



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

Monday, December 19, 2016 – 7 p.m.

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

OPENING STATEMENT

Page

1. **TEMPORARY COMMERCIAL USE PERMIT APPLICATION (TU 16-732636)**
(File Ref. No. TU 16-732636) (REDMS No. 5132450)

PH-7

See Page PH-7 for full report

Location: 8540 River Road

Applicant: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)

Purpose: To permit a Temporary Commercial Use Permit to be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for property at 8540 River Road to allow the temporary retail sale of outdoor power equipment as an accessory use for a period of three years from the date of issuance.

Order of Business:

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

Page

Council Consideration:

1. *That a Temporary Commercial Use Permit be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for property at 8540 River Road to allow the retail sale of outdoor power equipment as an accessory use.*



2. **OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9603 AND OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9604**
(File Ref. No. 10-6350-00, 12-8060-20-009603, 12-8060-20-009604) (REDMS No. 5055217 v. 5, 4968664, 5126653, 5126086)

PH-20

See Page PH-20 for full report

Location: City-wide

Applicant: City of Richmond

Purpose:

1. To replace the existing Arterial Road Policy in Section 3.6.1 of the OCP Bylaw 9000 with the new Arterial Road Land Use Policy in order to provide more specificity and clarity to the Policy, and to support new housing types; such as row houses, duplexes and triplexes, along arterial roads.
2. To update Section 14 of the OCP Bylaw 9000 (Development Permit Guidelines) in order to identify all duplex, triplex and row house development sites along arterial roads as Development Permit Area, insert new design guidelines to guide the developments of these new housing types, and update the design guidelines for townhouse developments based on feedbacks received during the consultation for proposed Arterial Road Policy update.
3. To update the Steveston Area Land Use Map in Schedule 2.4 of OCP Bylaw 7100 based on the land use designations under the proposed Arterial Road Land Use Policy.

First Reading: November 14, 2016

Order of Business:

1. Presentation from the applicant.

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

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 9603. ☐
2. Adoption of Official Community Plan Bylaw 9000, Amendment Bylaw 9603. ☐
3. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9604. ☐
4. Adoption of Official Community Plan Bylaw 7100, Amendment Bylaw 9604. ☐

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9614 (ZT 16-734106)**
(File Ref. No. 12-8060-20-009614, ZT 16-734106) (REDMS No. 5180379 v. 2, 5181293)

PH-89

See Page PH-89 for full report

Location: 110-12500 Horseshoe Way
Applicant: Lloyd Kinney
Purpose: To amend the “Industrial Business (IB1)” zone to allow for a microbrewery with an ancillary store in unit #110-12500 Horseshoe Way.

First Reading: November 14, 2016

Order of Business:

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

Page

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9614.



4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9630 (RZ 699299)**

(File Ref. No. 12-8060-20-009630, RZ 15-699299) (REDMS No. 5180861, 5186303)

PH-101

See Page PH-101 for full report

Location: 8111 No. 3 Road

Applicant: Jacken Investments Inc.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, to permit the property to be subdivided to create two (2) lots, with driveway access from the existing rear lane.

First Reading: November 14, 2016

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9630.



5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9635 (RZ 16-737903)**

(File Ref. No. 12-8060-20-009635, RZ 16-737903) (REDMS No. 5101845, 5194632)

PH-120

See Page PH-120 for full report

Location: 4780 Steveston Highway

Applicant: Architect 57 Inc.

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Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, to permit the property to be subdivided to create two (2) single family lots, with access from the rear lane.

First Reading: November 14, 2016

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9635.



6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9636 (RZ 16-740422)**

(File Ref. No. 12-8060-20-009636, RZ 16-740422) (REDMS No. 5181301, 2243859, 5193916)

PH-136

See Page PH-136 for full report

Location: 11740 Williams Road

Applicant: 1080593 BC Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, to permit the property to be subdivided to create two (2) single-family lots with vehicle access from the rear lane.

First Reading: November 14, 2016

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9636.

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7. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9642**
(File Ref. No. 12-8060-20-009642, RZ 16-737179) (REDMS No. 5197206)

PH-153

See Page PH-153 for full report

Location: 8360/8380 Sierpina Place
Applicant: 0868256 BC Ltd.
Purpose: To rezone the subject property from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) single-family lots, with vehicle access from Sierpina Place.

First Reading: November 28, 2016

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9642.

☐

ADJOURNMENT

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City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development

Date: October 24, 2016

File: TU 16-732636

Re: Application by Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)
for a Temporary Commercial Use Permit at 8540 River Road

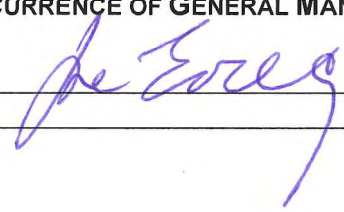
Staff Recommendation

That the application by Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for a Temporary Commercial Use Permit at 8540 River Road be considered at the Public Hearing to be held December 19, 2016 at 7:00 pm in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration.

“That a Temporary Commercial Use Permit be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for property at 8540 River Road to allow the retail sale of outdoor power equipment as an accessory use.”


Wayne Craig
Director of Development

WC:sds
Att. 2

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

Staff Report

Origin

Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow the retail sales of outdoor power equipment as an accessory use at 8540 River Road (Attachment 1).

The applicant has operated in Richmond for almost 50 years. From 1969 to 2007, the applicant operated at 8611 Beckwith Road as an existing non-conforming use on a lot zoned "Light Industrial (IL)". In 2007, the applicant relocated to the current location at 8540 River Road (also zoned "Light Industrial (IL)") due to a property acquisition resulting from the construction of the Canada Line. A TCUP was issued by Council on November 19, 2007 (TU 07-372359), which expired in 2009 and was inadvertently not renewed by the applicant. A second TCUP was issued by Council on March 18, 2013 (TU 12-614858), which expired in 2016 and was also inadvertently not renewed by the applicant.

The applicant indicates that significant effort has been made to locate an appropriately-zoned site elsewhere in Richmond, for the permanent operation of the business, but no site has been found. A rezoning application was not pursued at this time as substantial off-site works would be required and business activities at the subject site are temporary. Additionally, the subject site is located in an area transitioning from light industrial uses to commercial and service uses as designated in the City Centre Area Plan.

If approved, the TCUP would be valid for a period of up to three (3) years from the date of issue, at which time an application for an extension to the permit may be made and issued for up to three (3) more years. The Local Government Act allows Council to consider TCUP issuance on its own merits and does not limit the number of TCUP issuances allowed on a site.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Across River Road is Duck Island, a vacant site zoned "Light Industrial (IL)"; on which is proposed a commercial, office, hotel and entertainment complex (RZ 12-598104). Duck Island is also the site of the Richmond Night Market, which operates under a Temporary Use Permit issued by Council in 2014 (TU 14-666140).

To the South: Across the rear lane, the Canada Line guideway and a vacant lot zoned "Light Industrial (IL)" fronting No. 3 Road, with a proposal to construct a two-storey commercial building (DP 14-659747 / RZ 11-566630).

To the East: Warehouses on lots zoned “Light Industrial (IL)” fronting River Road, with rear access from a lane.

To the West: Auto repair shops on lots zoned “Light Industrial (IL)” fronting River Road, with rear access from a lane.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Commercial”. The Bridgeport Village (2031) Specific Land Use Map within the City Centre Area Plan designates the subject site as “General Urban T5 (45 m)”, which allows for medium and high-density office, restaurant, arts, culture, entertainment, hospitality and various other land uses including retail sales and services.

The OCP allows TCUPs in areas designated “Industrial”, “Mixed Employment”, “Commercial”, “Neighbourhood Service Centre”, “Mixed Use”, “Limited Mixed Use”, and “Agricultural” (outside of the Agricultural Land Reserve), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The proposed temporary commercial use is consistent with the land use designations and applicable policies in the OCP.

Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 1A, where new Aircraft Noise Sensitive Land Uses are prohibited. An Aircraft Noise Sensitive Use Covenant was registered as a condition of approval for the initial TCUP (TU 07-372359).

Floodplain Management Implementation Strategy

Registration of a flood indemnity covenant on Title to meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 was registered as a condition of approval for the initial TCUP (TU 07-372359).

Local Government Act

The Local Government Act identifies that TCUPs are valid for a period of up to three (3) years from the date of issue and that an application for an extension to the permit may be made and issued for up to three (3) additional years.

Public Consultation

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

Analysis

The applicant has been actively searching for a new permanent location for the existing business for some time; however, no property has been identified in Richmond. As no site has been found, the applicant is requesting a TCUP to allow the existing business to continue to operate while searching for a permanent site. The applicant has also been referred to the City's Economic Development Department for assistance in identifying an appropriate site within Richmond.

Business Operations

The business (Don Dickey Supplies) services and sells outdoor power equipment and parts, such as lawn mowers, grass trimmers, generators, and water pumps, to retail and wholesale customers throughout Richmond. Since the expiration of the TCUP in March 2016, the business has only been licensed for the repair and wholesale component. Issuance of the TCUP would allow the business to obtain a license for the retail component.

The total floor area of the existing building at the subject site is approximately 318 m² (3,425 ft²), and is allocated to the various aspects of business operations as follows: storage/office/utilities (55%), retail/showroom (30%), and parts/service (15%). The majority of the space allocated in the existing building on-site is for office, service, and storage of parts and equipment (223 m²), compared to the retail component of the business (95 m²).

The applicant indicates that equipment sales accounted for approximately 60% of the total annual sales in 2015; of which 70% were wholesale customers, including government, and 30% were retail customers. Parts sales (25%) and service sales (15%) accounted for the remaining total annual sales in 2015.

Zoning

The subject site is zoned "Light Industrial (IL)", which allows a range of general industrial uses with a limited range of compatible uses and services. The zone permits wholesale distribution and services of materials, but does not permit retail sales and services to the general public.

The applicant's business operations include wholesale as well as retail sales and servicing of outdoor power equipment and parts. As the retail sale and servicing of materials to the general public is not a permitted use in the "Light Industrial (IL)" zone, a new TCUP is requested, in order to allow the retail component of the business to continue.

To support the application, documentation has been provided by the applicant to confirm zoning compliance in terms of required building setbacks, lot coverage, density, and building height. The Development Application Data Sheet (Attachment 2) provides a comparison of the existing development data with the relevant Zoning Bylaw requirements.

Parking

The subject property provides five (5) vehicle parking spaces at the front of the building, as well as four (4) vehicle parking spaces and one (1) loading space at the rear of the site, off the rear lane; for a total of nine (9) vehicle parking spaces and one (1) loading space.

Staff note that the vehicle parking spaces at the front of the subject site do not meet the minimum required setback of 3 m to a lot line which abuts a road. In addition, the overall number of vehicle parking spaces on-site is one (1) vehicle parking space less than that required by the current regulations of the Zoning Bylaw (which would require 10 vehicle parking spaces). Staff have no objection to the current parking arrangement on-site, considering the following:

- The existence of the building and parking arrangement on the site predate the adoption of the current Zoning Bylaw.
- The business has been operating at the site since 2007 under the previous TCUPs with the same number of vehicle parking spaces, with no parking complaints to-date.
- The number of vehicle and loading spaces on-site and the availability of off-street parking on River Road should be adequate to meet the parking demand of business operations.

Landscaping

The subject site and surrounding industrial sites in the area consist mainly of multi-tenant industrial buildings with asphalt surface parking and loading. There are few sites in the area that are landscaped to the current required standard.

Richmond Zoning Bylaw 8500 requires that portion of industrially zoned lots that are within 3 m of a property line abutting a road to be planted and maintained with a combination of trees, shrubs, ornamental plants or lawn.

There is no physical space on the existing site to accommodate the required landscaping. Staff have no objection to the existing surface area conditions (asphalt) due to the following:

- The existing surface area conditions at the subject site and surrounding sites were developed prior to the adoption of the current Zoning Bylaw.
- Business activities at the subject site are temporary and there is significant future redevelopment potential for the site based on activity and transition occurring in the surrounding area. Frontage improvements would be required as part of any future redevelopment proposal.
- Any landscaping proposed in the front yard would reduce the number of parking spaces onsite.

Financial Impact

None.

Conclusion

Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow the retail sales of outdoor power equipment as an accessory use at 8540 River Road, zoned "Light Industrial (IL)".

TCUPs were issued by Council in 2007 and 2012 to allow the proposed use. The applicant wishes to continue to operate wholesale and retail business activities at the subject site, while continuing to seek an appropriately-zoned site for the permanent operation of the business.

The proposed retail commercial use at the subject property is acceptable to staff on the basis that it is consistent with the land use designations in the OCP, and is temporary in nature.

Staff recommend that the attached Temporary Commercial Use Permit be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies), to allow the retail sale of outdoor power equipment as an accessory use at 8540 River Road.



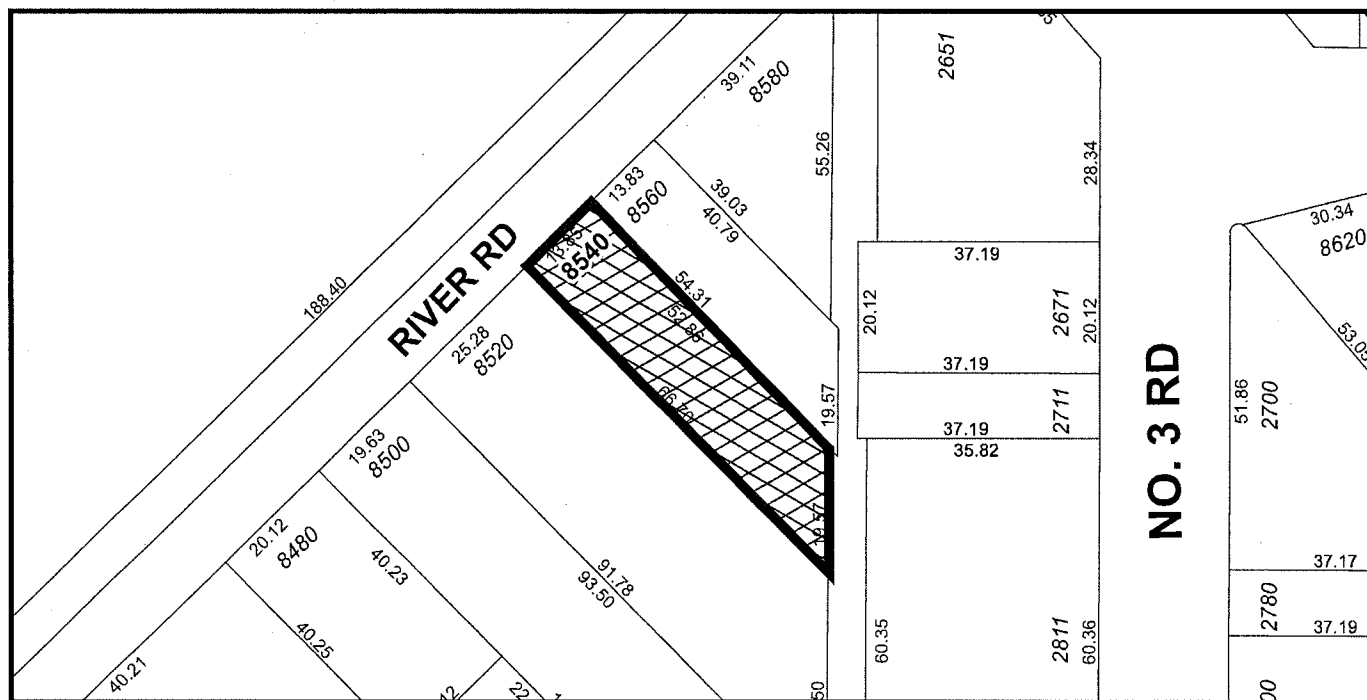
Steven De Sousa
Planning Technician - Design

SDS:rg

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

The map illustrates the project location within a street grid. The 'Middle Arm Fraser River' is located to the northwest. 'RIVER RD' runs northeast from the river, and 'WEST RD' runs southwest. The 'SITE' is a hatched rectangular area located east of 'RIVER RD' and north of 'BRIDGEPORT RD'. 'NO. 3 RD' runs east from the site. 'BECKWITH RD' is to the north, 'DOUGLAS ST' is to the east, and 'SEXSMITH RD' is to the east. The map also shows various lots, some labeled 'IL' (Industrial) and 'CA' (Community), and a specific lot labeled 'ZC33'.



Note: Dimensions are in METRES



City of
Richmond



TU 16-732636

Original Date: 05/30/16

Revision Date:

Note: Dimensions are in METRES



RZ 16-732636

Attachment 2

Address: 8540 River Road

Applicant: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)

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

	Existing	Proposed
Owner:	Opus Mobile Sound Ltd.	No change
Site Size:	827 m ² (8,901 ft ²)	No change
Land Uses:	Light Industrial	No change
OCP Designation:	Commercial	No change
Area Plan Designation:	General Urban T5 (45 m)	No change
Zoning:	Light Industrial (IL)	No change

On Future Subdivided Lots	Bylaw Requirement	Existing	Variance
Floor Area Ratio:	Max. 1.2	0.38	None permitted
Lot Coverage:	Max. 80%	22%	None
Lot Size:	N/A	827 m ²	None
Lot Dimensions:	Width: N/A Depth: N/A	Width: 16 m Depth: 59 m	None
Setbacks:	Front: Min. 3.0 m Side: N/A Rear: N/A	Front: 7.9 m Side: 0.05 m Rear: 31.4 m	None
Height:	Max. 15.0 m	5.87 m	None



City of Richmond

Temporary Commercial Use Permit

No. TU 16-732636

To the Holder: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)

Property Address: 8540 River Road
Richmond BC

Address: C/O Thomas Fairbrother
8540 River Road
Richmond BC V6X 1Y4

1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The subject property may be used for the following temporary Commercial uses:

Retail sale of outdoor power equipment as an accessory use.
4. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
6. This Temporary Commercial Use Permit is valid for a maximum of three years from the date of issuance.

This Permit is not a Building Permit.

No. TU 16-732636

To the Holder: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)
Property Address: 8540 River Road
Richmond BC
Address: C/O Thomas Fairbrother
8540 River Road
Richmond BC V6X 1Y4

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

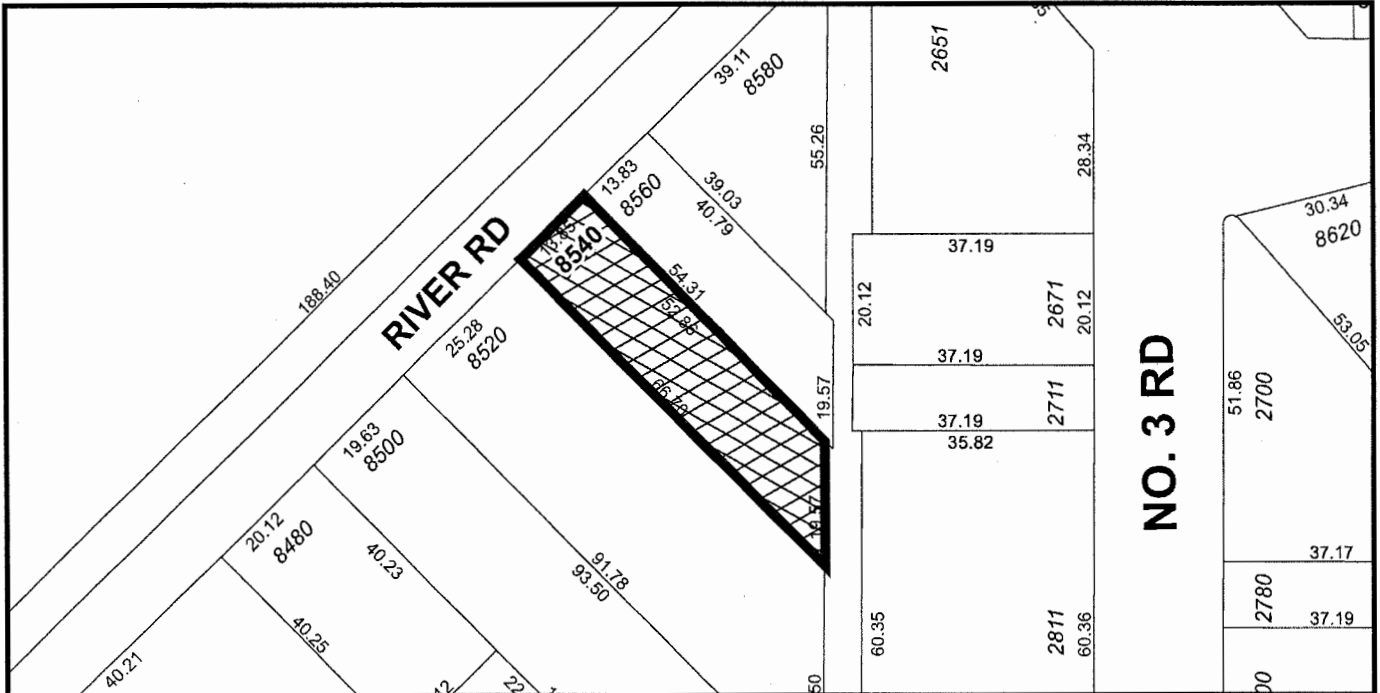
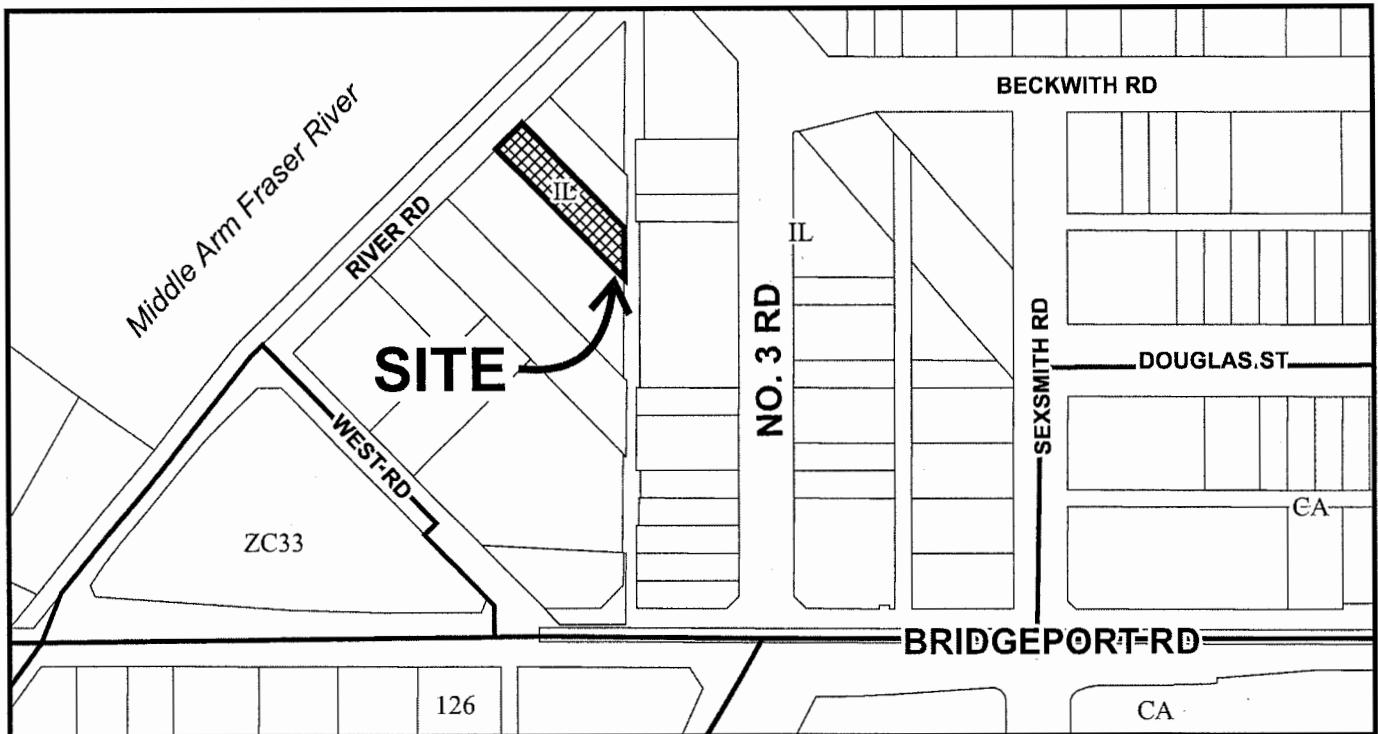
DELIVERED THIS DAY OF , .

MAYOR

CORPORATE OFFICER



City of Richmond



TU 16-732636
SCHEDULE "A"

Original Date: 05/26/16

Revision Date:

Note: Dimensions are in METRES

Schedule "B"

Undertaking

In consideration of the City of Richmond issuing the Temporary Commercial Use Permit, we the undersigned hereby agree to demolish or remove any temporary buildings, structures and signs; to restore the land described in Schedule A; and to maintain and restore adjacent roads, to a condition satisfactory to the City of Richmond upon the expiration of this Permit or cessation of the permitted use, whichever is sooner.

Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)
by its authorized signatory

(signed original on file)

Thomas Fairbrother, President
Dunbar Equipment Ltd. dba Don Dickey Supplies



To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 11, 2016

File: 10-6350-00

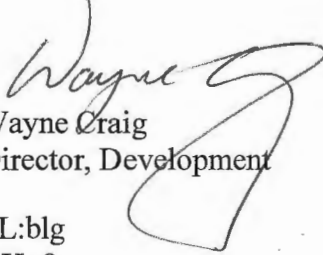
Re: Official Community Plan Amendments - Arterial Road Policy

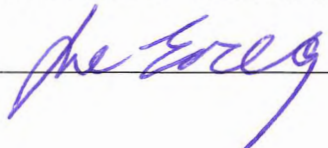

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9603, which amends Official Community Plan Bylaw 9000, by:
 - a) Replacing the existing Arterial Road Policy in Section 3.6.1 with the Arterial Road Land Use Policy;
 - b) Replacing the existing Arterial Road Guidelines for Townhouses in Section 14.4.13 with the new Arterial Road Guidelines for Town Houses;
 - c) Adding the new Arterial Road Guidelines for Row Houses and Intensive Residential Guidelines for Duplexes and Triplex; and
 - d) Designating all duplex, triplex and row house development sites along arterial road as mandatory Development Permit Areas;be introduced and given first reading;
2. That Official Community Plan Bylaw 7100, Amendment Bylaw 9604, which amends Official Community Plan Bylaw 7100, by replacing the Steveston Area Land Use Map in Schedule 2.4 be introduced and given first reading;
3. That Bylaw 9603 and Bylaw 9604, having been considered in conjunction with:
 - a) The City's Financial Plan and Capital Program; and
 - b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act; and

4. That Bylaw 9603 and Bylaw 9604, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.


 Wayne Craig
 Director, Development
 EL:blg
 AH: 8
 APP: 5

REPORT CONCURRENCE		
ROUTED TO: Affordable Housing Engineering Transportation Law	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO (Acting) 

Staff Report

Origin

A report titled “Arterial Road Policy Updates”, dated January 27, 2016 (Appendix 1), was considered by Planning Committee on February 16, 2016 and then by Council at the Regular Council meeting held February 22, 2016 in response to the following referral motion passed by Planning Committee on January 6, 2015:

“That staff review zoning provisions and policies regarding duplexes and triplexes in the City with the objective of increasing the provision of these housing forms on large lots and report back.”

The January 27, 2016 report proposed a range of amendments to the current Arterial Road Policy to:

- Provide more specificity and clarity to the current Arterial Road Policy.
- Introduce additional housing types that may be considered on arterial roads.
- Identify specific areas suitable for compact lot duplex developments with lane access.
- Identify specific areas suitable for front to back duplex and/or triplex developments with driveway access to and from arterial roads.
- Identify specific areas suitable for row house developments.

The report also identified a public consultation process. On February 22, 2016, Council authorized staff to proceed to public and stakeholder consultation on the proposed amendments to the Arterial Road Policy. Staff has completed the consultation process, which took place in April/May 2016.

The purpose of this report is to:

- Provide a summary on the consultation process.
- Identify issues raised during the consultation process and provide staff responses and recommendations.
- Present the recommended updates to the Arterial Road Policy.
- Bring forward required bylaws to make the required changes to Official Community Plan (OCP) Bylaws 7100 and 9000.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary.
Richmond School Board	No referral necessary, as future rezoning applications will be referred as necessary.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendments are consistent with the Regional Growth Strategy.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary.
TransLink	No referral necessary, as no transportation road network changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary.
Richmond Coastal Health Authority	No referral necessary.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	The proposed amendments were referred to the Urban Development Institute, Greater Vancouver Home Builders' Association and the Small Builders' Group. Feedback was incorporated in the amendments where appropriate.
All relevant Federal and Provincial Government Agencies	No referral necessary.

To date, the following groups have been consulted in the preparation of the proposed OCP and future Zoning Bylaw amendments:

- Urban Development Institute (UDI);
- Small Home Builders Group; and
- Greater Vancouver Home Builders' Association.

Feedback was received from several of these groups and considered during refinement of the proposed amendments. If further discussion is required with any of these groups, it can occur, if requested, prior to the Public Hearing.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9603 and Richmond OCP Bylaw 7100, Amendment Bylaw 9604, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

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

Consultation

Staff consulted with the general public, Richmond School District, Richmond Centre for Disability and the development community on the proposed amendments to the Arterial Road Policy. The details of the consultation are as follows:

Public Consultation

A total of five open houses on the proposed changes to the Arterial Road Policy were held at four community centres located within the Arterial Road Policy Area (i.e., South Arm, Steveston, Thompson and West Richmond) and at City Hall, between April 23, 2016 and May 4, 2016. Open house notices were published five times on the City Board page in the Richmond News between April 15 and April 29, 2016. A news release regarding the open houses was issued to Metro Vancouver media on April 18, 2016. Boosted Facebook posts regarding the open houses were also uploaded six times between April 20, 2016 and April 28, 2016. The presentation boards presented at the open houses can be found in Appendix 2.

Approximately 240 people attended the open houses and a total of 175 completed surveys were received. A sample survey form can be found in Attachment 1 and a copy of all completed surveys can be found in Appendix 3. Based on the comments received, the public appears to be generally in support of the proposed changes to the Arterial Road Policy. A summary of the survey results can be found in Attachment 2.

In addition to the written comments provided as part of the completed surveys, staff have received a further six written submissions from the public regarding the proposed Arterial Road Policy Update (Appendix 4). Staff have also received a petition with 41 signatures from 24 households on Mirabel Court in support of the land use designation on the Arterial Road Development Map presented at the open houses (Appendix 5).

Based on the comments received during the public consultation, staff recommend the following revisions to the proposed amendments to the Arterial Road Policy recommended in the January, 2016 report:

1. Design Guidelines for Arterial Road Town Houses – Rear Yard Setbacks

The current design guidelines in the OCP require a 6.0 m rear yard setback along the rear yard interface with single-family housing “where deemed necessary”. It also allows single-storey projections into the rear yard setback for a distance of up to 1.5 m; subject to appropriate opportunities for tree planting and the provision of appropriate private outdoor space. Based on the concerns raised by residents of single-family homes adjacent to townhouse sites, staff have amended the proposed setbacks as follows:

- a) A 6.0 m rear yard setback be required along the rear yard interface to an adjacent lot occupied by single-family housing.
- b) A maximum 1.5 m ground floor projection (i.e., a setback of 4.5 m from the rear property line to the ground floor of the building) for up to 50% of the width of the building be allowed, subject to:

- i. No impact to tree preservation.
- ii. Appropriate opportunities for tree planting (e.g. a landscaped area that could accommodate a tree with a minimum caliper size of 8 cm (3 in.) or a minimum height of 4.0 m (14 ft.), outside of any statutory right-of-ways).
- iii. The provision of appropriate private outdoor space (e.g. minimum 30 m² per unit).
- iv. Bay windows and porches not projecting into the 4.5 m (15 ft.) setback.

The main difference between the latest recommendation and staff's recommendation presented in the January 27, 2016 Report is that the 1.5 m ground floor projections is now limited to 50% of the width of the building to provide additional rear yard space and opportunities for tree preservation and planting.

2. Design Guidelines for Arterial Road Town Houses – Building Heights

The current OCP design guidelines allow 2 to 2½ storey townhouse units along the rear yard interface with single-family housing. Based on the concerns raised by residents and the potential impacts of a 2½ storey townhouse on adjacent rear yards, staff recommended, in the January 27, 2016 Report, an amendment to the Arterial Road Guidelines for Townhouses in Section 4.4.13 of the OCP to limit the building height to a maximum of two (2) storeys along the rear yard interface with adjacent single-family lots.

Some participants in the open houses commented that a defined maximum building height in metres should be included for rear yard interface with single-family housing. Staff therefore revised the height restriction to two (2) storeys or 9 m, whichever is less; for townhouse buildings with a flat roof, the maximum height should be limited to 7.5 m. These recommended height regulations are identical to those adopted by Council in July, 2015, regarding single-family house height and massing.

3. Townhouse Development Requirements - Consultation Process

The current Arterial Road Policy allows staff to request the developers to undertake public consultation prior to Public Hearing if the site is the first townhouse development on that block of the arterial road and/or it is expected that the surrounding property owners will want input into the development. While no question related to the consultation process was included in the survey form, some participants suggested that public consultation should be required prior to the project being forwarded to Council for consideration if the development proposal is not 100% in compliance with the Arterial Road Policy.

Based on this comment, staff recommend that the Policy be revised to identify that staff may also request the developers to undertake public consultation prior to Public Hearing if a development proposal does not comply with all of the location criteria and development requirements under the Arterial Road Land Use Policy.

In addition to the three comments discussed above, a list of the rest of the most common comments expressed by the public is attached for reference (Attachment 3) with staff's response included immediately following the specific comments and is identified in *'italics'*.

Richmond School District

The School District is generally in support of the Arterial Road Policy Update to increase family oriented housing along arterial roads, but has concerns regarding potential implications for pedestrian safety. A letter from the School District can be found in Attachment 4.

With respect to pedestrian plans associated with the Arterial Road Policy amendments, the Mobility and Access section in the OCP outlines the City's vision and Policy related to transportation, including walking, in the City for the next 25 years. A key objective of the plan is to increase the priority of walking as a viable mode of travel; with the intent to reduce the number of vehicular trips. Details of the objectives and policies for expanding and enhancing the walking network and pedestrian connections in the City, as well as measures to increase safety for pedestrians, can be found in Section 8.3 of the OCP.

Pedestrian related facility improvements to support the objectives of the OCP are implemented through the City's annual Capital Program, as well as secured as part of required works and services for new developments. The latter would also be applicable for new development applications related to the proposed amendments of the Arterial Road Policy. Staff will have the opportunity to review and assess the transportation impacts associated with the development and secure off-site works to mitigate the impacts, including improvements for pedestrian related infrastructure as required.

Richmond Centre for Disability

The Richmond Centre for Disability (RCD) is generally in support of the Arterial Road Policy Update to encourage more density and the proposed new development guidelines for housing along arterial roads. The RCD hopes to see the continued support for enhanced accessibility and visit-ability of all housing types, with the goal to promote a fully accessible and inclusive community. Staff will continue to secure accessible and visit-able units in all new housing forms outlined in the new Arterial Road Lands Use Policy.

Industry Consultation

The proposed amendments were discussed at the regular Urban Development Institute (UDI)/Richmond Liaison Committee meeting on March 30, 2016. UDI provided a letter indicating their support for the proposed Arterial Road Policy Update (Attachment 5).

Staff invited representatives from the Greater Vancouver Home Builder's Association (GVHBA) and the Richmond Small Home Builders Group to an open house at the City Hall on April 20, 2016. Approximately 20 builders, developers and real estate agents attended the event. The following issues/requests were raised by the group; staff responses are provided in *italics*:

1. Higher density should be permitted along arterial roads.

The current Policy permits townhouse development at a density ranging from 0.6 Floor Area Ratio (FAR) to 0.7 FAR, which allows for multiple family developments that will compliment single family homes in established neighbourhoods. To accommodate higher

density for townhouse developments on arterial road properties, staff feel that the range of impacts on the form of development are not supportable. These include:

- Reduced yard space and setbacks.*
- Increased lot coverage for buildings and reducing landscaping/porous area.*
- Increased building height (i.e., allowing all three--storey units).*
- Reduced parking requirements.*

The proposed amendments to the Arterial Road Policy include introduction of duplexes and triplexes on certain arterial road properties that are now designated for single-family use only. The proposed FAR allowed for duplex and triplex development is 0.6 FAR, which is higher than the FAR allowed for single-family developments. Staff are of the opinion that the existing and proposed density for arterial roads is supportable, and will result in acceptable built form and housing variety.

