / 2012
AT 1600 HRS

NOTE P. Eric McWilliam
Has Seen Jim Young Place
DWAR DATED 2006-8TH DEC
HAS BEEN TO SITE ON NOV 2ND
2012yr
& Will Report to Mayor
About These Matters
About REZONING of Sewer & R.O.W
& MY LAND STRIP.

Tackaberry, Sandra

From: Tackaberry, Sandra
Sent: August 3, 2012 10:14
To: Yeung, Gary
Cc: Bell, Andy; Toda, Richard
Subject: 2731 Shell Road - sewer location beside 2380 McKessock Ave

Hi Gary & Andy:

RE: 2731 Shell Rd – building permit # 12-613182 sewer right-of-way concerns from neighbour

Mr. Trevor Charles who lives at 2380 McKessock Ave is concerned about the new homes in the area being built over the existing sanitary sewer right-of-way located along the properties at 2400 & 2420 McKessock Ave, 2380 McKessock Ave. Gary can you please contact after 4:00 pm today Trevor Charles 604-273-9761 regarding the rejected retaining wall inspection done on Aug 1, 2012.

Thank you,

*Sandra Tackaberry,
Finance and Corporate Services
City Of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
voice mail: 604-247-4683
Fax: 604-276-4029
stackaberry@richmond.ca*

SHELL RD 48-0

WATERCLOCK
Pedestrian
Crossing
Cont'd

TURN IN FIELD BANK

DO NOT INCLUDE
IN FOOTPRINT HOUSES

SHOULD REPORT

108517

30'-0"
WAD
36'-0"

10891
Lobby

10811
Lobby

10751
JOYCE G00
JOYCE G00
1511AD
604-278-3487

10691
STEV
604-232-9219

10671
604-275-4934
C. BLANKINER

10657
BRANDNER
604-275-8663

2851
SANDY
New House

2795
SULKOFF
604-270-7451
DESIGNATED EXIT TO LANE

604-278-3487
604-312-9125
ONE-FEE-ANALY

604-278-3487
604-312-9125
ONE-FEE-ANALY

604-837-2885
DANKER
2400

2420
798-317-8330

2731
SANDU GROUP

2751
604-278-1845
HOWARD HONS

604-278-3487
604-312-9125
ONE-FEE-ANALY

604-278-3487
604-312-9125
ONE-FEE-ANALY

604-273-9961
T. CHARLES
2380

604-273-9961
T. CHARLES
2380

2795
SULKOFF
604-270-7451
DESIGNATED EXIT TO LANE

2751
604-278-1845
HOWARD HONS

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604-312-9125
ONE-FEE-ANALY

604-278-3487
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604-273-9961
T. CHARLES
2380

604-273-9961
T. CHARLES
2380

2 1/2 R/W NORTH
Mehessock Ave 16'-0"

16'-0"
PINE
BOULDER

Regs Policy 5448

ATTACHMENT 5

not to be used to define boundaries

scale 1:300
Metres

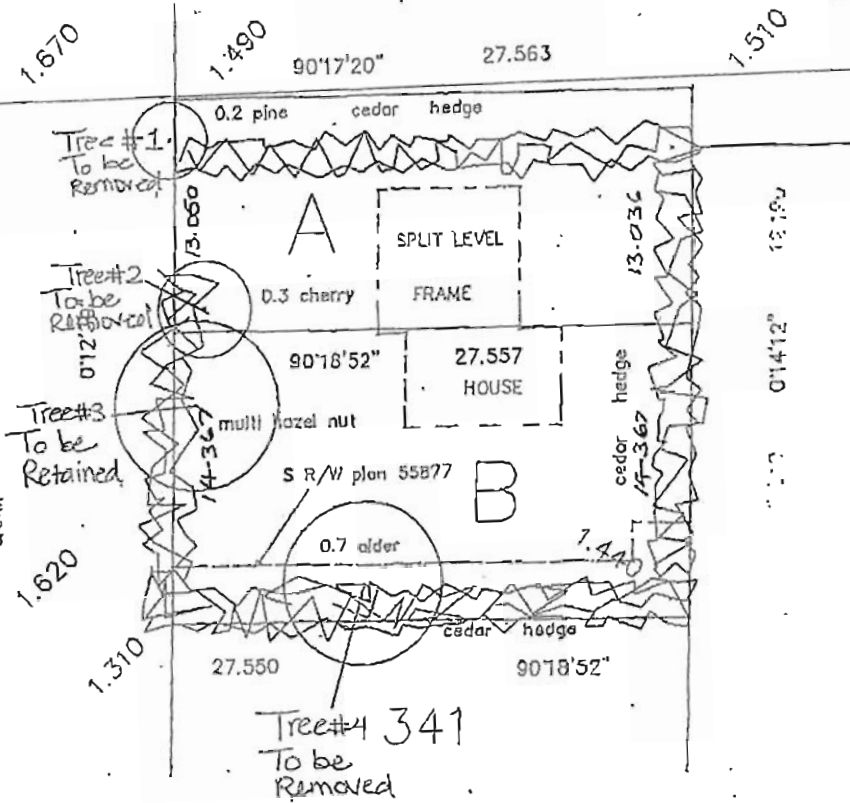
Survey Certificate
for

TREE AND ELEVATION PLAN FOR PROPOSED SUBDIVISION OF LOT 2 SECTION 23 Bik.5N Rge.6W NWD PLAN BCP-----

civic address
2420 McKESSOCK ROAD
RICHMOND

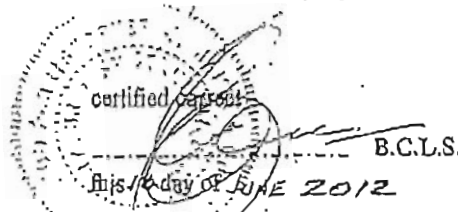


MCKESSOCK ROAD



NTS

Christopher J. James
British Columbia Land Surveyor
Gordon Avenue
Vancouver B.C. V4A 3J4
604-535-3261

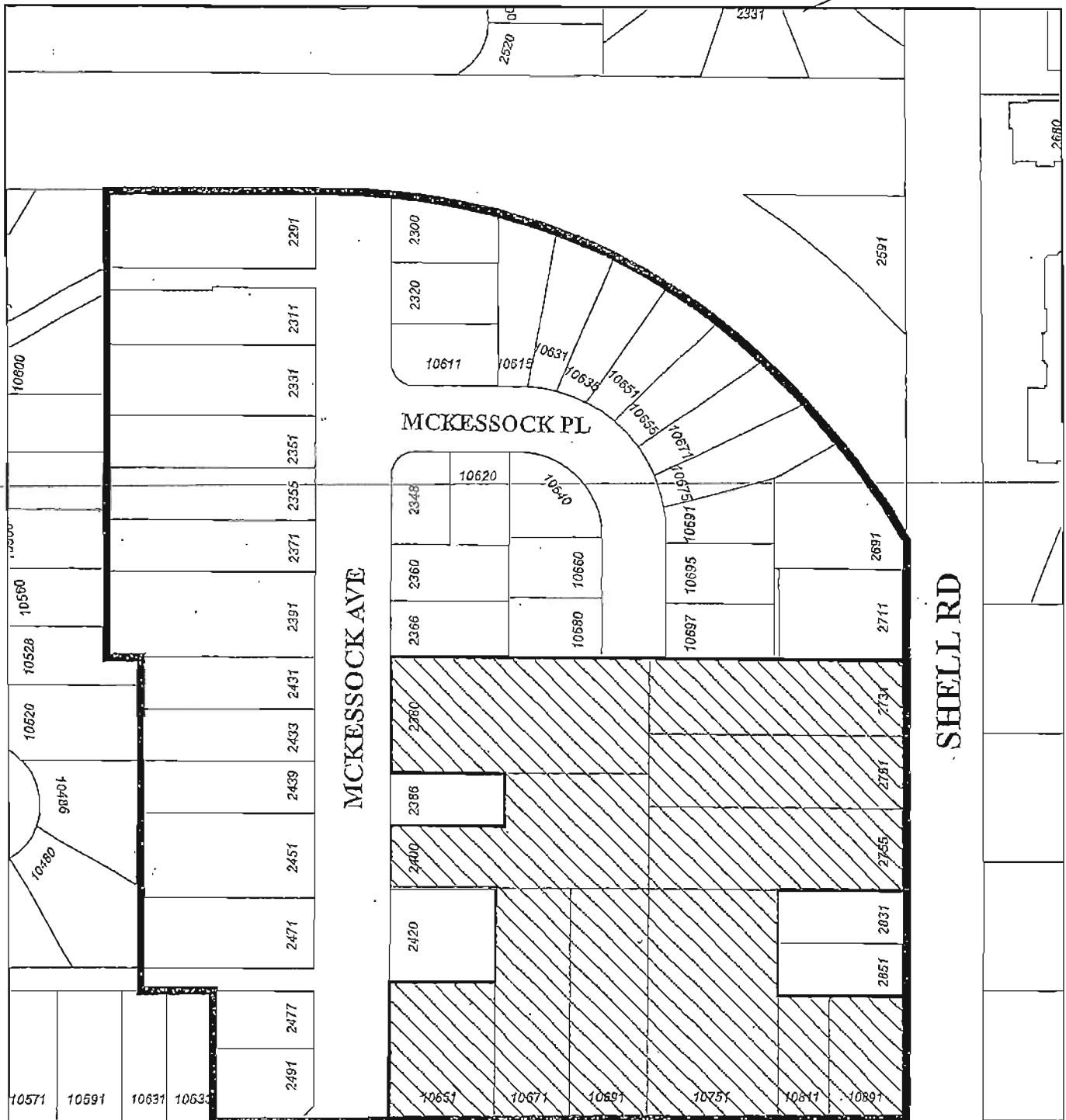


PH - 41
PLN - 49

file 8873



this document is not valid unless originally signed and sealed

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BRIDGEPORT RD

Legend

-  Proposed Notification Area
-  Land use options to be explored

Note: Properties not fronting Bridgeport Road, and not affected by McKesock Place extension, are excluded from the review of land use options.



McKessock Neighbourhood
2013 Public Consultation

Original Date: 09/21/12
Revision Date: 10/11/12
Note: Dimensions are in METRES

DEAR, TO GOOD MAYOR OF AUSTIN, FOR YOUR CONCERN APPLICATION
 on 6/11/12/12 MAYOR ANSWERED
 & RE ZONING APPLICATION, CITY STAFF HAD HAD NOT
 MADE ON AVE. SHELL RD. BEEN INVOLVED
 TWO ENGINEERS HAVE BEEN INVOLVED
 SINCE 2006 ON 5/11/12
 UP TO 12/12/12 END / NOW / ZONING FOR 2012 NOV / 2012
 P. END HAVING NOT BEEN INVOLVED
 GETTING INFORMATION FOR CONCRETE FOUNDATION
 OF A SUB-DIVISION & LINES & FOR
 THE SUB-DIVISION, THIS HAS BEEN

FILE # R-12-510919
 FROM MA 7 CHARLES
 DATE DEC 5/11/2012
 CONCERNING FUTURE HEALTH & POLICY REG 5498
 FOR FACT SUB-DIVISION & COMPLIANCE TO REG IN FORCE

① HAND OF SOIL SURVEY BY CITY OF AUSTIN 1976 FOR THIS AREA
 CONFIRMS THAT SHELL RD / MICHELS RD ARE NOT HORIZONTAL BUT
 SLOPE DID NOT NEED LAND BE LOANED FOR HOUSE BUILDING
 GOOD FOR 6 1/2 STONEY BUCKS INC

② IN THE LAST COPY OF MAPPING (APPLICATION) (FILL NUMBER TIME)
 ONE HOUSE ON BUCKS RD WAS NEXT TO BUS STOP
 SECTION - BRIDGES ST / SHELL RD - NORTH
 HOUSE # 10811
 CONFORMS TO CONCRETE HEALTH REGULATIONS MAX 29.5"
 NOTE GROUND WAS NOT PRE-LOANED HOUSE HEALTH
 CONFORMS TO ALL OTHERS, ADVISING NEXT TO IT...

③ HOUSE ON SHELL RD # 2731 DOES NOT CONFORM
 TO EXISTING HOUSE HEALTH ON AVE 40 FT REPORTED
 HOUSE # 27
 HAD BEEN LOANED AS
 MICHELS PLACE AT 29.5 FT HEIGHT
 SHELL RD HOUSE SURVEY WITH REG. HOUSE AT 2 FT HEIGHT
 IS ALL READY FOR FUTURE HEALTH THAN TOP OF PLACE
 ON HOWARD LONG HOUSE ADJACENT PROPERTY.

④ PLEASE FOR HEALTH STOP ORDER ON IT, SUCCESSFUL...
 DOWN TO CORRECT HEALTH & PUT A MANSARD
 ROOF ON TOP TO CONFORM TO HEALTH REGULATIONS
 TO HEIGHT LEVEL ELEVATION FROM ORIGINAL
 SOIL HEALTH LEVEL USE HOWARD LONG PROPERTY LEVEL
 FOR THIS & CONFORM TO ORIGINAL SOIL ELEVATION HEIGHT

⑤ BRING THE MARCH UP BEFORE YOUR PLANNING COMMISSION
 THROUGH COMMISSION OF BUILDING DEPARTMENT PLANNING
 TO CONFORM TO POLICY GUIDELINES & CHECK SOIL IF
 IT NEEDS PRE-LOADING BEFORE ISSUING PERMITS TO BUILD
 & BYLAW DEPART TO CHECK IN A... U.S. 11.11.11

FILE # R-12-510919
 TO GOOD MAYOR OF AUSTIN, FOR YOUR CONCERN APPLICATION
 on 6/11/12/12 MAYOR ANSWERED
 & RE ZONING APPLICATION, CITY STAFF HAD HAD NOT
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 & BYLAW DEPART TO CHECK IN A... U.S. 11.11.11

PLAN IS MORE ACCURATE THAN CITY RECORDS MAPS. - NOTE.

DEED TITLE SAYS OWN PROPERTY

UP TO E. OF SEWERS, EAST/SOUTH.

SEWER DUN E. OF McKESSOCK AVE.

POT ON NORTH SIDE NEXT TO PROPERTY LINE

PH. SEWERS ON 4 SIDES

NEW WATER MAIN IN PLACE FOR

SUB-DIVISION (READY TO GO)

78' x 40' = 3120 sq ft

16' x 39' = 624 sq ft

17' x 39' = 663 sq ft

538 sq ft

29' x 53' = 1527 sq ft

43560 sq ft

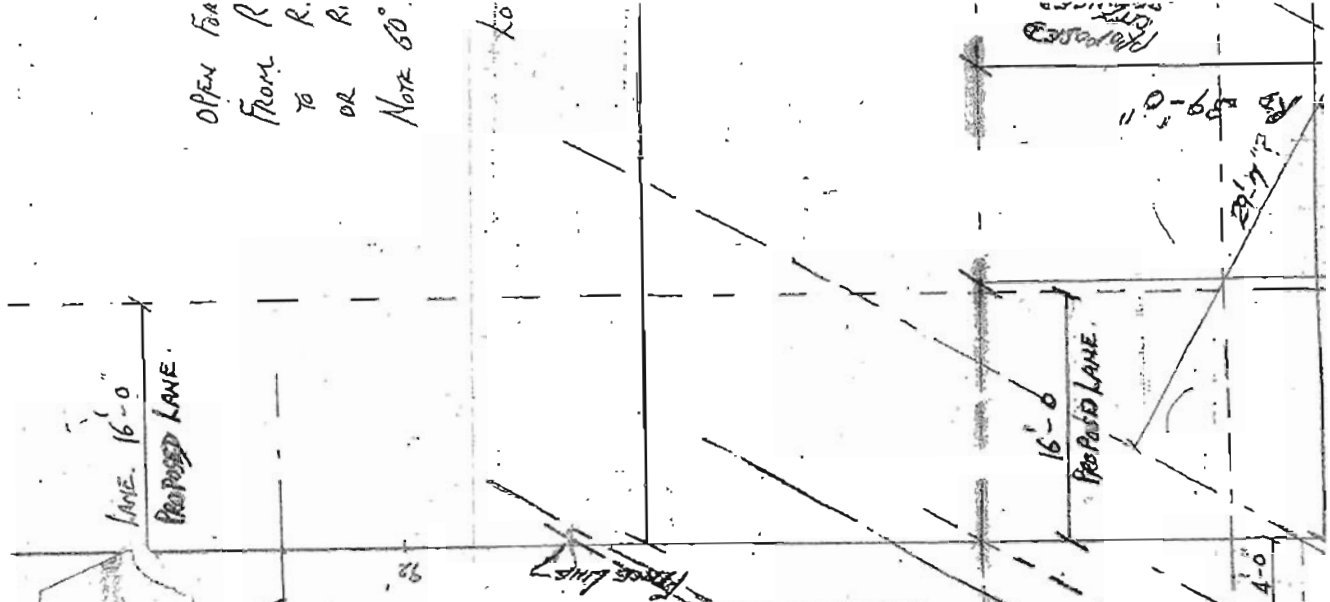
21780 sq ft

10890 sq ft

71 sq ft OVER 1/2 ACRE

4' - 5 1/2" (TO MAX 4' - 9")

OPEN FOR
FROM R
TO R
OR R
NOTE 60°



Checked out and OK.
MR CAMPBELL
City Eng.
FRED LUN
Rounds
804 247 4627
John, Pamie
804-276-4343

(DEC 8TH - 2006 YR)

NOTE
MAP ISSUED BY CITY ENG
& PLANTED ON HIS MACHINE IN HIS
OFFICE 77

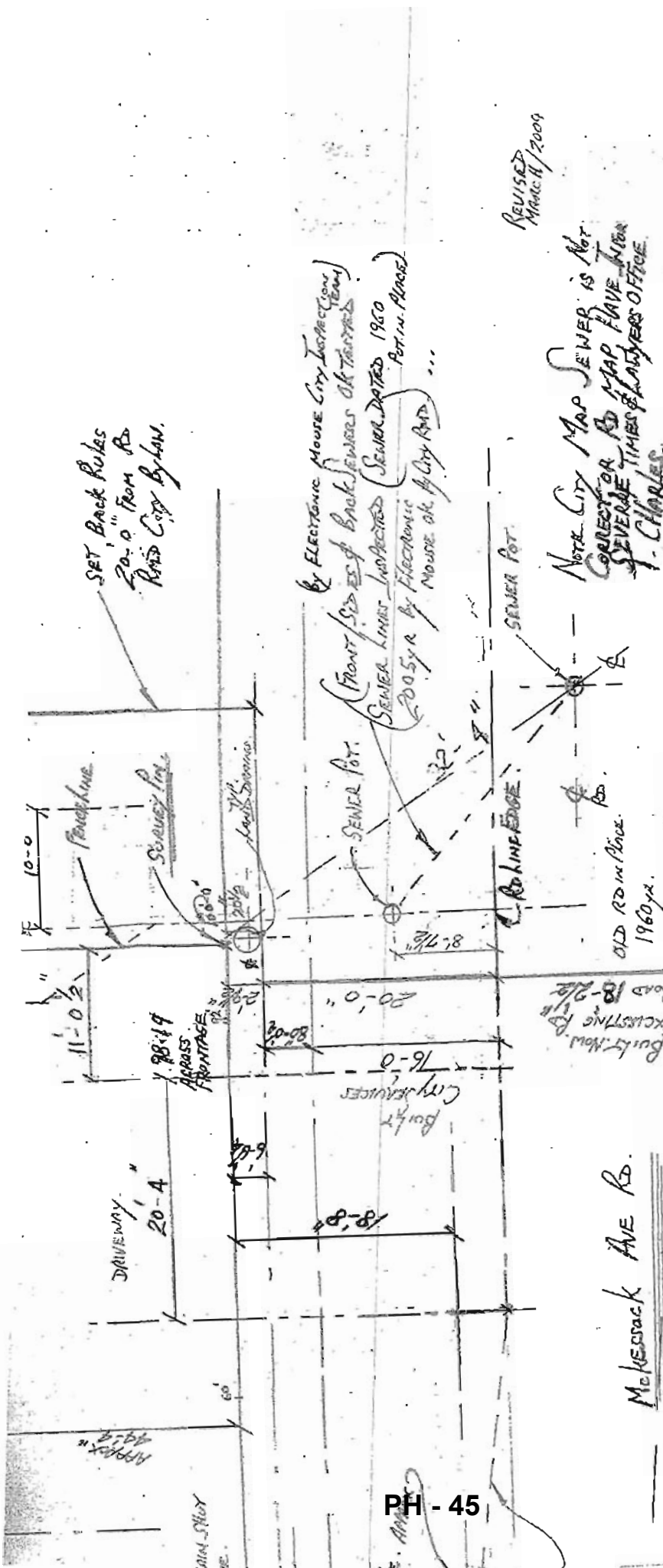
City of Richmond
911 No. 3 Road, Richmond, BC V6Y 3C1
www.city.richmond.bc.ca
Jim Young, P.Eng.
Manager, Design & Construction
Engineering and Public Works
Tel: 604-276-4610
Fax: 604-276-4191
jyoung@city.richmond.bc.ca
669-9945
David Hall
City of Richmond
1124
for printing sales

CARAGEY
LINE
(CLEAR)

LEGAL DOCUMENT.

VERIFIED BY CITY ENG & SURVEYOR
CITY OF RICHMOND

NOTE 60° ANGLE AS SHOWN



SET Back Rules
20'-0" From R.
Road City Below.

By Electronic Mouse City Inspector (see
Front/Side of Back Sewers OK THRUOUT)
SEWER LINES INSPECTED (SEWER DATED 1960
POT. IN PLACE)
SEWER LINES INSPECTED (SEWER DATED 2005yr BY ELECTRONIC
MOUSE OK CITY RD) ...

REVISED
MARCH 11/2009

NOTE: CITY MAP SEWER IS NOT
CORRECT OR AD MAP HAVE INTER
SEWER LINES & LAWYERS OFFICE
J. CHARLES.

Scale: DEC 8TH 2006yr

DRAWING TO SCALE OF
1/8 TO 1'-0" AS BUILT
AS SURVEYED
AS SEWERS BUILT & IN PLACE
THE SIDES OF PROPERTY
MAP TO SCALE 1/8 - 1'-0"
ACCURATE.

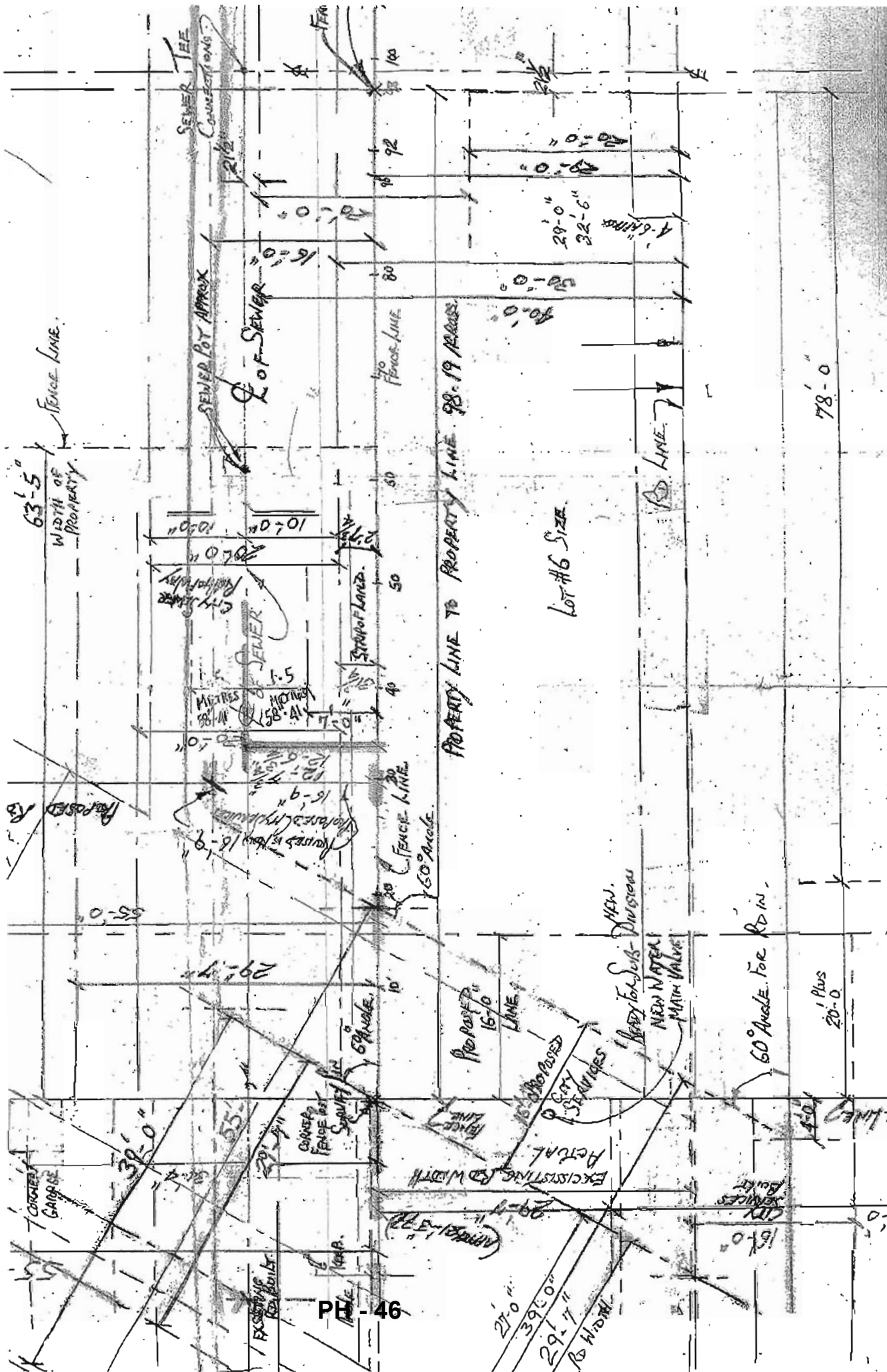
SCALE IS 1/8" TO 1'-0" STANDARD IMPERIAL MEASUREMENTS.

SEWER RUNS
on PROPERTY
LATERAL LINE
NORTH-SOUTH = 100'-0"
TO TREE-COURTNEY.
EAST-WEST FROM TREE CONNECTION
= 254'-84" TO PROPERTY R.
TOTAL = 354'-84" OF SEWER PIPE.

ALL READY
INSTALL TO PROPERTY LINE
IN FRONT OF REAR OF PROPERTY
READY WORKERS AT PROPERTY LINE

NO KEAR
McKessack "R" WIDTH
AT 16'-4" SAME AS 1900yr.
STILL SAME JUNE 2009yr.
ON TWO SECTIONS OF RD
INCOMING FROM BIRD CREEK

SEWER POT.
C. R. LINE EDGE
SEWER POT.
OLD RD IN PLACE.
1960yr.
BUILT NEW
EXISTING RD
Road 18-2/2



63'-5"
WIDTH OF
PROPERTY

FENCE LINE

SEWER TEE
CONNECTIONS

SEWER POT APPROX

LOF-SEWER

PROPERTY LINE TO PROPERTY LINE 98.19 ACROSS

LOT #6 SIZE

78'-0"

SEWER
1.5
METERS
58'-4"
STOP OF LAND

60° ANGLE

NEW WATER
MAIN VALVE

60° ANGLE FOR RD IN

1 Plus
20'-0"

PH - 46

27'-0"
39'-0"
29'-7"
RD WIDTH

CITY
SERVICES
BUILT

CORNER
GARAGE

CORNER
FENCE POT
SPURRING
LINE

EXISTING RD WIDTH

PROPOSED
RD WIDTH

4'-0"

LINE

Windows Live Hotmail Messenger SkyDrive | MSN

brian rcray
profile | sign out

Hotmail

New | Reply | Reply all | Forward | Delete | Junk | Sweep | Mark as | Move to | Categories |

Inbox

RE: 2420/2400 Mckessock

Back to messages |

Folders

- Junk
- Drafts (20)
- Sent
- Deleted (28)
- brianrcray
- New folder

Quick views

- Documents
- Flagged (1)
- Photos
- New category

Messenger

33 invitations
Messenger isn't available now.

Home

- Contacts
- Calendar



Lussier, Cynthia Add to contacts
To brian rcray

25/06/2012

Reply

Thank you Mr. Cray for your email.

I will be considering your comments when I review the subject application as well as summarizing the nature of your comments for inclusion in my staff report to Council. My review will certainly take into consideration greater area context. My staff report will probably be more comprehensive than that of other similar proposals for 2-lot subdivisions by recommending multiple options and by seeking more direction from Council with respect to the implications of the subject application for the remainder of the area and for all involved.

As requested, I will keep you informed about the subject application.

Cynthia Lussier
Planning Technician
Tel. 604-278-4108
Fax. 604-278-4052
clussier@richmond.ca

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

From: brian rcay [mailto:brianrcray@hotmail.com]
Sent: June 22, 2012 4:53 PM
To: Lussier, Cynthia; Ua
Subject: 2420/2400 Mckessock

Dear Ms. Lussier:

I wanted to bring to your attention for your consideration the following from the Feb 20, 2012 report of planning committee:

In regards to the area between Shell rd and Mckessock on Bridgeport rd, "this section has been identified for a comprehensive review to determine how the area can develop."

It also states "due to the existing lot geometry along this sector would be difficult for development to connect to an operational lane."

The development RZ 12-610919 at 2420 Mckessock will impact and the remaining large lots between Shell Road and Mckessock for access. Under existing policy we are RS1/D with the potential to go to RS1/B with a lane. But staff has said that we are not like for a lane and should have a comprehensive review. This development makes it less likely for a lane and there is continue

COMPARATIVE REVIEW FROM PREVIOUS 2011 FEB COUNCIL MEETING

http://sn126w.snt126.mail.live.com/mail/inbox/light.aspx?n=1313626066

26/06/2012

REZONING Policy 5448

PLEASE NOTE - THE BIG RIVER RD DEVELOPMENT IS GOING TOWN HOOD, NOTE TRAFFIC PATTERNS

SERVICING, FIRE FIGHTING & DENSITY FACTOR QUESTION, WILL SHELL RD GO WITH TOWN HOODS DOWN TO RIVER RD ALSO THE BACK LOTS & SERVICING LOTS RD DRIVEN BY RE ZONING TO TOWN HOODS COUNCIL HOODS OR ALL TOWN HOODS 550 NEEDED BY SUB-DIVISION ACCORDING TO BRIAN JACKSON & HOLLY BINK AT CAMBERIDGE HOOD PUBLIC HOODS

July 2012
Checked July 4th

PLEASE NOTE THESE MAPS ARE NOT SCALE.

BUT DO SHOW PROBLEMS BETWEEN CITY MAPS MY DEED TITLE & LANDS TITLE OFFICE (CONFIRMED) Jim Young P. Eng ISSUED MAP TO ME IN 2006yr 8TH DEC CONFIRMED BY CITY SURVEYOR (RMD) MR CARPUN

THIS MAP ISSUED TO ME MR T. CHARLES CITY WAS ASKED TO CORRECT MAPS AT THAT TIME, (HAVE NOT DONE SO) TO DATE. LARGE MAPS.

NOTE City Planner / NOTE DENSITY FACTOR = 12.02 CONFIRMED PER A/C BY PUBLIC MEETING CHARLE SCHOOL CHAIRMAN BY MR CROW. PDS ARE GRANTING PARTIAL CHANGE AS NOT CHANGED SINCE 1960yr WITHIN BUILT ALONG BRIDGEPORT RD McKECKOCK AVE IS 5 METERS FROM (INCOMING & OUTGOING) TARMAC SURFACE AT 16'-4" OR 5 METERS - NOTE SUB-DIVISION RD/AVE & LANES ALL AT 16'-4" OR 5 METERS & HOUSES LAID OUT IN BLOCKS (COOK RD ONLY EXEMPT)

A. B. C. D BLOCKS & NUMBERS, CITY PLANNERS & STAFF TO CHANGE TO BLOCK SYSTEM & DENSITY FACTORS TO ACHIEVE DENSITY REQUIRED FOR MORE HOUSE LAYOUT FOR R./B LOTS & LOT SIZE 100' x 40' W/ 16'-4" OR 5 METERS

REQUIRES ZONING CHANGE FOR BACK LOTS (SAME AS COOK RD & CHARLE SCHOOL AVE) TO R./B-TOWN HOUSES / COACH HOUSES W/ LANES RD/AVE AT 5 METERS.

PROPOSED SUB-DIVISION RD ON TOP OF SEWER IN POSITION IN GROUND NOW ALSO DESIGNATED RD OUT TO SHELL BETWEEN 2781 SHELL RD & 2755 ON TOP OF SEWER SO DESIGNATED SINCE 1978 A MAP OF McKENNAN SANITARY SEWER AREA MAP. CLEARLY SHOWN & HAS NOT CHANGED...

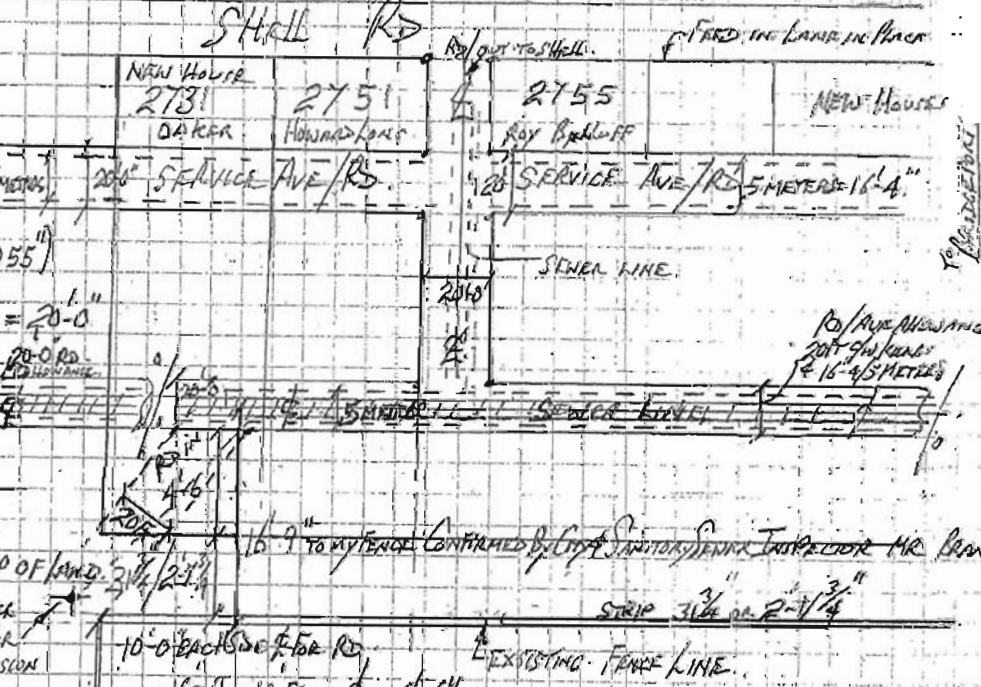
6/11/Nov/2012 yr
 604-273-9761
 FROM T. CHARLES
 15 REARDS
 9 ZONE 1000
 NOV 6TH
 12/11/12
 10 SPENDER
 21 MAYOR

FOR MAYOR
 MARTINE G/11/NOV/2012
 ADTENDANT
 TO GO CONSIDER FLOY
 MPPS & LAND
 PLANNING &
 COUNCIL STAFF

FOR MAYOR
 MARTINE
 6/11/NOV/2012 yr

SEWER ALLOWANCE RD.W.
 = 1.5 METERS = 59.055"
 EACH SIDE
 RD/AVE ALLOWANCE = 20'-0"
 PAVED 16'-4"
 UNPAVED 5 METERS

McKECKOCK AVE.
 STRIP OF LAND 3 1/4" 2 1/4"
 VALUE NEW WATER MAIN FOR SUB-DIVISION
 10'-0" EACH SIDE FOR RD
 16'-4" - 10' FROM & = 4'-6"
 EXISTING FENCE LINE.



(REDLINE FOR WATER MAINS) SUB-DIVISION PROPERTY LINE

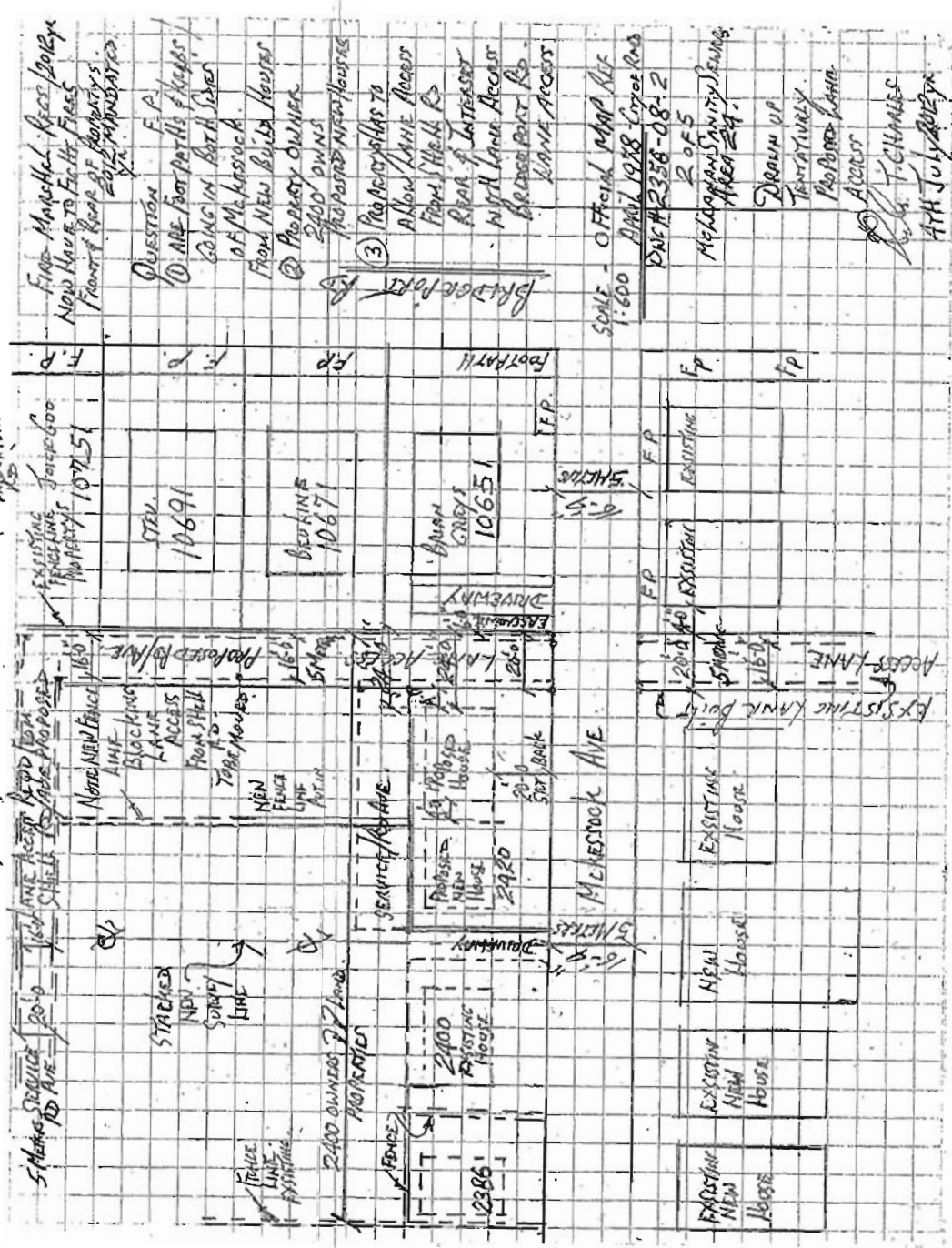
QUESTION: WHAT IS THIS 3 1/4" STRIP OF LAND ON MY DEED TITLE & SEWER RIGHTS OF WAY?

6/11/NOV/2012 yr
 604-273-9761
 FROM T. CHARLES

NEW HOUSE
NEW HOUSES

NEW HOUSE ON BERRY BLVD

REVISED LATEST MAP.
6/7/11 Nov/2012yr
FOR MAYOR MEETING
6/7/11 Nov/2012yr
FOR REZONING



THIS MAP IS NOT TO SCALE.
BUT DOES SHOW HOW TO KEY
OUT SERVICE RD'S/AVES.

FOR REZONING CONSIDERATIONS RZ-12-610919.

Res Policy 5448

PLEASE NOTE THESE MAPS ARE NOT

SCALE.

BUT DO SHOW PROBLEMS BETWEEN CITY MAPS MY DEED TITLE & LAND TITLE OFFICE (CONFIRMED) Jim Young P. Eng ISSUED MAP TO

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RDS ARE GRANTING PAVEMENT CHANGES AS NOT CHANGED SINCE 1960/12 WHEN BUILT ALONG BRIDGE PORT RD McKESSOCK AVE IS 5 METERS FROM (INCOMING & OUTGOING) TARMAC SURFACE AT 16'-4" OR 5 METERS - NORTH SUB - DIVISION RD/AVE OF LANDS ALL AT

16'-4" OR 5 METERS & HOUSES LAID OUT IN BLOCKS (EXAMPLE)

A - B - C - D BLOCKS & NUMBERS, CITY PLANNERS & STAFF TO CHANGE TO BLOCK SYSTEMS & DENSITY FACTORS TO ACHIEVE DENSITY REQUIRED FOR MORE HOUSE LAYOUT FOR R/O/B LOTS & LOT SIZE 100' x 40' W 16'-4" RD = 5 METERS

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SHELL RD

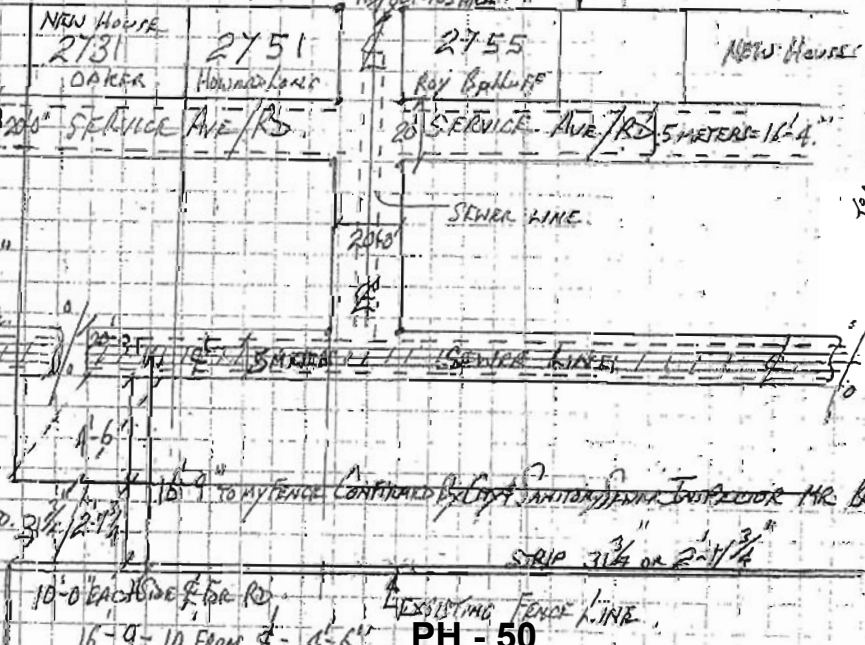
Rd/OUT TO SHELL

F. FEED IN LANE IN PAST

For Mayor's MEETING 6TH/NOV/2012 ADJUTANT GEN TO BE CORRECTED BY MAPS & LAND PLANNING & GENERAL STAFF

For Mayor's MEETING 6TH/NOV/2012

SEWER ALLOWANCE ROW = 1.5 METERS = 59'-0.55" EACH SIDE RD/AVE ALLOWANCE = 20'-0" PAVED 16'-4" UNPAVED = 5 METERS 5 METERS



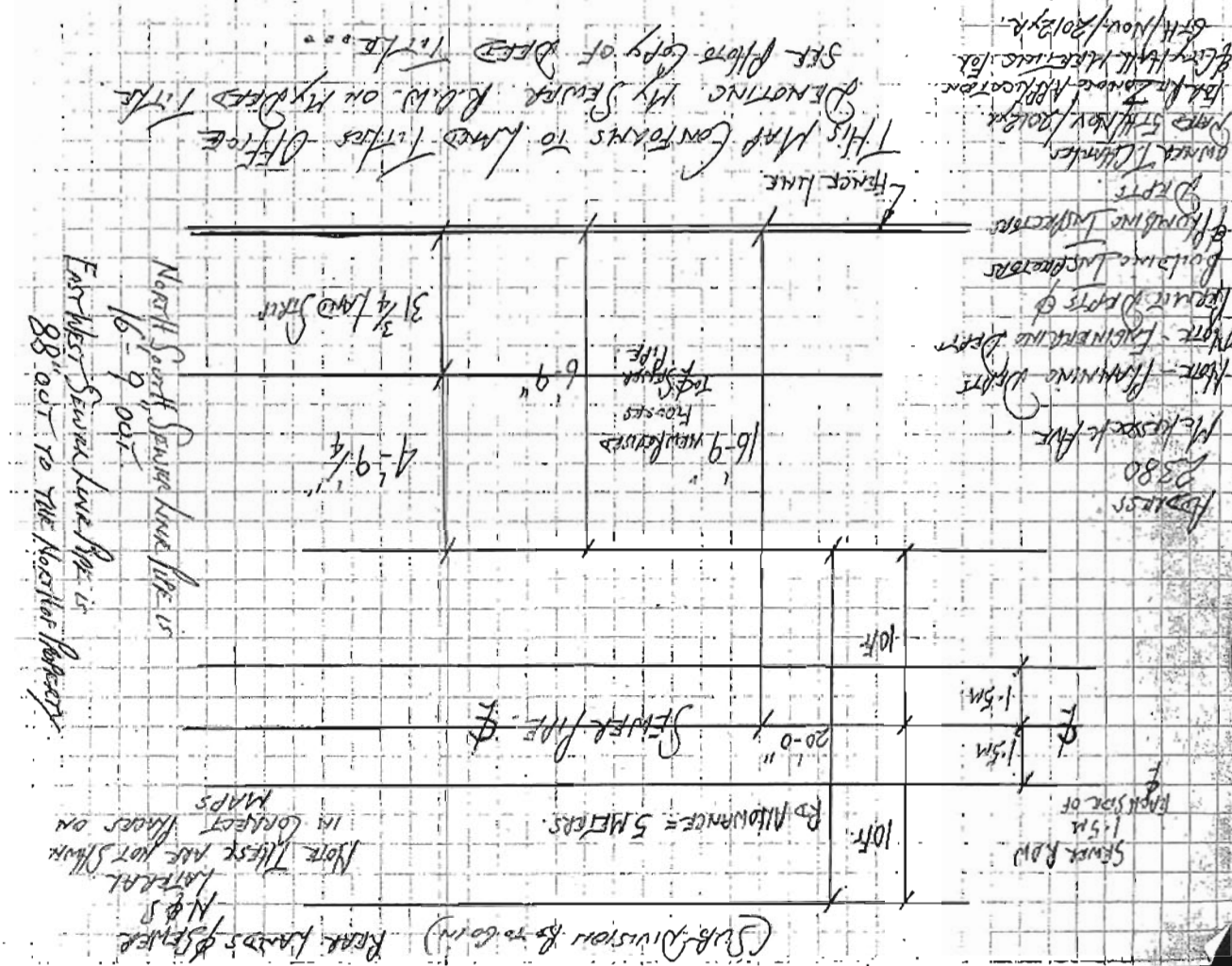
Tom T. Charles 604-273-9761 6TH/NOV/2012

604-273-9761 6TH/NOV/2012 As Regards REZONING 6TH/NOV/2012

McKessock AVE

604-273-9761

QUESTION WHAT IS THIS 3 1/4" STRIP OF LAND ON MY DEED TITLE & SEWER RIGHTS IN LIA.



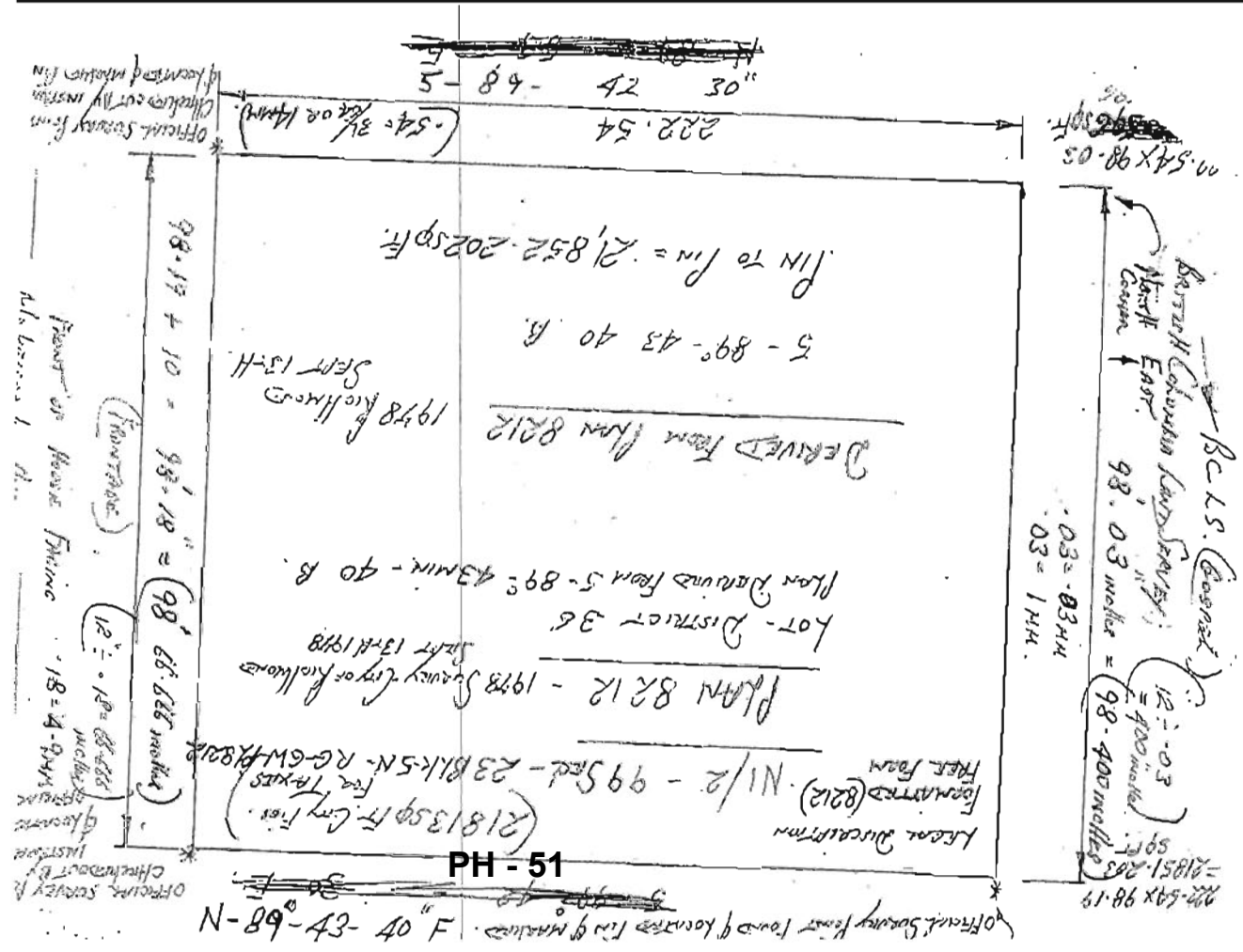
THIS MAP CONTAINS TO LAND TITLE OFFICE
 DENOTING BY SEWER R.O.W. ON MY DEED TITLE
 SEE PHOTO COPY OF DEED TITLE

NORTH SOUTH SEWER LINE LINE IS
 16-9 001
 EAST WEST SEWER LINE LINE IS
 88' 00" TO THE NORTH PROPERTY

NOTE WEST ARE NOT SHOWN
 IN CORRECT PLACES ON
 MAPS

REAR LANDS OF SEWER
 LATERAL
 N&S
 (SUB-DIVISION AS TO GOING)

Address
 2380
 Mc KESSICK AVE
 KATE - PLANNING DEPT
 North - Engineering DEPT
 Bureau of Building Inspection
 Planning Department
 6/14/Nov/2012

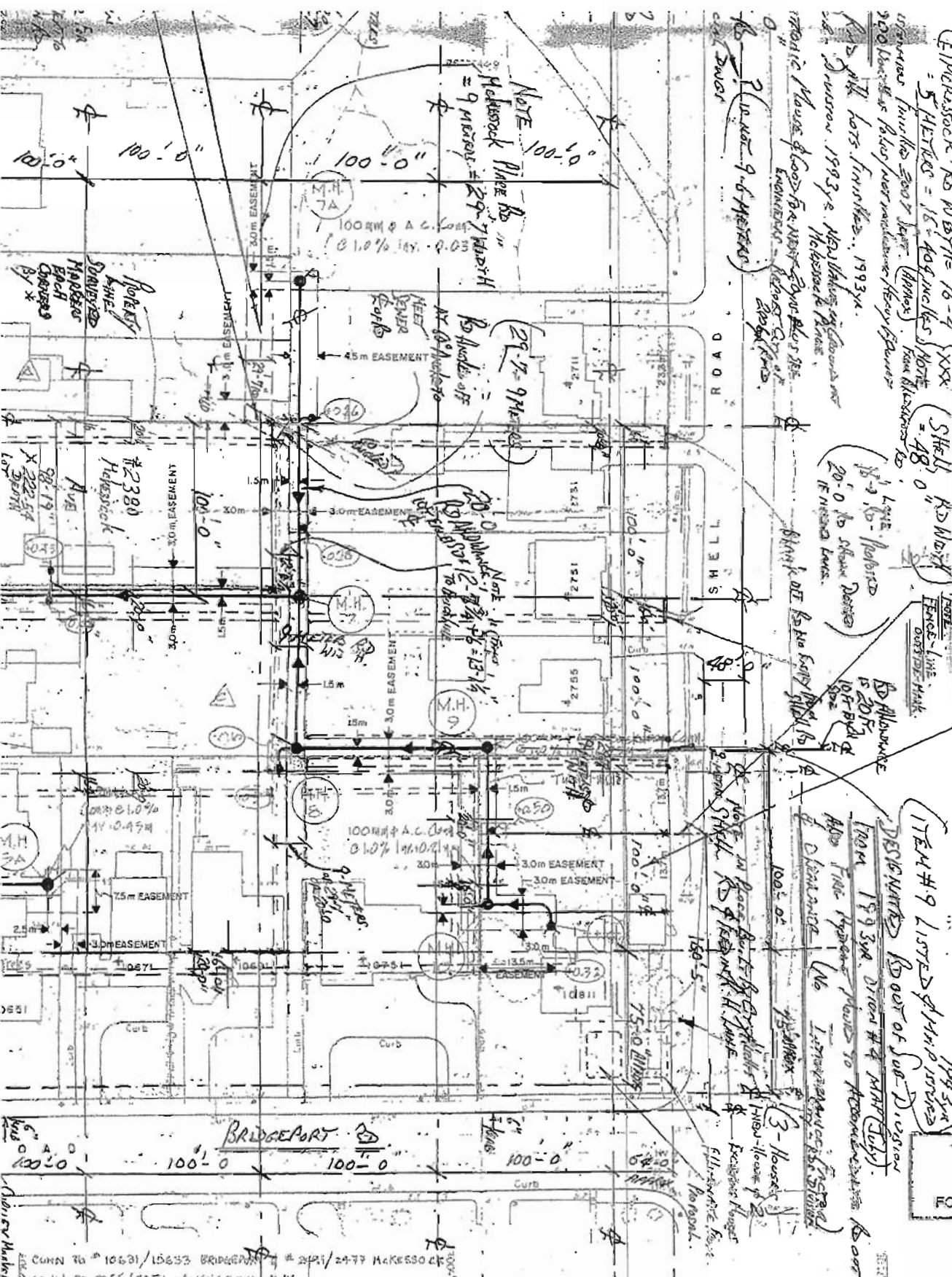


PH-51

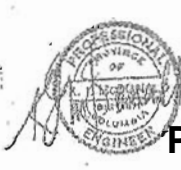
Official Survey from
 Checked over by instrum
 if located within 1 m.
 Point of Beginning
 12' ± 0.12' = 66.666
 inches
 18' ± 4.9MM
 98' 66.666 inches
 12' ± 0.12' = 66.666
 inches
 18' ± 4.9MM

222.54
 03' 27 - 48 - 5'
 (54' 31/2" or 14mm)
 Derived from Plan 8212
 5 - 89° - 43' 40" B.
 Plan Derived from 5 - 89° 43MIN - 40 B.
 LOT - DISTRICT 36
 Plan 8212 - 1978 Survey City of Knoxville
 SHT 13-A-1978
 1978 Knoxville
 SHT 13-H
 21813 sq ft City lot
 For Taxes - 23 Bk 5-N - RG-6W-A-8212
 995' ± - N 1/2 - 995' ± - N 1/2 - 995' ± - N 1/2
 21813 sq ft City lot

222.54 x 98.19 = 21851.283
 03' 03MM
 03' 1MM
 98' 03 inches = 98.400 meters
 12' ± 0.3
 = 400 meters
 98' 03 inches
 12' ± 0.3
 = 400 meters
 98' 03 inches
 03' 03MM
 03' 1MM
 98' 03 inches = 98.400 meters
 12' ± 0.3
 = 400 meters
 98' 03 inches
 12' ± 0.3
 = 400 meters
 98' 03 inches



CONN TO # 10631/10633 BRIDGEPORT # 2421/2477 MCKESSOCK
CONN. TO 2355/2371 MCKESSOCK AVE
Part of San Sewer Line (48" to MH 24) Abandoned.
Sanitary Sewer Connection for #2468 McLennan Avenue
Curb for Subd. #2400 McKessock Ave.
San. Conn. for Subd. Lot # 10451 Bridgeport
San. Conn. for Subd. Lot # 2360 McKessock
"AS BUILT"
HK



THE CORPORATION OF THE TOWN OF
 DESIGN: T. LIEN
 DR/TR: P. CHAN
 CHECKED: PH - 52
 ENGINEER

MCLENNAN SANITARY
 AREA 24
 PLAN OF INFLUENT
 1978yr. TAIT SUBDIVISION

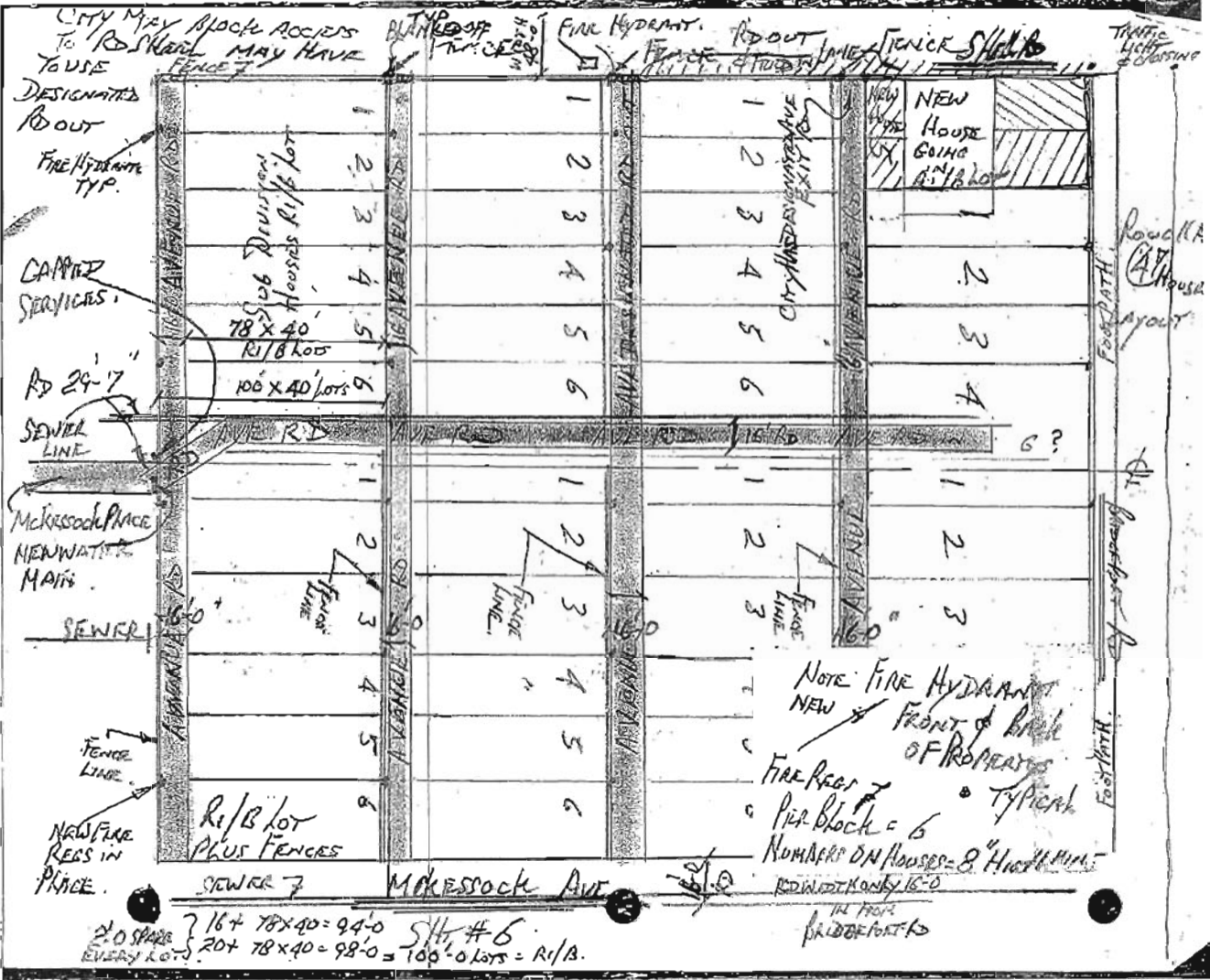
MCKESSOCK RD WIDTH = 16-4' XXXX SHELL RD WIDTH = 48' 0"
 5 METERS = 16' 4" 40 METERS = 131' 2"
 100 METERS = 328' 1'
 900 METERS = 2953' 1"

ITEM #9 LISTED #1410 1993yr
 DESIGNATED ROOT OF SUB-DIVISION
 FROM 1993yr. DIVISION #4 (MAY 1974)
 ALSO THE PROPERTY PLANS TO ACCOMMODATE ROOT
 OF DISTANCE (NO LATERAL PROPERTY DISTANCE)

BRIDGEPORT

1993yr

70



20 SPACES
 EVERY 10' → 16 + 78x40 = 94'-0" 5th #6
 20 + 78x40 = 98'-0" 100'-0" lots = R/I.B.

eritac® Innovation in tools®
 Made in Canada

from the workbench of:
 Date:

NOTE
 For Rezoning Application
 City Hall Meeting will be Nov/2012

1) R 68 X 4.7 Acres = 59.598 Houses }
 - 5 for B into Sub-Division about
 Thru Rd = 54.596 = 54 1/2 Houses

2) Town Houses = + R/I.B. lots
 3) R/I.B. lots = 78 X 40-0 + 20-9 lane
 space = 18-0
 photos of house
 1400 sq ft

NEW Fire Marshal Req.
FEDERAL Rule = BC Justice Ministry
 From 24th Oct Jan BC
 Building PROVED
 ALL Codes Houses will be FEDERAL
 Codes by LAW PAGES FROM 24th Oct/2012
 WILL NOW BE FEDERAL CODE LAW
 WITHOUT EXCEPTION

4) Coroll Houses = 52 Plus 30 +
 lot size = R/I.B House size = 3250 sq ft
 9/10 have Access

5) This Complex to Public Hearing, Meeting, Capped
 For Housing Ministry to Go to 12/18/2012
 Capped meeting also Largest Public for Coroll House
 1/8 lot size houses 16-0 of R/I.B 16-0 or 5 metres
 Jackson Dept Planning

1-320

RIGHT - OF - WAY PLAN TH
SEC. 23 BLOCH 5 N. RGE.

FOR PUBLIC UTILITY SERVICES

BOOK OF REFERENCE

		DESCRIPTION		FRAC	SEC. 23	B. 5 N. R. 6 W. PL	8212	N. W. D.	AR.
PT.	LOT 90,								
W 1/2	"	101,							.027
E 1/2	"	91,							.043
W 1/2	"	91,							.037
N 1/2	"	99,							"
S 1/2	"	99,							.070
PT.	"	65,							"
"	"	66,							.075
S 1/2	"	77,							.024
"	"	89,							.075
S 60'	"	92,							"
	"	155,							"
	"	156,							"
	"	157,							"
	"	"A",	BLK. 67,						"
E. PT.	"	"	"						.019
W. "	"	"	"						"
W. "	"	"B",	"						"
W. 85'	"	"	"						.018

F 3

JOD No 18-6626 E.V.

48-249

PLAN 55877
REF. RD 822.46

Deposited in the Land Registry,
Office of New Westminster, B.C.
This 10. day of Nov. 1978

@ Heddes

Assistant Deputy
Registrar

This plan lies within the
Greater Vancouver
Regional District

PLAN
42520
244

189
PLAN
33750

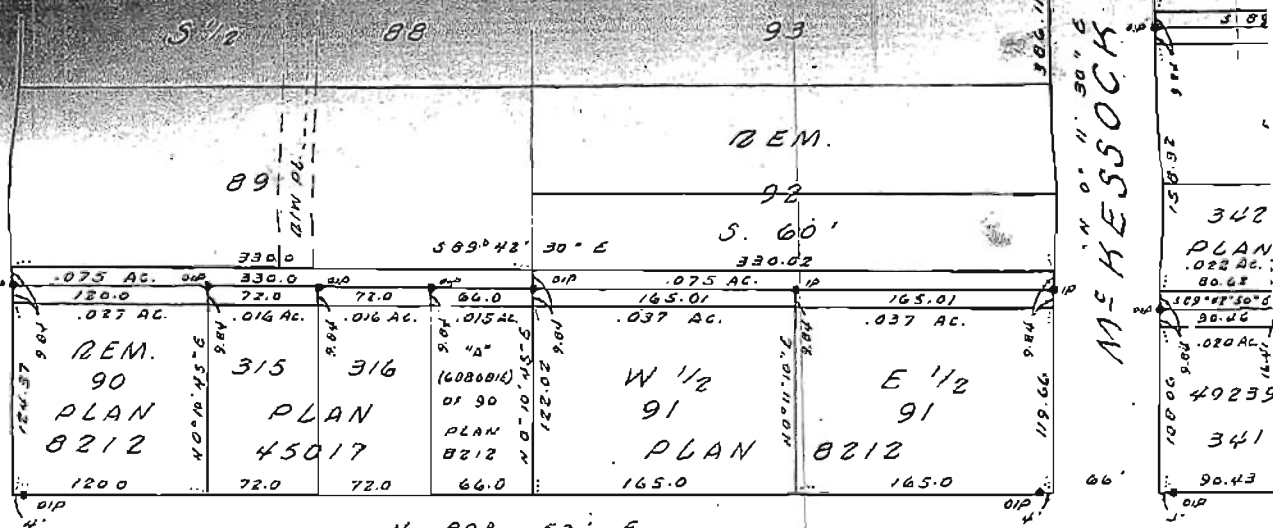
(My Lot is # 99)
T. CHARLES
N 1/2 - 99 Sec - 23 Blk 5N - R6 - 6W - 18212
Plan 1978 Survey Seat 1344/1978 PL.
107 DISTRICT 36
Plan DeLund Plan 5-89-43 MIN-40 B

PLAN 8212

M-LENNAN RD.

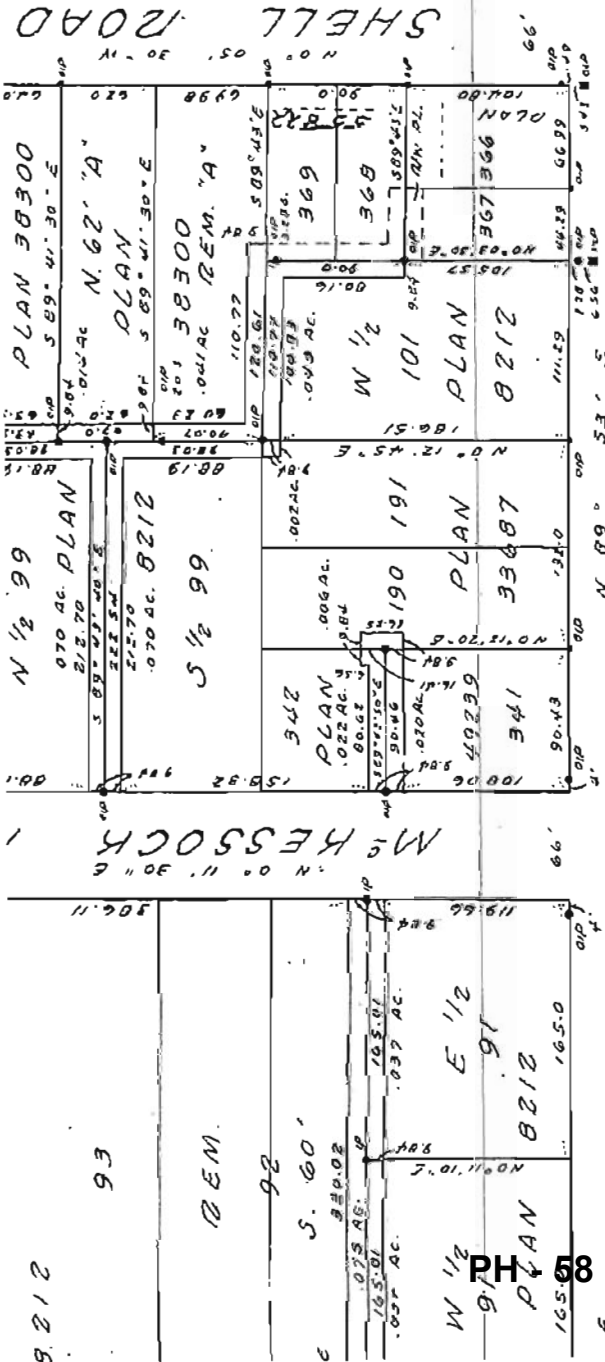
M-HESSOCK ROAD

RT ROAD



LEGEND

- Scale 1 inch = 100 feet
- e astronomic derived from Plan 8212.
- Indicates old iron post found
- Indicates old lead plug found
- Indicates iron post set



I, Richard H. H. H. of the Municipality of Richmond
 British Columbia Land Surveyor make oath and
 say that I was present at and did personally
 superintend the survey represented by this plan
 and that the survey and plan are correct. The said
 survey was completed on the 15th day of
September 1978.

Richard H. H. H.
 15 9 78

Sworn before me at Richmond, B. C. This 15th day of September 1978.

Richard H. H. H.
 A Commissioner for taking affidavits
 within British Columbia

To **CYNTHIA LUSSIER** **QUESTIONS ASKED FOR** **SH#1 OF 2.**
PLANNING TECHNICIAN & **SUBMITTED ON 10/11 JULY 2012**
DATED & STAMPED RECEIVED
BY CITY ROAD PLANNING DEPT.
FOR REZONING CONSIDERATIONS **REGS - 5448 POLICY**
FILE # RZ 12-610919.

CITY OF RICHMOND
 JUL 10 2012
 RECEIVED

For Mayor
 City Hall Meeting
 Nov 5th / 2012

T. Chhabra

Phone #
 504-273-9781
 2380 McKeessock Park Road

QUESTIONS FOR COUNCIL MEETING ON THIS APPLICATION
 & IMPACT TO RESIDENTS REZONING
 QUESTIONS ABOUT APPLICATION FOR 2420 McKEESSOCK AVE
 AS PER REQUEST QUESTIONS SH#1
 4TH JULY 2012 SH#1 OF 2.

- ① PLEASE ALL NEW SUB-DIVISION APPLICATIONS TO HAVE LANE ACCESS
 FILE # 6360-07 - 20TH JAN 2002-2003 PASSED BY CITY ROAD
 BY DIRECTOR OF ENGINEERING MANAGER & REZONING JOE FROEG
 & STEV ONO PEAK DIRECTOR ENGINEERING
 NOTE THIS APPLICATION DOES NOT HAVE A LANE ACCESS
 AND IT BLOCKS OFF LANE ACCESS TO OTHER RESIDENCES IN AREA
 OF BRIDGEPORT RD & STELL RD AS PER PLAN LAYOUT SH#1 OF 9
 SUBMITTED TO CYNTHIA LUSSIER ON 4TH JULY 2012 DATED
 3RD AND STAMPED RECEIVED CITY OF RMD
- ② CAMPBIE SCHOOL PUBLIC HEARING FOR POLICY 5448 AREA TARIFF
 PUBLIC VOICED THAT YES, THEY WANTED HIGHER DENSITY
 FACTOR OF 12.68 MIN PER ACRE
 REZONING POLICY TO REFLECT PUBLIC REQUEST AT MEETING
 CHAIRED BY MR CROW CITY OF ROAD
- ③ FIRE MARSHAL REGS / 2012 NOW HAVE TO HAVE FIRE FIGHTING
 FRONT & REAR OF PROPERTIES REQUIRES LANE ACCESS BY
 FEDERAL LAW 2012 FIRE MARSHAL REGS
- ④ QUESTION ARE KERBS - BLVD / FOOT PATH GOING TO GO IN OR
 ALL NEW HOUSES & APPLICATIONS IN FUTURE & CONNECTIONS TO
 EXISTING HOUSES ON WHOLE OF STREET & EXIT TO BRIDGEPORT RD
 TRAFFIC RESTRICTION NOW AS EXIT REDUCED FROM 36'-0"
 FLARE OUT TO 30'-0" FLARE OUT. NOW GREATER FLOW OF
 TRAFFIC FROM FRONT HOUSE. MIN 9 CARS AVERAGE GOING OUT
 TO BRIDGEPORT RD CAUSING TRAFFIC DELAYS
- ⑤ PROPERTY OWNER APPLICATION OWNS ALL THREE PROPERTIES ON
 THIS APPLICATION 2400 McKEESSOCK ALSO NEW SURVEY LINK TO
 & LINK OF HIS DRIVEWAY NOW SEE SH#1 OF 7 LAYOUT
- ⑥ PROPERTY ALONG BRIDGEPORT RD / STELL RD HAVE TO HAVE LANE
 ACCESS ON ALL NEW OR PROPOSED PROPERTIES BY 2002-2003
 CITY BY LAW PASSED ON JAN 27 / 2002-2003 DIRECTOR OF
 ENGINEERING CITY OF RMD FILE 6307-07
- ⑦ FENCE LINE NEW IS NOW BLOCKING LANE ACCESS AS PER
 DIRECTOR OF ENGINEERING FILE # 6307-07 AND HAS TO
 BE MOVED TO NEW SURVEY LINK OR DISCONTINUED FROM
 THIS APPLICATION & CLEARED OFF PROPERTY TO GIVE LANE ACCESS
 AS PER LAYOUT PLAN SH#1-7 DATED 3/ JULY & 4TH JULY 2012
- ⑧ OFFICIAL SENSER MAP # 2356-08-2 205 McKEESSOCK SANITARY SEWER
 AREA 24

NOTE ***
 AS OF JULY 10TH 2012
 CITY CREW DETAIL (SHOW)
 (REPORT BY CITY)
 NO SIDE WALKWAY PATH
 ON 7 HOUSES (WHY) IS IT
 NOT GOING IN & BLVD'S
 CORNER HOUSE ON
 McKEESSOCK TO HAVE
 HAS SIDEWALK PATH &
 KERBS.
 NOTE ***
 ALSO GRAVEL STRIP ON
 7 PROPERTIES IS NOT
 CONSISTENT AT MIN 7'-0"
 GRAVEL FROM ROAD
 NOTE WALKWAY SHOULD BE
 6'-6" INCLUDING KERBS & PAVEMENT
 WALKWAY
 SEE OTHER SIDE OF RD
 McKEESSOCK AVE.

(9) REZONING NOTE R/L/B LOTS = 78' x 40' + 20' LANE = FOREVER
 100'-0" LAYOUT = 2 FT SPARE EACH LOT. (AS PER LETTER FROM CITY ROAD
 COACH HOUSE RC = SAME SIZE. (FROM R/L/D TO R/L/B OR NOW RC COACH HOUSE)
 NOTE HYDRO PILES ALL NEW LAID OUT TO 1950's
 LAYOUT EVERY 100'-0" - NORMAL CLEARANCE FACTOR
 ON BRIDGEPORT RD / SHELL RD / MCKESSOCK AVE.

CITY OF RICHMOND

JUL 10 2012

RECEIVED

(10) ALL EXISTING SEWERS ARE SITUATED IN IDEAL LOCATION
 FOR SUB-DIVISION LANE OF THESE RDS AS PER PLAN
 LAYOUT 1. THRU 7 STS DATED 3RD JULY & 4TH JULY TO
 ALSO MOVED OK FOR SERVICE SINCE APPROX MARCH 2012 FOR NEXT
 25 MINIMAL OK BY ENGINEERING DEPT.

(11) SUB-DIVISION RD TO ANGLE AT FIRST TO 60° ANGLE THEN TO GO
 ON TOP OF N/S SEWER & EXIT RD DESIGNATION (SINCE 1983 yr on City MAP)
 BETWEEN HOWARD LONG HOUSE SHELL RD 2751 & BURKETT
 HOUSE 2775 ON SHELL RD DESIGNATION EXIT SINCE MAP
 ISSUED 1978 ALSO FIRE HYDRANT ^{HAS BEEN MOVED.} MOVE CLEAR OF
 EXIT RD FROM SUB-DIVISION & FEED IN LANE SHELL RD
 FOR SUB-DIVISION EXIT ONLY TURN RIGHT DESIGNATION
 NOTE ALSO NO PAVEMENT AREA ON WEST SIDE OF SHELL RD
 IN THIS NEAR HOUSE AREA. NOW WILL PAVEMENT &
 ACCESS LANES FOR ALSO PAVEMENT DOWN SHELL RD
 & FIRE MARSHAL REE 2012, NOTE
 FIGHTING FRONT OF BEAR OF PROPERTIES REE FIRE MARSHAL 2012 yr
 FEDERAL LAW & INSURANCE OF CANADA.

(12) NEW WATER MAIN IN PLACE FOR SUB-DIVISION TO
 BACK LANDS - ON MCKESSOCK PLACE EXTENSION SUB
 - DIVISION RD & ACCESS LANES FOR SHELL RD & MCKESSOCK &
 BRIDGEPORT RD TOO CONSIDER FOR THIS REZONING NOW
 TOO TOWN HOUSES / OR COACH HOUSE RC/B LOT SIZE NOW.

(13) ALL CAPPED SERVICES IN SITU READY FOR SUB-DIVISION EXTENSION

(14) SUMMARY THESE ALL MY CONCERNS & MY NEIGHBORS FOR ACCESS
 LANE & SERVICE ABILITY FOR FRONT & REAR OF PROPERTIES
 & MEETING ALL CRITERIA ENGINEERING REQUIREMENTS NOW.

(15) NEW HOUSING ON MCKESSOCK AVE HAVE HAD CRUSHED PANELS Laid DOWN WEST SIDE OF PROPERTIES ^{WILL PAVEMENT} & SIGN
 AS PER REQUEST OF T. CHARLES
 CYNTHIA LUSSIER CITY COUNCILOR
 PLANNING DEPT. REPORT OF
 4th JULY 2012 yr
 4th JULY 2012 yr

???
 17-0 STREET MARK FROM RD.
 NEEDED IS
 SIGN ON 3 PROPERTIES
 7 PROPERTIES
 INVOLVED.

*North H. South Service - 1992 is 16'-9" From Fence Line.
S. OUT - EAST WEST LINE SERVICE LINE IS 88" OUT TO THE NORTH.*



City of Richmond Policy Manual

Page 1 of 2 Adopted by Council: September 16, 1991 POLICY 5448
 Amended By Council: February 20, 2012
 SINGLE-FAMILY LOT-SIZE POLICY IN QUARTER SECTION 23-5-B

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.

*Please Note on July layout the Survey of the 1/2 Acre Plot is 13'-1" out of 88" E. N. Separation
 PLANNING NOTE - Cynthia Lusnier has now taken over
 This Project - Planning 604-276-4108
 (Planning Technicians) City of Richmond
 Note layout No. 4 Road - Planning 604-276-4108
 Reported 550 Extra Access in
 S04 Division Part of Chamber School
 Public Hearing Meeting*

*** **

Hotmail - brianrcray@hotmail.com

Windows Live® Hotmail Messenger SkyDrive | MSN
 New | Reply | Reply all | Forward | Delete | Junk | Sweep | Mark as | Move to | Categories | Options
 brianrcray
 profile | sign out

Hotmail
 Inbox
 Folders
 Junk
 Drafts (20)
 Sent
 Deleted (28)
 brianrcray
 New folder
 Quick views
 Documents
 Flagged (1)
 Photos
 New category
 Messenger
 33 Invitations
 Messenger isn't available now.
 Home
 Contacts
 Calendar

RE: 2420/2400 McKessock
 Lusnier, Cynthia Add to contacts
 To: brianrcray
 25/06/2012
 Reply

Thank you Mr. Cray for your email.
 I will be considering your comments when I review the subject applicant as well as summarizing the nature of your comments for inclusion in my staff report to Council. My review will certainly take into consideration greater area context. My staff report will probably be more comprehensive than that of other similar proposals for 2-lot subdivisions by recommending multiple options and by seeking more direction from Council with respect to the implications of the subject application for the remainder of the area and for all involved.

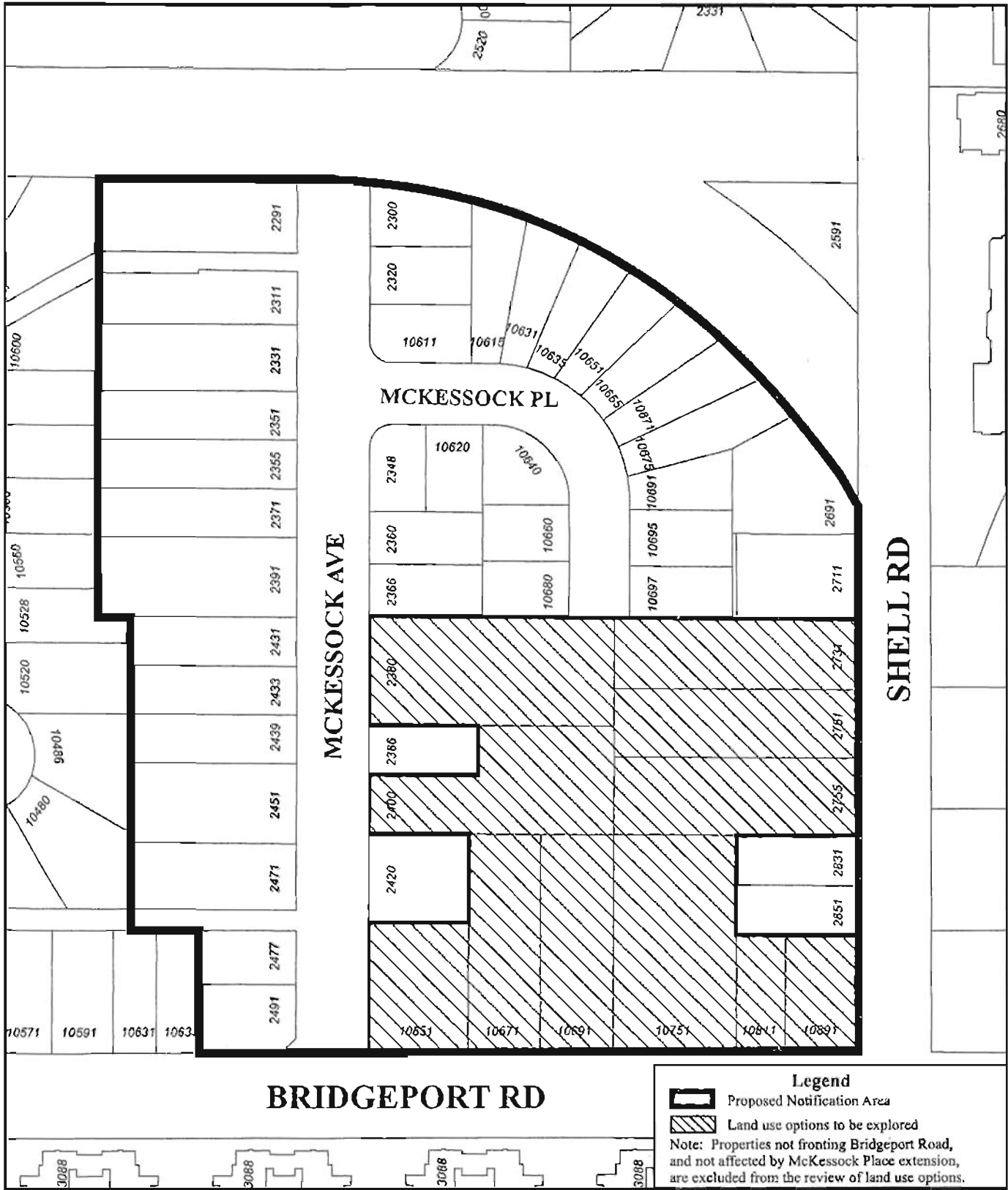
As requested, I will keep you informed about the subject application.
 Cynthia Lusnier
 Planning Technician
 Tel: 604-276-4108
 Fax: 604-276-4052
 clusnier@richmond.ca
 City of Richmond
 6811 No. 3 Road
 Richmond BC V6Y 2C1
 www.richmond.ca

From: brianrcray [mailto:brianrcray@hotmail.com]
 Sent: June 22, 2012 4:53 PM
 To: Lusnier, Cynthia; tia
 Subject: 2420/2400 McKessock

Dear Ms. Lusnier:
 I wanted to bring to your attention for your consideration the following from the Feb 20, 2012 report of planning committee:
 In regards to the area between Shell rd and McKessock on Bridgeport rd, "this section has been identified for a comprehensive review to determine how the area can develop."
 It also states "due to the existing lot geometry along this section it would be difficult for development to connect to an operational lane."

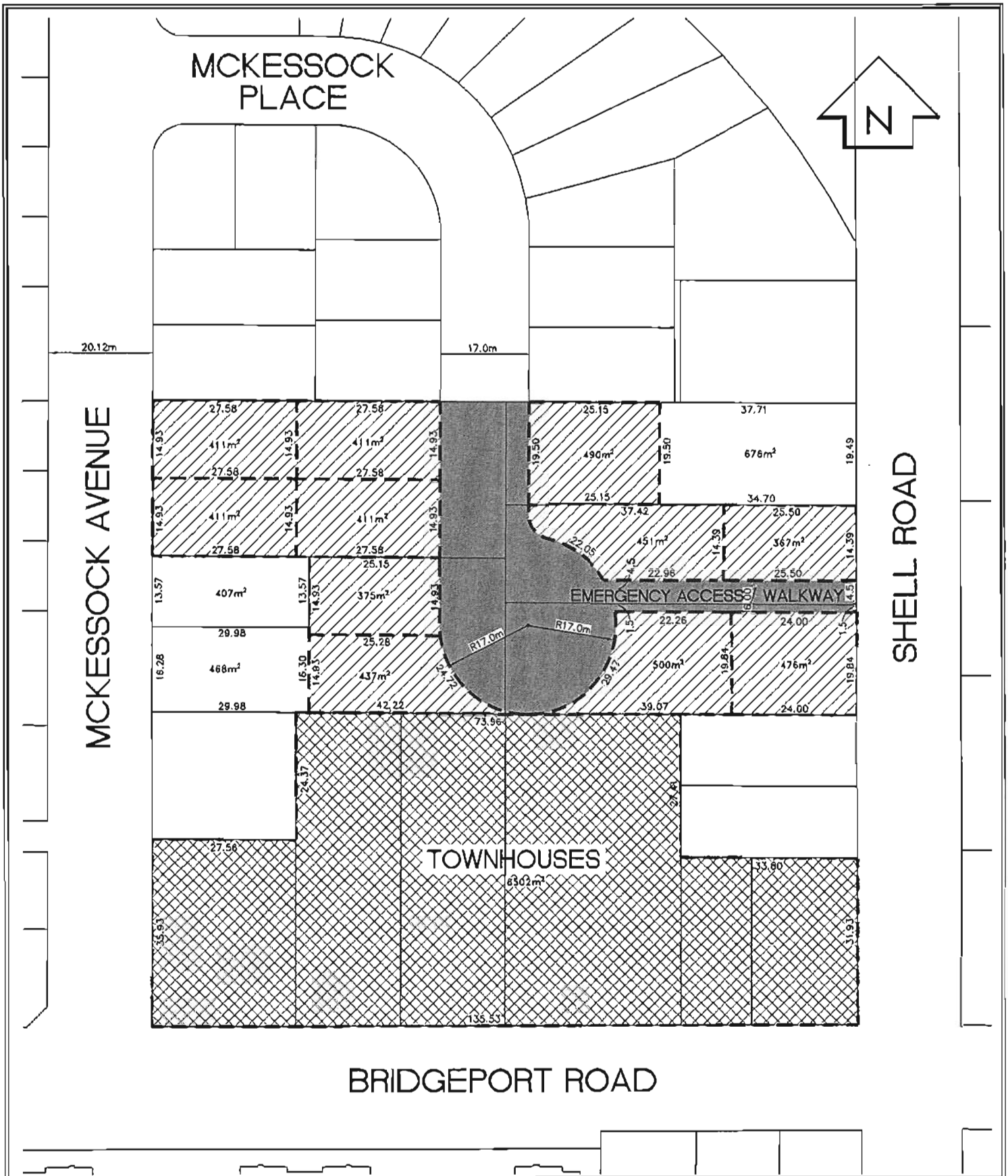
The development RZ 12-61.0919 at 2420 McKessock will impact and the remaining large lots between Shell Road and McKessock for access. Under existing policy we are RS1/D with the potential to go to RS1/B with a lane. But staff has said that we are not to go to RS1/B with a lane. But staff has said that we are not to go to RS1/B with a lane and should have a comprehensive review. This development makes it less likely for a lane and there is continue

*XXX
 DON PROPOSITIVE
 REVIEW FROM
 BUSINESS 20th Feb
 Council Meeting*



McKessock Neighbourhood 2013 Public Consultation

Original Date: 09/21/12
 Revision Date: 10/11/12
 Note: Dimensions are in METRES



CONCEPTUAL

Option 1 - Single Family Lots (min. 360m²) and Townhouses

MCKESSOCK PLACE

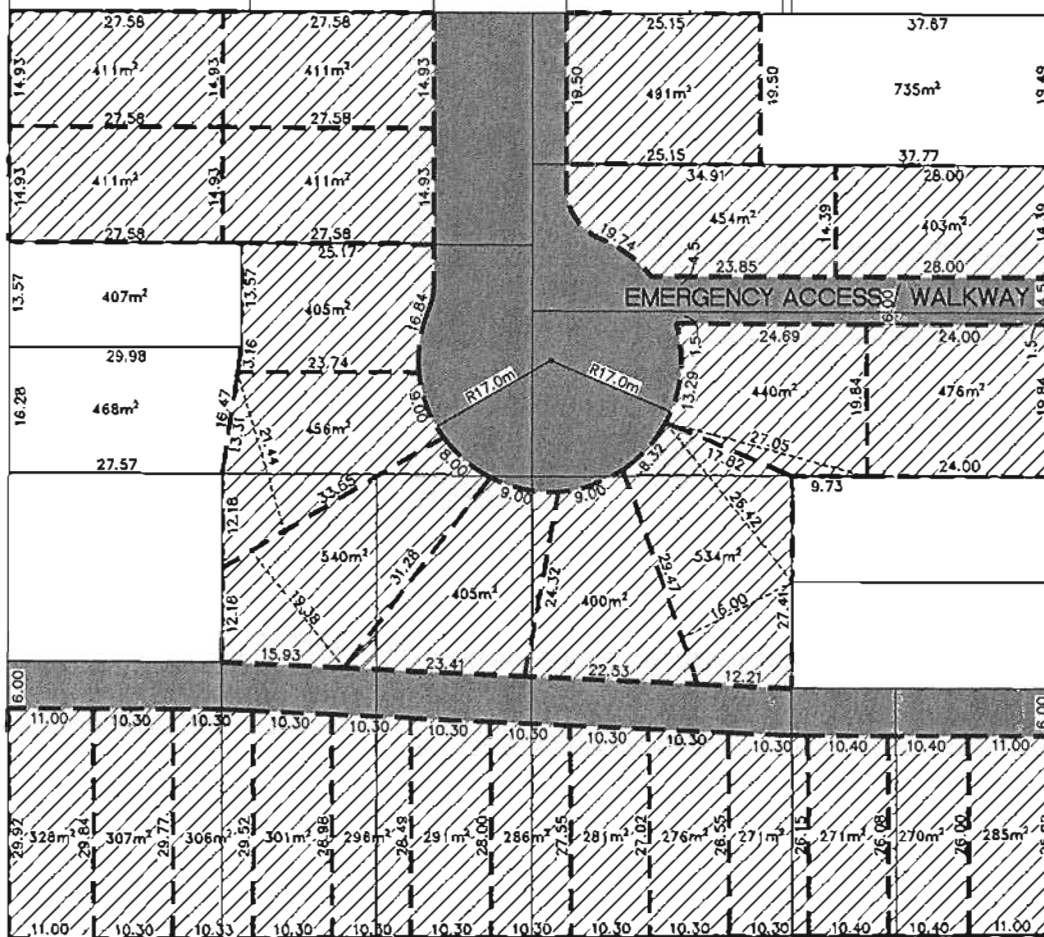


20.12m

17.0m

MCKESSOCK AVENUE

SHELL ROAD



BRIDGEPORT ROAD

CONCEPTUAL

Option 2 - Single Family Lots (min. 270m²)

MCKESSOCK PLACE

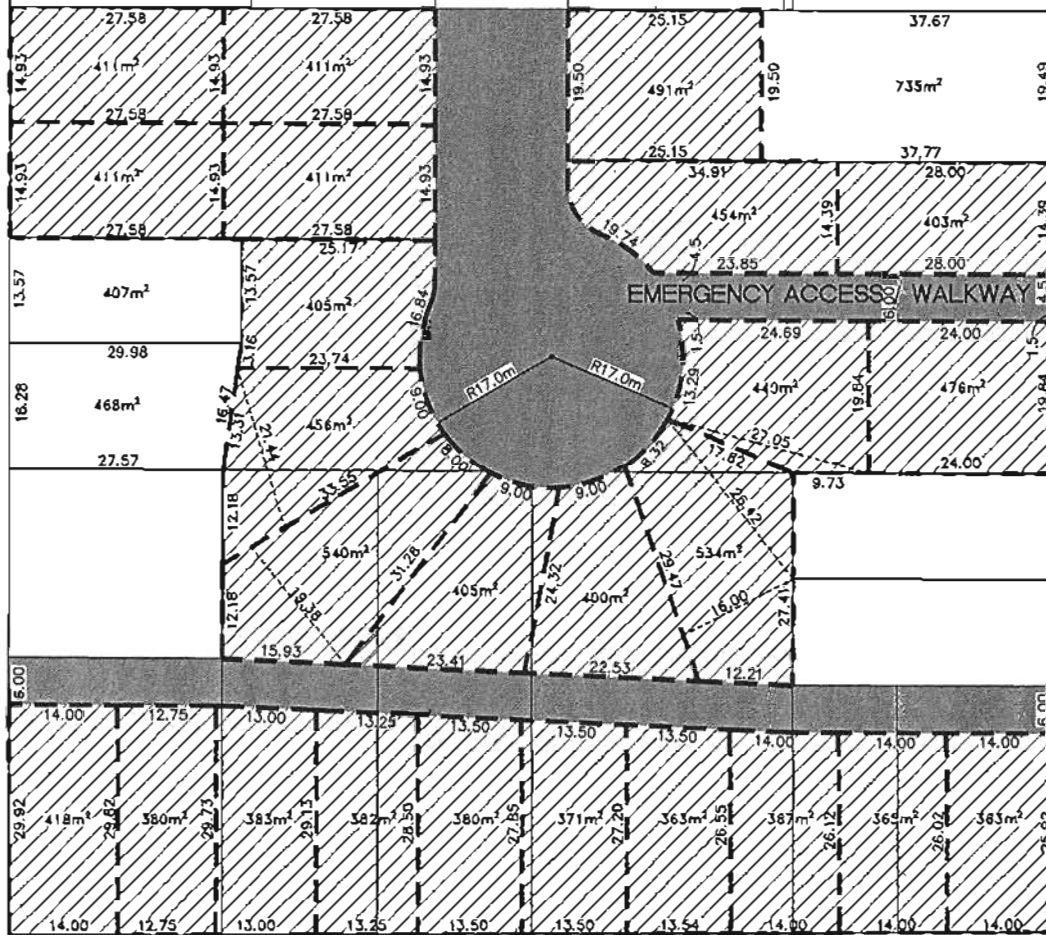


20.12m

17.0m

MCKESSOCK AVENUE

SHELL ROAD



BRIDGEPORT ROAD

CONCEPTUAL

Option 3 - Single Family Lots (min. 360m²)



City of Richmond

To Council - Nov 13, 2012
Report to Committee
Planning and Development Department

To PW - Nov 6 2012

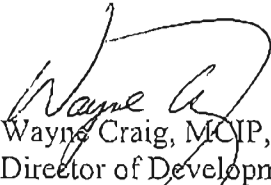
To: Planning Committee
From: Wayne Craig, MCIP, MCSLA
Director of Development

Date: October 19, 2012
FILE: 12-8060-20-8958
RZ 12-615705

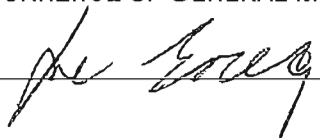
Re: Application by Townline Ventures Granville Avenue Ltd. for Rezoning at 8280 and 8300 Granville Avenue from Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR13) - St Albans (City Centre)

Staff Recommendation

That Bylaw No. 8958, to create a new zoning district "High Rise Apartment (ZHR13) - St Albans (City Centre)" and to rezone 8280 and 8300 Granville Avenue from "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR13) - St Albans (City Centre)", be introduced and given first reading.


Wayne Craig, MCIP, MCSLA
Director of Development

WC:bg
Att. 4

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

Staff Report

Origin

Townline Ventures Granville Avenue Ltd., has applied to the City for permission to rezone properties located at 8280 and 8300 Granville Avenue from “Auto-Oriented Commercial (CA)” to High Rise Apartment (ZHR13) - St Albans (City Centre).

This project consists of a 16-storey residential tower with a gross floor area of 10,150.8 m² (109,263 ft²) and net floor area of 9,566.8 m² (102,976 ft²) containing 126 residential units including 7 affordable housing units and 160 parking stalls.

There will be a Servicing Agreement (SA) associated with this proposed rezoning application and the applicant has agreed with the required off-site frontage improvements and site servicing upgrades including the site service connections.

Findings of Fact

This site is designated Urban T5 in the CCAP, which permits high-rise mixed use development. See **Attachment 1** - Location Plan/Air Photo, **Attachment 2** - Development Application Data Sheet, **Attachment 3**: Concept Design Drawings and **Attachment 4** - Rezoning Considerations.

Surrounding Development

To the North: across Granville Avenue is an older, 3-storey apartment building over parking zoned according to “Land Use Contract 138” and designated Urban Centre T5 (25 m) in the City Centre Area Plan (CCAP) – Brighthouse Village.

To the East: is a 1 and 2-storey retail commercial strip mall located at the corner of Granville Avenue and St Albans Road zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond St Albans Road is a mixed-use commercial/residential tower building with (ZMU2) zoning and designated Urban Centre T5 on the General Land Use Map.

To the South: across a 3.0 m wide partial lane is an older 3-storey apartment building over parking at-grade with zoning according to “Land Use Contract 115” and Urban Centre T4 designation on the General Land Use Map in the CCAP and beyond is Bennett Road are other townhouse residential projects.

To the West: is a 1 and 2-storey retail/commercial building zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond are a series of residential, office and mixed-use tower buildings.

Related Policies & Studies

1. CCAP Policies

- .1 Density: The allowable density on this site can increase from 2.0 to 3.0 FAR provided that a minimum of 5% of the total residential floor area is provided as affordable housing.
- .2 Mixed-Use versus Residential Use: CCAP does not require retail or individual townhouse units along Granville Avenue, provided that the proposed streetscape treatment contributes to an attractive, pedestrian-friendly greenway. While the front yard is constrained by vehicle access/egress and loading requirements, the continuity and landscape character of the greenway is maintained in an acceptable condition.

2. Tower Height: CCAP recommends variations in tower height. The proposed tower is the same height as the Duchess and the tower east of St Albans. It is anticipated that there will be a continuous wall of towers along this street in the future, however the applicant has demonstrated that towers can be alternately stepped back from the street to break-up the rhythm of built form along the streetscape. The applicant has also proposed interesting design elements at the top of the building to add variety to the roofscape along Granville Avenue. This is a City Centre location within 1 block of No. 3 Road and high density with taller buildings should be anticipated within this area.
3. Tower Spacing: The OCP encourages a tower spacing of 24 m while the CCAP recommends 35 m between towers (above 25 m) within this area. The spacing between towers proposed on the subject site and development concept for the site to the west (consolidated 8240 and 8260 Granville Avenue) is approximately 25 m. However, the applicant has allowed for a staggered placement of future towers, which permits acceptable maintenance of views and privacy.
4. Tower Floorplate Size: CCAP recommends a maximum 650 m² floorplate above 25 m. The proposed tower exceeds this recommendation. There are many examples of tower floor plates that exceed this recommendation within the City Centre and the proposed design results in an efficiently floor plan layout given the narrow site. The applicant has proposed vertical art panel/fins along the Granville Avenue streetscape, which increases the apparent height and similarly reduces the apparent width of the tower element.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) since it complies with the OCP and will not generate 50 or more school aged children. This application involves 126 multiple-family housing units.

Public Input

No correspondence has been received from the public on this rezoning application.

Staff Comments

Staff technical review comments are included below. There are no significant concerns.

Analysis

Land Dedications & Statutory Right-of-Ways (SRW's)

1. The applicant has agreed to provide a minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire north property line on Granville Avenue for road and greenway purposes to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. See Transportation comments for specific frontage improvements.
2. The applicant has agreement to provide a 4.5 m wide land dedication for a future lane along the entire south property line for future lane purposes. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. See Transportation comments for specific frontage improvements.

3. See Rezoning Considerations for a complete list of the rezoning requirements.

Land Use & Zoning

1. There is a 3.0 m wide future lane allowance with an existing sanitary sewer along the south property line and a 9.0 m wide lane will ultimately connect No. 3 Road with St. Albans Road along the south side of this property. The preferred vehicle access to the proposed development site is via a lane along the south property line. The intervening property (8360 Granville Avenue) between the subject site and St Albans Road is currently occupied by a 1 to 2-storey retail/commercial building. City staff have requested that the applicant acquire a 4.5 m wide easement across the south portion of 8360 Granville Avenue, which would allow for a 7.5 m wide temporary lane access to the rear (south side) of the subject development site however, the applicant was unsuccessful. Accordingly, this development proposal is proceeding with right-in and right-out access/egress from Granville Avenue.
2. City staff requested that the applicant acquire the property to the west (8260 Granville Avenue) in order to create 3 relatively equal sized lots on the south side of Granville Avenue west of St Albans Road. The applicant has tried to acquire this property and provided verifiable evidence that an attempt has been made but was unsuccessful. Since the rezoning sign was posted, City staff have not received any inquiries from the owner of 8260 Granville Avenue. The applicant has submitted conceptual development plans for the lands to the west of the subject site. These conceptual plans require 8260 and 8240 to consolidate in order to achieve high-rise development. Given the current use of the 8240 Granville Avenue (Value Village), it is anticipated that these properties may not contemplate rezoning for a considerable time.
3. The applicant has provided viable schematic development scenarios for the adjacent properties (8360 Granville Avenue and the consolidated lots 8240 and 8260 Granville Avenue). A copy of these schematic development scenarios is in the application file.

Transportation & Traffic

1. There are bike lanes along this portion of Granville Avenue and this corridor is a designated greenway. The applicant has agreed to provide frontage improvements similar to those recently constructed as part of the 'Centro' development located at 8040 Granville Avenue (near the Granville Avenue and No. 3 Road intersection). Generally, the greenway includes the following components: 1.8 m wide bike lane, 0.15 m curb, 1.5 m wide boulevard, 2 m wide sidewalk and a potential extra 2.0 to 3.5 m wide for greenway improvements such as plantings, street furniture and other beautification elements. A layout of proposed frontage improvements has been provided that illustrates the following:
 - South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,
 - South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,

- South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning, and
 - South from the south side of the walkway, a 2.0 m wide for landscape buffer planting strip where possible to separate the walkway from the proposed development subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning.
2. The applicant has explored a variety of site access/egress options. Staff determined that the most appropriate vehicle access/egress configuration for this site is right-in and –out from Granville Avenue adjacent to the west property line. This would involve a temporary loading layby along the entire road frontage. Large vehicle (WB-17) loading will occur temporarily from the layby along the street but will eventually be relocated to the lane once the rear lane is constructed. Medium vehicle (SU9) loading will remain located in the front yard building setback area permanently. The applicant has provided a separate functional plan for this proposed vehicle access/egress arrangement. The applicant has demonstrated adequate access/egress turning movements for both the large vehicle (WB-17) layby along Granville Avenue as well as the medium vehicle (SU9) loading area in the building setback zone along Granville Avenue. The propose vehicle access/egress for this site will also provide access to/from the adjacent property to the west (the consolidated lots of 8240 and 8260 Granville Avenue).
 3. The applicant has also provided functional plan(s) for the temporary 7.5 m wide and ultimate 9.0 m wide lane including curbs, lighting, sidewalk and paving treatment(s) including a cross section. The interior layout of the parking area anticipates the future connection with the lane via provision of a ramp (within the P1 parking level) that will eventually connect with the future lane, a knock-out panel that can be removed and accommodations for an automatic overhead vehicle door along the lane. All provisions necessary to make the future connection between the parkade and the eventual rear lane have been incorporated into the design of this development proposal, which will require no costs to the strata corporation in the future. However, the proposed right-in and –out access/egress to/from Granville Avenue will remain even after the future lane is constructed.
 4. The applicant has provided the following total parking counts for the proposed development.

Type of Parking Spaces	Required	Proposed	Total
Off-street Parking Spaces: Resident (R) / Visitor (V)	1.2 (R) & 0.2 (V)	135 (R) & 25 (V)	160 including 10% reduction
Parking Spaces: Regular (R) / Small (S) / Accessible (A)	174 including accessible, max. 50% small car spaces	80 (R), 76 (S) & 4 (A)	160 including 10% reduction
Loading Space:	1 large (WB-17) 1 medium (SU9)	1 WB-17 (on-street layby) 1 SU9 (in front yard setback)	1

5. This development requires 174 parking spaces according to the Zoning Bylaw however a 10% reduction of residential parking is allowed provided that the applicant agrees to provide a package of Transportation Demand Management (TDM) measures approved by the Director of Transportation. The applicant proposes 160 parking spaces, which is within the allowable 10% reduction in residential parking subject to the approval of the TDM package.

6. In consideration for the 10% reduction of required parking the applicant has agreed to provide the following Transportation Demand Management (TDM) measures: a \$25,000.00 contributions for a bus shelter in the vicinity of the site, 20% of parking stalls provided with 120 volt, electrical vehicle plug-in charging equipment, an additional 25% of parking stalls pre-ducted for future electrical vehicle plug-in charging equipment, a concrete pad and City Centre bench, a contribution of \$15,300.00 for Audible Pedestrian Signal (APS) up-grades at the Granville Avenue and St. Albans Road intersection plus the supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection.

Engineering & Servicing

1. Sanitary Upgrades: The applicant has agreed to provide a cash contribution in the amount of \$19,040.00 for the upgrade of the sanitary sewer from STMH2498 to STMH2491, as there is inadequate capacity under the ultimate OCP development scenario.
2. Lane Contribution: The applicant is required to provide a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
3. Layby Reinstatement: The applicant is required to provide a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of the Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

Affordable & Accessible Housing

1. The applicant has agreed to provide 5% of the total gross floor area of the proposed building as affordable housing units. This translates into approximately 507.54 m² (109,263 ft² x 5% equals 5,463.15 ft²) or roughly 7 affordable housing units. The proposed total affordable housing area will be verified as part of the Housing Agreement.
2. As part of the Housing Agreement process, the final proposed floor plan layouts and unit sizes will also be reviewed and compared to the Affordable Housing Strategy (AHS) area unit requirements based on the following unit sizes (i.e., 535 ft² for 1 bedroom units and 860 ft² for 2 bedroom units). Floor plans of all proposed affordable house units have been provided including unit sizes and room dimensions.
3. A mix of units is proposed and scattered throughout the development as recommended by staff including two 1-bedroom units, one 1-bedroom and den unit, one 2-bedroom unit and three 2-bedroom and den units.
4. The applicant confirms that 55 housing units (14 B-type units, 14 E-type units, 13 G-type units and 14 J-type units) will incorporate the basic universal housing features. A detailed floor plan layout of all units that contain basic universal housing features has been submitted including the total floor area for units, individual room areas complete with dimensions.

5. Accessibility to persons with disability will be provided as follows:

- Access to dwelling units will be provided from the road/sidewalk, main entry lobby/elevators, parking levels and every common area point of access or doorway, including main entry suite and 1 accessible bedroom, and bathroom per apartment and have a clearance and width as per the Richmond Zoning Bylaw, Section 4.16 including pre-wiring at suite entry doors for future push button control,
- Lever doors with 3 foot clear openings will be provided for main entry doors with automatic door openers plus the provision of full security with high visibility/lighting at the main entry door with full weather protection,
- Lever type controls will be provided throughout the project for all doors, windows and plumbing fixtures,
- Control, switches and outlets will be provided according to the Richmond Zoning Bylaw, Section 4.16,
- Floor surfaces will be slip resistant and thresholds will meet the accessibility guidelines and the Building Code requirements,
- * Windows will meet the requirements for seating views from the living and bedrooms,
- * Kitchens will meet the requirements for design of counters, shelving and pull out cupboards, under counter knee space and graspable handles,
- Bathroom blocking will be provided for toilet and bathtub wall for future grab bars, and
- Balcony areas will have minimum 1.5 x 1.5 m dimensions and 80 cm clear openings.

Note: Aging-in-place features are typically universal housing features as well. Items with * apply only to basic universal housing features for the units identified above and on the plans.

Urban Design & Site Planning:

1. As previously mentioned, consolidation of the property to the west (8260 Granville Avenue) with the proposed development site was unsuccessful. In addition, the applicant was unsuccessful in securing an easement across the south side of the property to east (8360 Granville Avenue). The site planning implications are that a large vehicle (WB-17) loading layby will be located curbside along Granville Avenue and a medium vehicle (SU9) loading bay will be located in the front yard setback area along Granville Avenue.
2. The applicant has demonstrated in sufficient detail the future development potential of 8240 and 8260 Granville Avenue to the west of the subject site and 8360 to the east of the site addressing road and lane dedications, site access/egress, setbacks, parking/loading layouts, statistical summaries, tower placement, spacing and floorplate size.
3. The applicant has provided the requested 4.5 m wide land dedication along the south property line for a future lane as well as a 4.0 m wide SRW along Granville Avenue to accommodate the frontage improvements including the layby and greenway improvements.
4. The applicant has agreed to provide a cross access easement to share the driveway access/easement for the proposed development on the subject site with the future development of 8260 and 8240 Granville Avenue.

Architectural Form & Character

1. The applicable design guidelines for this proposed development are as follows:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.

The applicant will provide a detailed design guideline compliance statement during the Development Permit application phase.

2. The applicant has proposed building façade improvements along Granville Avenue to enhance the streetscape experience that include a skewed orientation of the tower element to the street, openings in the roofline of the tower, architectural detailing of exposed parkade façades and a frosted glass details for the street fronting amenity area to avoid the need for window coverings. The applicant continues to explore the incorporation of vertical fins within the design of the tower street façade. The proposed façade materials include:

- Pre-finished aluminum frames and guards, clear glazed and coloured spandrel panels,
- Pre-finished metal panels and flashings with some painted architectural concrete, and
- Metal and glass feature canopy and lighting.

The composition and mix of façade material will be further refined and developed during the Development Permit application phase.

3. It is anticipated that this development will proceed well in advance of surrounding redevelopment thus the applicant has proposed enhancements to the exposed podium walls of the parkade including foundation plantings where possible, the introduction of 2 cm deep reveals in the painted architectural concrete walls where the parking podium is visible together with cascading vines over portions of the exposed parkade walls from the roof deck.

Landscape & Open Space Design:

1. There is a discontinuous existing greenway along the south side of Granville Avenue and the conceptual landscape design proposes a jog in the greenway alignment but features enhanced greenway corridor treatment including the extensive use of decorative paving, the use of water, sculpture, planters, seating and other high-quality site furnishings.
2. The proposed landscape design overlaps the vehicle loading area and pedestrian circulation space in the vicinity of the building lobby to create a pedestrian plaza area along the street that will incorporate decorative paving materials throughout this area.
3. The program of outdoor activities on the parking podium roof deck has been expanded and the conceptual landscape design of this area has been refined to add more functionality, complexity and visual interest. The applicant now proposes a flexible landscape design of this common roof deck area to accommodate a greater variety of users including children, seniors, families and a variety of scale spaces to accommodate large and small user groups. Design components include a circular pathway, children's play area, dog run, seating areas, lounging/sunning areas, a barbeque area and high-quality site furnishings and appointments such as benches, lighting and trellis areas that will extend the utility of this amenity space.

4. Further design development of the landscape concept will occur during the Development Permit application phase.

Fire Prevention, Detection and Protection

1. Adequate fire-flow from existing mains will be confirmed at the Servicing Agreement and Building Permit stages. Additional hydrants may be required.
2. Additional and detailed comments will be provided during the Development Permit stage (i.e., detailed information regarding the emergency vehicle staging area, enunciator panel location and fire hydrants).

Sustainability & Public Art

1. Participation in a District Energy Utility (DEU) is not required because there is no DEU currently proposed for this area, however the development proposal incorporates a green roof on top of the parkade structure and cascading vines over portions the exposed parkade walls from the podium roof deck above.
2. The applicant proposes to incorporate a public art component within the development. The applicant will be required to submit a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage. The value of the public art contribution is estimated to be approximately \$79,926.00 (109,263 ft² minus 5,463 ft² for affordable housing x \$0.77/ft²) that includes the 5% of total contribution toward the City's public art administration.

Crime Prevention Through Environmental Design (CPTED):

1. The CPTED features incorporated into the design include the provision of greater visibility and supervision with the introduction of vision glass at the main building entry, parkade entries, in common amenity areas, hallways and access to the roof deck. Alcoves and unattended areas have been minimized and higher intensity lighting will be incorporated.

Refuse & Recycling

1. This development of 126 residential units proposes sufficient space to accommodate the required refuse/recycling container/carts. This proposal assumes private refuse collection but the City would collect recycling items. Adjustments have been made to the refuse/recycling facilities to facilitate more efficient handling of materials.
2. Further design development of the refuse and recycling facilities will be provided at the Development Permit stage including a drawing demonstrating that adequate vehicle manoeuvring space has been provided together with a letter from a private hauler indicating the suitability of these facilities for private collection. In addition, the applicant will also have to demonstrate, at the Development Permit stage, that adequate space for City pick-up of recycling along the Granville Avenue street frontage has been incorporated into the design complete with adequate and convenient space to temporarily store recycling containers adjacent to but off the greenway. City recycling collection would continue to occur along Granville Avenue even after the rear lane is eventually constructed.

Richmond Advisory Design Panel

As directed by senior staff, this rezoning application does not require presentation to the Advisory Design Panel (ADP) as a preliminary submission. However, when this development proposal proceeds to the Development Permit application stage, it must be presented to the ADP as a formal submission complete with all the required submission materials including a high-quality, detailed scale model.

Conclusion

This development will provide an attractive and complementary development along the south side of Granville Avenue in the block east of No. 3 Road and staff supports this rezoning application.