Staff have considered a number of applications in the recent past with proposed density beyond 0.7 FAR. These applications have been considered where the project has demonstrated that significant community benefit can be provided (i.e. affordable housing, significant road dedication, parkland provision, etc.). Such applications can continue to be reviewed and presented for Council consideration on their own merit.

2. Affordable housing cash contribution rates should be lowered.

The Affordable Housing Strategy is currently being reviewed by the Community Services Division based on current market conditions and affordable housing demand. A separate report will be presented to Council by the Community Services Division.

3. Smaller site assembly for townhouse developments should be allowed.

The current Policy requires a townhouse development to be involved in a land assembly with at least 50 m frontage on a major arterial road and 40 m frontage on a minor arterial road. Based on staff experience, townhouse developments on smaller sites can result in compromised built form. Small development sites usually lack the flexibility to accommodate functional outdoor amenity space and adequate truck maneuvering space on-site; and there are often impacts on architectural and landscaping design.

The proposed amendments to the Arterial Road Policy include a new provision to provide flexibility for land assembly to allow the redevelopment on smaller arterial road properties that are isolated or orphaned by recent adjacent developments (i.e., reduced land assembly or residual site size requirements). Townhouse developments on these sites must still comply with all other applicable Development Permit guidelines, requirements and bylaws. Reduced density (FAR) and/or reduced building heights should be expected by the developers; as staff work to achieve an appropriate interface with adjacent developments.

4. Additional incentive for rear lane establishment should be provided.

The proposed amendments to the Arterial Road Policy include the introduction of front-to-back duplexes on compact lots with rear lane access. This new housing typology for properties on arterial roads provides additional development potential for properties

with a minimum lot depth of 40 m and with rear lane access. These potential sites also include those areas where rear lane extension or establishment is identified on the proposed Lane Network Map.

Staff also propose that a lane implementation strategy for cost sharing on the “connecting lane” be established. The intent of this strategy is to ensure properties where the “connecting lanes” are to be located would not bear an inordinate burden for the lane establishment costs (including land and construction costs).

5. Properties along Arterial Roads should be pre-zoned for multiple-family developments.

Pre-zoning is not recommended. Pre-zoning eliminates the opportunity for public comment on an individual development application, and compromises the City’s ability to secure required amenities (i.e. affordable housing, public art etc.) and necessary off-site servicing upgrades associated with a proposed development.

Proposed Arterial Road Land Use Policy

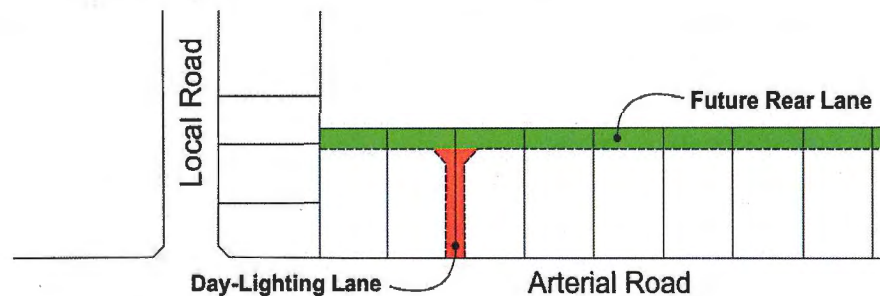
Staff recommend that the current “Arterial Road Policy” in Section 3.6.1 of OCP Bylaw 9000 (Attachment 6) be replaced with the new “Arterial Road Land Use Policy”. It is recommended that Bylaw 9603 be introduced and given first reading.

The highlights of the proposed Arterial Road Land Use Policy are as follows:

1. Update the “Overview” section to clarify the guiding principles of the Policy and to identify the range of housing forms supported by the Policy.
2. Retain the current location criteria for Arterial Road Town House and Arterial Road Compact Lot developments.
3. Include new sets of location criteria for Arterial Road Row House and Arterial Road Duplex/Triplex developments.
4. Replace the Arterial Road Map and Arterial Road Development Map with the new Arterial Road Housing Development Map; which shows what areas are included in the Policy, as well as a proposed land use designation on each arterial road property; based on the location criteria set out in the proposed Policy and the land use designation in the 2041 OCP Land Use Map. The proposed Arterial Road Housing Development Map is slightly different from the Arterial Road Development Map, which was attached to the January 27, 2016 report and shown at the public consultation open houses. The new map was updated to include recent changes to the 2041 OCP Land Use Map, to accommodate proposed changes in land uses in areas where the rezoning bylaws have been given third readings, and to correct mapping and graphic errors on the previous map.
5. Include a new provision to allow small isolated sites to be redeveloped based on each project’s merit.
6. Update the Arterial Road Town House Development Requirements to provide added flexibility on orphaned site redevelopments.
7. Include a new provision to allow density bonus for townhouse developments with built affordable housing units. This is based on a recent example of townhouse development

proposal on an arterial road where approximately 15% of the total building area is secured for affordable housing units by way of a housing agreement registered on title in exchange for a density beyond the typical 0.6 FAR. Staff believe this density bonus for built affordable housing units would still achieve the desired form and housing objectives along arterial roads.

8. Include new Development Requirements for Arterial Road Row House and Arterial Road Duplex/Triplex developments.
9. Update the Development Requirements for Arterial Road Compact Lot developments to clarify where Compact Lot Coach Houses and Compact Lot Duplexes may be developed.
10. Include a new Lane Network Map to identify potential lane extension and establishment areas.
11. Include a new Local Lane Implementation Strategy to ensure that properties where the new connecting lanes (also known as “day-lighting lanes”) are to be located would not bear an inordinate burden for the lane establishment costs.



See Bylaw 9603 for the proposed Arterial Road Land Use Policy.

Development Permit Guidelines

Staff also propose updated Development Permit Guidelines (Section 14 of the 2041 OCP Bylaw 9000) to address public concerns regarding townhouse design and to introduce new design guidelines for row house and duplex/triplex developments. The highlights of the amendments are as follows:

1. Amend Section 14.1.5 of the OCP to designate all duplex, triplex and row house developments on arterial roads as mandatory Development Permit Areas.
2. Amend Sections 14.3 and 14.4 of the OCP to introduce a set of Arterial Road Guidelines for Duplexes and Triplexes and a set of Arterial Road Guidelines for Row Houses to provide direction on site planning, form and character, and landscaping design for developments on an arterial road.
3. Amend Section 14.4.13 of the OCP to update the *Arterial Road Guidelines for Townhouses* (Attachment 7) to:
 - a. Fine tune the guidelines on building height in order to better articulate building massing and to include a maximum building height in metres along the interface with adjacent single-family homes.

- b. Clarify setback requirements in order to address adjacency concerns and to ensure tree preservation and planting opportunities in private yards.

See Bylaw 9603 for the revised *Arterial Road Guidelines for Townhouses* proposed.

Steveston Area Plan

Staff recommend updating the current Steveston Area Land Use Map (Attachment 7) based on the land uses identified on the Arterial Road Housing Development Map; including duplex, triplex and townhouse uses (see Bylaw 9604 for the proposed Steveston Area Land Use Map).

Zoning Bylaw

New residential zones will be required to regulate row house, arterial road duplex/triplex and compact lot duplex developments. Staff have developed four proposed zones:

1. “Row House (RRH)” Zone

This zone will provide for row housing where there is vehicle access to a rear lane. The proposed maximum density is 0.6 FAR; maximum lot coverage for buildings ranges from 45% to 55% depending on the lot size; and maximum building height is 2½ storeys.

While the form of row housing is similar to townhouses, row house developments will only be permitted where there is lane access. The permitted density, lot coverage, building setbacks and building heights are comparable to those provisions under other zoning districts that permit compact single-family developments (i.e., “Compact Single Detached (RC)” and “Coach House (RCH)”, etc.).

2. “Compact Two-Unit Dwellings (RCD)” Zone

This zone will provide for two attached dwellings on a compact lot fronting an arterial road and with lane access. The proposed maximum density is 0.6 FAR; maximum lot coverage for buildings is 50%; and maximum building height is 2½ storeys.

The proposed RCD zone is drafted to ensure compatibility among Compact Lot Single Detached, Compact Lot Coach House, Compact Lot Duplex developments, and Arterial Road Row House developments; where all four typologies are encouraged along arterial roads with rear lane access. The permitted density, lot coverage, building setbacks and building heights are comparable to those provisions under other zoning districts that permit compact lot and row house developments (i.e., “Compact Single Detached (RC)”, “Coach House (RCH)” and the proposed “Row House (RRH)” zones).

3. Arterial Road Two-Unit Dwellings (RDA)” Zone and “Arterial Road Three-Unit Dwellings (RTA)” Zone

These zones will provide for two to three attached dwellings on a single lot fronting a minor arterial road. The proposed maximum density is 0.6 FAR; maximum lot coverage for buildings is 45%; and maximum building height is two storeys.

The proposed RDA and RTA zones are drafted based on the “Single Detached (RS)” zone to ensure the form and character of duplexes and triplexes along arterial road is

compatible with the adjacent single-family dwellings. While the permitted density permitted in the RDA and RTA zones is higher, the lot coverage, building setbacks and building heights are comparable to those provisions under the “Single Detached (RS)” zone. To address parking concerns with duplex and triplex developments, additional provisions regarding on-site parking are included in the RDA and RTA zones to require visitor parking, where applicable.

These draft zones will be further reviewed and will be presented for Council consideration when applications which require these zones are brought forward to Planning Committee and Council.

Affordable Housing

At this time, there is no policy or contribution rate for duplexes, triplex, or row houses identified in the Affordable Housing Strategy. Staff recommend that a cash-in-lieu contribution option at the current town house rate (i.e., at \$4.00 per buildable square foot) be considered for duplex, triplex and row house developments; as these housing types are similar built forms to townhouses.

Secondary suites are not envisioned in duplex, triplex and row house developments due to the following reasons:

- a) There is limited opportunity to provide an additional parking stall on site for the secondary suite.
- b) The size of these units will be considered too small (ranging from approximately 1,100 ft² to 1,800 ft²) to accommodate a secondary suite (ranging from approximately 355 ft² to 969 ft²) within the unit.

Development Cost Charges

Development Cost Charges (DCC) for duplex, triplex and row house developments will also be based on the “townhouse” rate; as these developments would fit into the definition of “townhouse” in the Development Cost Charges Imposition Bylaw 8024. Should the duplex/triplex/row house framework proposed in this report be endorsed, it is recommended that the Development Cost Charges Imposition Bylaw be updated to identify clearly the DCC rates for duplex, triplex and row house developments.

Sustainability Initiatives

To support City of Richmond’s sustainability objectives, staff recommend that duplex, triple and row house developments to be designed to be solar hot water-ready; and either

- i. score 82 or higher on the EnerGuide Rating System (ERS); or
- ii. meet the Energy Star for New Homes Standard.

Should the Arterial Road Land Use proposed in this report be endorsed, it is recommended that the Sustainable Infrastructure and Resources section in the OCP be updated to include these sustainability requirements for duplex, triple and row house developments.

Accessible Housing

To ensure that the design of a development enables all people, including people with disabilities, to have full and unrestricted access to every part of a project, staff will continue to secure the following features in all duplex, triplex and row house developments:

- Aging in place features in all units (e.g., inclusion of blocking to bathrooms for installation of grab-bars, provision of blocking to stair walls to accommodate lift installation at a future date, and provision of lever door handles).
- One convertible unit in each development proposal consisting of three or more units.

Implementation Strategy

All new development applications received after Council's adoption of the new Arterial Road Land Use Policy will be subject to the new Policy and the associated revised Development Permit Guidelines.

Any in-stream development proposals will not be subjected to the new Arterial Road Land Use Policy and associated design guidelines provided that:

- a) The associated rezoning application has been reviewed and supported by Planning Committee, or will be presented to Council for consideration by December 31, 2016; and
- b) The associated Development Permit application will be completed to a level deemed acceptable by the Director of Development (i.e., endorsed by the Development Permit Panel) within one year of Council's adoption of the new Arterial Road Land Use Policy and associated design guidelines.

Financial Impact or Economic Impact

None.

Conclusion

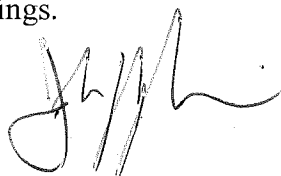
In response to Planning Committee's referral on duplexes and triplexes in the City, staff have undertaken a review on the Arterial Road Policy in the OCP Bylaw 9000 and recommended a number of amendments to the Policy as provided in the January 27, 2016 staff report titled "Arterial Road Policy Updates" (Appendix 1). Upon Council's authorization, staff have undertaken consultation on the recommended amendments with the general public, Richmond School District, Richmond Centre for Disability, Urban Development Institute (UDI), Greater Vancouver Home Builders Association (GVHBA) and Richmond Small Home Builders Group. Based on the feedbacks received during the consultation, staff have fine-tuned the recommended amendments to the Arterial Road Policy and are proposing the following:

1. To replace the existing Arterial Road Policy in Section 3.6.1 of the OCP Bylaw 9000 with the new Arterial Road Land Use Policy in order to provide more specificity and clarity to the Policy, and to support new housing types; such as row houses, duplexes and triplexes, along arterial roads.
2. To update Section 14 of the OCP Bylaw 9000 (Development Permit Guidelines) in order to identify all duplex, triplex and row house development sites along arterial roads as

Development Permit Area, insert new design guidelines to guide the developments of these new housing types, and update the design guidelines for townhouse developments based on feedbacks received during the consultation.

3. To update the Steveston Area Land Use Map in Schedule 2.4 of OCP Bylaw 7100 based on the land use designations under the proposed Arterial Road Land Use Policy.

It is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 9603, and Official Community Plan Bylaw 7100, Amendment Bylaw 9604, be introduced and given first readings.



FOR

Terry Crowe
Manager, Policy Planning



Edwin Lee
Planner 1

EL:blg

Attachments:

- Attachment 1: Sample Survey Form
- Attachment 2: Survey Result
- Attachment 3: Comments Received During Public Consultation
- Attachment 4: Letter from School District No. 38
- Attachment 5: Letter from Urban Development Institute
- Attachment 6: Current Arterial Road Policy
- Attachment 7: Current Arterial Road Guidelines for Townhouses
- Attachment 8: Current Steveston Area Land Use Map

A binder with the following appendixes is available in the Councillor's office and at the Front of House of City Hall:

Appendixes:

- Appendix 1: Report to Committee titled "Arterial Road Policy Updates"
- Appendix 2: Open House Display Boards
- Appendix 3: Completed Survey Forms Received
- Appendix 4: Written Submission Received
- Appendix 5: Petition from Mirabel Court Residents



**City of
Richmond**

Arterial Road Policy Update Survey

Planning and Development Division
6911 No. 3 Road, Richmond, BC V6Y 2C1
www.richmond.ca

The City of Richmond is proposing updates to the existing Arterial Road Policy, which guides residential developments along certain arterial roads in the city.

We'd like your feedback. Please complete the survey and send it back to the City by **Sunday, May 8, 2016**. The information boards presented at the Arterial Road Policy Update 2016 Open Houses, the January 2016 Report to Council and this survey are also available online at LetsTalkRichmond.ca. Please review the information boards as you complete the survey.

All feedback received will be considered in the final report to Council.

Arterial Road Policy Survey

1. I support the policy to encourage densification along certain arterial roads to accommodate the City's share of normal regional growth outside of the City Centre (Board 1).

☐ Yes ☐ No ☐ No Opinion

Comments: _____

Arterial Road Townhouses

2. I support the proposed locations of townhouse development, and the associated development requirements and design guidelines (Boards 5, 6 & 13).

☐ Yes ☐ No ☐ No Opinion

Comments: _____

3. I support the proposal to allow more flexibility on minimum site assembly on designated townhouse blocks with newer homes and narrower lots (Board 5).

☐ Yes ☐ No ☐ No Opinion

Comments: _____

4. Townhouse building height should be limited to 2 storeys along rear yards next to single family lots (Board 6).

☐ Yes

☐ No

☐ No Opinion

Comments: _____

5. The minimum second storey setback for townhouses along rear yards, next to single family lots, should be at least 6.0 m (Board 6).

☐ Yes

☐ No

☐ No Opinion

Comments: _____

6. The minimum ground floor setback along rear yards next to single family lots should be at least 4.5 m (Board 6).

☐ Yes

☐ No

☐ No Opinion

Comments: _____

Lane Network

7. I support the proposed lane network for compact lots and support a new strategy to facilitate lane construction (Board 8).

☐ Yes

☐ No

☐ No Opinion

Comments: _____

Arterial Road Compact Lots

8. I support the proposed locations of compact lot development and the associated development requirements (Boards 10, 11 & 14).

☐ Yes

☐ No

☐ No Opinion

Comments: _____

9. I support the concept of Compact Lot Duplexes and the proposed requirements (Board 11).

☐ Yes☐ No☐ No Opinion

Comments: _____

Arterial Road Rowhouses

10. I support the concept and proposed locations of rowhouse development and the proposed requirements (Boards 11 & 14).

☐ Yes☐ No☐ No Opinion

Comments: _____

<http://www.kitware.com>

Arterial Road Duplexes/Triplexes

11. I support the concept and proposed locations of Arterial Road Duplex/Triplex development and the proposed requirements (Boards 12 & 13).

☐ Yes☐ No☐ No Opinion

Comments: _____

www.nature.com/scientificreports/

Other Comments

Please use this space to provide any other comments you may have:

Please see reverse →

I am interested in the Arterial Road Policy Update as I am: (check all that apply)

- ☐ An owner/resident of an arterial road property (i.e., a property fronting on an arterial road within the Arterial Road Policy area, such as No. 1 Road, Williams Road, etc. as shown on Board #1);
- ☐ An owner/resident of a property located adjacent to an arterial road property;
- ☐ A Richmond Resident;
- ☐ A Richmond builder/developer;
- ☐ Other (please specify) _____

My postal code is: _____

My name is (optional): _____

My e-mail address is (optional): _____

I heard about this public consultation process via (check all that apply):

- | | |
|---|--|
| <input type="checkbox"/> Newspaper story | <input type="checkbox"/> Facebook |
| <input type="checkbox"/> Newspaper advertisement: Richmond News | <input type="checkbox"/> Twitter |
| <input type="checkbox"/> City of Richmond website: richmond.ca | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> <u>LetsTalkRichmond.ca</u> website | <input type="checkbox"/> Saw poster in City facility |

Thank you for your time and feedback.

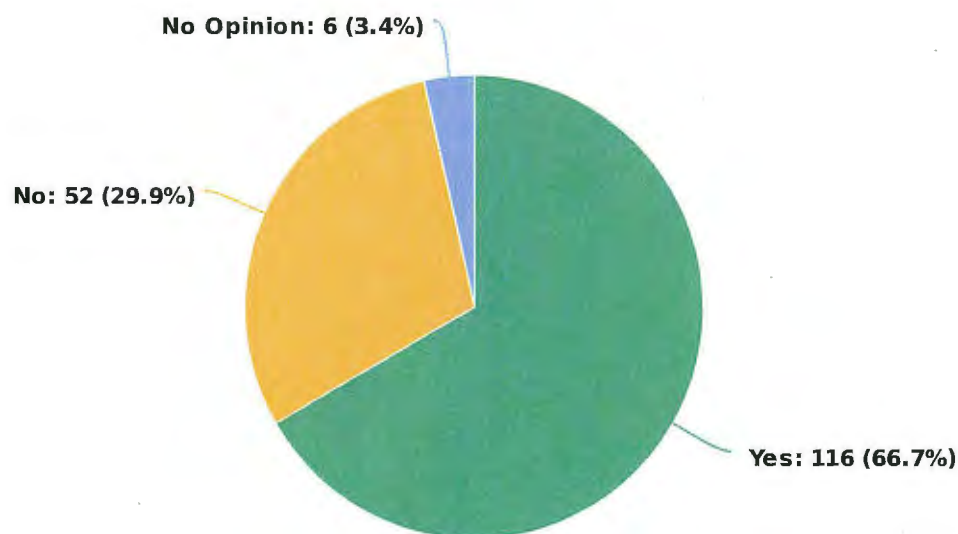
ENGAGEMENT TOOL: SURVEY TOOL

Tool title/name: Arterial Road Policy Update Survey

VISITORS	365	CONTRIBUTORS	145	CONTRIBUTIONS	175
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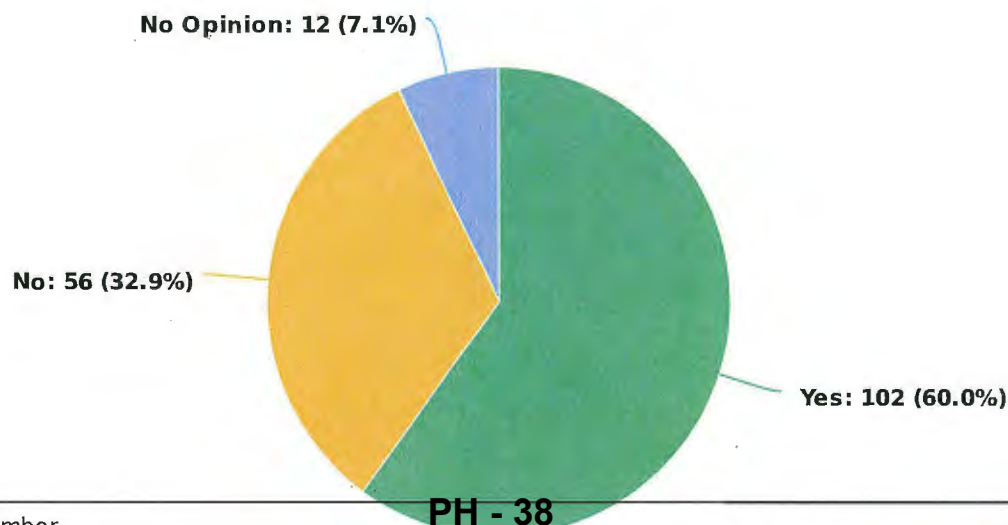
I support the policy to encourage densification along certain arterial roads to accommodate the City's share of normal regional growth outside of the City Centre

Optional question



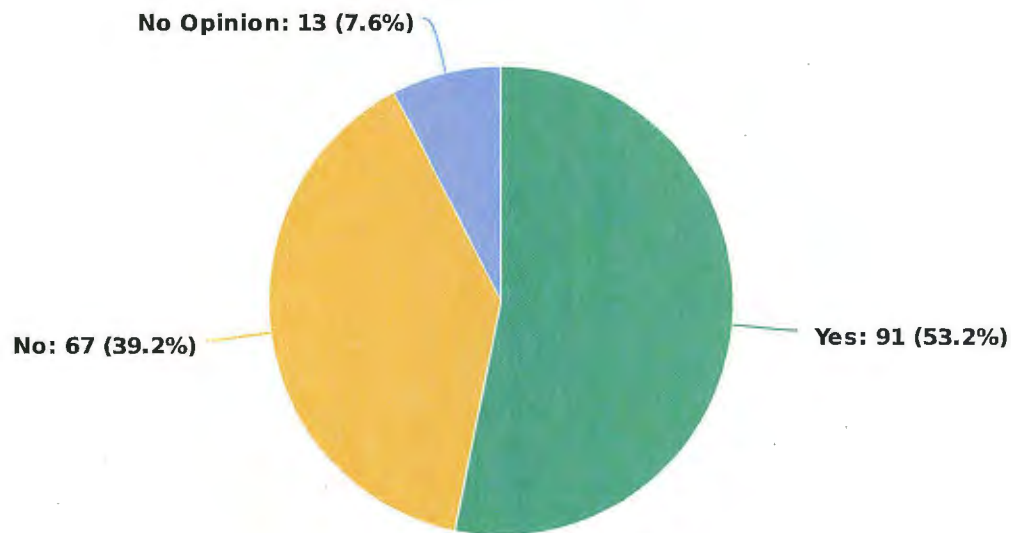
I support the proposed locations of townhouse development and the associated development requirements and design guidelines

Optional question



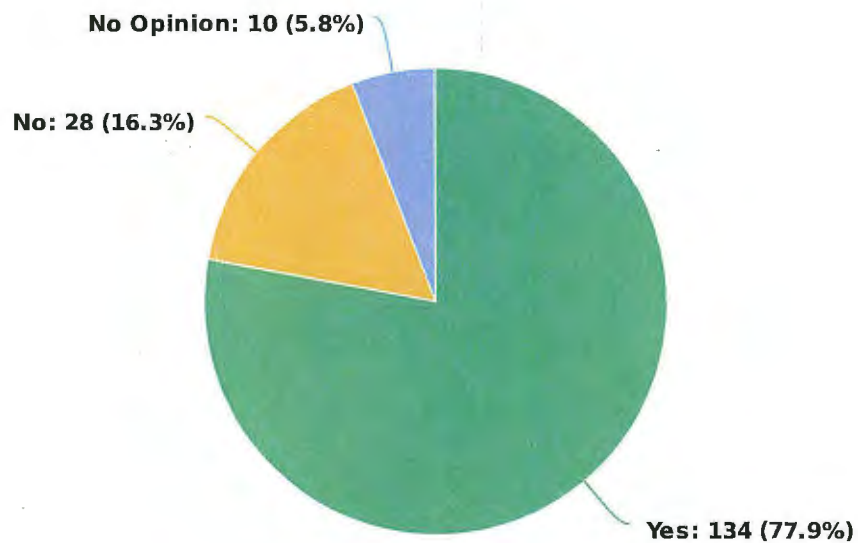
I support the proposal to allow more flexibility on minimum site assembly on designated townhouse blocks with newer homes and narrower lots

Optional question



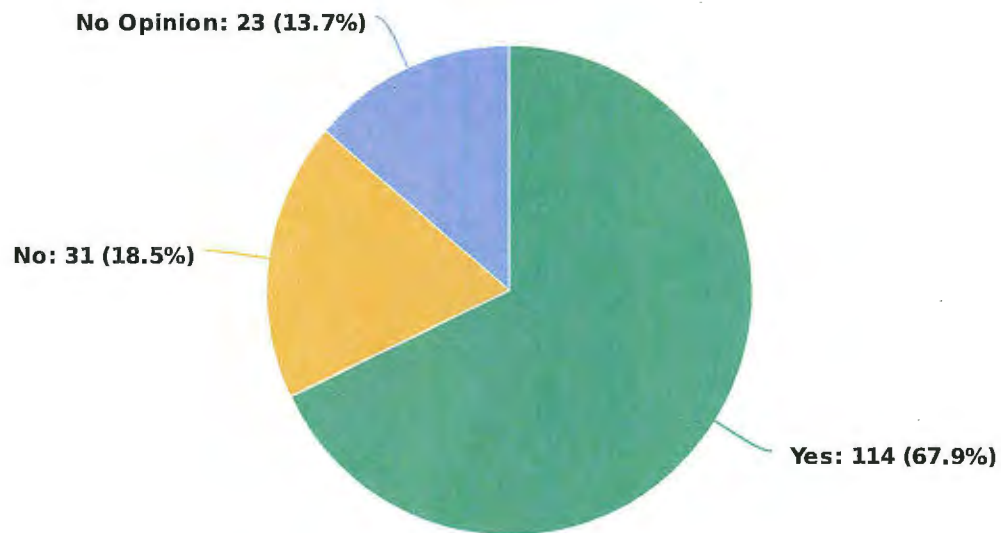
Townhouse building height should be limited to 2 storeys along rear yards next to single family lots

Optional question



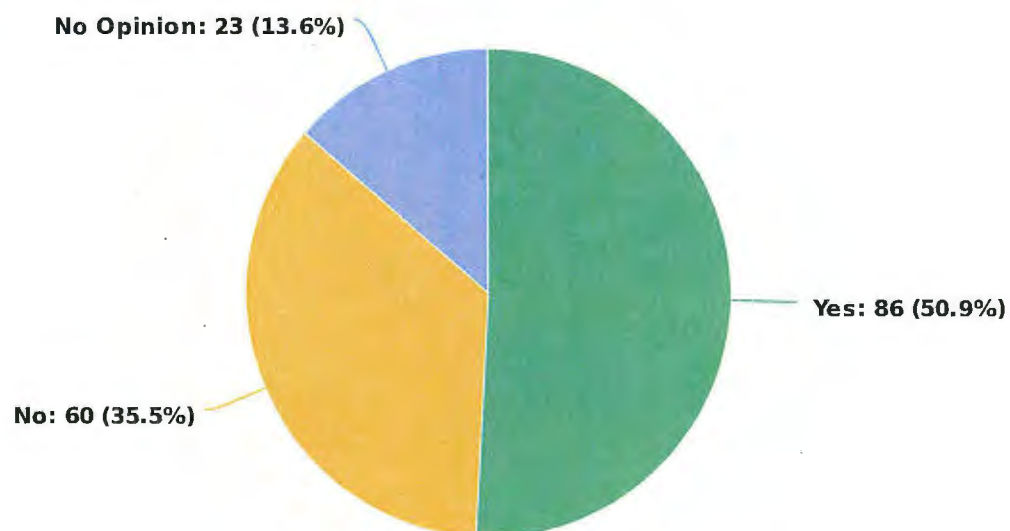
**The minimum second storey setback for townhouses along rear yards,
next to single family lots, should be at least 6.0 m**

Optional question



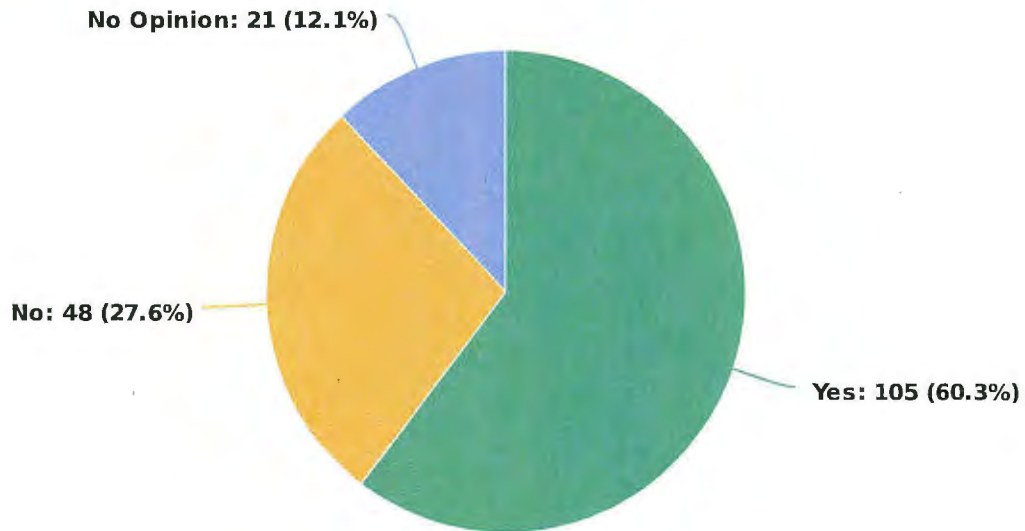
**The minimum ground floor setback along rear yards next to single
family lots should be at least 4.5 m**

Optional question



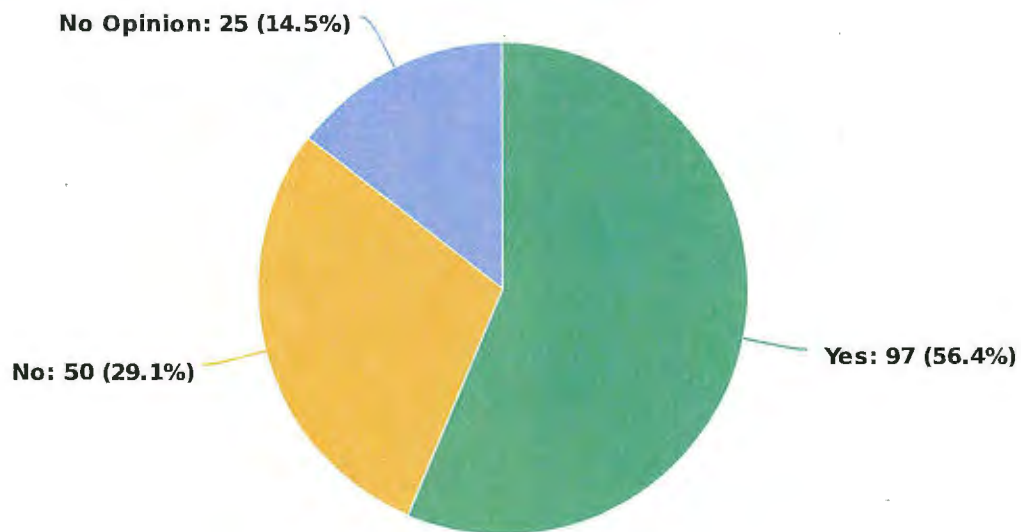
I support the proposed lane network for compact lots and support a new strategy to facilitate lane construction

Optional question



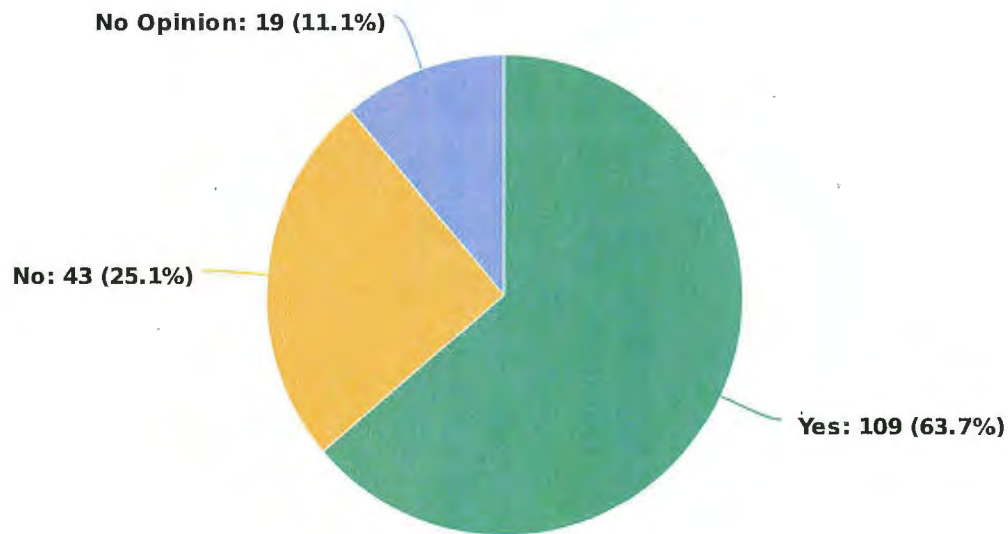
I support the proposed locations of compact lot development and the associated development requirements

Optional question



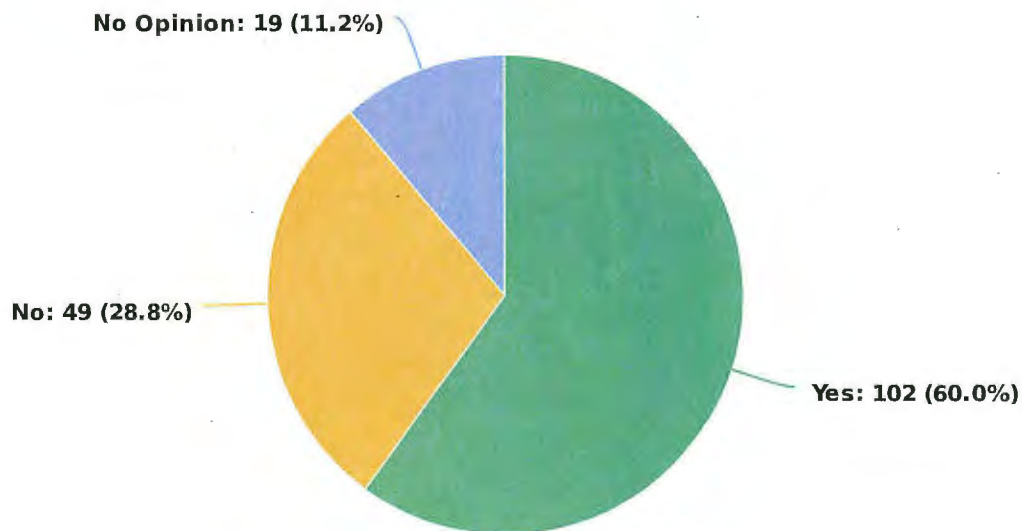
I support the concept of Compact Lot Duplexes and the proposed requirements >

[See Board...](#) Optional question



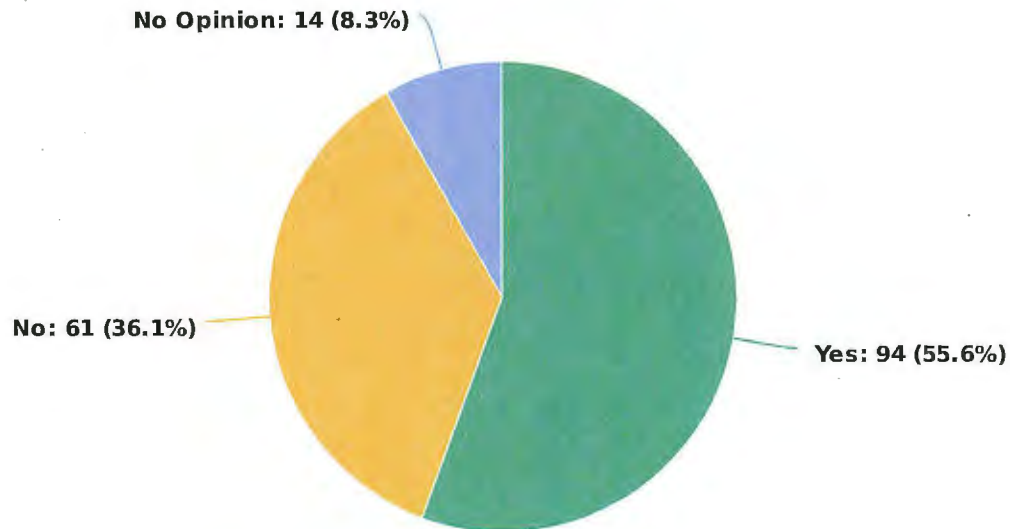
I support the concept and proposed locations of row house development and the proposed requirements

Optional question



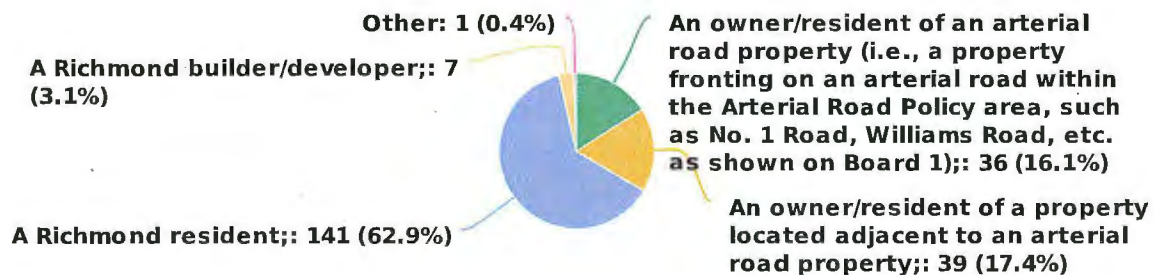
I support the concept and proposed locations of arterial road duplexes/triplexes and the proposed requirements >

Optional question



I am interested in the Arterial Road Policy Update as I am: (check all that apply)

Optional question



Arterial Road Policy Update – Public Consultation

Comments received during the public consultation:

Traffic:

1. Development should address potential traffic impacts and parking demands generated by new housing units.

Transportation impact arising from development is reviewed as part of a development application. Mitigation measures for adjacent road geometry or operation are secured through the development.