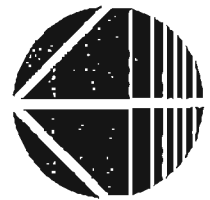
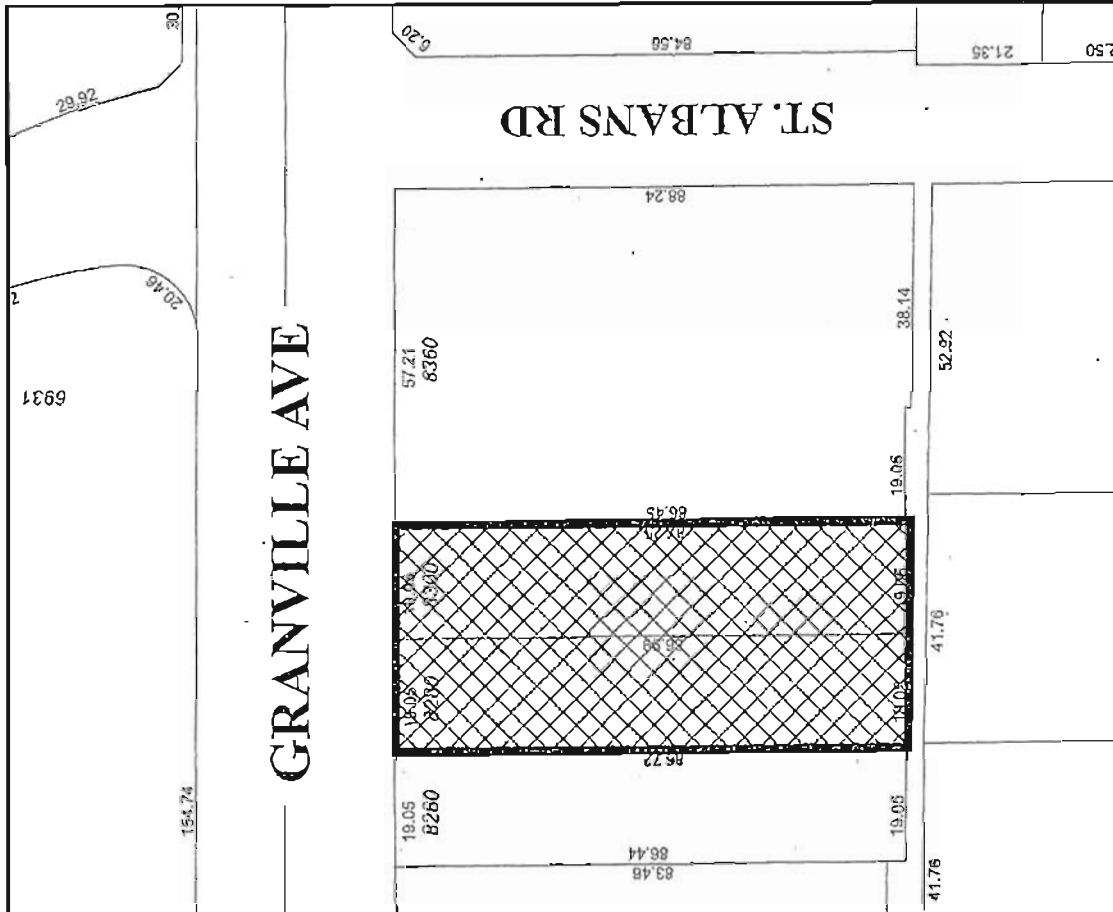
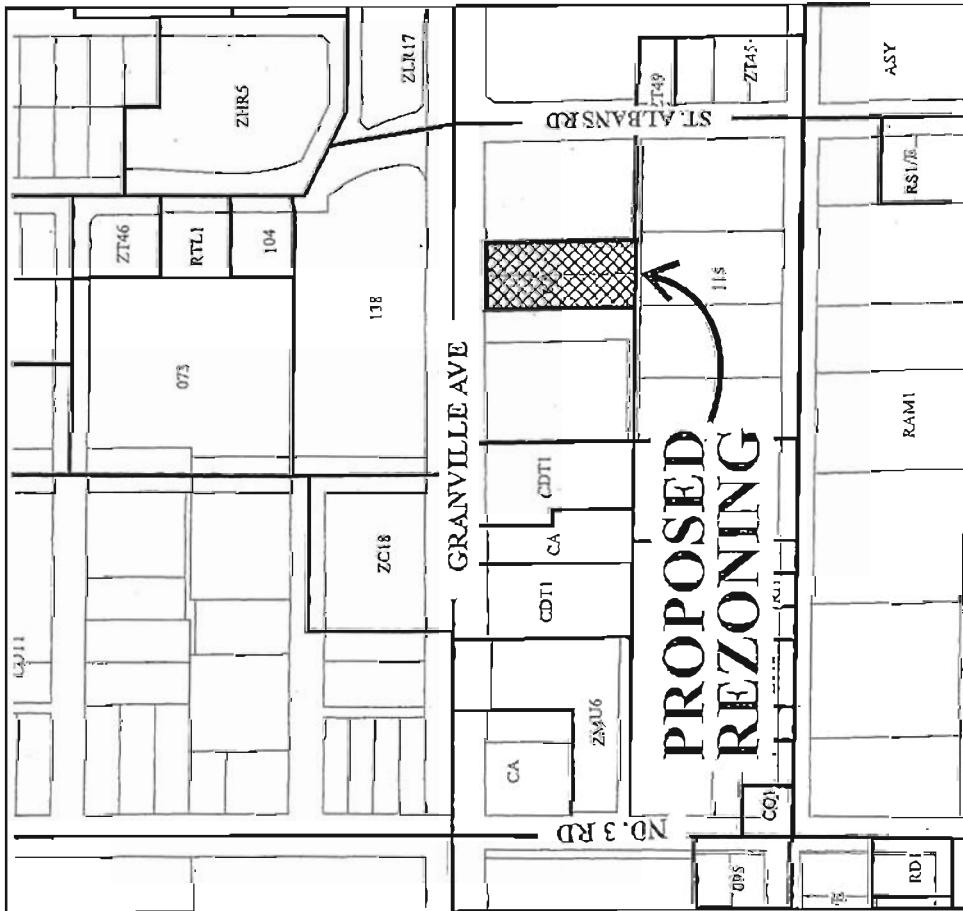
Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan and Air Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Design Drawings
- Attachment 4: Rezoning Considerations Concurrence



City of Richmond



RZ 12-615705

Attachment 1A - Location Plan

Original Date: 08/08/12

Revision Date:

Note: Dimensions are in METRES.



RZ 12-615705
Attachment 1B - Air Photo

Original Date: 08/08/12

Amended Date:

Note: Dimensions are in METRES



RZ 12-615705

Attachment 2

Address: 8280 and 8300 Granville Avenue

Applicant: Townline Ventures Granville Avenue Ltd.

Planning Area(s): City Centre (St Albans)

	Existing	Proposed
Owner:	Townline Group of Companies	same
Site Size (m ²):	3,325.9 m ² prior to lane dedication	3,154.2 m ² after lane dedication
Land Uses:	Restaurant	High Rise Apartment
OCP Designation:	City Centre (St Albans) – Urban Centre T5	same
Zoning:	Auto-Oriented Commercial (CA)	High Rise Apartment (ZHR13) – St Albans (City Centre)
Number of Units:	none	126 including 7 affordable units
Other Designations:	Not Applicable	same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Gross Floor Area: m ² (ft ²)	-	10,150.9 m ² (109,263 ft ²)	-
Net Floor Area: (m ²) (ft ²)	9,462.6 m ² (101,854.6 ft ²) base	9,732.4 m ² (104,759 ft ²)	none permitted
Floor Area Ratio:	2.0 FAR (Base FAR) +0.1 FAR for Amenity Space Max. 3.0 FAR - Affordable Housing	3.0 FAR	none permitted
Lot Coverage – Building:	Max. 90%	80.7%	none
Setback – Granville Avenue (m):	Min. 3.0 m	5.0 m	none
Setback – Side & Rear Yards (m):	Min. 0.0 m	Min. 0.0 m	none
Height (m):	47.0 m	46.4 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	135 (R) and 25 (V) per unit	none
Off-street Parking Spaces – Total:	174	160 including 10% reduction	none
Class 1 Bicycle Parking Spaces:	158	162	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	166 m ² (1,783 ft ²)	none
Amenity Space – Outdoor:	756 m ² (8,137.5 ft ²)	1,484 m ² (15,980.26 ft ²)	none

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

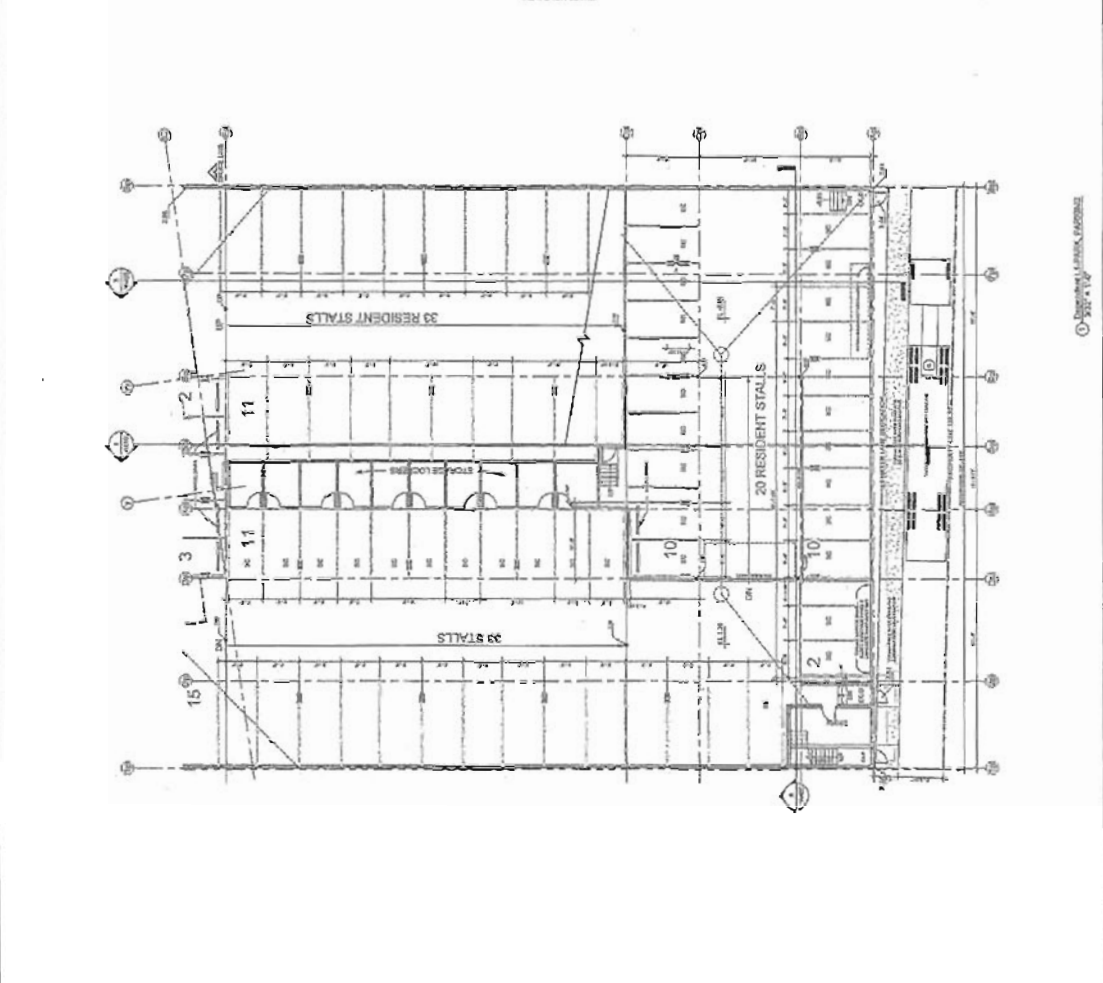
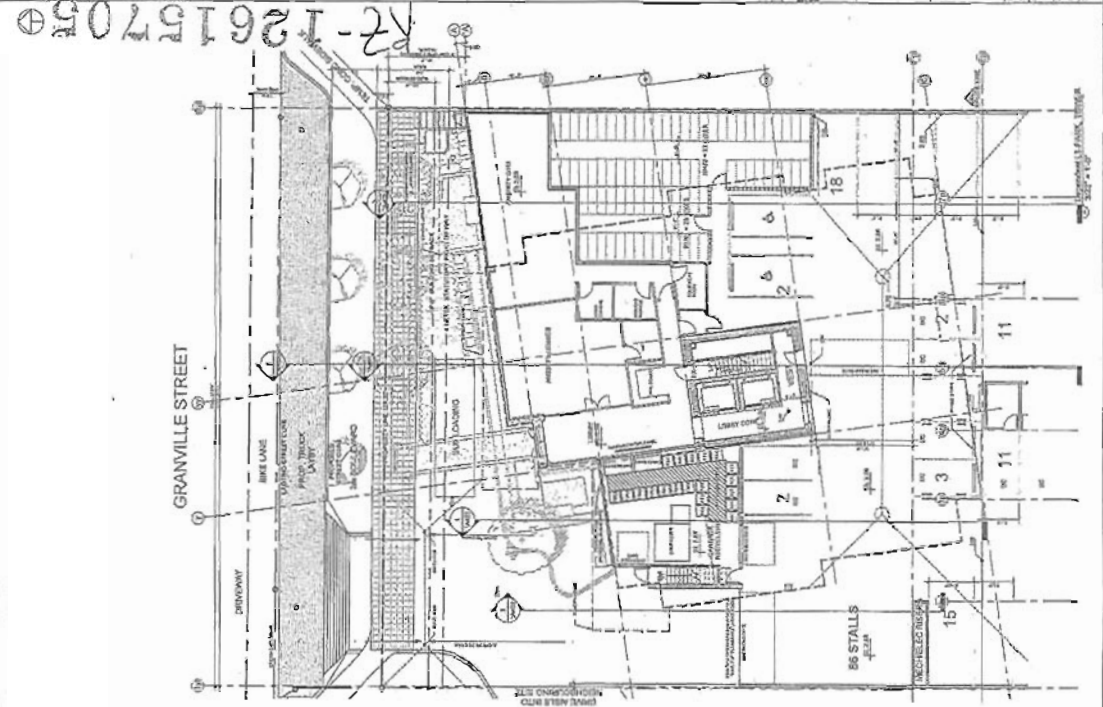
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Checker	
Project Name	8260 & 8300 GRANVILLE AVE.
Location	P1 PARKING
Sheet No.	A202
Scale	AS SHOWN

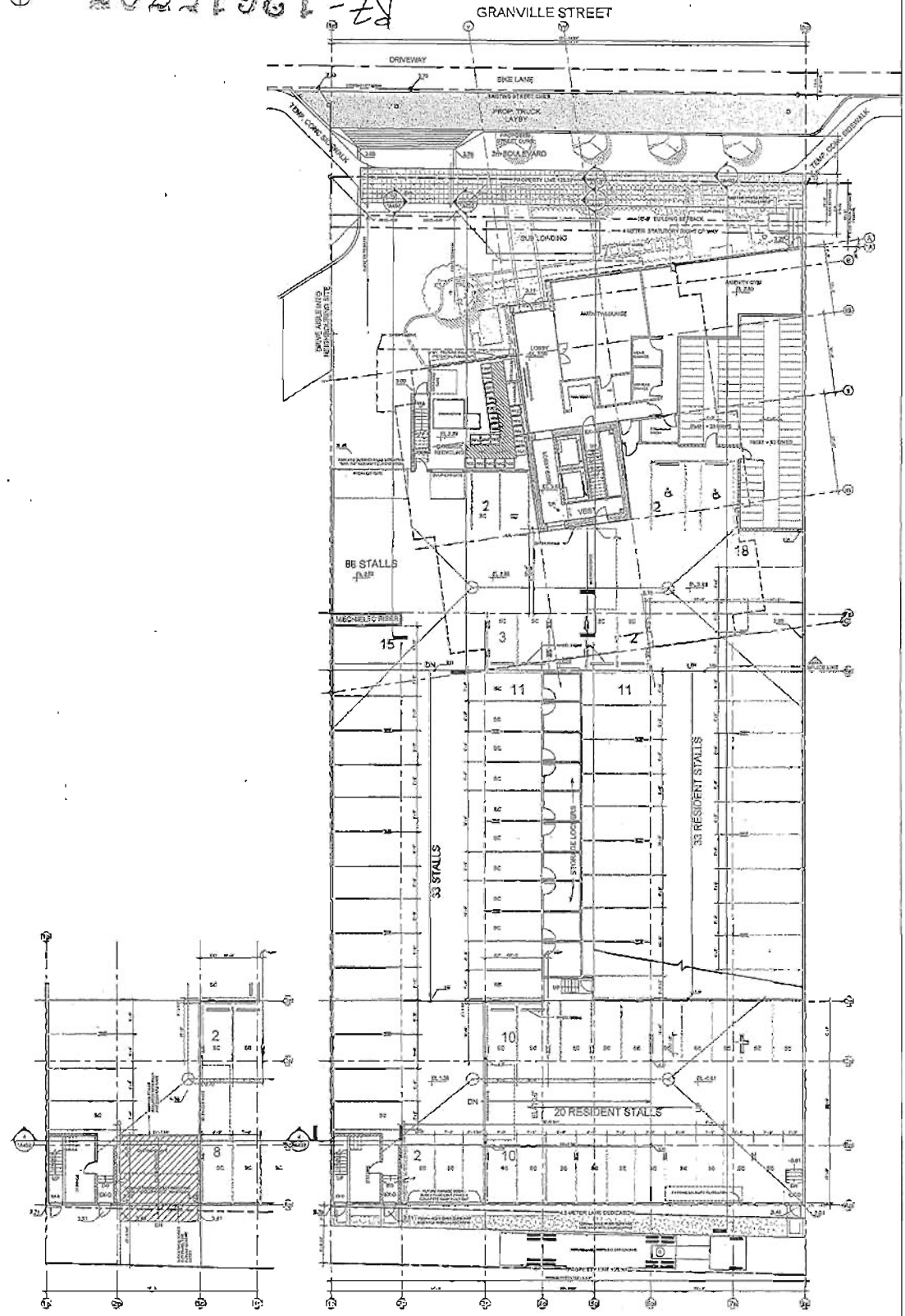
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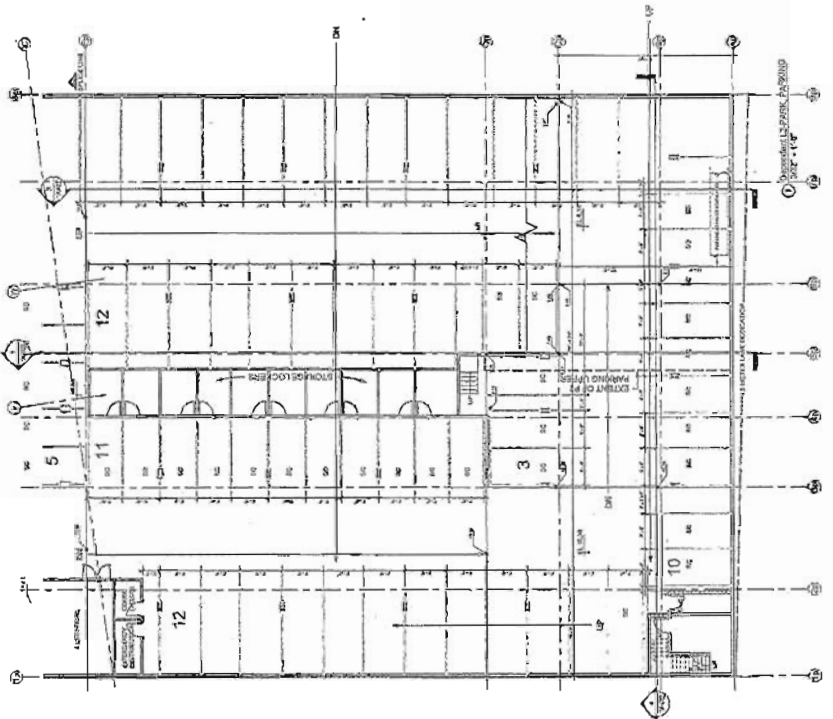
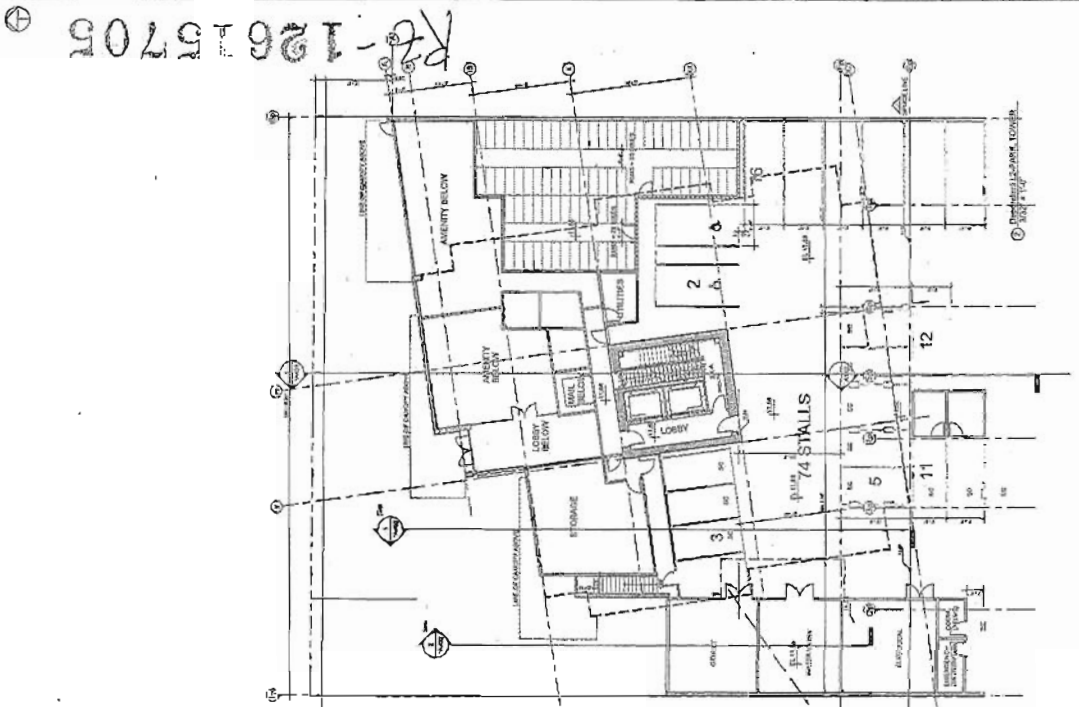
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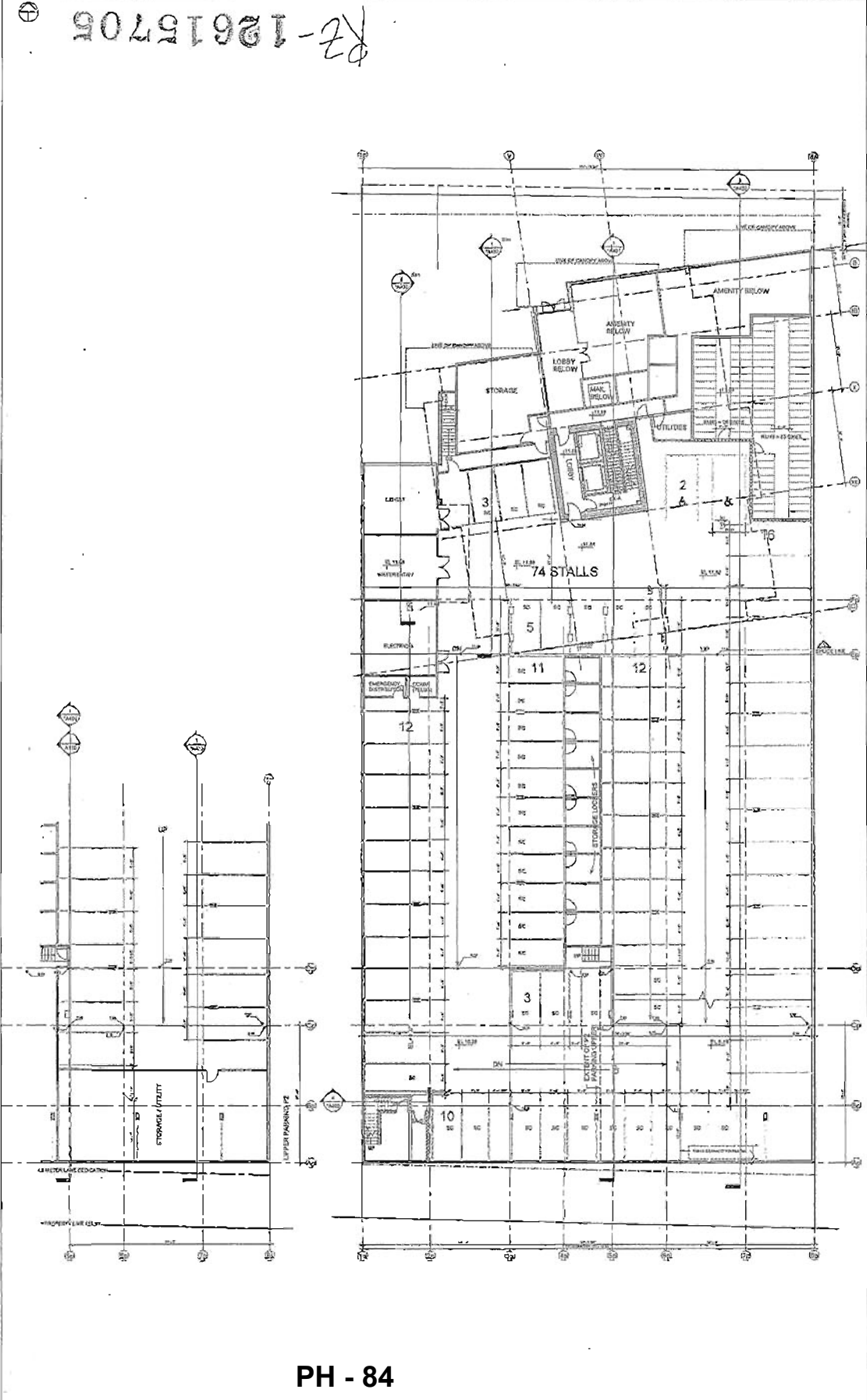


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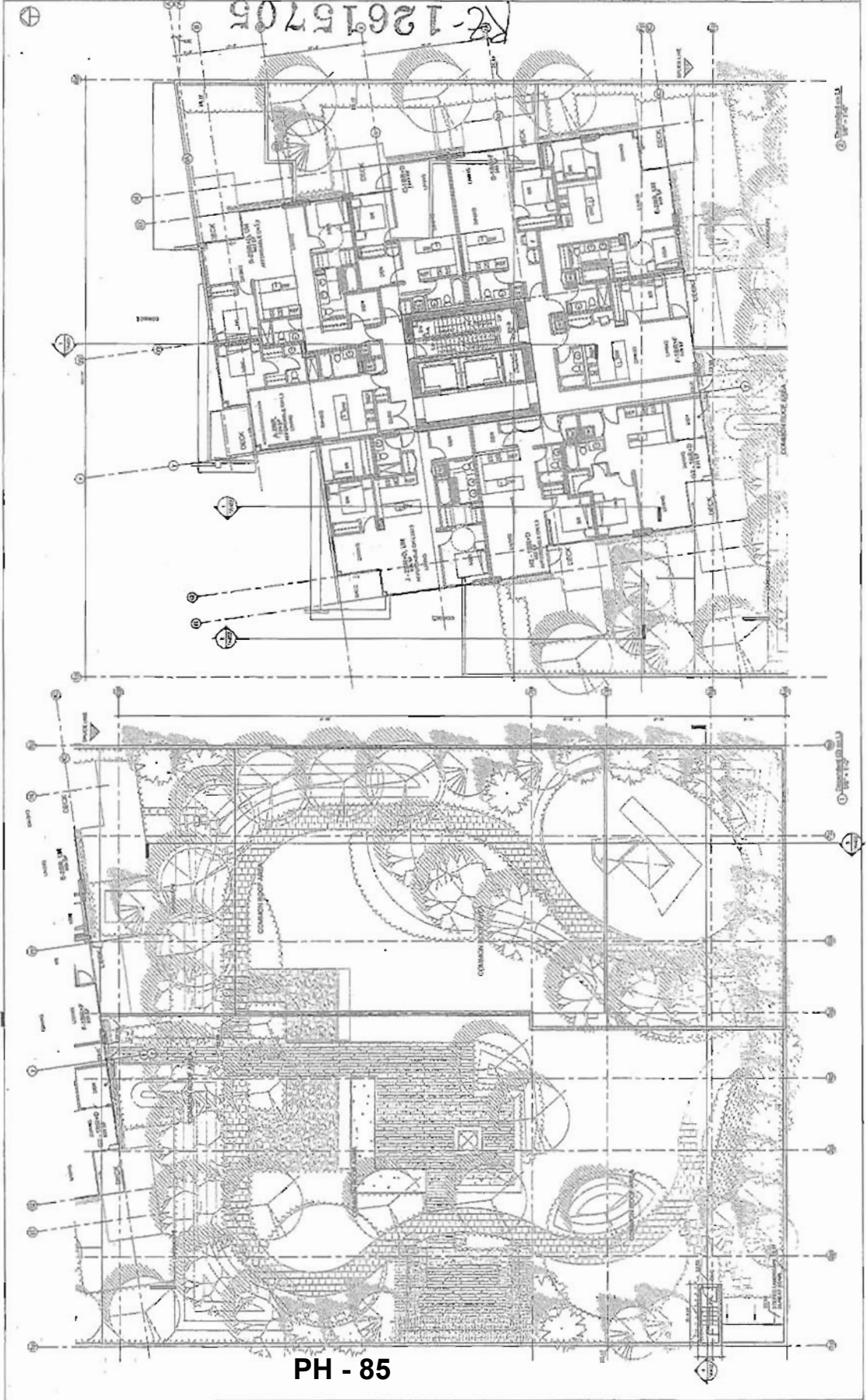
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<p>OCT 15 2012 #4</p>		<p>Project No. 11-12 Scale: 1/8" = 1'-0" Drawing No. *A204 Rev. 1</p>	





12-12615705
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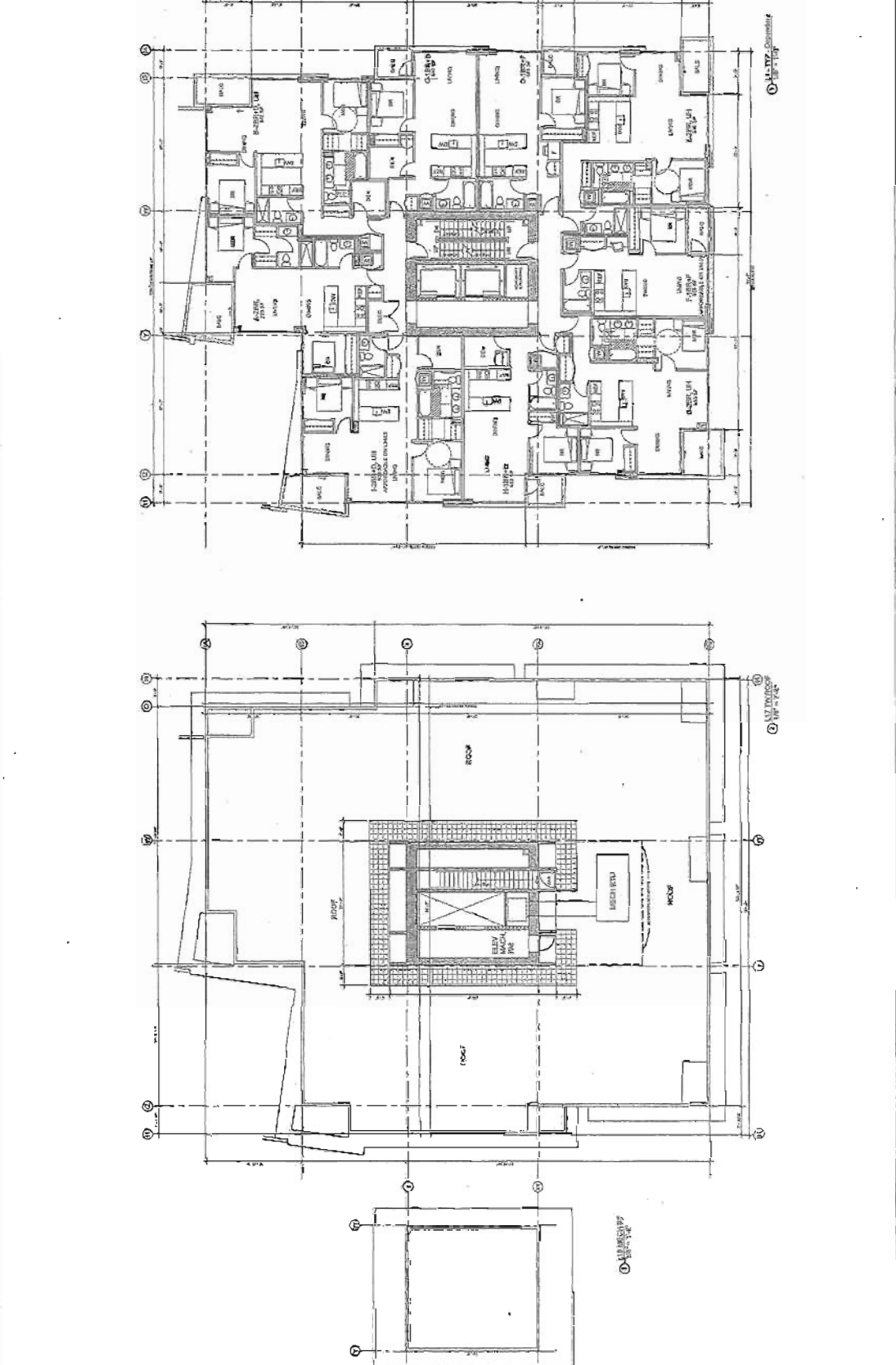
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L5 - L19 TYPICAL & ROOF PLAN

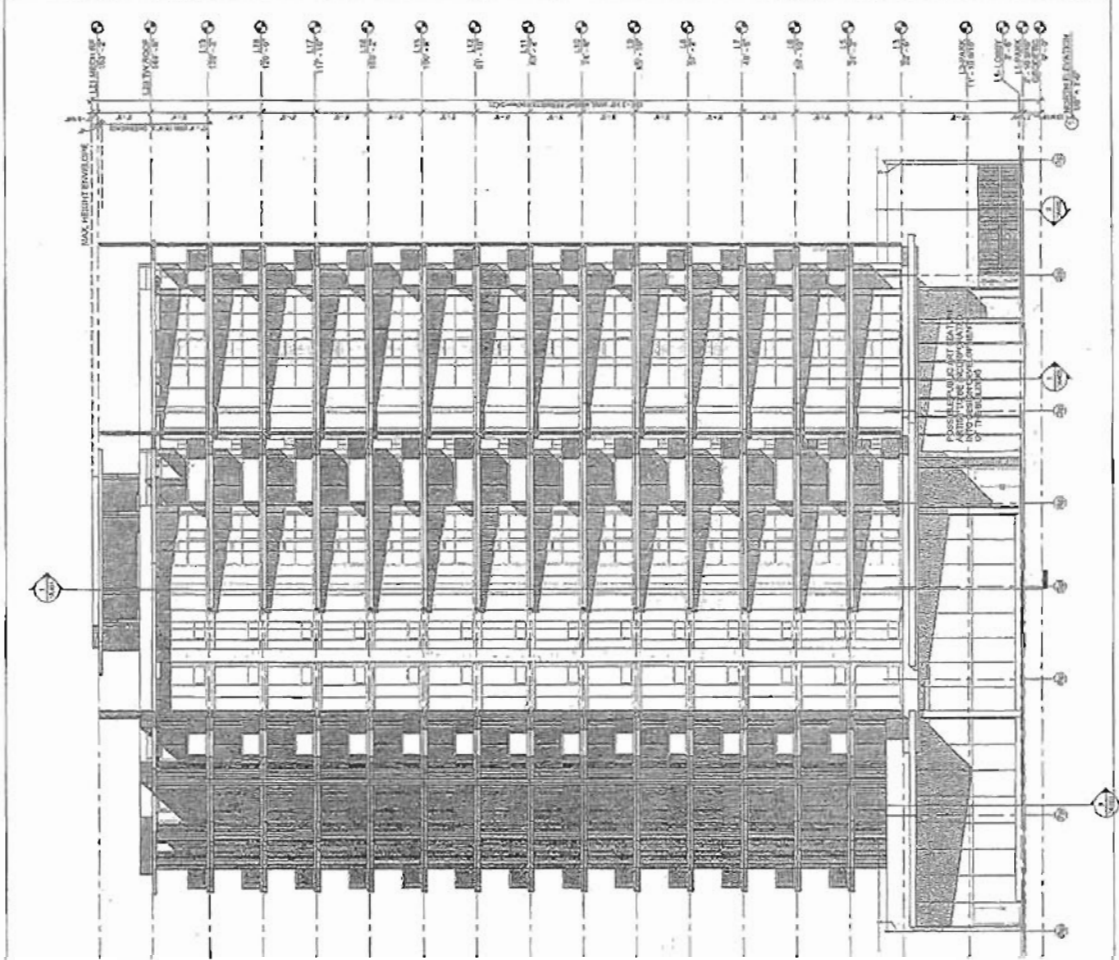
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MATERIAL FINISHES
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 7. METAL AND GLASS FEATURE LIGHTING

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Project: 5290 & 8300 GRANVILLE AVE
Architect: RAFI ARCHITECTS INC.
Date: OCT 15 2012

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PROJECT: 5290 & 8300 GRANVILLE AVE
ARCHITECT: RAFI ARCHITECTS INC.
DATE: OCT 15 2012

TOWNLINE
5290 & 8300 GRANVILLE AVE
WEST ELEVATION

DWG NO: A302

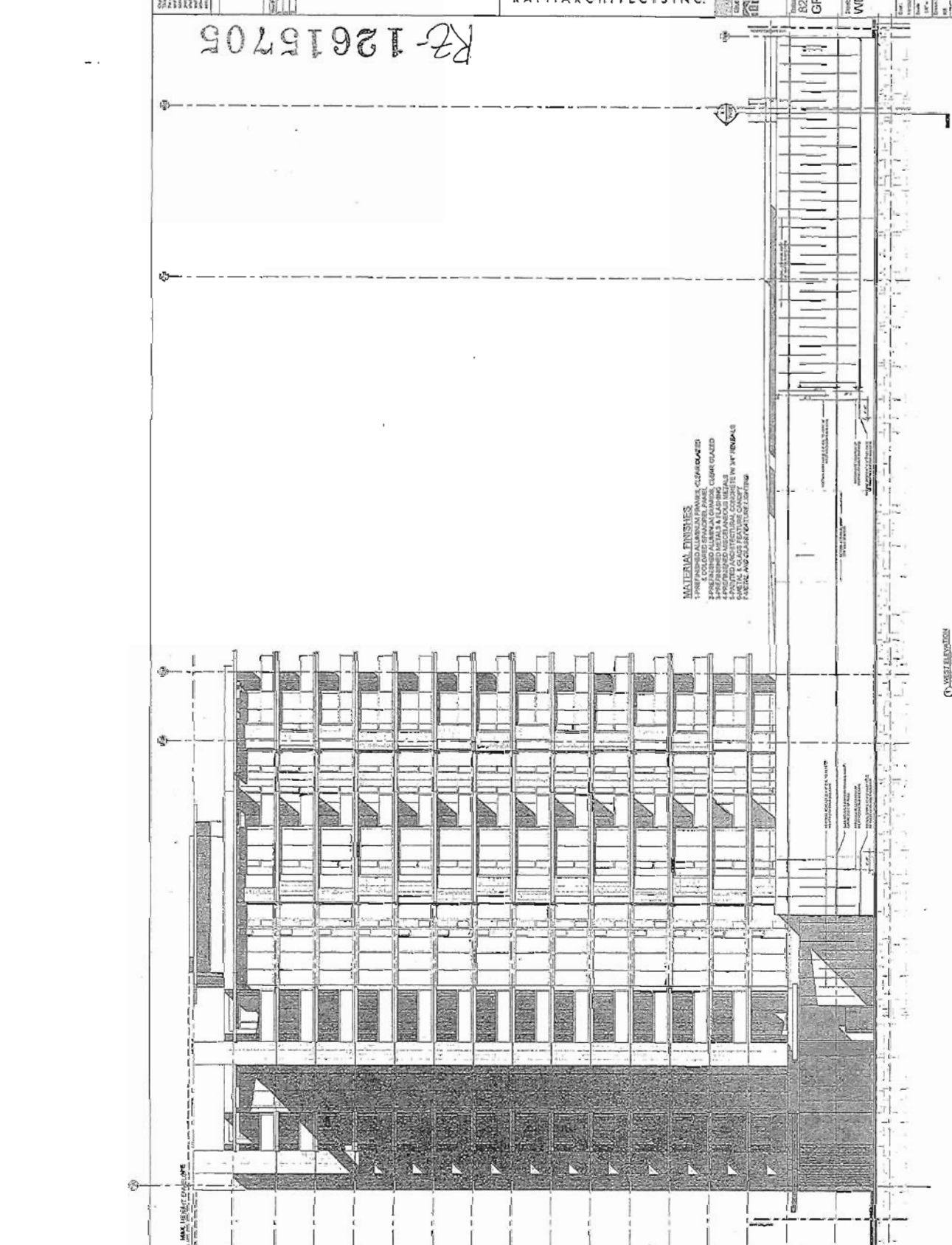
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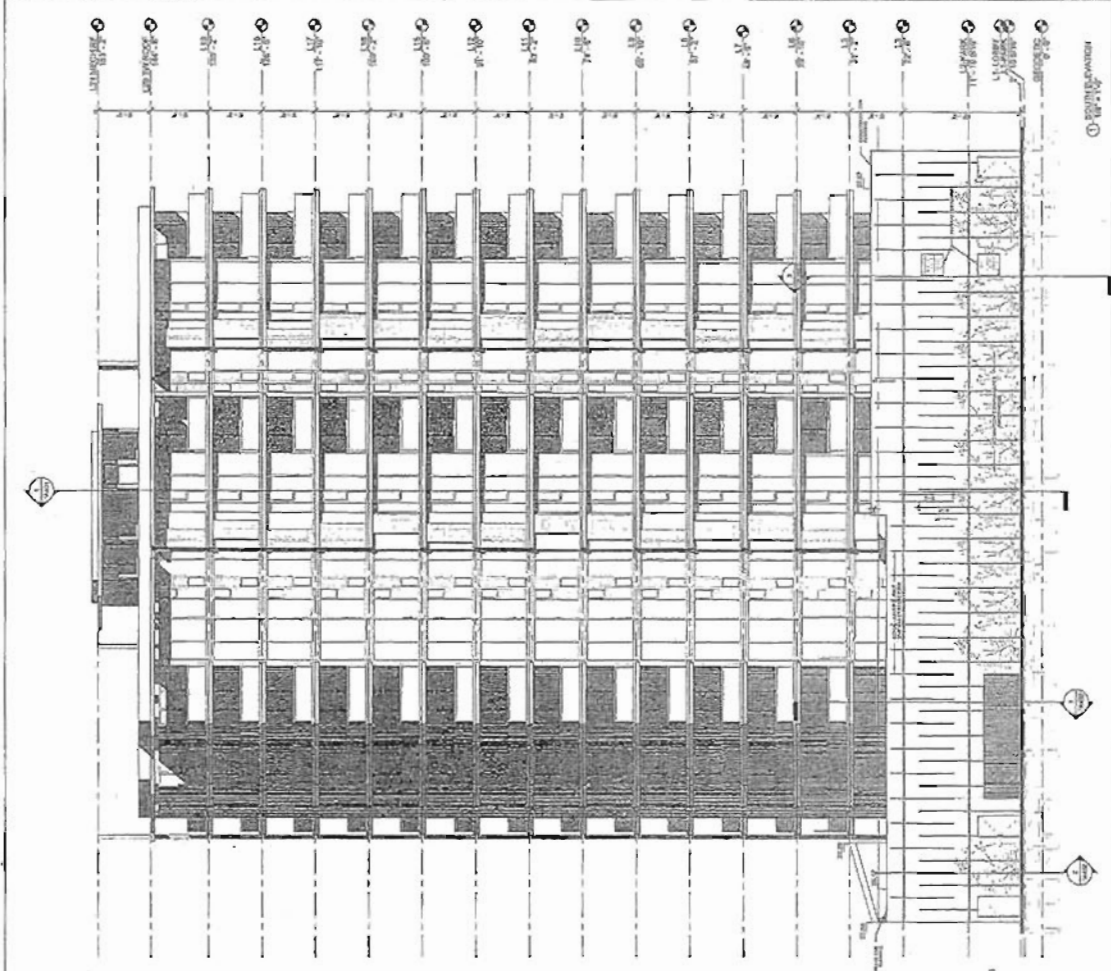
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MATERIAL FINISHES

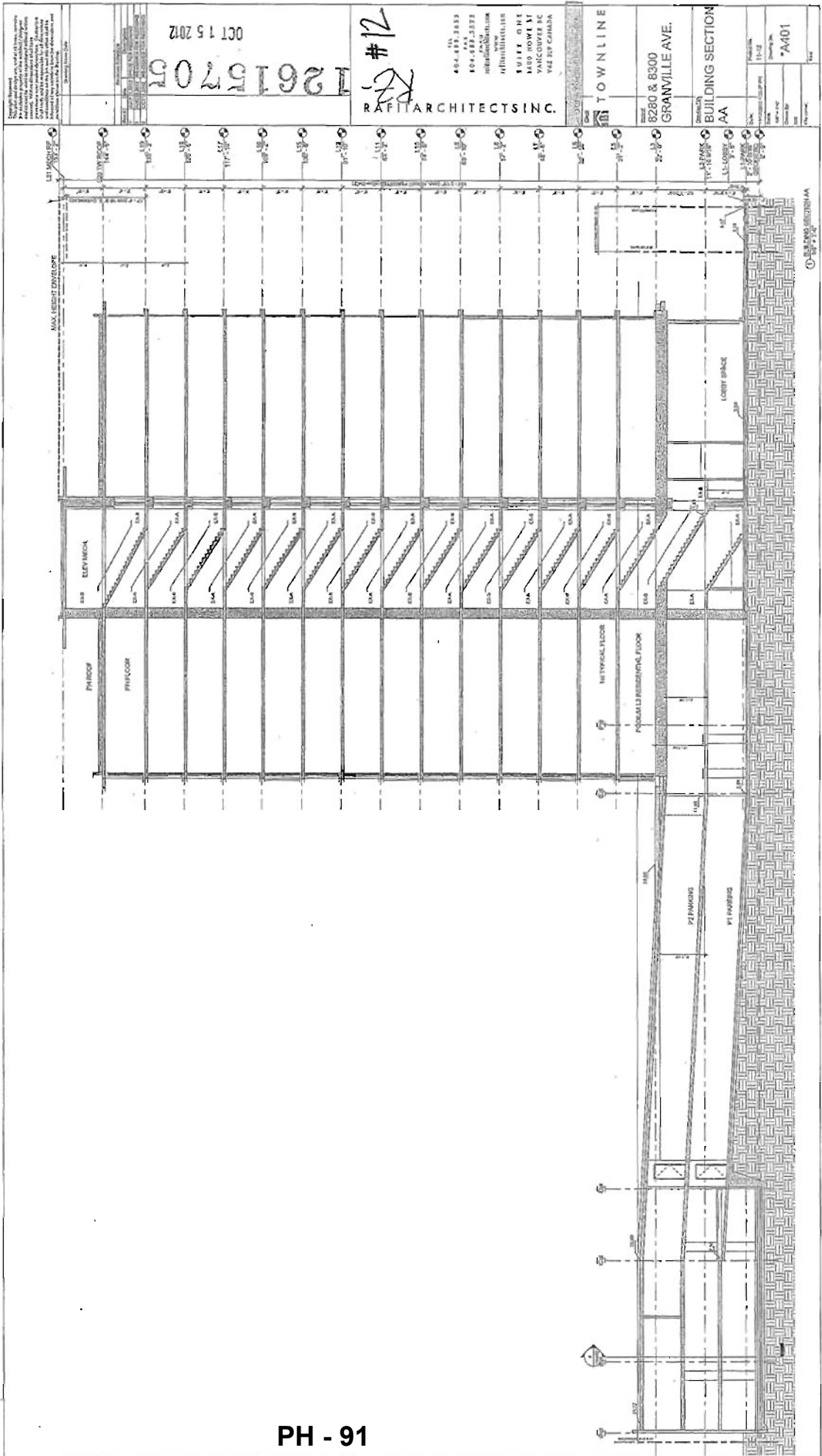


PH 88

MATERIAL FINISHES



MATERIAL FINISHES
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 4. POLISHED METAL PANELS
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 7. METAL AND GLASS FEATURE LOGGING



12615705
OCT 15 2012

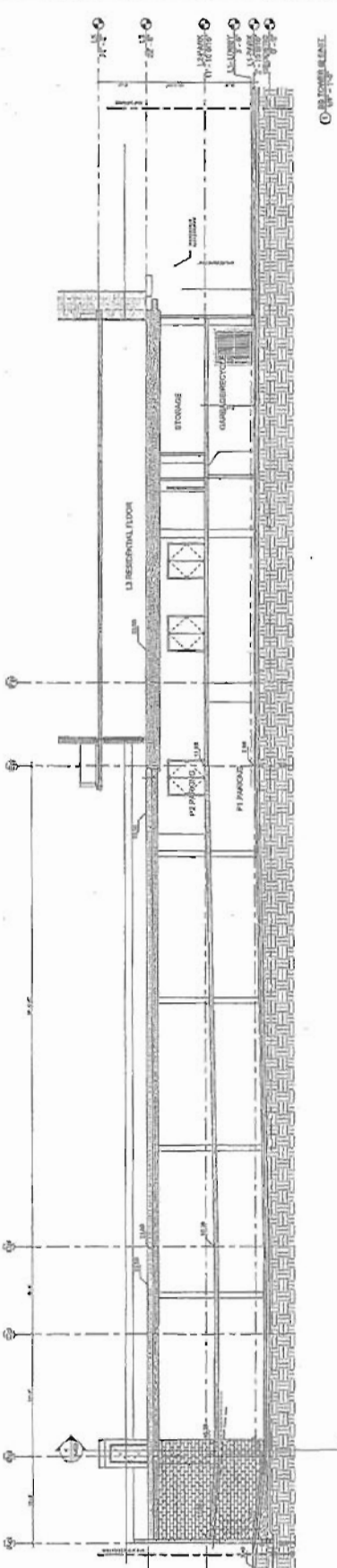
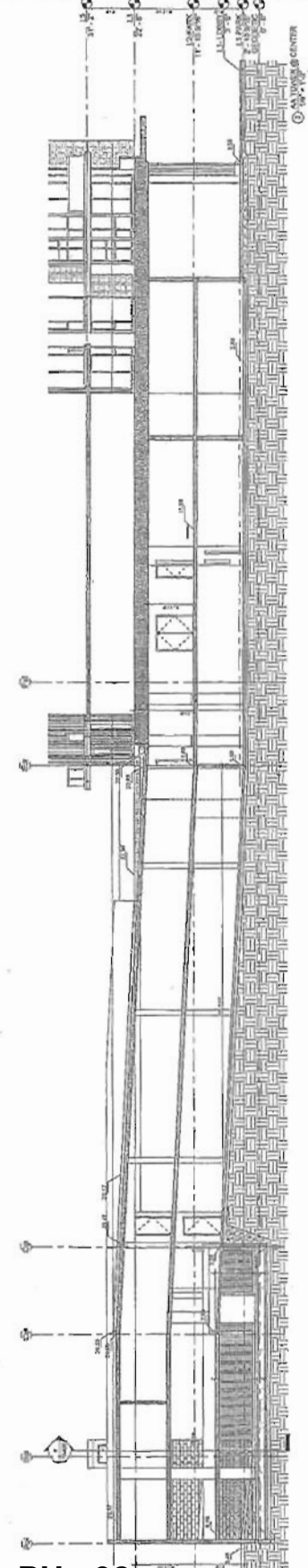
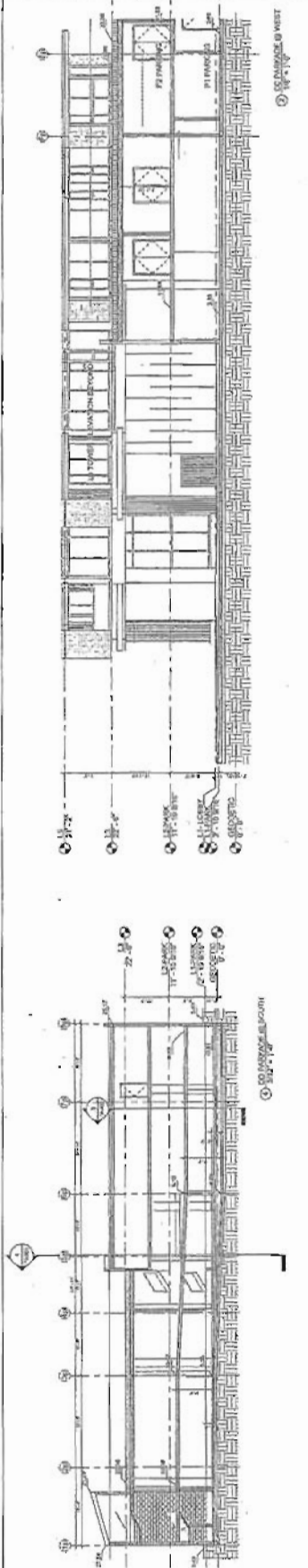
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RAFI ARCHITECTS INC.
404.433.2633
404.433.2678
www.rafi.ca
rafi@rafi.ca
RAFI OFFICE
1480 HOWE ST
VANCOUVER BC
V6Z 3Y7 CANADA

TOWNLINE
8280 & 8300
GRANVILLE AVE.
BUILDING SECTION
AA
*A401

12615705
 OCT 15 2012

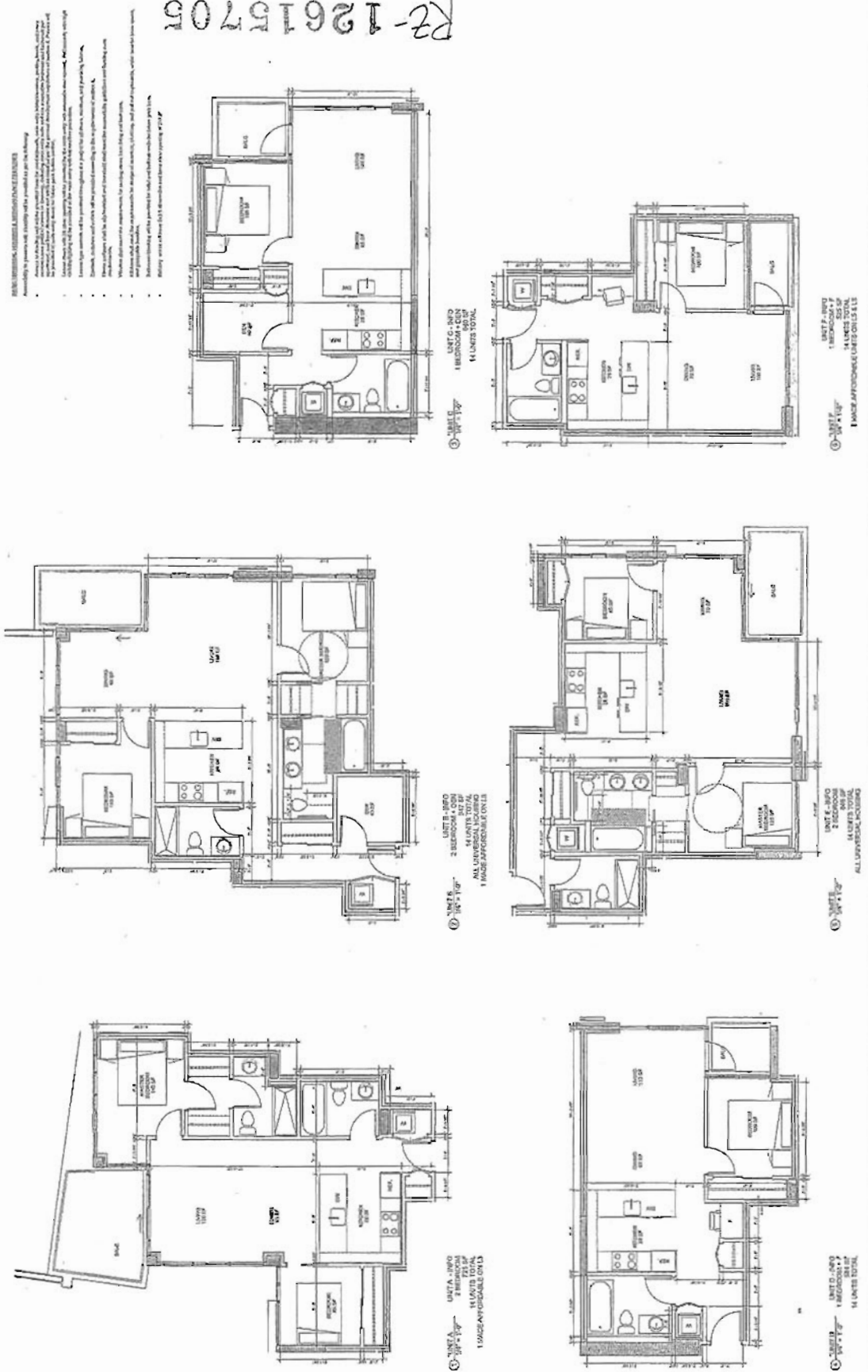
RAT ARCHITECTS INC.
 #13
 486-111-8855
 486-488-2333
 info@ratarchitects.com
 www.ratarchitects.com
 SUITE ONE
 1408 HOWE ST
 VANCOUVER BC
 V6Z 2H6 CANADA

TOWNLINE
 8260 & 8300
 GRANVILLE AVE.
 BUILDING
 SECTIONS
 *A402



PH - 92

R2-12615705



RZ-12615705

UNIT 109
 11'0" x 14'0"
 1 BEDROOM
 611 SF
 33 UNITS TOTAL

UNIT 110
 11'0" x 14'0"
 1 BEDROOM
 611 SF
 1 UNIT ON LEVEL 3

UNIT 111
 11'0" x 14'0"
 2 BEDROOMS
 803 SF
 2 UNITS AFFORDABLE ONLY 313

UNIT 109
 11'0" x 14'0"
 1 BEDROOM
 611 SF
 33 UNITS INCLUDING ALL UNITS ON LEVELS

UNIT 110
 11'0" x 14'0"
 1 BEDROOM
 611 SF
 1 UNIT ON LEVEL 3

UNIT 111
 11'0" x 14'0"
 2 BEDROOMS
 803 SF
 2 UNITS AFFORDABLE ONLY 313

UNIT 109
 11'0" x 14'0"
 1 BEDROOM
 611 SF
 33 UNITS INCLUDING ALL UNITS ON LEVELS

UNIT 110
 11'0" x 14'0"
 1 BEDROOM
 611 SF
 1 UNIT ON LEVEL 3

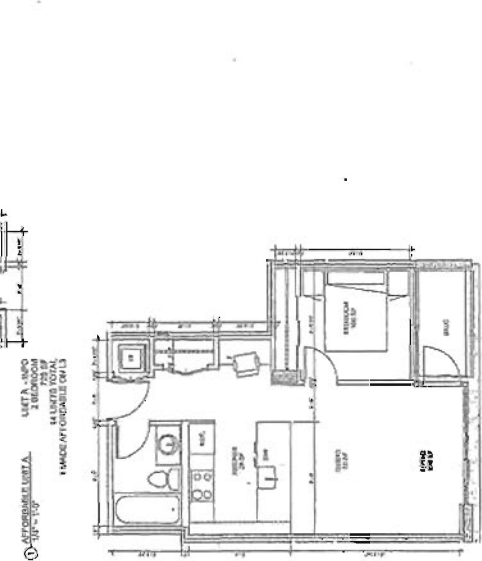
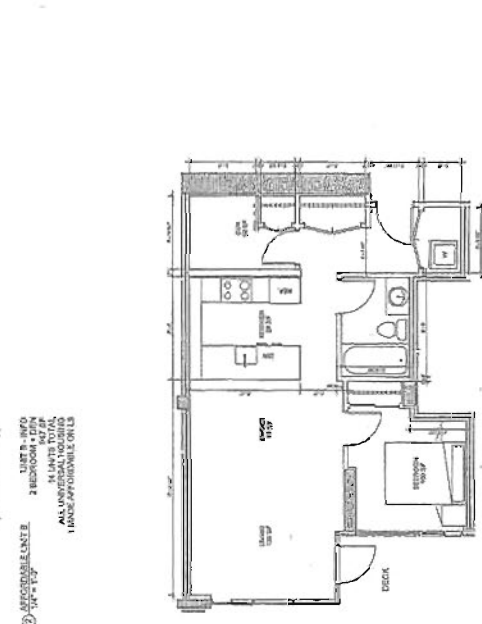
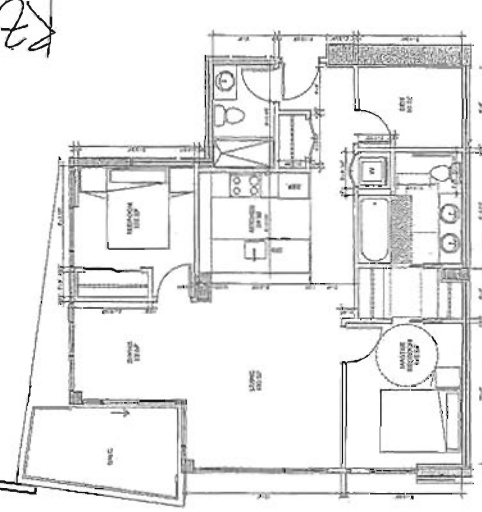
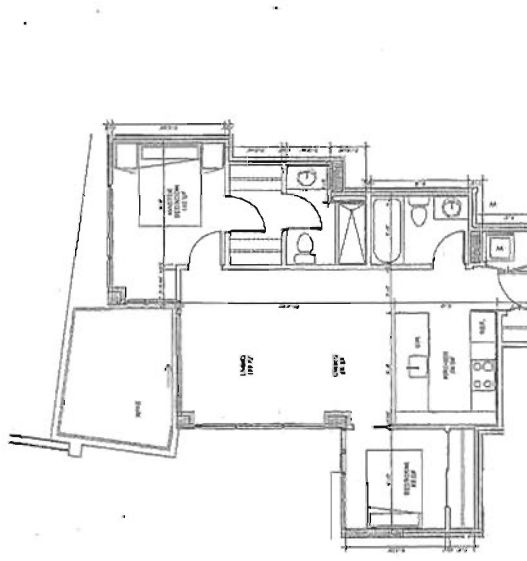
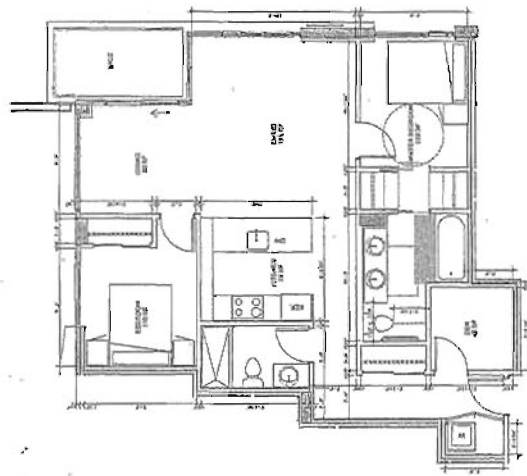
UNIT 111
 11'0" x 14'0"
 2 BEDROOMS
 803 SF
 2 UNITS AFFORDABLE ONLY 313

RAFFI ARCHITECTS INC. 1111 1515 SUITE 008 1608 HOWE ST VANCOUVER BC V6E 2P8 CANADA

- 1. All dimensions are in millimeters unless otherwise specified.
- 2. All dimensions are to the centerline of walls, columns, and openings.
- 3. All dimensions are to the centerline of doors, windows, and openings.
- 4. All dimensions are to the centerline of stairs, landings, and openings.
- 5. All dimensions are to the centerline of balconies, terraces, and openings.
- 6. All dimensions are to the centerline of ramps, stairs, and openings.
- 7. All dimensions are to the centerline of elevators, shafts, and openings.
- 8. All dimensions are to the centerline of fire escapes, stairs, and openings.
- 9. All dimensions are to the centerline of fire exits, stairs, and openings.
- 10. All dimensions are to the centerline of fire doors, stairs, and openings.
- 11. All dimensions are to the centerline of fire walls, stairs, and openings.
- 12. All dimensions are to the centerline of fire partitions, stairs, and openings.
- 13. All dimensions are to the centerline of fire curtains, stairs, and openings.
- 14. All dimensions are to the centerline of fire blankets, stairs, and openings.
- 15. All dimensions are to the centerline of fire extinguishers, stairs, and openings.
- 16. All dimensions are to the centerline of fire hoses, stairs, and openings.
- 17. All dimensions are to the centerline of fire alarms, stairs, and openings.
- 18. All dimensions are to the centerline of fire detectors, stairs, and openings.
- 19. All dimensions are to the centerline of fire sprinklers, stairs, and openings.
- 20. All dimensions are to the centerline of fire extinguishers, stairs, and openings.