The off-street parking requirements for development are governed by the City Zoning Bylaw. This bylaw includes the provision of parking for residents, as well as visitors on-site. The City's bylaw parking rates are established to make provision for parking availability on-site and to support the 2041 Official Community Plan (OCP) vision to encourage alternate modes of transportation; such as walking, cycling and transit.

If some residents or visitors prefer to park on the street, they are permitted to do so where parking restrictions do not exist. This is typical of local streets in Richmond, which are designed to accommodate on-street parking. On-street parking on local roads has the benefit of acting as a traffic calming measure, as it helps to slow vehicles down, yet still provide gaps created by driveways and fire hydrants for vehicles in opposing directions to pass one another.

2. Parking on all arterial roads (especially on No. 1 Road) should be restricted.

Parking restrictions are based on traffic volumes. If off peak volumes do not require the use of the curb lane, on-street parking may be permitted. With any development, a comprehensive review is carried out to determine whether any changes are needed to existing on-street parking regulations to support the proposed land use.

3. "No Parking" signs should be installed in back lanes.

Parking in lanes is regulated by Section 12 of Bylaw 5870; which prohibits a vehicle from "stopping or standing in or upon any lane, unless parking is designated". If there are any issues regarding this matter, Bylaw Enforcement should be notified.

4. Driveways should be located away from the intersection.

Driveway locations along arterial road are currently regulated and controlled by Residential Lot (Vehicular) Access Regulation Bylaw 7222. Guidelines on access locations and setbacks are proposed to be included in the development requirements for townhouses and arterial road duplex/triplex developments. Minimum corner lot dimensions for the proposed arterial road duplex and triplex developments have taken this bylaw into account.

5. Duplex and triplex development with vehicle access from arterial road with bike lanes should not be permitted; townhouse and lane access developments are preferred to minimize traffic disruption.

The proposed guidelines will require that as part of any duplex/triplex development proposal, special stamped/tinted concrete treatment for the sidewalk will be required across each driveway and green bike lane paint for the bike lane will be required at the crossings to each development in order to ensure safety within bike lanes for cyclists and on sidewalks for pedestrians.

6. More bike lanes along arterial roads within the Policy area should be built.

Section 8.4 (Mobility & Access – Cycling) within the OCP identifies the major streets that are planned bike routes (see map on Page 8-19 of the OCP). In addition, Section 3.5 (Connected Neighbourhoods with Special Places - Specific Richmond Neighbourhoods) of the OCP identifies complementary planned neighbourhood links; which are cycling facilities on local roads with off-street connections that generally run parallel between the major streets.

7. Railway Avenue should be widened to four (4) lanes and/or to accommodate pullouts for buses.

Widening of Railway Avenue is limited due to the width of the existing road right-of-way. Pullouts for buses are not favoured by Coast Mountain Bus Company or TransLink, as they cause delay and safety concerns for buses changing lanes in order to merge into traffic.

Housing Typology:

8. Smaller ground-oriented housing units should be built for young families and seniors who cannot afford large single-family homes.

The proposed Arterial Road Policy Update will encourage new housing typologies such as Arterial Road Compact Lot Duplexes, Row Houses, and Arterial Road Duplexes/Triplexes. The minimum unit size of compact lot duplex units and row house units is approximately 108 m² or 1,160 ft². The maximum unit size of arterial road duplex units and triplex units is 167 m² or 1,800 ft².

9. A variety of housing typologies and unit sizes should be made available within each neighbourhood, including stacked townhouses, and low rise apartments.

The proposed Arterial Road Policy Update will continue to encourage a range of housing typologies (from larger to compact single-family homes; from duplexes to triplexes, from row houses to townhouses) along arterial roads within the Policy area. While there will be a mix of housing typologies within each neighbourhood, the Policy encourages similar built forms on each block to ensure a consistent, pedestrian-friendly streetscape on the block.

Stacked townhouses are permitted under the current Policy and relevant townhouse zones; this typology will continue be permitted within the identified townhouse areas along arterial roads.

New low rise apartments along arterial roads are not currently encouraged by the Policy; as this type of housing would be a departure from the established character of the residential areas within the Policy area.

10. Row houses should not only be allowed on arterial road properties within 800 m from a Neighbourhood Service Center; this type of housing should be allowed in additional areas.

The location criteria included in the proposed Policy follows the direction of the current OCP (Section 3.3 Diverse Range of Housing Types, Tenure and Affordability). The intent of including row house developments in the Arterial Road Policy is to clarify where row houses may be developed and under what conditions and criteria.

Form and Character:

11. More design variety should be allowed; different forms and characters should be required in different neighbourhoods to create a sense of place and sense of community.

Staff will continue to encourage variation in townhouse designs to avoid repetition of architectural appearance, building form and elevations.

Scale of Developments:

12. Duplex/triplex developments should be allowed on townhouse blocks to avoid the need of land assembly.

Townhouse developments are generally encouraged at locations in close proximity to amenities such as commercial services, community centres, schools and parks. Staff ensures minimal traffic disruption by eliminating driveways along the arterial roads. Single lot duplex/triplex development with access from an arterial road is not considered to be the highest and best use of those properties identified for townhouse use on the Arterial Road Housing Development Map. The proposed Arterial Road Policy Update, however, will accommodate redevelopments of orphan lots.

13. Lot Size Policies that prohibited multiple family developments should be eliminated to allow sites which meet the location criteria for duplex/triplex and/or townhouse developments to be redeveloped.

This report does not include options to amend the Lot Size Policy. Separate consultation with owners and residents within those Lot Size Policy Areas will be required if any changes are proposed to be made to the Lot Size Policies. Staff are currently addressing a Council referral on the Lot Size Policy, and will present a separate report in the future.

Population Increase and Community Services Capacity:

14. Additional community services; such as new parks, commercial developments, community centres, schools, day care centres, as well as emergency services including increased hospital capacity, should be provided with population increase.

Staff estimate that approximately 1,265 arterial properties may have redevelopment potential based on the current location criteria for townhouse and compact lot developments; and approximately 4,800 new units may be created.

With the proposed provisions for duplex and triplex developments, staff estimate that approximately an additional 360 arterial properties may have redevelopment potential and approximately 1,000 additional new units may be created.

These 5,800 new ground-oriented housing units could house approximately 17,600 residents. This is an approximately 12,200 increase in population; which is approximately 40% of the expected population growth envisioned in the 2041 OCP, adopted in 2012, for areas outside of the City Centre.

Capacities of various community services were reviewed when the 2041 OCP was drafted. It is beyond the scope of this Arterial Road Policy Update to revisit the capacities of community services including schools and hospital, which are not under the City's jurisdiction.

Additional Development Potential:

15. Compact lots, coach houses, duplexes/triplexes, and row houses should not only be permitted on certain blocks of arterial road, but also within the internal subdivisions.

This is beyond the scope of this Arterial Road Policy Update. A separate report on small lot subdivision or duplex/triplex developments within existing established single-family neighbourhoods will be presented to the Planning Committee at a later date.



Facilities Planning

School District No. 38 (Richmond)
7811 Granville Avenue, Richmond, BC V6Y 3E3
Tel: (604) 668-6000 Fax: (604) 233-0150

May 11, 2016

Wayne Craig,
Director of Development,
City of Richmond,
6911 No.3 Road,
Richmond, BC V6Y 2C1

Re: Arterial Road Policy Updates, 2016

Dear Mr. Craig,

Recently the School District was notified of the Policy Updates proposed for the City's Arterial Roads.

Our general understanding of the report's purpose and intent is to introduce various types of housing for consideration on arterial roads in specific areas and be able to do so in a manner that safely addresses vehicular access and egress to these homes.

In principle, the District supports the potential increasing numbers of families your Update will provide, while at the same time, the District is also cautious about ensuring child and family safety around major and minor arterial roads, particularly where driveways occur and sidewalk space is minimal and sometimes non-existent.

Coincidentally with the Implementation Strategy noted near the end of your Report, the District would like to see an Arterial Road pedestrian safety plan that might address such concerns as new and upgraded traffic lights, crosswalks, traffic calming devices, sidewalk widening, bus pullouts, biking provisions etc... that would reinforce the community and pedestrian safety aspects of the Policy Update that will result in your successful arterial road development proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Clive Mason", with a long horizontal line extending to the left.

Clive Mason, Architect AIBC, LEED AP
Director of Facilities Planning

Cc: Sherry Elwood, Superintendent of Schools
Mark De Mello, Secretary Treasurer



URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION

#200 – 602 West Hastings Street
Vancouver, British Columbia V6B 1P2 Canada
T. 604.669.9585 F. 604.689.8691
www.udl.bc.ca

June 22, 2016

Edwin Lee
Policy and Planning Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
Canada

Dear Mr. Lee,

The Urban Development (UDI) supports the proposed Arterial Road Policy Update. This is a great step towards adding much needed housing supply in areas that are ideal for densification.

We thank Richmond Staff for providing ample opportunity for consultation on this policy. On behalf of the UDI membership, and particularly the UDI/Richmond Liaison Committee, we look forward to continuing to work with the City of Richmond as you explore opportunities for density along arterial roads.

Regards,

A handwritten signature in black ink, appearing to read "Anne McMullin".

Anne McMullin
President and CEO



3.6 Specific Policies and Guidelines

3.6.1 Arterial Road Policy

OVERVIEW:

The City has permitted densification along its arterial roads since the 1999 OCP was adopted. This densification includes compact lots (e.g., 9 m or 30 ft. wide lots) and coach house development with a rear lane as well as townhouses without a lane. The purpose of this densification is to locate development where there is transit service and to direct it away from the internal single family neighbourhoods which are not located on arterial roads. The City has reviewed and refined this policy over the years, including as part of the 2041 OCP Update.

OBJECTIVE 1:

Direct appropriate development onto certain arterial roads outside the City Centre.

1. Arterial Road Map

The 2041 OCP Arterial Road Policy only applies to the arterial roads in Central Richmond and Steveston shown on the Arterial Road Map. It does not apply to lands located within the City Centre Area Plan (City Centre), the Agricultural Land Reserve (ALR) or Riverside Industrial Park.

2. Additional New Arterial Road Areas

Additional new areas to the Arterial Road Policy outside Central Richmond and Steveston may be considered as part of the update of the applicable Area Plans (e.g., Bridgeport Area Plan; East Cambie Area Plan; West Cambie Area Plan; Hamilton Area Plan) after the 2041 OCP Update.

3. Areas Not Within Arterial Road Policy

The Arterial Road Policy does not apply to excluded areas shown on the Arterial Road Map (e.g., other land use designations; large single family lot size policy; not on arterial road; neighbourhood service centre; community centre; commercial service; public school; park).

4. Arterial Road Development Map

The Arterial Road Development Map will be used to guide townhouse, compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development. It is a conceptual map that does not need to be amended to show new townhouse or compact residential lot development areas approved by Richmond City Council.

5. Additional New Townhouse Areas (Not on Arterial Road Development Map)

Rezoning and development permit applications for townhouse development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the townhouse development is within walking distance of any one of the following sites identified on the Arterial Road Map:

- a) 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood Shopping Centres); or
- b) 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (e.g., South Arm, Thompson, West Richmond or Steveston Community Centres); or



- c) 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (e.g., store, shopping plaza or gas/service station with a retail sales area); or
- d) 400 m (1,312 ft. or 5 minute walk) of a Public School (e.g., elementary or secondary school); or
- e) 400 m (1,312 ft. or 5 minute walk) of a Park on City or School Board lands (e.g., playing field or open space).

6. No Townhouse Development

Townhouse development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Compact Lot Coach House on the Arterial Road Development Map, except if the proposed townhouse development is within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., shopping centre) where there is an existing fully operational municipal lane.

7. Additional New Compact Lot and Coach House Areas (Not on Arterial Road Development Map)

Rezoning and subdivision applications for compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the compact lot and coach house development:

- a) is located outside a Single Family Lot Size Policy;
- b) dedicates and constructs a fully operational municipal lane.

8. No Compact Lot and Coach House Development

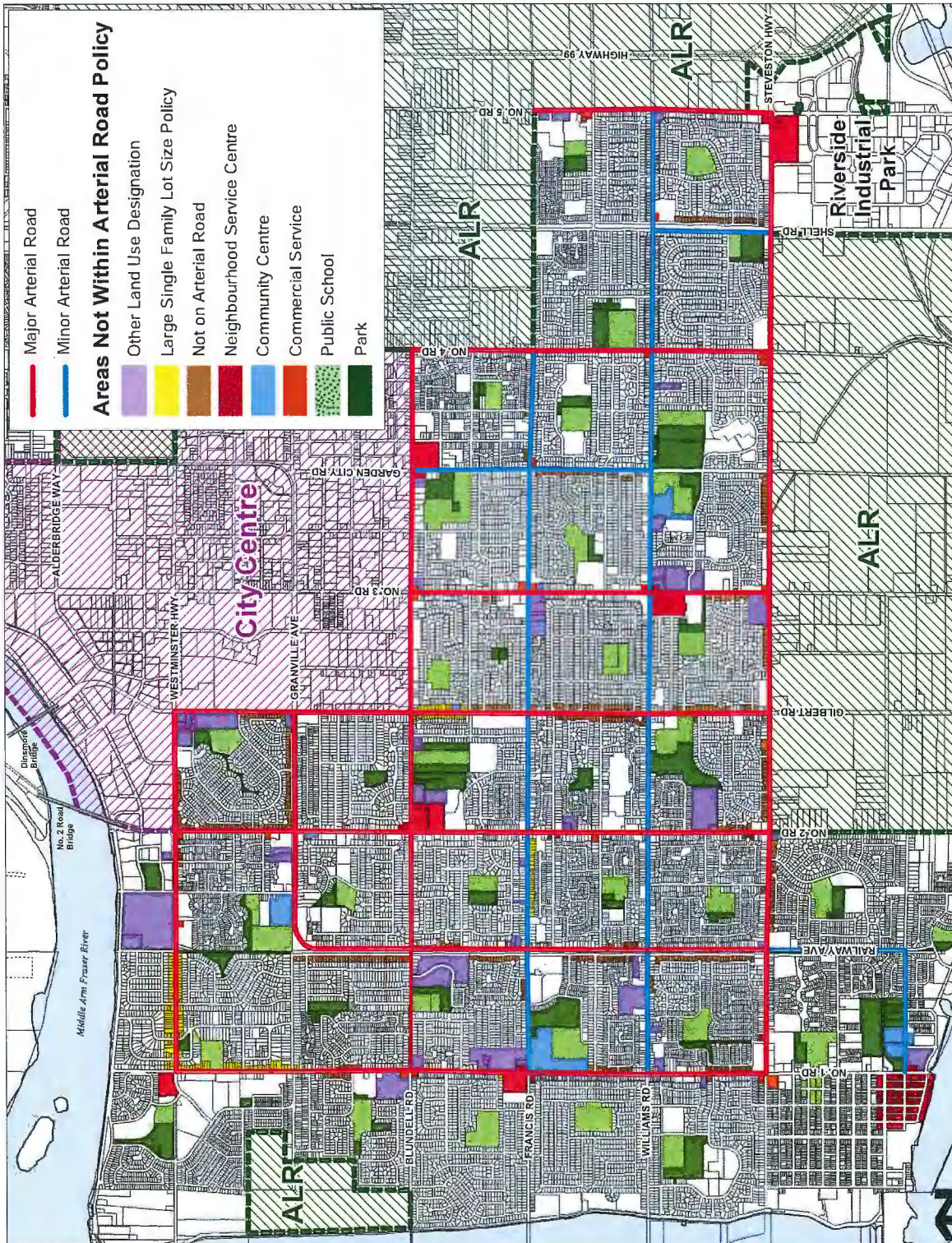
Compact lot and coach house development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse Development on the Arterial Road Development Map.

9. Granny Flat Locations

Rezoning applications for the construction of a granny flat on arterial roads in Central Richmond and Steveston may be considered on isolated sites that do not have potential for a townhouse, compact lot or coach house development (e.g., single lot without a lane).

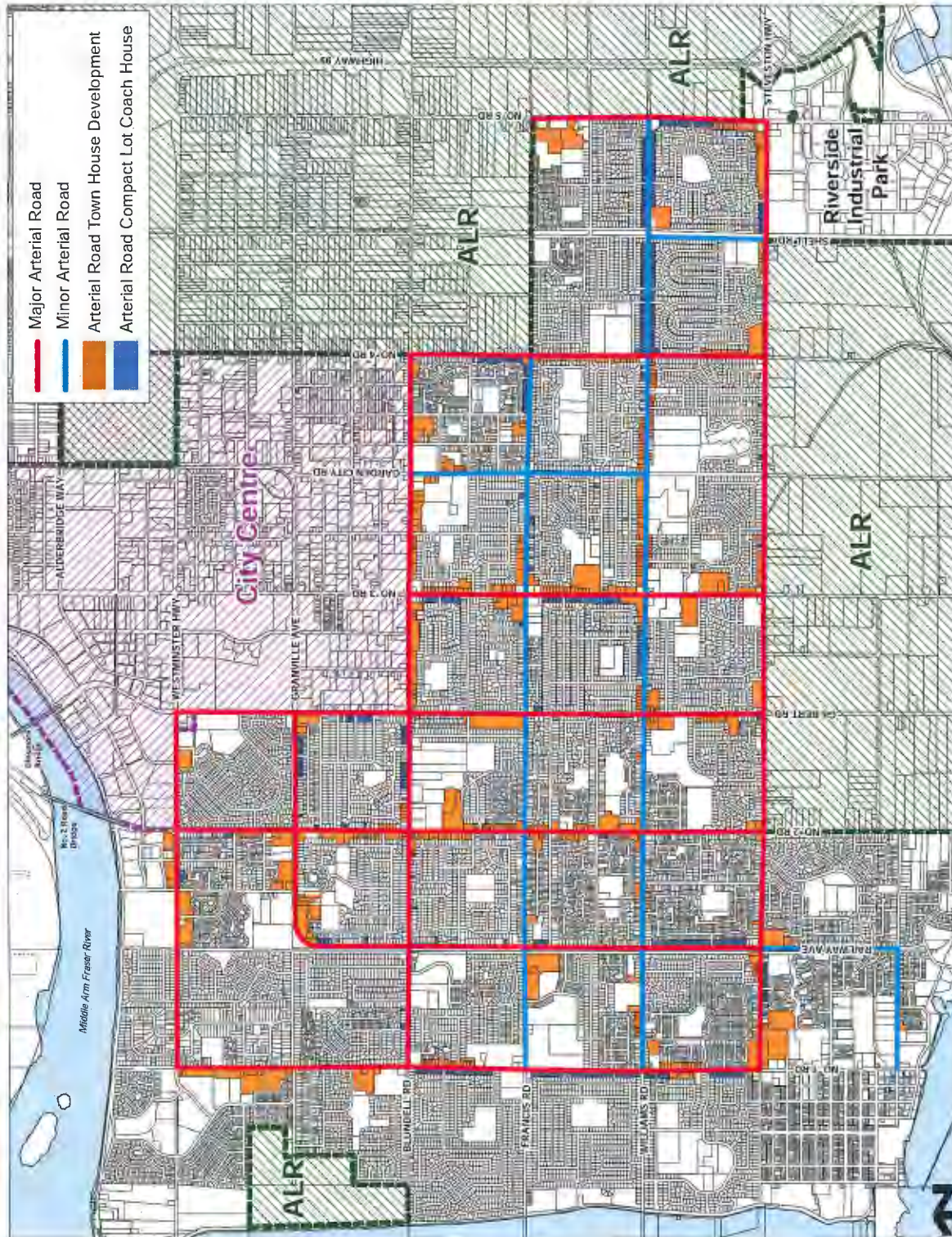


Arterial Road Map





Arterial Road Development Map





Townhouse Development Requirements

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a minor arterial road.

Residual Sites

2. Leave a residual site for future townhouse development with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a minor arterial road.

Public Consultation

3. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; etc.).

Newer Homes or Narrower Lots

4. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and with narrow frontages (e.g., less than 18 m or 60 ft.), will be more difficult, especially for land assembly purposes.

Internal Lot

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

Access—Local Road or Lane

6. Access should not be from a local road or lane, unless acceptable to the City.

Shared Access

7. Access may be required to be provided through or shared with another townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

Access Locations

8. Driveway accesses should be located across from a local road or commercial access, where possible.

Access Setbacks

9. Townhouse access points should generally be setback:
 - a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
 - b) 50 m (164 ft.) to 75 m (246 ft.) from a minor arterial road intersection;
 - c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
 - d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.



Additional Density

10. Additional density along arterial roads (e.g., increase from the normal density range of 0.60–0.65 FAR outside the City Centre to an additional density of 0.65–0.70 FAR) may be considered:
 - a) on corner lots with required frontage improvements on two or more streets; or
 - b) where significant road dedication is required; or
 - c) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a minor arterial road; or
 - d) on a site abutting a park or other non-residential land use; or
 - e) where additional community benefits are provided (not including affordable housing contributions).

Compact Lot and Coach House Development Requirements

All compact lot (e.g., 9 m or 30 ft. wide lots) and coach house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

Landscape Plan

1. A landscape plan, prepared by a registered landscape architect must be submitted as a condition of rezoning adoption.

Landscape Cost

2. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving and installation costs) as a condition of rezoning adoption.

Landscape Security

3. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be received by the City as a condition of rezoning adoption.

Grade—Front Yard

4. The grade between the City's sidewalk and the landscaping along the front property line should be the same.

Grass Strip—Front Yard

5. Wherever possible, a grassed strip with at least one deciduous tree (minimum 6 cm or 2.5 in. calliper) per lot should be installed along the front property line (see New Trees—Front Yard).

Existing Tree and Hedge Retention

6. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.



Replacement Trees

7. Where existing trees are being removed, the replacement trees shall:
 - a) meet the City's 2:1 replacement policy;
 - b) comply with the minimum planting sizes specified in the City's Tree Protection Bylaw, unless approved otherwise by the Director of Development or designate;
 - c) include an appropriate mixture of coniferous and deciduous trees.

New Trees—Front Yard

8. In addition to the aforesaid landscaping along the front property line, one deciduous tree (minimum 6 cm or 2.5 in. calliper) or one coniferous tree (minimum height 3.5 m or 11.5 ft.) is to be planted on each lot in the front yard.

Coniferous Trees

9. Coniferous trees must be sized and spaced appropriately and be subject to CPTED principles.

Fencing—Front Yard

10. Fencing in the front yard is limited to a maximum height of 1.2 m (4 ft.) and must be picket, wicket or post-rail rather than solid panel, which could be setback from the front property line if possible.

Flowers and Low Lying Landscaping—Front Yard

11. Fencing should incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation.

Decorative Features—Front Yard

12. Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and totally complementary to the fencing details.

Planting—Front Yard

13. All front yard areas and front property lines must be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

Shrubs—Front Yard

14. If individual shrubs are planted in the front yard, they must be of a low height that will not exceed 1.2 m (4 ft.) and must be located behind any fencing on the front property line.

Hedges—Front Yard

15. Continuous hedges are not permitted in the front yard.

Walkways/Pathways—Front Yard

16. Walkways/pathways from the arterial road to the entrance of the single family residence or coach house are not to consist of asphalt materials (e.g., should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City.



- pavement in contrasting colour and texture across driveway entrances;
 - minor architectural elements;
 - appropriate landscaping.
- d) Individual gates that access street fronting yards and the main door of street oriented townhouse units are encouraged.
- e) Trellises, arbours and low walls may be considered at the entrance point of walkways from the street to the interior of townhouse sites or ending of internal drive aisle to screen paved areas from view and to clearly define the threshold between public and private spaces.
- f) Fences within the front yard should be no higher than 1.2 m (3.94 ft.) and should be placed a minimum of 0.50 m (1.64 ft.) from the internal edge of the sidewalk. Trellises and arbours should be placed a minimum of 0.50 m (1.64 ft.) from the fences along the front property line. In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) high and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.
- g) Internal drive aisles that provide access to garages should be treated as vehicle courtyards and include textured, contrasting, coloured pavers.
- h) The use of decorative pavers within a drive aisle is encouraged to define a pedestrian pathway where there is no other means of pedestrian circulation through the site.

14.4.13 Arterial Road Guidelines for Townhouses

The intent is to provide articulation and character to the building form and landscaping of townhouse development on the arterial roads.

14.4.13.A Side Yard—Building Heights

- a) Step down to a maximum building height of 2 storeys within 7.5 m (25 ft.) of the side yard interface with single-family housing and other townhouse developments along the arterial road.

14.4.13.B Rear Yard—Building Heights and Form

- a) Along the rear yard interface with single-family housing:
- the building height should be 2 to 2½ storeys (not any 3 storey townhouses);
 - the building form should consist of duplex townhouse units, except in certain situations where the City deems triplex townhouse units as being appropriate.

14.4.13.C Rear Yard—Setbacks

- a) Along the rear yard interface with single-family housing:
- may have a 6 m (20 ft.) setback where deemed necessary;
 - may have 1 storey projections less than 1.5 m (5 ft.) into the rear yard, subject to:
 - appropriate opportunities for tree planting;
 - the provision of appropriate private outdoor space.

14.4.13.D Front Yard—Setbacks

- a) Along the front yard facing the arterial road, may have a 4.5 m (15 ft.) setback where a 6 m (20 ft.) rear yard is deemed necessary, subject to:
- an appropriate interface with neighbouring properties;
 - the provision of appropriate private outdoor space;
 - balconies and porches not projecting into the 4.5 m (15 ft.) front yard setback.



14.4.13.E Design Fronting Local Roads

- a) Design the townhouse units fronting onto a local road to look like single-family houses (e.g., 2 storey height, except that 2½ storeys may be permitted at the corner of the arterial road and local road).

14.4.13.F Overlook and Privacy

- a) Locate windows and private outdoor areas carefully to avoid adjacent overlook and privacy concerns.

14.4.13.G Roof Lines

- a) Vary roof lines to break down the massing, promote opportunities for sunlight penetration and provide visual interest.

14.4.13.H Landscaping

- a) Landscaping for townhouse developments shall:
 - meet the City's 2:1 replacement policy where existing trees are being removed;
 - comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted, unless approved otherwise by the Director of Development or designate;
 - have a minimum planting height of 0.3 m–0.45 m (1 ft.–1.48 ft.) for shrubs; shrubs over 1.2 m (3.94 ft.) in height is discouraged;
 - include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately and to address Crime Prevention Through Environmental Design (CPTED) principles.

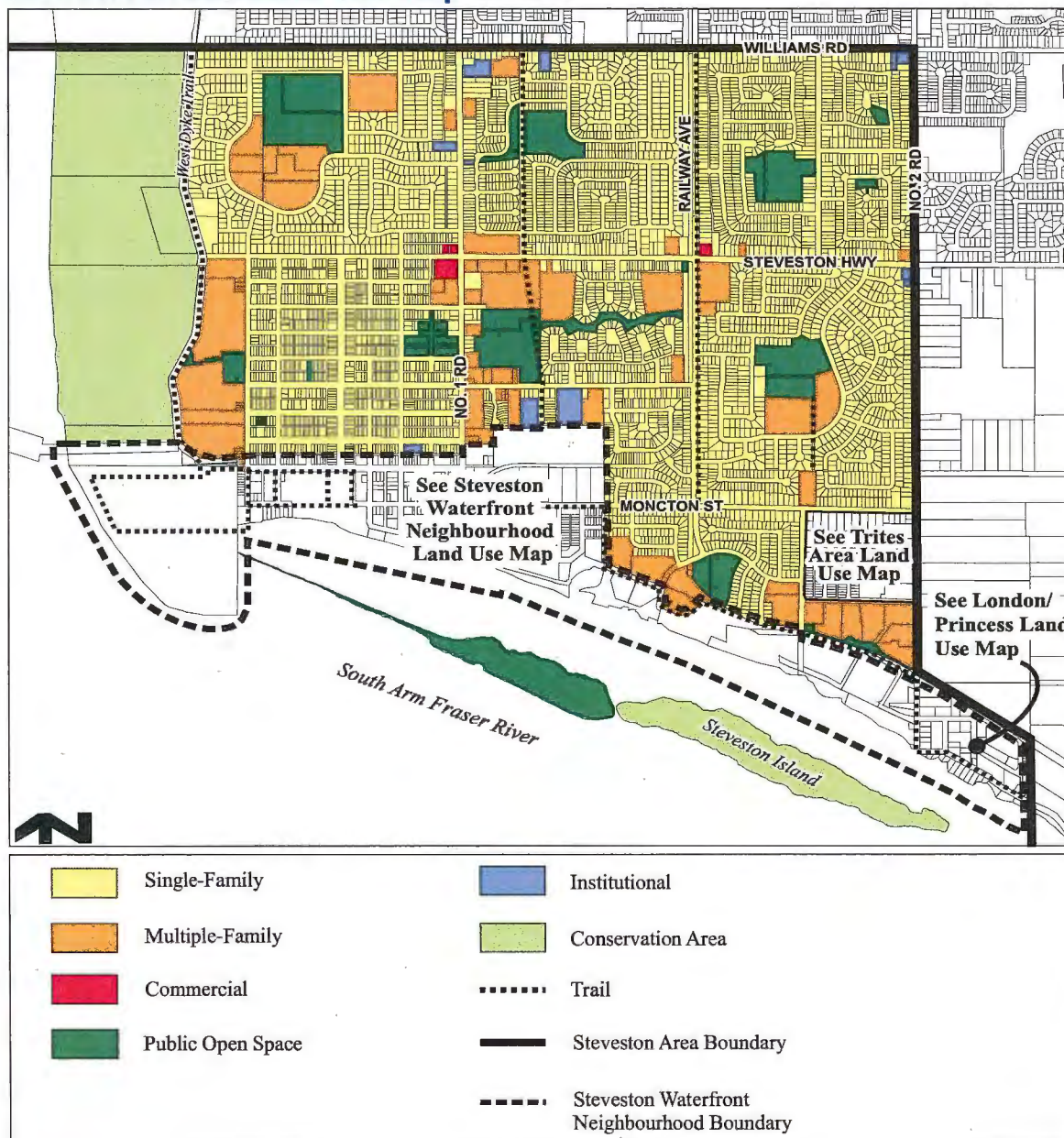


C. LOW TO MID-RISE HOUSING

The intent is to integrate 4-storey buildings (and up to 6 storeys at some locations) into some areas located in close proximity to future Neighbourhood Centres (e.g., Broadmoor, Blundell and Garden City Shopping Centres), to provide a more urban character to the Neighbourhood Centres and to define a transition between the Neighbourhood Centres and lower density townhouses and single family neighbourhoods.

City of Richmond

Steveston Area Land Use Map

 Bylaw 7783
 2010/04/12


Note:

Please see Supplementary
Information Binder for Official
Community Plan Amendments -
Arterial Road Policy
Appendices 1 to 5



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9603
(Arterial Road Land Use Policy)**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by:
 - a) deleting Section 3.6.1 Arterial Road Policy in its entirety and replace it with the following:

“3.6.1 Arterial Road Land Use Policy

OVERVIEW:

The City supports densification along its arterial roads. The purpose of this densification is to locate developments on arterial road properties in close proximity to commercial services, public amenities, schools, and transit service. Two (2) guiding principles have been established for this form of developments:

1. Densification along major arterial roads should minimize traffic disruption by eliminating driveways along arterial roads; and
2. Densification along minor arterial roads should result in no net increase in the number of driveways to maintain existing traffic flow.

This densification includes the following housing types:

- a. **Arterial Road Townhouse** – two (2) to three (3) storey townhouse units
- b. **Arterial Road Row House** – attached dwelling units on fee simple lots (lane access)
- c. **Arterial Road Duplex/Triplex** – two (2) to three (3) attached dwelling units on one (1) lot (road access, no lane)
- d. **Arterial Road Compact Lot Duplex** – compact front to back duplex (lane access)
- e. **Arterial Road Compact Lot Coach House** – single detached dwelling with a coach house unit above a detached garage (lane access)
- f. **Arterial Road Compact Lot Single Detached** – single detached dwelling with or without a secondary suite (lane access)

OBJECTIVE 1:

Direct appropriate development onto certain arterial roads outside the City Centre.

1. Arterial Road Land Use Policy Area

The 2041 OCP Arterial Road Land Use Policy only applies to the arterial roads in Central Richmond and Steveston shown on the Arterial Road Housing Development Map. It does not apply to lands located within the City Centre Area Plan (City Centre), the Agricultural Land Reserve (ALR) or Riverside Industrial Park.

2. Additional New Arterial Road Areas

Additional new areas to the Arterial Road Land Use Policy outside Central Richmond and Steveston may be considered as part of the update of the applicable Area Plans (e.g., Bridgeport Area Plan; East Cambie Area Plan; West Cambie Area Plan; Hamilton Area Plan).