AFFORDABLE HOUSING SUMMARY

UNIT	TYPE	AREA (SQ)	COUNT	TOTAL SQ
UNIT A	2BR/1.5	127	1	127
UNIT B	2BR/1.5	127	1	127
UNIT C	2BR/1.5	127	1	127
UNIT D	2BR/1.5	127	1	127
UNIT E	2BR/1.5	127	1	127
UNIT F	2BR/1.5	127	1	127
UNIT G	2BR/1.5	127	1	127
UNIT H	2BR/1.5	127	1	127
UNIT I	2BR/1.5	127	1	127
UNIT J	2BR/1.5	127	1	127
UNIT K	2BR/1.5	127	1	127
UNIT L	2BR/1.5	127	1	127
UNIT M	2BR/1.5	127	1	127
UNIT N	2BR/1.5	127	1	127
UNIT O	2BR/1.5	127	1	127
UNIT P	2BR/1.5	127	1	127
UNIT Q	2BR/1.5	127	1	127
UNIT R	2BR/1.5	127	1	127
UNIT S	2BR/1.5	127	1	127
UNIT T	2BR/1.5	127	1	127
UNIT U	2BR/1.5	127	1	127
UNIT V	2BR/1.5	127	1	127
UNIT W	2BR/1.5	127	1	127
UNIT X	2BR/1.5	127	1	127
UNIT Y	2BR/1.5	127	1	127
UNIT Z	2BR/1.5	127	1	127



1. This plan shows the layout of the building, including the location of the units, the common areas, and the exterior walls. It is intended to provide a clear understanding of the building's structure and layout.

2. The units are shown in a grid-like pattern, with each unit occupying a specific area of the building. The common areas, including the hallways, stairs, and utility rooms, are also clearly marked.

3. The exterior walls are shown as solid lines, and the interior walls are shown as dashed lines. This helps to distinguish between the building's structure and the internal layout.

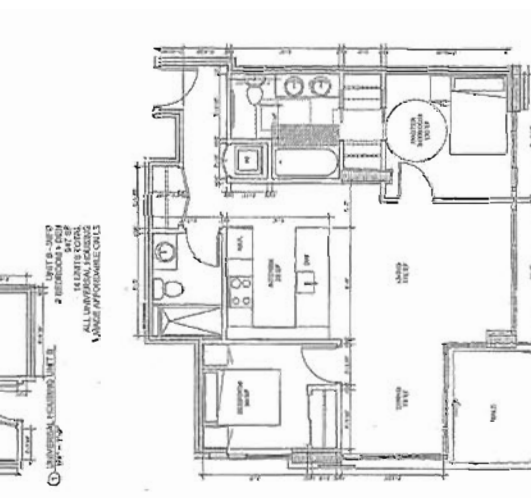
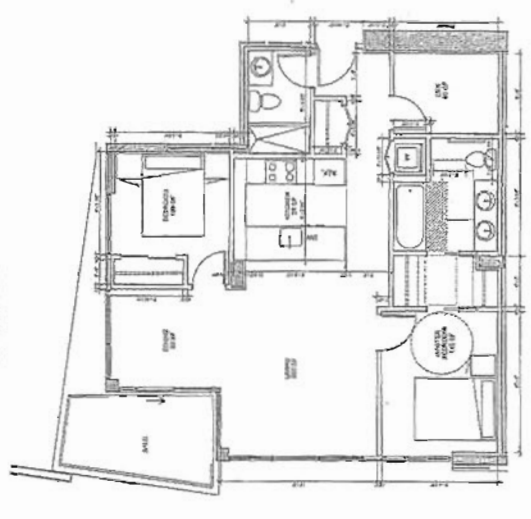
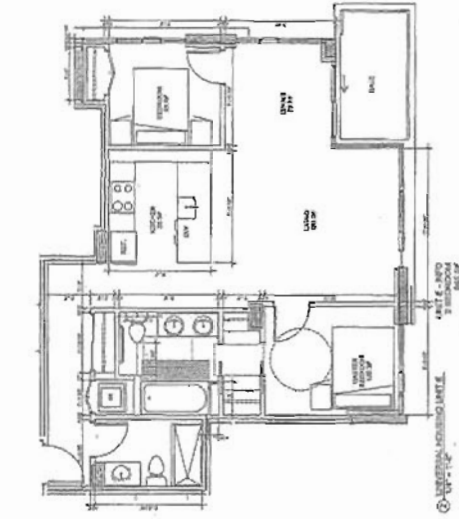
4. The plan is oriented with the main entrance at the top. This orientation is consistent throughout the drawing.

5. The drawing is a technical drawing and should be read accordingly. It is not a photograph and does not show the actual appearance of the building.

6. The drawing is a preliminary drawing and is subject to change. It is intended to provide a general overview of the building's layout and is not intended to be used for construction purposes.

7. The drawing is a copyright of RAFFI ARCHITECTS INC. and is not to be reproduced or distributed without the written consent of the architect.

R2-12615705

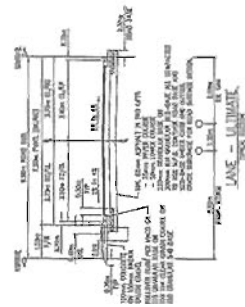
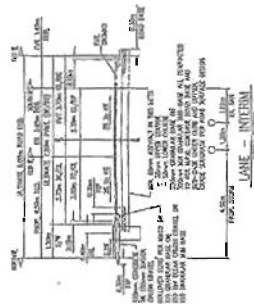
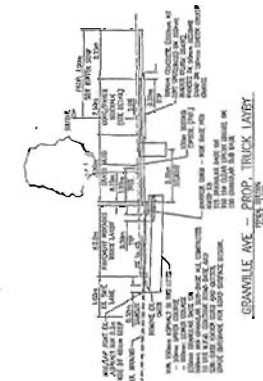
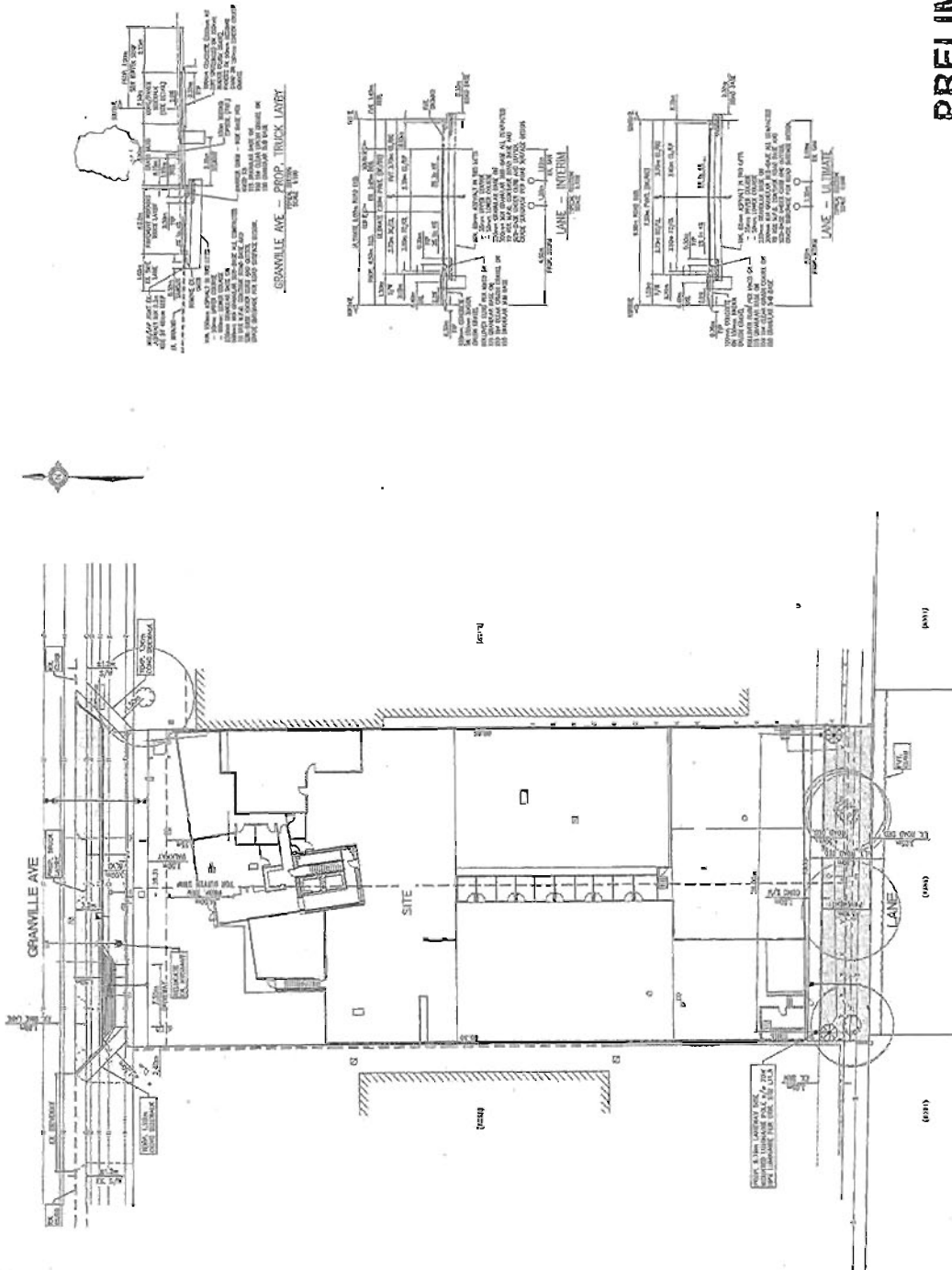


RZ-12615705

OCT 15 2012

#10

PRELIMINARY



City of Richmond
 KETFLAN
 6280 and 8300 GRANVILLE AVE
 CITY FILE: R17-01010

NO.	DATE	BY	DESCRIPTION
1	07/17/12	WJ	REVISED PER PLAN
2	07/17/12	WJ	REVISED PER PLAN
3	07/17/12	WJ	REVISED PER PLAN
4	07/17/12	WJ	REVISED PER PLAN
5	07/17/12	WJ	REVISED PER PLAN
6	07/17/12	WJ	REVISED PER PLAN
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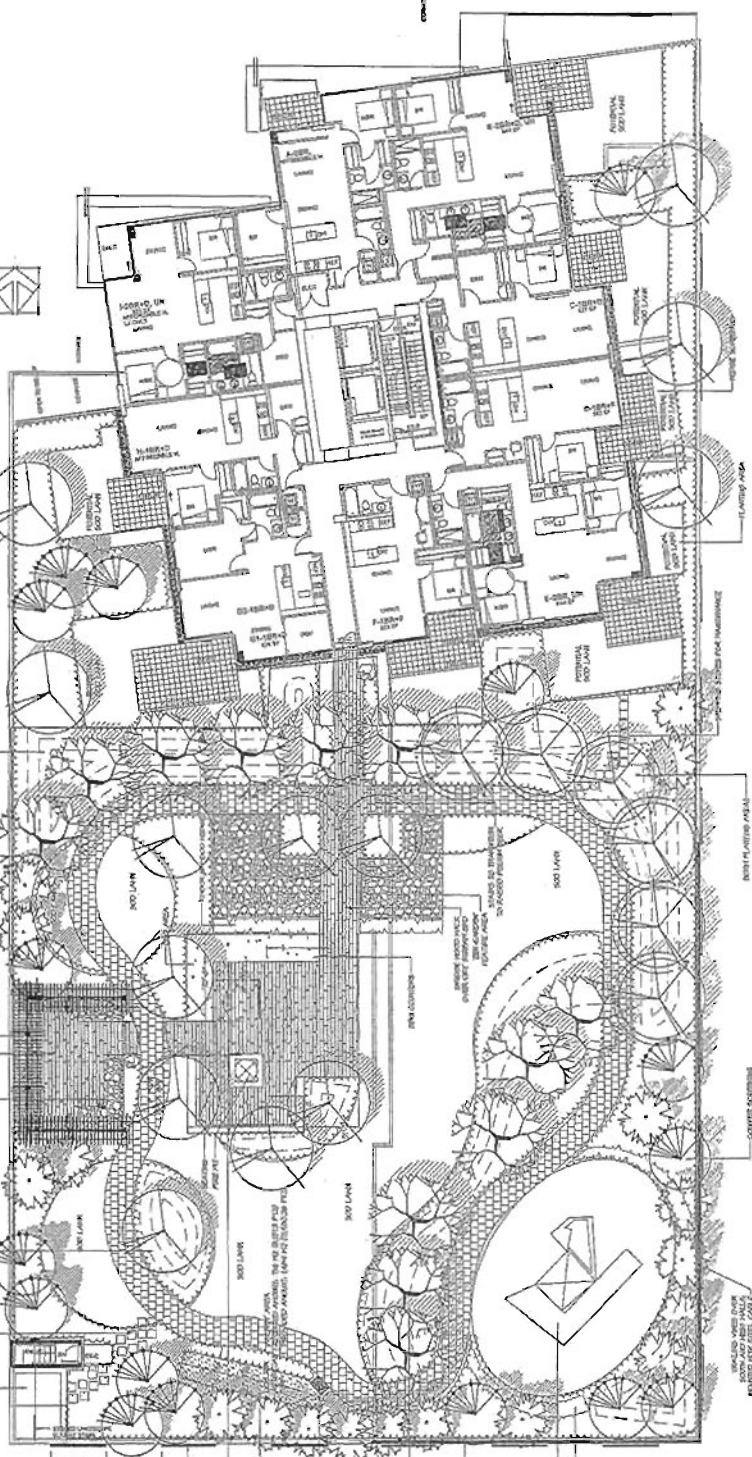
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TOWNLINE
 125-1235 COMMERCE PARKWAY
 RICHMOND, VA 23229
CoreGroup
 ARCHITECTS
 10000 WOODBURN AVENUE
 RICHMOND, VA 23238

RZ-12615705

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PH - 99

M2
LANDSCAPE ARCHITECTURE

4229 75th Avenue, #100
Markham, Ontario, Canada L3R 9V7
Tel: 905.477.0044
Fax: 905.477.0045
Email: office@m2la.com

OCT 15 2017
#20

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PROJECT:
GRANVILLE APARTMENTS
4229, 4300 GRANVILLE AVE.
MARKHAM, ONT. L3R 9V7

DATE: 10/15/17
SCALE: 1" = 4'-0"
DRAWN: MM
CHECKED: MM
DATE: 10/15/17

LANDSCAPE CONCEPT
PODIUM DECK

L2

DATE: 10/15/17
SCALE: 1" = 4'-0"
DRAWN: MM
CHECKED: MM
DATE: 10/15/17

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West Vancouver, British Columbia
V3M 1L7
Tel: 604.533.0044
Fax: 604.533.0045
Email: office@m2inc.com

OCT 15 2012

#21.

NO. OF SHEETS	NO. OF SHEETS USED	NO. OF SHEETS LEFT
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NO. OF SHEETS	NO. OF SHEETS USED	NO. OF SHEETS LEFT
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8000 GRANVILLE AVE
RICHMOND, BC

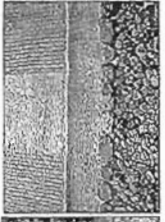
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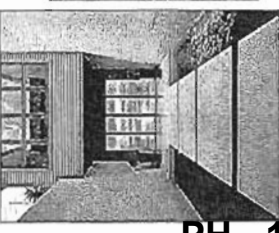
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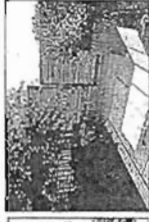
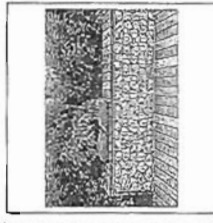
SCREENING WALLWAYS



CORRELATIVE MATERIALS AND FORMS

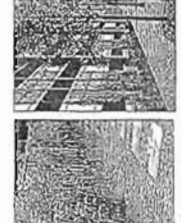
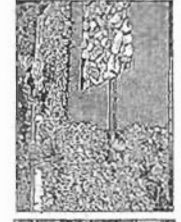


DEFINING INTER-ENVIRONMENTAL



LEASING SOCIAL SPACES

K2-12615705



SCULPTED NATURE



TRANSITIONAL BRIDGES





RZ 12-615705

Attachment 4

Address: 8280 and 8300 Granville Avenue **File No.:** RZ 12-615705

Prior to final adoption of Zoning Amendment Bylaw 8958, the developer is required to complete the following:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
2. A 4.5 m wide lane dedication along the entire south property line for the creation of a future lane. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane.
3. A minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire Granville Avenue frontage for road (layby) and greenway purposes, to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. For details regarding the required frontage improvements see the Servicing Agreement requirements below. The maintenance and liability of the entire greenway corridor width including paving and landscape treatment to be the responsibility of the City.
4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
5. Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC or a minimum of 300 mm above the highest crown elevation along the Granville Avenue frontage.
6. Registration of a legal agreement on title ensuring that the garages be constructed in such a manner as to allow immediate vehicle access to the lane once it becomes operational.
7. Registration of a legal agreement on title ensuring that the means of a permanent vehicle access/egress to/from Granville Avenue via a right- and right-out only driveway with future vehicle access/egress to/from the lane along the south property line when the lane is eventually constructed.
8. Registration of a cross-access easement that varies in width from a maximum of 9.9 m from the west property line at Granville Avenue and a minimum of 6.0 m wide from the west property line at the parkade vehicle entry, subject to the detailed design and the approval by the Director of Development and/or any other legal agreements as determined necessary by the City over the on-site driveway access between Granville Avenue and the proposed parkade entry in favour of 8260 and 8240 Granville Avenue (as a consolidated future redevelopment site) to the satisfaction and final approval of the Director of Development.
9. Registration of a legal agreement/covenant on title in the Land Title Office for the provision of electric vehicle infrastructure specifying that 20% of parking stalls shall be provided with 120 volt, electrical vehicle plug-in charging equipment and further stipulating that an additional 25% of parking stalls shall be pre-ducted for future electrical vehicle plug-in charging equipment, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
10. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable residential gross floor area minus the affordable housing area equals \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) to the public art fund or the provision of a public art installation on the subject site of equivalent value that is supported by the Public Art Advisory Committee and approved by the City Council.

11. Provision of a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
12. Provision of a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. The interim and ultimate lane designs provided by the applicant will be required to accommodate the WB-17 loading in the future lane.
13. Provision of a cash contribution in the amount of \$25,000.00 for a bus shelter in the vicinity of the site, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
14. Provision of a cash contribution in the amount of \$15,300.00 for Audible Pedestrian Signal (APS) up-upgrades at the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement..
15. Provision of a cash contribution in the amount of \$19,040.00 for the upgrade of the sewer from STMH2498 to STMH2491 as there is inadequate capacity under the ultimate OCP development scenario.
16. Registration of the City's standard Housing Agreement to secure 507.54 m² (5,463.15 ft²) of residential floor area for 7 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1-bedroom units plus 1-bedroom + den units	3 units	50 m ² (535 ft ²)	\$925.00 per 1-bedroom units	\$37,000.00 or less
2-bedroom units plus 2-bedroom + den units	4 units	80 m ² (860 ft ²)	\$1,137.00 per 1-bedroom units	\$45,500.00 or less

** May be adjusted periodically as provided for under adopted City policy.

17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
18. Enter into a Servicing Agreement* for the design and construction of frontage and site service connection. Works include, but may not be limited to:
 - .1 Frontage Improvement Requirements:
 - .1 Granville Avenue:
 - .1 South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
 - .2 South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,

3. South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
4. South from the south side of the walkway, a 2.0 m wide strip for landscape buffer planting where possible to separate the walkway from the proposed development according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
5. Installation of a minimum 1 City standard bench complete with a concrete pad within the proposed 4.0 m wide SRW along Granville Avenue, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
6. Supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

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

1. Compliance with the appropriate design guidelines to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit including consideration of the following:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.
2. Further architectural and landscape architectural design development of the proposed built form and landscape improvements to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit.
3. Submission of a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage and to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit. The value of the public art contribution is estimated to be approximately \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) that includes the 5% of total contribution toward the City's public art administration.
4. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees;

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

Signed

Date



High Rise Apartment (ZHR13) - St Albans (City Centre)

The Council of the City of Richmond enacts as follows:

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 19.13 thereof the following:

“19.13 High Rise Apartment (ZHR13) – St Albans (City Centre)

19.13.1 Purpose

The zone provides for high rise apartment use.

19.13.2 Permitted Uses

- housing, apartment

19.13.3 Secondary Uses

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

19.13.4 Permitted Density

- 1. The maximum floor area ratio is 2.0, together with an additional 0.1 floor area ratio provided that it is entirely used to accommodate amenity space.
- 2. Notwithstanding Section 19.13.4.1, the reference to a maximum floor area ratio of “2.0” in relation to a building used for multiple-family residential purposes is increased to a higher density of “3.0” on sites zoned ZHR13, if prior to the first occupancy of the building the owner:
 - a) provides in the building not less than four affordable housing units and the combined habitable space of the total number of affordable housing units would comprise at least 5% of the total building area; and
 - b) enters into a housing agreement with respect to the affordable housing units and registers the housing agreement against the title to the lot, and files a notice in the Land Title Office.

19.13.5 Permitted Lot Coverage

- 1. The maximum lot coverage is 90% for buildings.

19.13.6 Yards & Setbacks

- 1. The minimum public road setback along the north property line is 3.0 m.
- 2. The minimum side yard setback along the east property line is 0.0 m.

3. The minimum **side yard setback** along the west **property line** is 0.0 m.
4. The minimum **rear yard setback** along the south **property line** is 0.0 m.

19.13.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory buildings** and **structures** is 10.0 m.

19.13.8 Subdivision Provisions/Minimum Lot Size

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

19.13.9 Landscaping & Screening

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

19.13.10 On-Site Parking And Loading

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

19.13.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. 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 "**High Rise Apartment (ZHR13) – St Albans (City Centre)**":

P.I.D. 003-554-619

Parcel "A" (RD43490E) Lot 8 Block "A" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

P.I.D. 004-033-817

Lot 9 Except Part on Reference Plan 6590 Block "A" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

3. This Bylaw is cited as "Richmond Zoning Bylaw 8500 Amendment Bylaw 8958".

FIRST READING

NOV 13 2012

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER



City of Richmond

TO COUNCIL - NOV 13, 2012
Report to Committee
Planning and Development Department

TO PUN NOV. 10 2012

To: Planning Committee
From: Wayne Craig, MCIP, MCSLA
Director of Development

Date: October 15, 2012
FILE: 12-8060-20-8960
RZ 12-620766

Re: Application by TL Housing Solutions Ltd., for Rezoning at 9020 Bridgeport Road from Auto-Oriented Commercial (CA) to Health Care (HC)

Staff Recommendation

- 1. That Bylaw No. 8960 to amend the Health Care (HC) Zoning District and for the rezoning of 9020 Bridgeport Road from "Auto-Oriented Commercial (CA)" to "Health Care (HC)", be introduced and given first reading.

Wayne Craig
Wayne Craig, MCIP, MCSLA
Director of Development

WC:bg
Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	<i>[Signature]</i>

Staff Report

Origin

TL Housing Solutions Ltd., has applied to the City for permission to rezone a property located at 9020 Bridgeport Road from "Auto-Oriented Commercial (CA)" to Health Care (HC) in order to facilitate the conversion of the existing hotel into a complex care facility.

The Executive Inn is currently a full-service hotel. This proposed development would create a 94 bed, complex care facility for Vancouver Coastal Health (VCH) with a gross floor area of 5,017 m² (54,004 ft²) and net floor area of 4,659 m² (50,151 ft²) after the renovation. Renovations to the Executive Inn would include an addition (approximately 358 m² or 3,853 ft²) primarily to enclose and widen exterior walkways. VCH would use this complex care facility to house and care for the residents of the Lions Manor (in Steveston) on an interim basis, which would allow for the planned redevelopment of the Lions Manor. This proposed complex care facility would then be used by VCH on a continuing basis to temporarily accommodate residents of other care facilities undergoing renovation or replacement.

There is no Servicing Agreement associated with this rezoning application since no upgrades or improvements are required to the existing roads or infrastructure in the vicinity of this site.

Findings of Fact

Item	Existing	Proposed
Owner	Progressive Construction Ltd. & Maureen Ilich	same
Applicant	TL Housing Solutions Ltd.	same
Site Size	4,611.89 m ²	same
Land Uses	Hotel	Complex Care Facility
OCP Designation - General	Commercial	same
Area Plan Designation	Urban Centre T5	Urban Centre T5
Sub-Area Plan Designation	Urban Centre T5 (35m)	Urban Centre T5 (35m)
Zoning	Auto Oriented Commercial (CA)	Health Care (HC) as amended
Floor Area	4,659 m ² (50,151 ft ²)	5,017 m ² (54,004 ft ²)
Allowable Floor Area Ratio (FAR)	1.5 FAR	1.0 FAR + 0.4 FAR for amenity
Proposed Floor Area Ratio (FAR)	0.93 FAR	1.0 FAR
Bylaw Required Parking	32 parking stalls	51 parking stalls
Existing/Proposed Parking	82 parking stalls	51 parking stalls
NEF Designation	Aircraft Noise - Area 2	same

See **Attachment 1** - Location Plan/Air Photo, **Attachment 2** - Development Application Data Sheet, **Attachment 3**: Concept Design Drawings and **Attachment 4** - Rezoning Considerations.

Surrounding Development

To the North: across Bridgeport Road are commercial and industrial buildings zoned Auto-Oriented Commercial (CA) and Light Industrial (IL),

To the East: across Garden City Road is a gas station and service centre zoned Gas Station Commercial – Bridgeport Village (ZC24),

To the South: across Sea Island Way are vacant single family residential lots zoned Single Detached (RS1/F), and .

To the West: a large, commercial building zoned Auto-Oriented Commercial (CA).

Related Policies & Studies

Flood Protection: The site will comply with the Flood Plain Designation and Protection Bylaw 8204 and a flood indemnity covenant is required to be registered on title prior to final rezoning adoption.

Aircraft Noise: The site is within a aircraft noise Area 2, which allows for all aircraft noise sensitive uses (except new single family residential) to be considered subject to compliance with the Canadian Mortgage and Housing Corporation (CMHC) and the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards identified in the OCP. The existing building has air conditioning and the applicant has agreed that the sleeping units will meet CMHC standards. A legal agreement is required to ensure compliance with CMHC and ASHRAE standards. In addition, an acoustical report will be required to verify compliance with CMHC and ASHRAE standards prior to issuance of the Building Permit.

Land Use: Schedule 1 of the Official Community Plan (OCP) designates this site as "Commercial" on the Generalized Land Use Map however Schedule 2 of the OCP (Bridgeport Village) designates this site as Urban Centre T5 and "Institutional Use" is a permitted use in this area. The permitted uses in the Area Plan take precedence over the Generalized Land Use Map, therefore no OCP amendment is required.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) because it complies with the CCAP. This application only involves a 94 bed health care facility.

Ministry of Transportation and Infrastructure (MOTI)

This proposed development has been referred to MOTI but no comments have been received to date. However this rezoning application remains subject MOTI review and compliance with any MOTI requirements is listed as a prior to condition in the Rezoning Considerations.

Public Input

No comments from the public have been received regarding this rezoning application.

Staff Comments

Staff Technical Review comments are attached. No significant concerns have been identified.

Vancouver Coastal Health (VCH) Richmond

The Lions Manor care facility is owned and operated by VCH and licensed under provincial regulations. VCH will lease and operate the proposed complex care facility. Licensing inspections encompass the entire facility and its operation including but not limited nursing care, the physical plant, the living environment, amenities, kitchen facilities and food quality.

Land Dedications & Statutory Right-of-Ways (SRW's)

There are no required land dedications. A 3.5 m wide SRW is required along Sea Island Way for a 1.5 m wide boulevard for street trees, grass and automatic irrigation system plus a 2.0 m wide sidewalk. The applicant will be required to submit a design for the frontage improvements including a cost estimate to the satisfaction of the City prior to issuance of the Building Permit. The cost estimate will be used as the basis for a cash contribution by the applicant to City required prior to issuance of the Building Permit, for the City to construct the frontage improvements.

Building Code & Richmond Fire Rescue

The building code and fire rescue issues have been addressed including:

1. Emergency Fire Access: This location has good fire fighter access and will benefit from short emergency response times due to the proximity of a Richmond Fire Hall. The existing building is equipped with a sprinkler system but the applicant will make up-grades regarding fire separation and fire protection systems given the wood frame construction.
2. Building Code: The applicant has agreed to address the following code issues at the Building Permit stage including:
 - an alternative solution to the existing non-combustible construction requirement,
 - limited corridor and exit stair widths that preclude occupation by bed ridden residents (i.e. all residents must be mobile or able to be moved in wheelchairs),
 - elimination of any mechanical equipment including any refrigeration and dry storage areas at or below the 2.9m GSC Flood Construction Level (FCL),
 - locking of doors in exit/egress paths and exit exposure protection.

Transportation & Traffic

1. Site Access: There are no frontage improvements requested. No changes are required to the vehicle access/egress driveways along Bridgeport Road however minor modifications are proposed to the slope of on-site vehicle ramps to the porte cochère area.
2. Lions Manor – Existing Parking: There are 93 individuals currently living at the Lions Manor and none of these residents owns or parks a vehicle on-site. There are 25 existing on-site parking spaces at the Lions Manor including 1 wheelchair accessible stall plus 2 small loading spaces and 1 stall for a medium sized bus.
3. Richmond Executive Inn – Existing Parking: There are 82 existing parking stalls on site. The bylaw requires 31 parking stalls for the proposed complex care facility and the applicant proposes to retain 51 existing parking stalls plus 2 medium (SU9) loading spaces.
4. Transit & TDM Measures: This site is located approximately 500m from the Canada Line – Bridgeport Station. In addition, there are east and west bus stops within 100m of this site along Bridgeport Road. There will be space to park the Lions Manor bus on this site. Sea Island Way frontage improvements include a 1.5 m wide landscaped boulevard (tree and grass) plus a City standard 2.0 m wide concrete sidewalk.

Engineering & Site Servicing

No major utility infrastructure improvements are required.

Urban Design & Site Planning

1. Site Context: The existing hotel is surrounded by commercial and industrial buildings however, this site is already well screened and buffered from surrounding uses by a well established landscape edge treatment consisting of large trees and shrubs that will be retained and the applicant has committed to further reinforce and supplement this perimeter planting.
2. Site Planning: The applicant proposes to shift the east parking entrance to the north and remove approximately 31 parking stalls on the south side of the site. These parking stalls will be replaced by an enclosed outdoor courtyard and amenity space.

Architectural Form & Character

Proposed alterations to the building exterior affecting the architectural form and character are:

1. Building Additions: The applicant proposes to add approximately 358 m² (3853 ft²) to the existing building enclosing a portion of the interior courtyard. The proposed renovations include a new elevator, office space, treatment areas and amenity space on the 1st level. On the upper levels (2nd and 3rd floors) the renovations are primarily intended to enclose and widen exterior hallway corridors to improve circulation.
2. Façade Modifications: The proposed façade modifications include repainting the exterior of the building and alterations to the front entry and porte cochère area in order to improve overall accessibility.

Building Interior Renovations & Alterations

Proposed alterations to the building interior for the proposed complex care facility include:

1. New exterior courtyard walls built to widen and enclose hallway corridors on all floors as well as create additional floor space for offices, treatment, amenity and storage areas.
2. Creation of open dining/living/activity areas on the southern “public” side of each floor.
3. Addition of a new stretcher elevator on the south side of the building.
4. Incorporation of a nurse’s station, medicine storage and servery near the southern, public area of each floor.
5. Incorporation of a tub room, shower room, and soil/utility room near the northern, private area of each floor.
6. Make all ground floor resident bathrooms and bedrooms accessible.
7. Make a portion of the second floor resident bathrooms and bedrooms accessible.
8. Expand the ground floor commercial kitchen and add storage to the semi-basement level.
9. Adjust the lobby entrance to facilitate ease of access required by this complex care facility.

Landscape & Open Space

The landscape and open space design accommodates the needs of these elderly residents by:

1. Edge Conditions: The applicant has agreed to augment and supplement the existing mature landscape around the perimeter of the site with addition plant materials and a perimeter security fence.

2. **South Courtyard:** The proposed design incorporates a secluded outdoor space that will occupy the southern half of the site. This space is intended to provide sunlit walking paths in a soft garden landscape. Raising this 'garden' makes it accessible from the ground floor living area, as well as creates a buffer by elevating it above street level. Additional uses will include picnics, barbeques and games. Further screening will be added through careful landscape design including additional tree and shrub planting. An unobtrusive perimeter fence will be introduced for security measures.
3. **Interior Courtyard:** The landscape treatment of the interior courtyard will be upgraded and improved to become an outdoor seating area with good visibility and informal surveillance from inside the building.

Amenities & Accessibility

1. **Seniors Amenities:** Proposed amenities for the residents include multi-purpose rooms on all levels, a hairdressing salon, a seating area in the entry lobby, an enclosed and secure central outdoor courtyard and a larger south facing outdoor amenity area with circular pathway loops in a lush green landscaped courtyard with seating areas to accommodate individuals and small groups surrounded by a perimeter fence with a residential character.
2. **Accessibility:** A new elevator will be added at the south end of the interior courtyard and additions to the building will be made to widen existing hallways for improved accessibility.

Sustainability & Crime Prevention Through Environmental Design (CPTED)

1. **Building Re-Purposing:** While the proposed renovations are extensive, the Richmond Executive Inn is an ideal building to refit for interim seniors housing since the existing floor plan layout can be readily adapted to this new purpose.
2. **CPTED and Security:** Provisions for enhanced security include 24-hour staff and security cameras monitor entry locations, which are all well lit and target hardening of any isolated doors, if required. The entire site will be enclosed with a perimeter fence intended to prevent residents from inadvertently wandering off-site without supervision.

Development Permit & Servicing Agreement

1. **Development Permit:** The applicant has provided confirmation that the proposed exterior renovations visible to any fronting street are limited to painting and sign changes, which total less than \$50,000.00. Given the limited scope and cost of proposed exterior renovations this rezoning application does not require a Development Permit.
2. **Servicing Agreement:** There are no required or requested utility infrastructure improvements or site service connection upgrades. There are no frontage improvements required along Bridgeport Road at this time. The only frontage improvement requested along Sea Island Way is the provision of a 2.0 m wide City standard sidewalk separated from the back of existing curb by a 1.5 m wide boulevard planting strip complete with sodded grass, street trees and an automatic irrigation system. The applicant will be required to design these improvements and submit a cost estimate at the Building Permit stage together with installation of these improvements at their sole cost. These requested improvements do not trigger the need for a Servicing Agreement.

Analysis

Building code and emergency fire access issues have been identified and the applicant has agreed to resolve these requirements. There are no substantive transportation, engineering, site servicing or urban design issues. The proposed building renovations are primarily interior alterations. New amenities and upgrades to site and building accessibility are included in the proposed renovation. This interim complex care facility will be licensed by VCH and will comply with all necessary health and safety requirements.

Conclusion

Staff recommends support of this proposed rezoning and renovation of the Richmond Executive Inn in order to develop a Complex Care Facility to temporarily house and care for the residents of other VCH health care facilities that are undergoing planned renovations.



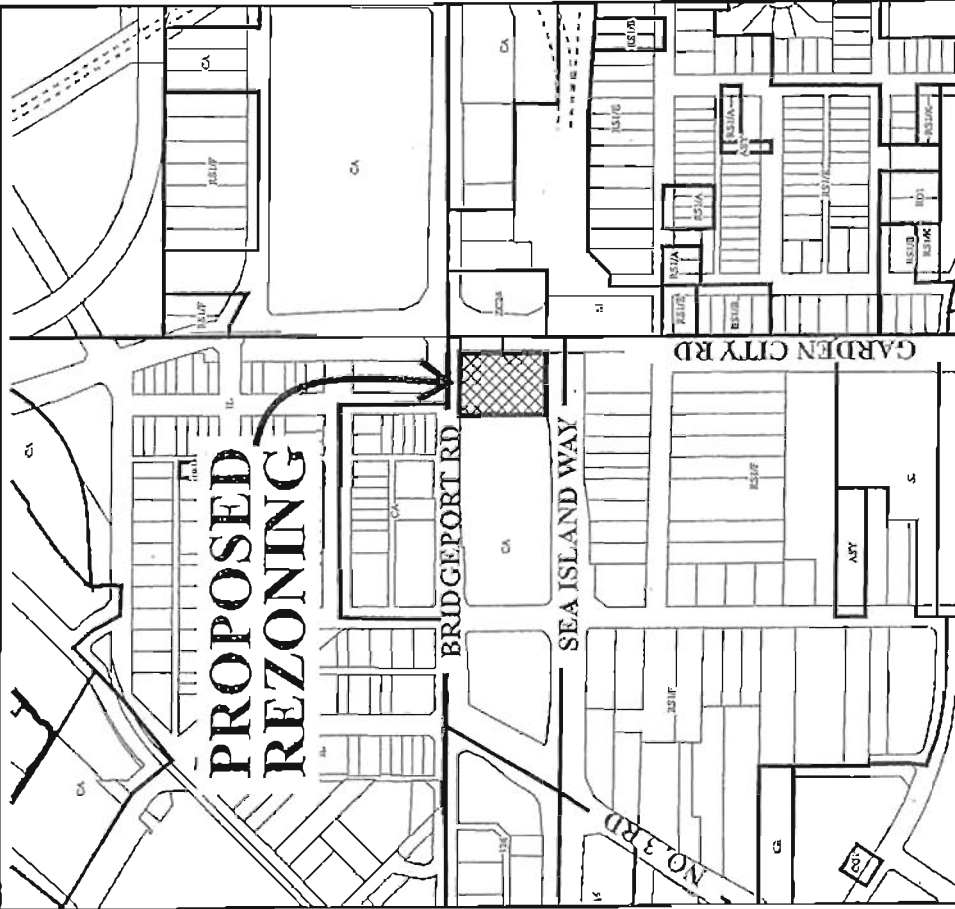
Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan and Air Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Design Drawings
- Attachment 4: Rezoning Considerations Concurrence

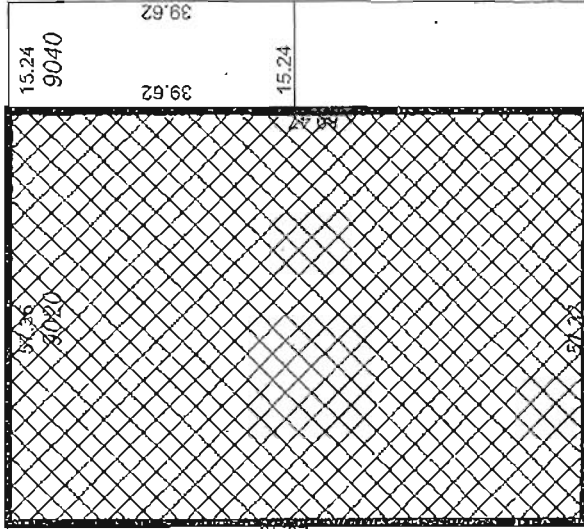


City of Richmond

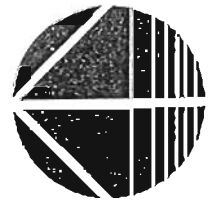


37.19	2971	293
37.19	8991	
37.19		

BRIDGEPORT RD



GARDEN CITY RD



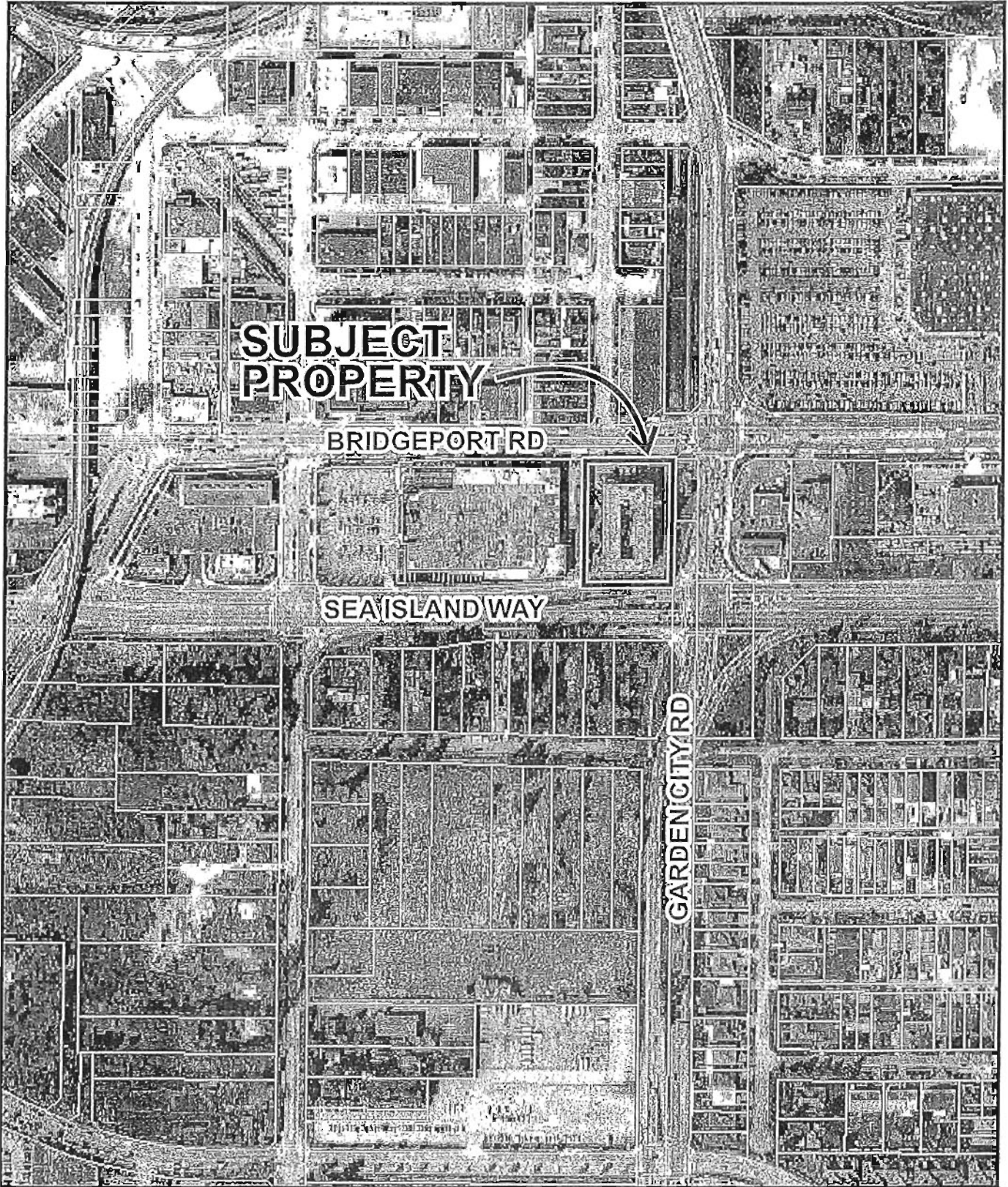
RZ 12-620766

Attachment 1A - Location Plan

Original Date: 10/01/12

Revision Date:

Note: Dimensions are in METRES



**SUBJECT
PROPERTY**

BRIDGEPORT RD

SEA ISLAND WAY

GARDEN CITY RD



RZ 12-620766
Attachment 1B - Aerial Photo

Original Date: 10/01/12

Amended Date:

Note: Dimensions are in METRES



RZ 12-620766

Attachment 2

Address: 9020 Bridgeport Road

Applicant: TL Housing Solutions Ltd.

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

	Existing	Proposed
Owner:	Progressive Construction Ltd. & Maureen Ilich	same
Site Size (m ²):	4,611.89 m ²	same
Land Uses:	Hotel	Complex Care Facility
OCP Designation:	Commercial	same
Area Plan Designation:	Urban Centre T5 (35m)	Urban Centre T5 (35m)
Zoning:	Auto Oriented Commercial (CA)	Health Care (HC) as amended

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR):	Max. 1.0 FAR	1.0 FAR	none permitted
Lot Coverage – Building:	Max. 45%	40%	none
Lot Size (min. dimensions):	no minimum lot dimensions	4,611.89 m ²	none
Setback – Bridgeport Road (m):	Min. 6.0 m	15.2 m Min.	none
Setback – Sea Island Way (m):	Min. 6.0 m	6.7 m Min.	none
Setback – Side & Rear Yards (m):	Min. 6.0 m	Min. 10.6 m	none
Height (m):	12.0 m	11.9 m	none
Off-street Parking Spaces – Total:	1 spaces per 3 beds = 32	51	none
Off-street Parking Spaces – Type: Regular (R) / Small (S):	32	R – 51 & Small - 051	none
Off-street Loading Spaces – Medium (SU9) & Large (WB-17)	SU9 – 2 & WB-17 – 1	SU9 – 2 & WB-17 – 0	Variance – based on no WB-17 deliveries
Off-street Bicycle Parking Class 1 & Class 2	Class 1 – 13 & Class 2 - 13	Class 1 – 13 & Class 2 - 13	
Amenity Space – Indoor:	not required	235.9 m ² (dining & lounge)	none
Amenity Space – Outdoor:	not required	1,108.5 m ² (outdoor courtyard)	none

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

Attachment 3 – Concept Design Drawings

RZ-12622766



RICHMOND LIONS-MANOR SCHEMATIC-STATS

LEGAL DESCRIPTION: LSEC BLYKEN ROSSV PL 80997 Parcel B, Section 27/28, REF 00997.