3. Areas Not Within Arterial Road Policy

The Arterial Road Land Use Policy does not apply to “excluded areas” shown on the Arterial Road Housing Development Map. The excluded areas are:

- a) designated for uses other than Neighbourhood Residential on the City of Richmond 2041 OCP Land Use Map;
- b) zoned for other residential uses such as Edgemere Granny Flat or Coach House;
- c) located within a Single Family Lot Size Policy area that does not permit small lot subdivision or multiple-family development; or
- d) not considered fronting onto an arterial road.

4. Arterial Road Housing Development Map

The Arterial Road Housing Development Map will be used to guide townhouse, row house, duplex/triplex and compact lot (e.g., min. 9 m or 30 ft. wide lots with lane access, including single detached dwelling with or without a secondary suite, single detached dwelling with a coach house unit above a detached garage, and compact front to back duplex) developments. This Arterial Road Housing Development Map is developed based on the location criteria identified in the subsequent sections and this map is a guiding map that does not need to be amended to show new or re-designated development areas approved by Richmond City Council.

5. Arterial Road Townhouse Areas

Rezoning and Development Permit applications for Townhouse development may be considered in Central Richmond and Steveston where the site is located within walking distance of any one of the following sites identified on the Arterial Road Housing Development Map:

- a) 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood Shopping Centres); or
- b) 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (e.g., South Arm, Thompson, West Richmond or Steveston Community Centres); or
- c) 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (e.g., store, shopping plaza or gas/service station with a retail sales area); or

- d) 400 m (1,312 ft. or 5 minute walk) of a Public School (e.g., elementary or secondary school); or
- e) 400 m (1,312 ft. or 5 minute walk) of a Park on City or School Board lands (e.g., playing field or open space).

Townhouse development will not be considered in Central Richmond and Steveston on sites identified for any other Arterial Road Land Uses on the Arterial Road Housing Development Map, except if the proposed townhouse development is within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., shopping centre).

6. Arterial Road Row House Areas

Rezoning and Development Permit applications for Row House development may be considered in Central Richmond and Steveston on sites:

- a) where there is access to/from an operational municipal lane; and
- b) located within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood).

7. Arterial Road Duplex/Triplex Areas

Rezoning and Development Permit applications for Arterial Road Duplex/Triplex development may be considered in Central Richmond and Steveston on sites along minor arterial roads where there is no opportunity for lane establishment.

Arterial Road Duplex/Triplex development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse on the Arterial Road Housing Development Map.

8. Arterial Road Compact Lot Areas

Rezoning and Development Permit applications, as required, for Arterial Road Compact Lot development (i.e., Arterial Road Compact Lot Single Detached, Arterial Road Compact Lot Coach House and Arterial Road Compact Lot Duplex) may be considered in Central Richmond and Steveston:

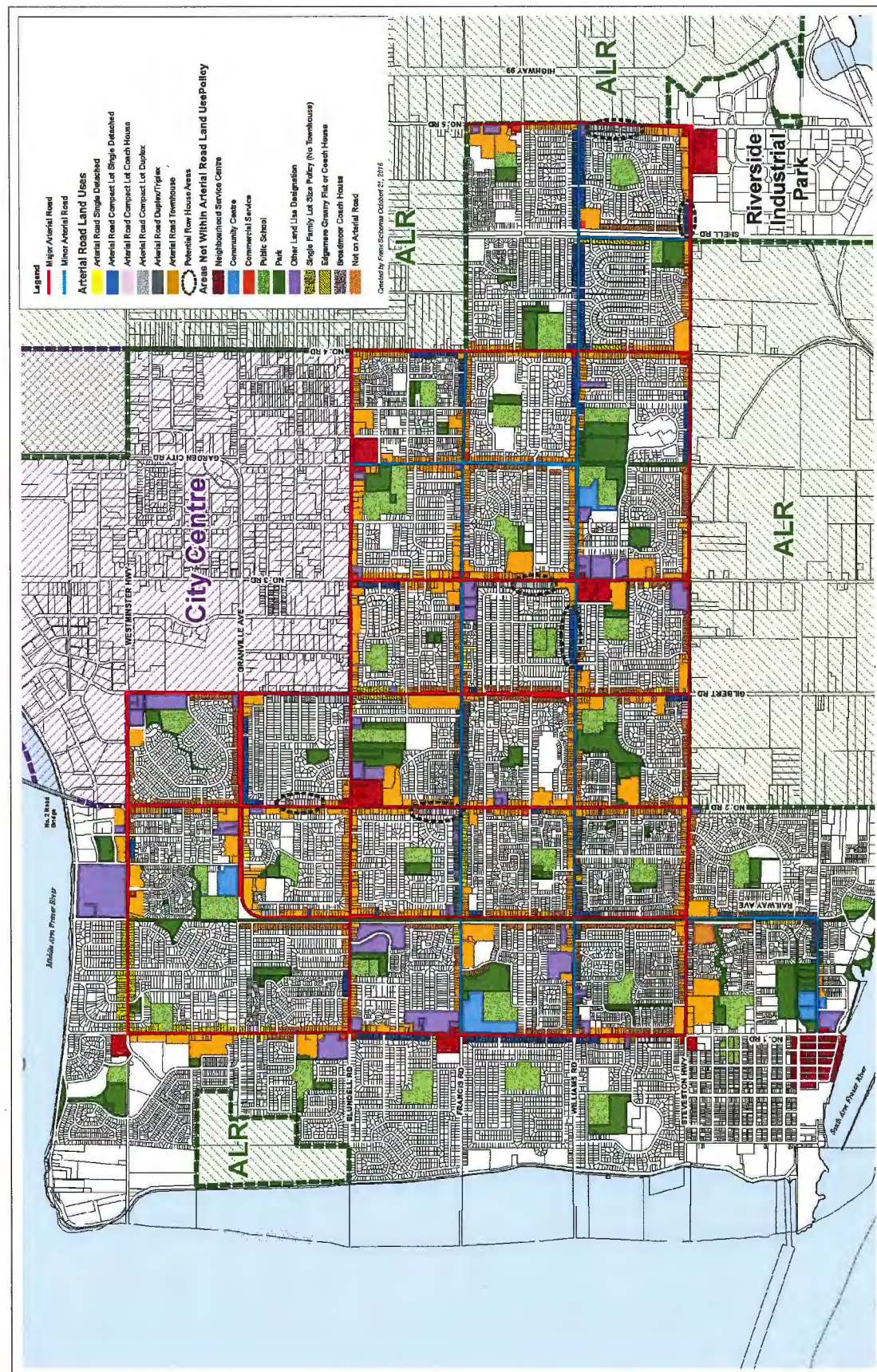
- a) where the site is located outside a Single Family Lot Size Policy; and
- b) where there is access to/from an operational municipal lane.

Compact lot development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse on the Arterial Road Housing Development Map.

9. Isolated Sites

Rezoning and Development Permit applications, as required, for the construction of a coach house, granny flat or duplex/triplex along arterial road may be considered on isolated sites identified for Arterial Road Single Detached on the Arterial Road Housing Development Map based on its own merit.

Arterial Road Housing Development Map



Arterial Road Townhouse Development Requirements

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 50 m (164 ft.) frontage on a major arterial road and 40 m (131 ft.) frontage on a minor arterial road.

Residual Sites

2. Leave a residual site for future townhouse development with at least 50 m (164 ft.) frontage on a major arterial road and 40 m (131 ft.) frontage on a minor arterial road.

Newer Houses or Narrower Lots

3. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and/or with narrow frontages (e.g., less than 18 m or 59 ft.) will be more difficult, especially for land assembly purposes. Such new townhouse development may deviate from the minimum land assembly or residual site sizes, provided that:
 - a) the development site is an isolated (orphaned) site and is not able to consolidate with adjacent properties (e.g., surrounding lots recently redeveloped);
 - b) the development would not compromise the guiding principles of this policy and compromise the ability to consolidate access points;
 - c) it can be demonstrated that high quality development can be achieved in full compliance with the objectives of the Arterial Road Policy, Development Permit Guidelines, all other Townhouse Development Requirements, and the provisions of the Zoning Bylaw.
 - d) the form and character of the development, including massing and building height, are compatible with the adjacent existing developments;
 - e) density (i.e., in terms of total floor area and unit yield) and building height are reduced, where necessary, to ensure appropriate interface with adjacent existing single-family homes; and
 - f) the proposed development provides a recognizable benefit to the area, such as tree retention and high quality pedestrian environment along the fronting streets.

Public Consultation

4. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the

surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

Internal Lot

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

Access – Arterial Roads Only

6. Access should not be from a local road or lane, unless acceptable to the City.

Shared Access

7. Access may be required to be provided through or shared with adjacent townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

Access Locations

8. Driveway accesses should be located across from a local road or commercial access, where possible.
9. Townhouse access points should generally be located:
 - a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
 - b) 50 m (164 ft.) to 75 m (246 ft.) from a minor arterial road intersection;
 - c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
 - d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.

Additional Density

10. Additional density along arterial roads (e.g., increase from the typical density of 0.60 FAR to a density of 0.70 FAR) may be considered:
 - a) on corner lots with required frontage improvements on two (2) or more streets and where significant road dedication is required, provided that the density bonus is used solely to balance the loss of land for road dedication; and/or
 - b) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a minor arterial road; and/or
 - c) on a site abutting a park or other non-residential land use if affordable housing is provided on site; and/or
 - d) where additional community benefits are provided (not including affordable housing contributions).

11. Additional density along arterial roads may also be considered for the provision of secured Low End Market Rental housing units, provided that:
 - a) the additional density is used for the provision of built Low End market Rental units secured by a Housing Agreement;
 - b) the built affordable housing units comply with the City's Affordable Housing strategy provisions related to unit sizes, tenant eligibility criteria and maximum rental rates; and
 - c) the overall project complies with the form and character as per the Development Permit guidelines for arterial road townhouse developments.

Development Permit

12. A Development Permit is required for all townhouse developments.

Arterial Road Row House Development Requirements

All row house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 19.65 m (64 ft.) frontage on an arterial road; or involve a land assembly including a corner lot with a minimum overall development site frontage of 21.45 m (70 ft.) along an arterial road; in order to facilitate a subdivision to accommodate a minimum of three (3) row house lots.

Residual Sites

2. Leave a residual site for future row house development with at least 19.65 m (64 ft.) frontage along an arterial road for an internal site and at least 21.45 m (70 ft.) frontage along an arterial road for a corner site.

Lot Configuration

3. Minimum lot depth must be at least 30 m (98 ft.) after lane dedication, where applicable.

Density

4. The maximum density for row house developments is 0.6 FAR.

Lane Access

5. Vehicle access should be from a functional municipal lane.

Public Consultation

6. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first row house development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

Development Permit

7. A Development Permit is required for all row house developments.

Arterial Road Duplex/Triplex Development Requirements

All duplex/triplex developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Existing single family lot with at least 13.4 m (44 ft.) frontage on a minor arterial road may be redeveloped with a front to back duplex/triplex.
2. A land assembly with at least 20.7 m (68 ft.) frontage on a minor arterial road may be redeveloped into two (2) front to back duplex or triplex lots with a shared access, by means of a statutory right-of-way or other suitable arrangement to the City.

Internal Lot

3. An internal lot facing and addressed off a local road may be included in a duplex/triplex development fronting onto a minor arterial road if the adjacent corner lot abutting the arterial road is less than 35 m (115 ft.) wide or deep measured from the property line along the arterial road.

Lot Size

4. The minimum lot area for a duplex development is 464.5 m² (5,000 ft²) and the minimum lot area for a triplex development is 743.2 m² (8,000 ft²).

Density

5. The maximum density for duplex/triplex developments is 0.6 FAR.
6. No secondary suite is permitted in a duplex/triplex unit.

Access

7. Duplex/triplex access points should generally be located at least 12 m (39 ft.) from a road intersection.

8. For corner lots, access should be from a local road, where appropriate.

Public Consultation

9. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first duplex or triplex development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

Development Permit

10. A Development Permit is required for all duplex/triplex developments.

Arterial Road Compact Lot Development Requirements

All compact lot developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Lane Access

1. All compact lot developments must have vehicle access from a functional municipal lane.

Internal Lot

2. An internal lot facing and addressed off a local road may be included in a compact lot development fronting onto an arterial road if it is located between the arterial road and the proposed back lane as shown on the Lane Network Map.

Compact Lot Single Detached

3. Single detached housing with a secondary suite is permitted on all compact lots (e.g., min. 9 m or 30 ft. wide lots).

Compact Lot Coach House

4. Single detached housing with a detached coach house unit is permitted on compact lots with at least 35 m (115 ft.) lot depth.

Compact Lot Duplex

5. A front to back duplex is permitted on compact lots with at least 40 m (131 ft.) lot depth.
6. Duplex development may be considered on corner sites with lane access.
7. No secondary suite is permitted in a duplex unit.
8. A Development Permit is required for all compact lot duplex developments.

Density

9. The maximum density for compact lot developments is 0.6 FAR.
10. The maximum number of units on each compact lot is two (2) (i.e., a single detached dwelling with a secondary suite, a single detached dwelling with a coach house unit above a detached garage, or a front to back duplex).

Corner Lot Building Facades

11. Appropriate design treatment to both street facades shall be provided when the building is on a corner. The design of a corner should be unique and incorporate special features.

Landscape Plan

12. For Compact Lot Single Detached and Compact Lot Coach House developments, a landscape plan, prepared by a registered landscape architect, must be provided as a condition of Rezoning. Landscaping in Compact Lot Duplex developments is subject to a Development Permit.

Landscape Cost Estimates

13. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving, installation costs and a 10% contingency) with the landscape plan as a condition of Rezoning.

Landscape Security

14. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be provided as a condition of Rezoning.

Grade—Front Yard

15. The site grade between the City's sidewalk and the landscaping along the front property line should be the same.

Grass Strip—Front Yard

16. Wherever possible, a grassed strip with at least one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) per lot should be installed along the front property line (see New Trees—Front Yard).

Existing Tree and Hedge Retention

17. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.

Replacement Trees

18. Where existing trees are being removed, the replacement trees shall:

- a) meet the City's 2:1 replacement policy;
- b) comply with the minimum planting sizes specified in the City's Tree Protection Bylaw, unless approved otherwise by the Director of Development or designate;
- c) include an appropriate combination of coniferous and deciduous trees.

New Trees—Front Yard

19. In addition to the aforesaid landscaping along the front property line, one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) or one (1) coniferous tree (minimum height 3.5 m or 11.5 ft.) is to be planted on each lot in the front yard.

Coniferous Trees

20. Coniferous trees must be sized and spaced appropriately and be subject to Crime Prevention Through Environmental Design (CPTED) principles.

Fencing—Front Yard

21. Fencing in the front yard is limited to a maximum height of 1.2 m (3.94 ft.) and must be picket, wicket or post-rail rather than solid panel, which could be setback from the front property line if possible.

Flowers and Low Lying Landscaping—Front Yard

22. Fencing should incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation.

Decorative Features—Front Yard

23. Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and totally complementary to the fencing details.

Planting—Front Yard

24. All front yard areas and front property lines must be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

Shrubs—Front Yard

25. If individual shrubs are planted in the front yard, they must be of a low height that will not exceed 1.2 m (3.94 ft.) and must be located behind any fencing on the front property line.

Hedges—Front Yard

26. Continuous hedges are not permitted in the front yard.

Walkways/Pathways—Front Yard

27. Walkways/pathways from the arterial road to the entrance of the single family residence or coach house are not to consist of asphalt materials (e.g., should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City.

Lane Network for Compact Lots**Lane Network Map**

1. The Lane Network Map identifies areas where lane establishment and/or extension are possible.

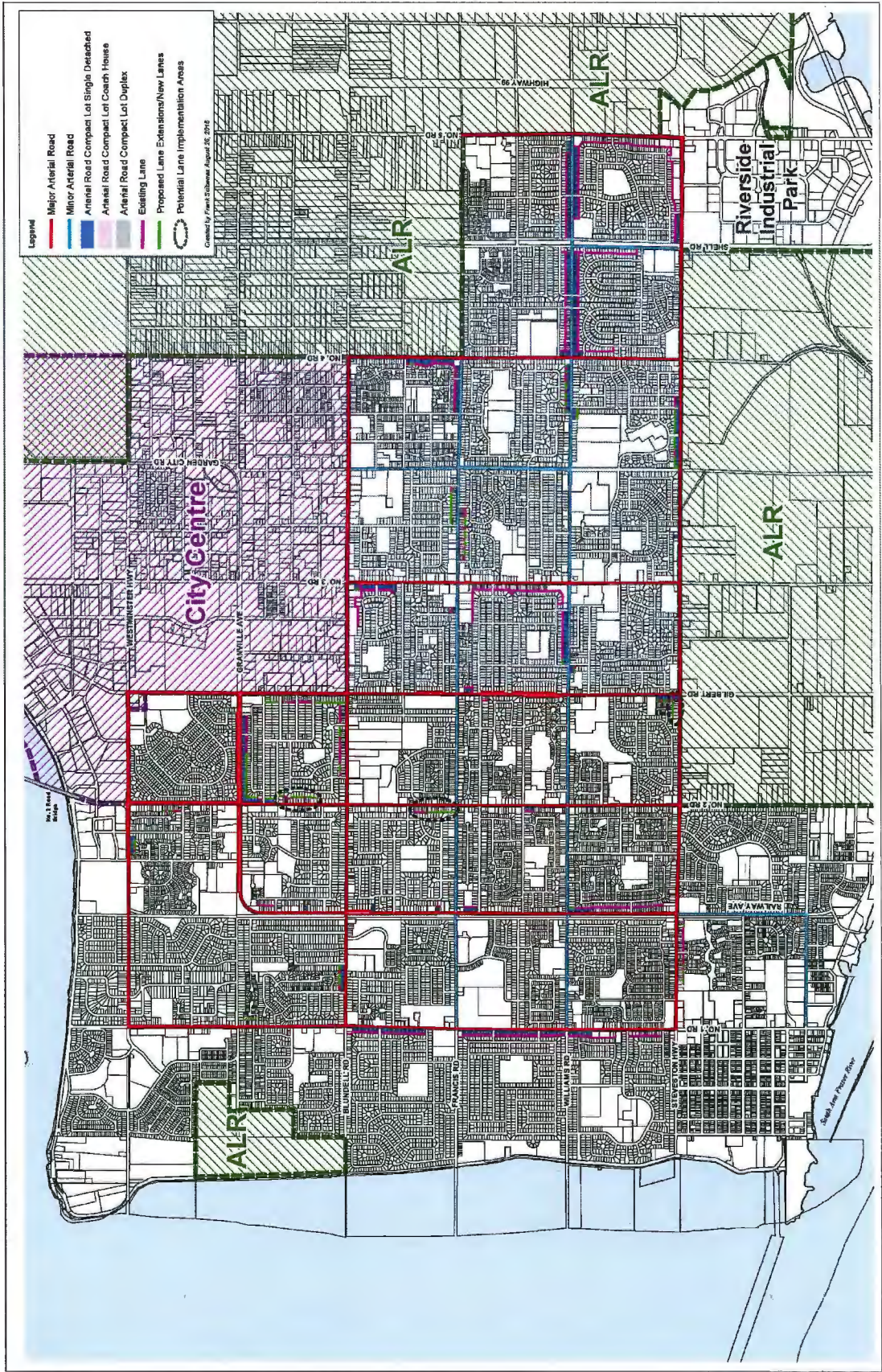
Connecting Lane

2. Where a city block has been identified for Compact Lot development on the Arterial Road Housing Development Map but has limited opportunity for the existing lane to be extended to a local road, a connecting lane to an arterial road may be considered.

Local Lane Implementation Strategy

3. Where a new connecting lane between the rear lane and the arterial road is required, a local lane implementation strategy may be established to ensure that the initial developers will be able to recover their lane costs from later developments. Potential local lane implementation areas are identified on the Lane Network Map.
4. The location of the Connecting Lane will be determined at the time of a development application based on:
 - a) the overall access needs for the entire block;
 - b) location of the existing driveways; and
 - c) type of traffic movements appropriate for the block.
5. Only one (1) additional lane access per block will be considered.
6. At the time of the development, the first developer will dedicate and build the Connecting Lane; the costs of land and construction would be reimbursed by later benefiting developers.
7. Future developments will contribute lane costs on a proportional basis (i.e., based on their development site area)";

Lane Network Map



- b) inserting the following in Section 14.1.5 Development Permit Area Designations:

“• intensive residential areas where duplexes and triplexes are permitted along arterial roads within the Arterial Road Land Use Policy Area”;

- c) deleting the title and introduction of Section 14.3,

“14.3 Intensive Residential Guidelines – Granny Flats and Coach Houses

These Guidelines are intended to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhoods, in the following intensive residential areas:”

and replacing it with the following:

“14.3 Intensive Residential Guidelines

These Guidelines are intended to provide direction on the general form and character of intensive residential developments.

A. GRANNY FLATS AND COACH HOUSES

The intent is to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhoods, in the following intensive residential areas:”;

- d) inserting the following after Section 14.3.2.P:

“B. DUPLEXES AND TRIPLEXES

These Guidelines are intended to ensure appropriate articulation and character to the building form and landscaping for duplex and triplex development on arterial roads.

14.3.3 Neighbourhood Character

The intent is to achieve variety in form and design to ensure this form of housing is compatible with existing neighbourhood character.

- a) The form and character, scale and siting of new buildings should be compatible with the existing character and scale of the surrounding single-family neighbourhood.
- b) The exterior finish of duplexes/triplexes should
 - i. complement, but not replicate, the overall character of the existing neighbourhood; and
 - ii. have a high quality of architectural design and detailing.

14.3.3.A Variety in Design

- a) Developments should include a variety of unit types, sizes, and unit treatments to encourage architectural diversity.
- b) Variations in the design of duplex/triplex clusters should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same block.
- c) No two (2) substantially similar duplex/triplex clusters should be located side by side.
- d) Duplex/triplex units within the same building cluster should avoid the mirror image effect.
- e) Variations in height and roof lines are recommended between building clusters and between units within a building cluster to provide visual diversity within the same development; however, overall expression should be a cohesive urban form and unity of architectural expression.

14.3.3.B Streetscape

- a) The design of duplexes and triplexes should enhance the streetscape, and should include landscaped front yards and strong front doors and building entries.
- b) Small variations in setbacks between building clusters should be utilized, in order to reflect the scale and articulation found in single family areas.

14.3.4 Site Planning

The intent is to provide direction on the location of the building clusters, services and parking.

14.3.4.A Circulation

- a) Each development should have adequate, well-defined circulation routes, parking areas and site access.
- b) Vehicle access should be from a lane or a local road, where possible.
- c) Access driveways from arterial roads should be limited to 6.0 m (19.7 ft.) in width, and driveways to adjacent lots should be combined/shared.
- d) All shared access must provide vehicle access and egress between the front lot line and the garages, carports, and parking pads on site.
- e) Internal drive aisle(s) providing access to garages should be designed to accommodate a turnaround area allowing for passenger vehicles.
- f) Fire access, adequate space for garbage and recycling facilities, and mail services should be provided on site to the satisfaction of the relevant authorities.

14.3.4.B Entrances

- a) Entrances to units should front public streets, where possible, and be directly accessible from the adjacent public sidewalk with minimal changes in grade.
- b) Individual unit entrances should be designed to be highly visible from the street.
- c) Entry porches are encouraged. The maximum depth of the porches should be limited to 1.5 m (4.92 ft.). Design porches to incorporate prominent main entries and integrate into the façade.
- d) Verandas are encouraged. Verandas should be between 1.8 m (5.91 ft.) and 2.5 m (8.2 ft.) deep to allow for usability. Design verandas to be integrated into the facade and the main entries.

14.3.4.C Parking and Garages

- a) Garages should be designed to minimize the visual impact along any rear lane and the internal drive aisle.
- b) Garage door width and driveway width should be minimized and driveways should be paired or combined to provide additional landscaping opportunities along the rear lane and internal drive aisle.
- c) Paired garage doors should be separated by a small landscaped area large enough to accommodate a tree with a minimum caliper size of 6 cm (2.5 in.).
- d) Garage doors should not front onto an arterial road.
- e) Front yards and flanking side yards should not be used for parking.
- f) Resident parking should be covered and screened from the street.

14.3.4.D Outdoor Amenity Space

- a) Each dwelling unit should have a well-defined private outdoor space of 30 m² (323 ft²) unoccupied and unobstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into private outdoor space for a distance of not more than 0.6 m (1.97 ft.).
- b) Private outdoor space provided in the form of yard space should have a depth no less than 4.5 m (14.8 ft.); or 3.0 m (9.84 ft.) for duplexes on compact lots.
- c) Paved patio or deck space within a private outdoor space in the yard space should have a depth no more than 2.5 m (8.2 ft.).
- d) Private outdoor space provided in the form of balcony and/or deck above the ground floor should have a depth no less than 1.8 m (5.91 ft.).
- e) Where the only private open space of a unit is provided on the yard facing an arterial road, a balcony or deck space facing the interior side or back yard should be provided.

14.3.4.E Garbage, Recycling and Organics Storage

- a) Garbage, recycling and organics storage bins should be easily accessible, and be contained within a roofed/walled enclosure.
- b) Where there is lane access, the roofed/walled enclosure should be set back a minimum of 1.5 m (4.92 ft.) from the rear lot line.
- c) Where vehicle access is from the fronting street, a paved area for the placement of garbage, recycling and organics storage bins should be provided within the front yard by the entry driveway; and this area should be screened from the street.

14.3.5 Building Form

The intent is to ensure that duplexes/triplexes are attractive and do not adversely impact adjacent homes.

14.3.5.A Scale and Massing

- a) Building mass should be arranged to minimize shadowing and optimize natural lighting.
- b) At least 40% of the gross floor area of each duplex unit developed as a Compact Lot Duplex should be located on the second floor.
- c) The minimum length of party wall connecting duplex/triplex units on the same lot should be the greater of:
 - i. 5.4 m (17.7 ft.); or
 - ii. 70% of the overall width of the front-to-back units or 70% of the overall depth of the side-by-side units.
- d) Party wall between duplex/triplex units on the same lot should be no less than one (1) storey high.

14.3.5.B Adjacencies

- a) Privacy of adjacent dwellings should be maintained through increased setbacks above the ground floor, careful placement of doors and patios, and offsetting windows on adjacent facades.
- b) Site design should include fencing, screening and landscaping, to ensure privacy for adjacent properties.

14.3.6 Architectural Treatment

The intent is to ensure that development has a high quality character and finishing.

14.3.6.A Character

- a) The primary façade of duplex/triplex unit facing the street should be articulated to create architectural interest.
- b) Entrances should be designed to articulate the individual units and to enhance the pedestrian-scale character of the site through a strong connection with public streets.

- c) Finished site grade of the main unit entries should be no more than 1.2 m (3.94 ft.) above the public sidewalk to ensure an appropriate level of street interface.
- d) Architectural treatment of unit entrances should reinforce proximity to grade level (e.g., avoid two-storey features).
- e) Duplexes and triplexes that are developed on flanking lots should be designed with sufficient articulation and building character to “address” both the flanking and fronting streets.
- f) The primary façade of duplex/triplex unit facing the internal drive aisle should be visually broken into smaller components or sections to discourage wide, flat unbroken facades.
- g) Discourage situations where the main entrances to units are adjacent to, or on the same façade as garage doors. Where this situation is unavoidable, unit entry should be visually prominent.
- h) Garage doors should be recessed behind the main façade along the internal drive aisle.
- i) In order to minimize the apparent bulk of a building, recessed and partly recessed balconies are preferred to projecting balconies.
- j) Exterior stairs should be designed to be integrated into the overall architectural and/or landscape concept of the development.
- k) Eaves, bay windows and other projections from the building face are encouraged.

14.3.6.B Windows

- a) Windows should be visually prominent in street fronting façades and should be articulated with colour and/or white trim. The use of muntins and mullions in street fronting windows is encouraged.
- b) Scale and proportions of dominant windows should be compatible with the massing and roof forms of the building or portion of the building that contains them. Large, horizontal picture windows are not considered appropriate.
- c) Side yard windows should also be modest in size and be recessed in that section of the building façade.
- d) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

14.3.6.C Exterior Finishing

- a) Materials to convey an image of quality, durability and a high level of craftsmanship.
- b) Buildings and roofing materials should reflect the heritage and climate of Richmond.

14.3.6.D Materials

- a) A variety of complementary materials and colours is encouraged for visual interest.
- b) Strong, bold colours in contrast with white or light colours for façade details and trim is encouraged.
- c) Stone is recommended as an accent material.
- d) Stucco is acceptable when used in combination with other exterior finishing materials.
- e) Vinyl siding is acceptable if finished with wood or other high quality detailing.

14.3.6.E Roof Materials

- a) Cedar shingles or a similar type of roofing (in terms of colour and texture), or high profile asphalt shingles are preferred to accentuate a single family character.

14.3.6.F Flashing and Gutters

- a) Flashing and gutters should be integrated into the design of the building in terms of colour, location on the façade, or other method.

14.3.7 Landscaping

The intent is that landscaping be lush and that fences or gate be attractive, particularly along any street frontages or common area.

14.3.7.A Trees Retention and Replacement

- a) Existing natural landscaping, including significant trees, should be retained and incorporated into site development plans.

14.3.7.B Tree Planting

- a) The City's 2:1 replacement policy must be met where existing trees are being removed.
- b) Comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted.
- c) A grassed strip with at least one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) per lot should be installed along the front property line.
- d) A minimum of one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) or one (1) coniferous tree (minimum height 3.5 m or 11.5 ft.) should be planted on each lot in the front yard.
- e) In the case of a corner lot, additional trees should be planted within the flanking side yard.
- f) Include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately.

14.3.7.C Landscaping

- a) Landscaping should pay special attention to front yard quality, including protection of mature trees. Low-maintenance, native plant materials are preferred.
- b) The grade between the City's sidewalk and the landscaping along the front property line should be the same.
- c) All front yard areas along front property lines should be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.
- d) If individual shrubs are planted in the front yard, they should be of a low height that will not exceed 1.2 m (3.94 ft.) and should be located behind any fencing on the front property line.
- e) Continuous hedges are not permitted within the front yard.
- f) For duplex development on a compact lot, an unobstructed, permeable pathway of a minimum 0.9 m (2.95 ft.) wide should be provided between the front or flanking lot line and the pedestrian entry to each of the dwelling units.
- g) A walkway should also be provided between parking garage/area and each of the duplex units.
- h) Material for walkways/pathways from the arterial road to the entrance of the duplex/triplex units should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City. Asphalt is not permitted.
- i) Permeable material is strongly encouraged for use in unenclosed surface parking areas and carports as well as paths.
- j) Landscaping should be provided on areas along the rear property line and internal drive aisle where the areas are not used for parking purposes.
- k) Provide adequate lighting to enhance security and visibility, particularly along the rear lane and internal drive aisle. Exterior lighting should be designed to avoid "light-spill" onto adjoining properties.

14.3.7.D Fences and Gates

- a) Fences within the front and flanking side yards should be a maximum of 1.2 m (3.94 ft.) in height and should be placed a minimum of 0.50 m (1.64 ft.) from the internal edge of the sidewalk.
- b) Fences in front yards and flanking side yards should be picket, wicket or post-rail; metal transparent fences with brick or stone pilasters are also encouraged. Solid panel is not permitted.
- c) Fencing areas should be designed to incorporate flower beds, flowering shrubs and other low lying landscaping.
- d) Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and complementary to the

- fencing details and be placed a minimum of 2.0 m (6.56 ft.) from the front property line.
- e) Vehicle gates at duplex/triplex site entrances are discouraged. To define the boundary between private and public space, provide:
 - i. pavement in contrasting colour and texture across driveway entrances;
 - ii. minor architectural elements;
 - iii. appropriate landscaping.
 - f) Fences within the side and rear yards should be a maximum of 1.83 m (6 ft.) in height.”;
- e) deleting Section 14.4.13 Arterial Road Guidelines for Townhouses in its entirety and replacing it with the following:

“14.4.13 Arterial Road Guidelines for Townhouses

The intent is to provide articulation and character to the building form and landscaping of townhouse development on the arterial roads.

14.4.13.A Front Yard—Building Heights and Form

- a) Building massing of 3 storey townhouse units should be reduced by stepping back the top storey or enclosing it under a pitched roof.

14.4.13.B Side Yard—Building Heights

- a) Step down to a maximum building height of 2 storeys or 9 m (30 ft.), whichever is less, within 7.5 m (25 ft.) of the side yard interface with single-family housing and 2 storey townhouse developments. For townhouse buildings with a flat roof, the maximum height is 7.5 m (25 ft.).

14.4.13.C Rear Yard—Building Heights and Form

- a) Along the rear yard interface with single-family housing:
 - the building height should be 2 storeys or 9 m (30 ft.), whichever is less. For townhouse buildings with a flat roof, the maximum height is 7.5 m (25 ft.).
 - the building form should be limited to two (2) units in a townhouse cluster (i.e., duplex), except in certain situations where the City deems three (3) units in a townhouse cluster (i.e., triplex) as being appropriate.

14.4.13.D Rear Yard—Setbacks

- a) Along the rear yard interface with single-family housing:
 - should have a 6 m (19.7 ft.) setback;
 - may have a ground floor setback of 4.5 m (14.8 ft.) up to 50% of the width of the building, subject to:
 - no impact to tree preservation;

- appropriate opportunities for tree planting (e.g. a landscaped area that could accommodate a tree with a minimum caliper size of 8 cm (3 in.) or a minimum height of 4.0 m (14 ft.), outside of any SRW's;
- the provision of appropriate private outdoor space (e.g. minimum 30 m² or 323 ft²); and
- bay windows and porches not projecting into the 4.5 m (14.8 ft.) setback.

14.4.13.E **Front Yard—Setbacks**

- a) Along the front yard facing the arterial road:
 - should may have a 6 m (19.7 ft.) setback;
 - may have a 4.5 m (14.8 ft.) setback where a 6 m (19.7 ft.) rear yard setback to both the ground and second floors of the rear units is provided, subject to:
 - no impact to tree preservation;
 - an appropriate interface with neighbouring properties;
 - appropriate building articulation with a mix of projections, recesses, and staggered or varied building setbacks;
 - appropriate opportunities for tree planting (e.g. a landscaped area that could accommodate a tree with a minimum caliper size of 8 cm (3 in.) or a minimum height of 4.0 m (14 ft.), outside of any SRW's;
 - the provision of appropriate private outdoor space (e.g. minimum 30 m² or 323 ft²); and
 - balconies, bay windows, and porches not projecting into the 4.5 m (14.8 ft.) setback.

14.4.13.F **Design Fronting Local Roads**

- a) Design the townhouse units fronting onto a local road to have a single-family character (e.g., 2 storey height, except that 2½ storeys may generally be permitted at the corner of the arterial road and local road).

14.4.13.G **Overlook and Privacy**

- a) Locate windows and private outdoor areas carefully to avoid adjacent overlook and privacy concerns.

14.4.13.H **Roof Lines**

- a) Vary roof lines to break down the massing, promote opportunities for sunlight penetration and provide visual interest.

14.4.13.I **Landscaping**

- a) Landscaping for townhouse developments shall:
 - meet the City's 2:1 replacement policy where existing trees are being removed;
 - comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted, unless approved otherwise by the Director of Development or designate;

- have a minimum planting height of 0.3 m–0.45 m (1 ft.–1.48 ft.) for shrubs; shrubs over 1.2 m (3.94 ft.) in height is discouraged;
 - include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately and to address Crime Prevention Through Environmental Design (CPTED) principles.”;
- f) inserting the following as Section 14.4.14 and renumbering the remaining sections accordingly:

“14.4.14 Arterial Road Guidelines for Row Houses

The intent is to provide articulation and character to the building form and landscaping of row house development on the arterial roads.

14.4.14.A Site Planning

- a) All row house units should be oriented toward the arterial road with vehicle access from a rear lane.

14.4.14.B Variety in Design

- a) Developments should include a variety of unit types, sizes, and unit treatments to encourage architectural diversity.
- b) Variations in the design of row house clusters should be encouraged so that no two (2) substantially similar row house clusters are located side by side.
- c) Row house clusters should avoid the mirror image effect.

14.4.14.C Street Presence

- a) All row housing units should be oriented towards the street through individual front entrances and landscaped front yards.
- b) Row housing units that are developed on flanking lots should be designed to address both the flanking and fronting streets.

14.4.14.D Entrances

- a) Pedestrian entry for the corner unit should be designed to face the flanking street.
- b) Entrances should be designed to articulate the individual units in keeping with surrounding neighbourhood character and to enhance the pedestrian-scale character of the area.

14.4.14.E Private Outdoor Space

- a) A private outdoor space with a minimum area of 30 m² (323 ft²) and a minimum width and depth of 4.5 m (14.8 ft.) should be provided on the lot outside of the front yard and flanking side yard unoccupied and unobstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into private outdoor space for a distance of not more than 0.6 m (1.97 ft.).

14.4.14.F Parking and Garages

- a) All row housing lots should have direct access to a rear lane from which parking can be accessed.
- b) Garages should be designed to minimize the visual impact along the rear lane.
- c) Garage door width should be minimized and paired up to provide additional landscaping opportunities along the rear lane.
- d) Paired garage doors should be separated by a small landscaped area that is sufficiently large to accommodate a tree with a minimum caliper size of 6 cm (2.5 in.).

14.4.14.G Garbage, Recycling and Organics Storage

- a) Garbage, recycling and organics storage bins should be easily accessible, and should be contained within a roofed/walled enclosure that is set back a minimum of 1.5 m (4.92 ft.) from the rear lot line.

14.4.14.H Building Massing and Scale

- a) Building mass should be arranged to minimize shadowing and optimize natural lighting. Consider terracing upper levels to increase sun penetration to the interior of the site, especially toward the private outdoor areas.
- b) The maximum number of units in a row house cluster should be 6 units and the maximum length of a row house cluster should be of 35 m (115 ft.).
- c) At least 40% of the gross floor area of each row house unit should be located on the second floor.
- d) The maximum building depth of an interior unit should be 15 m (49 ft.).
- e) Party wall between two (2) row housing units should be no less than 75% of the total area of the exterior walls on or adjacent to the common side lot line on either unit.
- f) The maximum length of a garage cluster should be 20 m (66 ft.).

14.4.14.I Character

- a) Row house developments should use visual means to separate units in order to avoid monotony and avoid the impression of one long, continuous and unarticulated building front.
- b) Row house units should be designed to be identifiable through single family residential design features that will also reinforce a unified residential character along the street.

14.4.14.J Windows

- a) Side yard windows should be modest in size and be recessed in that section of the building façade.
- b) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

14.4.14.K Materials

- a) Vinyl siding is acceptable if finished with wood or other high quality detailing.

14.4.14.L Tree Planting

- a) The City's 2:1 replacement policy must be met where existing trees are being removed.
- b) Comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted.
- c) A grassed strip with at least one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) per lot should be installed along the front property line.
- d) A minimum of one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) or one (1) coniferous tree (minimum height 3.5 m or 11.5 ft.) should be planted on each lot in the front yard.
- e) In the case of a corner lot, additional trees should be planted within the flanking side yard.
- f) Include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately.

14.4.14.M Landscaping

- a) The grade between the City's sidewalk and the landscaping along the front property line should be the same.
- b) All front yard areas along front property lines should be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.
- c) If individual shrubs are planted in the front yard, they should be of a low height that will not exceed 1.2 m (3.94 ft.) and should be located behind any fencing on the front property line.
- d) Continuous hedges are not permitted within the front yard.
- e) Material for walkways/pathways from the arterial road to the entrance of the row house units should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City. Asphalt is not permitted.
- f) An unobstructed, permeable pathway of a minimum 0.9 m (2.95 ft.) wide should be provided between the rear lane and the private outdoor space of the lot if the lot in question is an interior lot or an end lot, which has a lot width equals to or great than 7.2 m (24 ft.).
- g) Landscaping should be provided on areas along the rear property line and internal drive aisle where the areas are not used for parking purposes.

- h) Provide adequate lighting to enhance security and visibility, particularly along the rear lane. Exterior lighting should be designed to avoid "light-spill" onto adjoining properties.

14.4.14.N Fences and Gates

- a) Fences in front yards and flanking side yards should be picket, wicket or post-rail; metal transparent fences with brick or stone pilasters are also encouraged. Solid panel is not permitted.
- b) Fencing area should be designed to incorporate flower beds, flowering shrubs and other low lying landscaping.
- c) Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and complementary to the fencing details and be placed a minimum of 2.0 m (6.56 ft.) from the front property line. ”;

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9603”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

NOV 14 2016

CITY OF RICHMOND
APPROVED by <i>B/C</i>
APPROVED by Manager or Solicitor <i>JB</i>

MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9604
(Arterial Road Land Use Policy)**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.4 (Steveston Area Plan), is amended by deleting the Steveston Area Land Use Map and replacing it with the Steveston Area Land Use Map shown in "Schedule A" attached to and forming part of Bylaw 9604.
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9604"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

NOV 14 2016



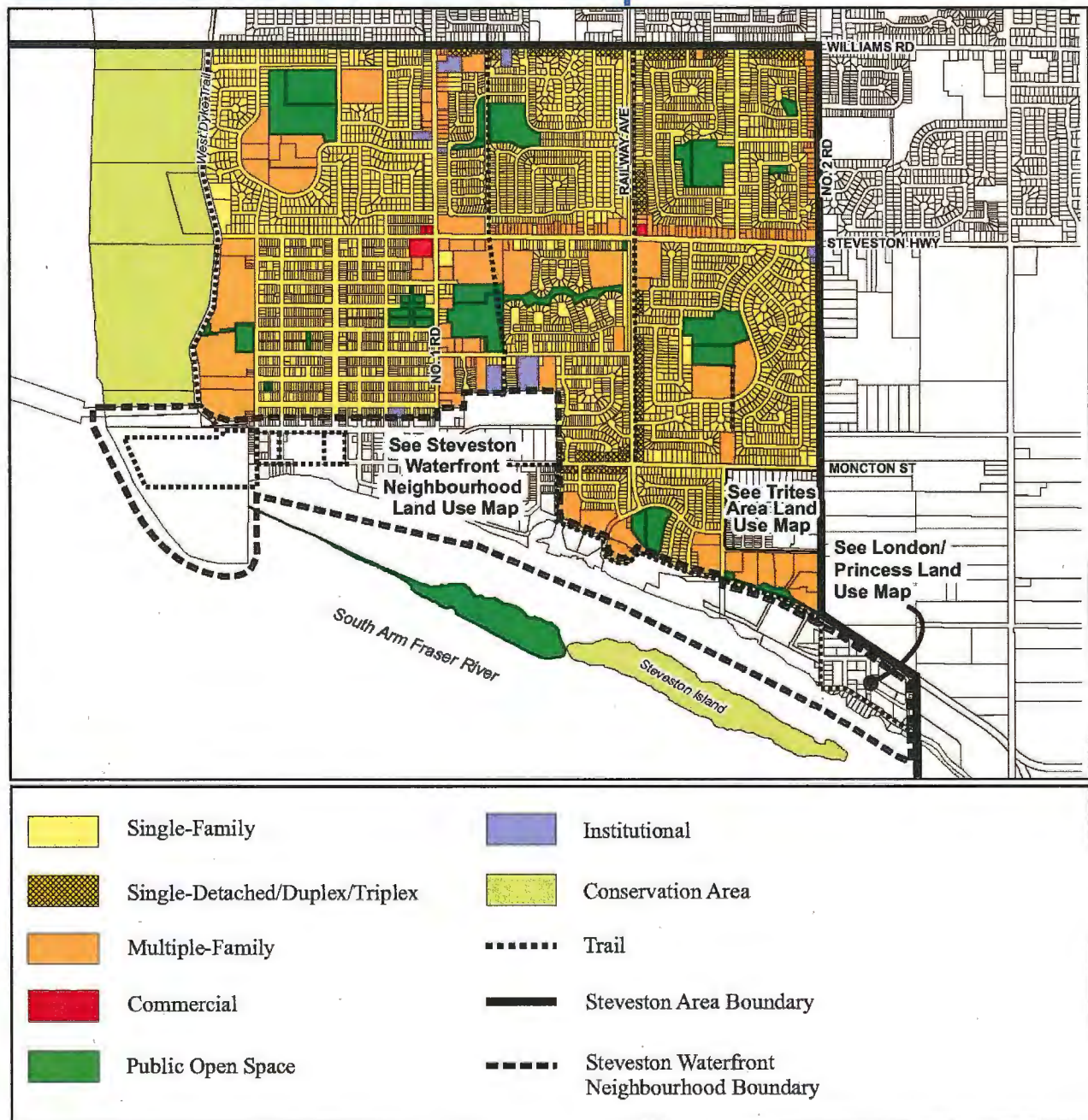
MAYOR

CORPORATE OFFICER

“Schedule A” attached to and forming part of Bylaw 9604

Schedule A

Steveston Area Land Use Map





City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

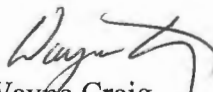
Date: October 26, 2016

File: ZT16-734106

Re: Application by Lloyd Kinney for a Zoning Text Amendment to Permit a Microbrewery within the Industrial Business (IB1) Zone at Unit #110 - 12500 Horseshoe Way

Staff Recommendation

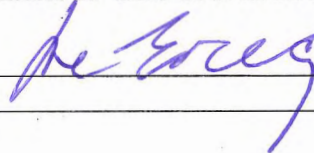
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9614, for a Zoning Text Amendment to the "Industrial Business (IB1)" zone to allow a "Microbrewery, Winery and Distillery" at #110-12500 Horseshoe Way, be introduced and given first reading.


Wayne Craig
Director, Development

WC:mm
Att. 4

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Lloyd Kinney has applied to the City of Richmond for a Zoning Text Amendment to the “Industrial Business (IB1)” zone to allow a microbrewery at #110-12500 Horseshoe Way (Attachment 1).

The applicant has operated a 112 m² (1,200 ft²) brewery in one (1) unit of an industrial complex on the subject site since January 2016, as a permitted industrial use. The applicant has now applied for a zoning text amendment to allow for the brewery to operate as a microbrewery, and utilize 30 m² (323 ft²) of the brewery space for a retail store.

The brewery currently operates under the current “Industrial Business (IB1)” zone and received a “manufacturer” licence from the *Liquor Control and Licensing Branch* (LCLB). The applicant has also now applied to the LCLB for manufacturer “on-site store” license endorsement. The applicant has applied to amend the “Industrial Business (IB1)” zone to allow the “Microbrewery, Winery and Distillery” use to operate the retail store within the subject strata unit only.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached.

Surrounding Development

The subject site is located within the Ironwood Industrial Park surrounded by light industrial and low-rise business park office buildings.

To the North: Light industrial/office building zoned “Industrial Business (IB1)”.

To the South: Light industrial/office building zoned “Industrial Business (IB1)”.

To the East: Across Horseshoe Way, Light industrial/office building zoned “Industrial Business (IB1)”.

To the West: Light industrial/office building zoned “Industrial Business (IB1)”.

Background

The Provincial Government’s *Liquor Control and Licensing Act* regulations allow for liquor manufacturer licence holders to apply for “endorsements” for additional ancillary uses which include: on-site store, lounge, special event area, tour area, and picnic area.

In Fall 2015, Planning Committee considered a Staff Report to create a new “Microbrewery, Winery and Distillery” use and permit this use within the IB1 zone for one site only at 11220 Horseshoe Way for the Fuggles and Warlock Microbrewery. That zoning text amendment was

approved on November 9, 2015 by Council to allow the brewery to obtain the required LCLB “lounge” and “on-site store” endorsements to its manufacturer licence and to be issued a City business licence.

Planning Committee recommended that Staff proceed to prepare a further Richmond Zoning Bylaw 8500 to add “Microbrewery, Winery and Distillery” to a number of standard mixed-use and commercial zones as follows:

- “Steveston Commercial (CS2; CS3)”
- “Downtown Commercial (CDT1, CDT2, CDT3)”
- “Auto-Oriented Commercial (CA)”
- “Entertainment & Athletics (CEA)”

The Staff Report noted that all future applications for microbreweries in other zoning districts would require site-specific rezoning applications.

On March 21, 2016, Council adopted Zoning Amendment Bylaw 9490 which included the “Microbrewery, Winery and Distillery” use in the above-noted zones.

Related Policies & Studies

Official Community Plan/Shellmont Area Plan

The Official Community Plan (OCP) designates the subject site as “Mixed Employment”. The existing brewery use and proposed ancillary store use is consistent with the “Mixed Employment” designation.

The Shellmont Area Plan does not include specific land use designations affected by the proposed application.

Richmond Zoning Bylaw 8500

The current Britannia Brewing Company operation is permitted as alcohol manufacturing under the “industrial, general” use within the “Industrial Business (IB1)” zone.

The proposed zoning text amendment would permit the “Microbrewery, Winery and Distillery” use in the specific strata lot now occupied by Britannia Brewing Company to operate the proposed ancillary on-site store as provided by LCLB regulations. The “Microbrewery, Winery and Distillery” use requires that the existing brewery (liquor manufacturing) use continue to occupy more than fifty percent (50%) of the total floor area of the premises. This zoning provision is consistent with the intent of the LCLB alcohol manufacturer license which requires that the brewery operation continue to be the principal use.

The proposed zoning amendment, if adopted, would allow the proposed “on-site store” to be permitted along with the currently permitted brewery. City Business Licencing and the LCLB require no additional public consultation for the ancillary on-site retail store. The applicant is not seeking a “lounge” LCLB endorsement that would require further public and Council comment.

The applicant has submitted a LCLB manufacturer license “on-site store” endorsement application. The LCLB requires a written declaration from the applicant that the “on-site store” is permitted under local zoning and asks for local government confirmation that the store is allowed under its zoning.

Public Consultation

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

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

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

Analysis

The applicant is applying to allow an ancillary “on-site” store where LCLB permits only sale of the manufacturer’s own beer produced on-site and related non-liquor products (e.g. mugs, promotional T-shirts, etc.).

The subject site is near the recently approved Fuggles and Warlock Microbrewery within the IBI zone in the same industrial business park neighbourhood and is near a bus route.

Transportation and Site Access

The site composed of two (2) multi-tenant light industrial buildings with a central parking lot located between the buildings access via a driveway from Horseshoe Way. This section of Horseshoe Way has existing curb, sidewalk and street lighting with no improvements required as a result of this application. The applicant has agreed to provide a contribution of \$1,650 to the City to plant two (2) street trees within the grass boulevard within the Horseshoe Way road allowance adjacent to the subject site.

The subject unit #110 complies with the parking requirements under Richmond Zoning Bylaw 8500 and is assigned two (2) parking spaces under the strata plan within the parking lot located between these two (2) buildings. There are also two (2) shared loading spaces for the building complex near the front of the parking lot. The existing parking and loading for the unit meets the requirements for the existing brewery and the proposed retail store.

Under Richmond Zoning Bylaw 8500, the applicant will need to provide one (1) exterior visitor bicycle Class 1 space/rack and one (1) interior Class 2 employee bicycle parking space when applying for a tenant improvement building permit.

Conclusion

The proposed text amendment is to facilitate the addition of a small on-site store to be included along within the existing brewery already permitted under the "Industrial Business (IB1)" zone. Staff supports the proposed Zoning Text Amendment given its location, adjacent uses and the limited size of the ancillary brewery store which will be required to be consistent with the LCLB regulations.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9614 be introduced and given first reading.

A handwritten signature in black ink, appearing to read 'Mark McMullen', is written over the printed name.

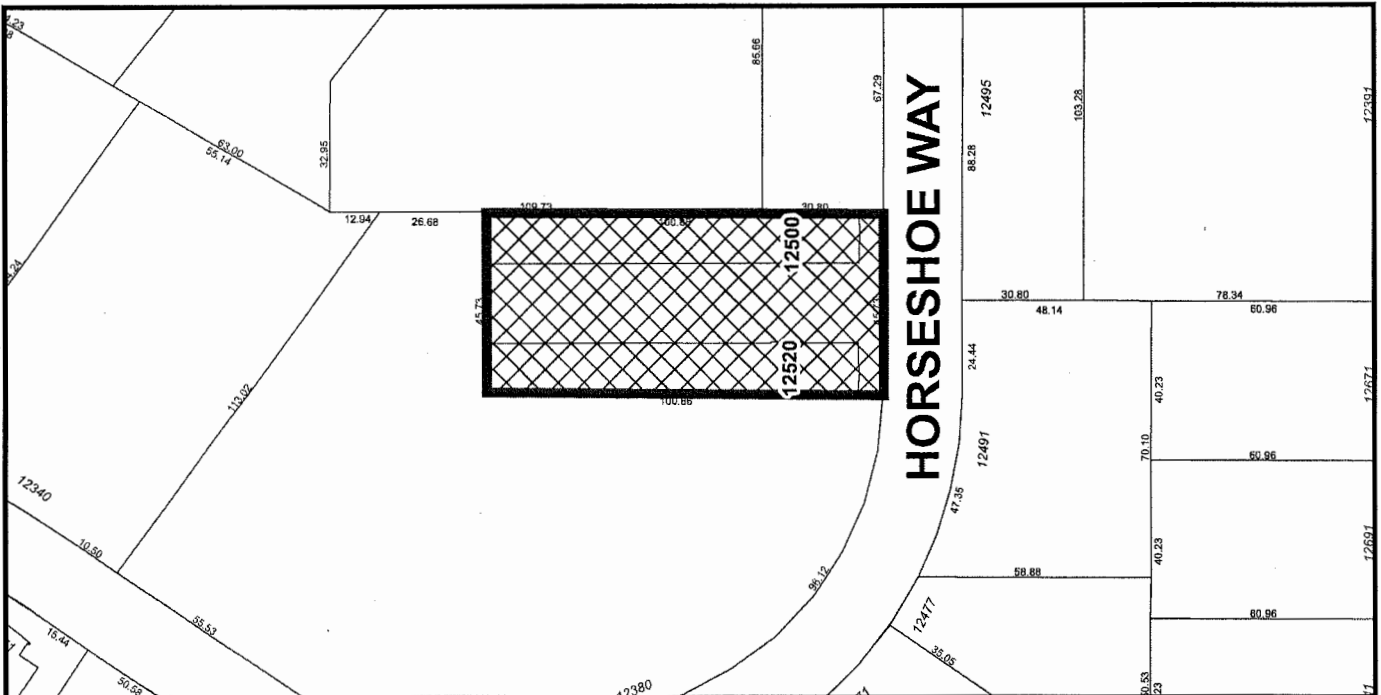
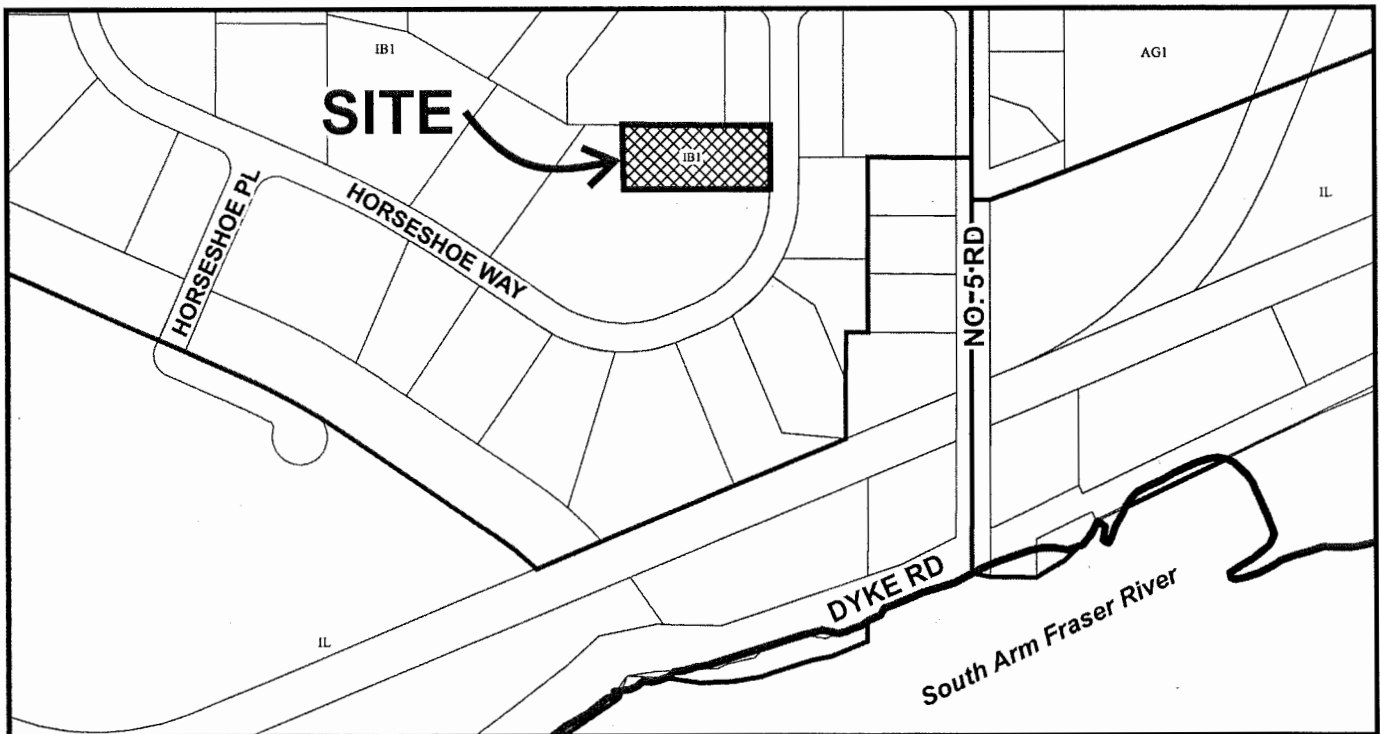
Mark McMullen
Senior Coordinator - Major Projects

MM:rg

- Attachment 1: Location Map / Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Strata Plan Showing Building and Unit #110
- Attachment 4: Rezoning Considerations



City of
Richmond



ZT 16-734106
Unit 110 - 12500 Horseshoe Way

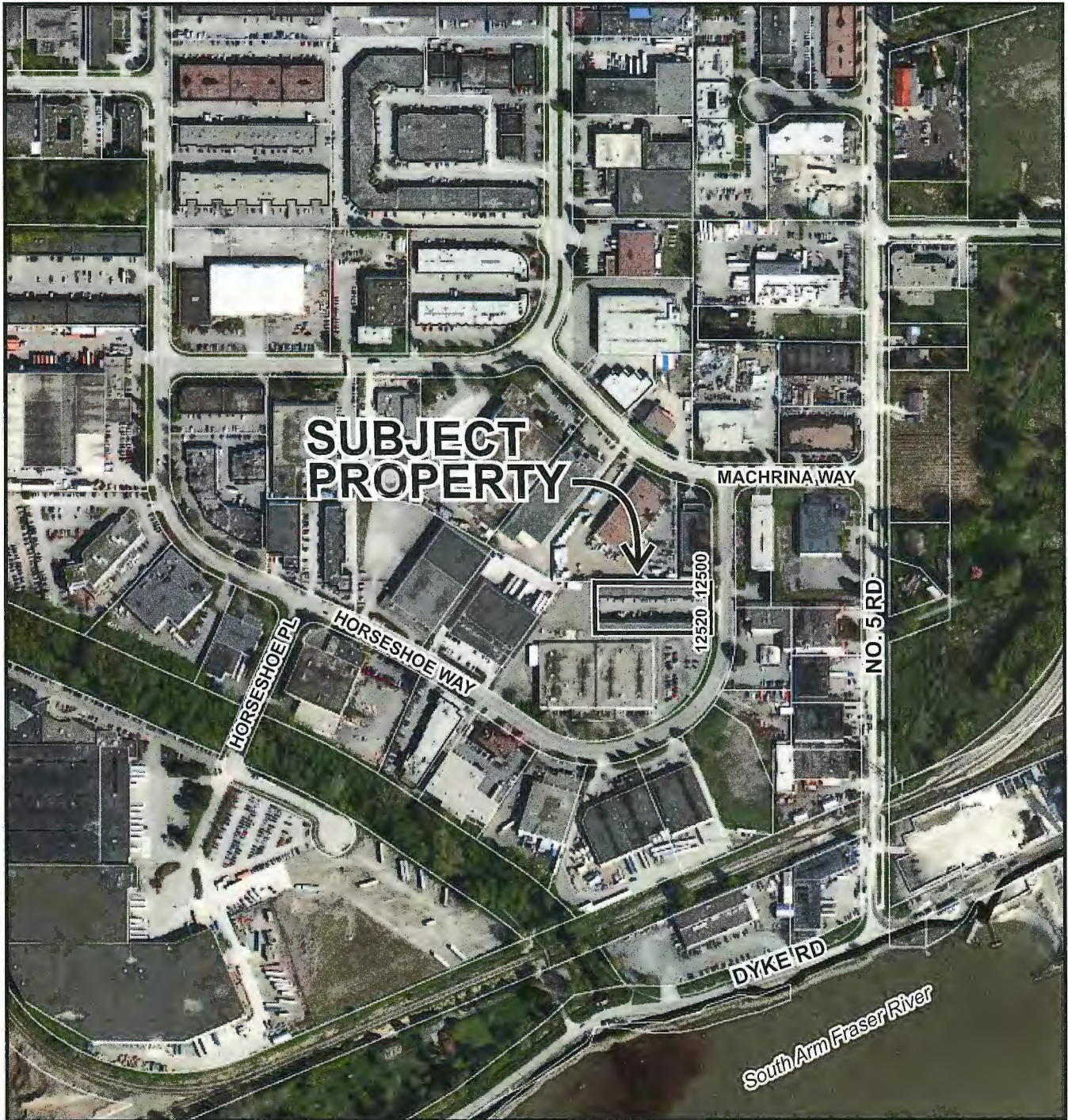
Original Date: 06/23/16

Revision Date: 10/25/16

Note: Dimensions are in METRES



City of
Richmond



ZT 16-734106

Original Date: 06/23/16

Revision Date:

Note: Dimensions are in METRES



ZT16-734106

Attachment 2

Address: #110-12500 Horseshoe Way

Applicant: Lloyd Kinney

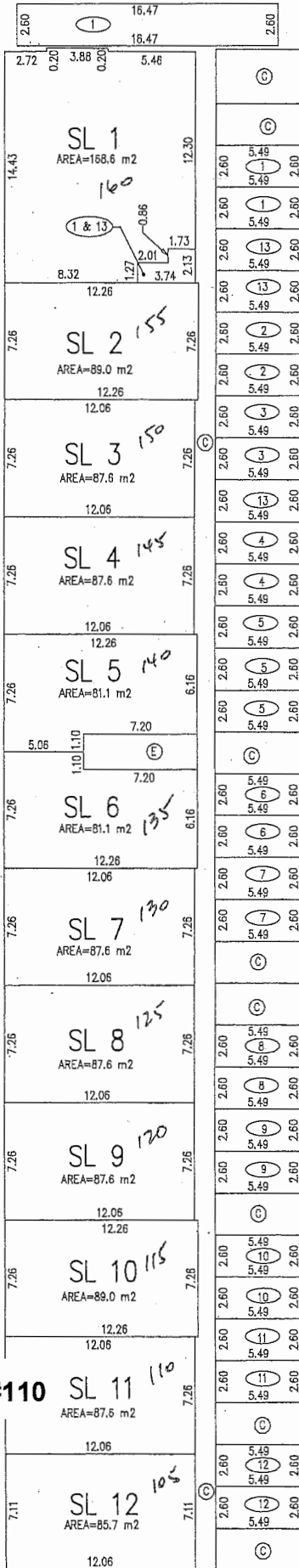
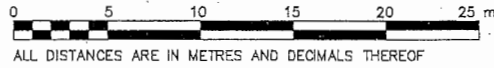
Planning Area(s): Shellmont

	Existing	Proposed
Owner:	1014787 BC Ltd.	1014787 BC Ltd.
Site Size (m²):	4,611m ²	4,611m ²
Land Uses:	General Industrial, Brewery	General Industrial, Microbrewery
OCP Designation:	Mixed Employment	No Change
Area Plan Designation:	N/A	N/A
Zoning:	Industrial Business (IB1)	No Change
Number of Units:	N/A	N/A
Other Designations:	N/A	N/A

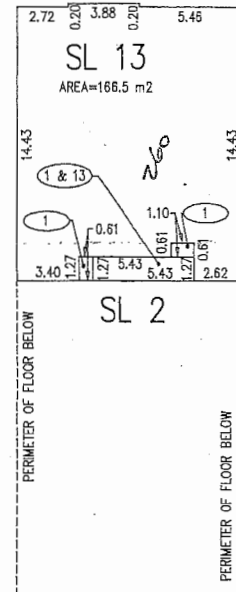
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.0 Max.	No change	none permitted
Buildable Floor Area (m ²):*	4,611m ² Max.	No change	none permitted
Lot Coverage (% of lot area):	60% Max.	No change	none
Lot Size:	None	No change	none
Lot Dimensions (m):	Width: N/A Depth: N/A	No change	none
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 0.0 m Side: Min. 0.0 m Exterior Side: Min. 3.0 m	No change	none
Height (m):	12.0 m	No change	none
Off-street Parking Spaces – Total:	2 (for unit)	No change	none

STRATA PLAN BCS_1607
FLOOR PLANS BUILDING A

SCALE 1 : 250



MAIN FLOOR



2ND FLOOR
(ABOVE SL 1)

Subject Unit #110

G.A. HOL

B.C.L.S.

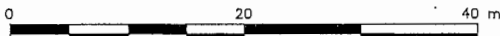
DATE: NOVEMBER 18, 2005

DETAILS — FOUNDATIONS

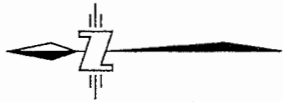
SHEET 2 OF 5 SHEETS

STRATA PLAN BCS_1607

SCALE 1 : 400



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

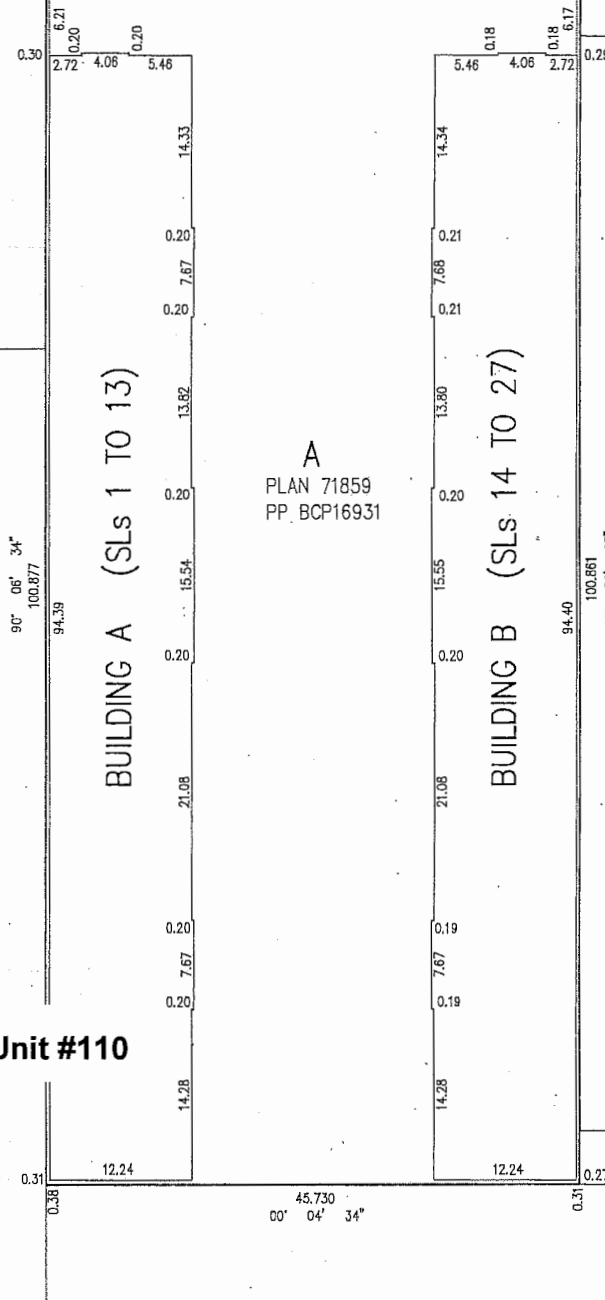


HORSESHOE WAY

00° 05' 43"
45.730

65
PLAN 58849

SRW PLAN 76448



A
PLAN 71859
PP. BCP16931

1
REF PLAN 76158

44
PLAN 58056

Subject Unit #110

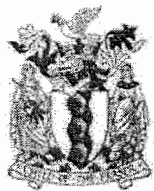
SRW PLAN 71860

PH - 98

G.A. MOL

B.C.L.S.

DATE: NOVEMBER 18, 2005



City of
Richmond

ATTACHMENT 4

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

Address: #110-12500 Horseshoe Way

File No.: ZT 16-734106

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9614, the developer is required to complete the following:

1. Provide a cash contribution of \$1650 to the City of Richmond to plant two (2) street trees within the Horseshoe Way road allowance adjacent to the subject site.

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

1. Provide one exterior visitor bicycle Class 1 space/rack and one interior Class 2 employee bicycle parking space.
2. Prior to the issuance of BP, a construction parking and traffic management plan to be provided to the Transportation Division (Ref: <http://www.Richmond.ca/services/ttp/special.htm>)

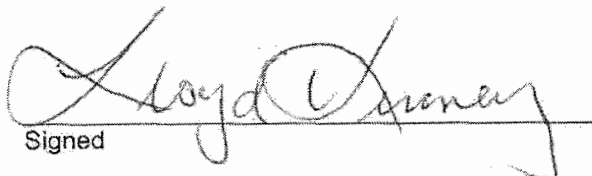
Note:

- * 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.


Signed


Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9614 (ZT 16-734106)
#110-12500 Horseshoe Way**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing Section 12.3.11.5 of the “Industrial Business Park (IB1)” zone and replacing it with the following:

“**Microbrewery, Winery and Distillery** shall be only permitted on the following sites:

- (a) 11220 Horseshoe Way
PID 000-564-095
Lot 45 Section 1 Block 3 North Range 6 West New Westminster District Plan 56980
- (b) #110-12500 Horseshoe Way
PID 026-556-791
Strata Lot 11 Section 12 Block 3 North Range 6 West New Westminster District Strata Plan BCS1607”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9614**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 14 2016



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

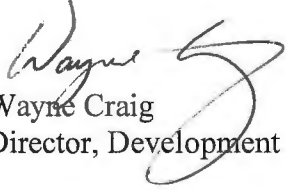
Date: October 24, 2016

File: RZ 15-699299

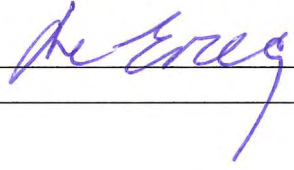
Re: Application by Jacken Investments Inc. for Rezoning at 8111 No. 3 Road from
Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9630, for the rezoning of 8111 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:sds
Att. 7

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

Staff Report

Origin

Jacken Investments Inc. has applied to the City of Richmond for permission to rezone the property at 8111 No. 3 Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from the existing rear lane (Attachment 1). The site is currently occupied by a single-family dwelling, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Across the east-west lane, single-family dwellings on two (2) lots zoned “Single Detached (RS1/E)”, currently under a rezoning application (RZ 16-731751) to rezone to “Compact Single Detached (RC2)”, in order to create four (4) lots.
- To the South: Single-family dwellings on lots zoned “Compact Single Detached (RC2)” fronting the frontage road to No. 3 Road.
- To the East: A frontage road separated from No. 3 Road by a large coniferous hedge, and across No. 3 Road, single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting No. 3 Road.
- To the West: Across the north-south lane, single-family dwelling on a lot zoned “Single Detached (RS1/E)” fronting Sunnymede Crescent.

Related Policies & Studies

Official Community Plan/Arterial Road Policy

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The Arterial Road Policy in the OCP identifies the subject site for redevelopment as Compact Lot or Coach House. The proposed rezoning and subdivision would comply with these designations.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis**Existing Legal Encumbrances**

There is an existing statutory right-of-way (SRW) registered on Title for BC Hydro along the north property line (3.05 m); which will not be impacted by the proposed development. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

Vehicle access to the proposed lots is to be from the existing rear lane; with no access permitted from No. 3 Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant (Attachment 4), which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses two (2) bylaw-sized trees located on the subject site.