CIVIC ADDRESS: 8020 Bridgeport Road

CURRENT ZONING: CA

SITE AREA: 49,641.93 SF 4,611.60 M²

Building Height: 12m (39 ft) current zoning (CA): 45m max
 Lot Coverage: 40% proposed zoning (MC): 12m max

Building Setbacks: 50 ft
 22 ft
 47 ft
 35 ft

BUILDING AREA	GROSS AREA	F.A.R. AREA	AREA ADDED
EXISTING			
LEVEL 1	15,054.00	14,949.00	
LEVEL 2	15,161.00	15,161.00	
LEVEL 3	16,171.00	16,171.00	
TOTAL	46,386.00	46,281.00	
PROPOSED			
LEVEL 1	16,650.00	16,561.00	1,675.00
LEVEL 2	16,705.00	16,705.00	1,674.00
LEVEL 3	16,795.00	16,795.00	824.00
TOTAL	50,150.00	50,061.00	3,973.00

F.A.R.	TOTAL
SITE AREA	49,641.93
F.A.R. ALLOWANCE	1.50
EXISTING FAR	0.90
PROPOSED FAR	1.00

AREA	REQUIRED (M ²)	PROVIDED (M ²)	REQUIRED (M ²)	PROVIDED (M ²)
FLOOR				
LEVEL 1	44,30	72,69	95,00	96,00
LEVEL 2	52,80	85,00	85,00	70,00
LEVEL 3	92,80	94,00	115,00	87,00
TOTAL	189	231	235	232

PARKING	REQUIRED	EXISTING	PROPOSED
Parking Stalls	51	54	51
Loading (medium)	2	1	2
Loading (large)	0	0	0
Bicycle (Class 1)	13	0	15
Bicycle (Class 2)	13	0	15

UNIT COUNT	# OF UNITS	# OF BEDS	ACCESSIBLE
FLOOR			
LEVEL 1	22	22	22
LEVEL 2	25	25	10
LEVEL 3	24	48	
TOTAL	71	94	32

RICHMOND EXECUTIVE INN

SCHEMATIC STATISTICS
 DATE: 11/15/12
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NUMBER: 0000



RZ-12622766

#2

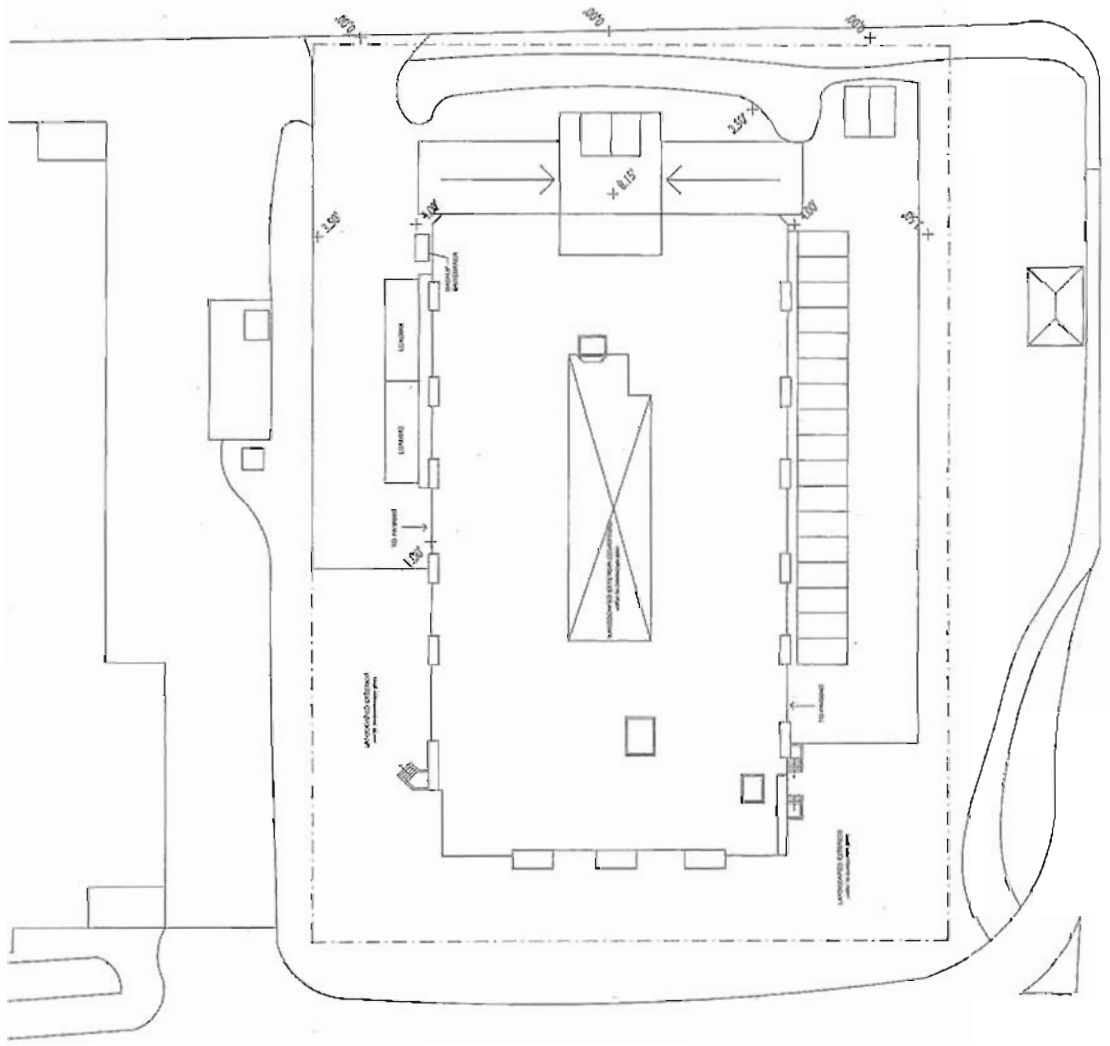
OCT 29 2012

RICHMOND EXECUTIVE
INN

SITE PLAN

DATE: 10/29/12
PROJECT: RICHMOND EXECUTIVE INN
SCALE: 1/8" = 1'-0"
DRAWN BY: J. B. BROWN
CHECKED BY: J. B. BROWN
DATE: 10/29/12

A-0.01



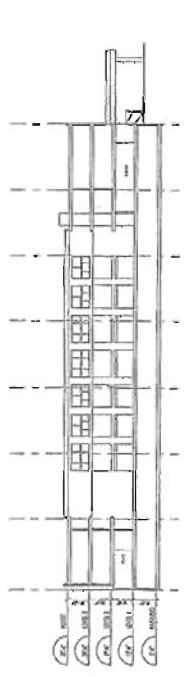
PH - 120



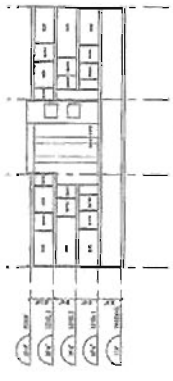


#3
 RZ. 12620766
 NOTES
 DATE: OCT 09 2012

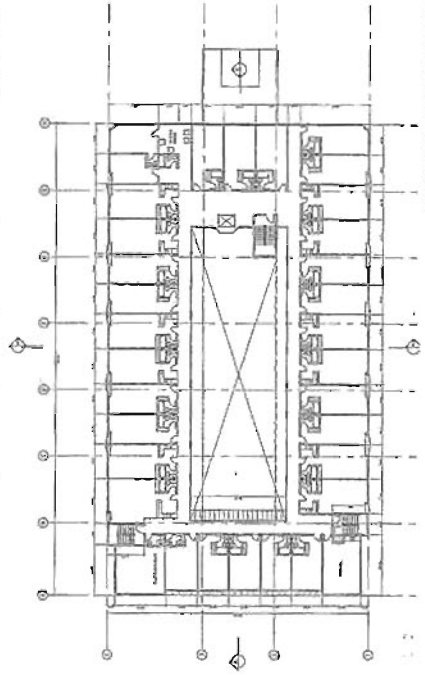
RICHMOND EXECUTIVE INN
 EXISTING BUILDING
 SHEET NO. 0000
 DATE: 10/09/12
 A-1.01



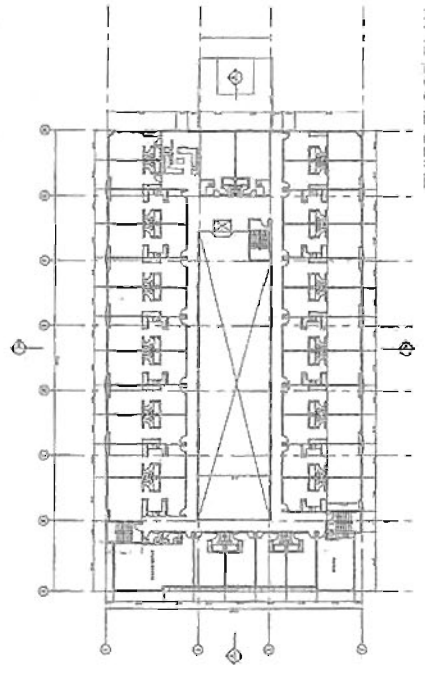
SECTION A



SECTION B



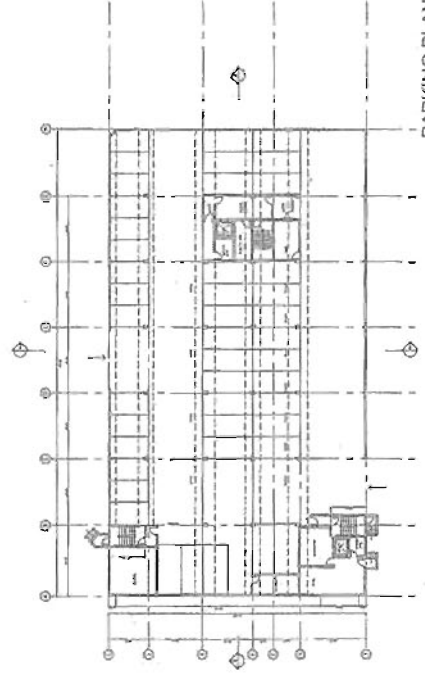
SECOND FLOOR PLAN



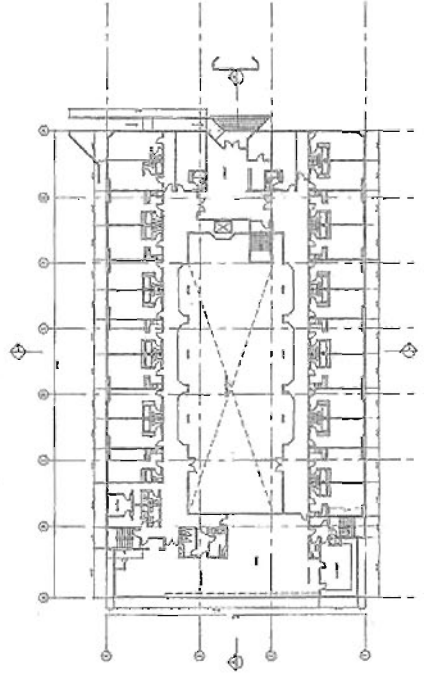
THIRD FLOOR PLAN



SITE



PARKING PLAN



GROUND PLAN



BL
 BUILDING
 CONSULTANTS
 ARCHITECTS
 ENGINEERS
 PLANNERS
 INTERIORS
 ENVIRONMENTAL
 SCIENTISTS

12620766

#4

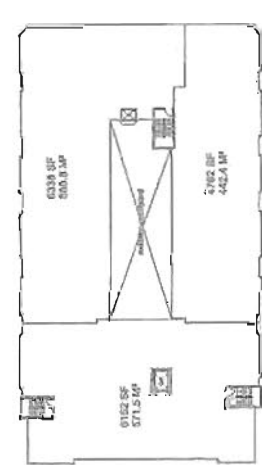
NOTES
 REVISIONS
 OCT 09 2012

RICHMOND EXECUTIVE
 INN

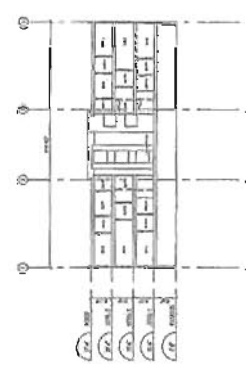
PROPOSED BUILDING

DATE: 08/13/11
 DRAWING NO: 0000
 SHEET NO: 0000

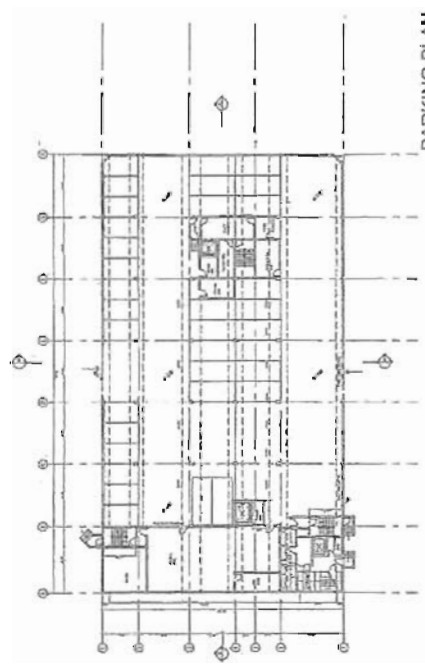
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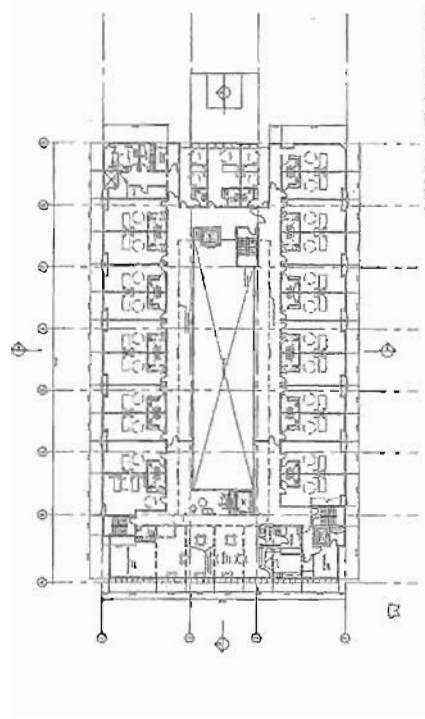
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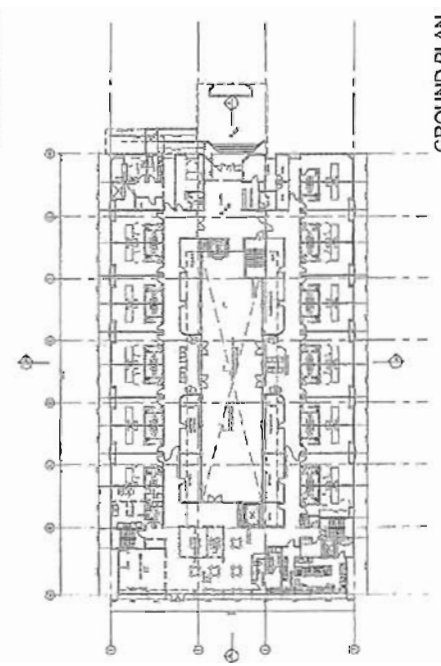
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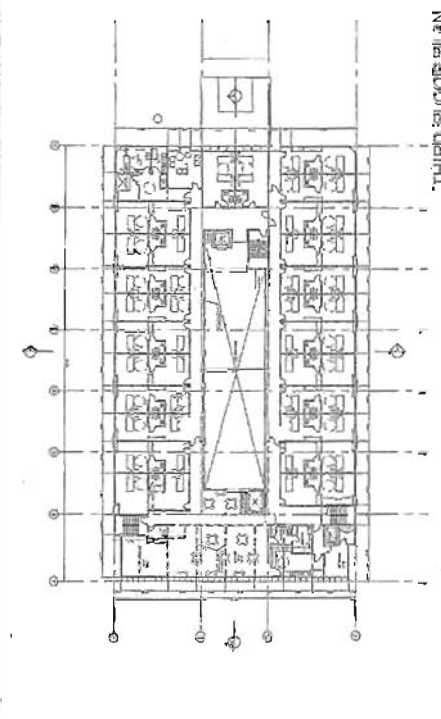
PARKING PLAN



SECOND FLOOR PLAN



GROUND PLAN



THIRD FLOOR PLAN



GDL ARCHITECTS P.C.
 1000 MARKET STREET, SUITE 200
 PHILADELPHIA, PA 19107
 TEL: 215-592-1234
 FAX: 215-592-1235
 WWW.GDLARCHITECTS.COM

#5
 RZ-2620766
 NO. 11
 10/09/2012

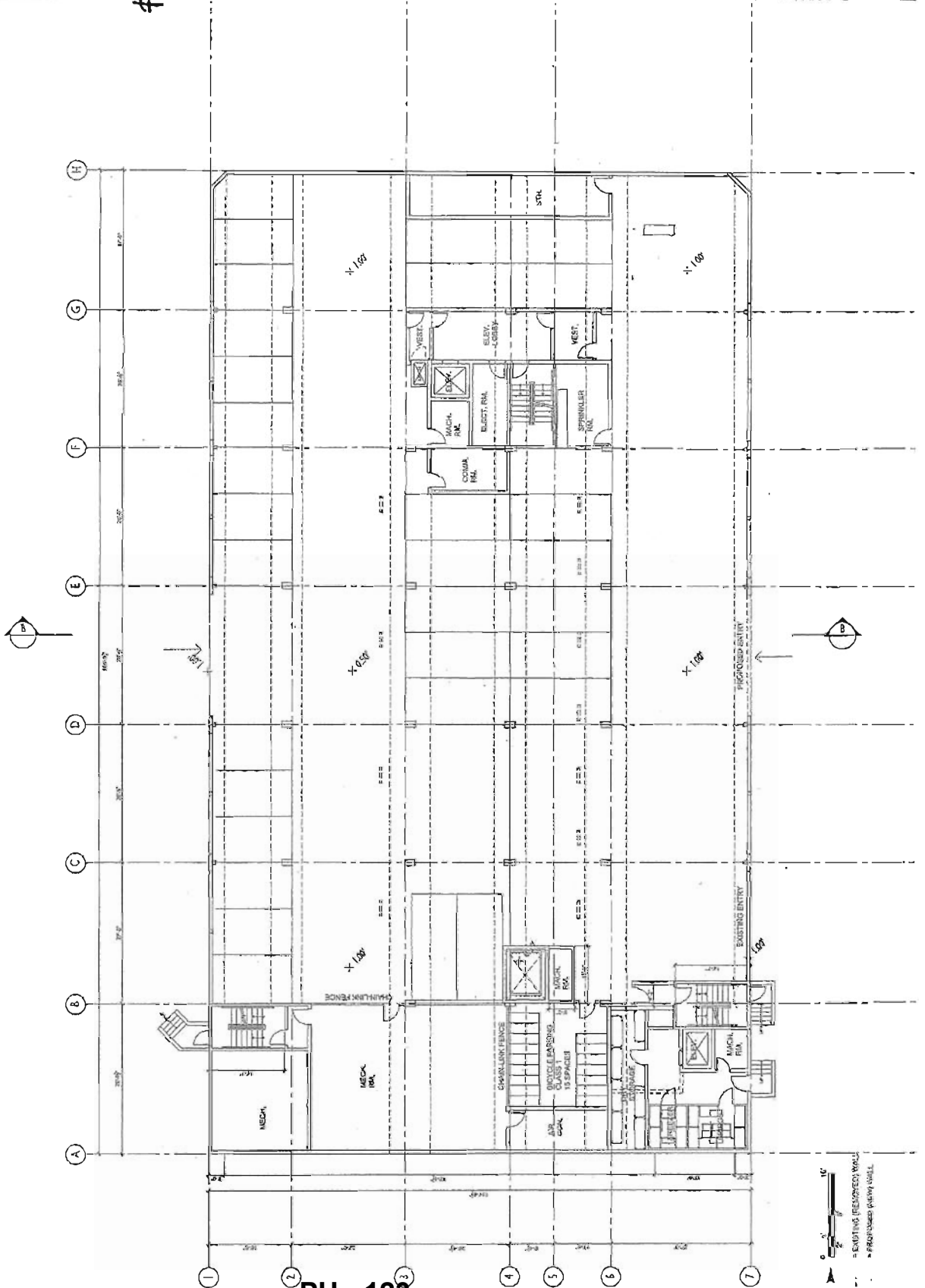
DATE: OCT 09 2012

RICHMOND EXECUTIVE
 INN

PROPOSED PARKING
 PLAN

DATE: 10/09/12
 DRAWN BY: [unintelligible]
 CHECKED BY: [unintelligible]
 PROJECT NO.: 0000

A-3.01





gbl
 1000 UNIVERSITY AVE.
 SUITE 1000
 RICHMOND, VA 23220
 TEL: 804.771.1234
 FAX: 804.771.1235
 WWW.GBLVA.COM

#6
 12. 12620766

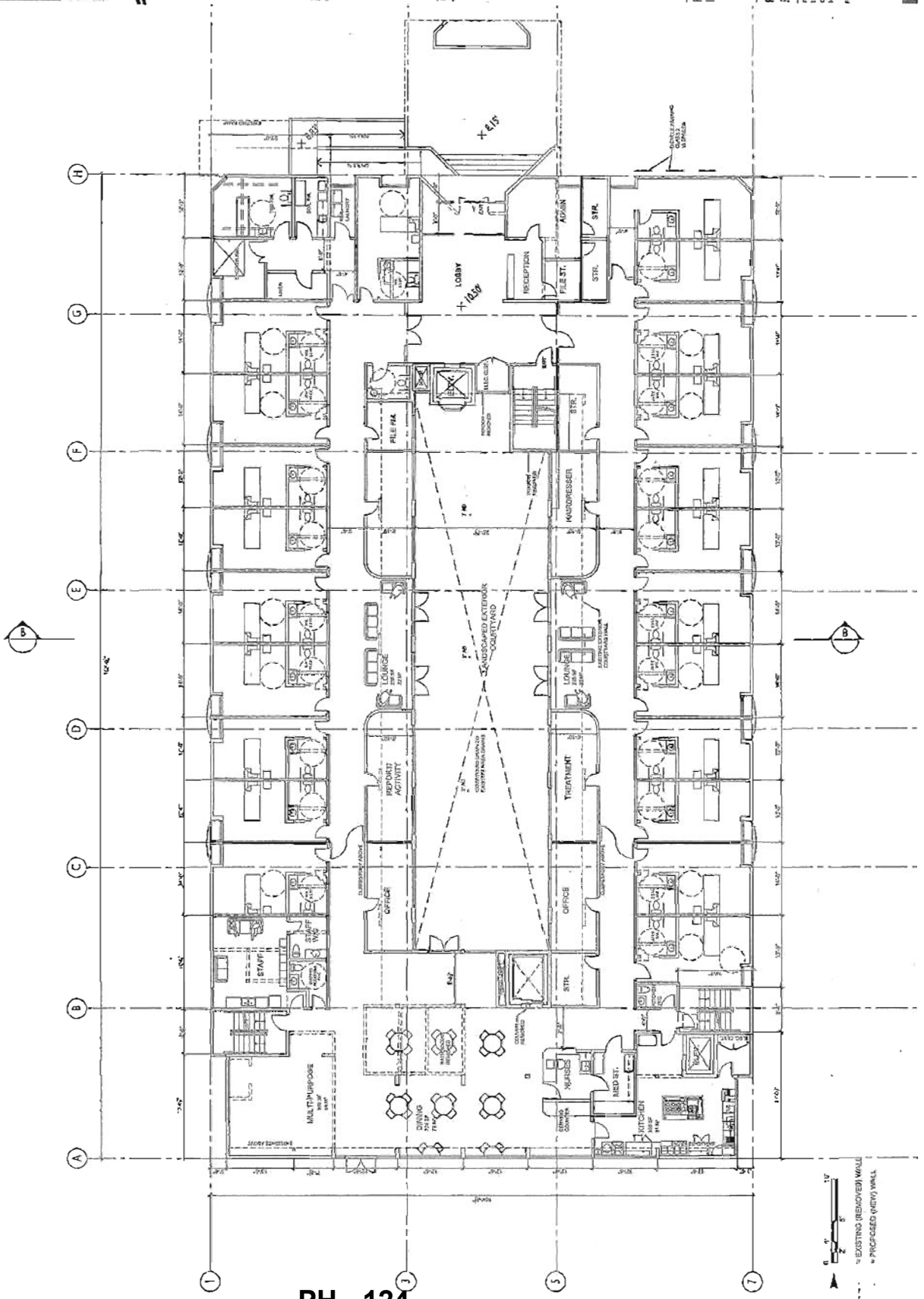
OCT 09 2012

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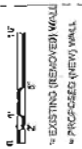
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 FLOOR PLAN

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 CHECKED BY: [initials]
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 PROJECT NO.: 0000

A-3.02



PH - 124





#7
 RZ-12620766

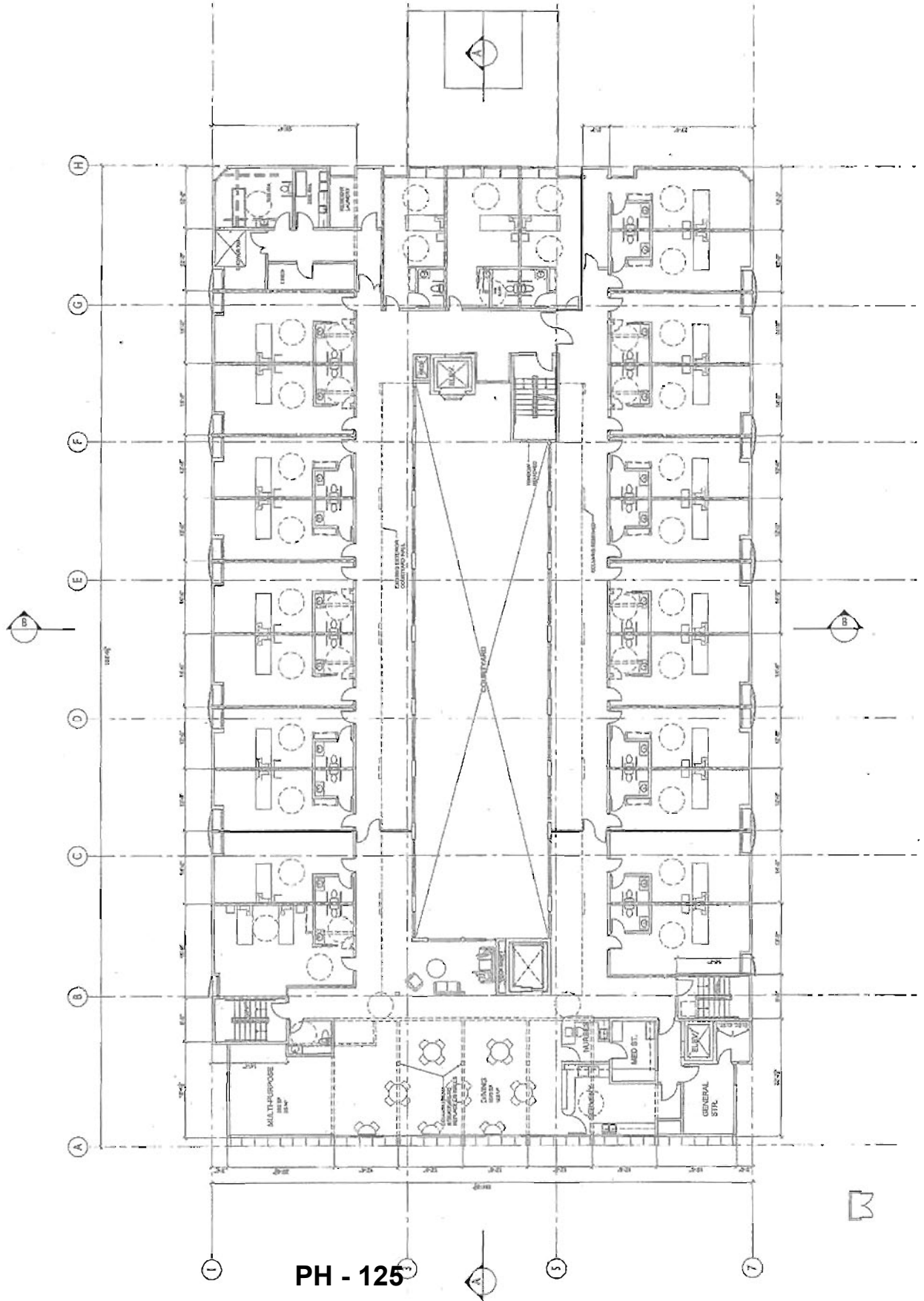
OCT 09 2012

RICHMOND EXECUTIVE
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PROPOSED SECOND
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 PROJECT NO: 0000

A-3.03



PH - 125



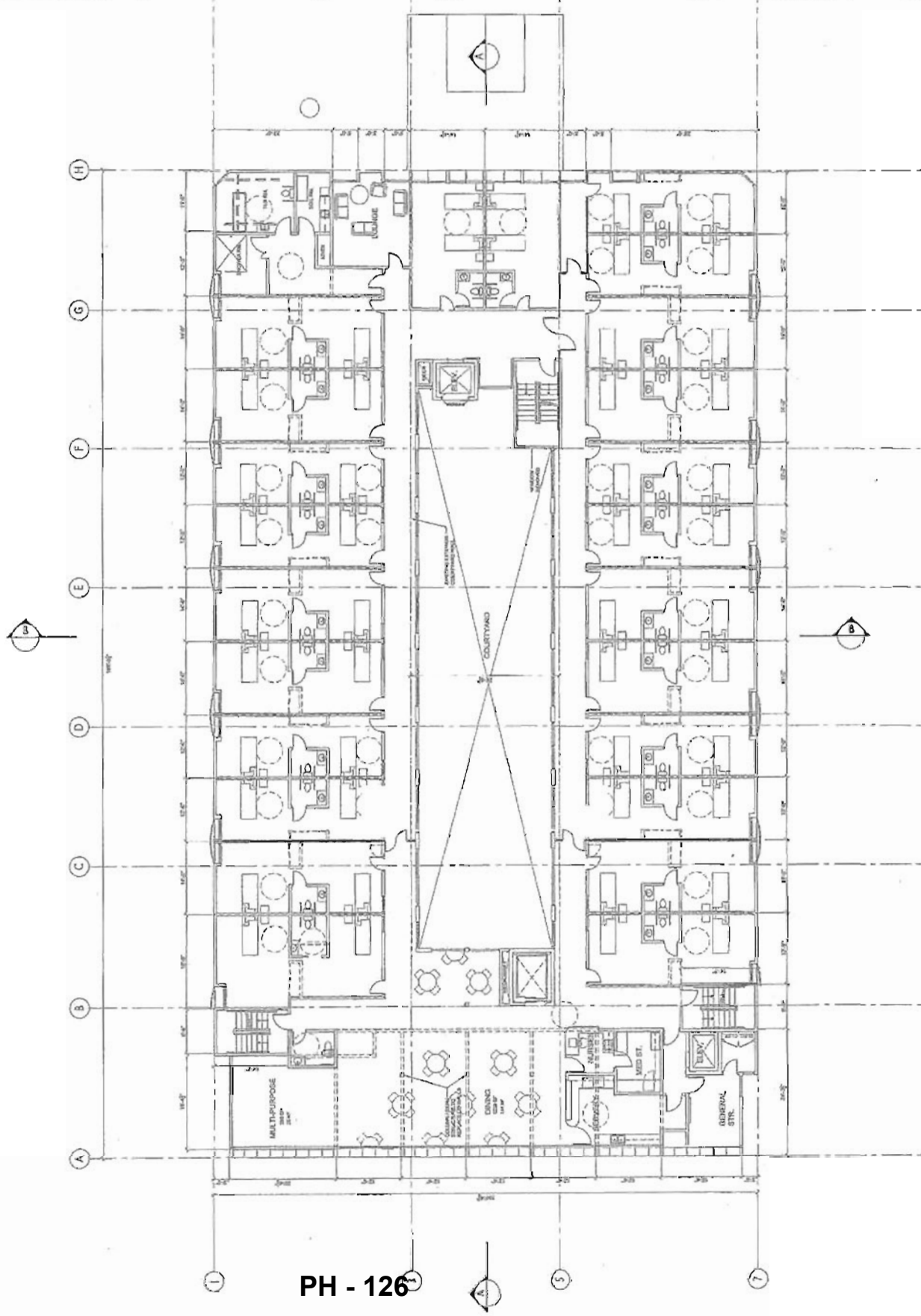
gbl
 4000 UNIVERSITY BLVD.
 SUITE 100
 RICHMOND, VA 23220
 TEL: 804.771.1111
 FAX: 804.771.1112
 WWW.GBLVA.COM

#8
 RZ-12620766
 HOTEL
 OCT 09 2012

RICHMOND EXECUTIVE
 INN

PROPOSED THIRD
 FLOOR PLAN
 SHEET NO. 0000
 DATE 10/09/12
 PROJECT NO. 0000

A-3.04



PH - 126



gBL
 GEORGE B. LITTLE, INC.
 ARCHITECTS
 1000 W. BROAD ST., SUITE 100
 RICHMOND, VA 23260
 TEL: (804) 781-1111
 FAX: (804) 781-1112
 WWW.GBLVA.COM

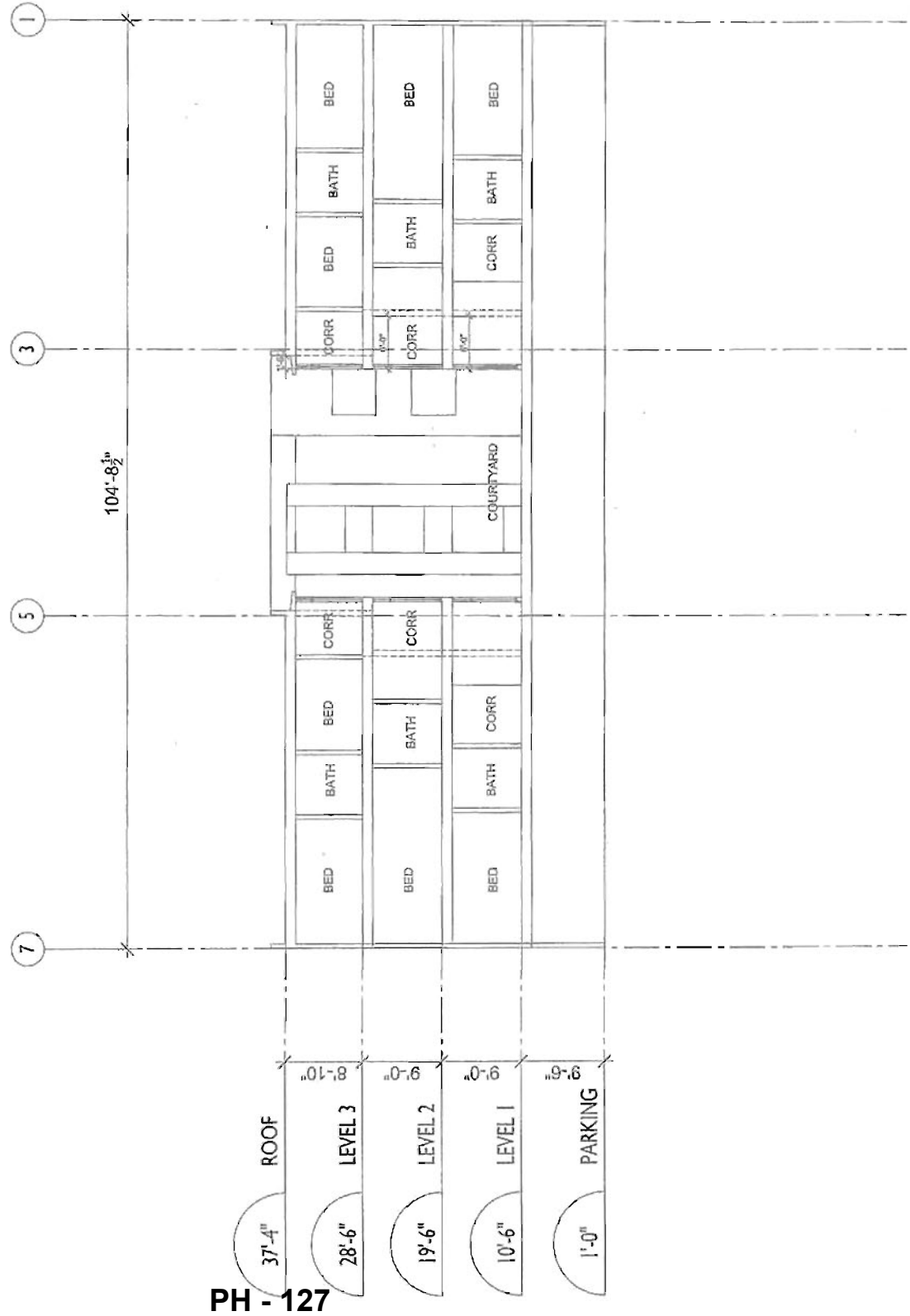
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 RZ. 12620766
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 SEE REFERENCE

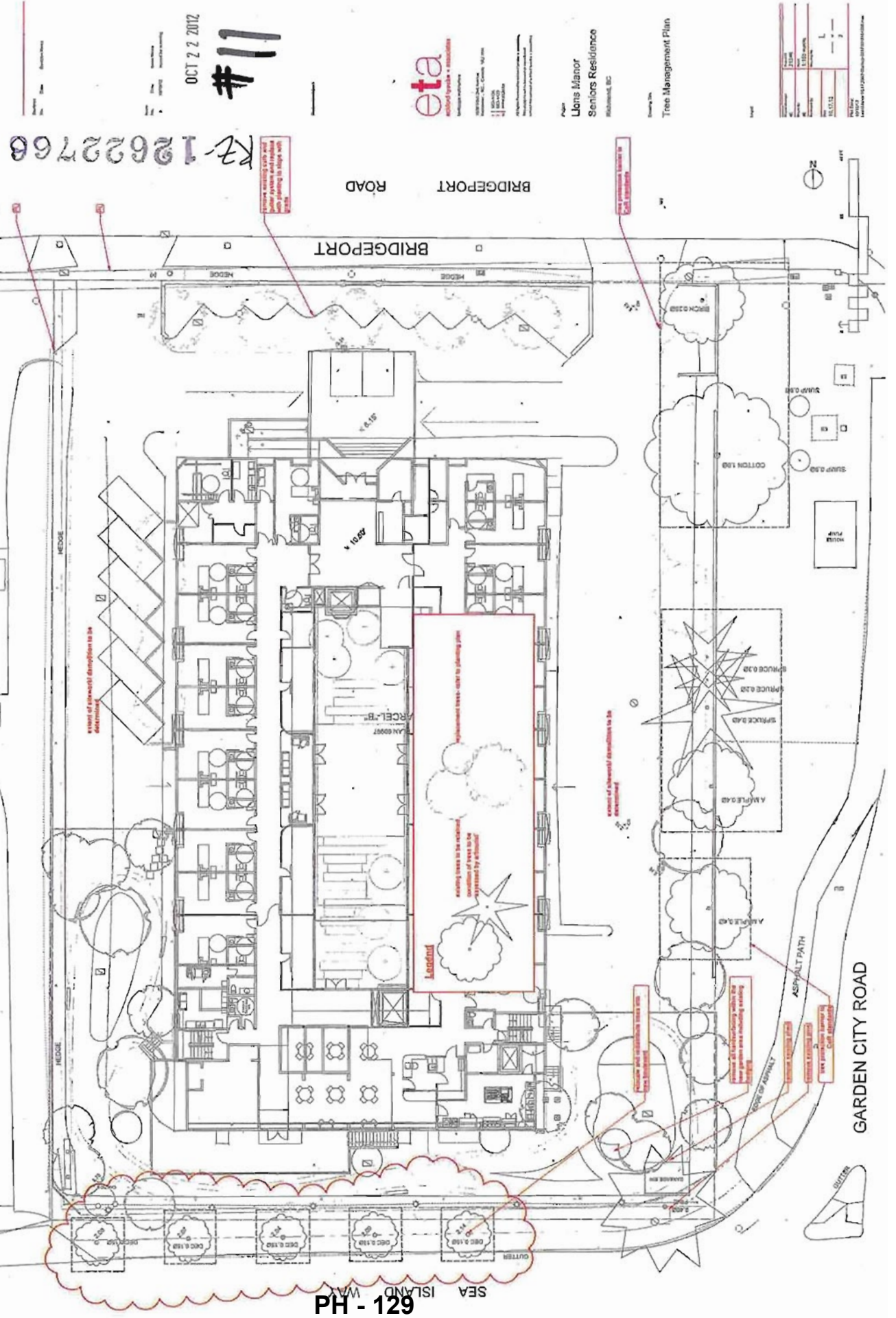
DATE
 OCT 09 2012

RICHMOND EXECUTIVE
 INN

BUILDING
 SECTION
 DATE
 BY
 PROJECT NO.
 1220

A-3.05





K7-12622766

OCT 2 2012
#11



Lions Manor
Seniors Residence
WILMINGTON, NC

Tree Management Plan

Project	
Client	
Location	
Date	10.02.12
Scale	1" = 10'
Author	
Date	

SEA ISLAND WAY
PH - 129



Address: 9020 Bridgeport Road

File No.: RZ 12-620766

Prior to final adoption of Zoning Amendment Bylaw 8960, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Provision of a 3.5 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) for boulevard enhancements along the entire Sea Island Way frontage including a 1.5 m wide boulevard planting strip with street trees, grass and an automatic irrigation system plus a 2.0 m wide City standard concrete sidewalk.
3. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within the proposed complex care facility. The complex care facility 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 (Sleeping Units)	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.
4. Registration of a flood indemnity covenant on title.
5. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security in the amount of \$114,777.00 based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - include a mix of coniferous and deciduous trees; and
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of a boulevard design for Sea Island Way including the provision of a new 1.5 m wide boulevard planting strip at the back of existing curb complete with street trees and sodded grass and a 2.0 m wide sidewalk City standard concrete sidewalk along the entire Sea Island Way frontage including an automatic irrigation system. The applicant is required to engage a civil engineering consultant to prepare a detailed design including a cost estimate to be used for bonding purposes. The applicant is responsible for all costs associated with the installation of these boulevard improvements.
3. Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

Note:

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

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

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

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

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8960 (RZ 12-620766)
9020 BRIDGEPORT ROAD

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

- 1. Richmond Zoning Bylaw 8500 is amended by inserting the following text into the Other Regulations of the Health Care (HC) Zone (Section 13.4.11.2):

13.4.11.2

The following are site-specific zone regulations applicable to the lot at:

9020 Bridgeport Road

P.I.D. 002-672-855

Parcel "B" Sections 27 and 28 Block 5 North Range 6 West New Westminster

District Reference Plan 60997

- a. Residential security/operator unit is not a permitted use on this site.
b. Congregate housing is a permitted use on this site but no independent dwelling units are permitted on this site.
c. There is no on-site loading requirement for a large service vehicle (WB-17).

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it Health Care (HC).

P.I.D. 002-672-855

Parcel "B" Sections 27 and 28 Block 5 North Range 6 West New Westminster

District Reference Plan 60997

- 3. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8960".

FIRST READING

NOV 13 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Approval lines for Mayor and Corporate Officer

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER

3677497



City of Richmond

TO Council - NOV 13, 2012
Report to Committee
Planning and Development Department

TO PLAN - NOV. 6 2012


To: Planning Committee
From: Wayne Craig
Director of Development

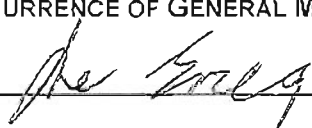
Date: October 11, 2012
File: RZ 12-613927
12-8060-20-8963

Re: Application by Yamamoto Architecture Inc. for Rezoning at 9111 Williams Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Bylaw No. 8963, for the rezoning of 9111 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development
EL:blg

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

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone 9111 Williams Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of four (4) townhouse units on the site with vehicle access from 9071 Williams Road (**Attachment 2**).

Findings of Fact

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

Surrounding Development

To the North: Existing single-family homes on lots zoned Single Detached (RS1/E).

To the East: Recently approved (under construction) 9-unit townhouse project with access from Williams Road.

To the South: Across Williams Road, three (3) single-family homes on lots zoned Single Detached (RS1/E) and South Arm Park.

To the West: A 9-unit townhouse complex with access from Williams Road. A cross-access easement is registered on title of this site (9071 Williams Road) to provide access to the subject site.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The current City's Lane Establishment and Arterial Road Redevelopment Policies (amended June, 2006) guide residential infill development for properties located along arterial roads, which also establish a set of location criteria and development guidelines to which residential development proposals must comply with.

The subject development site complies with all of the location criteria except for the site width. Since the subject site is an orphaned lot landlocked by the adjacent developments and a cross access easement is provided from 9071 Williams Road, it can be considered as an extension of the townhouse development to the west. Access along the frontage is not required, which would provide a higher quality pedestrian environment along the fronting street.

Floodplain Management Implementation Strategy

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

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$11,880.00.

Staff Comments

Trees Retention and Replacement

A Tree Survey (**Attachment 4**) and a Certified Arborist's report was submitted by the applicant in support of the application. Three (3) bylaw-sized trees are identified on site and they are all in poor condition. All of these trees have been previously topped and as a result exhibit significant structural defects such as previous stem failure, narrow and weak secondary stem unions at the main branch union (below previous topping cuts), and co-dominant stems with inclusions. In addition, the existing site grade is located approximately 1.0 m below the crown of the road and as a result, the required grade changes to meet the Flood Plain Bylaw requirements would further limit the viability of existing trees. Therefore, staff concur with the Arborist's recommendation to remove all three (3) trees. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), six (6) replacement trees are required.

According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant all of the required replacement trees on site. Tree replacement planting details will be refined as part of the Development Permit application. Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit 100% of the landscape security (i.e. \$3,000) to ensure the replacement planting is provided.

Site Servicing and Vehicle Access

No servicing concerns. Site analysis for service connections will be required at Building Permit state.

Sole vehicular access to this new townhouse project is to be from Williams Road through the existing Access Easement (BB709772) on the adjacent property (9071 Williams Road) only. No direct vehicular access is permitted to Williams Road. This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9071 Williams Road were approved by Council. Registration of a legal agreement on title ensuring vehicle access is from this Access Easement on 9071 Williams Road will be required prior to final adoption of the rezoning bylaw. Removal of the existing sidewalk crossing and reinstatement of the side walk will be done through a City Work Order at developer's cost prior to issuance of a Building Permit.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$4,000 as per the Official Community Plan (OCP) and Council policy.

Outdoor Amenity Space

Outdoor amenity space will be provided at the northwest corner of the site and is adequately sized based on Official Community Plan (OCP) guidelines. The proposed outdoor amenity space will be consolidated with the outdoor amenity area of the adjacent development to the west. This arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9071 Williams Road were approved by Council. A cross-access easement on 9071 Williams Road has already been secured; a cross-access easement over the shared outdoor space on the subject site is required prior to rezoning bylaw adoption. The agreement must include language to ensure that no fencing dividing the consolidated outdoor amenity area is permitted.

The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Public Input

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

The applicant has also advised that the proposal including the proposed vehicle access and outdoor amenity space design were presented to the Strata Council at 9071 Williams Road and there is no concern.

Analysis

OCP Compliance – Arterial Road Developments

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and the townhouse developments to the east and west. All units are two (2) storeys in height and this massing will be controlled through the Development Permit process.

Requested Variances

Based on the review of the current site plan for the project, the following variances are being requested:

1. Reduce the minimum lot width on local arterial road from 40.0 m to 20.12 m.
2. Reduce the minimum west side yard setback from 3.0 m to 1.7 m to for a single-storey garbage and recycling enclosure attached to a street fronting building located adjacent to the entry driveway of the development to the west.
3. Allow one (1) small car parking stall in each of the side-by-side garages (4 small car stalls in total).

Staff support the first variance since the subject site is an orphan lot located between two (2) recently developed townhouse complexes. The second and third variances 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.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9111 Williams Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Detailed review of building form and architectural character;
- Detailed review of the design of the consolidated outdoor amenity space, including site grade and enhancement of the outdoor amenity area to maximize use;
- Opportunities to maximize permeable surface areas and articulate hard surface treatment; and
- Provision of a convertible unit and other accessibility/aging-in-place features.

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

Financial Impact or Economic Impact

None.

Conclusion

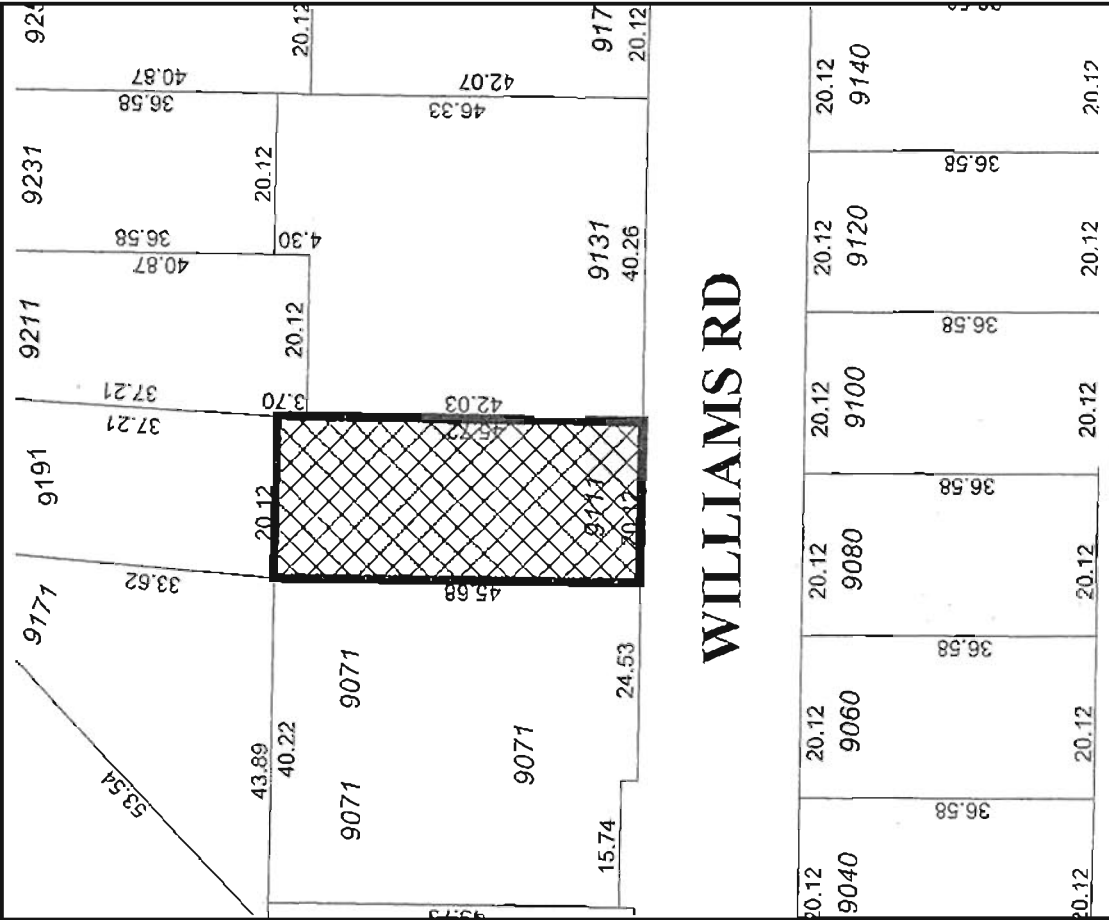
The subject infill development proposal is generally consistent with the Official Community Plan (OCP) regarding developments along local arterial roads. Further review of the project design will be required to ensure a high quality project, and will be completed as part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved.



Edwin Lee
Planner 1
(604-276-4121)

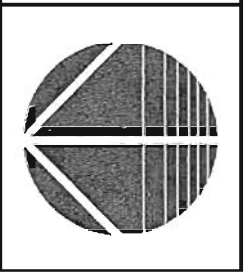
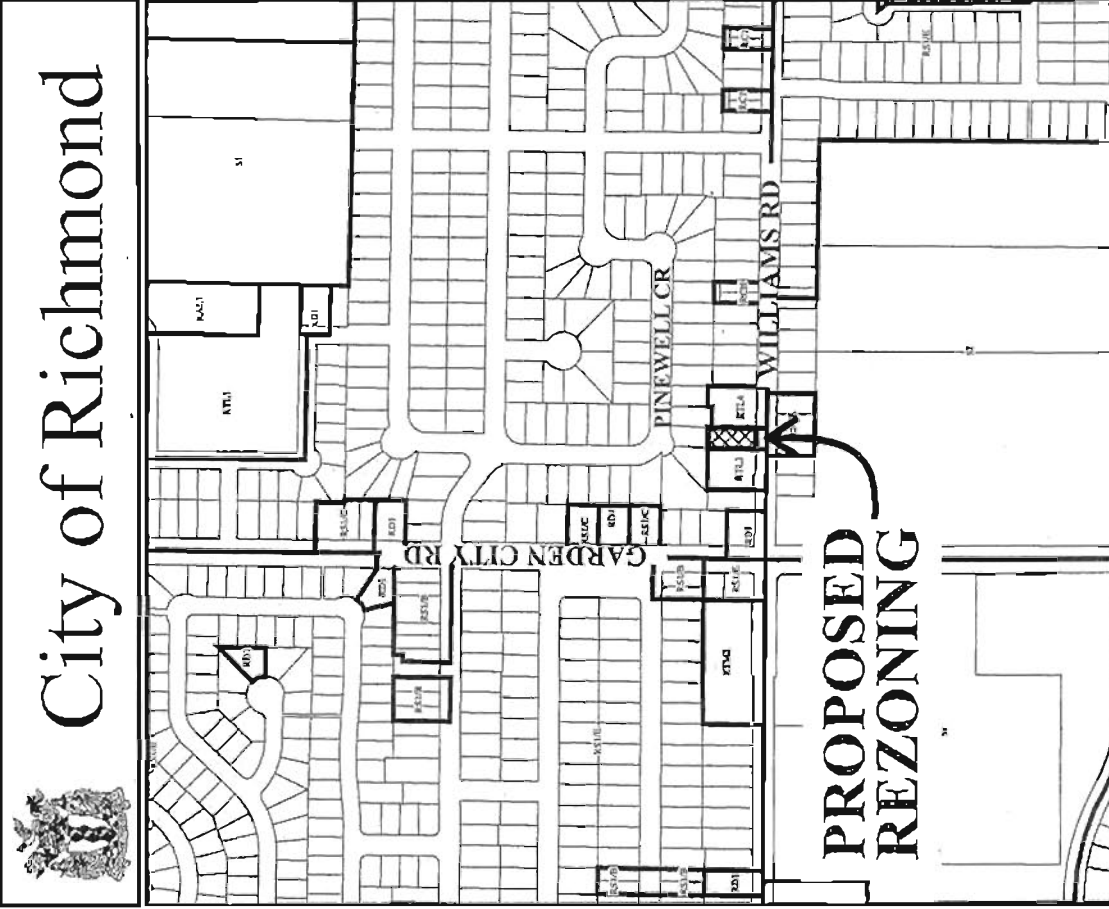
EL:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Survey
- Attachment 5: Rezoning Considerations Concurrence



Original Date: 07/09/12
 Revision Date:
 Note: Dimensions are in METRES

RZ 12-613927





RZ 12-613927

Original Date: 07/10/12

Amended Date:

Note: Dimensions are in METRES



SITE PLAN

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

STATISTICS:

PROPOSED FLOOR AREA: 10,832 SQ. FT.
TOTAL FLOOR AREA: 10,832 SQ. FT.
TOTAL GARAGE SPACE: 22 SPACES
TOTAL BIKE SPACE: 10 SPACES
TOTAL BIKE LOCKER SPACE: 10 LOCKERS
TOTAL BIKE STORAGE SPACE: 10 STORAGE SPACES



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

PARKING

- 8 SPACES (RESIDENTIAL)
- 14 SPACES (VISITOR)
- 2 CAR SPACES (4 CARS)
- 8 SPACES (RESIDENT)
- 2 SPACES (VISITOR)
- 2 SPACES

BICYCLE:

- 10 BIKE SPACES (RESIDENT)
- 10 BIKE SPACES (VISITOR)
- 10 BIKE LOCKER SPACE
- 10 BIKE STORAGE SPACE
- 10 BIKE STORAGE SPACE
- 10 BIKE STORAGE SPACE
- 10 BIKE STORAGE SPACE

AMENITY AREA:

- OUTDOOR SEATING AREA
- BIKE STORAGE
- BIKE STORAGE
- BIKE STORAGE
- BIKE STORAGE
- BIKE STORAGE
- BIKE STORAGE
- BIKE STORAGE

EASements:

10' WIDE SIDE YARD SETBACK (FROM REAR)
 10' WIDE SIDE YARD SETBACK (FROM REAR)
 10' WIDE SIDE YARD SETBACK (FROM REAR)
 10' WIDE SIDE YARD SETBACK (FROM REAR)

PROPOSED FLOOR AREA:

10,832 SQ. FT.
 10,832 SQ. FT.
 10,832 SQ. FT.
 10,832 SQ. FT.

ADJACENT DEVELOPMENT:

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VARIANCE REQUESTED:

1) GARAGE ENCODING LIMIT
 INTO 20' YARD SETBACK

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 INTO 20' YARD SETBACK

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 INTO 20' YARD SETBACK

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 INTO 20' YARD SETBACK

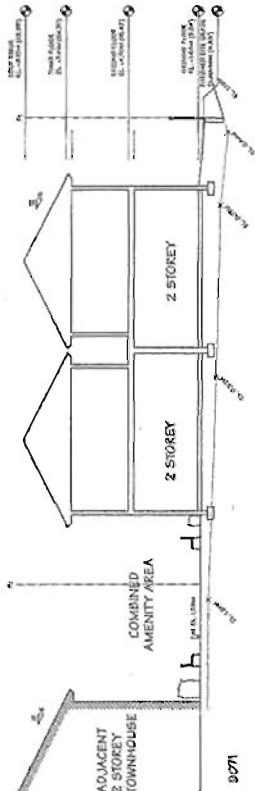
PH - 141

PROJECT: 4 UNIT TOWNHOUSE DEVELOPMENT
 SHEET NO: A1.0
 DATE: 01/18/2024
 DRAWN BY: J. BROWN
 CHECKED BY: M. SMITH
 SCALE: AS SHOWN

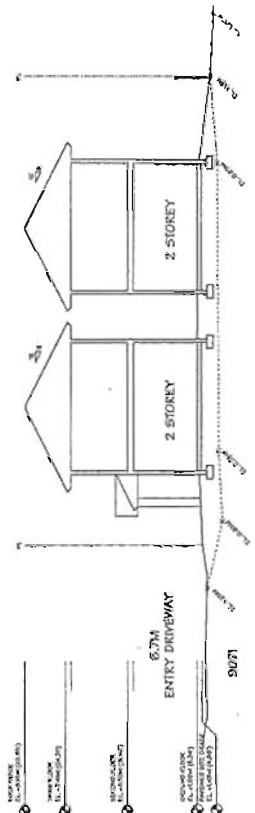
PLAN #1

SITEPLAN

ATTACHMENT 2



SITE SECTION 1-1



SITE SECTION 2-2

NO.	DATE	DESCRIPTION
1	June 10, 2021	PRELIMINARY
2	June 15, 2021	REVISIONS
3	June 20, 2021	REVISIONS
4	June 25, 2021	REVISIONS
5	July 1, 2021	REVISIONS

4 UNIT TOWNHOUSE DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.

Yamamoto Architecture Inc.

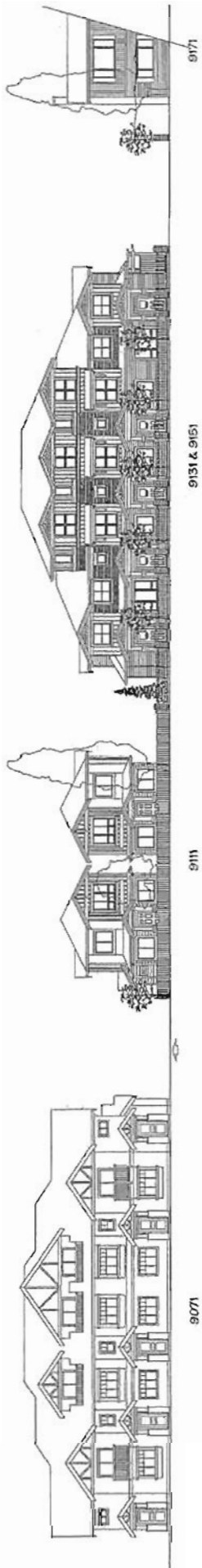
SITE SECTIONS

SCALE	1/4" = 1'-0"
DATE	August 1, 2021
PROJECT	PH - 142
DRAWN BY	JL
CHECKED BY	YI

PLAN #2

SITE SECTION A-A

SITE SECTIONS



SOUTH ELEVATION - WILLIAMS ROAD

PH - 143

1	DATE	DESCRIPTION
1	10/15/10	FINAL ELEVATION
2	10/15/10	AS SHOWN
NO.	DATE	REVISIONS
CONTRACTOR		

THIS DRAWING IS THE PROPERTY OF YAMAMOTO ARCHITECTURE INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF YAMAMOTO ARCHITECTURE INC. IS STRICTLY PROHIBITED.

4 UNIT TOWNHOUSE

411 WILLIAMS RD.
BIRMINGHAM, AL.

Yamamoto
Architecture Inc.

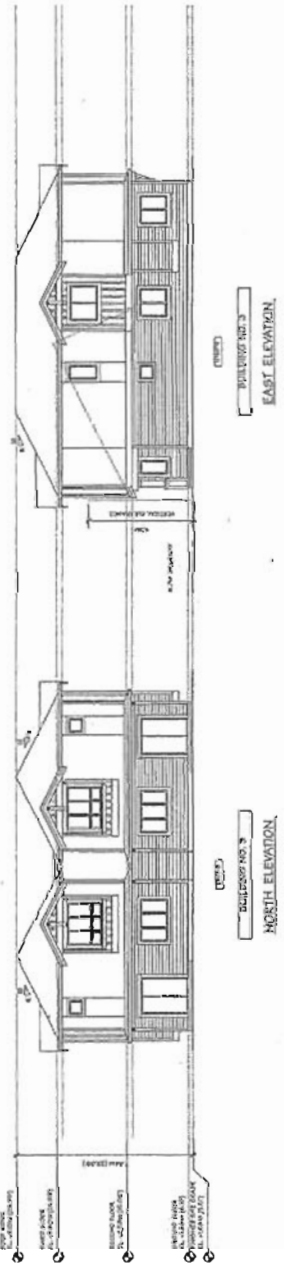
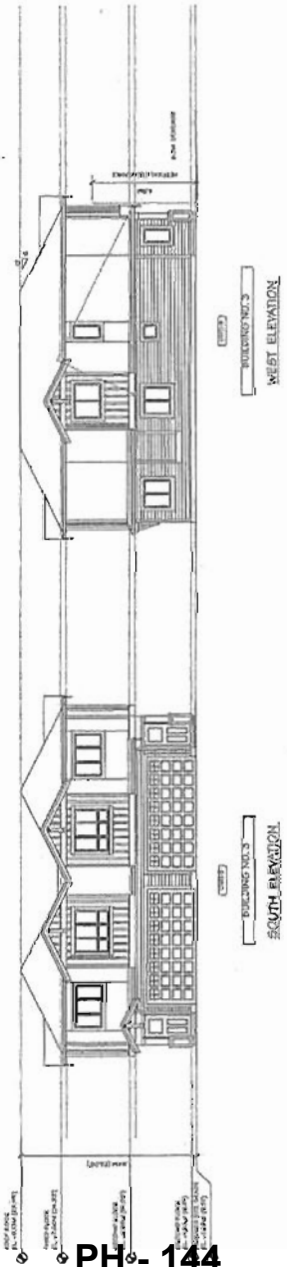
411 WILLIAMS RD.
BIRMINGHAM, AL. 35202

DRAWING TITLE

BY: BTB/MS/DAPE

SCALE	DATE	BY
A4.0	10/15/10	BTB/MS/DAPE
PROJECT NO.	DATE	BY
12-013527	10/15/10	BTB/MS/DAPE
PROJECT	DATE	BY
4 UNIT TOWNHOUSE	10/15/10	BTB/MS/DAPE

PLAN #4



3	DATE	REVISIONS
4	DATE	REVISIONS
5	DATE	REVISIONS
6	DATE	REVISIONS
7	DATE	REVISIONS
8	DATE	REVISIONS
9	DATE	REVISIONS
10	DATE	REVISIONS

4 UNIT TOWNHOUSE DEVELOPMENT

YTO WILLIAMS ROAD

Yamamoto Architecture Inc.

ELEVATIONS

SCALE	1/4" = 1'-0"
DATE	DEC 1, 2011
PROJECT	REZ 12-000027
PROJECT NO.	1000

PLAN #4a



M2 LANDSCAPE ARCHITECTURE
 #220 - 26 Lorne Mews
 New Westminster, British Columbia
 Tel: 604.553.0044
 Fax: 604.553.0045
 Email: office@m2la.com

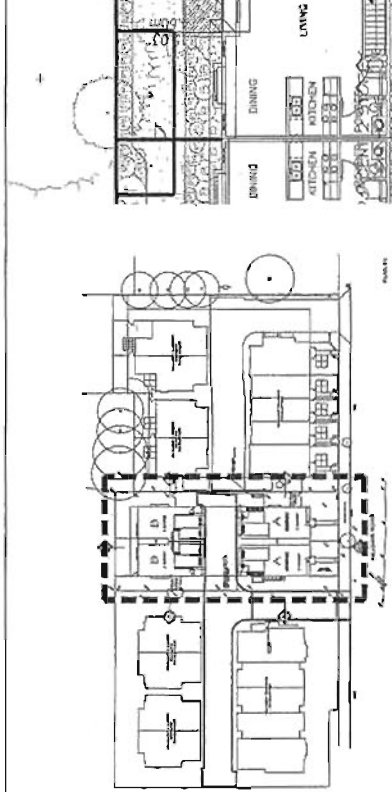
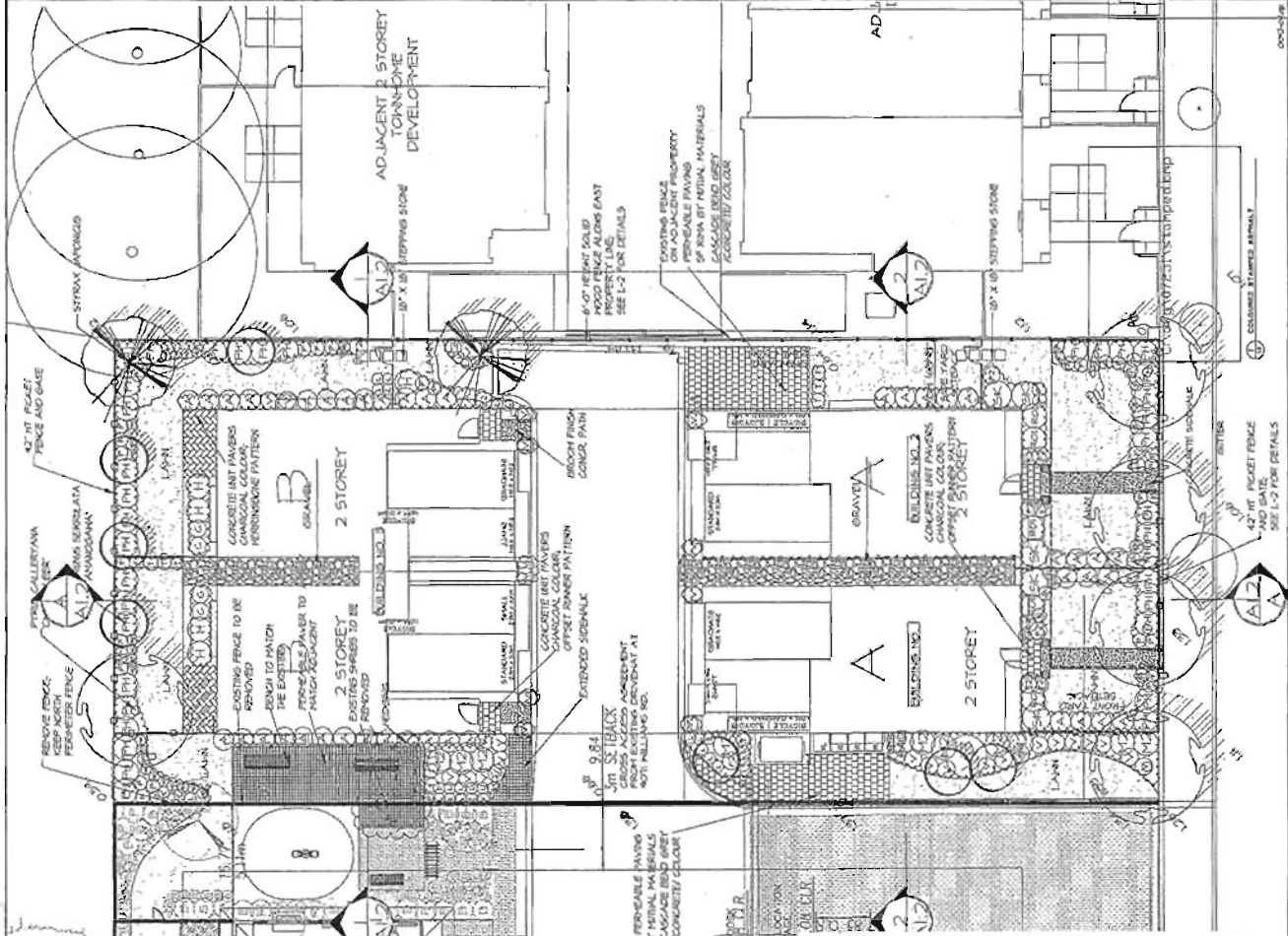


1	PROJ. NO.	12792
2	DATE	11/01/2004
3	BY	M. J. MURPHY
4	CHECKED BY	M. J. MURPHY
5	DATE	11/01/2004
6	SCALE	AS SHOWN
7	PROJECT	4 UNITS TOWNHOUSE DEV.
8	CLIENT	888 WILLIAM ROAD RICHMOND, B.C.
9	DESIGNER	M2 LANDSCAPE ARCHITECTURE
10	DATE	11/01/2004

PROJECT: 4 UNITS TOWNHOUSE DEV.
 888 WILLIAM ROAD RICHMOND, B.C.

LANDSCAPE PLAN

DRAWING TITLE: LANDSCAPE PLAN
 SHEET: L1
 SCALE: 1/8" = 1'-0"
 DATE: 11/01/2004
 DRAWN BY: M. J. MURPHY



PLANT SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
1	1	PROSOPIS JULIFLORA 'MORONGAN'	PROSOPIS JULIFLORA	60" CAL. 2 1/2" DIA. BUB
2	1	PTERIS GALLIENIANA 'DANIELLE'	PTERIS GALLIENIANA	60" CAL. 1 1/2" DIA. BUB
3	1	STYRAX JAPONICA	JAPANESE SPICEBUSH	2 1/4" DIA.
4	1	ARIZONIA ARBOREA	ARIZONIA ARBOREA	12" DIA. BUB
5	1	PERSEA GIBBERNA 'LADY IN RED'	RED TROPICANA	12" DIA. BUB
6	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
7	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
8	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
9	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
10	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
11	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
12	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
13	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
14	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
15	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
16	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
17	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
18	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
19	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
20	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
21	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
22	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
23	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
24	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
25	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
26	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
27	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
28	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
29	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
30	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
31	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB
32	1	STYRAX JAPONICA 'LADY IN RED'	JAPANESE SPICEBUSH	12" DIA. BUB

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



RZ 12-613927

Attachment 3

Address: 9111 Williams Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	0868256 B.C. Ltd.	No Change
Site Size (m ²):	919 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	1	4
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% max.	none
Lot Coverage – Landscaping:	Min. 2.5%	25% min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	1.7 m	variance required
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m	none
Height (m):	Max. 12.0 m (3 storeys)	2 storeys (12.0 m max.)	none
Lot Width:	Min. 40.0 m	20.12 m	variance required
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	9	9	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Not permitted	none	none
Small Car Parking Spaces	Not permitted	4	variance required
Handicap Parking Spaces:	none	none	
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	54 m ²	none

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

**TOPOGRAPHIC SURVEY OF LOT 65 EXCEPT; PART SUBDIVIDED BY PLAN 34657;
SECTION 27 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 27556**

#9111 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D 008-903-905

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- IP denotes iron post set
- LP denotes lead plug set
- OIP denotes iron post found
- OLP denotes lead plug found
- ⊙ denotes round catch basin
- MH ⊙ denotes manhole
- CB ⊠ denotes catch basin
- ⊠ denotes water meter
- CO denotes cleanout
- TW denotes top of wall
- NR denotes north rim
- WL denotes willow

STRATA PLAN
BCS3607

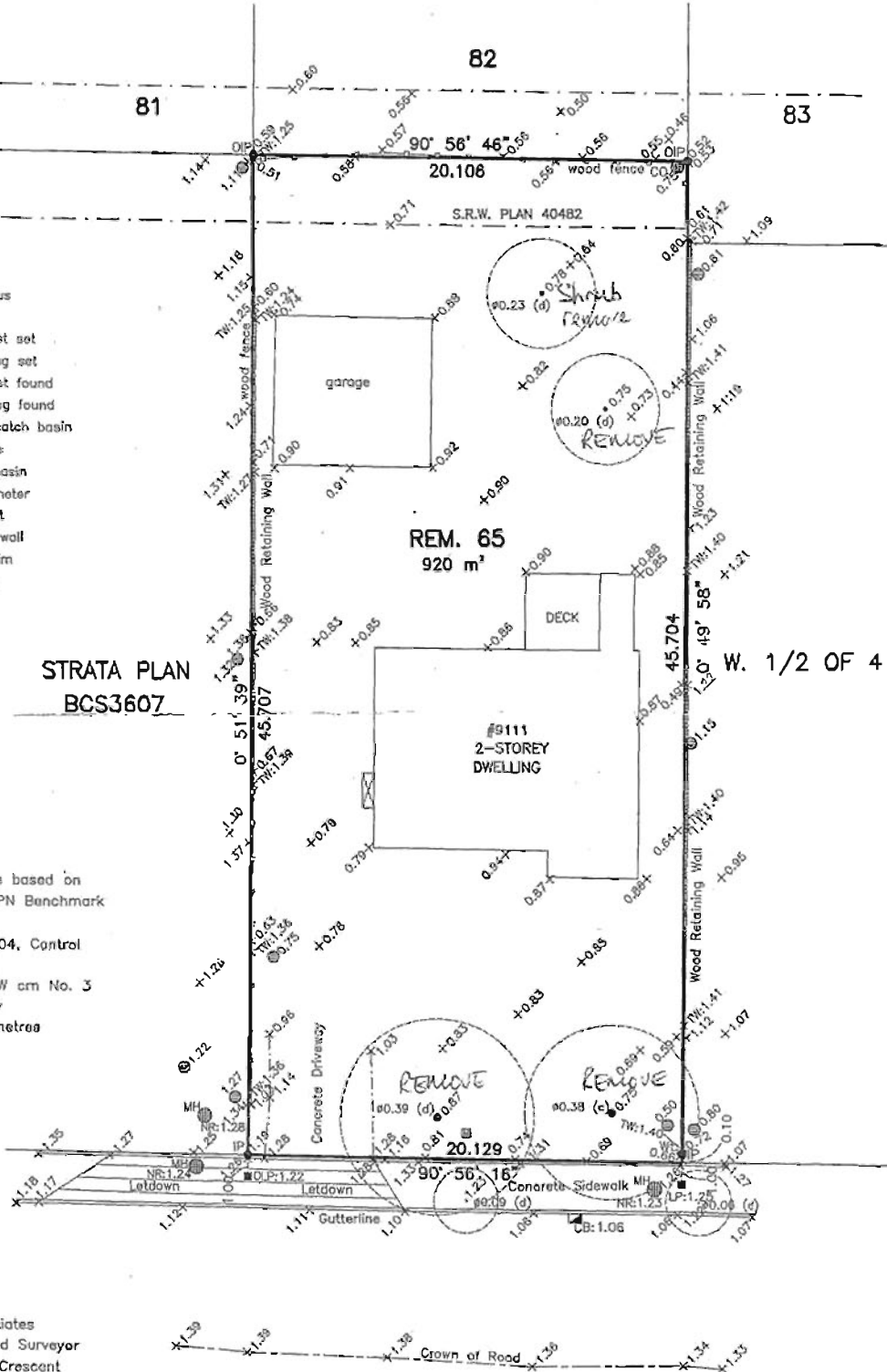
REM. 65
920 m²

#9111
2-STOREY
DWELLING

DECK

W. 1/2 OF 4

NOTE:
Elevations shown are based on
City of Richmond HPN Benchmark
network.
Benchmark: HPN #204, Control
Monument 02H2452
In grassy area @ SW cm No. 3
Rd & Steveston Hwy
Elevation = 1.559 metres



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4889
FB-174 P36-38
Drawn By: MY

WILLIAMS ROAD

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

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

PH - 148

JUNE 4th, 2012

DWG No. 4889-TOPO



Address: 9111 Williams Road

File No.: RZ12-613927

Prior to final adoption of Zoning Amendment Bylaw 8963 , 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 ensuring that the only means of vehicle access is from the existing access easement (BB709772) on the adjacent property to the west (9071 Williams Road) and that there be no direct access to Williams Road.
3. Registration of a cross-access easement over the outdoor amenity area between the subject site and the adjacent property to the west (9071 Williams Road) for shared use of open space. The Agreement must include languages to ensure that no fencing dividing the consolidated outdoor amenity area is permitted.
4. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
5. City acceptance of the developer's offer to voluntarily contribute \$2.0 per buildable square foot (e.g. \$11,880) to the City's affordable housing fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Removal of the existing sidewalk crossing and reinstatement of the sidewalk to be done at the developer's sole cost via City Work Order.
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 Division at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Private utility companies may require rights-of-ways to accommodate their equipment. It is recommended that the developer contact the private utility companies to learn of their requirements.

[signed original on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8963 (RZ 12-613927)
9111 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 LOW DENSITY TOWNHOUSES (RTL4).

P.I.D. 008-903-905

Lot 65 Except: Part Subdivided by Plan 34657; Section 27 Block 4 North Range 6 West New Westminster District Plan 27556

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8963".

FIRST READING

NOV 13 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Approval stamp: CITY OF RICHMOND, APPROVED by E.L., APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond

TO COUNCIL - NOV 26, 2012

Report to Committee

Planning and Development Department

TO PLAN - NOV 20 2012

To: Planning Committee
From: Wayne Craig
Director of Development

Date: October 23, 2012
File: (RZ 12-617436)
12-8060-20-8965

Re: Amendment to Single-Family Lot Size Policy 5467 in Section 23-4-7
Application by Vanlux Development Inc. for a Rezoning at 4691, 4731 and 4851 Francis Road from Single Detached (RS1/E) and Land Use Contract (LUC061) to Single Detached (ZS21) - Lancelot Gate (Seafair)

Staff Recommendation

- 1. That Single-Family Lot Size Policy No. 5467 in Section 23-4-7, adopted by Council on March 15, 1999, be amended to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue as shown on Attachment 4 to the report dated October 23, 2012, from the Director of Development.
- 2. That the provisions of "Land Use Contract 061" be discharged from 4851 Francis Road and that Bylaw 8965, to create " Single Detached (ZS21) – Lancelot Gate (Seafair)", and for the rezoning of 4691, 4731 and 4851 Francis Road from "Single Detached (RS1/E) and Land Use Contract (LUC061)" to "Single Detached (ZS21) – Lancelot Gate (Seafair)", be introduced and given first reading.

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

WC:el
Att. (11)

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

Staff Report

Origin

Vanlux Development Inc. has applied to rezone a 3,613 m² (38,891 ft²) site consisting of three (3) lots located at 4691, 4731 and 4851 Francis Road (**Attachment 1**) from Single Detached (RS1/E) and Land Use Contract (LUC061) to Single Detached (ZS21) – Lancelot Gate (Seafair) for the purpose of creating five (5) single-family lots approximately 15.3 m (50 ft.) wide (**Attachment 2**).

This application requires an amendment to the existing Single-Family Lot Size Policy 5467 (**Attachment 3**), which has been in effect for over five years. Prior to being able to consider this rezoning application, the existing Single-Family Lot Size Policy 5467 must be amended to allow properties fronting Francis Road between Lancelot Gate and Railway Avenue to be excluded from the Policy (**Attachment 4**).

Background

On December 10, 2010, the developer submitted a Rezoning application (RZ 10-555932) to rezone the subject site to Medium Density Townhouses (RTM1) in order to develop a 19-unit townhouse complex on site.

On April 5, 2011, prior to a staff report being presented to Planning Committee for review, a group of residents from the Lancelot Gate Subdivision made a delegation to the Committee opposing the proposed townhouse development.

On June 10, 2011, the developer withdrew the townhouse application (RZ 10-555932) in response to the feedback from the area residents.

The developer has worked with the area residents on various development scenarios in the past year and gotten support from the immediate neighbours on the proposed 5-lot subdivision. An e-mail from the resident group can be found in **Attachment 5**. The requests from the area residents are summarized below with responses to the requests provided in *italics*.

1. A 10.0 m rear yard setback on the new lot.
A provision to require a minimum 10.0 m rear yard setback is included in the proposed site specific zone.
2. Maximum lot elevation and building height, including any required increases in lot elevation, to be “basically” match those of immediately adjacent homes to the north.
The provisions related to building height in the proposed site specific zone is exactly the same as in the Single Detached (RS1/E) zone of the adjacent properties to the north. Any grade manipulation will be abided by the zoning bylaw. Perimeter drainage will be required at the Building Permit stage.

3. Lot coverage to be limited to between 2,800 and 3,000 square feet.

A provision to limit the lot coverage for buildings to the lower of 40% of the lot area or 278.7 m² (3,000 ft²) is included in the proposed site specific zone.

Related Policies & Studies

OCP Designation

The Official Community Plan's (OCP) Specific Land Use Map designation for this property is "Low-Density Residential".

Lot Size Policy 5467

The subject property lies within an area affected by Single-Family Lot Size Policy 5467, which was adopted by Council on March 15, 1999 (**Attachment 3**). This Policy currently restricts rezoning and subdivision of properties along Francis Road to Single Detached (RS2/E) except for 4271, 4415/4417, and 4731 Francis Road (one of the subject properties), in which case Single Detached (RS2/C) is permitted. These lots were identified in the Policy because these are the only lots that were wide enough for a two (2) lot subdivision under the Single Detached (RS2/C) zone without a land assembly.

Arterial Road Redevelopment and Lane Establishment Policies

The subject site is not specifically identified for development on the arterial road maps in the existing OCP or the proposed new OCP. The subject application is being brought forward for consideration based on its own merits because it doesn't involve compact single-family or coach house lots with a lane nor a townhouse proposal.

Part 1 – Proposed Amendment to Lot Size Policy 5467

The proposed amendment to Lot Size Policy 5467 (**Attachment 4**) would exclude properties fronting Francis Road between Lancelot Gate and Railway Avenue from the current policy area.

Consultation

In September 2012, a letter regarding the proposed amendment to Lot Size Policy 5467 in Section 23-4-7 (**Attachment 6**) was sent to the owners and residents of all properties within the policy area. There have been no concerns expressed by the owners/residents about the proposed amendment and single-family subdivision.

A separate letter (**Attachment 7**) to the owners and residents of all properties within the Lancelot Gate Subdivision (see **Attachment 8** for consultation area) was also sent out in September 2012 to notify the area residents of the single-family subdivision proposal. One telephone call was received and concern regarding parking on the local street was expressed. Staff explained to the resident that the parking requirements for the proposed new single-family lots will be the same as those for the existing single-family development within the neighbourhood (i.e., two (2) parking spaces per lot); additional parking could be provided on the driveway onsite.

Staff Comments

The current Lot Size Policy 5467 permits one (1) of the three (3) lots within the subject site (4731 Francis Road) to be rezoned and subdivided as per Single Detached (RS2/C) (minimum 13.5 m wide frontage). With a lot width of 40.2 m, 4731 Francis Road is 0.3 m short for a three (3) lot subdivision. Under the current Lot Size Policy 5467, there is no development potential for 4691 Francis Road (zoned RS1/E) and 4851 Francis Road (in LUC 061).

The applicant is proposing to rezone the subject site to allow the three (3) existing lots to subdivide into five (5) single family lots, each with a lot width of approximately 15.0 m (50 ft.). Due to the deep length of the subject site, the sizes of the proposed lots (range from 671.4 m² to 750.3 m²) are well beyond the minimum lot area requirement of 550 m² under the RS1/E zone, which is the zoning for the adjacent single-family developments to the north and west.

Although the proposal is not consistent with the minimum lot size (width) supported in the Single-Family Lot Size Policy, it is consistent with the overall intent of the OCP and the intent of Lot Size Policy 5467 to allow larger lots fronting on Francis Road to be subdivided into 13.5 m wide lots. The rezoning is also consistent with Council’s desire to replace a Land Use Contract with zoning.

Proposed Single Detached (ZS21) – Lancelot Gate (Seafair)

A site specific zone is being proposed for the subject site in order to incorporate the specific rear yard setback (10.0 m) and maximum lot coverage for buildings request from the neighbours. The proposed Single Detached (ZS21) – Lancelot Gate (Seafair) zone is drafted based on the current Single Detached (RS2/C) and Single Detached (RS2/E) zones to ensure compatibility to the adjacent single-family developments.

Typically, a 9.0 m front yard setback is required for RS2/C lots fronting on an arterial road. However, due to the increase of rear yard setback, a reduced front yard setback to a single storey garage is proposed.

Please see the table below for a comparison among the three (3) different single-family residential zones:

	Single Detached (RS2/E)	Single Detached (RS2/C)	Proposed Site Specific Residential (Single Detached) Zone
Front Yard Setback	6.0 m	9.0 m (where the driveway access is on an arterial road)	9.0 m (except that a single story garage attached to the principal building maybe located in the front yard but no closer than 6.0 m to the front lot line)
Interior Side Yard Setback	1.8 m to 2.0 m	1.2 m	1.2 m

Cont.	Single Detached (RS2/E)	Single Detached (RS2/C)	Proposed Site Specific Residential (Single Detached) Zone
Rear Yard Setback	6.0 m	6.0 m	10.0 m
Minimum Width	18.0 m	13.5 m	13.5 m
Minimum Lot Area	550 m ²	360 m ²	550 m ²
Lot Coverage for Buildings	45%	45%	45%, but no greater than 278.7 m ² (3,000 ft ²)
Lot Coverage for Landscaping with Live Plant Material	30%	25%	30%

All other provisions under the three (3) zones, including Permitted Uses, Permitted Density, Permitted Heights, and On-Site Parking, are identical.

Analysis

Option 1: Retain the existing Single Family Lot Size Policy 5467 (Not Recommended).

Under this option:

- No subdivision potential for properties fronting Francis Road between Lancelot Gate and Railway Avenue except for a 2-lot split at 4731 Francis Road.
- No Affordable Housing contributions will be provided; 4731 Francis Road can be subdivided into two (2) lots under the current RS1/E zone; no rezoning is required.
- 4851 Francis Road remains in LUC061; where limited provisions are included to control the massing of the dwellings.
- No road dedication will be provided along Francis Road for future road widening at the Francis Road/Railway Avenue intersection.
- No infrastructure upgrades or frontage improvements along the frontage will be provided by the developer since no rezoning is required for the 2-lot subdivision at 4731 Francis Road.
- No additional rear yard setback or reduced lot coverage for buildings, as requested by the neighbours to the north.

Option 2: Amend Lot Size Policy 5467 to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue (*Recommended*).

Under this option:

- Rezoning and subdivision of properties along Francis Road between Lancelot Gate and Railway Avenue would be based on its own merit.
- LUC061 at 4851 Francis Road will be discharged and replaced with zoning, where building height and massing, front and rear yard setbacks, as well as lot coverage for building and landscaping will be controlled by zoning.
- Landscaping in the front yards of the newly created lots will be reviewed by staff as landscape plans are required for arterial road developments.
- Infrastructure upgrades, frontage improvements, and road dedication for future road widening will be provided through rezoning.
- Affordable Housing will be provided through rezoning of the site.
- Additional rear yard setback on the proposed lots and reduced lot coverage for buildings will be required through rezoning, as requested by the owners and residents of the adjacent properties to the north.
- The amended Single-Family Lot Size Policy 5467 would be implemented for a minimum of five (5) years (to 2017).
- The rest of the properties on the block would have no subdivision potential on an individual basis.

Part 2 – Proposed Rezoning of 4691, 4731 and 4851 Francis Road

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 9**).

Surrounding Development

To the North: Existing single-family homes on lots zoned Single Detached (RS1/E) fronting Lancelot Drive.

To the East: Geal Road right-of-way (unopened road), a linear railway right-of-way, and then Railway Avenue.

To the South: Across Francis Road, a low-density townhouse complex in Land Use Contract (LUC009).

To the West: Existing single-family homes on lots zoned Single Detached (RS1/E) fronting Francis Road.

Staff Comments

Tree Preservation and Replacement

A Tree Survey and a Certified Arborist’s Report were submitted in support of the application; 22 bylaw-sized trees on site were identified and assessed.

Tree Removal

One (1) Maple tree and 20 fruit trees (17 Cherry, 2 Plum and 1 Apple) are identified for removal. These trees all have either existing structural defects (previously topped, upper canopy cavities or inclusions) and/or are in visible decline. In addition, the City’s Tree Preservation Coordinator concurred with the Arborist’s recommendations to remove a 25 cm cal Norway Maple tree that would be impacted by the driveway and grade changes. Based on the 2:1 tree replacement ratio goal stated in the OCP, 42 replacement trees are required. Based on the size requirements for replacement trees in the Tree Protection Bylaw No. 8057, replacement trees with the following minimum calliper sizes are required:

# Trees to be removed	dbh	# of replacement trees required	Min. calliper of deciduous tree	or	Min. height of coniferous tree
11	20-30 cm	22	6 cm		3.5 m
3	31-40 cm	6	8 cm		4.0 m
2	41-50 cm	4	9 cm		5.0 m
2	51-60 cm	4	10 cm		5.5 m
3	60 cm +	6	11 cm		6.0 m

In order to ensure that the proposed replacement trees will be planted and that the front yard of the lot will be enhanced, a Landscape Plan, prepared by a registered landscape architect, and a landscaping security, based on 100% of the cost estimates provided by the landscape architect, must be submitted prior to final adoption of the rezoning bylaw. The landscape plan should comply with the guidelines of the Official Community Plan’s Arterial Road Redevelopment Policy and include a landscape area in the front yard as well as 42 replacement trees (a mix of coniferous and deciduous). If replacement trees cannot be accommodated on-site, cash-in-lieu (\$500/tree) for off-site planting would be required.

Tree Retention on Site

A 50 cm cal Red Maple tree located along the Francis Road street frontage is in good condition. Since this tree is located along the periphery of the site retention is more feasible. A Tree Survival Security to the City in the amount of \$2,000 is required to ensure that the Red Maple tree will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.

Neighbouring Trees

Three (3) trees located on the neighbouring property to the north (4891 Lancelot Drive) and to the west (4671 Francis Road) are identified to be retained and protected. Tree protection fencing is proposed on site (see Tree Retention Plan in **Attachment 10**). As a condition to rezoning, the applicant is required to submit proof of contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones.

Site Servicing

No servicing concerns. As a condition of rezoning, the developer is required to dedicate a 2.0 m wide strip of property along the south property line of the site, up to 70.0 m measured from the Railway Avenue intersection stop bar eastbound.

The developer is also required to enter into a standard Servicing Agreement for the design and construction of frontage improvements from the west property line of the site to Railway Avenue. The improvements to include, but not limited to: 1.5 m concrete sidewalk at the new north property line of Francis Road with grass and treed boulevard between the new sidewalk and the existing curb. Improvements should also include new curb and gutter as well as a standard wheelchair ramp at the curb return. Existing signal pole will also need to be relocated. Please see Rezoning Considerations (**Attachment 11**) for details.

Vehicle Access

Vehicle accesses to the new lots are to be from Francis Road; individual driveways are to be paired and designed to City standards (i.e., 5.0 m wide and a minimum distance of 1.0 m flare to flare).

Registration of a Restrictive Access Covenant is required to ensure that the individual driveways are designed to permit vehicles to turn around onsite, in order that vehicles do not back out onto Francis Road.

Subdivision

Prior to approval of Subdivision the developer will be required to pay Development Cost Charges (City & GVS&DD), School Site Acquisition Charge, Address Assignment fee, and Servicing costs.

Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite to be contained in the future dwelling on-site or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for this single-family rezoning application.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$17,682.29). Should the applicant change their mind about the Affordable Housing option selected to providing a legal secondary suite on three (3) of the five (5) future lots at the subject site, the applicant will be required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of

the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lots without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

Floodplain Management Implementation Strategy

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

Analysis

The developer replaced the original 19-unit townhouse development proposal with this new five (5) single-family lot subdivision (with a large rear yard setback) in response to the feedback of the area residents. The proposed land use, site layout, and building massing relates to the surrounding neighbourhood context. There were no opposition letters received while an e-mail in support of the revised proposal was submitted.

The rezoning of the site would replace Land Use Contract (LUC061) on 4851 Francis Road with zoning and would create a more coherent streetscape along Francis Road. In addition, the proposed development would provide the neighbourhood with a new sidewalk and boulevard to the Railway Avenue intersection and enable future road widening on Francis Road.

Financial Impact or Economic Impact

None.

Conclusion

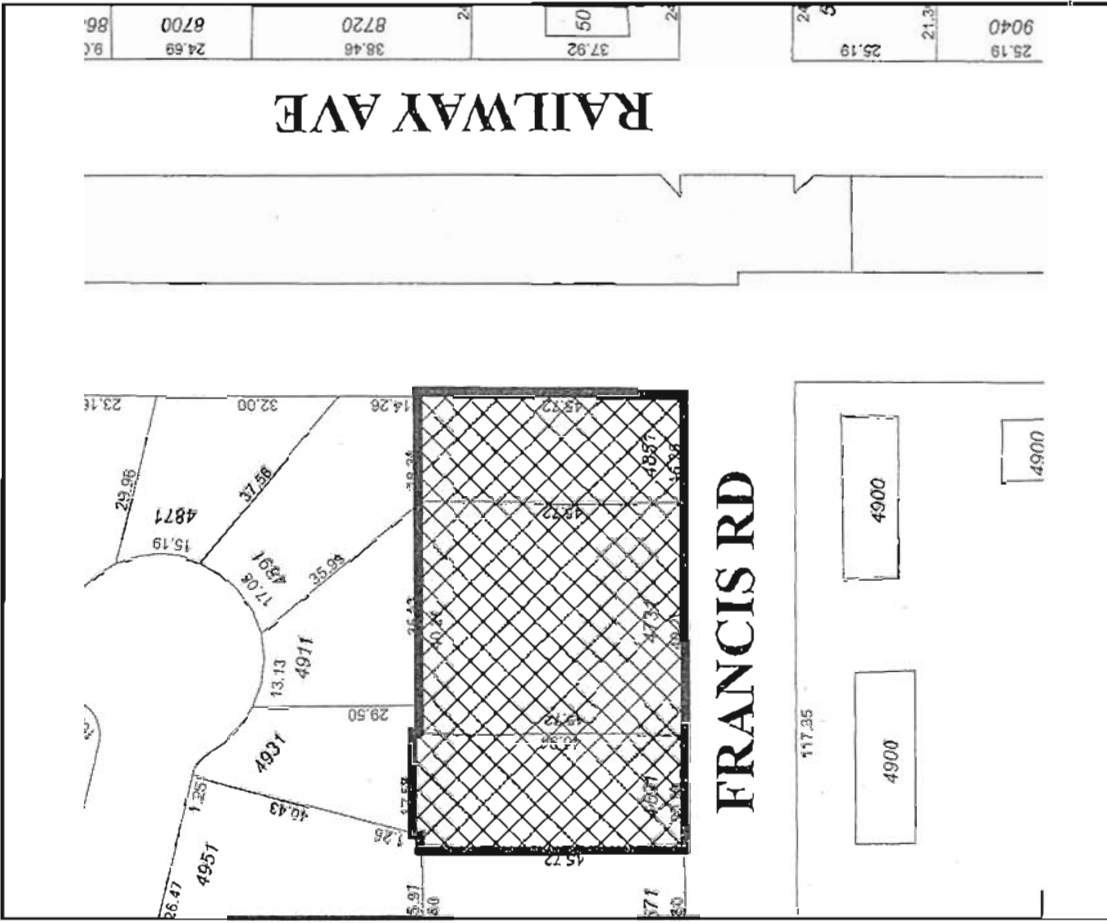
The proposed rezoning application to create five (5) new single-family lots is appropriate in the existing single-family residential neighbourhood along Francis Road. An amendment to Lot Size Policy 5467 to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue is also being proposed in order to allow rezoning and subdivision in accordance with Single Detached (ZS21) – Lancelot Gate (Seafair) be considered on its own merit. The list of rezoning considerations is included as **Attachment 11**, which has been agreed to by the applicant (signed concurrence on file).

Based on consideration of the development proposal and public consultation, staff recommends approval of the Lot Size Policy amendment and rezoning application.



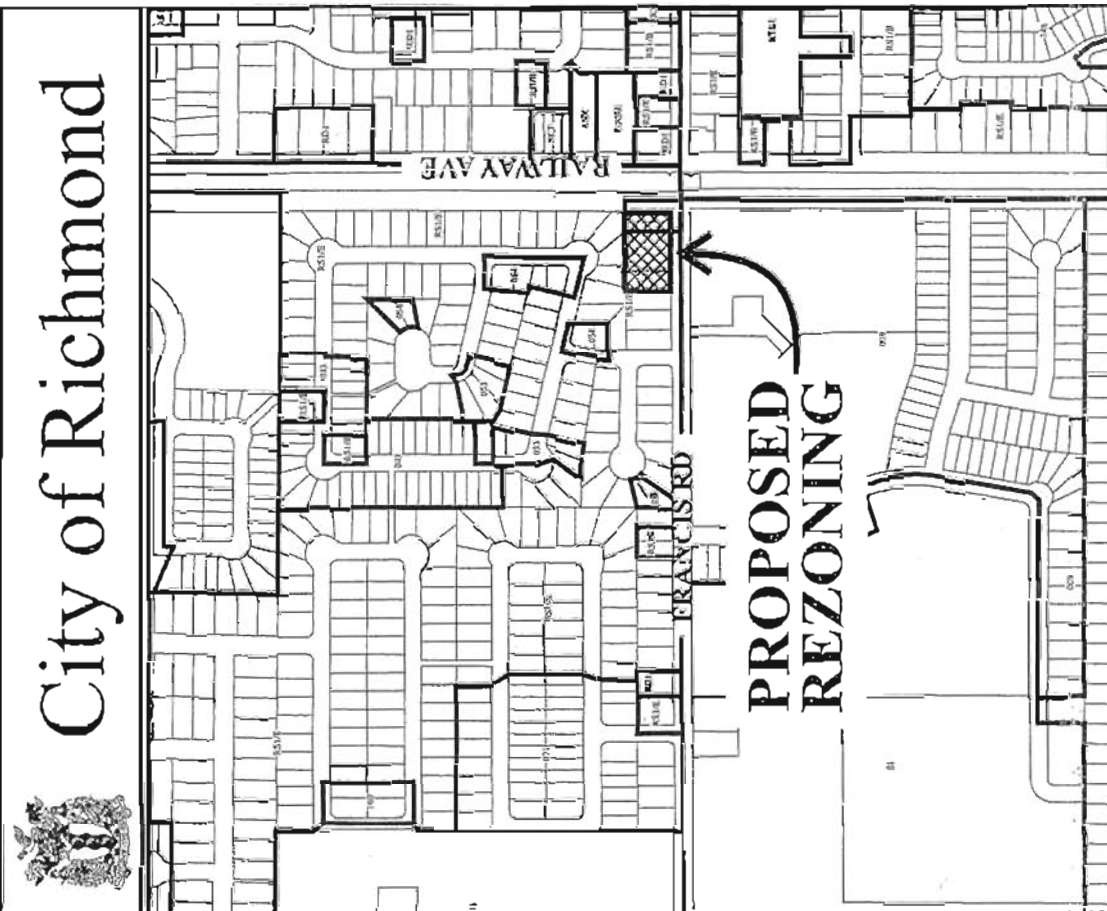
Edwin Lee
Planner 1
(604-276-4121)
EL: kt

- Attachment 1: Location Map
- Attachment 2: Conceptual Subdivision Layout
- Attachment 3: Existing Lot Size Policy 5467
- Attachment 4: Proposed Amended Lot Size Policy 5467
- Attachment 5: Support Letter from Area Residents
- Attachment 6: Consultation Letter to Properties within Lot Size Policy 5467
- Attachment 7: Notification Letter to Properties within Lancelot Gate Subdivision
- Attachment 8: Consultation Area
- Attachment 9: Development Application Data Sheet
- Attachment 10: Tree Preservation Plan
- Attachment 11: Rezoning Considerations Concurrence

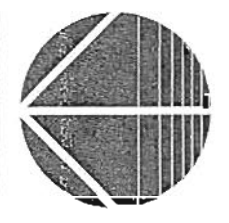


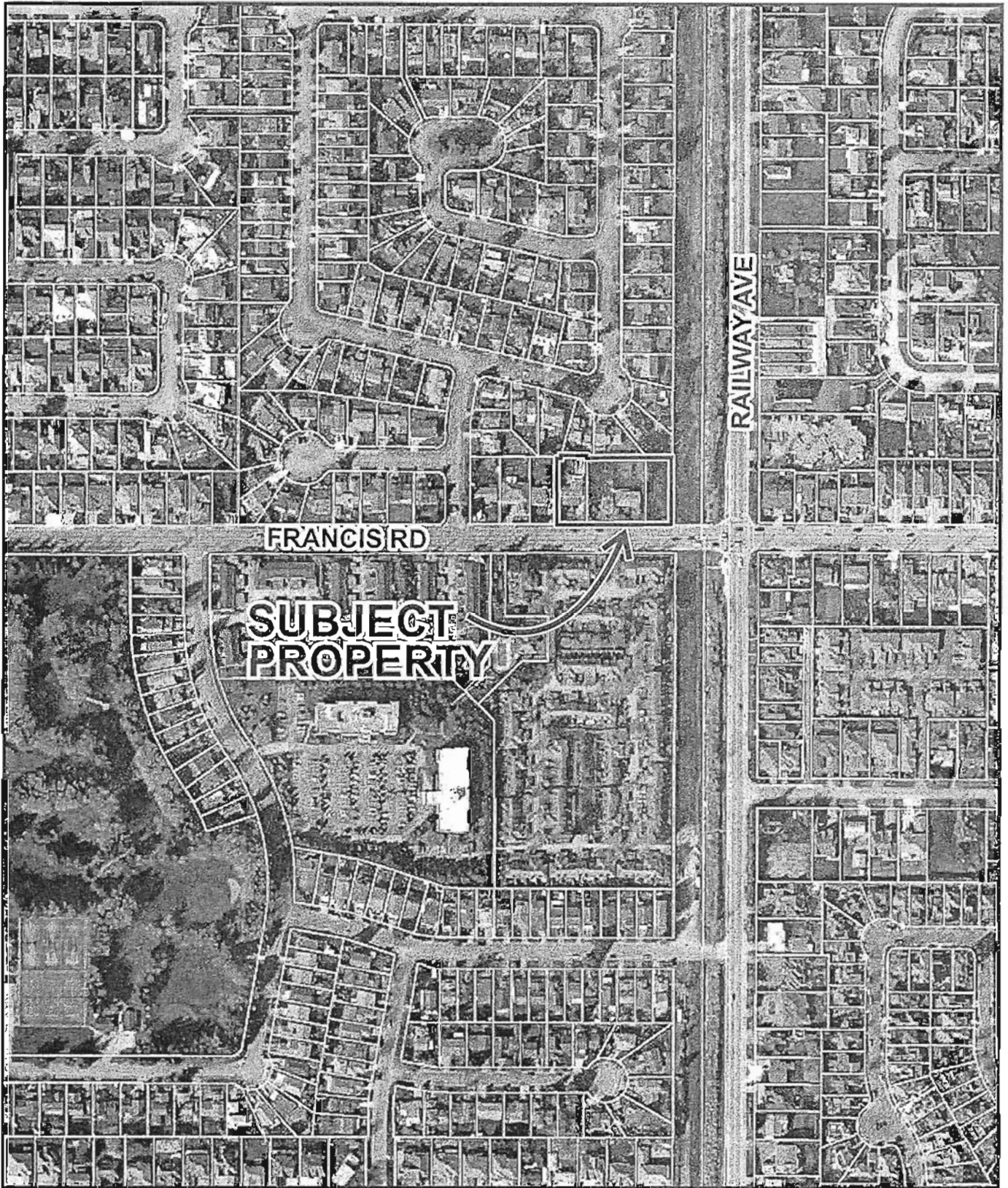
Original Date: 08/22/12
 Revision Date: 10/16/12
 Note: Dimensions are in METERS

RZ 12-617436



City of Richmond





RZ 12-617436

Original Date: 08/22/12

Amended Date:

Note: Dimensions are in METRES

PROPOSED SUBDIVISION PLAN OF PART OF SECTION 23 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT

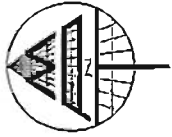
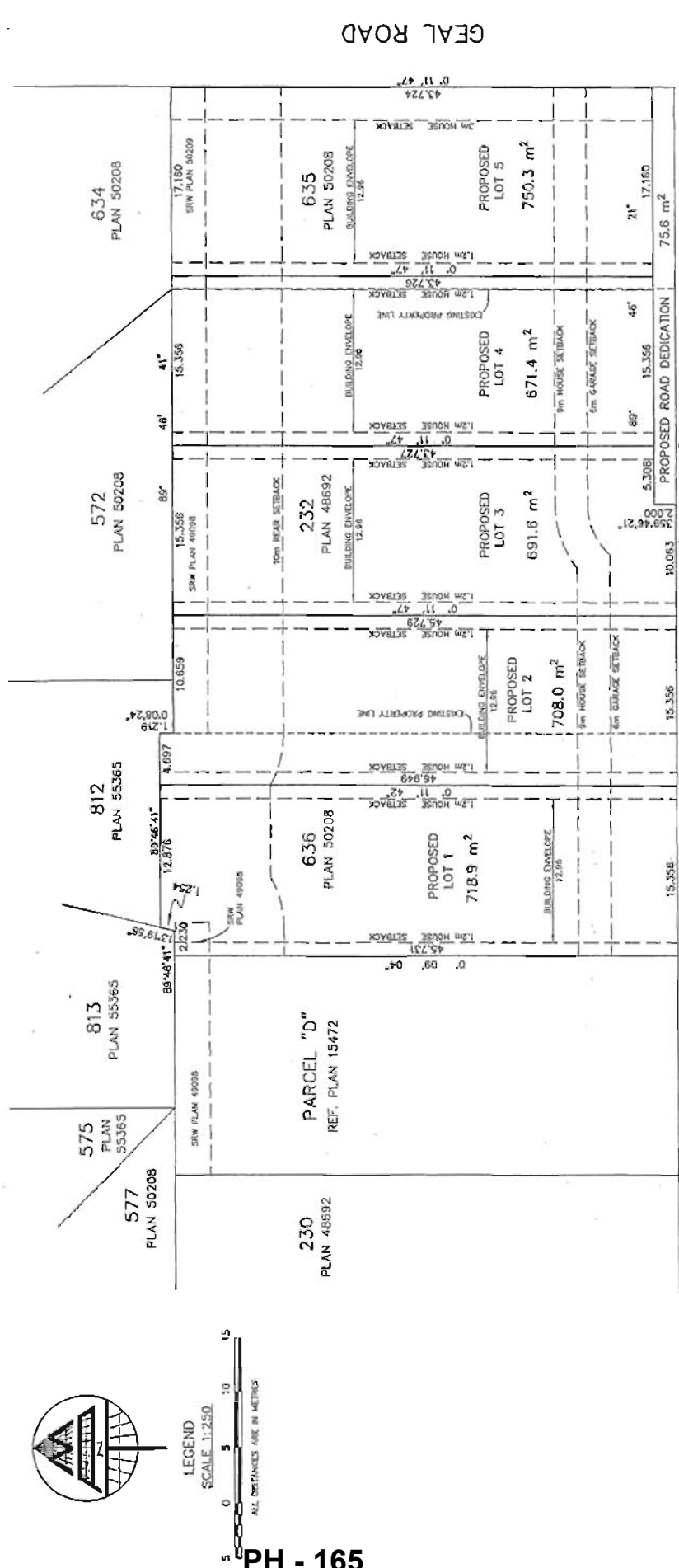
PARCEL IDENTIFIER (PID): LOT 636: 003-992-357
 LOT 232: 003-437-841
 LOT 635: 003-586-570

CIVIC ADDRESSES:

LOT 636: #4691 FRANCIS ROAD
 LOT 232: #4731 FRANCIS ROAD
 LOT 635: #4851 FRANCIS ROAD
 RICHMOND, B.C.

LANDS DEALT WITH:

LOT 636 Sec 23 Bk4N R7W NWD PLAN 50208
 LOT 232 Sec 23 Bk4N R7W NWD PLAN 48692
 LOT 635 Sec 23 Bk4N R7W NWD PLAN 50208



PH - 165

FRANCIS ROAD

GEAL ROAD

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WATSON PECK & TOPLISS
 SURVEYORS & ENGINEERS
 #320 - 11120 HORSESHOE WAY
 RICHMOND, B.C., V7A 5H7
 PH: 604-270-9331
 FAX: 604-270-4137
 CADFILE: 10508-PRO-SUB.DWG
R-12-10508-PRO-SUB

EXISTING POLICY



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: March 15, 1999

POLICY 5467

File Ref: 4430-00

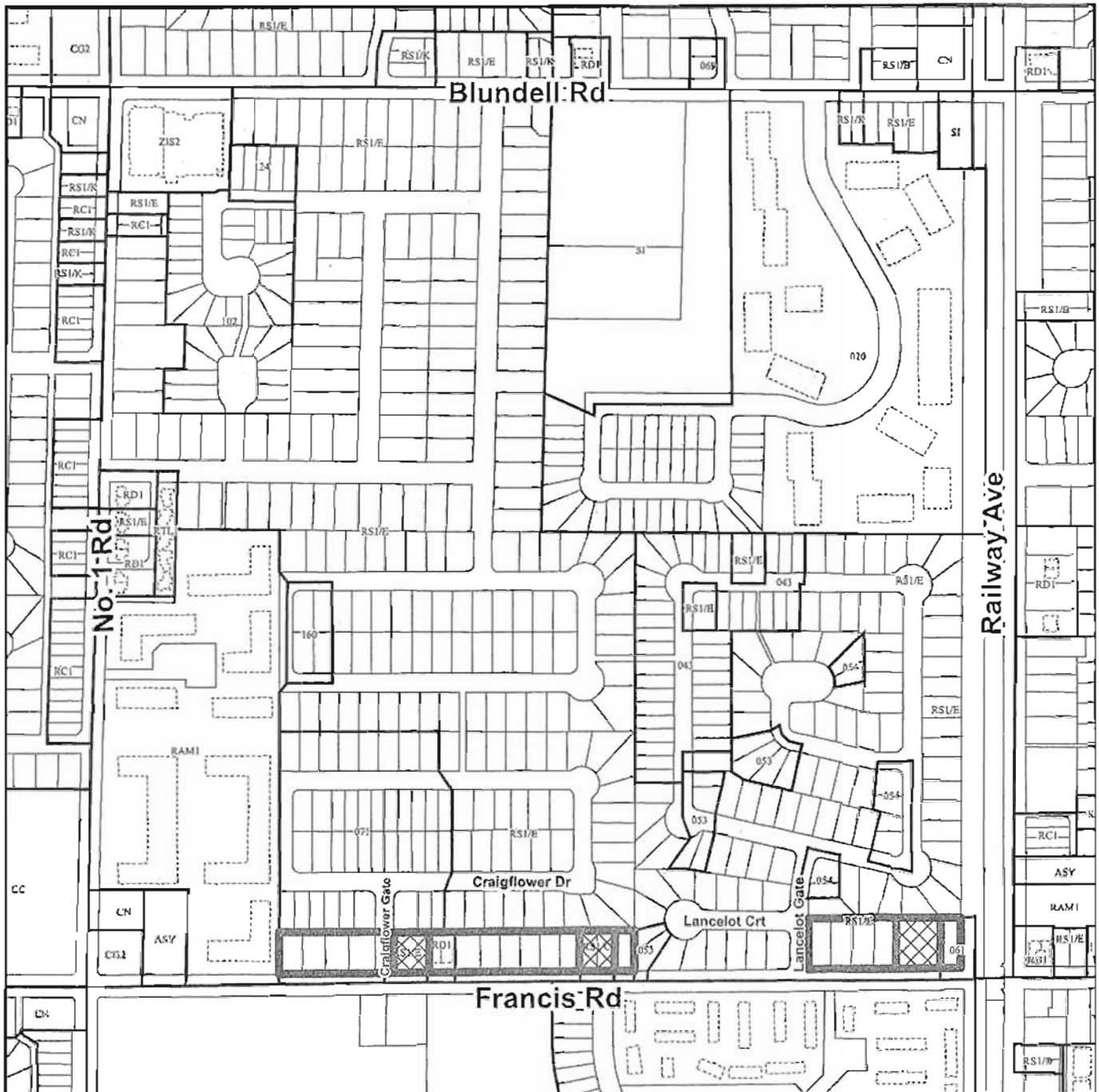
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-4-7

POLICY 5467:

The following policy establishes lot sizes in Section 23-4-7, located in the area fronting the north side of Francis Road, between Railway Avenue and No. 1 Road:

1. That the properties fronting the north side of Francis Road, between Railway Avenue and No. 1 Road in Section 23-4-7, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the exception:
 - (a) that three lots, as shown cross-hatched on the accompanying plan, be permitted to rezone and subdivide as per Single Detached (RS2/C); and
 - (b) that existing duplexes be eligible to split into two lots provided that each new lot meets the requirement of Single Detached (RS2/B), and there is a lane or internal road access.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.



Rezoning and subdivision permitted as per RS2/E



Rezoning and subdivision permitted as per RS2/C

Duplexes are eligible to be split into two lots as per RS2/B provided there is a lane or internal road access



Policy 5467 Section 23, 4-7

Adopted Date: 03/15/99

Amended Date:

PROPOSED POLICY



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: March 15, 1999

POLICY 5467

File Ref: 4430-00

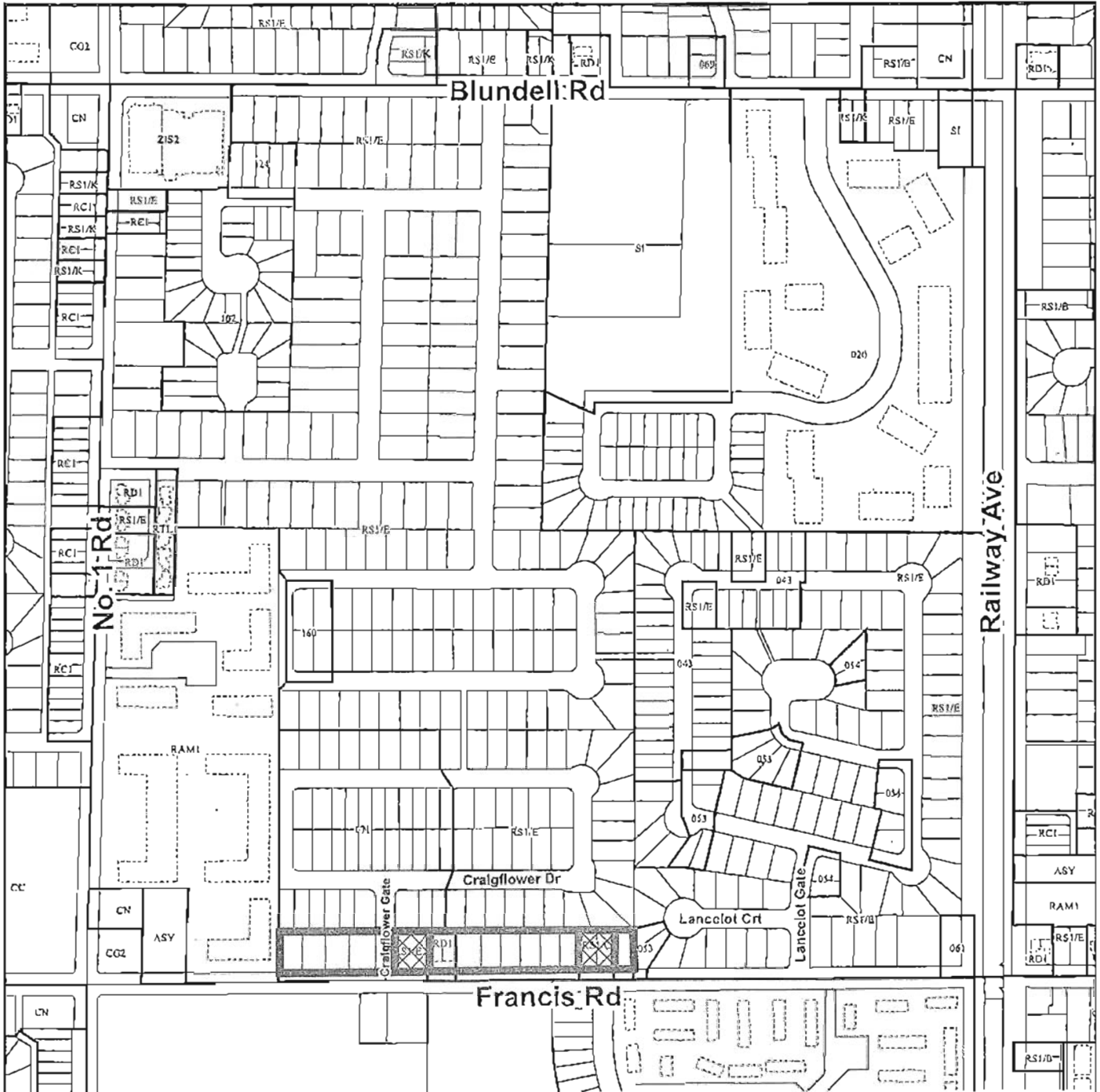
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 - (a) that two lots, as shown cross-hatched on the accompanying plan, be permitted to rezone and subdivide as per Single Detached (RS2/C); and
 - (b) that existing duplexes be eligible to split into two lots provided that each new lot meets the requirement of Single Detached (RS2/B), and there is a lane or internal road access.

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Rezoning and subdivision permitted as per RS2/E



Rezoning and subdivision permitted as per RS2/C

Duplexes are eligible to be split into two lots as per RS2/B provided there is a lane or internal road access



Proposed Amended Policy 5467
Section 23, 4-7

Adopted Date: 03/15/99

Amended Date:

Lee, Edwin

From: John & Sharon [jsparrott@shaw.ca]
Sent: Thursday, 28 June 2012 11:28
To: Lee, Edwin; Johnston, Sheila
Cc: 'Nelvia Busayong'; 'Mauvorneen Sultie'; 'MacDonald, Dave & Laurie'; 'Ellen Leung'; raympho@hotmail.com; 'Denny Lee'; joanne4911@shaw.ca; 'Jim Donaldson'; 'Carlo & Au'; info@vanluxdevelopment.com
Subject: Re RZ10-555932, 4691, 4731, 4851 Francis Rd.
Attachments: Francis Road

Categories: Red Category

To Edwin Lee, City Planning Dept; CC to Peter, Tioco, President, Van Lux Development Inc., CC to City Planning Committee attn Bill McNulty, Chairman.

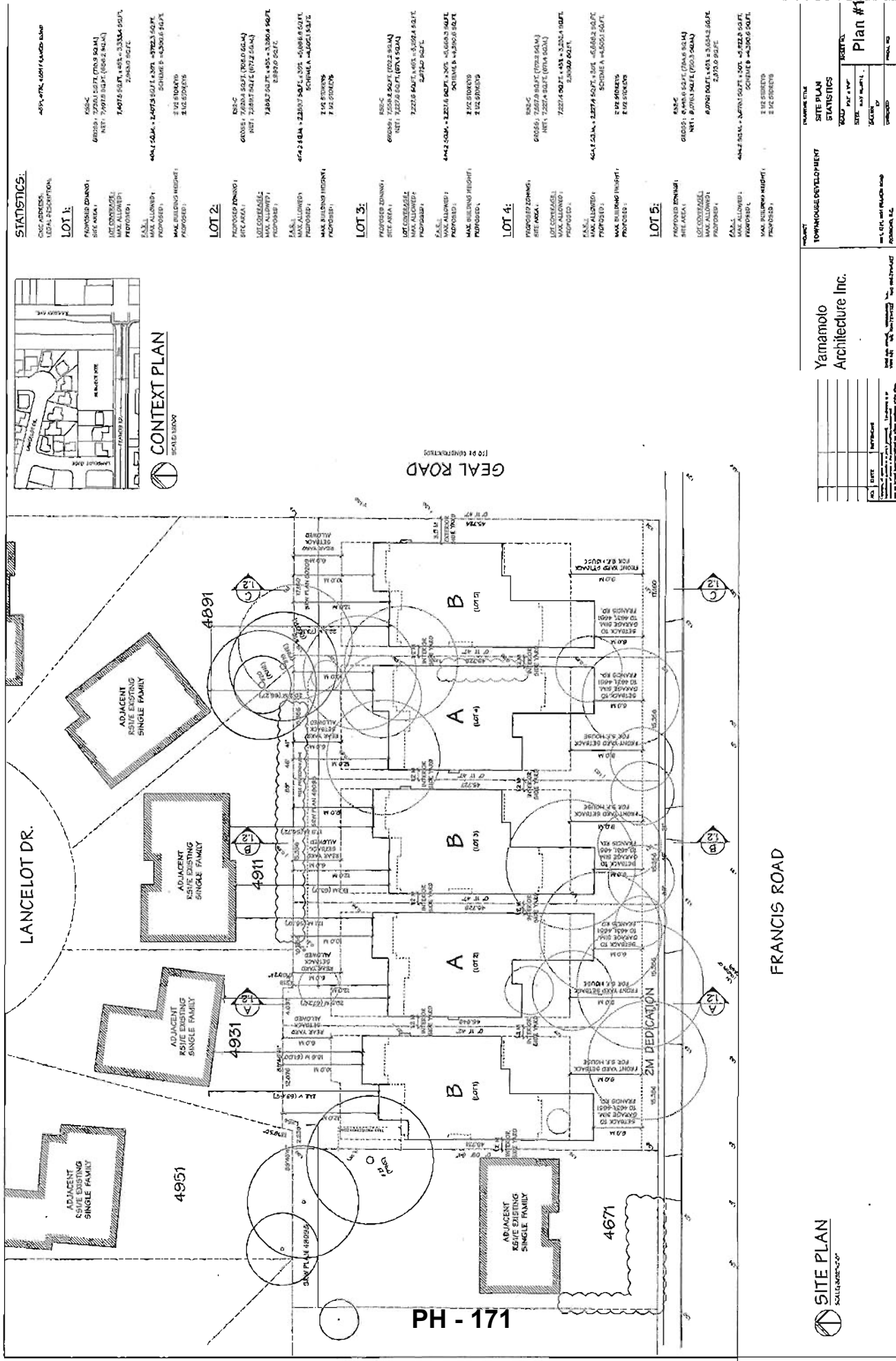
For the past year we have been discussing with Van Lux Developments Inc. their plans for the subject properties. They have now provided a proposed site plan, two building schemes and a site section, please see attached. As illustrated therein, they plan to apply for subdivision to five Single Family lots and rezoning to RS2-C. While we are given to understand the RS2-C is more liberal, in response to our concerns, the developer has undertaken to:

- 1) Maintain a minimum set-back of 10 meters on the Northern boundary of the new lots;
- 2) Ensure overall new home maximum elevation/ heights, including any required increase in lot elevation, will "basically" match those of immediately adjacent homes on the North side
- 3) Ensure lot coverage ranges between 2,800 and 3,000 square feet

On behalf of the owners of the immediately adjacent homes, subject to the above conditions, we are prepared to support an application to rezone/ subdivide.

Each of us is concerned about the effects of what we perceive as the usual City requirement that the properties be raised to a level equal to/ slightly above the crown of the adjacent roadway. We are relying on City regulations to ensure any retaining walls will be of good quality, environmentally friendly and long lasting and that perimeter drainage systems will be installed and adequate to carry water run-off away from our properties.

John & Sharon Parrott
 8960 Lancelot Gate
 Richmond, B.C.
 V7C 4S5
 (604) 275-0580



STATISTICS:

DATE: 01/14/2014
 LEGAL: RESIDENTIAL

LOT 1:

PROPOSED ZONING: R50-C
 SITE AREA: 6002.9 SQ FT (550.8 SQ M)
 MAX ALLOWED: 1.5 FLOORS
 MAX HEIGHT: 12.0 M
 MAX SETBACKS: 3.0 M

LOT 2:

PROPOSED ZONING: R50-C
 SITE AREA: 6002.9 SQ FT (550.8 SQ M)
 MAX ALLOWED: 1.5 FLOORS
 MAX HEIGHT: 12.0 M
 MAX SETBACKS: 3.0 M

LOT 3:

PROPOSED ZONING: R50-C
 SITE AREA: 6002.9 SQ FT (550.8 SQ M)
 MAX ALLOWED: 1.5 FLOORS
 MAX HEIGHT: 12.0 M
 MAX SETBACKS: 3.0 M

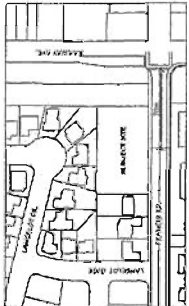
LOT 4:

PROPOSED ZONING: R50-C
 SITE AREA: 6002.9 SQ FT (550.8 SQ M)
 MAX ALLOWED: 1.5 FLOORS
 MAX HEIGHT: 12.0 M
 MAX SETBACKS: 3.0 M

LOT 5:

PROPOSED ZONING: R50-C
 SITE AREA: 6002.9 SQ FT (550.8 SQ M)
 MAX ALLOWED: 1.5 FLOORS
 MAX HEIGHT: 12.0 M
 MAX SETBACKS: 3.0 M

CONTEXT PLAN
 SCALE: 1:500



Yamamoto Architecture Inc.
 1000 14th Street, Suite 100
 Richmond, BC V6Y 1R1
 TEL: 604.273.1111 FAX: 604.273.1112
 WWW.YAMAMOTOARCHITECTURE.COM

NO.	DATE	DESCRIPTION

SITE PLAN
 SCALE: 1:500

PROJECT		TOWNHOUSE DEVELOPMENT		STATISTICS	
PROJECT NO.	PH-171	LOT NO.	1-5	TOTAL AREA	30014.5 SQ FT (2779.2 SQ M)
DATE	01/14/2014	DATE	01/14/2014	MAX ALLOWED	1.5 FLOORS
DRAWN BY		CHECKED BY		MAX HEIGHT	12.0 M
SCALE	1:500	SCALE	1:500	MAX SETBACKS	3.0 M
PROJECT NO.	PH-171	PROJECT NO.	PH-171		



City of Richmond

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

September 4, 2012
File: RZ 12-617436

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

Dear Owner/Resident:

Re: A Change to the Single-Family Lot Size Policy 5467

The purpose of this letter is to inform you of a proposed rezoning application in your neighbourhood and a proposed change to the Lot Size Policy for your area.

Background

The City of Richmond has received an application to rezone 4691, 4731 and 4851 Francis Road from single detached (RS1/E) and Land Use Contract (LUC061) to a Site Specific Residential (Single Detached) zone (location shown on **Attachment 1**). The purpose of the rezoning is to allow the three (3) existing lots to subdivide into five (5) single family lots.

Specifics

The applicant is proposing to create new single-family lots with a width of approximately 15.0 m (49 ft.) along Francis Road. In addition, in order to address concerns raised by the immediate neighbours, the proposed rear yard setback will be increased from the typical 6.0 m (20 ft.) to 10.0 m (33 ft.).

The application is contrary to the existing Single Family Lot Size Policy 5467 (**Attachment 2**) that was adopted by Council in 1999 which limits rezoning of:

- i. 4691 and 4851 Francis Road to Single Detached (RS2/E) – requiring that any new lots being created to have a minimum width of 18 m (59 ft.); and
- ii. 4731 Francis Road to Single Detached (RS2/C) – requiring that any new lots being created to have a minimum width of 13.5 m (44 ft.).

Approach

It is proposed that:

1. the Lot Size Policy be amended (see **Attachment 3**) to remove the lots fronting Francis Road between Lancelot Gate and Railway Avenue; and
2. the subject application to rezone and subdivide 4691, 4731 and 4851 Francis Road be viewed on its own merits.

Please note that this does not imply that staff and/or Council automatically support the proposed rezoning or future rezoning. The subject rezoning and future applications will continue to receive the same attention and scrutiny as all other rezoning applications, and are required to go through a Public Hearing process.

It should be emphasized that the proposed amendment to Policy 5467 would only apply to the properties on the north side Francis Road between Lancelot Gate and Railway Avenue and would not change the zoning permitted elsewhere in the neighbourhood.

What this means to you

You are being advised of this proposal because this is the first rezoning application along Francis Road that requires a change to Single-Family Lot Size Policy 5467.

Please review the accompanying materials. Please forward any comments or concerns with either the proposed amendment to Single Family Lot Size Policy 5467, or the proposed rezoning of 4691, 4731 and 1851 Francis Road to the undersigned by email at elee@richmond.ca or in writing at the address above before September 25, 2012.


Process

Following receipt of public comments, staff will complete a report to Planning Committee. It is proposed that the amendment to Single-Family Lot Size Policy 5467 and the rezoning application at 4691, 4731 and 4851 Francis Road be considered concurrently by the Planning Committee and City Council in the near future once the staff review is complete.

If acceptable, both items would then be subsequently considered by Council at a Public Hearing. You will be provided with the opportunity to address Council on both the proposed amendment to Single-Family Lot Size Policy 5467 and the rezoning application at 4691, 4731 and 4851 Francis Road at this Public Hearing.

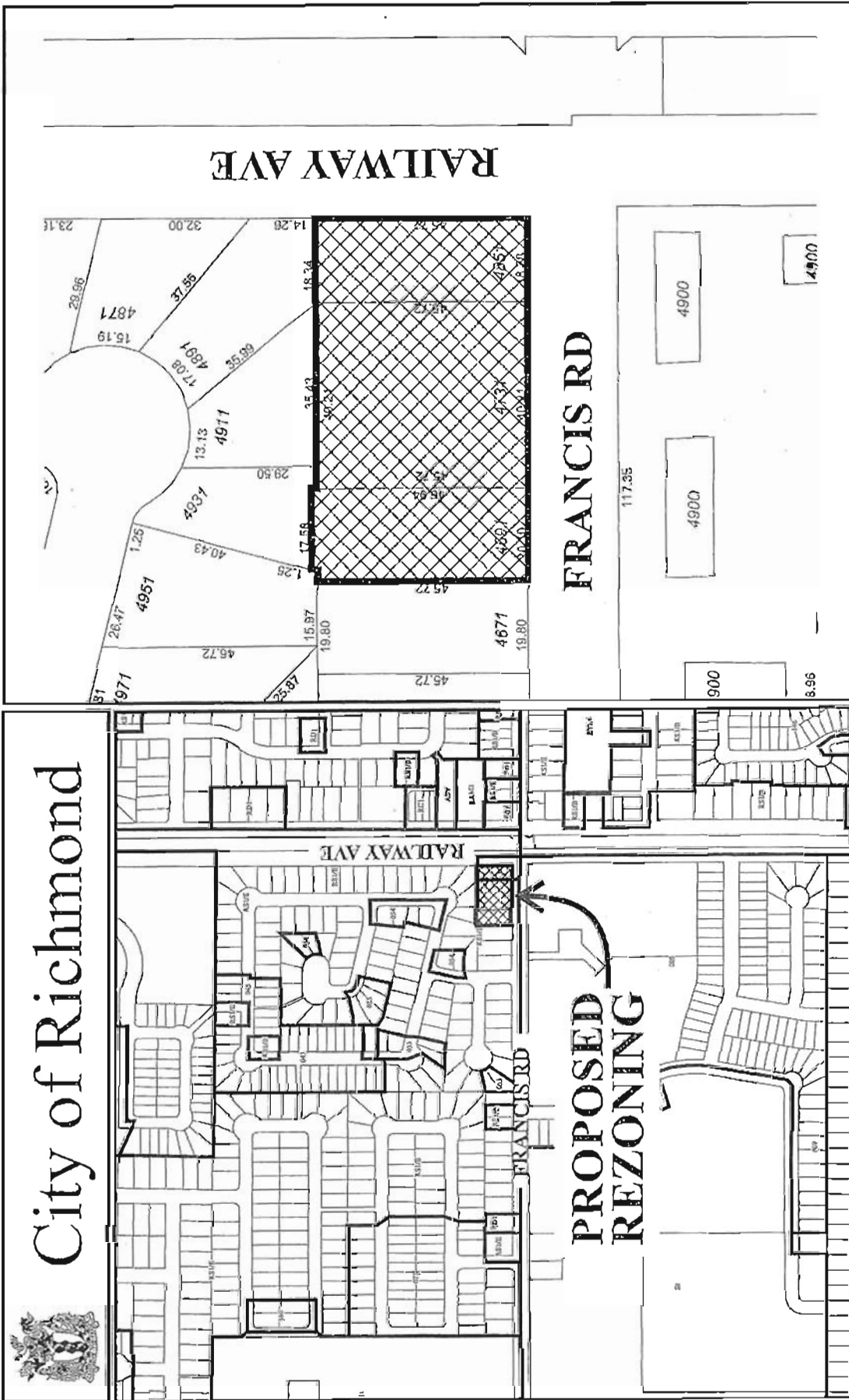
If you have any questions or require further explanation, please do not hesitate to contact the undersigned by phone at 604-276-4121.

Yours truly,



Edwin Lee
Planner 1

- Att. (4): Attachment 1 – Location Map of Rezoning Application at 4691, 4731 and 4851 Francis Road (RZ 12-617436)
Attachment 2 – Existing Single-Family Lot Size Policy 5467
Attachment 3 – Proposed Amended Single-Family Lot Size Policy 5467
Attachment 4 – Proposed Subdivision Plan of 4691, 4731 and 4851 Francis Road



City of Richmond



PROPOSED REZONING



RZ 12-617436

Original Date: 08/22/12
Revision Date:
Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: March 15, 1999

POLICY 5467

File Ref: 4430-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-4-7

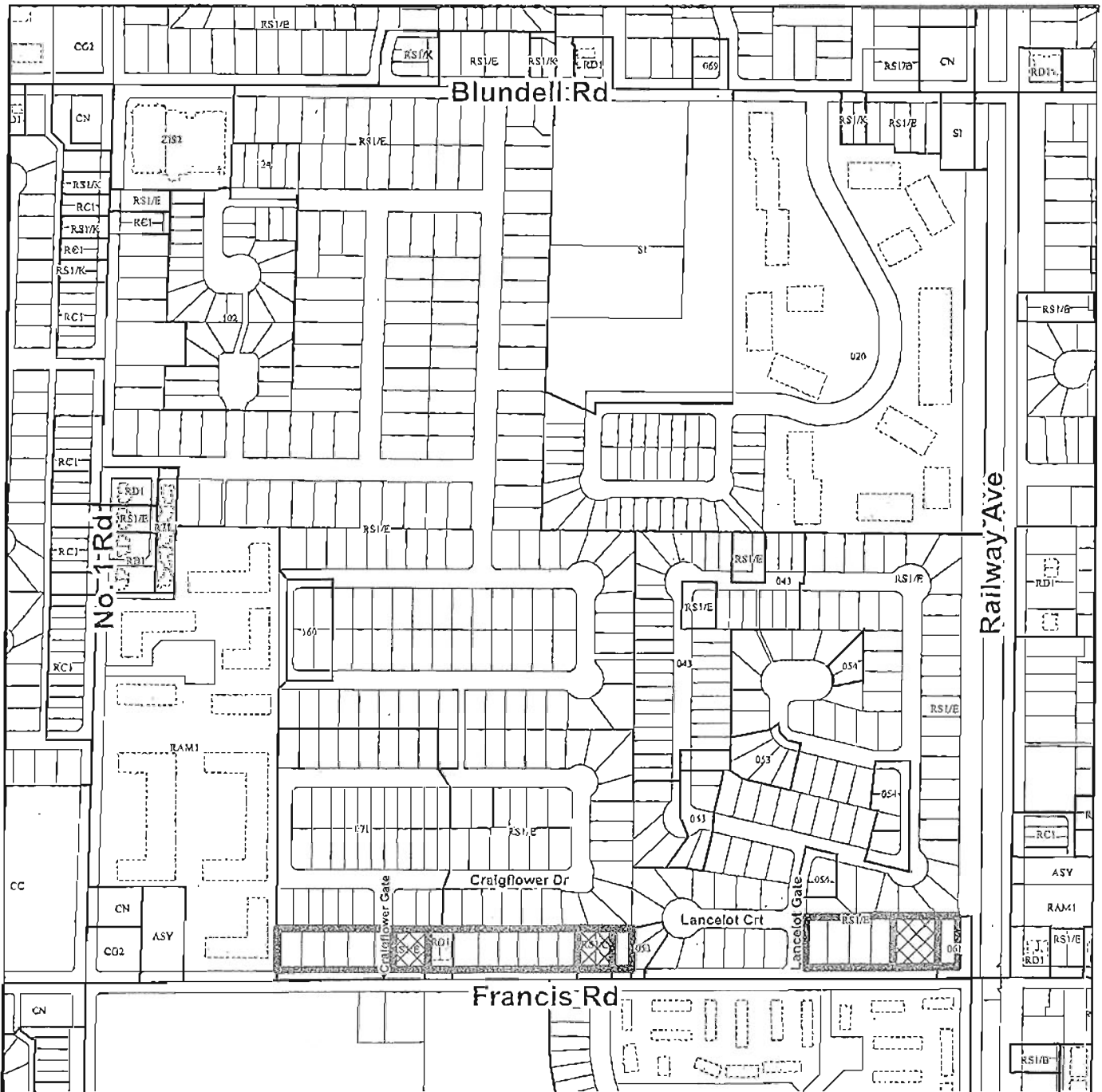
POLICY 5467:

The following policy establishes lot sizes in Section 23-4-7, located in the area fronting the north side of Francis Road, between Railway Avenue and No. 1 Road:

1. That the properties fronting the north side of Francis Road, between Railway Avenue and No. 1 Road in Section 23-4-7, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the exception:
 - (a) that three lots, as shown cross-hatched on the accompanying plan, be permitted to rezone and subdivide as per Single Detached (RS2/C); and
 - (b) that existing duplexes be eligible to split into two lots provided that each new lot meets the requirement of Single Detached (RS2/B), and there is a lane or internal road access.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.

Attachment 2

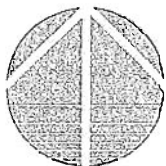


Rezoning and subdivision permitted as per RS2/E



Rezoning and subdivision permitted as per RS2/C

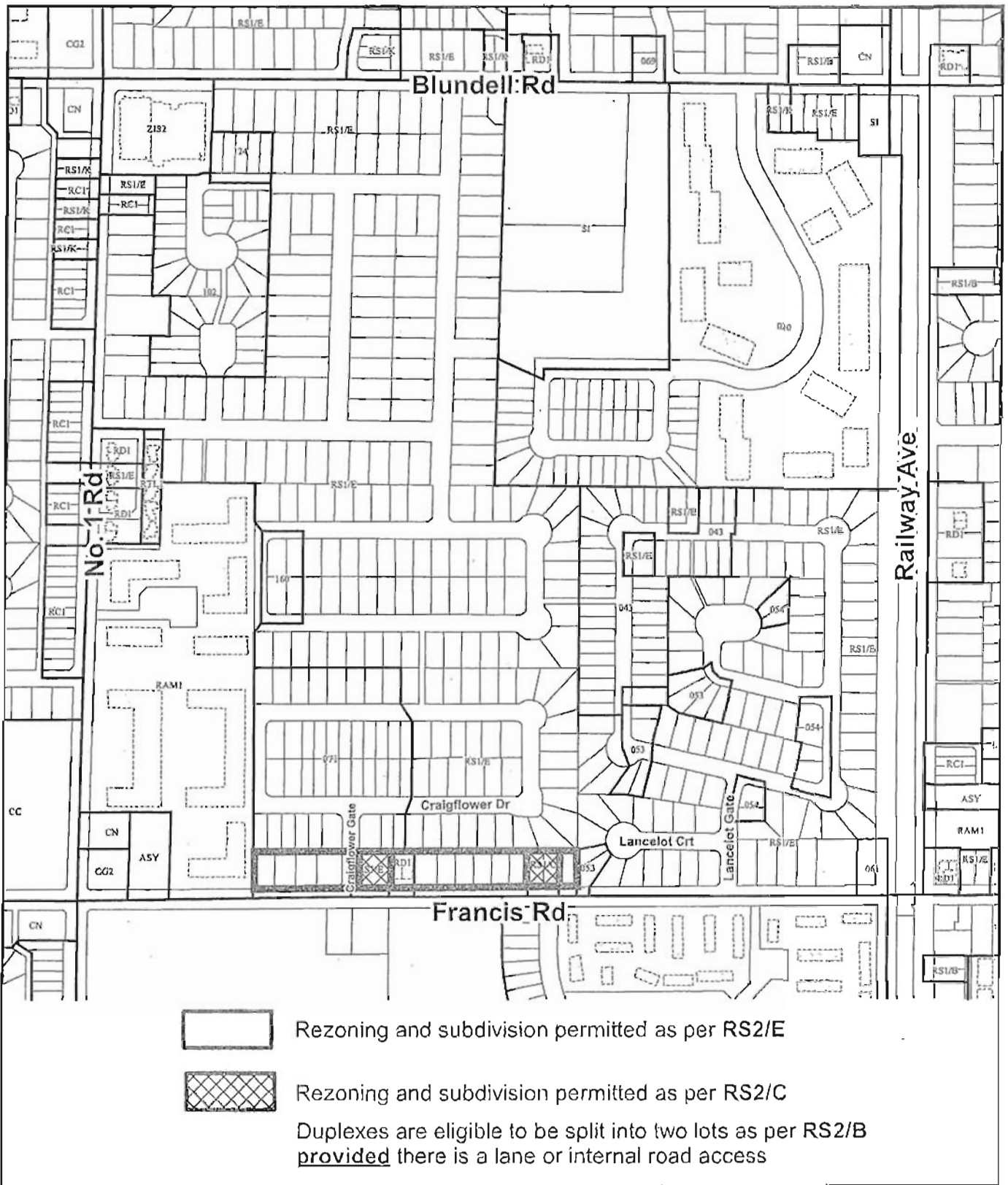
Duplexes are eligible to be split into two lots as per RS2/B provided there is a lane or internal road access



Policy 5467 Section 23, 4-7

Adopted Date: 03/15/99

Amended Date:



Proposed Amended Policy 5467
Section 23, 4-7

Adopted Date: 03/15/99

Amended Date:



City of
Richmond

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

September 4, 2012
File: RZ 12-617436

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

Dear Owner/Resident:

Re: Rezoning at 4691, 4731 and 4851 Francis Road

The purpose of this letter is to inform you of a proposed rezoning application in your neighbourhood and a proposed change to Lot Size Policy 5467 for properties fronting the north side of Francis Road, between Railway Avenue and No. 1 Road.

Proposal

The City of Richmond has received an application to rezone 4691, 4731 and 4851 Francis Road from single detached (RS1/E) and Land Use Contract (LUC061) to a Site Specific Residential (Single Detached) zone (location shown on Attachment 1). The purpose of the rezoning is to allow the three (3) existing lots to subdivide into five (5) single family lots. The applicant is proposing to create new single-family lots with a width of approximately 15.0 m (49 ft.) along Francis Road. In addition, in order to address concerns raised by the immediate neighbours, the proposed minimum rear yard setback will be increased from the typical 6.0 m (20 ft.) to 10.0 m (33 ft.).

What this means to you

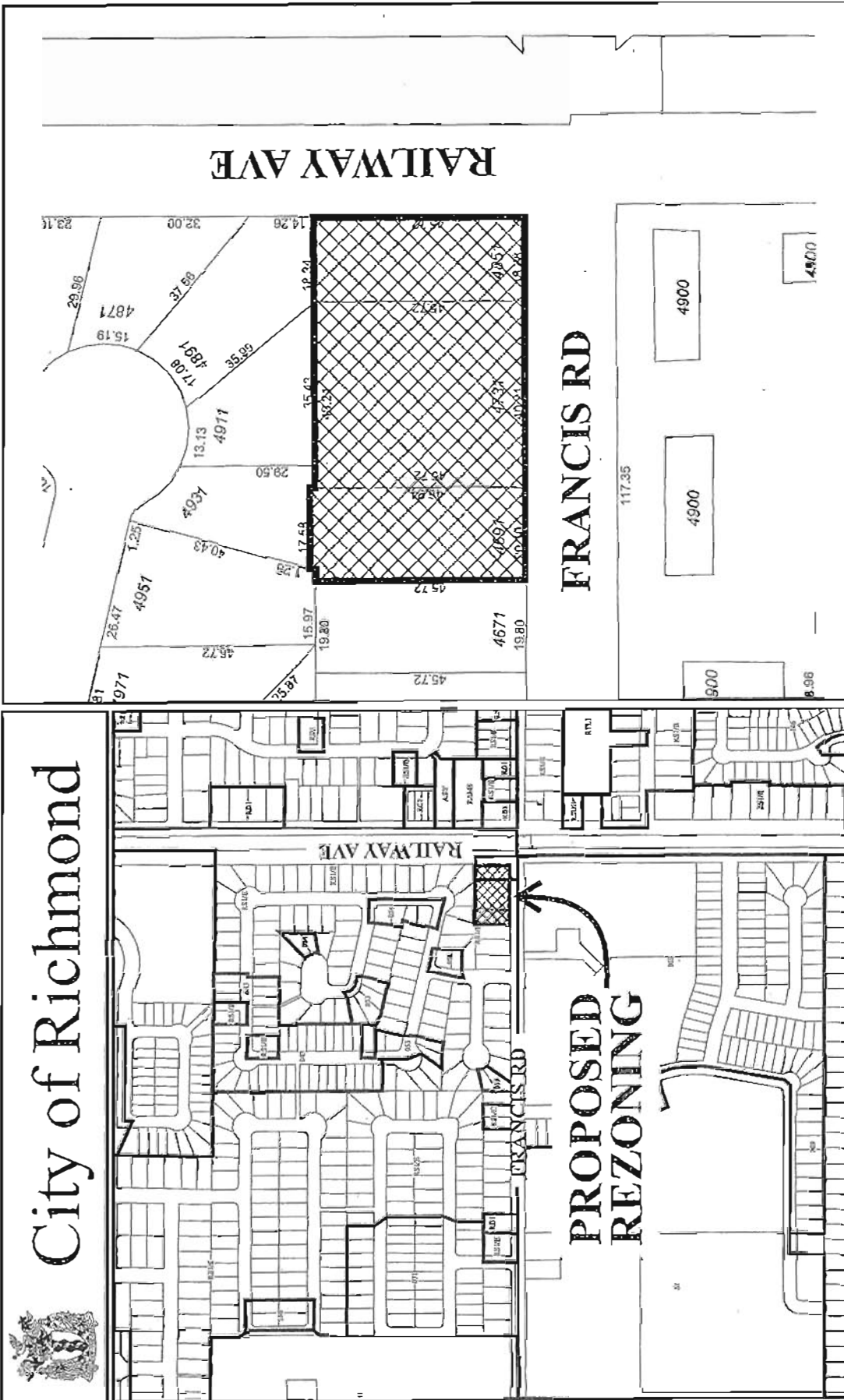
You are being advised of this proposal because your neighbourhood was concerned about the previous townhouse development proposal on the subject site. Please be advised that this previous townhouse application has been withdrawn. This is a courtesy letter to advise you that a new single-family lot development proposal has been received by the City. Please note that it does not imply that staff and/or Council automatically support the proposed rezoning or future rezoning. The subject rezoning and future applications will continue to receive the same attention and scrutiny as all other rezoning applications, and are required to go through a Public Hearing process. It should be emphasized that the proposed amendment to Policy 5467 would only apply to the properties on the north side Francis Road between Lancelot Gate and Railway Avenue and would not change the zoning permitted elsewhere in the neighbourhood.

If you have any questions or require further explanation, please do not hesitate to contact the undersigned by phone at 604-276-4121.

Yours truly,

Edwin Lee
Planner I

Encl.

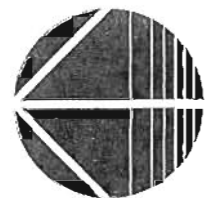


Original Date: 08/22/12

Revision Date:

Note: Dimensions are in METRES

RZ 12-617436



City of Richmond

Attachment 1



Consultation Area
RZ 12-617436

Original Date: 10/16/12

Revision Date:

Note: Dimensions are in METRES



RZ 12-617436

Attachment 9

Address: 4691, 4731 and 4851 Francis Road

Applicant: Vanlux Development Inc.

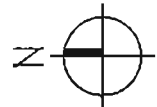
Planning Area(s): Seafair

	Existing	Proposed
Owner:	Vanlux Development Inc.	No Change
Site Size (m ²):	3,613 m ²	3,540.2 m ²
Land Uses:	Two (2) single-family dwellings and one (1) vacant lot	Five (5) single-family dwellings
OCP Designation:	Specific Land Use Map: Low-Density Residential	No Change
Area Plan Designation:	N/A	No change
702 Policy Designation:	Policy 5467 permits 4731 Francis Road to be subdivided as per "Single Detached (RS2/C)" and 4691 & 4851 Francis Road to be subdivided as per "Single Detached (RS2/E)"	To exclude these properties from Lot Size Policy 5467
Zoning:	Single Detached (RS1/E) and Land Use Contract (LUC061)	Single Detached (ZS21) - Lancelot Gate (Seafair)
Number of Lots:	3	5
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 30%	Min. 30%	none
Setback – Principal Building - Front Yard (m):	Min. 9 m	Min. 9 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3.0 m	Min. 3.0 m	none
Setback – Rear Yard (m):	Min. 10 m	Min. 10 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none
Lot Width:	Min. 13.5 m	Min. 13.5 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Area:	Min. 550 m ²	Min. 550 m ²	none
Off-street Parking Spaces:	Min. 2 spaces	Min. 2 spaces	none

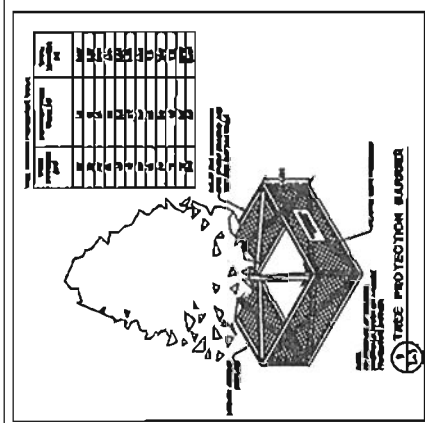
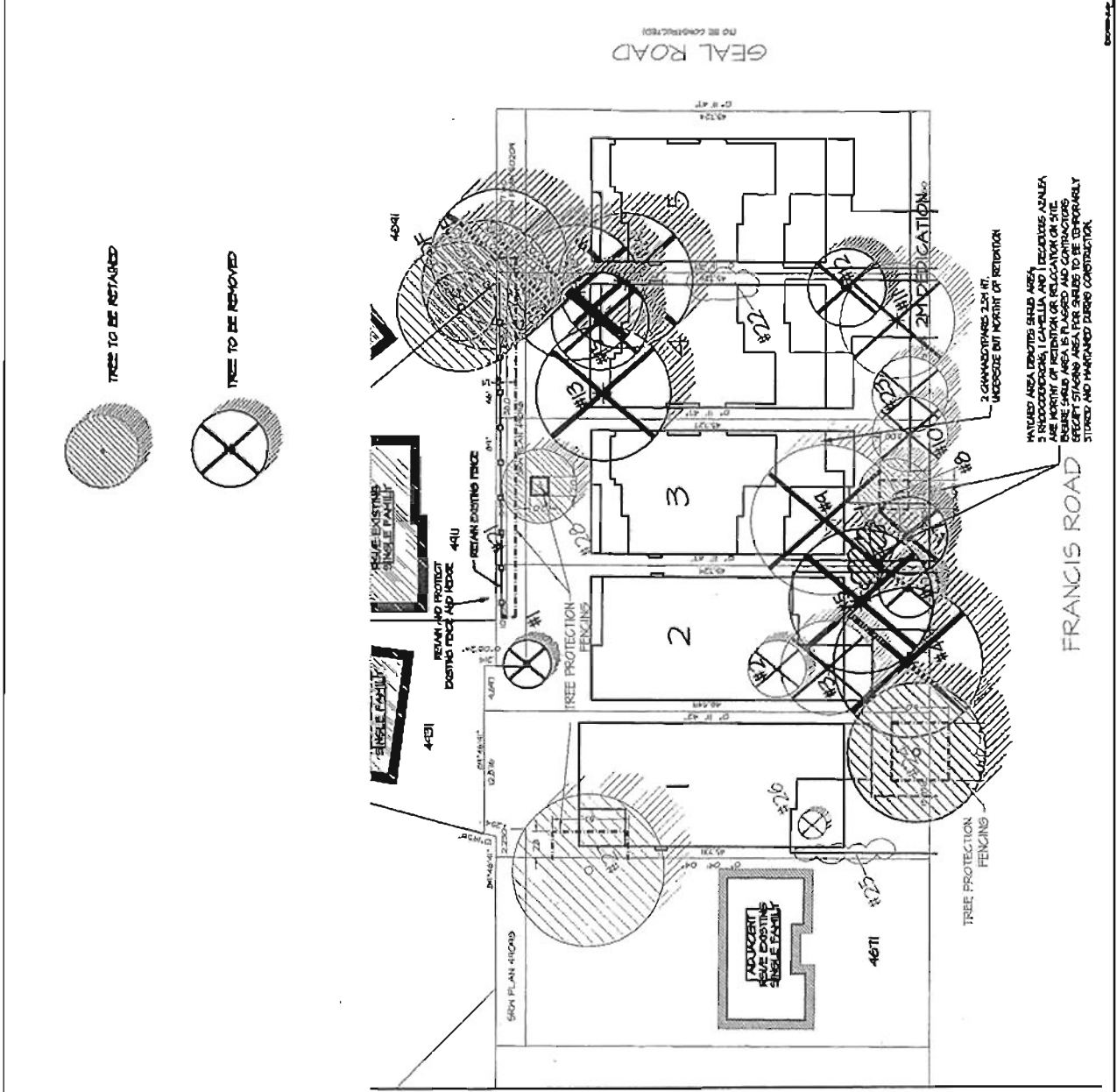
Other: Tree replacement compensation required for removal of bylaw-sized trees.



NO.	REVISION
1	ISSUED FOR PERMITS
2	ISSUED FOR CONSTRUCTION
3	ISSUED FOR CONSTRUCTION

ARBORETRAL ASSESSMENT
4661 FRANCIS ROAD
NASHVILLE, TN

TREE ASSESSMENT PLAN		
DATE	PROJECT	SCALE
NOV 2011	L1	1" = 10'
DRAWN BY	CHECKED BY	DATE
ASL	ASL	11/15/11
		DATE
		11/15/11





City of Richmond

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

Address: 4691, 4731 and 4851 Francis Road

File No.: RZ12-617436

Prior to final adoption of Zoning Amendment Bylaw 8965 , the developer is required to complete the following:

1. 2.0 m road dedication along the entire Francis Road frontage up to 70.0 m measured from the Railway intersection stop bar eastbound.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 42 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
22	6 cm		3.5
6	8 cm		4.0 m
4	9 cm		5.0 m
4	10 cm		5.5 m
6	11 cm		6.0 m

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

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 on site and on adjacent 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.
4. Submission of a Tree Survival Security to the City in the amount of \$2,000.00 for the 50cm cal Red Maple tree located along the Francis Road street frontage to be retained.
5. The granting of a 1.0 m wide statutory utility right-of-way along the entire Francis Road frontage to accommodate Storm Inspection Chambers and Water Meter boxes etc.
6. Register a Restrictive Access Covenant to ensure that the individual driveways are designed to permit vehicles to turn around onsite, in order that vehicles do not back out onto Francis Road. The legal agreement shall include language to ensure the driveway and/or auto court design will accommodate a typical passenger car to turn around on-site using a maximum of a 3-point turn, in order to avoid backing in or out of the property.
7. Registration of a flood indemnity covenant on title.
8. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$17,682.29) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on three (3) of the five (5) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until the required secondary suite are constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

9. Enter into a Servicing Agreement* for the design and construction of frontage improvements from the west property line of the site to Railway Avenue. Works include, but may not be limited to:
- removal of the existing sidewalk & lighting strip; and
 - installation of a new 1.5 m concrete sidewalk at the proposed north property line of Francis Road and a grass and treed boulevard (9m spacing) between the new sidewalk and the existing curb.

Note:

- Improvements should also include new concrete sidewalk with curb and gutter as well as a standard wheelchair ramp at the curb return.
- Existing signal pole will need to be relocated.
- Design to include proposed driveway crossings, water, storm, and sanitary connections for each of the proposed lots. Individual driveways are to be paired and designed to City standards (i.e., 5.0 m wide and a minimum distance of 1.0 m flare to flare).
- Developer is also required to provide Underground Hydro, Tel. & Cable service connections for each of the proposed lots.

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

- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.
Note: Servicing costs to be determined via the Servicing Agreement.
- Provide Underground Hydro, Telephone, and Cable service connections for each lot.

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

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

Note:

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

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

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

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

[signed copy on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8965 (RZ 12-617436)
4691, 4731 and 4851 Francis 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 the following into Section 15 (Site Specific Residential (Single Detached) Zones), in numerical order:

“15.21 Single Detached (ZS21) - Lancelot Gate (Seafair)

15.21.1 Purpose

The zone provides for **single detached housing** fronting Francis Road between Lancelot Gate and Railway Avenue in Section 23-4-7.

15.21.2 Permitted Uses

- housing, single detached

15.21.3 Secondary Uses

- bed and breakfast
- boarding and lodging
- community care facility, minor
- home business
- secondary suite

15.21.4 Permitted Density

1. The maximum density is one principal dwelling unit per lot.
2. The maximum floor area ratio (FAR) is 0.40 applied to a maximum of 464.5 m² of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m².
3. Notwithstanding Section 15.21.4.2, the reference to “0.4” is increased to a higher density of “0.55” if:
 - a) the building contains a secondary suite; or
 - b) the owner, at the time Council adopts a zoning amendment bylaw to include the owner’s lot in the ZS21 zone, pays into the affordable housing reserve the sum specified in Section 5.15 of this bylaw.
4. Further to Section 15.21.4.3, the reference to “0.4” in Section 15.21.4.2 is increased to a higher density of “0.55” if:

- a) an owner subdivides bare land to create new lots for single detached housing; and
- b) at least 50% of the lots contain secondary suites.

15.21.5 Permitted Lot Coverage

- 1. The maximum lot coverage is 45% for buildings, but no greater than 278.7 m².
- 2. No more than 70% of a lot may be occupied by buildings, structures and non-porous surfaces.
- 3. 30% of the lot area is restricted to landscaping with live plant material.

15.21.6 Yards & Setbacks

- 1. The minimum front yard is 9.0 m except that a single storey garage attached to the principal building maybe located in the front yard but no closer than 6.0 m.
- 2. The minimum interior side yard is 1.2 m.
- 3. The minimum exterior side yard is 3.0 m.
- 4. The minimum rear yard is 10.0 m.

15.21.7 Permitted Heights

- 1. The maximum height for principal buildings is 2 ½ storeys, but it shall not exceed the residential vertical lot width envelope and the residential vertical lot depth envelope.
- 2. The maximum height for accessory buildings is 5.0 m.
- 3. The maximum height for accessory structures is 9.0 m.

15.21.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum lot dimensions and areas are as follows, except that the minimum frontage and lot width for corner lots is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
13.5 m	13.5 m	24.0 m	550.0 m ²

15.21.9 Landscaping & Screening

- 1. Landscaping and screening shall be provided in accordance with the provisions of Section 6.0.

15.21.10 On-Site Parking and Loading

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

15.21.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. 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 and land use contract designations of the following area and by designating them **SINGLE DETACHED (ZS21) – Lancelot Gate (Seafair)**.

P.I.D. 003-992-357
 Lot 636 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208

P.I.D. 003-437-841
 Lot 232 Section 23 Block 4 North Range 7 West New Westminster District Plan 48692

P.I.D. 003-586-570
 Lot 635 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208

3. That the Mayor and Clerk are hereby authorised to execute any documents necessary to discharge “Land Use Contract 061” from the following area:

P.I.D. 003-586-570
 Lot 635 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208

4. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into the table contained in Section 5.15.1, after RC2:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
ZS21	\$1.00

5. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8965**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

NOV 26 2012

CITY OF RICHMOND
APPROVED by <i>HB</i>
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER



City of Richmond

TO COUNCIL - NOV 26, 2012

Report to Committee

TO PLW - NOV. 20 2012

To: Planning Committee Date: October 26, 2012

From: Wayne Craig File: (RZ 11-582929)
Director of Development 12-8060-20-8968/8198

Re: Application by MATTHEW CHENG ARCHITECT INC. to rezone 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed from "Single Detached (RS1/B) and (RS1/F)" to "Medium Density Townhouses (RTM3)" in order to develop a 20 unit townhouse complex.

Staff Recommendation

1. That Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8198 be abandoned; and
2. That Bylaw 8968 for the rezoning of 7451 No 4 Road, a No Access Property on General Currie Road, and a Lane to be closed from "Single Detached, (RS1/B)" and 7471 No. 4 Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.

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

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

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to rezone 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed (**Attachment 1**) from “Single Detached (RS1/B) and (RS1/F)” to a “Medium Density Townhouses (RTM3)” to permit the construction of 20 residential townhouse units (**Attachment 2**).

Findings of Fact

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

Surrounding Development

To the North: Across from the General Currie road Right-of-Way, at 7371 No. 4 Road, a Single Detached Dwelling, zoned “Single Detached (RS1/F)”.

To the East: Across No. 4 Road, Single Detached Dwellings on properties zoned “Agriculture (AG1)”.

To the South: At 7551 No. 4 Road, a 45 unit 2 ½ and 3 storey Townhouse, zoned “Town Housing (ZT16) – South McLennan and St. Albans Sub Area (City Centre)”.

To the West: Single Detached Dwellings on Bridge Street, zoned “Single Detached (RS1/F)”.

Related Policies and Studies

Official Community Plan

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

McLennan South Sub-Area Plan

- Residential 2 ½ - stories typical (3 stories maximum), predominately Triplex, Duplex, Single-Family. 0.55 base FAR (**Attachment 4**).

The applicant is proposing a density of 0.70 FAR, which is above the base density of 0.55 FAR as indicated in the OCP. The increase in density is supported given the applicant is providing:

- A voluntary contribution to the Affordable Housing Strategy reserve fund;
- Land dedication, road and frontage construction for No. 4 Road;
- Road construction along the undeveloped portion of General Currie Road, which will introduce the formal connection to No. 4 Road;
- Frontage construction along the northern edge of the subject property fronting General Currie Road;
- Land dedications, road and frontage construction for a new local road along the west end of the subject property (LeChow Street); and

- An agricultural buffer fronting the property along No. 4 Road.

Floodplain Management Implementation Strategy

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

Public Input

A notice board is posted on the subject property to notify the public of the proposed development, but no communication has been received to date. Should this application receive first reading, a public hearing will be scheduled.

Background

Over the past twelve (12) years, these properties have seen separate development applications that result in what we see today.

7451 No. 4 Road

SD 98-147601 and RZ 99-161573 were approved to allow the subdivision of this lot into two, for the purpose to allow for a single detached house to be developed on each lot. These lots are separated by a 6.0 meter wide lane, which was dedicated by the applicant to allow vehicle access from General Currie Road. In addition, a further 10.0 metres of land was dedicated along the western edge of the site to facilitate the future development of LeChow Street, along with 3.0 metre by 3.0 metre corner cuts at the corner of No. 4 Road and General Currie Road and at the future LeChow Street and General Currie Road. No road development or construction was done at this time and the property remains undeveloped, with the exception of the existing Single Detached house fronting No. 4 Road.

7471 No. 4 Road

RZ 05-312975 and DP 08-444222 for the development of an eleven (11) unit townhouse complex were applied for on this single site. Access to the townhouses was to be from the lane that was dedicated through the subdivision of 7451 No. 4 Road. With a change of ownership and the acquisition of 7451 No. 4 Road, these applications were withdrawn in support of this current proposal.

RZ 05-312975 went as far as having received third reading on March 19, 2007. Little activity followed, and the change of ownership resulted with the formal withdrawal of that application in favour of this one.

With the withdrawal of RZ 05-312975, the Bylaw that was associated with the application (Bylaw 8198) to allow the rezoning of 7471 No. 4 Road for an eleven (11) unit townhouse will need to be abandoned.

Staff Comments

Proposed Site Assembly and Site Design

The subject site is bordered by No. 4 Road to the east, the undeveloped portion of General Currie Road to the north and the future LeChow Street to the west. LeChow Street is the new north-south back street identified in the South McLennan Sub Area Plan, located between Bridge Street and No. 4 Road, that is intended to help manage access and traffic flow from the

anticipated increase in population to the area. The subject site is the remaining lands along this strip of No. 4 Road that were never included with the land assembly that created the 45 unit townhouse development directly to the south of the subject site.

The proposed access to the site is located off General Currie Road, halfway down the length of the site, at the location of the lane that was dedicated for the subdivision of 7451 No. 4 Road (SD 98-147601). In order for the proposed site design to proceed, the lane is to be purchased back from the City, or it would otherwise be subject to building setback requirements. The internal drive-aisle travels in a predominately east-west direction to provide access to all the townhouse units.

The units are grouped in two and three unit building clusters with the duplex clusters fronting No. 4 Road being two (2) and two and one-half (2 ½) storeys in height. This respectfully addresses the heights of the townhouse complex to the south but also the single family houses on the eastern and more rural side of No. 4 Road. The remaining units are to be three (3) storeys in height, with most of the units fronting one of the three streets and will have their main pedestrian entrance facing the street.

The proposed outdoor amenity area is centrally located along the south property line, at the end of the main access to the complex from General Currie Road. The central location is good for easy access from within the complex and it has good south exposure to allow for abundant sunlight.

In keeping with the low density character on lots along No. 4 Road, the Development Permit Guidelines in the Neighbourhood Plan suggest a setback of six (6) to nine (9) metres for two (2) storey buildings, with two and one-half (2 ½) storey buildings set back at nine (9) metres lots for the purpose of softening the impact to the more rural character of properties on the eastern side of No. 4 Road to the more urban west side. The increased setback also provides more opportunities for landscaping to soften the visual impact of the townhouses. The applicant's proposal achieves this.

Transportation and Site Access

- This section of General Currie Road, west of No. 4 Road to LeChow Street, has never been constructed, although an existing road allowance is in place. As a result, a large part of the General Currie Road right-of-way between No. 4 Road and LeChow Street will need to be paved to help ensure a safe turn from No. 4 Road.
- The existing lane that divides 7451 No. 4 Road will need to be purchased from the City to allow for the proposed development to proceed. Without the purchase, compliance with the building setbacks in accordance to the RTM3 zone will need to be achieved.
- Land will need to be dedicated for the purpose of facilitating the development of LeChow Street. As some of the land has already been dedicated from the subdivision file (SD 98-147601) from the west edge of 7451 No. 4 Road, additional land will need to be dedicated along the western edge of 7471 No. 4 Road. To match the land dedicated from 7471 No. 4 Road to the townhouse complex to the south will require a 10 metre dedication at the north property line of 7471 No. 4 Road, tapering to 9 metres at the south property line.
- Corner cuts at the intersections of General Currie Road and both No. 4 Road and LeChow Street are to be the standard 4.0 m by 4.0m.

- The applicant has provided a site design that takes into consideration the requested land dedication requirements to allow the improvements to No. 4 Road and the introduction of LeChow Street that will connect to the paved section of General Currie Road.
- With the introduction of this section of General Currie Road connecting to No. 4 Road, a controlled traffic light is planned to be installed at this corner. To assist with the costs of installing these traffic lights, the applicant has agreed to make a contribution of \$50,000.00 as part of their rezoning considerations.
- Frontage improvements will be required along the three street fronts, consisting of a concrete sidewalk at the property line, grassed and treed boulevard, concrete curb and gutter, and road paving. The specifications will be provided during the separate Servicing Agreement.
- The proposed vehicular access to and from the site is proposed from General Currie Road, roughly at the location of the current dedicated lane. Connecting to the internal drive aisle heading south, the aisle quickly comes to an intersection, turning east to west that will provide access to all the units.
- The number of proposed parking stalls (including visitor parking) meets the minimum requirements of the parking requirements of Zoning Bylaw 8500.
- Pedestrian access to the site is achieved along the perimeter of the site to access the individual units that address all three road frontages. Access to the remaining units is through the internal drive-aisle.
- The applicant is proposing a corner cut along the internal drive-aisle to help ensure manoeuvrability of larger vehicles.

Agricultural Landscape Buffer

A landscape buffer is required within the subject site, along the eastern edge of the No. 4 Road frontage. The buffer is intended to mitigate land use conflicts between the residential uses on the subject site and any agricultural land uses east of No. 4 Road. A landscape proposal was referred to the Agricultural Advisory Committee (AAC) for their review and comments. The AAC was supportive of the proposal and identified areas for consideration that would limit any impacts coming onto the agricultural lands to the east as well as provide an attractive buffer to the street front. A relevant excerpt from the Committee's June 21, 2012 meeting is attached for reference (**Attachment 5**). Overall, they were supportive of the proposal, but suggested an alternative to the vacciniums (a type of blueberry shrub), to prevent a possible spread of harmful viruses to plants in neighbouring agricultural areas. The applicant has complied with this request.

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

Trees

An Arborist Report and site survey (**Attachment 6**) was submitted to assess the existing trees on the site for possible retention of existing trees.

A detailed site review was conducted by City staff which identified that of the 55 trees on-site, 54 are in poor condition and/or located within the development area and will need to be removed. Of the remaining, one (1) is listed in good health and is a good candidate for retention.

There are two (2) street trees on city property that were identified as having an impact on the site. Both are considered to be in excellent condition and good candidates for retention or relocation, and will be incorporated with the separate Servicing Agreement design for the No. 4 Road frontage.

A summary of the submitted arborist report and staff review is outlined in the following table:

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	55	-	-	-
Trees located within the road right-of-way	38	-	-	Not counted for replacement as these road developments are a part of the neighbourhood plan.
On-site trees to be removed	54	2:1	108	To be removed due to conflicts with proposed building locations, flood bylaw requirements, poor health or structure of the trees.
Trees for retention	1	-	-	Applicant to incorporate them if the landscape plan as part of the Development Permit.
Trees located on City property	2	2:1	see comments	Both trees are listed in excellent condition. City staff recommends they be retained or relocated as part of the street tree planting requirements of the Servicing Agreement.
Trees for relocation within the site	0	-	-	-

Of the 54 trees that are to be removed, they would need to be replaced in accordance with the City's 2 for 1 replacement policy. A review of the new tree plantings will be conducted at the Development Permit stage where it will be determined if the number of trees proposed on the submitted landscape drawings meet the replacement requirements.

The applicant is currently proposing a total of 48 trees, including the one (1) that is to be retained, on their preliminary landscape plan. While this is short of the compensated number of 108 trees, staff is willing to work with the applicant to maximize the number of trees to be planted on the property during the Development Permit stage, it is unlikely that 108 trees can be accommodated on the site so some form of cash-in-lieu contribution will be required.

Amenity Space

The outdoor amenity space is located in a central location of the site, at the south end of the north-south drive aisle when entering the site. The space is intended for a children's play area and benches for sitting but little detail is provided at this time. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor amenity space is being proposed, but a voluntary cash-in-lieu contribution of \$21,000.00 will be required prior to final adoption of this application.

Analysis

Proposed Zoning to Medium Density Townhouses (RTM3)

The proposed rezoning from "Single Detached (RS1/B) and (RS1/F)" to "Medium Density Townhouses (RTM3)" represents an increase in density by allowing more primary residential units to the site. The submitted information is in conformance with the South McLennan Sub-Area Plan in its transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings. No amendment is required to the OCP as the proposal meets the South McLennan Sub-Area Plan parameters as well as the designation of the Land Use Map (**Attachment 4**).

The proposed increase in density from a 0.55 FAR base to the proposed 0.70 FAR is an appropriate density for a site of this size and is supported through a voluntary contribution to the affordable housing reserve fund, through land dedications for local road improvements, establishing an agricultural buffer on the subject site, largely contributing to the initial development of General Currie Road from No. 4 Road to LeChow Street, and the initial construction of LeChow Street from General Currie Road to the extent of the adjacent property to the south.

Design

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

The applicant will also be identifying what unit(s) will be identified for easy conversion for Universal Access.

Affordable Housing

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

With respect to townhouse developments, the applicant has agreed to a voluntary contribution for this 20 unit proposal of \$2.00 per buildable square foot in accordance with the allowable FAR which is \$52,307.00.

Public Art

In response to the City's commitment to the provision of Public Art, the developer has agreed to provide a voluntary contribution toward the City's Public Art Reserve Fund at a rate of \$0.76/ft² based on the maximum floor area ratio (0.70 FAR) that can be built. This amount comes to \$19,876.00 for the entire project and is payable prior to the adoption of the rezoning application.

Parking

The submitted proposal meets the number of off-street parking stalls required by the Off-Street Parking and Loading requirements of Zoning Bylaw 8500. A total of 44 stalls are being proposed with 40 proposed for residents and 4 visitor stalls. A variance will be required at the Development Permit stage to allow for tandem parking within a townhouse development as 16 tandem parking spaces are being proposed. To ensure the space will be used for parking, a restrictive covenant to prevent conversion of tandem parking garages to habitable floor space will be secured prior to the adoption of rezoning.

Discharge of Existing Covenants

During the rezoning and subdivision of 7451 No. 4 Road, (SD 98-147601 and RZ 99-161573), two (2) covenants (BP294007 and BP294008) were registered to ensure:

1. A No-Build covenant to ensure no Building Permits would be issued before the construction of the roads and lane was in place (BP294007); and
2. Access to the site was to be from the lane established during the subdivision of this property (BP294008).

As the current proposal will need to purchase the lane to proceed with their plans, the reference to a lane in each of these covenants becomes redundant, and therefore will need to be discharged.

Servicing Agreement

Prior to the adoption of the rezoning application, the developer shall enter into the City's standard Servicing Agreement for the purpose to design and construct:

- No. 4 Road – from the property line (after land dedication) heading east;
 - 1.5m wide concrete sidewalk;
 - 1.5m tree and grass boulevard;
 - Concrete curb and gutter; and
 - Road paving to match existing pavement.
- General Currie Road – from the north property line heading north;
 - 2.0m wide concrete sidewalk;
 - 4.3m wide tree and grass boulevard;
 - Concrete curb and gutter; and
 - Connecting to works done for SA05-313234 to the west. Road paving to 11.2m wide pavement at No. 4 Road, tapering at 30:1 down to a minimum of 6m width (if appropriate). Curb and gutter at both the north and south ends with the north curb ending at the curb return.
- LeChow Street – from the property line (after land dedication) heading west;
 - 1.5m wide concrete sidewalk;
 - 1.6m wide tree and grass boulevard;
 - Concrete curb and gutter;
 - Road paving to the extent of the dedicated area; and
 - Full utility servicing needs to be established including water, storm, and sanitary sewer to the southern edge of LeChow Street.

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The applicant is to:

- Construct waternains along the frontages of both General Currie Road and LeChow Street; and
- Extend full utility servicing, including water, storm and sanitary sewer, to the south edge of LeChow Street.

Development Permit

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

1. Design of the outdoor amenity area, including the play area.
2. Overall appropriateness of the landscaping plan, including landscaping along the No. 4 Road side to facilitate a buffer to the agricultural lands across No. 4 Road.
3. Manoeuvrability of larger vehicles (SU-9) within the site and accessing to and from No. 4 Road.
4. Form and Character of the townhouse units and how they address adjacent properties.
5. Identify unit(s) to allow easy conversion for Universal access.

Financial Impact

None.

Conclusion

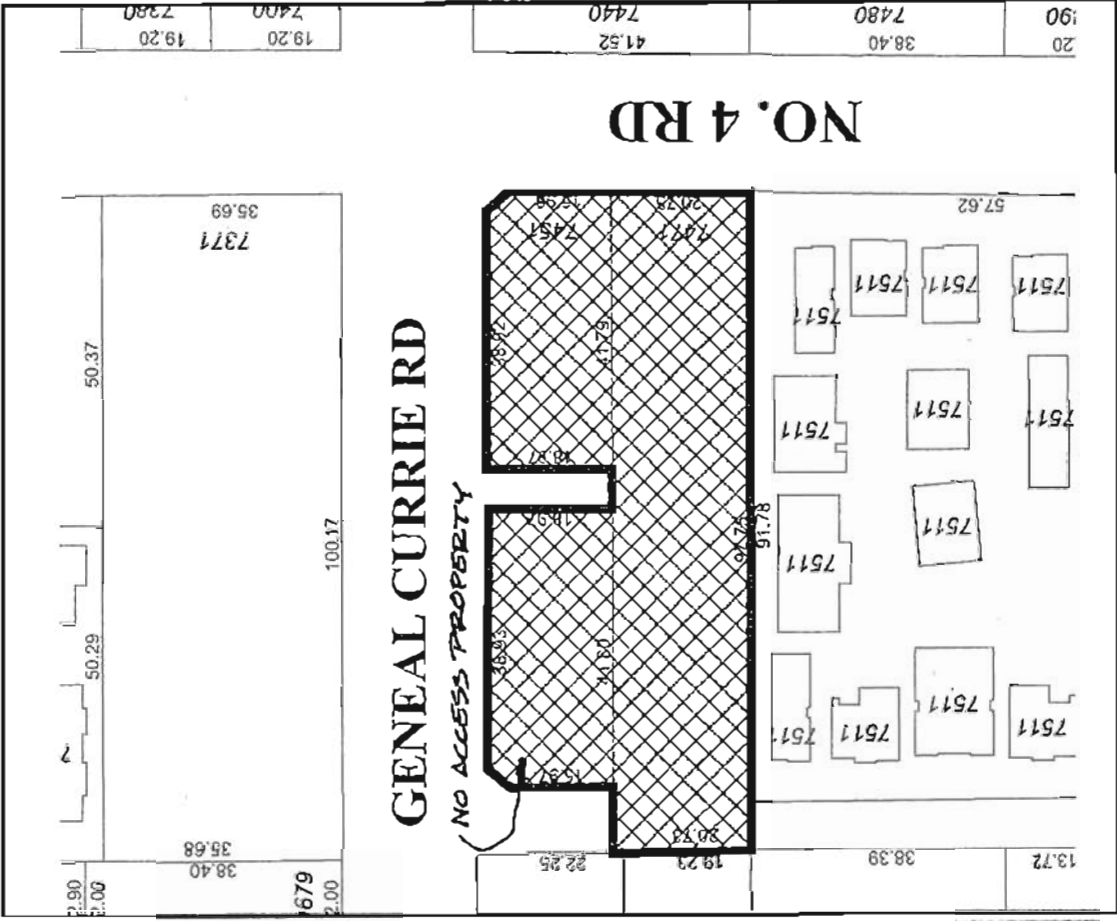
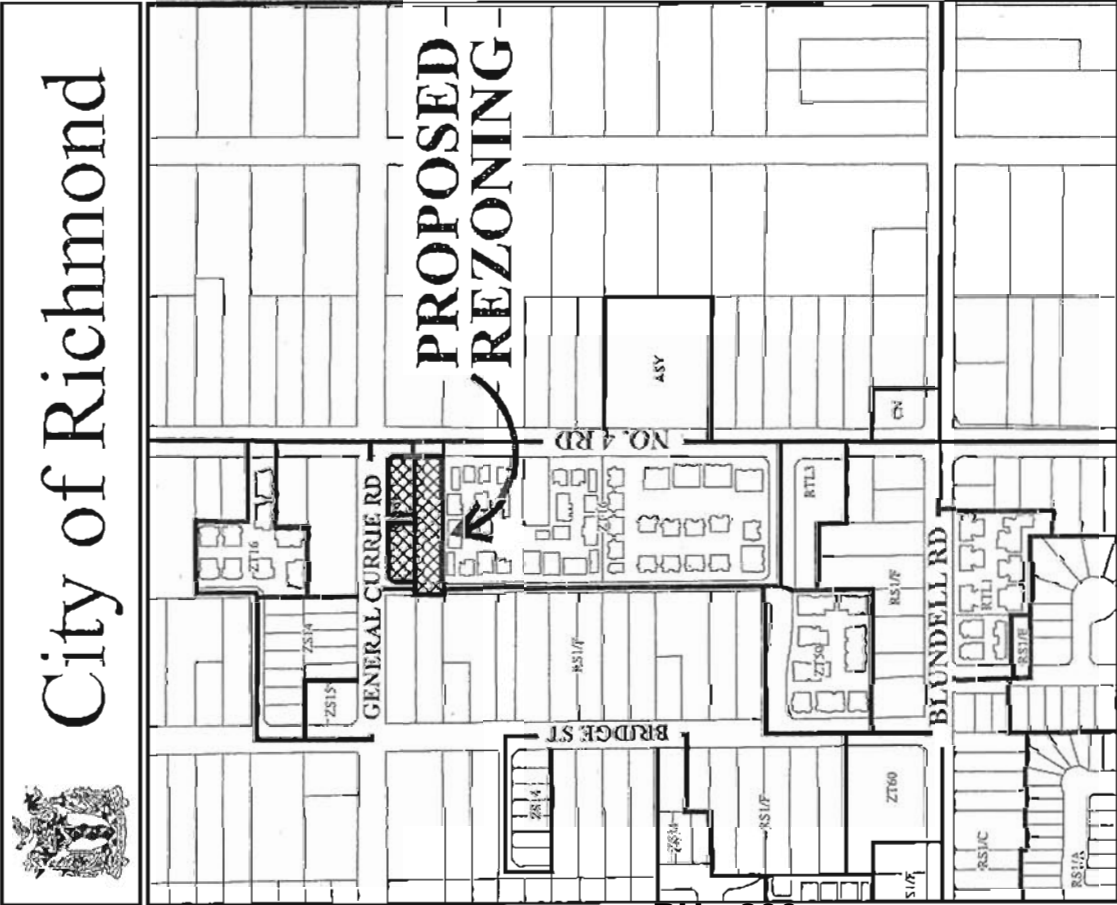
The proposed 20 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the Medium Density Townhouses (RTM3) zone for the South McLennan neighbourhood plan. Staff contends that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Therefore, staff recommends that rezoning application RZ 11-582929 proceed to first reading.



David Johnson
Planner 2
(604-276-4193)

DJ:cas

- | | |
|--------------|---|
| Attachment 1 | Location Map, Zoning Site Map, Site Context and Aerial View of the Site |
| Attachment 2 | Site Plan and Preliminary Architectural Drawings |
| Attachment 3 | Development Application Data Sheet |
| Attachment 4 | McLennan South Sub-Area Land Use Map |
| Attachment 5 | Agricultural Advisory Committee Minutes Excerpt |
| Attachment 6 | Arborist Report - Tree Survey Plan |
| Attachment 7 | Conditional Rezoning Requirements |



RZ 11-582929

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Revision Date: 06/14/12
Note: Dimensions are in METRES

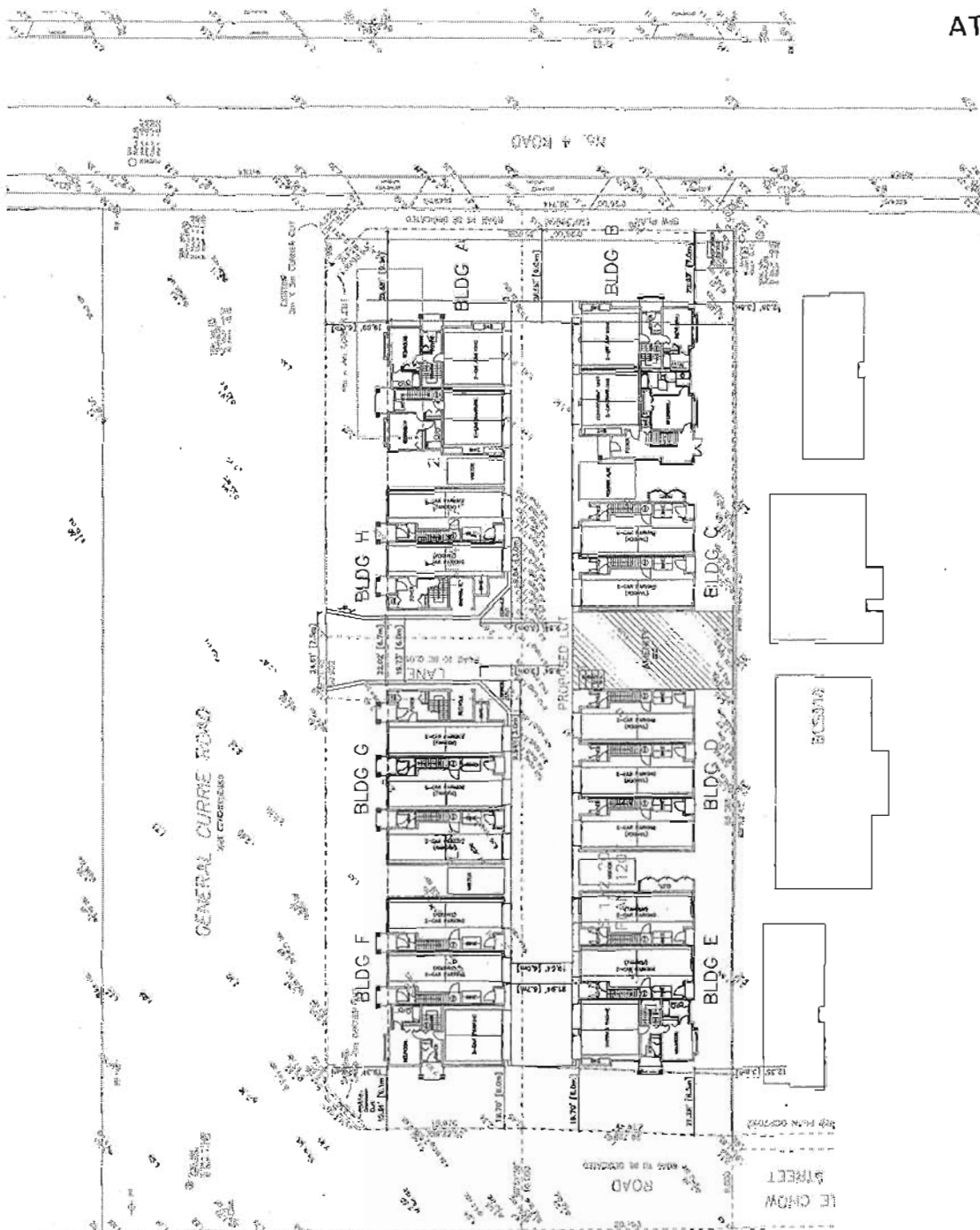


RZ 11-582929

Original Date: 07/20/11

Amended Date: 06/14/12

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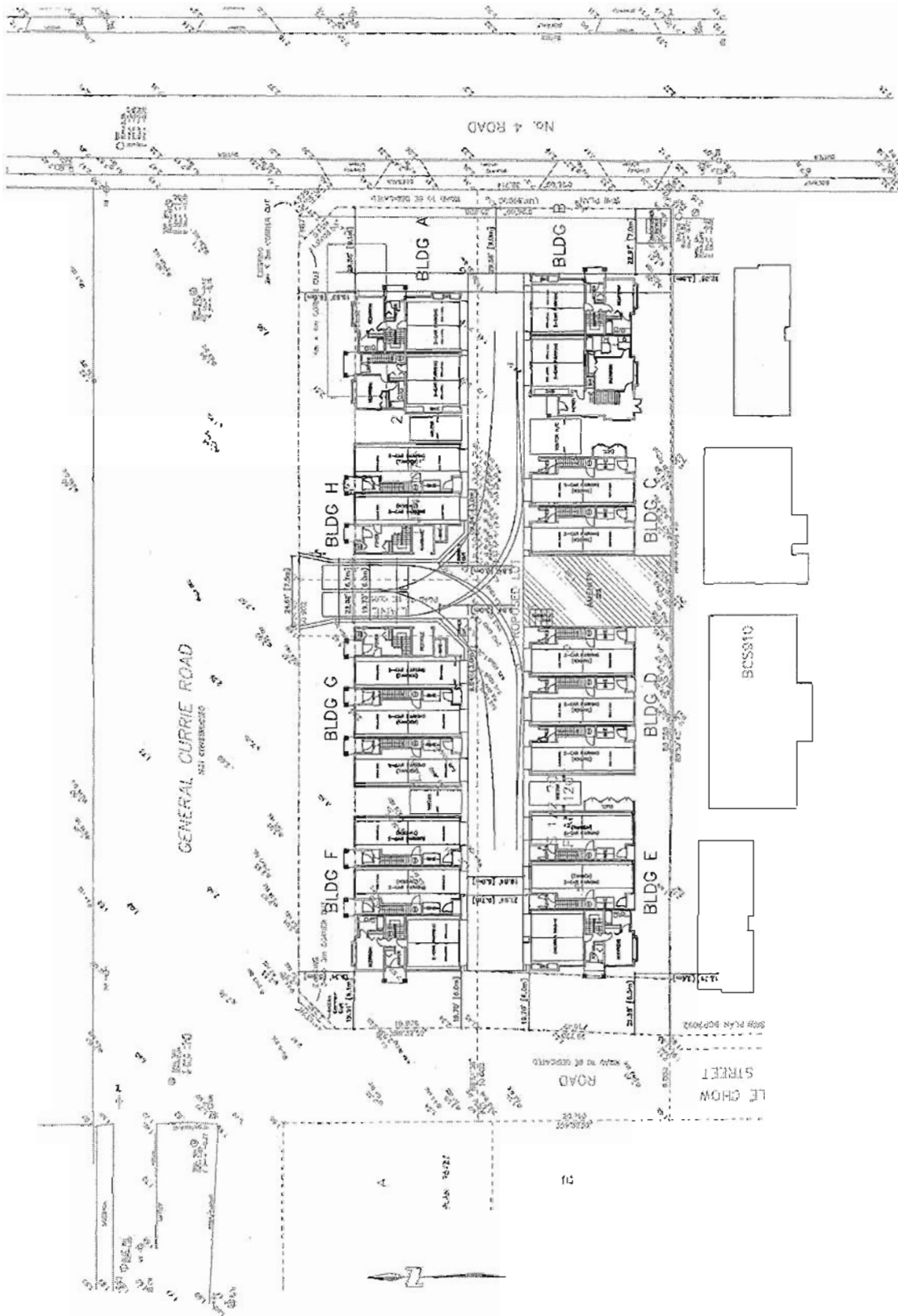


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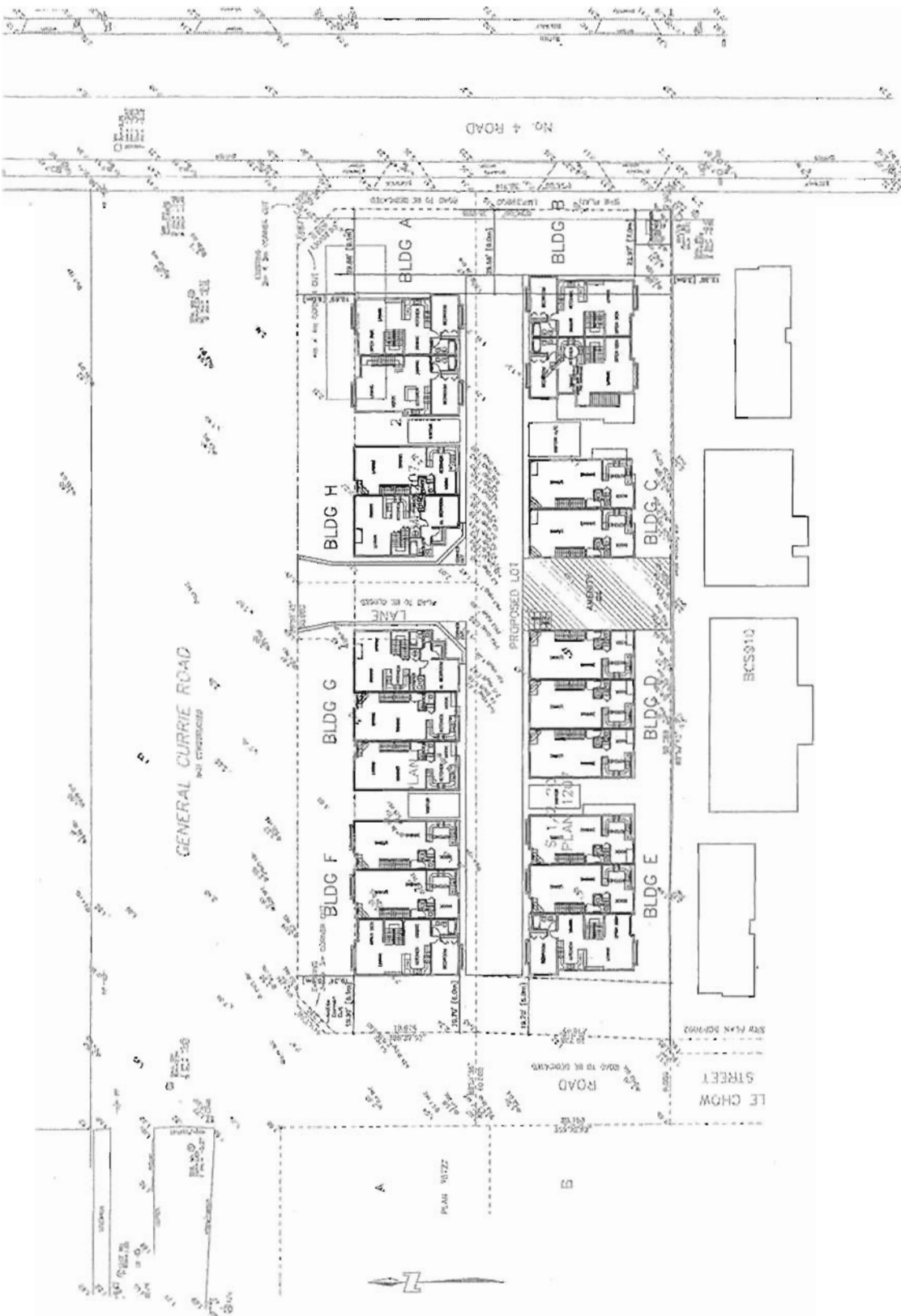
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		<p>Author M. Cheng</p>	<p>Checker M. Cheng</p>	<p>Date 2024-10-27</p>	<p>Project Location 7856/7471 NO.4 ROAD RICHMOND, B.C.</p>



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		<p>PL. 021</p>	<p>PL. 022</p>	<p>PL. 023</p>	<p>PL. 024</p>	<p>PL. 025</p>	<p>PL. 026</p>	<p>PL. 027</p>	<p>PL. 028</p>	<p>PL. 029</p>	<p>PL. 030</p>
<p>PROJECT TITLE: 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7473 NO.4 ROAD RICHMOND, B.C.</p>		<p>DATE: OCT. 24, 2012</p>		<p>DATE: OCT. 24, 2012</p>		<p>DATE: OCT. 24, 2012</p>		<p>DATE: OCT. 24, 2012</p>		<p>DATE: OCT. 24, 2012</p>	
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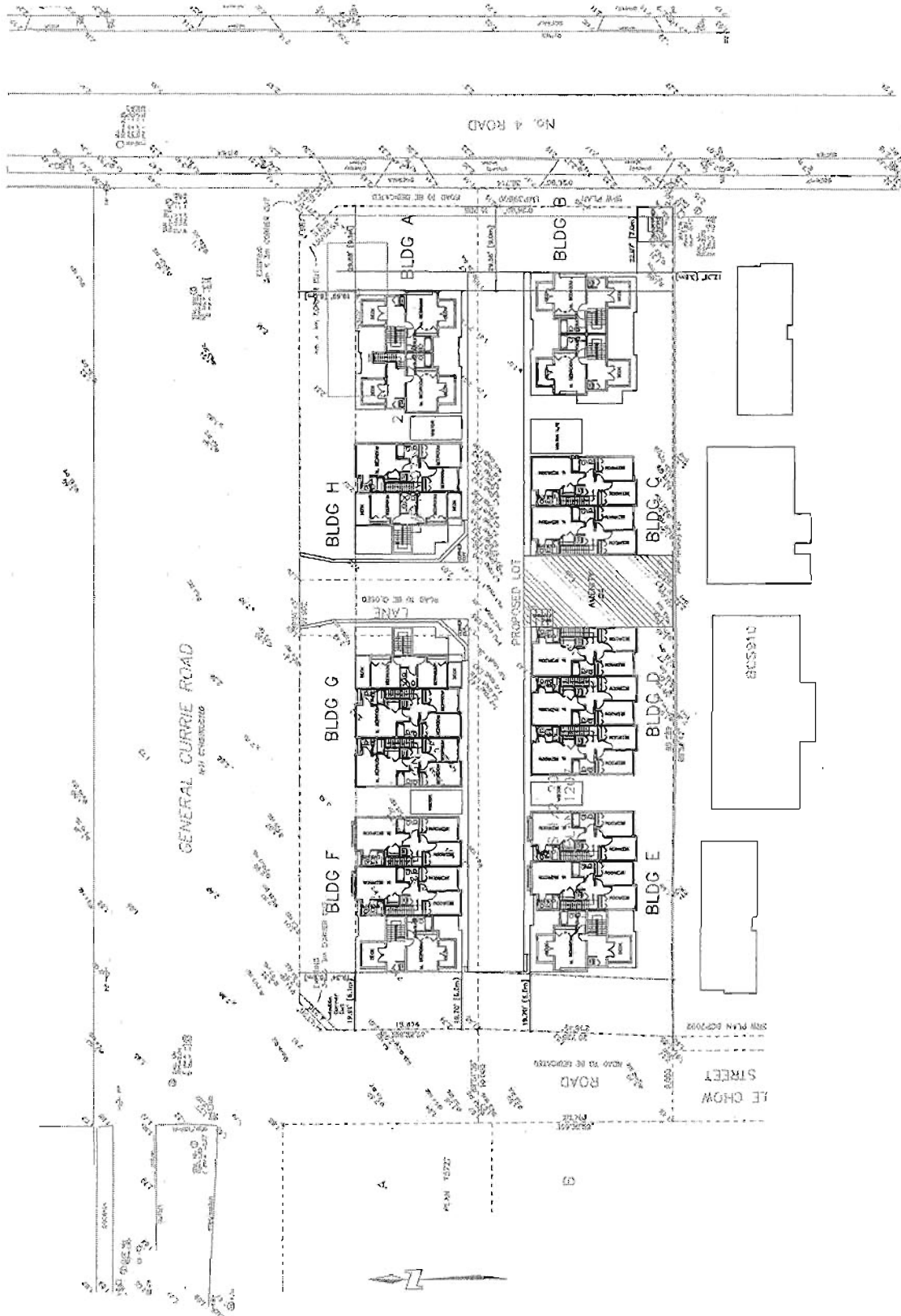
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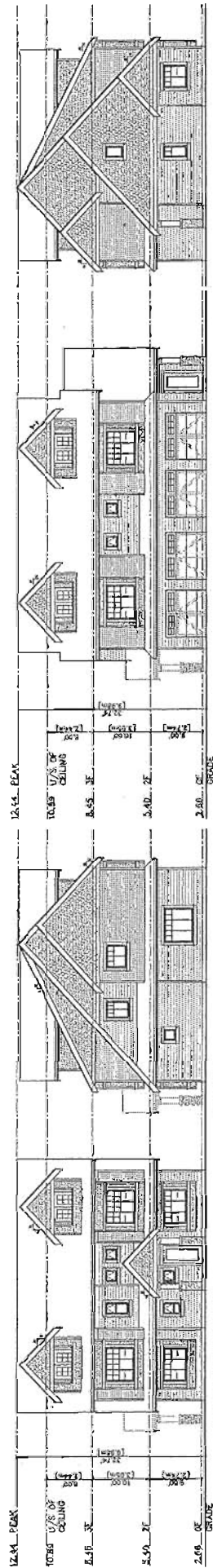
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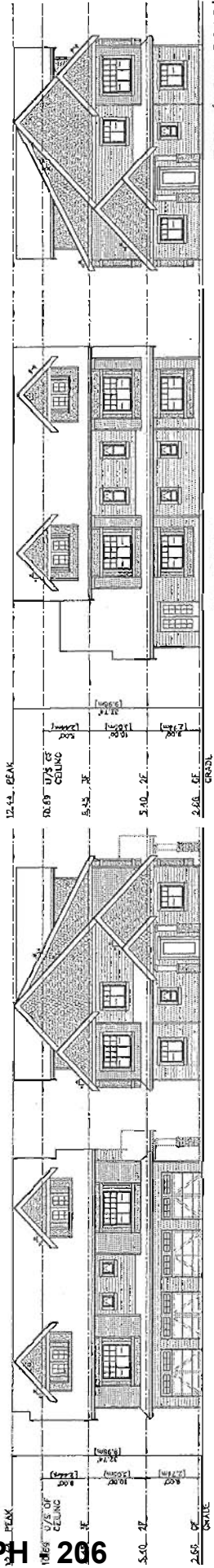
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PH 206



EAST ELEVATION

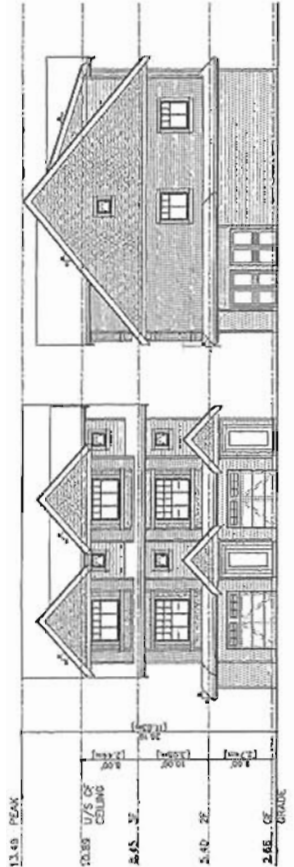
SOUTH ELEVATION

EAST ELEVATION (NO. 4 ROAD)

SOUTH ELEVATION

	<p>MATTHEW CHENG ARCHITECT INC. REGISTERED ARCHITECT 100-1111-1111 Street, Richmond, B.C.</p>	<p><small>THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ALL RIGHTS ARE RESERVED. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.</small></p>	<p>DATE: 11/11/2016</p>	<p>PROJECT: 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO. 4 ROAD RICHMOND, B.C.</p>	<p>PLAN: BUILDING ELEVATIONS</p>	<p>DATE: 11/11/2016</p>	<p>PROJECT NUMBER: #04</p>
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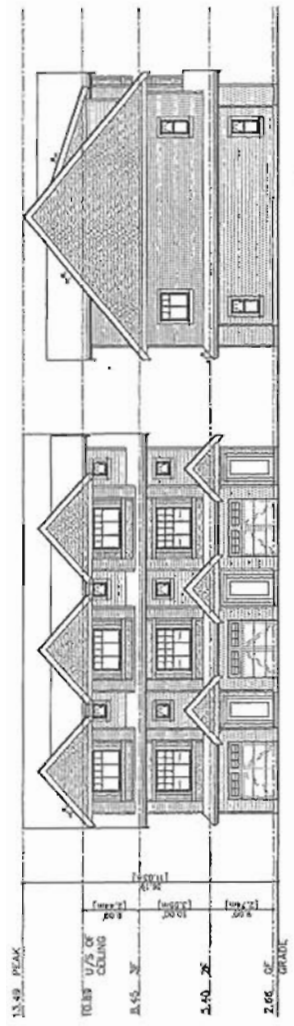
BLDG C



NORTH ELEVATION

EAST ELEVATION

BLDG D



NORTH ELEVATION

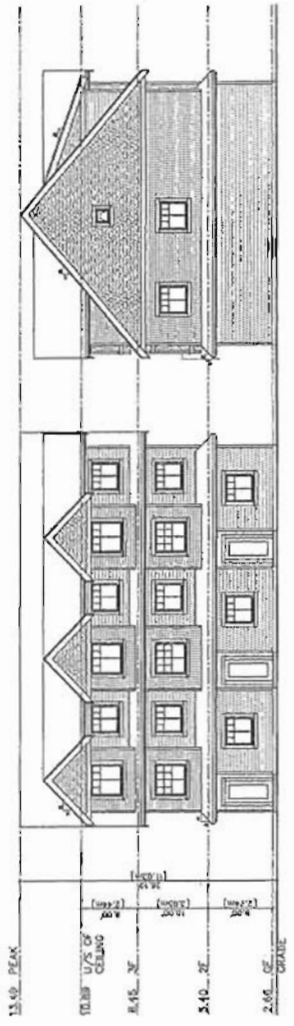
EAST ELEVATION

PH - 207



SOUTH ELEVATION

WEST ELEVATION



SOUTH ELEVATION

WEST ELEVATION



MATTHEW CHENG ARCHITECT INC.
 ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 200
 RICHMOND, B.C. V6X 3E7
 TEL: (604) 273-8888 FAX: (604) 273-8889

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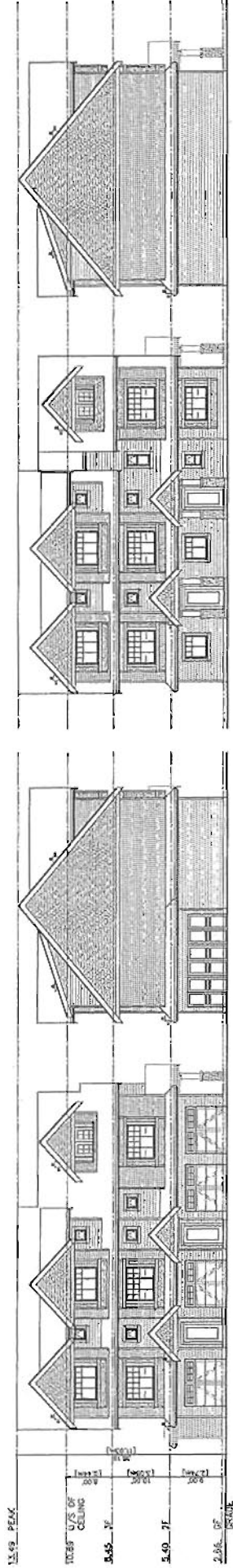
DATE: 08/14/2012
 TIME: 10:00 AM
 NO. OF SHEETS: 10
 SHEET NO.: 05

Project Title: 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO.4 ROAD RICHMOND, B.C.
 Sheet Title: BUILDING ELEVATIONS

Drawn By: [Name]
 Checked By: [Name]
 Scale: 1/8" = 1'-0"
 Project Number: #05

BLDG E

BLDG F

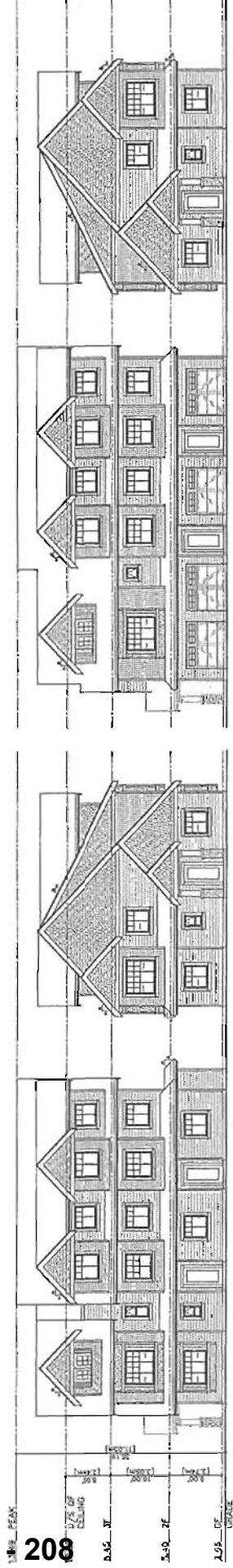


NORTH ELEVATION (GENERAL CURRIE ROAD) EAST ELEVATION

EAST ELEVATION

NORTH ELEVATION

EAST ELEVATION



WEST ELEVATION

WEST ELEVATION

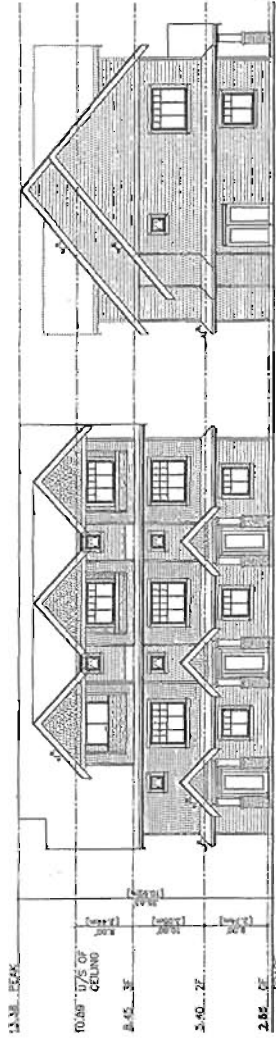
SOUTH ELEVATION

WEST ELEVATION

PH 208

 <p>MATTHEW CHENG ARCHITECT INC. ARCHITECTS, INC. (P. ENG.) 100-10150 104 Avenue, Richmond, B.C. V6V 2G9 Tel: (604) 273-8888 Fax: (604) 273-8889</p>	<p>THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. THE ORIGINAL DRAWING SHALL BE KEPT AT ALL TIMES IN THE ARCHITECT'S OFFICE. ALL REVISIONS SHALL BE MADE BY THE ARCHITECT. ANY REVISIONS MADE BY OTHERS WITHOUT THE ARCHITECT'S PERMISSION SHALL BE AT THE USER'S RISK. THE ARCHITECT ASSUMES NO LIABILITY FOR DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DOCUMENT.</p>	<p>Project Name 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO.4 ROAD RICHMOND, B.C.</p>	<p>Sheet Title BUILDING ELEVATIONS</p>	<p>Drawn R/208</p>	<p>Revision Date OCT 24, 2011</p>
				<p>Scale 1/8" = 1'-0"</p>	<p>Project Number #06</p>

BLDG G



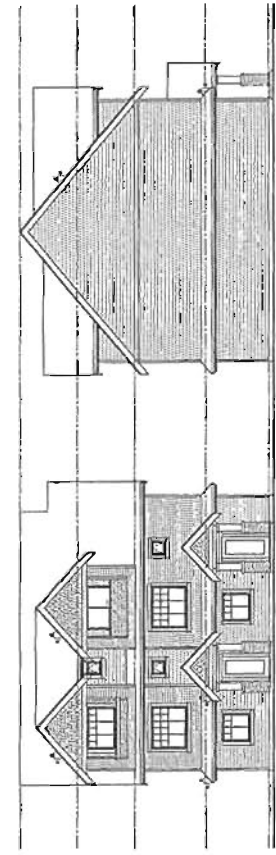
NORTH ELEVATION
(GENERAL CURRIE ROAD)

EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

BLDG H




NORTH ELEVATION
(GENERAL CURRIE ROAD)

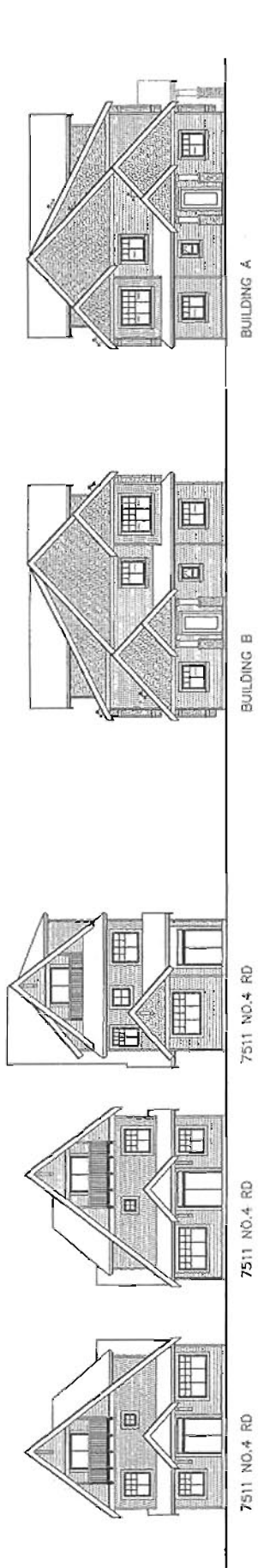
EAST ELEVATION

SOUTH ELEVATION

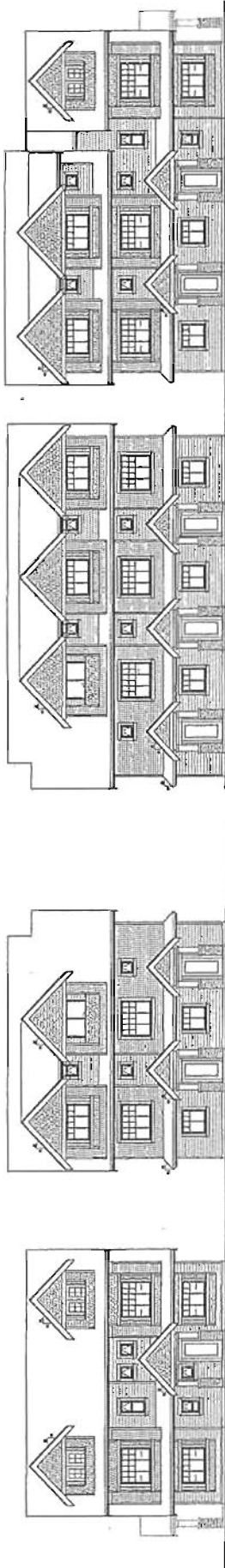
WEST ELEVATION

PH - 209

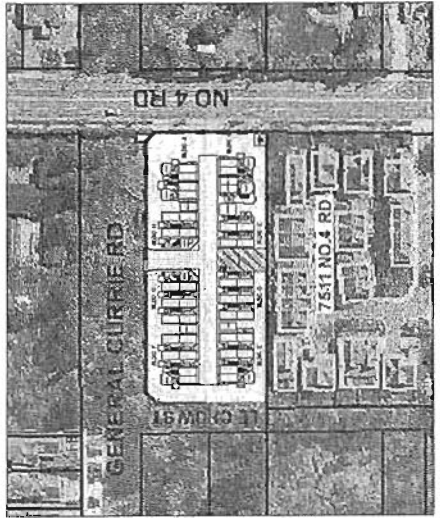
 <p>MATTHEW CHENG ARCHITECT INC. 2200 BRIDGEWAY, SUITE 100 VANCOUVER, B.C. V6L 2K1 TEL: 604-271-1111 WWW.MATTHEWCHENGARCHITECT.COM</p>	<p>THESE DRAWINGS ARE THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.</p>	<p>No. Sets: 4 Date: 10/20/2017 Title: BUILDING ELEVATIONS Designer: MCH</p>	<p>Project No: 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO.4 ROAD RICHMOND, B.C.</p>	<p>Scale: 1/8" = 1'-0" Project Number: #07</p>	<p>Revision No: 002, 003, 004, 005, 006, 007 Date: 10/20/2017</p>
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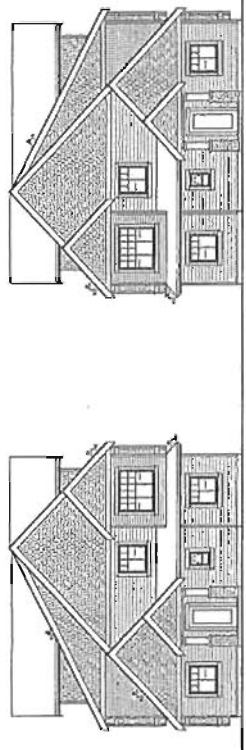
BUILDING A BUILDING B BUILDING C
7511 NO. 4 RD 7511 NO. 4 RD 7511 NO. 4 RD
STREETSCAPE ALONG NO. 4 ROAD



BUILDING D BUILDING E BUILDING F
ELEVATION ALONG GENERAL CURRIE ROAD



CONTEXT MAP (NOT TO SCALE)



BUILDING G BUILDING H
ELEVATION ALONG LE CHOW STREET



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WWW.MATTHEWCHENGARCHITECT.COM

WE HEREBY CERTIFY THAT WE ARE THE DESIGNER OF RECORD FOR THE PROJECT AND THAT WE HAVE PREPARED THESE PLANS AND SPECIFICATIONS TO THE BEST OF OUR KNOWLEDGE AND BELIEF AND THAT WE HAVE NOT BEEN ADVISED OF ANY FACTS OR CIRCUMSTANCES WHICH WOULD MAKE THESE PLANS AND SPECIFICATIONS INACCURATE OR INCOMPLETE.

DATE: 07/20/2018
PROJECT: 20-UNIT TOWNHOUSE DEVELOPMENT
7451/7471 NO. 4 ROAD
RICHMOND, B.C.

PROJECT NO. 20-UNIT TOWNHOUSE DEVELOPMENT
7451/7471 NO. 4 ROAD
RICHMOND, B.C.

DATE: 07/20/2018
PROJECT: 20-UNIT TOWNHOUSE DEVELOPMENT
7451/7471 NO. 4 ROAD
RICHMOND, B.C.

DATE: 07/20/2018
PROJECT: 20-UNIT TOWNHOUSE DEVELOPMENT
7451/7471 NO. 4 ROAD
RICHMOND, B.C.

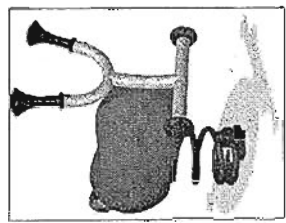
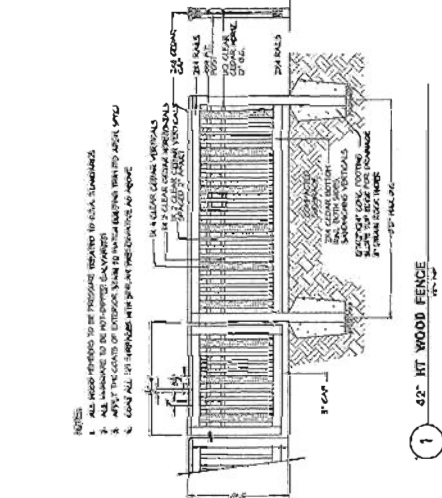
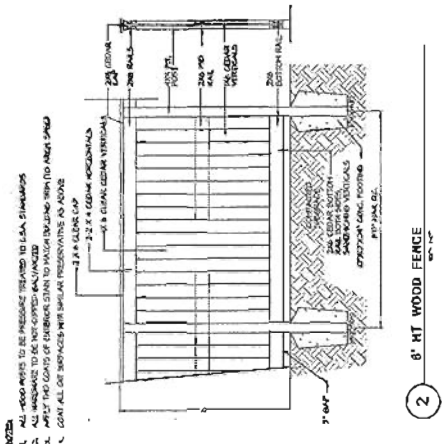
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pmlg
 LANDSCAPE ARCHITECTURE
 2000 W. 10th Street, Suite 100
 Phoenix, Arizona 85001, USA
 P: (602) 998-1111 F: (602) 998-1000

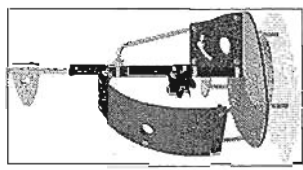
DATE: 11/21/11

NO.	SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SIZE / DIMENSIONS	DATE
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100	(Symbol)	AGAVE	AGAVE	12" HIGHER	11/21/11

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



KOMPAN STINGER E1E40020



KOMPAN NAVIGATOR E1E40007

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PROJECT: RESIDENTIAL DEV.
 7435 E. 74TH AVENUE, 4 ROAD
 SCOTTSDALE, AZ

DATE: 11/21/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NUMBER: 11-021





City of Richmond

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

Development Application Data Sheet

RZ 11-582929

Address: 7451 and 7471 No. 4 Road, No Access Property on General Currie Road and Lane to be Closed

Applicant: Matthew Cheng Architect Inc.

Planning

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

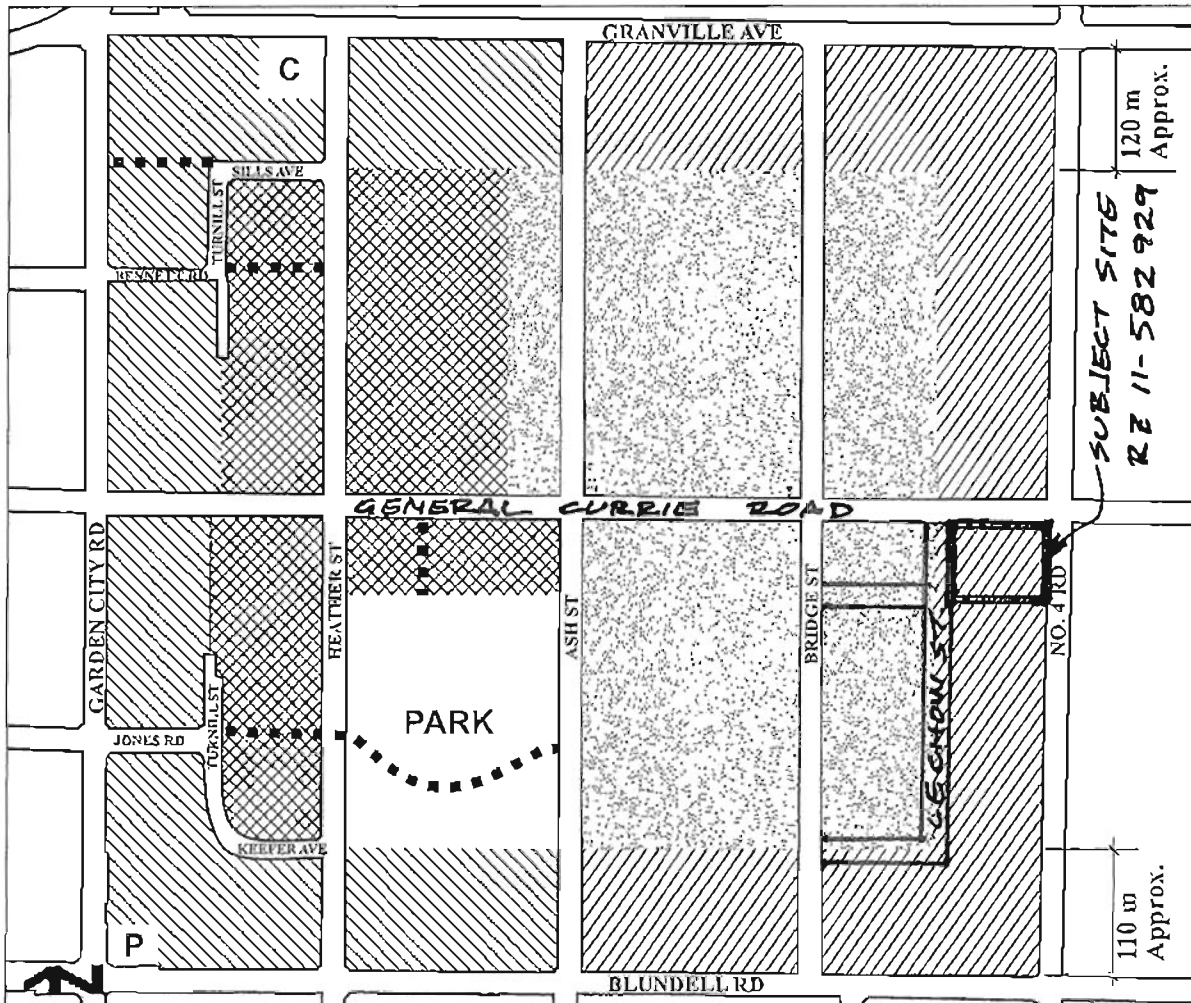
	Existing	Proposed
Civic Address:	7451 No. 4 Road 7471 No. 4 Road	To Be Determined
Owner or Applicant:	Matthew Cheng Architect Inc.	No Change
Site Size (m ²):	3,537.6m ²	3,471.1m ²
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential 2 1/2 –stories typical (3 stories maximum), predominately Triplex, Duplex, Single-Family 0.55 base FAR	No Change
Zoning:	Residential Single Detached, (RS1/B) for 7451 No. 4 Road Residential Single Detached, (RS1/F) for 7471 No. 4 Road	Medium Density Townhouses (RTM3) Permits Townhouses at 0.70 F.A.R. with a contribution to the Affordable Housing reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	20 Townhouse Units on a consolidated lot.

	Bylaw Requirements	Proposed	Variance
Density (FAR):	Site Area = 3,471.1m ² (0.70 FAR) = 2,429.8m ² Max.	2,415.3m ² (0.70 FAR)	none permitted
Lot Coverage – Building:	40% Max.	38.9%	none
Lot Width (Min.):	50.0m	39.7m	10.3m
Lot Depth (Min.):	95.75m	35.0m	none
Lot Size (Min.):	No area requirements	3,471.1m ²	none
Setback: No. 4 Road	6.0m Min.	7.0m	none
Setback: General Currie Road	6.0m Min.	6.00m	none

	Bylaw Requirements	Proposed	Variance
Setback: LeChow Street	6.0m Min.	6.0m	none
Setback: Side and Rear Yard:	3.0m Min.	3.0m	none
Height:	12.0m and no more than 3 stories maximum	10.72m and 3 stories	none
Minimum off-street Parking Requirements:	28 Resident <i>plus</i> 4 Visitor <hr/> 32 spaces minimum	40 Resident <i>plus</i> 4 Visitor <hr/> 44 spaces	none
Tandem Parking Spaces:	No tandem parking for townhouses	16 units x 2 = 32 spaces	Required for tandem stalls for townhouse development.
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment of \$21,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 20 units = 120m ²	144.0m ²	none

City of Richmond

Land Use Map Bylaw 7892
2005/04/18



<p> Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.</p> <p> Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.</p> <p> Residential, 2 1/2 storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.</p>	<p> Residential, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:</p> <ul style="list-style-type: none"> Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area) <p>Elsewhere:</p> <ul style="list-style-type: none"> Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road; <p>Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.</p>	<p> Trail/Walkway</p> <p>C Church</p> <p>P Neighbourhood Pub</p>
--	---	--

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

**Exert from the June 21, 2012 meeting minutes of the Agricultural Advisory
Committee**

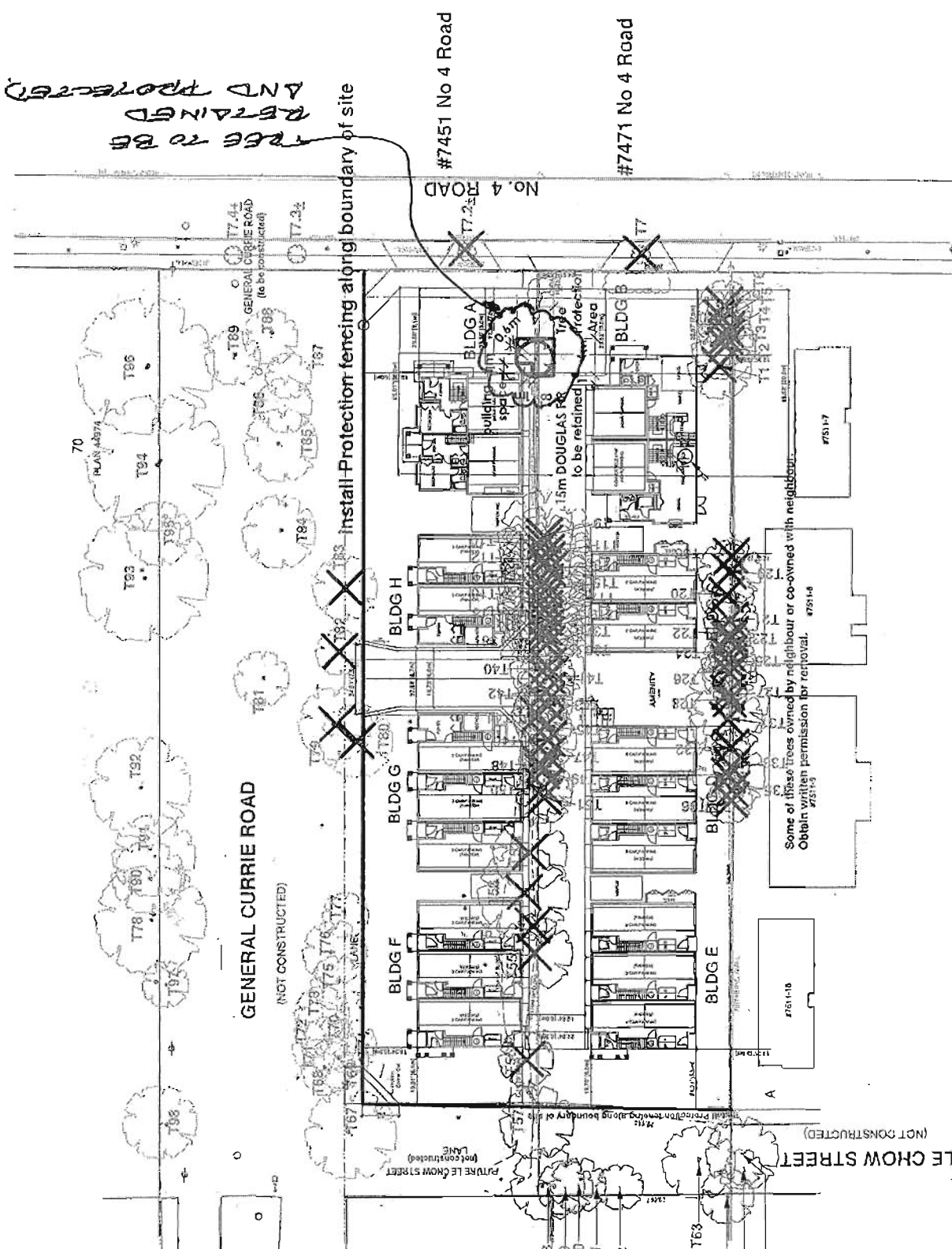
Development Proposal – ALR Buffer/Adjacency (7451/7471 No. 4 Road)

City staff provided an overview of the proposed development and ALR buffer scheme for the low-density townhouse project. The proposed setback area for townhouse buildings along No. 4 Road ranges from 7 to 9 m and will be planted with a combination of trees, shrubs and hedging. This landscape treatment generally will wrap around the corner (along the future General Currie Road). Further refinement of the landscape plan will be undertaken as part of the forthcoming Development Permit application. The ALR buffer will be secured through an appropriate legal agreement and bonding. Members commented that the vacciniums (variety of Blueberry shrub) be removed and replaced with another suitable planting to remove potential spread of harmful viruses to plants in neighbouring agricultural areas.

The AAC moved and seconded the following motion:

*That the AAC supports the preliminary ALR landscape buffer.
Carried Unanimously*

PH - 216



Catherine MacDonald Inc.
 1398 Pauley Road
 North Vancouver, BC
 V7R 1C3
 604.904.0302
 catherine@catheinemacdonald.ca

REFER TO ARBORIST REPORT.
 USE DIMENSIONS; DO NOT SCALE PLAN.

DIMENSION PROTECTION BARRIERS AS SHOWN AND FOLLOW TECHNICAL GUIDELINES AS PER CITY OF VANCOUVER. TREE PROTECTION BARRIERS TO BE AT LEAST 1.2M IN HEIGHT AND CONSTRUCTED OF EITHER SNOW FENCING SECURELY FASTENED TO METAL OR WOOD STAKES SPACED NO FURTHER THAN 1M APART, OR PLYWOOD NAILED TO TO WOODEN STAKES, OR OTHER FORM OF BARRIER SATISFACTORY TO THE CITY STAFF.

NO ENTRY OF ANY KIND SHALL OCCUR WITHIN THE TPA (TREE PROTECTION AREA). THIS INCLUDES PEOPLE, MATERIALS OR EQUIPMENT STORAGE OF ANY KIND, VEHICLE TRAFFIC OR PARKING.

ALL LANDSCAPE/TREE WORK TO CONFORM TO THE BC LANDSCAPE STANDARDS (7TH EDITION) AS A MINIMUM. ALL TREE WORK TO CONFORM TO THE STANDARDS OF THE (ISA) INTERNATIONAL SOCIETY OF ARBORICULTURE

CONSULT PROJECT ARBORIST OR CITY STAFF IF IN DOUBT ABOUT ANY TREE ISSUE

DEMOTES TREE TO BE REMOVED. **X**

DO NOT REMOVE ANY TREE WITHOUT PERMIT.

NORTH

ISSUED: 29 October 2012
 SCALE: 1:400th
 11" x 17" SHEET @ 100%

0 1 2 3 4 5 10 1.5m

TREE PROTECTION PLAN
 7471 No. 4 Road
 Richmond, BC

**Conditional Zoning Requirements
7451 and 7471 No. 4 Road,
No Access Property on General Currie Road and
Lane to be Closed
RZ 11-582929**

Prior to final adoption of Zoning Amendment Bylaw 8968, the developer is required to complete the following:

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of approximately 113.8 m² (1,225 ft²) of surplus road, identified in "Schedule A", which is currently City owned property. The primary business terms of the PSA shall be approved by Council as outlined in the staff report by Real Estate Services.
2. Consolidation of all the lots into one development parcel.
3. The discharge of covenants BP294007 and BP294008.
4. A 2.0 metre road dedication along the entire No. 4 Road frontage, including a 4.0 metre by 4.0 metre corner cut at the corner of No. 4 Road and General Currie Road affecting the north east corner of 7451 No. 4 Road.
5. A 4.0 metre by 4.0 metre corner cut at the corner of LeChow Street and General Currie Road affecting the north west corner of 7451 No. 4 Road.
6. Along the west property line of 7471 No. 4 Road, a land dedication of 10.0 metres starting at the north property line, tapering to 9.0 metre land dedication at the south property line.
7. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. Registration of a flood indemnity covenant on title.
9. Registration of a legal agreement on title to ensure that landscaping planted along No. 4 Road is being provided as a buffer to adjacent agricultural lands, is maintained and will not be abandoned or removed.
10. Registration of a legal agreement prohibiting the conversion of the Tandem Parking area into habitable space.
11. Contribution of \$50,000.00 toward the installation of a new traffic light at the corner of No. 4 Road and General Currie Road.
12. Contribution of \$21,000.00 in-lieu of on-site indoor amenity space to go to the Recreation Facility Reserve fund.
13. Contribution of \$19,876.00 in-lieu of providing public art to the development on the subject site to go to the Public Art Reserve fund.
14. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$52,307.00) to the City's Affordable Housing fund.
15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
16. Enter into a Servicing Agreement* for the design and construction of road and frontage works along No. 4 Road, General Currie Road and LeChow Street. Works include, but may not be limited to:
 - a) No. 4 Road – from the property line (after land dedication) heading east;
 - 1.5m wide concrete sidewalk;
 - 1.5m tree and grass boulevard;
 - Concrete curb and gutter; and

- Road paving to match existing pavement.
- b) General Currie Road – from the north property line heading north;
 - 2.0m wide concrete sidewalk;
 - 4.3m wide tree and grass boulevard;
 - Concrete curb and gutter; and
 - Connecting to works done for SA05-313234 to the west. Road paving to 11.2m wide pavement at No. 4 Road, tapering at 30:1 down to a minimum of 6m width (if appropriate). Curb and gutter at both the north and south ends with the north curb ending at the curb return.
- c) LeChow Street – from the property line (after land dedication) heading west;
 - 1.5m wide concrete sidewalk;
 - 1.6m wide tree and grass boulevard;
 - Concrete curb and gutter;
 - Road paving to the extent of the dedicated area; and
 - Full utility servicing needs to be established including water, storm, and sanitary sewer to the southern edge of LeChow Street.

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

1. Design of the outdoor amenity area, including the play area.
2. Overall appropriateness of the landscaping plan, including landscaping along the No. 4 Road side to facilitate a buffer to the agricultural lands across No. 4 Road.
3. Manoeuvrability of larger vehicles (SU-9) within the site and accessing to and from No. 4 Road.
4. Form and Character of the townhouse units and how they address adjacent properties.
5. Identify unit(s) to allow easy conversion for Universal access.

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

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

Note:

* This requires a separate application.

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

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

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.

[original signed on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8968 (RZ 11-582929)
7451 AND 7471 NO. 4 ROAD
NO ACCESS PROPERTY ON GENERAL CURRIE ROAD AND
LANE TO BE CLOSED

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 area identified in "Schedule A attached to and forming part of Bylaw 8968" and by designating it "MEDIUM DENSITY TOWNHOUSE (RTM3)".
2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8968".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

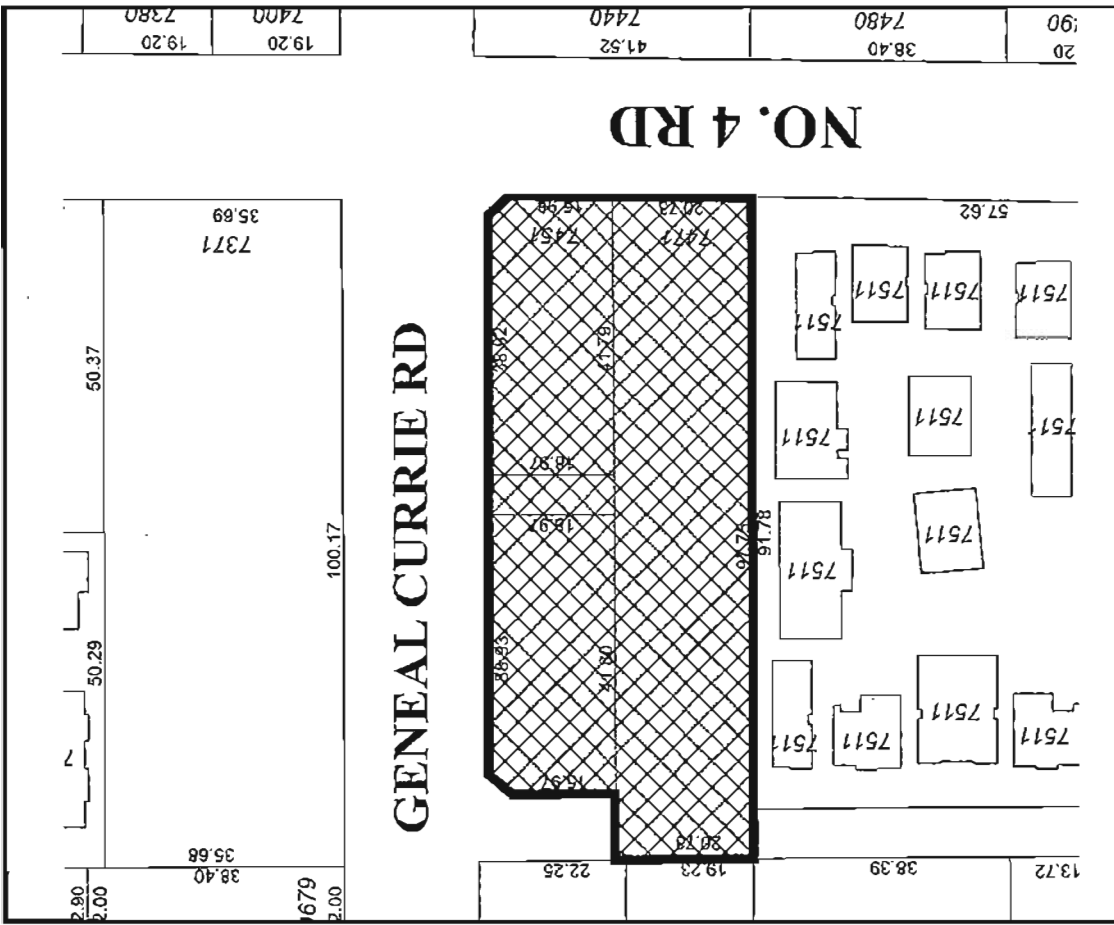
ADOPTED

NOV 26 2012

CITY OF RICHMOND
APPROVED by MB
APPROVED by Director or Solicitor
[Signature]

MAYOR

CORPORATE OFFICER



Original Date: 07/20/11

Revision Date: 11/02/12

Note: Dimensions are in METRES

RZ 11-582929



City of Richmond



PROPOSED REZONING