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

- Remove one (1) Cherry tree (tag# 1) and one (1) Birch tree (tag# 2) located on the subject property due to poor condition from previous severe topping (25, 39 cm dbh).
- One (1) City-owned cedar hedge located in front of the subject property is also identified on the survey. The applicant has received approval from the Parks Department for removal and must contact the department four (4) business days prior to removal.

Tree Replacement

For the removal of the two (2) trees on-site, the OCP tree replacement ratio goal of 2:1 requires four (4) replacement trees to be planted and maintained on the proposed lots. The applicant has proposed to plant and maintain a minimum of four (4) replacement trees onsite; two (2) replacement trees on each lot.

As per Tree Protection Bylaw No. 8057, based on the sizes of the on-site trees being removed (25, 39 cm dbh), replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	or	Minimum Height of Coniferous Replacement Tree
2	6 cm		3.5 m
2	8 cm		4 m

To ensure the four (4) replacement trees are planted on-site at development stage, and that the front yards of the subject site are enhanced consistent with the landscape guidelines of the Arterial Road Policy, the applicant will provide a landscape security based on 100% of the cost estimate provided by the Landscape Architect (which includes \$2,000 for the four (4) replacement trees), prior to final adoption of the rezoning bylaw. Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one (1) year maintenance period from the date of the landscape inspection.

Built Form, Architectural Character & Landscaping

The applicant has submitted preliminary conceptual plans showing the proposed architectural elevations of the proposed corner lot dwelling (Lot A) at the intersection of the frontage road to No. 3 Road and the east-west lane (Attachment 5).

Prior to final adoption of the rezoning bylaw, the applicant is required to submit revised conceptual plans showing the proposed architectural elevations of the proposed corner lot dwelling (Lot A), to the satisfaction of the Director of Development, and register a legal agreement on Title to ensure that the building design is generally consistent with the proposed building design. Future Building Permit plans must comply with all City regulations and staff will ensure that Building Permit plans are generally consistent with the registered legal agreement.

The applicant has also submitted a preliminary Landscape Plan, prepared by a Registered Landscape Architect, for the front yards of the proposed lots (Attachment 6). As stated above, the applicant will provide a landscape security based on 100% of the cost estimate provided by the Landscape Architect, prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots plus a cash-in-lieu contribution of \$2.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if no secondary suites are provided.

The applicant proposes to provide a legal secondary suite on both of the two (2) lots proposed at the subject site. To ensure that the secondary suites are 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 Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to enter into a standard City Servicing Agreement for the design and construction of required site servicing and frontage improvements, as outlined in Attachment 7. Frontage improvements include, but are not limited to, the following:

- Installing asphalt, curb and gutter, drainage sewer and street lighting within the lanes along the west and north frontages of the proposed development (north-south lane and east-west lane).
- Existing driveways on the frontage road to No. 3 Road to be removed and replaced with barrier curb, new concrete sidewalk and boulevard to match the southeast frontage.
- Restoration of existing sidewalk panels, curb and boulevard.
- 3 m by 3 m corner cuts to be provided at the northwest corner (lane) and northeast corner (No. 3 Road) of the proposed development (proposed Lot A) prior to final adoption of the rezoning bylaw.

At Subdivision stage, the applicant is also required to pay the following year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 7.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone the property at 8111 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit the property to be subdivided to create two (2) lots.

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

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9630 be introduced and given first reading.



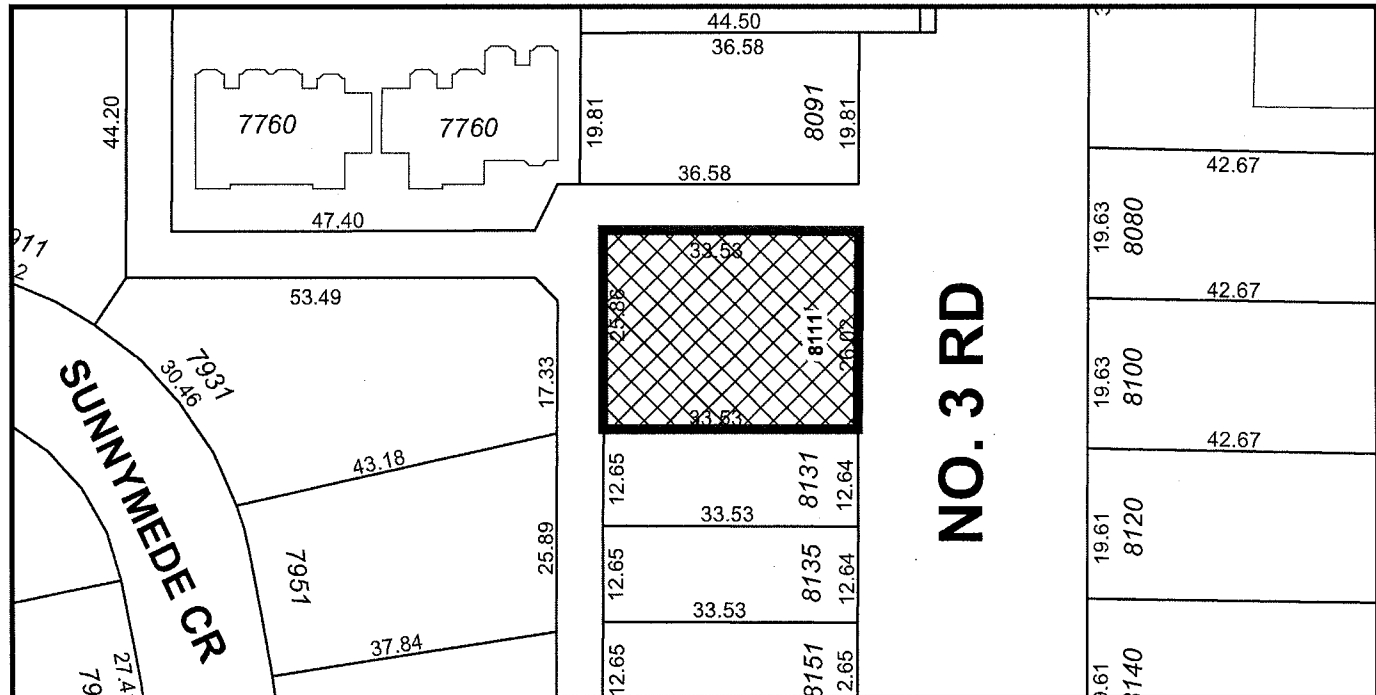
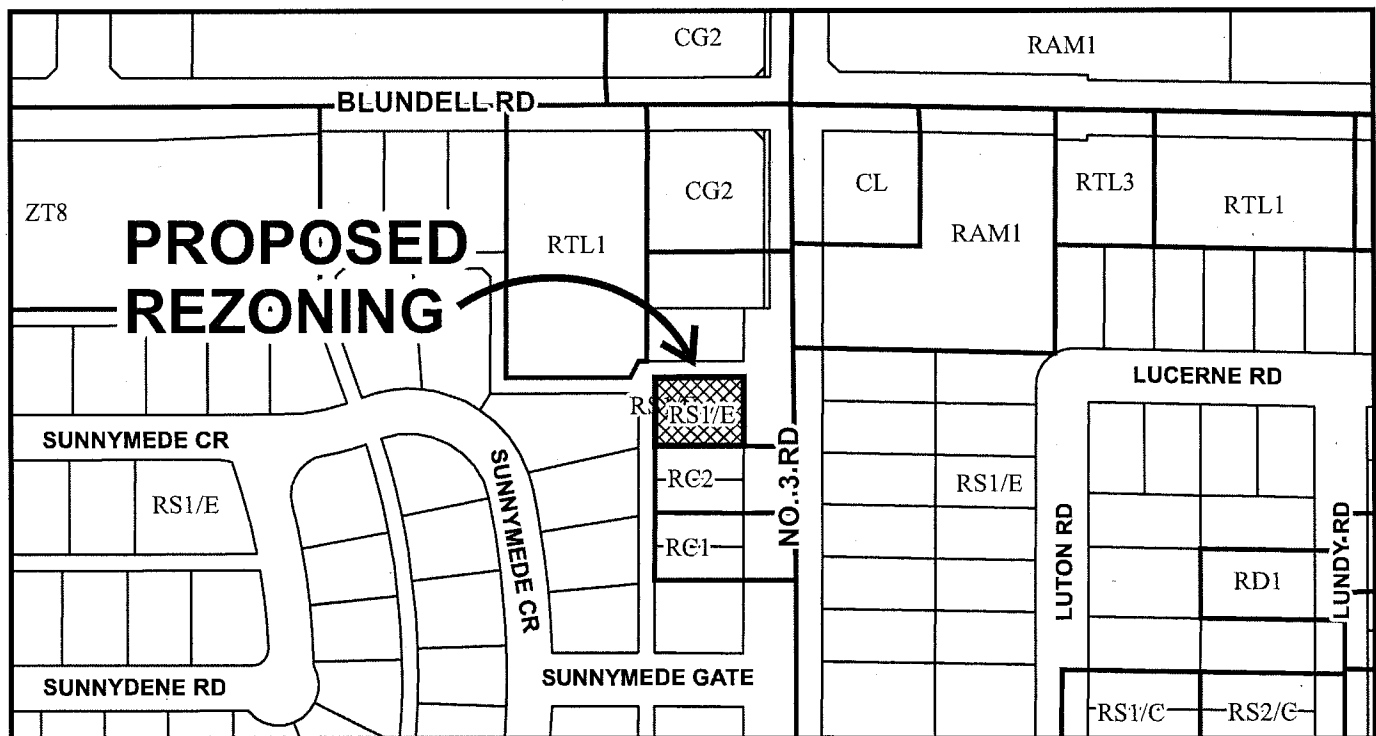
Steven De Sousa
Planning Technician - Design

SDS:rg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Management Plan
- Attachment 5: Conceptual Building Elevations
- Attachment 6: Preliminary Landscape Plan
- Attachment 7: Rezoning Considerations



City of
Richmond



RZ 15-699299

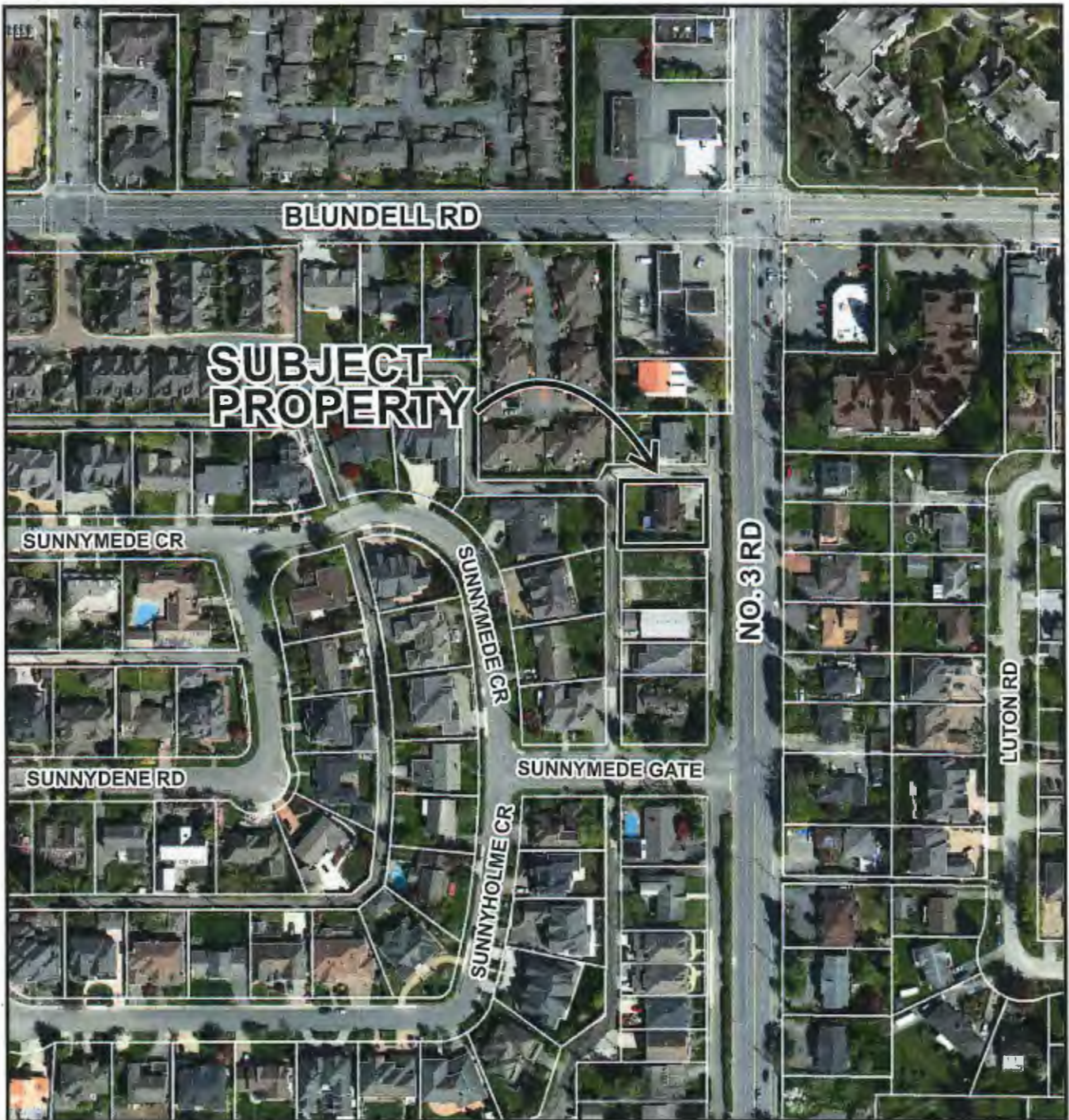
Original Date: 07/06/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



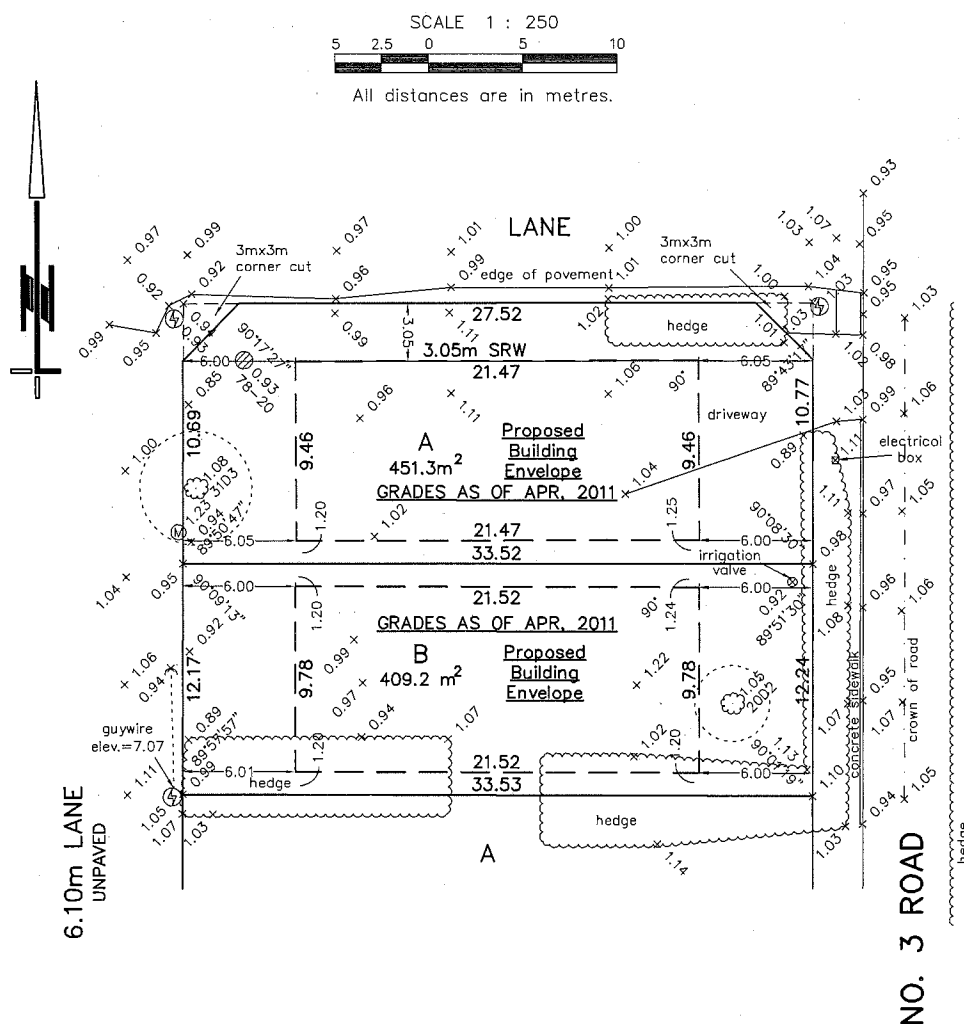
RZ 15-699299

Original Date: 07/06/15

Revision Date:

Note: Dimensions are in METRES

**SURVEY PLAN OF PROPOSED LOTS A AND B, CURRENTLY:
LOT 32, SECTION 20, BLOCK 4 NORTH, RANGE 6 WEST
NEW WESTMINSTER DISTRICT, PLAN 21352**

**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on the Geodetic Datum of Richmond and are derived from HPN#202 (77H4623) situated at the intersection of No. 3 Road and Bennett Road. Elevation = 1.452 metres.
- For elevation control, use control monument only.
- Building envelope shown is just an approximate interpretation of City Zoning Bylaws. Consult Planning Department for final building envelope prior to design.
- All trees and stumps shown as required by municipal bylaws.
- All elevations along curb lines are gutter levels.
- All dimensions are to exterior faces unless otherwise noted.
- Symbols plotted are for illustrative purposes and are not representative of their true size.

⊕ denotes hydro pole.

Ⓜ denotes manhole

⊙ denotes anchor

⊗ denotes tree stump.

8-10 height (centimetres)

⊘ diameter (centimetres)

⊙ denotes tree.

BC10 drip line radius (metres)

C=coniferous

D=deciduous

⊘ diameter (centimetres)

CIVIC ADDRESS

8111 NO. 3 ROAD
RICHMOND, B.C.

ZONING: RS1/E

PROPOSED SUBDIVISION ADDED.
DATED THIS 13TH DAY OF APRIL, 2015
CERTIFIED CORRECT.
DATED THIS 6TH DAY OF APR., 2011

IVAN NGAN

B.C.L.S.

L N L S

METRO VANCOUVER
LAND SURVEYORS



RZ 15-699299

Attachment 3

Address: 8111 No. 3 Road

Applicant: Jacken Investments Inc.

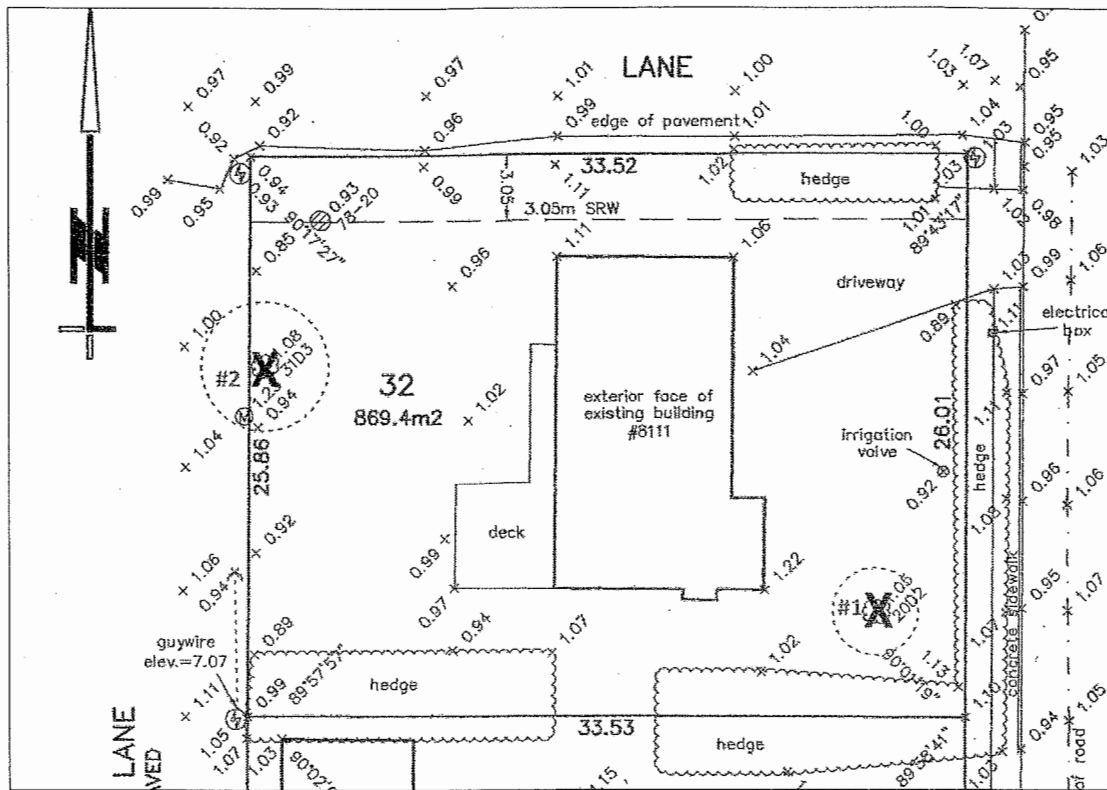
Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Jacken Investments Inc.	To be determined
Site Size:	869.5 m ² (9,359 ft ²)	Lot A: 451.3 m ² (4,858 ft ²) Lot B: 409.2 m ² (4,405 ft ²) Land Dedication: 9 m ² (96 ft ²)
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	Complies
Arterial Road Policy Designation:	Compact Lot or Coach House	Complies
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2

Subdivided Lots	Bylaw Requirement (RC2)	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	None permitted
Buildable Floor Area:*	Lot A: Max. 270.7 m ² (2,914 ft ²) Lot B: Max. 245.5 m ² (2,642 ft ²)	Lot A: Max. 270.7 m ² (2,914 ft ²) Lot B: Max. 245.5 m ² (2,642 ft ²)	None permitted
Lot Coverage:	Building: Max. 50% Non-porous: Max. 70% Landscaping: Max. 20%	Building: Max. 50% Non-porous: Max. 70% Landscaping: Max. 20%	None
Lot Size:	Min. 270.0 m ²	Lot A: 451.3 m ² (4,857 ft ²) Lot B: 409.2 m ² (4,404 ft ²)	None
Lot Dimensions:	Width: 9.0 m Depth: 24.0 m	Lot A Width: 13 m Depth: 33 m Lot B Width: 12 m Depth: 33 m	None
Setbacks:	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m Exterior Side: Min. 3 m	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m Exterior Side: Min. 3 m	None
Height:	Max. 2 ½ storeys	Max. 2 ½ storeys	None
Private Outdoor Space:	Min. 20.0 m ²	Min. 20.0 m ²	None

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

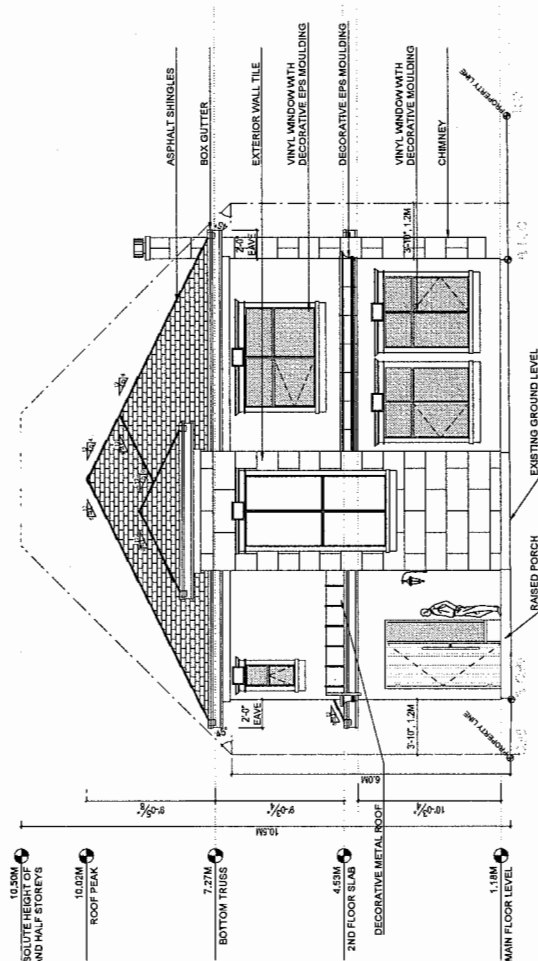
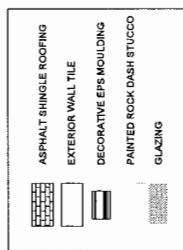
* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



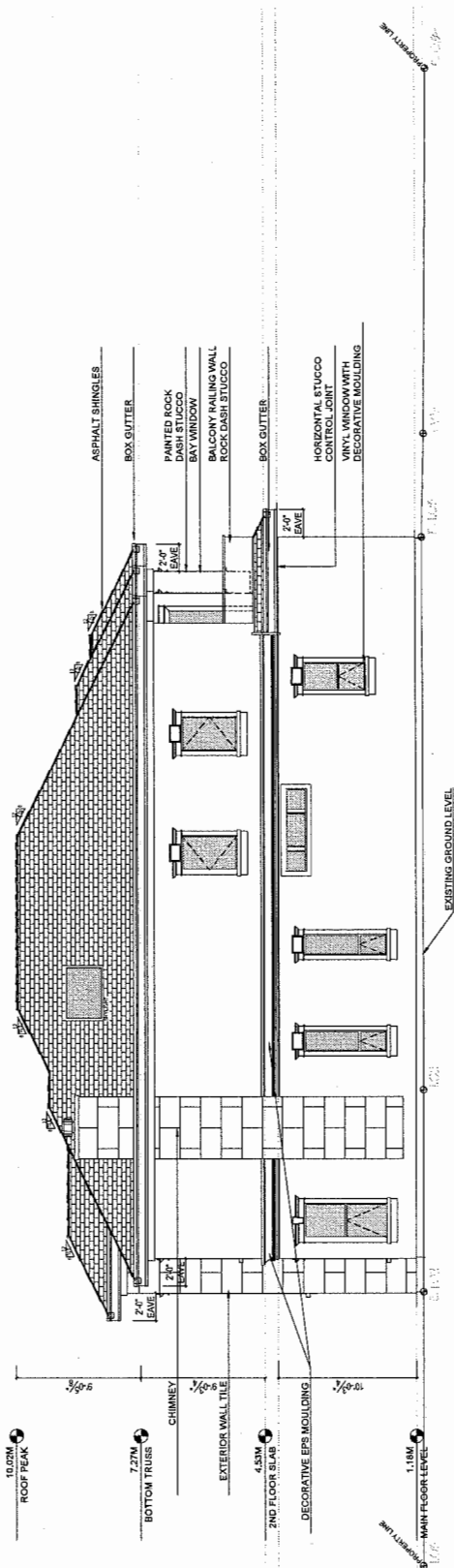
Tree Management Plan – Scale = 1:250

TREE #	TREE SPECIES (on site) (Botanical name)	DBH (cm)	SPREAD (m) Radius
1	Cherry (<i>Prunus sp.</i>)	25	1
2	Birch (<i>Betula sp.</i>)	39	1.8

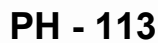
SUITABLE REPLACEMENT TREES (Botanical name)
Stewartia (<i>Stewartia pseudocamellia</i>)
Japanese Maple (<i>Acer palmatum sp.</i>)
Japanese Tree Lilac 'Ivory Silk' (<i>Syringa reticulata</i> 'Ivory Silk')
Serviceberry (<i>Amelanchier x grandiflora</i> 'Autumn Brilliance')



EAST ELEVATION
SCALE: 1/4" = 1'-0"



NORTH ELEVATION
SCALE : 1/4" = 1'-0"



DESIGNED	MI	REVISED		REVISED	
		DATE	DESCRIPTION	DATE	DESCRIPTION
		Aug 3 2016	ISSUED FOR REZONING		
DRAWN	TI				

PLANT LIST

PROJECT ADDRESS 8111NO.3 RD. RICHMOND(RZ15-699299)

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
AP8	2	ACER PALMATUM	JAPANESE MAPLE	8.0cm Cal. B&B
MSL	2	MAGNOLIA SOULANGIANA 'RUSTIC RUBRA'	PURPLE SAUCER MAGNOLIA	6.0cm Cal. B&B
PCO	2	PICEA OMORIKA	SERBIAN SPRUCE	3.5m HT. B&B
SHRUBS				
AJ	8	AZALEA JAPONICA **	JAPANESE AZALEA	#2 POT
EC	7	ERICA CARNEA	WINTER HEATHER	#2 POT
HMN	1	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	NIKKO BLUE HYDRANGEA	#2 POT
HMP	1	HYDRANGEA MACROPHYLLA 'PINK 'N PRET PINK'	PINK 'N PRETTY HYDRANGEA	#2 POT
HSB	1	HYDRANGEA SERRATA 'BLUE BIRD'	BLUE BIRD HYDRANGEA	#2 POT
RH	2	RHODODENDRON **	RHODODENDRON	#5 POT
RF	8	ROSA FLOWER CARPET	FLOWER CARPET ROSE	#1 POT
SH	29	SARCOCocca HUMILIS	HIMALAYAN SARCOCOCCA	#2 POT
SKR	5	SKIMMIA JAPONICA RUBELLA	SKIMMIA 'RUBELLA'	#2 POT
SJA	5	SPIRAEA JAPONICA 'ANTHONY WATERER'	ANTHONY WATERER SPIRAEA	#2 POT
SM	1	SYRINGA MEYER 'PALIBIN'	DWARF KOREAN LILAC	#5 POT

GROUND COVERS

AUU	40	ARCTOSTAPHYLOS UVA URSI	KINNIKINNICK	#SP3 POT
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PERENNIALS/ANNUALS/FERNS/GRASSES/AQUATIC PLANTS

CA	3	CAREX MOREWII 'AUREO-VARIEGATA'	CAREX	#1 POT
H	6	HAKONECHOLA MACRA ALLGOLD	JAPANESE FOREST GRASS	#1 POT

NOTES

** DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT.


ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS.

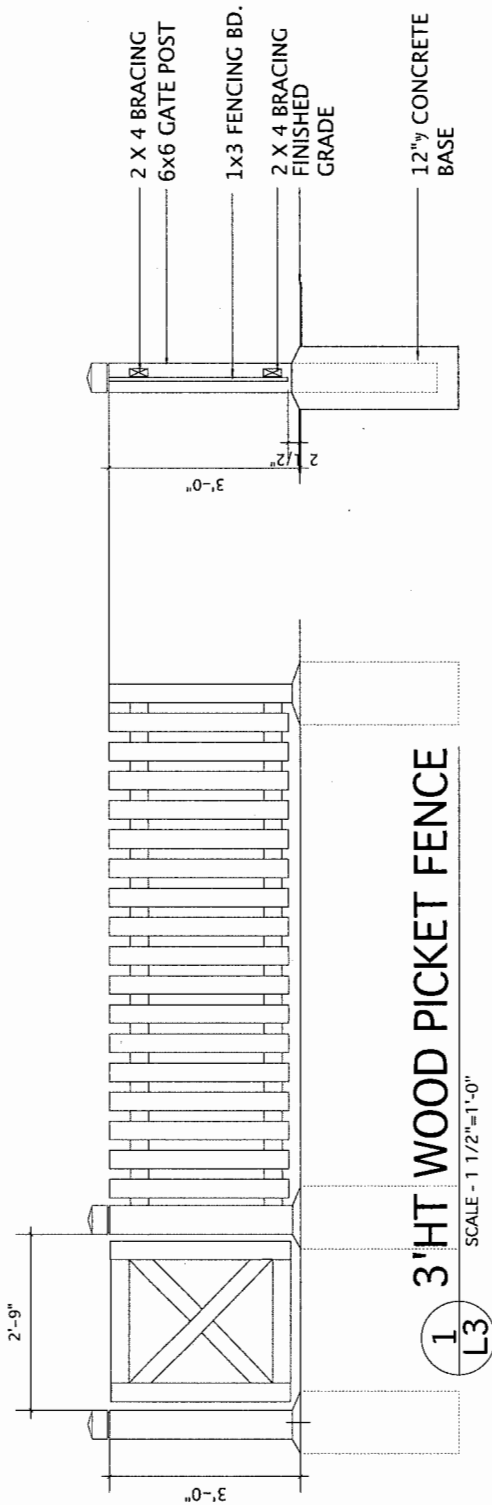
PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNLA STANDARDS FOR NURSERY STOCK AND THE BCLNA STANDARDS FOR CONTAINER GROWN PLANTS.

ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.

ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE SHALL OCCUR WHEN 95% OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.

DESIGNED	MI	DATE	REV		REVISIONS		PLANT LIST	 ITO ASSOCIATES Landscape Architects 1200 West 10th Avenue Vancouver, BC V6H 1T1	PROJECT 8111 No.3 RD. RICHMOND B.C. RZ15-699299	SCALE:	JOB NO.: 16L03
		Aug 3 2016	ISSUED FOR REZONING	REV	DESCRIPTION	SHEET				L2 OF 3	
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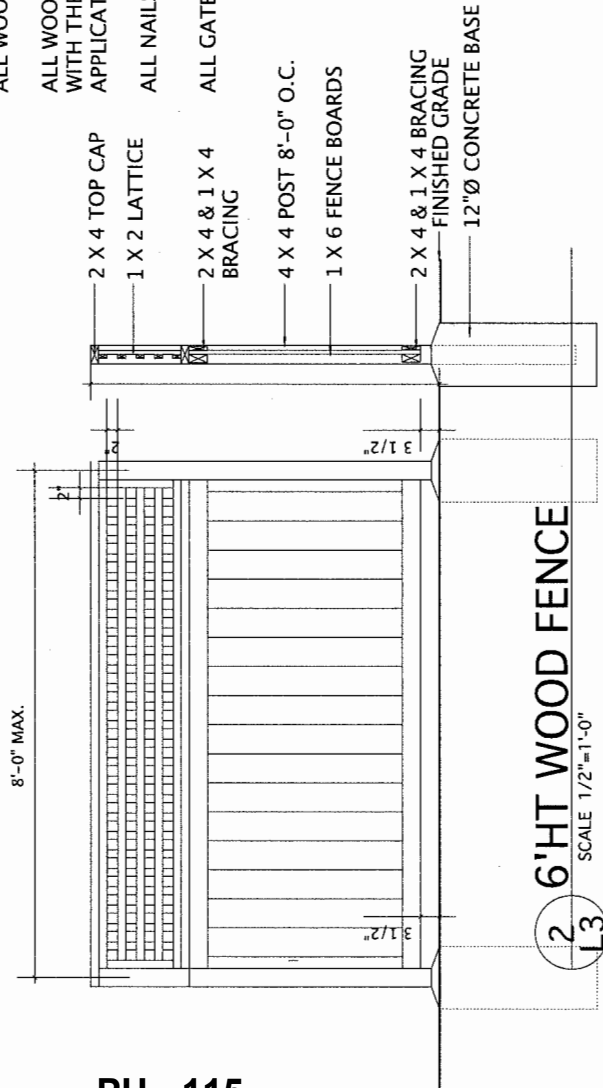
NOTE:

ALL WOOD SHALL BE PRESSURE TREATED FIR S.4.S.

ALL WOOD SHALL BE STAINED WITH 2 COATS SOLID STAIN, COLOUR TO BE COORDINATED WITH THE BUILDING AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO APPLICATION.

ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.

ALL GATES SHALL BE PROVIDED WITH METAL LATCH ASSEMBLIES



PH - 115

DESIGNED	MI	DATE	Aug 3 2016	REVISIONS	DESCRIPTION	DATE	REV	DESCRIPTION	DATE	REV	DETAILS	PROJECT	8111 No.3 RD. RICHMOND B.C. RZ15-699299	SCALE: 1/4" = 1'-0"	JOB NO.: 16LO3	SHEET: L3 OF 3
DRAWN	TI				ISSUED FOR REZONING							ITO & ASSOCIATES Landscape Architects 100-10150, Richmond B.C.				



City of Richmond

Rezoning Considerations

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

Address: 8111 No. 3 Road

File No.: RZ 15-699299

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9630, the developer is required to complete the following:

1. Road dedication of 3 m by 3 m corner cut at the northwest corner; and road dedication of 3 m by 3 m corner cut at the northeast corner of the proposed development (proposed Lot A).
2. Submission of a Landscape Plan for the front yards of the proposed lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include low fencing outside of the rear yard (max 1.2 m);
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
 - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm		4 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. Registration of a flood indemnity covenant on title.
4. Submission of conceptual plans showing the proposed architectural elevations of the proposed corner lot dwelling (Lot A), to the satisfaction of the Director of Development, and registration of a legal agreement on Title to ensure that the Building Permit application and ensuing development of the corner lot is generally consistent with the proposed conceptual plans.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two (2) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

At Demolition Permit* stage, the developer is required to complete the following:

1. Contact the City's Parks Department a minimum of four (4) days in advance to enable signage to be posted for the removal of the City-owned hedge located in front of the subject property.

At Subdivision* stage, the developer is required to complete the following:

1. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage improvements. Works include, but may not be limited to, the following:

Water Works:

- a. Using the OCP Model, there is 36.0 L/s of water available at a 20 psi residual at the No. 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs. If adequate flow is not available, the Developer shall be required to upgrade the existing water system that may extend beyond the development site frontage.

- Install approximately 45m of 200mm watermain along the No. 3 Road frontage. Extending from the south property line of the development site and tie-in to the existing 400mm watermain along No.3 Road.
- Install 2 new water service connections complete with meters and meter boxes.
- c. At Developers cost, the City is to:
 - Cut and cap the existing water service connection at the watermain along No. 3 Road frontage.
 - Cut and cap the existing 100mm watermain at the south property line of the development site and remove/abandon the watermain to the north.
 - Tie-in the new 200mm watermain to the existing 400mm watermain along No.3 Road and tie-in to the existing 100mm watermain along the No.3 Road frontage.

Storm Sewer Works:

- d. The Developer is required to:
 - Install approximately 77m of 200mm lane drainage sewer within the west and north Lanes complete with manholes and catch basins as required from the development sites south property line to No. 3 Road.
- e. At Developers cost, the City is to:
 - Cut and cap the existing storm sewer service connections, located at the southeast corner of the development site.
 - Install a new storm service connection complete with an IC at the adjoining property line of the newly subdivided lots along the No. 3 Road frontage.
 - Tie-in the proposed Lane drainage sewer to the existing Storm box culvert along No. 3 Road.

Sanitary Sewer Works:

- f. At Developers cost, the City is to:
 - Upgrade the existing sanitary service connection complete with new IC and dual connections at the adjoining property line of the newly subdivided lots.

Frontage Improvements:

- g. The Developer is required to:
 - Relocate existing Hydro poles along the north and west property line frontages of the development site to facilitate Lane upgrades.
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To determine servicing requirements.
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
 - Provide if necessary, additional SRWs, to be defined through the SA drawings and provided to the City at Developers cost.
 - Install asphalt, curb and gutter, drainage sewer and street lighting within the Lanes. Re-grade Lanes to center swale.
 - Complete other frontage improvements as per Transportation's requirements, which include, but are not limited to, the following:
 - On-site vehicle and bicycle parking facilities to be fulfilled to the City's bylaw requirement.
 - Future driveway on the proposed subdivided Lot A (north) to be located at the existing north-south lane, west of the property or at the existing east-west lane, north of the property. For the proposed subdivided Lot B (south), future driveway to be located at the existing north-south lane, west of the property. No driveways to be located on east side (frontage road to No. 3 Road).
 - The existing driveway on the frontage road to No. 3 Road to be removed and replaced with barrier curb, concrete sidewalk and boulevard matched with the south side of the property.
 - Restoration of existing sidewalk panels, curb and boulevard.

General Items:

- h. The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 2. Payment of the following year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, Engineering Improvement Charge, and the costs associated with the completion of the required servicing works and frontage improvements.

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

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

Note:

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

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

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

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

[signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9630 (RZ 15-699299)
8111 No. 3 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 **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 004-155-190

Lot 32 Section 20 Block 4 North Range 6 West New Westminster District Plan 21352

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9630"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 14 2016

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 7, 2016

File: RZ 16-737903

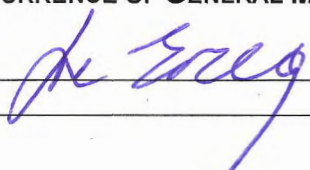
Re: Application by Architect 57 Inc. for Rezoning at 4780 Steveston Highway from Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9635, for the rezoning of 4780 Steveston Highway from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:acr
Att. 6

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

Staff Report

Origin

Architect 57 Inc. has submitted a rezoning application to the City of Richmond for permission to rezone the property at 4780 Steveston Highway from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access from the rear lane (Attachment 1). The site is currently occupied by a single family dwelling, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

The subject property is located on the south side of Steveston Highway, west of Railway Avenue and is surrounded by the following land uses:

To the North: Across Steveston Highway to the north is a townhouse development zoned "Town Housing (ZT54) - Steveston Highway"

To the South: Townhouse development that is within Land Use Contract (15).

To the East: Single detached dwellings on narrow lots zoned "Compact Single Detached (RC1)"

To the West: Single detached dwellings on narrow lots zoned "Single Detached (RS1/K)"

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The OCP designation of the property is "Neighbourhood Residential", where principal uses are single family, two-family and multiple family housing (specifically townhouses). The proposal is consistent with the OCP land use designation.

The subject property is located within the Steveston Area Plan and is designated for "Single-Family". The proposal is consistent with the area plan land use designation (Attachment 4).

Arterial Road Policy

The City permits densification along its arterial roads including compact lots with a rear lane to locate development where there is transit service and to direct it away from the internal single family neighbourhoods. The subject property is located on Steveston Highway, which is within the *Arterial Road Policy* as shown on the Arterial Road Map. The proposal for the creation of two compact lots is consistent with the policy as the subject property is located outside a Single

Family Lot Size Policy, and the applicant has proposed to dedicate and construct a fully operational municipal lane.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Existing Legal Encumbrances

A Statutory Right-of-Way (SRW) #RD19849 that is registered on title of the subject property pertains to a location just south of the site. The Right-of-Way was once part of a plan that included the subject property. This SRW is no longer required for the subject property and must be discharged by the owner prior to rezoning approval.

Transportation and Site Access

The applicant is required to dedicate a 6 m wide lane from the southern portion of the site, which will connect to the existing lane to the west of the subject site. No driveway access to Steveston Highway is permitted as per Residential Lot (Vehicular) Access Regulation Bylaw 7222 (2001). The developer is required to close the existing driveway to Steveston Highway.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight (8) bylaw-sized trees on the subject property and 13 street trees on City property.

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

- Remove eight (8) trees (# 14-21) located on site, all within the required lane dedication, to allow for construction of the lane.

- Replacement trees should be specified at 2:1 ratio as per the OCP.

The City of Richmond's Parks department agrees that the 13 city trees located along the front of the property should be retained. The developer is required to submit a report detailing any work that will encroach into the Tree Protection Zone.

Tree Replacement

The applicant wishes to remove eight (8) on-site trees (Trees # 14- 21). The proposed trees to be removed are located at the rear of the property within the proposed lane dedication. The 2:1 replacement ratio would require a total of 16 replacement trees. The applicant has agreed to plant two (2) trees on each lot proposed; for a total of four (4) trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

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

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$6,000.00 to the City's Tree Compensation Fund in lieu of the remaining 12 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5).

The City Trees (# 1-13) are required to be retained and protected. The arborist report recommends the installation of Tree Protection Zone fencing spanning 1 m from the west side of the stem of Tree #1, 4 m from the south side of Trees #1-13, 1 m from the east side of Tree #13 and adjacent to the City sidewalk on the north side of Tree #1-13. There is also a flat rock retaining wall along the south side of these trees, which must be removed manually. A Tree Survival Security in the amount of \$5,000.00 to ensure the survival of the 13 city trees to be retained is required, as per Parks requirements.

To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

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

Landscape Plan

As a condition of rezoning of the subject property to a compact lot, the applicant is required to provide a landscape plan, prepared by a registered landscape architect to the satisfaction of the City prior to final rezoning approval. The applicant is also required to provide a deposit of a Landscaping Security based on the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the Official Community Plan's Arterial Road Policy and should not include hedges along the front property line, include a mix of coniferous and deciduous trees, include all required replacement trees, and include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite on 100% of new lots, a secondary suite on 50% of the new lots created and a cash-in-lieu contribution of \$2.00/ft² on the remaining lots, or 100% cash-in-lieu contribution of \$2.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund if the lots are too small to accommodate a secondary suite.

The applicant proposes to provide a secondary suite in the house on each of the new lots. 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 suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

At future subdivision, the applicant is required to complete the payment of the current year's taxes, Address Assignment Fees, and the costs associated with completion of the required servicing works described in Attachment 6.

The applicant is also required to provide a new 6 m-wide lane along the entire south property at the developer's cost through a servicing agreement. The construction of the rear lane of the subject site will include the construction of the rear lane of the adjacent properties to the east at 4868 and 4888 Steveston Highway. Lane dedication and cash in lieu of the construction of the lane south of these properties were secured through RZ 03-225719, but the lane was not constructed.

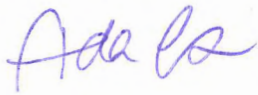
Financial Impact or Economic Impact

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

Conclusion

The proposed rezoning would enable the subdivision of the subject property into two lots zoned Compact Single Detached (RC2). This rezoning application complies with the land use designations and applicable policies contained in the OCP.

As such, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9635 be introduced and given first reading.



Ada Chan Russell
Planner 1

ACR:cas

- Attachment 1: Location Map
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Tree Protection Plan
- Attachment 6: Rezoning Considerations

PROPOSED REZONING

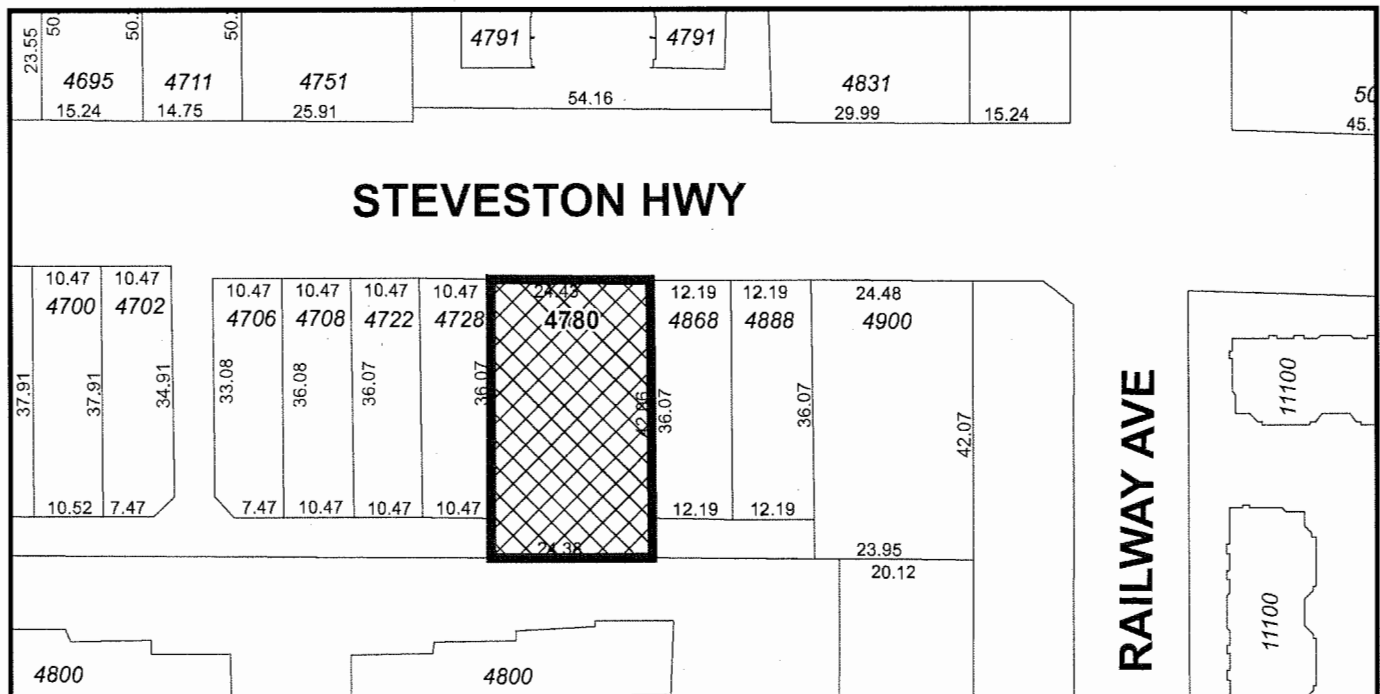
STEVESTON HWY

TRIMARAN DR

RAILWAY AVE

Legend:

- RS1/E
- RS1/C
- RS1/B
- RD1
- ZT54
- CP2
- RTL1
- RC1
- RS1/K
- RS1/B
- RTL1



RZ 16-737903

Note: Dimensions are in METRES



City of
Richmond



RZ 16-737903

Original Date: 08/05/16

Revision Date:

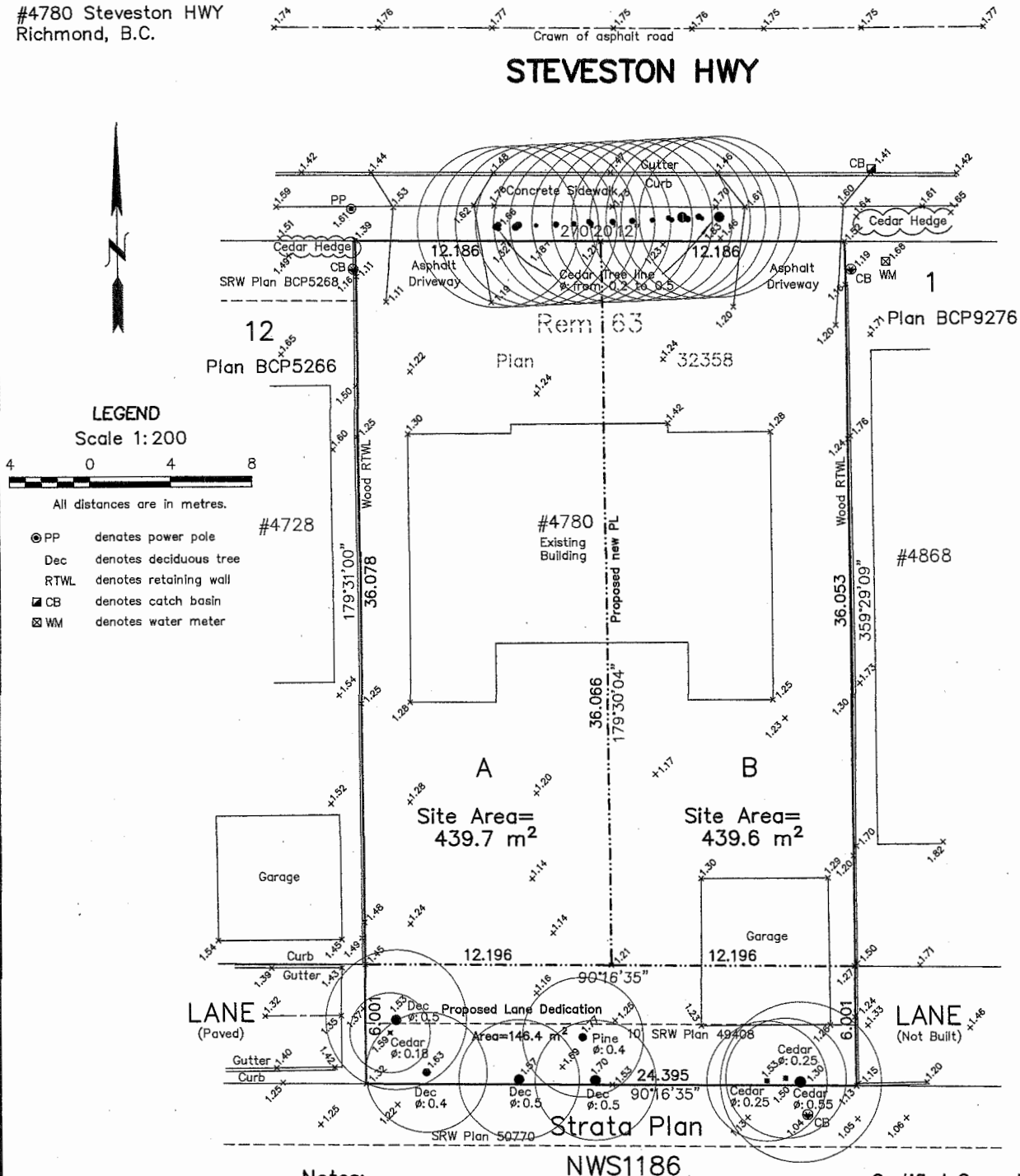
Note: Dimensions are in METRES

TOPOGRAPHIC PLAN OF LOT 63 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 46667, SECONDLY: PART SHOWN ROAD ON PLAN 49421, SECTION 2 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 32358

FOR SUBDIVISION APPLICATION PURPOSES

Parcel Identifier (PID): 004-260-333

#4780 Steveston HWY
Richmond, B.C.





RZ 16-737903

Attachment 3

Address: 4780 Steveston Highway

Applicant: Architect 57 Inc.

Planning Area(s): Steveston Area

	Existing	Proposed
Owner:	Yu-Hua Chen & King Chen Group Ltd.	No Change
Site Size (m²):	1025.7 m ² (11,040.5 ft ²)	Lot A = 439.7 m ² (4,732.9 ft ²) Lot B = 439.6 m ² (4,731.8 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Steveston Area	Steveston Area
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2

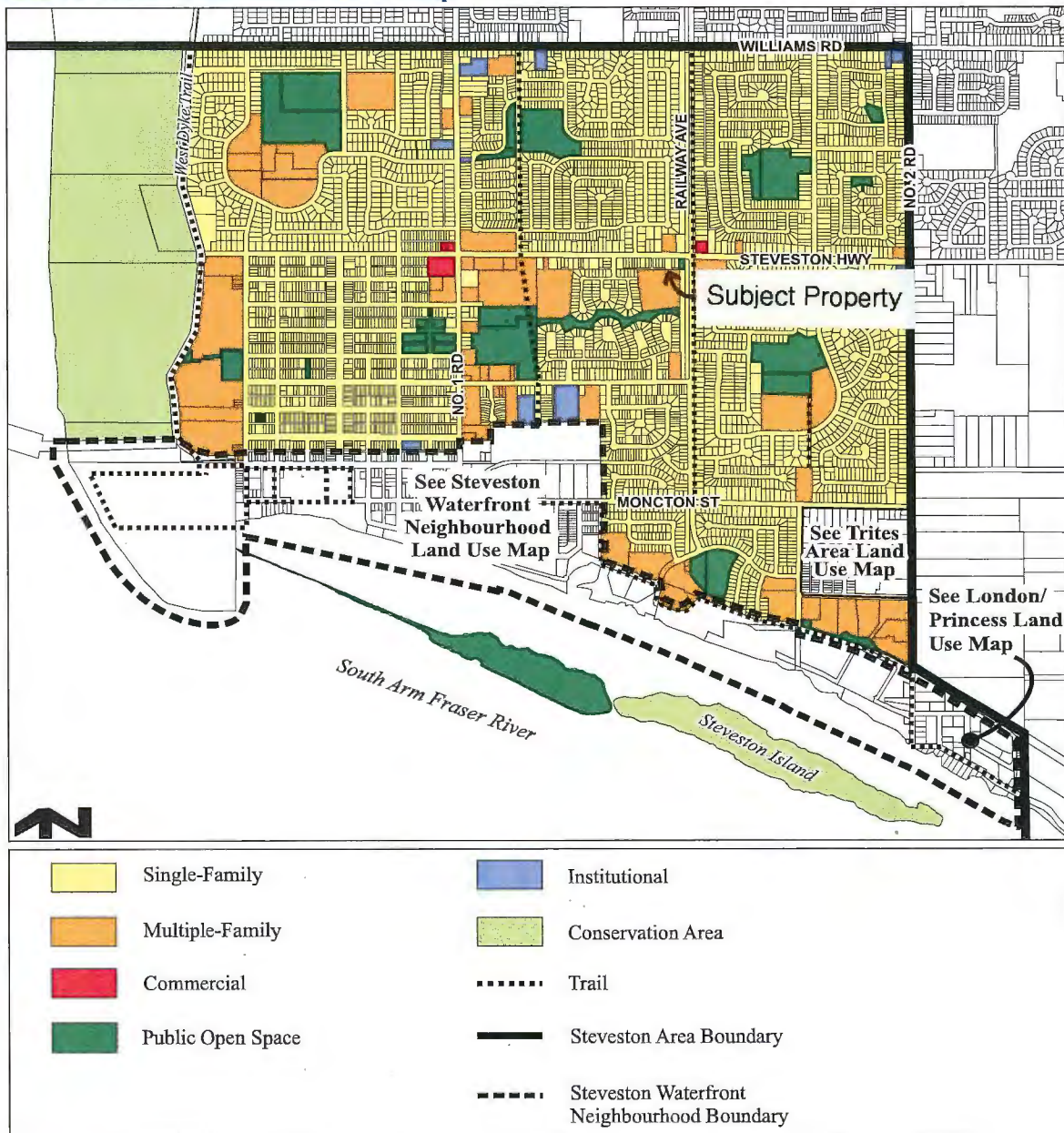
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.6 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m²):*	Lot A: Max. 263.8 m ² (2,839.5 ft ²) Lot B: Max. 263.8 m ² (2,839 ft ²)	Lot A: Max. 263.8 m ² (2,839.5 ft ²) Lot B: Max. 263.8 m ² (2,839 ft ²)	none permitted
Lot Coverage:	Buildings: Max. 50% Non-Porous: Max. 20% Total: Max. 70%	Buildings: Max. 50% Non-Porous: Max. 20% Total: Max. 70%	none
Lot Size:	Min. 270 m ²	Lot A: 439.7 m ² Lot B: 439.6 m ²	none
Lot Dimensions:	Width: Min. 9 m Depth: Min. 24 m	Lots A and B Width: 12.2 m Depth: 36.1 m	none
Setbacks:	Front: Min. 6 m Interior Side: Min. 1.2 m Rear: Min. 6 m	Front: Min. 6 m Interior Side: Min. 1.2 m Rear: Min. 6 m	none
Height (m):	Max. 2.5 storeys and within Residential Vertical Lot Envelopes	Max. 2.5 storeys and within Residential Vertical Lot Envelopes	none

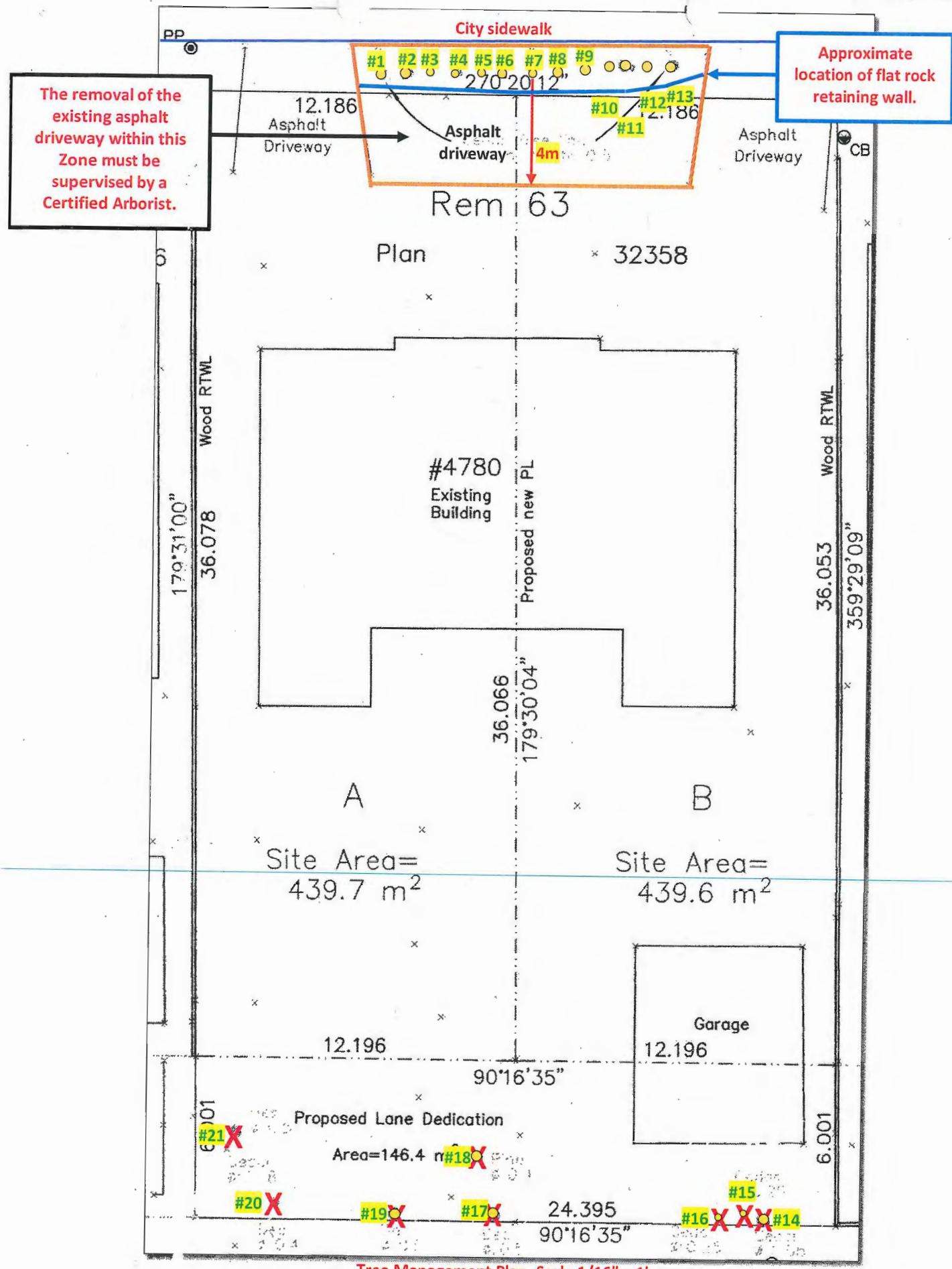
Other: Tree replacement compensation required for loss of significant trees.

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

City of Richmond

Steveston Area Land Use Map

Bylaw 9252
2016/06/27





City of Richmond

Rezoning Considerations

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

Address: 4780 Steveston Highway

File No.: RZ 16-737903

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9635, the developer is required to complete the following:

1. 6 m lane dedication along the entire 4780 Steveston Highway south property line.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	11 cm		6 m
2	10.5 cm		5.5 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. City acceptance of the developer's offer to voluntarily contribute \$6,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$5,000.00 for the 13 city trees to be retained. The security will not be released until an acceptable impact assessment report by the Certified Arborist is submitted and a landscaping inspection has been passed by City Staff. The City may retain a portion of the security of a one-year maintenance period.
6. 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.
7. Registration of a flood indemnity covenant on title.
8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the proposed future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
9. Discharge of existing Statutory Right-of Way registered on Title of the subject property (i.e. RD19849).

At Demolition Permit* stage, the developer is required to complete the following:

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

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

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

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

1. Current years property taxes to be paid in full prior to subdivision being granted
2. Servicing works and off-site improvements may be completed through a Servicing Agreement entered into by the applicant to design and construct the works for the development site at the Developer's cost, and to design and construct the lane along the south property line of adjacent properties at 4868 and 4888 Steveston Highway, which shall be funded by the City subject to funding approval, to the satisfaction of the Director of Engineering.
3. Pay servicing costs associated with the following water, storm, and sanitary works:

Water Works

- a) Using the OCP Model, there is 712 L/s of water available at a 20 psi residual at the Steveston Highway frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) The Developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- c) At Developer's cost, the City is to cut and cap, at main, existing water service connection at the Steveston Hwy frontage and install two new water service connections off of the existing 350 mm AC water main along the Steveston Hwy frontage, complete with meter and meter box.

Storm Sewer Works

- a) The Developer is required to:
 - Provide, at no cost to the City, an additional 3.0 m wide utility service right-of-way at the northeast corner of the lot, extending from the property line to 1.0 m past the existing inspection chamber.
 - Check the existing storm service connections at the northwest corner of the development site and confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connection may be retained. In the case that the service connection are not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- b) At Developer's cost the City is to:
 - Cut and cap, at the property line of the adjacent lot, the existing storm service connections at the northwest corner of the development site.
 - Install a new storm service connection, complete with inspection chamber, off of the existing main along the Steveston Highway frontage.
 - If the existing storm service connection is deemed unacceptable by the City, cut and cap, at the property line of the adjacent lot, the existing storm service connections at the northwest corner of the development site and install a new storm service connection, complete with inspection chamber.

Sanitary Sewer Works:

- a) The Developer is required to not start onsite foundation construction prior to completion of rear yard sanitary works by City crews.
- b) At Developer's cost, the City is to:
 - Install new sanitary service connection at the adjoining property line of the 2 newly created lots, complete with inspection chamber and service laterals, off of the existing main along the south property line.
 - Cut, cap, and remove existing sanitary service connection and inspection chamber at southeast corner of the subject site.

Frontage Improvements:

The Developer is required to:

- a) Coordinate with BC Hydro, Telus, and other private communication service providers for undergrounding of overhead service lines along the Steveston Hwy frontage.
- b) Coordinate with BC Hydro, Telus and other private communication service providers
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
- c) Provide a new 6.0 m-wide lane along the entire south property line, approximately 25 m, complete with asphalt pavement, rollover curb and gutter on both sides, lighting, and drainage.
- d) Complete other frontage improvements as per Transportation's requirements.

General Items:

The Developer is required to:

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

Note:

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

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

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

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

(Sign Concurrence on File)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9635 (RZ 16-737903)
4780 Steveston Highway**

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

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

P.I.D. 004-260-333

Lot 63 Except: Firstly: Part Subdivided by Plan 46667, Secondly: Part Shown Road on Plan 49421, Section 2 Block 3 North Range 7 West New Westminster District Plan 32358

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9635"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 14 2016



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Fast Track Application Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

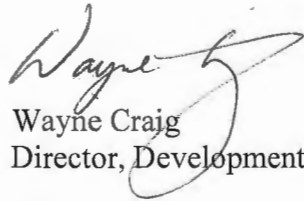
Date: October 24, 2016

File: RZ 16-740422

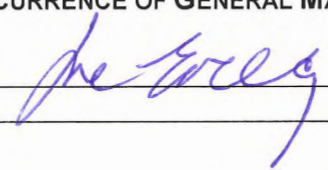
Re: Application by 1080593 BC Ltd. for Rezoning at 11740 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9636, for the rezoning of 11740 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:jr
Att. 7

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

Staff Report

Item	Details		
Applicant	1080593 B.C. Ltd.		
Location	11740 Williams Road (Attachment 1)		
Zoning	Existing: Single Detached (RS1/E)		
	Proposed: Compact Single Detached (RC2) (Attachment 2)		
Development Data Sheet	Attachment 3		
OCP Designation	Neighbourhood Residential (Attachment 4)	Complies:	Yes
Lot Size Policy 5434	Compact Single Detached (RC2) or Coach Houses (RCH1) permitted (Attachment 5)	Complies:	Yes
Arterial Road Policy	Compact Lots or Coach House	Complies:	Yes
Floodplain Management Implementation Strategy	Flood indemnity covenant required	Complies:	Yes
Affordable Housing Strategy Response	Secondary suites on 100% of the two (2) lots proposed	Complies:	Yes
Surrounding Development	North:	Across Williams Road, a single-family dwelling on a lot zoned "Single Detached (RS1/E)" with vehicle access from Williams Road.	
	South:	Across the rear lane, a single-family dwelling on a lot zoned "Single Detached (RS1/E)" with vehicle access from Seabrook Crescent.	
	East & West:	Single-family dwellings on lots zoned "Single Detached (RS1/E)" with vehicle access from the rear lane.	
Rezoning Considerations	Attachment 7		

Public Consultation

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

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

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

Analysis**Transportation and Site Access**

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

Prior to the issuance of a Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan to the City's Transportation Department for review.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject property and three (3) street trees on City property.

The City's Tree Preservation Coordinator and Parks Department staff have reviewed the Arborist's Report and have the following comments:

- One (1) 42.4 cm dbh Cypress (Tag # 4) is mostly dead and should be removed and replaced.
- Three (3) Sweetgum trees (Tag # 1-3) located in the City sidewalk to be retained and protected.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Protection

Three (3) City-owned trees (Tag # 1-3) located in the sidewalk are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security of \$5,600 for the three (3) City-owned trees to be retained.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove one (1) on-site tree (Tag # 4). The 2:1 replacement ratio would require a total of two (2) replacement trees. The applicant has agreed to plant two (2) trees on each lot proposed; for a total of four (4) trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	9 cm	5 m
2	6 cm	3.5 m

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a Landscape Plan for both lots prepared by a Registered Landscape Architect, along with a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect for the proposed planting, including the four (4) required replacement trees. The Landscape Plan must comply with the regulations for coach house and compact lot development contained in the Arterial Road Policy in the OCP. A portion of the security will be released after construction and landscaping at the subject site is completed and a landscaping inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure that the landscaping survives.

Site Servicing and Frontage Improvements

At future subdivision and building permit stage, the applicant is required to complete the following:

- Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 8.
- Payment to the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 4, in the amount of \$22,800.73 to recover prior lane improvement construction costs associated with the works and services that have been constructed and financed by the City.

Financial Impact

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

Conclusion

The purpose of this application is to rezone 11740 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) single-family lots.

This rezoning application complies with the land use designations and applicable policies for the subject site contained within the OCP and the Richmond Zoning Bylaw 8500.

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

October 24, 2016

- 5 -

RZ 16-740422
Fast Track Application

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9636 be introduced and given first reading.



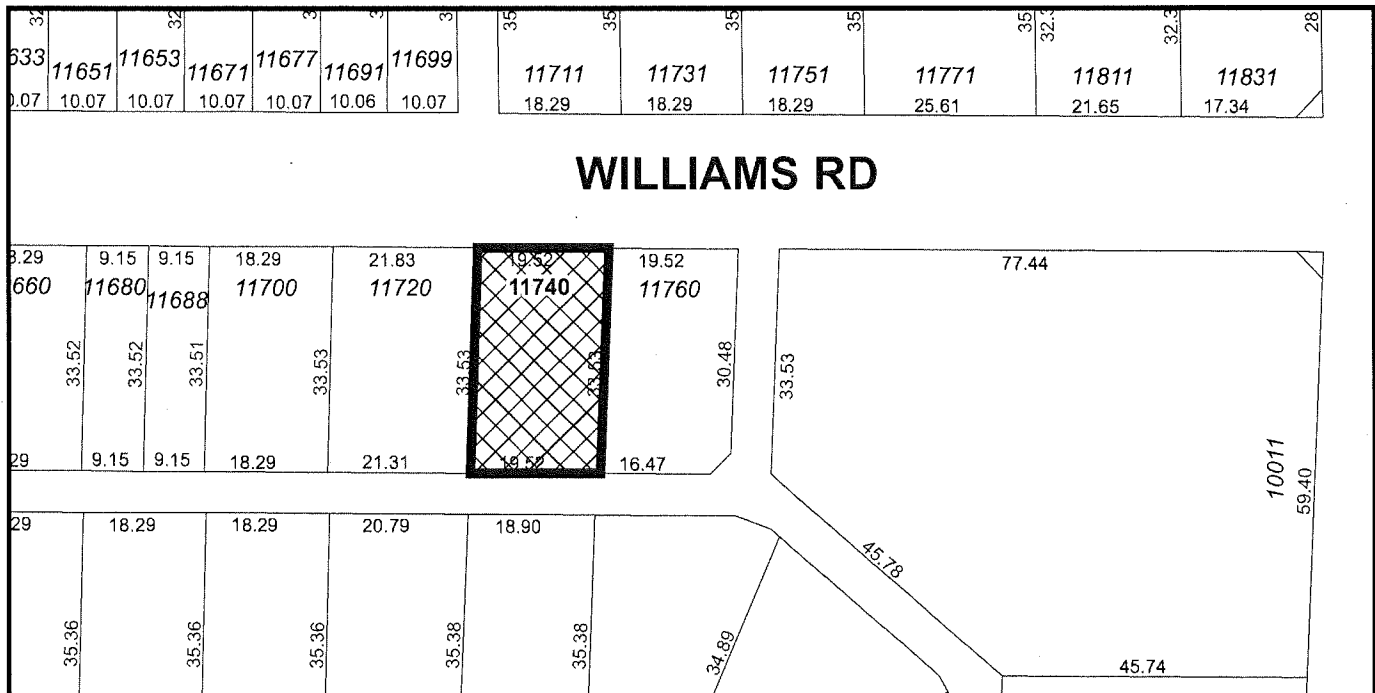
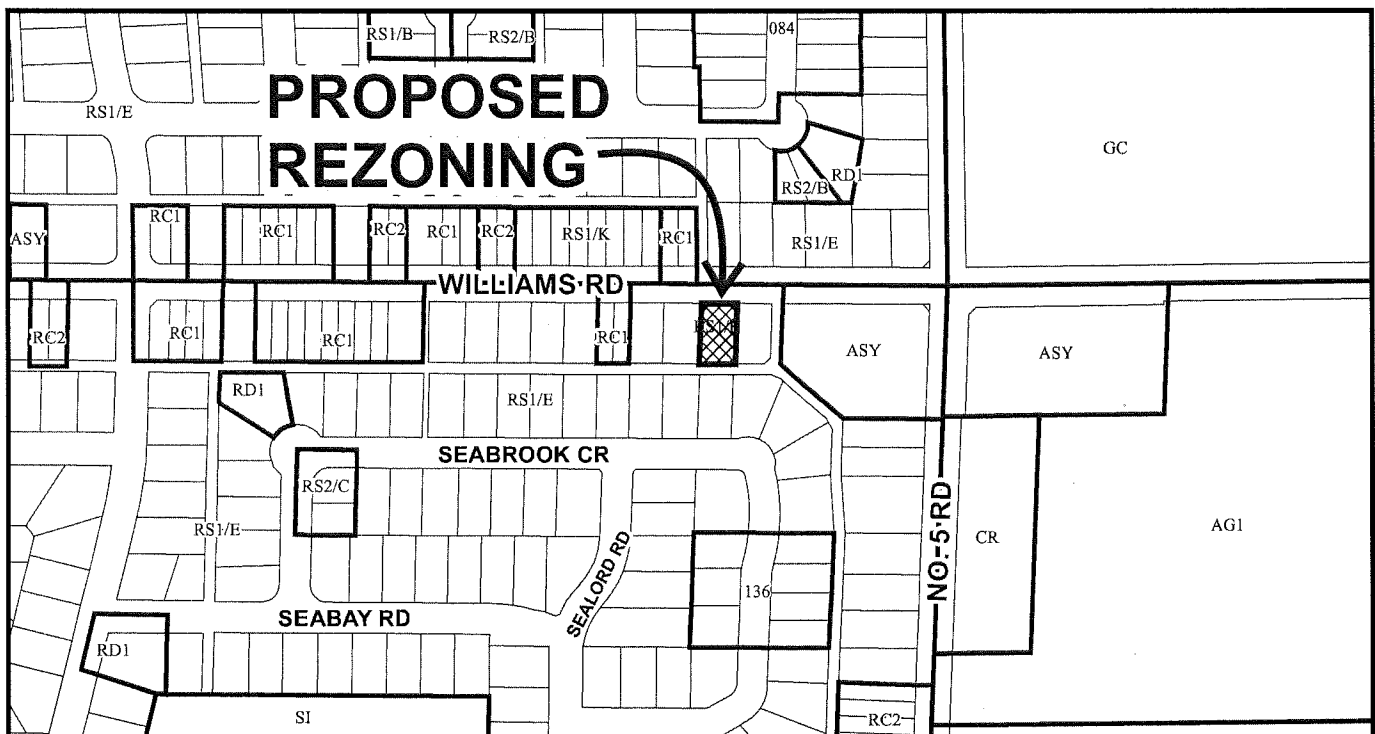
Jordan Rockerbie
Planning Technician

JR:rg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Shellmont Area Plan Land Use Map
- Attachment 5: Single Family Lot Size Policy 5434
- Attachment 6: Tree Management Drawing
- Attachment 7: Rezoning Considerations



City of Richmond



RZ 16-740422

Original Date: 08/19/16

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 16-740422

Original Date: 08/19/16

Revision Date:

Note: Dimensions are in METRES

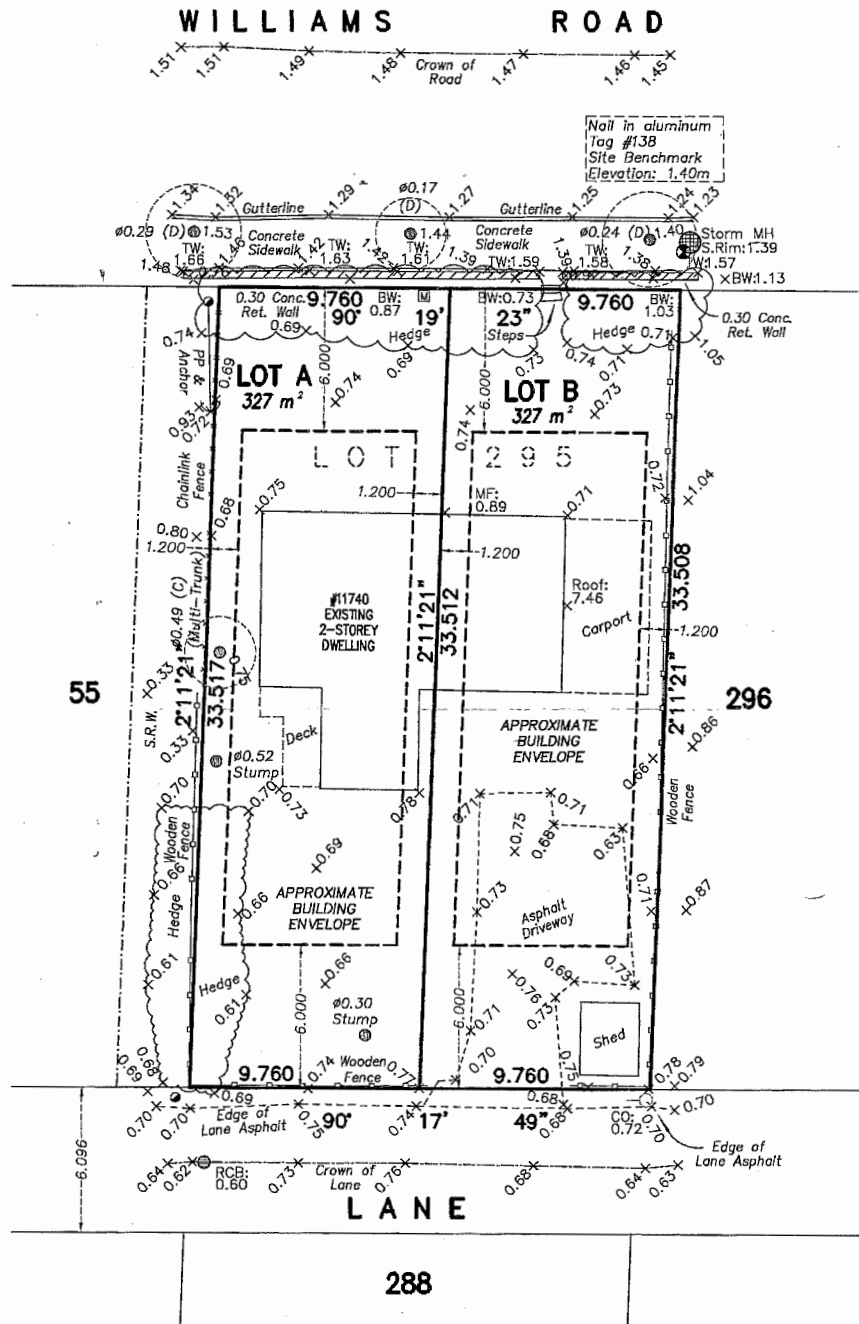
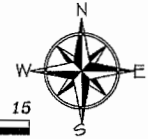
**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
LOT 295 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 35779**

#11740 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D. 007-178-191

SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



© 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. 6547
FB-311 P32-34
Drawn By: IO

NOTE:
Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #190
Control Monument 94H1624
Elevation: 2.353m
Benchmark: HPN #191
Control Monument 02H2453
Elevation: 1.664m

NOTE:
Use site Benchmark Tag #138 for
construction elevation control.

LEGEND:
(C) denotes conifer
(D) denotes deciduous
■ denotes catch basin
● denotes round catch basin
⊕ denotes water valve
⊗ denotes water meter
⊙ denotes manhole
○ denotes cleanout
⊙ denotes lamp standard
⊙ denotes fire hydrant
⊙ denotes power post
MF denotes main floor
BW denotes bottom of retaining wall
TW denotes top of retaining wall

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.

MAY 11th, 2016.

DWG No. 6547-Topo

PH-143



RZ 16-740422

Attachment 3

Address: 11740 Williams Road

Applicant: 1080593 BC Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	1080593 BC Ltd.	To be determined
Site Size (m²):	654 m ²	Two (2) lots, each 327 m ²
Land Uses:	One (1) single-family home	Two (2) single-family homes
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Compact Single Detached (RC2)	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	Arterial Road Compact Lot Coach House	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Lot A: Max. 196.2 m ² (2,111.88 ft ²) Lot B: Max. 196.2 m ² (2,111.88 ft ²)	Lot A: Max. 196.2 m ² (2,111.88 ft ²) Lot B: Max. 196.2 m ² (2,111.88 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70%	Building: Max. 50% Non-porous Surfaces: Max. 70%	none
Lot Size:	Min. 270.0 m ²	327.0 m ²	none
Lot Dimensions (m):	Width: 9.0 m Depth: 24.0 m	Width: 9.76 m Depth: 33.51 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

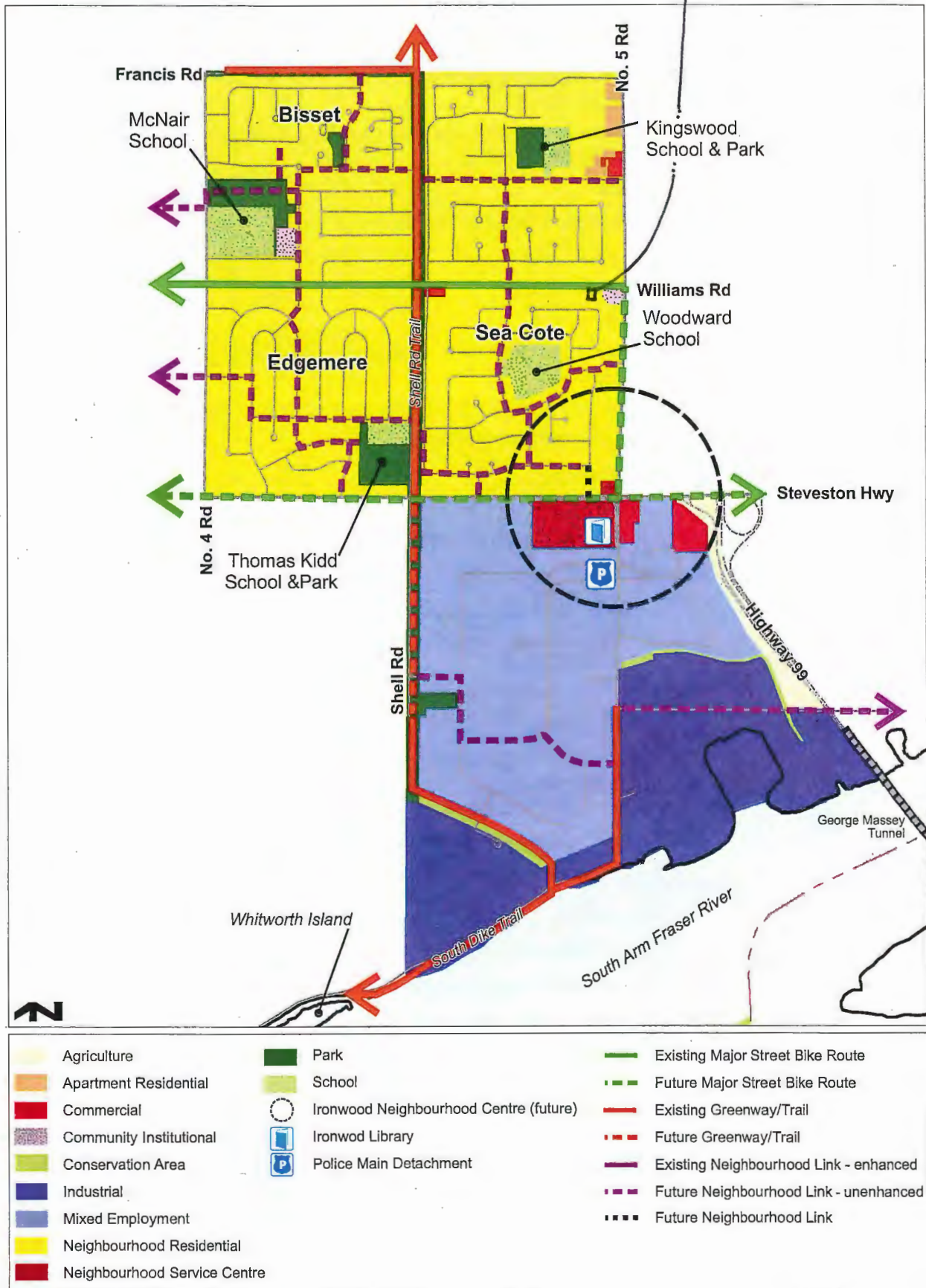
Other: Tree replacement compensation required for loss of significant trees.

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



8. Shellmont

SUBJECT
PROPERTY



PH - 145



City of Richmond

Policy Manual

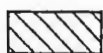
Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	POLICY 5434
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
 - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT
PROPERTY



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development
is permitted.



Subdivision permitted as per **R1/B**

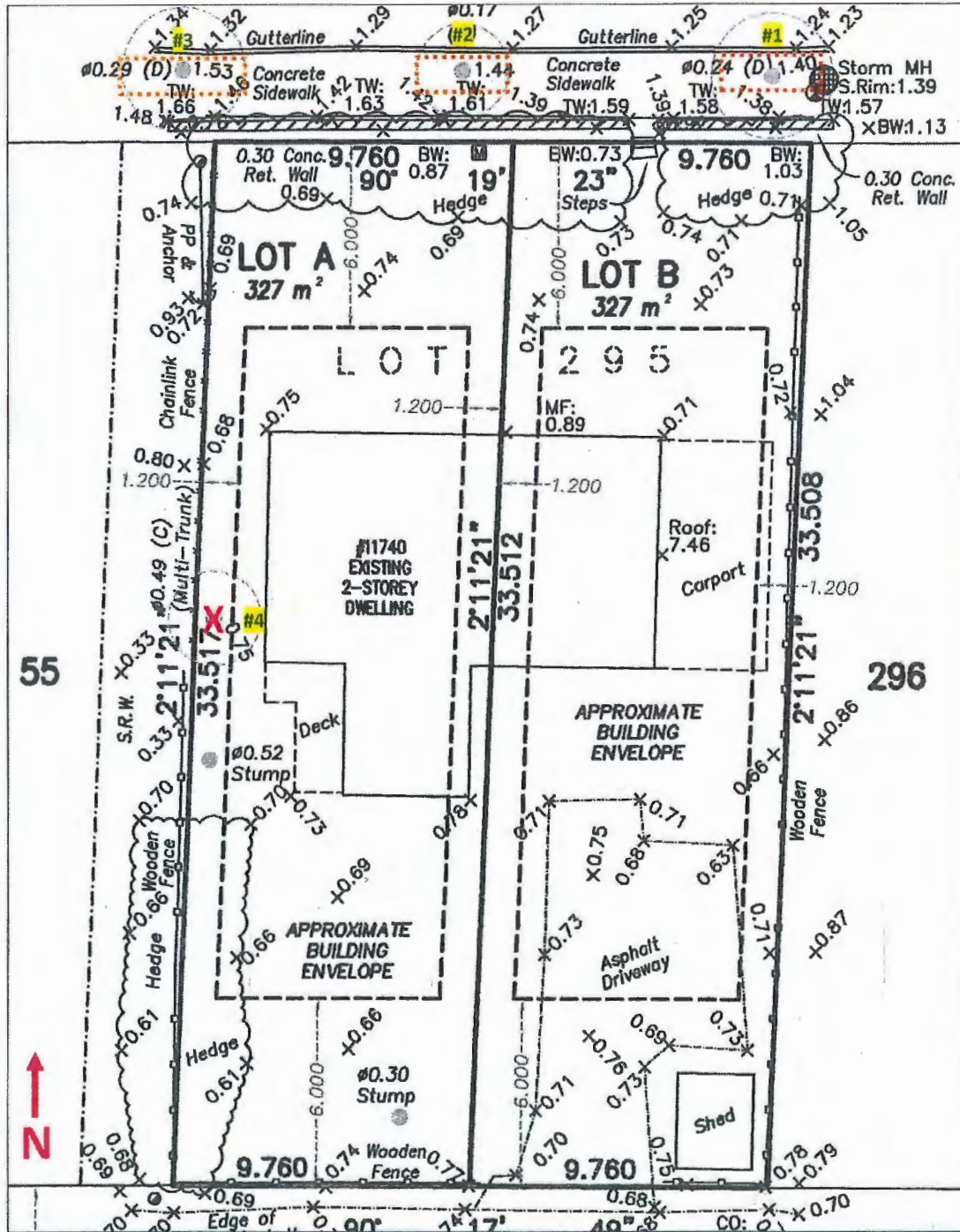


Policy 5434 Section 36-4-6

PH - 147

Adopted Date: 02/19/1990

Amended Date: 11/18/1991
10/16/2006



SUITABLE REPLACEMENT TREES (Botanical name)
Purple Fountain European Beech (<i>Fagus sylvatica</i> 'Purple Fountain')
Japanese Tree Lilac 'Ivory Silk' (<i>Syringa reticulata</i> 'Ivory Silk')

TREE #	TREE SPECIES (Botanical name)	DBH (cm)	SPREAD (m) Radius
1	Sweetgum (<i>Liquidambar styraciflua</i>)	24	1.8
2	Sweetgum (<i>Liquidambar styraciflua</i>)	20	1.2
3	1.4 (<i>Liquidambar styraciflua</i>)	28	1.8
4	Cypress (<i>Chamaecyparis</i> sp.)	60	1.4



Address: 11740 Williams Road

File No.: RZ 16-740422

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9636, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
2	9 cm	5 m
2	6 cm	3.5 m

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

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$5,600 for the three (3) City-owned trees to be retained.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

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

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

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

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

1. Complete the following servicing works and off-site improvements. These may be completed through a Servicing Agreement* or a City work order.

Water Works

- Using the OCP Model, there is a 621 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on the proposed development, the site requires a minimum fire flow of 200 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
 - Cut and cap, at main, the existing water service connection at the Williams Road frontage.
 - Install two (2) new water service connections off of the existing 300 mm PVC water main along the Williams Road frontage, complete with meters and meter boxes.

Storm Sewer Works

- At Developer's cost, the City is to:
 - Cut and cap, at main, the existing storm service connections along the Williams Road frontage and remove the inspection chambers.
 - Install a new storm service connection off of the existing 600 mm storm sewer along the Williams Road frontage, complete with inspection chamber and dual service leads.

Sanitary Sewer Works

- At Developer's cost, the City is to:
 - Cut and cap, at the inspection chamber, the existing sanitary service connection along the east-west lane frontage.
 - Install a new sanitary service connection off of the existing 150 mm AC sanitary sewer along the east-west lane frontage, complete with inspection chamber and dual service leads.

Frontage Improvements

- The Developer is required to:
 - Coordinate with BC Hydro, Telus, and other private communication service providers
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground utility structures are required, and coordinate their locations (e.g. Vista, PMY, LPT, Shaw cabinets, Telus kiosks, etc.). These should be located onsite.
 - Pay to the City \$22,800.73 to recover lane improvement construction costs associated with the works and services that have been constructed and financed by the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 4.

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9636 (RZ 16-740422)
11740 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 **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 007-178-191

Lot 295 Section 36 Block 4 North Range 6 West New Westminster District Plan 35779

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9636"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 14 2016

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

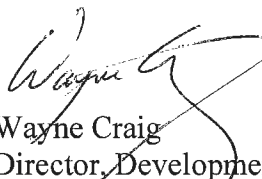
To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 7, 2016
File: RZ 16-737179

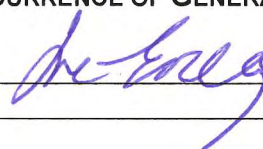
Re: Application by 0868256 BC Ltd. for Rezoning at 8360/8380 Sierpina Place from
Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9642, for the rezoning of 8360/8380 Sierpina Place from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director, Development

SDS:blg
Att. 5

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

Staff Report

Origin

0868256 BC Ltd. has applied to the City of Richmond for permission to rezone the property at 8360/8380 Sierpina Place from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from Sierpina Place (Attachment 1). The site is currently occupied by a duplex, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Sierpina Place.
- To the South & East: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Greenfield Drive.
- To the West: Single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Sierpina Place.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject property is “Neighbourhood Residential”. The proposed rezoning and subdivision would comply with this designation.

Zoning Bylaw 8500

Section 2.3.7 of the Zoning Bylaw permits properties with existing duplexes to be rezoned and subdivided into no more than two (2) single-family lots. Proposed lots at the subject site will be approximately 15 m (49 ft²) and 12 m (129 ft²) wide and approximately 445 m² (4,789 ft²) and 463 m² (4,983 ft²) in area. The proposed subdivision would comply with the minimum lot dimensions and size of the “Single Detached (RS2/B)” zone.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) registered on Title for utilities along the rear of the subject property; which will not be impacted by the proposed development. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

Vehicle access to the proposed lots is to be from Sierpina Place via a single shared driveway letdown, which will be secured at Subdivision stage through the required servicing works.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant; which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses seven (7) bylaw-sized trees located on the subject site, seven (7) trees located on neighbouring properties and one (1) City-owned tree.

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

- Retain and protect five (5) trees (tag# 3, 9, 11, 12 & 13) located on-site due to good condition (57, 44, 47, 30 & 70 cm dbh).
- Retain and protect all seven (7) trees (tag# 2, 4, 5, 6, 7, 8 & 14) located on neighbouring properties.

- Remove one (1) Fig tree (tag# 10) and one (1) Southern Magnolia tree (tag# 15) located on the subject property due to poor condition from previous topping and conflict with the proposed building footprint (38 & 93 cm dbh).
- Remove one (1) City-owned Cherry tree (82 cm dbh) (tag# 1) located in front of the subject property due to poor condition and conflict with the proposed driveway and required water service connection works for the proposed lots. The Engineering Department has confirmed the tree will need to be removed in order to facilitate required servicing works. The applicant has received approval from the Parks Department and must contact the department four (4) days prior to removal. Compensation of \$1,300 is required in order for the Parks Department to plant two (2) trees at or near the subject property.

Tree Protection

The proposed Tree Management Diagram is shown in Attachment 4, which outlines the protection of the five (5) trees on-site and seven (7) trees on neighbouring properties.

To ensure the protection of the 12 trees (tag# 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, & 14), the applicant is required to complete the following:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Submission of a Tree Survival Security to the City in the amount of \$35,000 for the five (5) on-site trees to be retained.
- Prior to the demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03, prior to any works being conducted on-site, and remain in place until construction and landscaping works are completed.

Tree Replacement

For the removal of the two (2) trees on-site, the OCP tree replacement ratio goal of 2:1 requires four (4) replacement trees to be planted and maintained on the proposed lots. The applicant has proposed to plant and maintain four (4) replacement trees on-site, one (1) tree on proposed Lot A, in addition to the five (5) trees to be retained and protected, and three (3) trees on proposed Lot B.

As per Tree Protection Bylaw No. 8057, based on the sizes of the on-site trees being removed (38 & 93 cm dbh), replacement trees shall be the following minimum sizes:

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

To ensure that four (4) replacement trees are planted on-site at development stage, the applicant is required to submit a Landscaping Security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one (1) year maintenance period from the date of the landscape inspection.

Affordable Housing Strategy

The City's current Affordable Housing Strategy (adopted by Council September 14, 2015) for single-family rezoning applications requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots, plus a cash-in-lieu contribution of \$2.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution.

The applicant proposes to provide a legal secondary suite in the dwelling on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title; stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

For the remaining one (1) lot, the applicant proposes to provide a voluntary contribution to the Affordable Housing Reserve Fund based on \$2.00/ft² of total buildable area (i.e. \$5,482.05) in-lieu of providing a secondary suite, consistent with the Affordable Housing Strategy. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

At future subdivision and building permit stage, the applicant is required to complete the following:

- Frontage improvements including, but not limited to, construction of a shared driveway letdown and sidewalk panel replacement at developer's cost.
- Payment of current year's taxes and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 5.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone the property at 8360/8380 Sierpina Place from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two (2) lots.

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

The list of rezoning considerations is included in Attachment 5; which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9642 be introduced and given first reading.



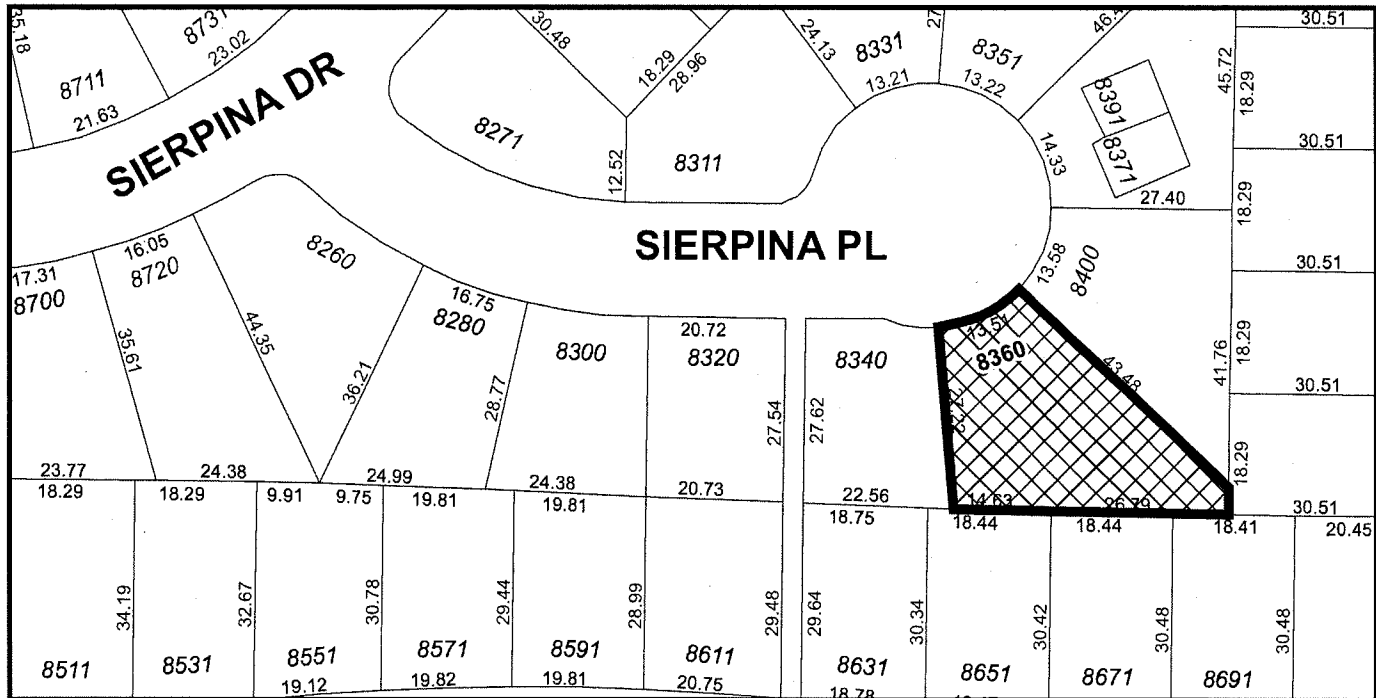
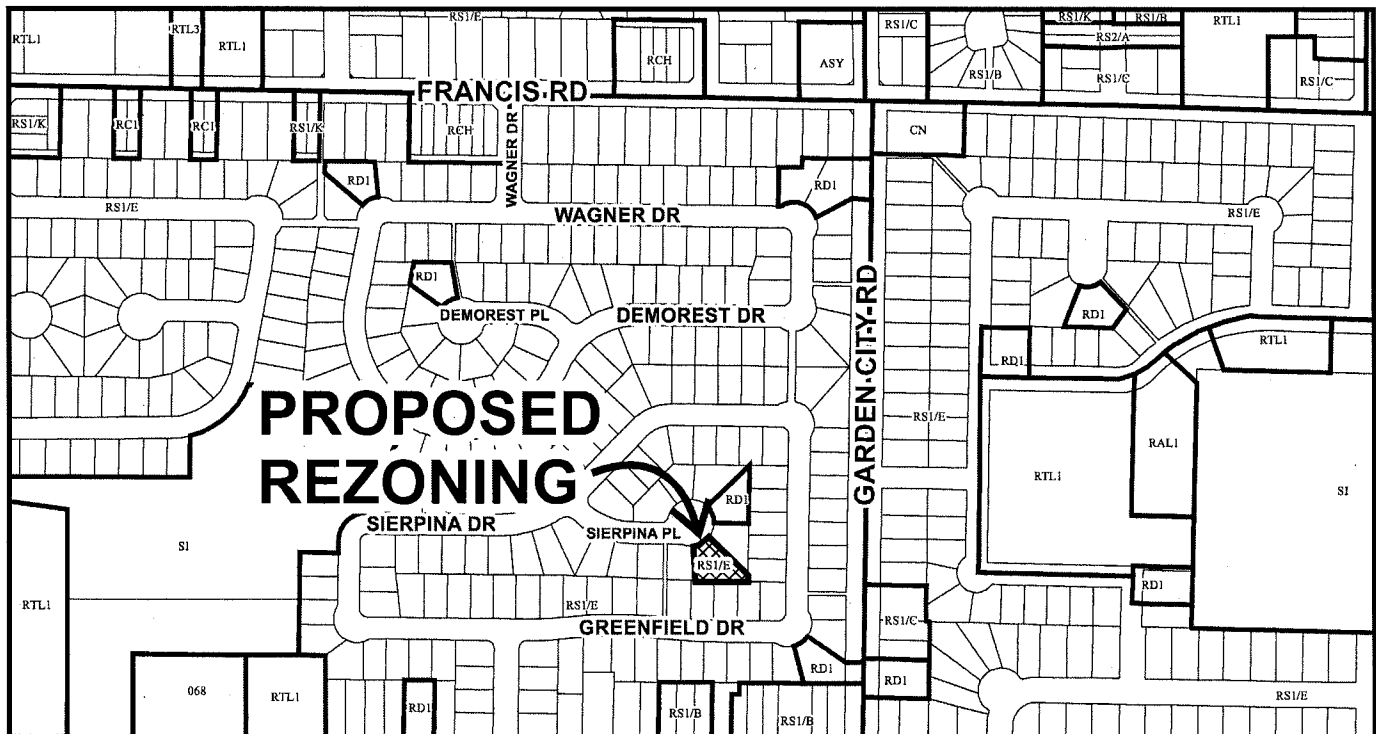
Steven De Sousa
Planning Technician – Design
(604-276-8529)

SDS:blg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Management Plan
- Attachment 5: Rezoning Considerations



City of Richmond



RZ 16-737179

Original Date: 08/03/16

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 16-737179

Original Date: 08/03/16


Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 2

[illegible]

LEGEND:
(C) denotes conifer
(D) denotes deciduous
(M) denotes manhole
(R) denotes rodol bearing


JOHNSON C. TAM, B.C.L.S.
JUNE 18th, 2016.

DWG No. 6633-Topo



RZ 16-737179

Attachment 3

Address: 8360/8380 Sierpina Place

Applicant: 0868256 BC Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	K. McElwain & N. Carpenter	To be determined
Site Size:	908 m ² (9,773 ft ²)	Lot A: 445 m ² (4,790 ft ²) Lot B: 463 m ² (4,983 ft ²)
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	Complies
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	None Permitted
Buildable Floor Area:*	Lot A: Max. 244 m ² (2,634 ft ²) Lot B: Max. 254 m ² (2,741 ft ²)	Lot A: Max. 244 m ² (2,634 ft ²) Lot B: Max. 254 m ² (2,741 ft ²)	None permitted
Lot Coverage:	Building: Max. 45% Non-porous: Max. 70% Landscaping: Max. 25%	Building: Max. 45% Non-porous: Max. 70% Landscaping: Max. 25%	None
Lot Size:	Min. 360.0 m ²	Lot A: 445 m ² Lot B: 463 m ²	None
Lot Dimensions:	Width: Min. 12 m Depth: Min. 24 m	Lot A Width: 15 m Depth: 31 m Lot B Width: 12 m Depth: 39 m	None
Setbacks:	Front: Min. 6 m Rear: Min. 6 m Interior Side: Min. 1.2 m	Front: Min. 6 m Rear: Min. 6 m Interior Side: Min. 1.2 m	None
Height:	Max. 2 ½ storeys	Max. 2 ½ storeys	None

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

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

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City of Richmond

Rezoning Considerations

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

Address: 8360/8380 Sierpina Place

File No.: RZ 16-737179

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9642, the developer is required to complete the following:

1. Submission of a Landscaping Security in the amount of \$2,000 (\$500/tree) to ensure that a total of four (4) replacement trees are planted and maintained on the proposed lots with the following minimum sizes:

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

The security will not be released until an acceptable impact assessment report by a Certified Arborist is submitted and a landscaping inspection is passed by City staff. The City may retain a portion of the security for a one-year maintenance period.

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

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$35,000 for the five (5) on-site trees to be retained.
4. City's acceptance of the applicant's voluntary contribution of \$1,300 for the removal of the one (1) City-owned tree, in order for the City to plant two (2) trees at or near the development site.
5. Registration of a flood indemnity covenant on Title.
6. 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.
7. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$5,482.05) to the City's Affordable Housing Reserve Fund.

At Demolition Permit* stage, the developer is required to complete the following:

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

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

1. Payment of current year's taxes and the costs associated with the completion of the required servicing works and frontage improvements.
2. The following servicing works and off-site improvements may be completed through either a) a Servicing Agreement* entered into by the applicant to design and construct the works to the satisfaction of the Director of Engineering; or b) a cash contribution (based on the City's cost estimate for the works) for the City to undertake the works at development stage:

Water Works:

- Using the OCP Model, there is 105 L/s of water available at a 20 psi residual at the Garry Street frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- At Developer's cost, the City is to:
 - Cut and cap, at main, existing 20 mm water service connection.
 - Install two (2) new water service connections, complete with meter and meter box, off of the existing 150 mm AC watermain along the north property line.

Storm Sewer Works:

- The Developer is required to:
 - Retain the existing storm service connection at the northwest corner of the lot.
- At Developer's cost, the City is to:
 - Install a new storm service connection, with the existing manhole STMH5729 to serve as its inspection chamber, off of the existing 450 mm storm sewer.

Sanitary Sewer Works:

- The Developer is required to:
 - Not start on-site foundation construction prior to completion of rear yard sanitary works by City crews.
 - Retain the existing sanitary service connection at the southwest corner of the lot.
- At Developer's cost, the City is to:
 - Install a new sanitary service connection, complete with inspection chamber, off of the existing 200 mm PVC sanitary sewer main along the south property line.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.
 - Complete other frontage improvements as per Transportation's requirements
- The Developer is required to construct frontage improvements, which include, but are not limited to, the following:
 - Shared driveway letdown and sidewalk panel replacement at developer's cost; with the location, design and construction to the satisfaction of the Director of Engineering.

General Items:

- a. The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
3. If applicable, submissions of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated

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

Note:

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

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9642 (RZ 16-737179)
8360/8380 Sierpina Place**

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

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

P.I.D. 004-504-241

Lot 409 Section 28 Block 4 North Range 6 West New Westminster District Plan 45807

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9642"**.

FIRST READING

NOV 28 2016

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER