



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

Tuesday, December 20, 2011 - 7 p.m.

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

OPENING STATEMENT

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- 7 1. **Official Community Plan Amendment Bylaw 8767 and Zoning Amendment Bylaw 8764 (RZ 10-539048)**

TO VIEW eREPORT CLICK HERE

See Page **PH-7** of the Public Hearing agenda for full hardcopy report

Location: 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road

Applicant: Ampar Ventures Ltd.

Purpose of OCP Designation Amendment:

To permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road.

Purpose of Zoning Amendment:

To rezone the subject property “from “Single-Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, to permit development of a phased, mixed-use development consisting of 2 hotels (9 storeys and 11 storeys) plus a Business Centre (12 storeys) with a gross floor area of 39,668.9 m² (including the parking structure).

First Reading: November 14, 2011

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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 & Third Readings of Bylaws 8767 and 8764.



49 2. Zoning Amendment Bylaws 8816 AND 8805 (RZ 11-562929)
TO VIEW eREPORT CLICK HERE

See Page **PH-49** of the Public Hearing agenda for full hardcopy report

Location: 7331 Bridge Street and 9571 General Currie Road

Applicant: 0901551 BC LTD.

Purpose of Zoning Amendment Bylaw 8816:

To amend the maximum allowable density of “Single Detached (ZS14) – South McLennan (City Centre)”.

Purpose of Zoning Amendment Bylaw 8805:

To rezone the subject property from “Single Detached (RS1/F)” to “Single detached (ZS14) – South McLennan (City Centre)”, to permit the subdivision of two (2) existing Single Family Lots to nine (9) new Single Family Lots.

First Reading: November 14, 2011

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 & Third Readings of Bylaws 8816 and 8805.



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- 67** 3. **Zoning Amendment Bylaw 8822 (RZ 11-588990)**
TO VIEW eREPORT CLICK HERE

See Page **PH-67** of the Public Hearing agenda for full hardcopy report

Location: 10391 Finlayson Drive
Applicant: Ajit Thaliwal
Purpose: To rezone the subject property from “Single Detached (RS1/D)”
to “Single Detached (RS1/B)”, to permit subdivision to create
two (2) lots.

First Reading: November 14, 2011

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 & Third Readings of Bylaw 8822.



- 81** 4. **Zoning Amendment Bylaw 8824 (RZ 11-585027)**
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See Page **PH-81** of the Public Hearing agenda for full hardcopy report

Location: 10020 Aquila Road
Applicant: Raj Dhaliwal
Purpose: To rezone the subject property from “Single Detached (RS1/E)”
to “Coach Houses (RCH)”, to permit a subdivision to create two
(2) lots with vehicle access from the existing rear lane.

First Reading: November 14, 2011

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.

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Council Consideration:

1. Action on Second & Third Readings of Bylaw 8824.



99 5. Zoning Amendment Bylaw 8826 (RZ 10-557519)

TO VIEW eREPORT CLICK HERE

See Page **PH-99** of the Public Hearing agenda for full hardcopy report

Location: 9500 Cambie Road

Applicant: GBL Architects Inc.

Purpose: To: (i) amend “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” to introduce setback requirements along Cambie Road; and (ii) rezone the subject property from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)”, to permit development of approximately 135 units, including six (6) affordable housing units.

First Reading: November 28, 2011

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 & Third Readings of Bylaw 8826.



145 6. Zoning Amendment Bylaw 8827(RZ 11-589493)

TO VIEW eREPORT CLICK HERE

See Page **PH-145** of the Public Hearing agenda for full hardcopy report

Location: 10511 No. 1 Road

Applicant: Kevin Sandhu

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Coach Houses (RCH)”, to permit a subdivision to create two (2) lots with vehicle access from the existing rear lane.

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First Reading: November 28, 2011

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 & Third Readings of Bylaw 8827.



157 7. Zoning Amendment Bylaw 8835 (RZ 11-583027)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PH-157** of the Public Hearing agenda for full hardcopy report

Location: 9040 Railway Avenue

Applicant: KNS Enterprises Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit development of two (2) single family lots with vehicle access from a rear lane extension.

First Reading: November 28, 2011

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 & Third Readings of Bylaw 8835.



ADJOURNMENT

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City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 18, 2011
File: RZ 10-539048
Re: Application by Ampar Ventures Ltd. for Rezoning at 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from Single-Family Housing District, Subdivision Area F (RS1/F) and School and Institutional Use (SI) to Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)

Staff Recommendation

1. That Official Community Plan, Amendment Bylaw No. 8767, to amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan – Bridgeport Village) “Urban Centre T4 (25m)” specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, to permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road, be introduced and given first reading.
2. That Bylaw No. 8767, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8767, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw No. 8764, to create “Light-Industrial, Office and Hotel (ZI10)” – Bridgeport Village (City Centre)” and rezone 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, be introduced and given first reading.

Brian Jackson
Brian J. Jackson, MCIP
Director of Development

BJ:bg
Att. 8

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>De Greg</i>

PH - 7

Staff Report

Origin

Ampar Ventures Ltd., has applied to the City of Richmond for permission to rezone 9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road from "Single Detached (RS1/F)" and "School and Institutional Use (SI)" to "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)" in order to develop a phased, mixed-use development consisting of 2 hotels (9-storeys and 11-storeys) plus a Business Centre (12-storeys) with a gross floor area of 39,668.9 m² and a net floor area of 29,210.8 m² excluding enclosed vehicle parking.

A separate Servicing Agreement is required for frontage improvements along Bridgeport Road, Beckwith Road and the new north-south lane connecting Bridgeport Road and Beckwith Road, together with the required infrastructure (sanitary, water and stormwater) upgrades and site service connections to the property lines. The applicant has agreed to the requirements of the Servicing Agreement.

Project Description

The site is located between Bridgeport Road and Beckwith Road, immediately east of the Highway 99 viaduct/Oak Street Bridge. The existing 8 lots will be consolidated to create three separate development parcels situated along a new north-south lane connecting Bridgeport Road and Beckwith Road. The 3 phases will consist of the following:

Phase	Type of Land Use	No. of Storeys	Gross Floor Area (m ²)	Net Floor Area (m ²)	No. of Rooms	Parking Required	Parking Provided
1	Hotel 1 (rooms, restaurant, lounge & amenities)	9	7,793.9 m ²	7,374.4 m ²	122	75	75
2	Business Centre (light-industrial & office space)	12	21,486.5 m ²	11,950.2 m ²	-	242	260
3	Hotel 2 (rooms, restaurant, lounge & amenities)	11	10,388.5 m ²	9,886.2 m ²	167	99	99
Totals	-	-	39,668.9 m ²	29,210.8 m ²	289	416	434

The two hotels will have frontage on Bridgeport Road while the business centre/office building will have frontage on Beckwith Road. A parkade structure will be constructed in conjunction with the second phase of development (the business centre/office building) and contains 4 levels of parking located in a podium structure under the office building that extends to the west property line.

The proposed hotels contain a total of 289 rooms with a net floor area of 17,260.6 m² including space for restaurants, lounges, kitchen uses, conference and meeting spaces, lobbies, amenity and administrative spaces. The proposed 12-storey Business Centre (i.e., to be built before Hotel 2) contains a net floor area of 11,950.2 m² for office and light industrial spaces plus meeting and restaurant uses excluding the parkade. The ground floor of the business centre/office building has a floor to ceiling height of 4.0m in order to accommodate light industrial uses while the upper 10-storeys are proposed as office space.

Findings of Fact

See **Attachment 1** for a site location plan and aerial photo. Development Application Data Sheet in **Attachment 2** provides a general summary of the development proposal. See **Attachment 3** for a more detailed statistical summary of the proposed development.

Surrounding Development

To the North: in the City Centre Area Plan (CCAP) – Bridgeport Village is an area of typically older, large single family residential lots with some vacant land that are zoned “Single Detached (RS1/F)” plus 1 lot currently zoned “Auto-Oriented Commercial (CA)”. This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m) Area B in the CCAP and is located in the Industrial Reserve – Limited Commercial” overlay area (CCAP section 3.2.2 Sub-Area A.2).

To the East: along the north half of the east property line is a house and workshop (9520 Beckwith Road) on a lot zoned “Single Detached (RS1/F)” and along the south half of the east property line is a large retail/commercial development (Airport Gateway Plaza – 9711 Bridgeport Road) with 4 separate buildings with a total floor area of approximately 6,900 m² that have Auto-Oriented Commercial (CA) zoning. This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m) Area B – Industrial Reserve: Limited Commercial” in the CCAP.

To the South: across Bridgeport Road is vacant land and the ramp access to and from Highway 99 zoned “School and Institutional Use (SI)”, a 5-storey hotel (Sandman Inn – 3233 St. Edwards Drive) zoned Auto-Oriented Commercial (CA) and further beyond Highway 99 are single family homes within the West Cambie Plan Area with “Single Detached (RS1/B and RS1/E)” plus 1 lot with Two Unit Dwellings (RD1) zoning. The hotel property is designated “Commercial” in both the OCP and the West Cambie Area Plan (WCAP) while the residential lots are designated “Neighbourhood Residential” in the OCP and “Residential (Single Family Only)” in the WCAP; and

To the West: are older, single family residential lots, with some vacant land zoned Single Detached (RS1/F). Beyond the Oak Street Bridge is a 7-storey hotel (Holiday Inn Express – 9351 Bridgeport Road) currently zoned Hotel Commercial (ZC1). This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m and 35m) Area B in the CCAP – Bridgeport Village and in the “Industrial Reserve – Limited Commercial” overlay area.

Related Policies & Studies

There are 4 matters to be addressed regarding CCAP – Bridgeport Village policies:

- the proposed 47.0m building height exceeds the allowable height;
- the proposed 1.81 FAR density exceeds the allowable density;
- the proposed non-industrial (hotel) uses extend beyond 50m from Bridgeport Road; and
- the proposed proportion of non-industrial uses exceeds industrial uses.

1. **Building Height:** The proposed 47.0m building height exceeds the allowable 35m height within 50m of Bridgeport Road and 25m elsewhere on-site. However, the CCAP includes flexibility regarding building height as indicated in the sub-section “2.10.1(e) Encourage Human-Scaled Development”, which states “Increased height may be permitted where it enhances public views to a designated ‘gateway’ or provides some other public benefit, but does not compromise other CCAP objectives (e.g. housing mix, sun to public open spaces)”.

The proposed maximum height is 47m geodetic and the building heights are different to create a varied skyline. This is acceptable because the proposed development creates a ‘gateway’ experience by incorporating public art into the design of the proposed towers, with a distinctive roof element for each tower and well articulated façade treatments including special effect night lighting. Therefore, staff support the increase in the maximum building height in the new zoning district for this site. No OCP amendment is required.

2. Floor Area Ratio (FAR): The proposed overall 1.81 FAR exceeds the allowable 1.2 FAR. However, the CCAP permits discretion related to increased density as indicated in 2 locations:

- CCAP – Bridgeport Village detailed transect description for “General Urban T4 (25m) – Area B” states “Additional density where applicable: Industrial Reserve – Limited Commercial: To be determined on a site specific basis via City development application processes.”
- CCAP Section 3.2.2 Sub-Area A.2 Industrial Reserve – “Limited Commercial”, which states “Maximum Net Density: 1.2 FAR (additional density permitted where this benefits industry)”

The proposed overall 1.81 FAR is acceptable because the proposed hotels will support nearby industrial uses within the Bridgeport Village as well as the concentration of other industrial lands associated with the Vancouver International Airport (YVR). Further the applicant is proposing an amount of employment generating office uses higher than originally envisaged in the CCAP. Therefore, staff support the increase in the maximum allowable density in the new zoning district for this site. No CCAP amendment is required.

3. Non-Industrial Uses Extending Beyond 50m from Bridgeport Road: As part of the proposed development, Hotel 1 extends 60m from Bridgeport Road while Hotel 2 extends 62m from Bridgeport Road. The CCAP indicates that non-industrial uses such as hotels, are not to extend more than 50m from the Bridgeport Road.

However, the proposed development includes a new north-south lane connecting Bridgeport Road with Beckwith Road and this will provide an interim improvement in the surrounding road network until such time as the ultimate road network is completed. The future road improvements in the surrounding area will ultimately include:

- the northward extension of a new road from the signalized intersection on Bridgeport Road servicing the Airport Gateway Plaza at 9711 Bridgeport Road and intersecting with Beckwith Road; and
- the extension of Beckwith Road to the east in order to connect with No. 4 Road.

If the subject development proposal did not include the north-south lane, then the 2 hotels could be located to fit within 50m of Bridgeport Road. However, as the maximum requirement in the CCAP was established in the absence of a specific development proposal for this site staff recommend flexibility for this actual proposal by allowing non-industrial uses to extend 65m from Bridgeport Road. This proposal is acceptable as the proposed north-south lane provides improved site access. This issue can be acceptably resolved by a CCAP text amendment to increase the maximum extent of non-industrial uses north of Bridgeport Road from 50m to 65m and by increasing the maximum extent of non-industrial uses north of Bridgeport Road from 50m to 65m in the new zoning district.

4. Proportion of Non-Industrial Uses Exceed Industrial Uses: The proposed net floor area of non-industrial space (Hotel 1 and Hotel 2) is 17,260.6 m² or 59% of the proposed total net floor area. The proposed net floor area of industrial/office space is 11,950.2 m² or 41% of the proposed total net floor area. The CCAP – Bridgeport Village detailed transect description for Area B states, “the total floor area of non-industrial uses (*e.g., hotel and office uses*) may not exceed that of industrial uses (excluding parking)”.

Since proposed non-industrial uses exceed industrial uses an CCAP amendment is required. In this regard, the following points are noted:

- The CCAP maximum 50/50 split between non-industrial and industrial uses will be met with the first 2 development phases (i.e. Hotel 1 in phase 1 and the Business Centre in phase 2). The applicant will be required to construct the Business Centre prior to Hotel 2. It is only with Hotel 2, in phase 3 that a 59/41 split (non-industrial/industrial) occurs.
- The CCAP envisions this area as Industrial Business Park (IB), which clearly allows offices (not just industrial) as per CCAP Sub-Section 2.2.1 - Industry.
- The CCAP policies never anticipated that this area of Bridgeport Village would ultimately yield the significant amount of combined office and light-industrial space currently proposed on this site.
- The City's 2041 Employment Land Strategy supports the location of hotels around the periphery of industrial areas to encourage industrial uses and both uses are supported.
- With the difficulty in attracting office uses to Richmond, the CCAP never intended to support industrial uses to the exclusion of office uses.
- Office uses are permitted within the Bridgeport Village - Area B, provided that the ground floor uses are light-industrial as proposed. The ground floor of the Business Centre is designed to accommodate light-industrial uses with a floor to ceiling height of 4.0m;
- The inclusion of office uses in Area B creates an appropriate transition to Area A, located to the north of the subject site, which is an exclusive zone for light-industry; and
- The applicant has already agreed to eliminate 1 floor of Hotel 1 in phase 1, thereby reducing the amount of non-industrial use on the site.

In summary, a CCAP amendment can be supported to permit the non-industrial uses to be 60% of the proposed total net floor area (excluding parking) on this site, given the significant amount of office space to be provided in the City Centre by this development, the benefits to nearby industrial areas provided by the 2 hotels, the phasing of development (i.e., the Business Centre must be constructed before the second hotel) and the interim improvements in the local road network.

Dedications and Public Rights of Passage – Statutory Rights of Way (PROP-SRW's): Prior to final adoption of OCP Amendment Bylaw 8767 and Bylaw No. 8764, to create a new zoning district "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)", the applicant has agreed to provide the required road dedications and PROP-SRW's, as identified below:

1. Provision of an approximate 2.0 m wide road dedication, along the entire Beckwith Road frontage for road/boulevard improvements (1.8m wide bike lane, 1.5m wide landscape planting strip and a 2.0 m wide sidewalk).
2. Provision of an approximate 0.65 m wide road dedication, along the entire Bridgeport Road frontage for road/boulevard improvements (raised centre median, 1.5m wide landscape planting strip and a 2.0 m wide sidewalk).
3. Provision of a 9.0 m wide Public Rights of Passage - Statutory Right of Way (PROP-SRW) generally in a north-south alignment connecting Bridgeport Road and Beckwith Road for a new lane.

The Rezoning Considerations (**Attachment 4**) contain a complete list of the requirements, which must be completed prior to final adoption of OCP Amendment Bylaw 8767 and Bylaw No. 8764, to create a new zoning district "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".

Consultation

School District

According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application involves no residential units therefore, this application was not referred to School District No. 38 (Richmond). Nevertheless, as a courtesy, this application will be forwarded to the School District for information only.

Public Input

A development sign has been posted on-site as public notification of the intent to rezone these properties. No concerns have been received regarding the rezoning.

Other Agency Coordination

1. BC Ministry of Transportation and Infrastructure (MoTI): This site is within the jurisdiction of MOTI, given the proximity of the Highway 99 access/egress along Bridgeport Road. MOTI has requested:

- a solid, raised centre median along Bridgeport Road to preclude eastbound left turns into the subject site; and
- an existing road and SRW lane connection through the adjacent property to the east (Airport Gateway Plaza at 9711 Bridgeport Road) to be provided as an alternate interim access to the subject site from Bridgeport Road via 9711 Bridgeport Road to Beckwith Road including the removal of bollards along Beckwith Road.

The applicant has agreed to the MOTI requirements and the opening the SRW lane through the Airport Gateway Plaza (onto Beckwith Road) has been discussed with Mr. William Wright of Cape Development Corporation, who has expressed support for the proposed development.

2. Kinder Morgan Canada Inc. (KMC) - Jet Fuel Line: The jet fuel line to YVR is located in close proximity to the proposed development site along Bridgeport Road. The applicant has agreed to KMC requirements, including compliance with KMC design and construction guidelines, issuance of an "Approved Proximity Permit" (Facility Crossing Permit) for any works within the KMC-ROW or 7.5m of the pipeline (whichever is greater) and/or issuance of a "Ground Disturbance Safety Zone Field Permit" for all works within 30m of the KMC-ROW. Accordingly, KMC has confirmed by email that KMC has no objections to the proposed development on the subject site.

Staff Comments

Staff review comments are attached. There are no significant, outstanding concerns from the technical review process. Preliminary design drawings including site plans, building elevations, floor plans and landscape plans are included for reference (**Attachment 7**). Apart from the rezoning process, the applicant is required to submit separate applications for Subdivision (Consolidation), Development Permit, Servicing Agreement and Building Permit.

Analysis

Conditions of Adjacency:

9711 Bridgeport Road: The Airport Gateway Plaza is located immediately to the east of the subject site. This is an existing 7.4 acre, retail/commercial development consisting of 4 separate buildings (Michael's, Tim Horton's, Pier 1 Imports, and Office Depot/Golf Town). Cape Development Corporation, the developer of the Airport Gateway Plaza has indicated support for this development proposal.

9520 Beckwith Road: This RS1/F zoned residential lot is located between the Airport Gateway Plaza and the proposed development. Cape Development Corporation conducted property negotiations with the owner of 9520 Beckwith Road at the time the Airport Gateway Plaza development came forward (approximately 10 years ago), but no agreement could be reached on the sale/purchase price. In order to minimize the impacts of the proposed development on 9520 Beckwith Road, the developer of the subject site has:

- Attempted to purchase 9520 Beckwith Road and incorporate this lot into the overall proposed development but the 2 parties could not agree on a sale/purchase price.
- Demonstrated that 9520 Beckwith Road can be redeveloped in the future (see **Attachment 8**) as light-industrial/office space with a comparable FAR to the proposed development on the subject site (i.e., 6 storeys with 2 levels of parking and 4 levels office/light-industrial space).
- Allowed for future vehicle access/egress for 9520 Beckwith Road via the proposed north-south lane on the subject site.
- Provided increased separation between the proposed buildings on the subject site and the property lines with 9520 Beckwith Road (i.e. minimum 16.52m from the 9-storey Hotel 1 in phase 1 and 19.77m from the 12-storey Business Centre in phase 2).
- Retained a grove of 15 large coniferous trees straddling the south property line of 9520 Beckwith Road; and
- Proposed a continuous hedgerow of columnar coniferous trees (minimum 3.0m high at time of planting) along the north-south shared property line with 9520 Beckwith Road.

The proposed development has been reviewed with the Owner of 9520 Beckwith Road, who indicated the following:

- appreciation for the retention of (15) existing, large coniferous trees along the shared east-west property line;
- preference for a continuous, tall cedar hedge along the shared north-south property line (minimum 3.0m high at the time of planting), which has been provided;
- request that the proposed overhead trellis and vine planting along the shared north-south property line be extended north to the front face of the house on the adjacent site but the trellis currently terminates 6m from the front of the adjacent house; and
- concern regarding the anticipated increase in vehicle traffic on the surrounding roads with particular reference to the opening of a laneway SRW connecting Bridgeport Road and Beckwith Road through the Airport Gateway Plaza to the east of the subject site (9711 Bridgeport Road), however this is a specific MoTI requirement.

9420 Beckwith Road: The proposed Business Centre parkade is located immediately adjacent to the west property line of the consolidated development site that is shared with 9420 Beckwith Road, which is a RS1/F zoned residential lot. This lot is currently the subject of a rezoning application for a proposed 5-storey Philippine Community Centre (RZ 09-506899) to be located immediately adjacent to the proposed parkade structure on the subject development site. The proponents of the Philippine Community Centre are aware of the proposed parkade structure on the subject site and have no objections.

Transportation & Traffic:

Site Access: As required by MOTI, the applicant will provide a solid, raised centre median along Bridgeport Road, which will restrict access to right-in and -out along Bridgeport Road.

Access for eastbound traffic along Bridgeport Road will be via Great Canadian Way and/or Gage Road to Beckwith Road and then to the subject site. MOTI also requires an alternative access route from the signalized intersection serving the Airport Gateway Plaza (9711 Bridgeport Road) via an existing Statutory Right of Way (SRW) through the Airport Gateway Plaza to Beckwith Road and then to the subject site. This alternative access route through Airport Gateway Plaza is an interim measure until Beckwith Road can be connected to No. 4 Road, which in turn will allow the partially completed new road through the Airport Gateway Plaza to be connected with the Beckwith Road extension. There is an existing SRW across the Airport Gateway Plaza for this future road connection but there is one large single family residential lot, which currently precludes the extension of Beckwith Road to No. 4 Road.

Parking: See the table below for a summary of vehicle parking. The applicant has provided a supportable rationale for shared parking between the hotel and office uses for this phased development proposal, since it is anticipated that the peak parking for the office use will occur during weekdays from 8 to 5 pm while the peak parking for the hotels will be during weekday evenings and on weekends. Accordingly, the staff supports parking reductions from the zoning bylaw requirement for shared parking between the hotel and office/light-industrial uses and in consideration of Transportation Demand Measures (TDM) as indicated in the table below.

Site Uses	Required Parking based on Bylaw	Required Parking based on allowance for Shared Office/Hotel Parking		Required Parking with allowance for Shared Parking & TDM Measures	Proposed Parking to be Provided	
		Monday to Friday 8am to 5pm	All Other Times		by Phase	Total
Hotel 1	83	70% reduction = 59	83	10% reduction = 75	On-site at-grade = 53 (+22 in Phase 2)	75
Business Centre	315	315	15% reduction = 268	10% reduction = 242	On-site at-grade = 33 Parkade = 286 Sub-Total = 319 (Allocated for Phase 1) -22 (Allocated for Phase 2) -37 Total On-site = 260	260
Hotel 2	109	70% reduction = 77	109	10% reduction = 99	On-site at-grade = 62 (+37 in Phase 2)	99
Total	507	451	460	416		434

The proposed TDM's include:

- a shuttle bus service between the site, YVR and Canada Line - Bridgeport Station;
- contribution of \$22,000.00 for a City Centre bus shelter to be located within the vicinity;
- provision of 'End of Trip Bike Facilities' (i.e. separate male and female showers and change/locker rooms) in each of the 3 tower buildings; and
- covenant registered on title to allow shared parking/loading access between the different parcels.

Bike Parking: More class 1 bike parking will be provided (40) than required (32) however less class 2 bike parking will be provided (19) than required (46) in total, with Transportation staff support, given the hotel uses (i.e., guests/visitors are not expected to arrive by bike).

Loading: The applicant proposes 3 large (WB-17) loading spaces and 6 medium (SU9) loading spaces. The medium loading spaces can overlap with the large loading spaces therefore an additional 6 medium loading spaces can be accommodated on this combined site. The large loading spaces are located along the central east-west drive aisle. The medium loading spaces are partially enclosed and located at the rear of each building to minimize impacts for adjacent properties and along the two road frontages (Bridgeport Road and Beckwith Road). Based on the applicant's proposal for shared use of the large (WB-17) loading spaces, staff supports the proposed loading spaces, which meet the needs of the development and the City requirements.

Servicing & Engineering:

The applicant has agreed to all the required off-site utility up-grades, improvements and site service connections, according to City standards, to be prescribed in the Servicing Agreement. The Rezoning Considerations (**Attachment 4**) set out the complete off-site and site servicing requirements. The new PROP-SRW north-south lane will accommodate a City water main and the applicant has agreed that private utilities such as gas, hydro and telephone will not be located within the north-south lane.

Site Planning & Urban Design:

Site Planning: The siting of proposed buildings conforms to the policies and guidelines in the OCP and CCAP for Bridgeport Village with the exception of a guideline suggesting a 30m setback from the Oak Street Bridge deck for buildings that extend above the bridge deck. Hotel 2 proposes a minor encroachment of 2.25m into this suggested bridge setback distance (above the bridge deck), however this is not a required zoning setback and no variance is required. The 3 towers have been sited to minimize view blockage and sun shadowing while framing views from the bridge.

Streetfront Character: The proposed Bridgeport Road streetfront design respects and maintains a similar building orientation to other nearby and relatively recent hotel towers (Holiday Inn Express to the west and Sandman Inn to the east). Both hotel podiums extend toward the street and contain restaurant uses fronting Bridgeport Road with significant amounts of glazing and differing podium parapet treatments that will contribute to the streetscape with visible restaurant activities during the day and night lighting during the evening. The wider podiums provide a more continuous streetwall at-grade while the slender hotel towers above permit slot views to the north. The business centre frontage along Beckwith Road consists of a 12-storey tower featuring a sloping west side glass curtain-wall and a 4-storey podium that extends to the west property line. The parkade is recessed behind light-industrial/office storefront spaces.

Building Height: All 3 towers minimize shadowing, view and privacy impacts through the provision of a comfortable transition to fronting streets that conceal on-site parking. Hotel 1 has been reduced in height by one storey and the relatively low height of this building (9-storeys) results in minimal over shadowing of the isolated residential lot (9520 Beckwith Road) to the north. The proposed towers on the east side of the Oak Street Bridge frame views to the north shore mountains from south of the site and northbound along the Highway 99 Viaduct with their slender footprints and the north-south alignment of the buildings. Retention of the 15 large existing coniferous trees (north of proposed Hotel 1) will provide screening and minimize privacy impact to the rear yard of the remaining residential lot to the north.

Parkade Design: The proposed phase 2 parkade will be recessed under and behind the Business Centre with a small portion of the parking podium exposed at the west end of the site but set back from Beckwith Road. Along the east elevation of the business centre the parkade is completely concealed behind the Business Centre building. The exposed south wall of the parkade is enhanced with a trellis/green screen treatment in combination with vine planting.

The proposed west wall of the parkade is adjacent to the shared property line with the 9420 Beckwith Road, which is the subject of a current rezoning application for a Philippine Community Centre (RZ 09-506899). The west parkade wall will be completely screened by the future Philippine Community Centre, which is proposed to extend above the parkade.

Detailed Form & Character: Other more specific issues regarding the detailed form and character of the proposed development will be dealt with during the Development Permit application process including but not limited to the detailed architectural design, building façade treatment and detailed landscape design.

Sustainability & Accessibility:

The proposed development includes the following sustainable features:

- All proposed buildings will meet minimum LEED Silver equivalent standard including the use of effective water and waste management systems, passive solar shading strategies, a geothermal system, and low flow fixtures. See the attached LEED checklist **Attachment 5**.

The proposed development also includes the accessible design elements listed below:

- **General:** As required by the 2006 BC Building Code (BCBC), all buildings will be fully compliant with Section 3.8 'Building Requirements for Persons with Disabilities.' and the at-grade, pedestrian links between the 3 towers will be barrier free for wheel-chair accessibility.
- **Hotels:** According to the 2006 BCBC, Section 3.8.2.31 'Hotels and Motels' - "Access shall be provided to every type of public facility, including those located outside the building, all storeys to which the public is admitted, and one barrier-free suite for every 40 sleeping units." The combined number of wheelchair accessible suites within the 2 hotels exceeds the BCBC requirement by 4 (8 required versus 12 provided). There are 4 wheelchair accessible suites in Hotel 1 and 8 in Hotel 2. In addition, as per BCBC 3.8.2.31 (3) "accessible washrooms need only be those provided for public use" and these have been provided for on both the ground floor and second levels of both hotels. The hotel amenities will also be handicap accessible, including the locker rooms and pools, as per the 2006 BCBC, Section 3.8.2.13 'Gymnasiums and Swimming Pools'. Finally, the hotels include weather protected porte-cochere areas at the front lobbies to ease drop-off and pick-up of mobility impaired clients.
- **Business Centre:** This building will comply with the 2006 BCBC, Section 3.8.2.32 'Business and Personal Service Occupancies' with wheelchair accessible washrooms to be provided for all suites on all floors.

Landscape & Open Space Design:

Existing Trees: From the tree survey and arborist report, there are 197 existing on-site trees larger than 20cm in caliper size and 5 off-site trees (4 along Beckwith Road and 1 along Bridgeport Road) plus 8 trees on neighbouring properties. The 8 trees on neighbouring properties will be protected and preserved (6 along the south property line of 9520 Beckwith Road and 2 along the west property line of the Airport Gateway Plaza at 9711 Bridgeport Road).

The 5 trees along fronting roads will be removed to permit frontage improvements. There are 31 higher value trees on-site:

- 21 large elm trees clustered in the centre of the existing lot at 9451 Bridgeport Road,
- 9 large cedar trees along the north property line of 9531 Bridgeport Road (shared with 9520 Bridgeport Road); and
- 1 large fir tree along the north property line of 9460 Beckwith Road.

Retention of the 21 elm trees will be significantly impacted by the preloading operation for Hotel 2 in phase 3 and are proposed for removal but will be accounted for as part of an overall tree compensation package that includes both replacement trees at larger than minimum size and cash-in-lieu for replacement trees that cannot be relocated on-site. The 9 large coniferous trees along the shared property line with 9520 Beckwith Road will be protected and retained. The large fir tree along Beckwith Road will be retained. There are a total of 187 proposed on-site tree removals plus 5 off-site tree removals for a total of 192 proposed tree removals resulting in the need for 384 replacement trees at 2 replacement trees for each proposed tree removal. However the site plan can only accommodate 184 replacement tree (124 are larger than minimum size) with the remainder provided as cash-in-lieu (200 replacement trees that cannot be located on site). Therefore, the tree compensation package includes:

- installation of 184 on-site replacement trees (see landscape plans for the types, quantities and sizes of proposed tree planting);
- provision of \$100,000.00 as cash-in-lieu for replacement trees not planted on-site (i.e. 200 x \$500.00 per replacement tree); and
- provision of a Tree Survival Security to the City in the amount of \$90,000.00 for 18 trees (\$5,000.00 per tree) to be retained (10 on-site and 8 along shared property line with 9520 Beckwith Road and 9711 Bridgeport Road).

Streetscape Design: The streetscape design along Bridgeport Road proposes the continuation of the existing boulevard treatment including a 1.5m wide planting strip with street trees and grass and a 2.0m wide sidewalk. Behind the public sidewalk is a proposed 3.5m wide planting area for trees, shrubs and groundcovers that extends to the face of both hotels. The design for the Beckwith Road frontage will consist of a new 1.8m wide bike lane in combination with a 1.5m landscaped boulevard (trees and grass) and a 2.0m wide sidewalk. Behind the sidewalk on private property, the proposed landscape design retains an existing large fir tree in a 4.0m wide shrub and groundcover planting bed with a second row of formal street trees.

Site Landscape Design: The on-site landscape design consists of perimeter planting, including a variety of trees and shrub plantings in combination with an intermittent overhead trellis and vine plantings. There is a 1.5m wide walkway along the east and west sides of the north-south lane bordered with small tree and shrub plantings. Decorative paving is proposed on the entire length of the north-south lane and in the hotel porte-cochere areas. The landscape buffering of the shared property line with the single family residential lot to the northeast (9520 Beckwith Road) is a combination of existing tree retention along the shared east-west property line and the provision of a tall windrow of columnar coniferous trees (minimum 3.0m high at the time of planting) and evergreen shrubs along the shared north-south property line.

Public Art:

The applicant has agreed to provide public art as part of the overall development. The value of the public art installation (\$125,769.00) will approximate the recommended value of cash in lieu for public art (i.e. 314,422 ft² x \$0.40/ft²). The details of the public art installation and provision of the formal public art plan will be set out in the Development Permit application process. In the meantime, the applicant has provided the following general information regarding the proposed public art:

- **General Description:** The intent is to create a landmark element as part of this major gateway to Richmond, integrated with the building and landscape design, which will support the market strategy for the development and create visual interest along the north-south lane through the development site.
- **Location:** Public art will be incorporated into all 3 towers in the form of the façade treatment, variations in the rooftop design, special effect night-lighting and at-grade near the hotel entries along the north-south lane.
- **Phasing:** Public art will be provided on a development phase-by-phase basis.
- **Theme:** To be determined by the Public Art Plan during the Development Permit stage.
- **Artist Selection Process:** Open competition from a local and regional proposal call.

Community Planning:

The owner/applicant has agreed to contribute approximately \$78,605.00 (314,422 ft² x \$0.25/ ft²) to assist the City with the community planning program in keeping with the CCAP.

Crime Prevention Through Environmental Design (CPTED):

Due to the mix of land uses there will be constant surveillance of the on-site public open spaces, lobby areas, building entries, and the parkade assisting in the creation of a safer and more secure pedestrian environment adjacent to and within the proposed development. Detailed CPTED features to improve visibility, deter crime and promote a safer pedestrian environment will be addressed during the Development Permit application process.

Richmond Advisory Design Panel

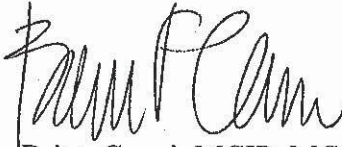
This rezoning application was presented to the Richmond Advisory Design Panel (ADP) on February 23, 2011 as a preliminary application. The ADP supported this proposed development subject to the applicant addressing its comments and suggestions. See Attachment 6 for a list of ADP comments followed by the applicant's response highlighted in bold italics.

Financial Impact or Economic Impact

There is no financial impact.

Conclusion

This proposed development represents a significant addition to the inventory of office space within the City Centre, located conveniently to rapid transit and will serve as an important catalyst to encourage light-industrial development in the Bridgeport Village as well as continue to improve the visual interest and variety of architectural design in the surrounding area. Staff support this rezoning application.



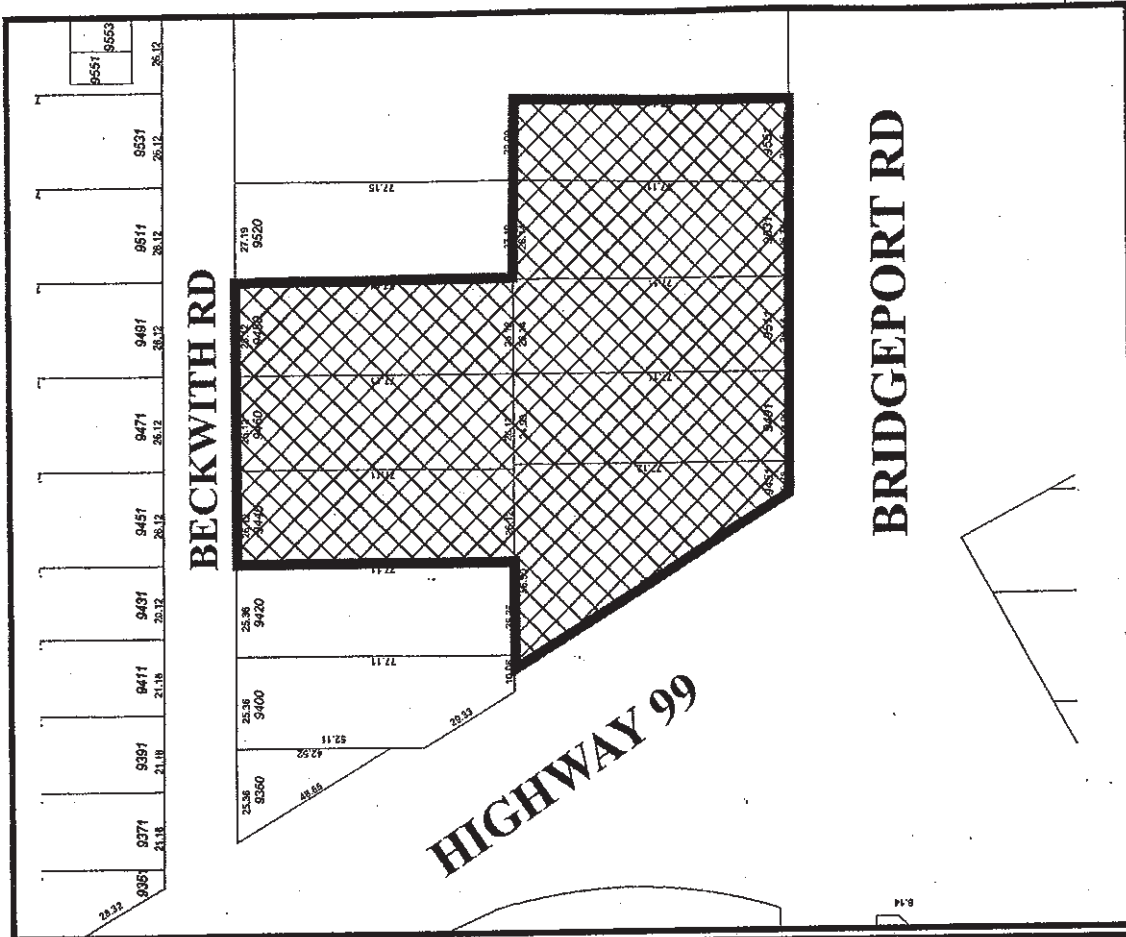
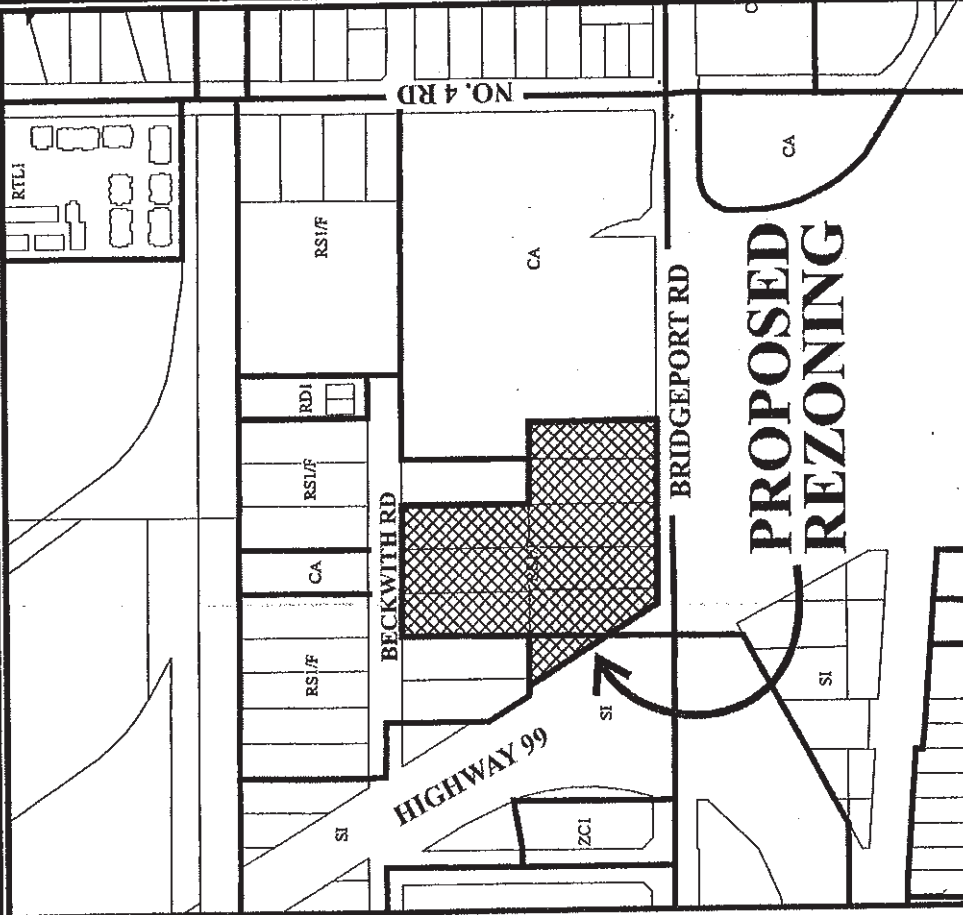
Brian Guzzi, MCIP, MCSLA
Senior Planner (Urban Design)

BG:cas

- Attachment 1: Location Maps
- Attachment 2: Development Application Data Sheet
- Attachment 3: Detailed Statistical Summary of Proposed Development
- Attachment 4: Rezoning Considerations
- Attachment 5: LEED Checklist
- Attachment 6: Richmond Advisory Design Panel
- Attachment 7: Preliminary Design Drawings
- Attachment 8: 9520 Beckwith Road -- Redevelopment Potential



City of Richmond



ATTACHMENT 1A

RZ 10-539048

Original Date: 07/28/10

Revision Date:

Note: Dimensions are in METRES



ATTACHMENT 1B
RZ 10-539048

Original Date: 02/11/10

Amended Date:

Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 10-539048

Attachment 2

Address: 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road

Applicant: Ampar Ventures Ltd.

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

	Existing	Proposed
Owner:	Ampar Ventures Ltd.	Ampar Ventures Ltd.
Site Size (m ²):	16,362.8 m ² (176,128 ft ²) before dedications	16,134.3 m ² (173,668 ft ²) after dedications
Land Uses:	Single Family Residential & Vacant	Light-industrial, Office & Hotel
OCP Designation:	Business & Industry	Business & Industry
Area Plan Designation:	General Urban T4 (25m)	General Urban T4 (25m)
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F) & School and Institutional Use (SI)	Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)
Other Designations:	Industrial Reserve: Limited Commercial	Industrial Reserve: Limited Commercial

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR) :	Max. 1.85 FAR	1.81	none
Lot Coverage – Building:	Max. 50%	35%	none
Lot Size (min. dimensions):	none	none	none
Setback – Bridgeport Road: Setback – Beckwith Road: Setback – Highway 99:	Min. 2.5 m Min. 3.0 m Min. 10.0 m	Phase 1: 2.56 m Min. Phase 2: 10.62 m Min. Phase 3: 10.04 m Min.	none
Setback – Side Yard	Min. 10.0 m	Phase 1: 14.43 m Min. to east property line Phase 2: 19.77 m Min. to east property line Phase 3: 16.10 m Min. to east property line	none
Setback – Rear Yard:	Min. 9.0	Phase 1: 16.52m - Phase 2: 9.52m - Phase 3: 14.82m	none
Height (m):	47 m geodetic	47 m geodetic	none
Off-street Parking Spaces:	Hotel 1: 75 Business Centre: 242 Hotel 2: 99 Total: 416	Hotel 1: 75 Business Centre: 260 Hotel 2: 99 Total: 434	none
Amenity Space – Indoor:	none	Total 452 m ² includes 2 pools, 2 gyms, 1 sauna & 3 separate End of Trip Bicycle Facility (1 in each building)	none
Amenity Space – Outdoor:	none	106 m ²	none

Supplemental Development Application Data

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

Item	Supplemental Development Application Data
Owner	Ampar Ventures Ltd., 9751 No. 6 Rd., Richmond, BC V6W 1E5
Applicant	IBI Group, Suite 700, 1285 West Pender St., Vancouver, BC V6E 4B1
Land Uses	Commercial & Light Industrial
Proportion of Uses	60% Non-Industrial Uses; and 40% Industrial/Office Uses
OCP Designation	Mixed Use
Area Plan Designation	City Centre Area Plan (CCAP) Bridgeport Village, Area B
Sub-Area Plan Designation	Sub-Area A.2: Industrial Reserve – Limited Commercial
Existing Zoning	Single-Family Housing District, Subdivision Area F (R1/F) & School and Institutional Use (SI)
Proposed Zoning	Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)
Site Size	16,362.8 m ² (176,128 ft ²) before & 16,134.3 m ² (173,668 ft ²) after dedications
Gross Building Area (including parkade, mechanical allowance, & exempt circulation)	39,668.9 m ² (426,993 ft ²)
Net Building Area	29,210.8 m ² (314,422 ft ²)
Overall Site FAR (Maximum) (excluding parkade, mechanical, allowance, & exempt circulation)	1.85
Overall Site FAR (Proposed) (excluding parkade, mechanical, allowance, & exempt circulation)	1.81
Site Size by Phases	Phase 1: 4,737.9 m ² (50,988 ft ²) before & 4,697.1 m ² (50,559 ft ²) after dedications Phase 2: 6,048.3 m ² (65,103 ft ²) before & 5,891.4 m ² (63,415 ft ²) after dedications Phase 3: 5,577.6 m ² (60,037 ft ²) before & 5,545.8 m ² (59,694 ft ²) after dedications Total: 16,362.8 m ² (176,128 ft ²) before & 16,134.3 m ² (173,668 ft ²) after dedications
Gross Floor Area by Phase	Phase 1: 7,793.9 m ² (83,893 ft ²) Phase 2: 21,486.5 m ² (231,279 ft ²) Phase 3: 10,388.5 m ² (111,821 ft ²) Totals: 39,668.9 m ² (426,993 ft ²)
Net Floor Area by Phase	Phase 1: 7,374.4 m ² (79,377 ft ²) Phase 2: 11,950.2 m ² (128,631 ft ²) Phase 3: 9,886.2 m ² (106,414 ft ²) Totals: 29,210.8 m ² (314,422 ft ²)
Maximum Building Height	47.7m (156'-6")
Maximum Building Heights	Phase 1: 37.19m (122') Phase 2: 46.41m (152'-3") Phase 3: 47.7m (156'-6")
Overall Site Coverage	35.5%
Site Coverage by Phases	Phase 1: 26.6% Phase 2: 54.5% Phase 3: 25.5%

Item	Supplemental Development Application Data
Hotel 1 - Rooms	Total – 122 (Standard Units – 84; Corner Units – 28; Accessible – 4; Standard Penthouse – 4; Corner Penthouse – 2)
Hotel 2 - Rooms	Total – 167 (Standard Units – 112; Corner Units – 40; Accessible – 8 Standard Penthouse – 4; Corner Penthouse – 3)
Required & Proposed Minimum Setbacks – Hotel 1 (Phase 1)	Bridgeport Road: Required 2.5 m & Proposed 2.56 m West Property: Required 10.0 m & Proposed 15.57 m Rear Property Line: Required 9.0 m & Proposed 16.77 m East Property Line: Required 10.0 m & Proposed 14.35 m
Required & Proposed Minimum Setbacks – Business Centre (Phase 2)	Beckwith Road: Required 3.0 m & Proposed 10.62 m East Property Lane: Required 10.0 m & Proposed 19.77 m Rear Property Line: Required 9.0 m & Proposed 9.86 m West Property Line: Required 10.0 m & Proposed 36.13 m
Required & Proposed Minimum Setbacks – Hotel 2 (Phase 3)	Bridgeport Road: Required 2.5 m & Proposed 3.31 m Highway 99: Required 10.0 m & Proposed 10.04 m Rear Property Line: Required 9.0 m & Proposed 14.82 m East Property Line: Required 10.0 m & Proposed 16.10 m
Hotel 1 - Maximum Setback from Bridgeport Road	59.97 m (196.8')
Hotel 2 - Maximum Setback from Bridgeport Road	61.4 m (201.4')
Required Parking – Overall	416 stalls
Proposed Parking – Overall	434 stalls
Required Parking by Phase	Phase 1 – Hotel 1: 75 stalls Phase 2 – Office: 242 stalls Phase 3 – Hotel 2: 99 stalls Total – 416 stalls
Proposed Parking by Phase	Phase 1 – Hotel 1: 75 stalls ultimately (22 in Phase 2) Phase 2 – Office: 260 stalls ultimately (319 – 22 = 297 in Phase 2) Phase 3 – Hotel 2: 99 stalls (37 in Phase 2) Total – 434 stalls
Proposed Loading Spaces	Phase 1 – Hotel 1: 2 medium (SU-9) & 1 large (WB-17) Phase 2 - Office: 2 medium (SU-9) & 1 large (WB-17) Phase 3 – Hotel 2: 2 medium (SU-9) & 1 large (WB-17)
Bike Parking by Phases	Phase 1: Class 1 Req. 2 & Provided 2; Class 2 Req. 2 & Provided 2 Phase 2: Class 1 Req. 2 & Provided 2; Class 2 Req. 2 & Provided 2 Phase 3: Class 1 Req. 28 & Provided 36; Class 2 Req. 42 & Provided 19
Maximum Building Height by Phase (to Roof & Mast)	Phase 1 – Hotel 1: Highest Rooftop: 34.42m (112'-11"); Mast: 40.23m (132') Phase 2 – Office: Highest Rooftop: 46.98m (154'-2"); Mast: 46.98m (154'-2") Phase 3 – Hotel 2: Highest Rooftop: 46.41m (152'-3"); Mast: 46.94m (154'-0")
Bridgeport Road Setback	3.0m (9.84')
Beckwith Road Setback	12.62m (41'-5")
East Property Line Setback	Hotel 1 - 14.35m (47'-1"); Business Center – 19.77m (64'-10")
West Property Line Setback	10.04m (32'-11")
NEF	Area 1A
ESA Designation	not applicable

Bridgeport Hotels & Business Centre
9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road
RZ 10-539048

Prior to final adoption of Official Community Bylaw 7100 Amendment Bylaw 6767 and Richmond Zoning Bylaw 8500 Amendment Bylaw No. 8764, the developer is required to complete the following:

1. Consolidation of the following existing 8 lots into one (1) development parcel (which will require the demolition of the existing dwellings).

Address	PID	Legal Address	Zoning	Applicant
9451 Bridgeport Road	003-665-623	Parcel "231" Except: Part now Highway on Statutory Right of Way Plan 67635; Section 22 Block 5 North Range 6 West New Westminster District Reference Plan 65748	School & Institutional SI / Residential Single Detached RS1/F	Ampar Ventures Ltd.
9491 Bridgeport Road	011-197-170	East 82 Feet Lot 5 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9511 Bridgeport Road	004-070-402	West Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9531 Bridgeport Road	004-254-899	East Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9551 Bridgeport Road	004-887-018	West 76 Feet Lot 7 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9440 Beckwith Road	000-659-606	Lot 22 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9460 Beckwith Road	004-085-388	Lot 21 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9480 Beckwith Road	003-653-161	Lot 20 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.

2. Subdivision of the consolidated development parcel to create a three (3) lot subdivision for the proposed 3 phase development. Note: The proposed phase 2 component (Business Centre) must be constructed prior to the construction of the phase 3 component (Hotel 2).
3. Registration of a legal agreement on title ensuring the project phasing will proceed according to the following sequence, Phase 1 (Hotel 1), Phase 2 (Business Centre) and Phase 3 (Hotel 2). While Phase 2 (Business Centre) may precede Phase 1 (Hotel 1), the intention is to ensure that the Business Centre (ie. Phase 2) is constructed and occupied before Hotel 2 (Phase 3) can be occupied. In addition, this does not preclude Phases 1 and 2 proceeding simultaneously or Phases 2 and 3 proceeding simultaneously.
4. Registration of an aircraft noise indemnity covenant on title as this site is located within the Area 1A of the Aircraft Noise Sensitive Development Map (Official Community Plan, Sub-Section 5.4 Noise Management).
5. Registration of a flood indemnity covenant on title. The minimum flood proof elevation for the subject site is 2.9m GSC Flood Control Level (FCL) but since this site is in the exemption area, the FCL can be 300mm above the highest elevation of the road crown fronting your proposed development. However, mechanical rooms plus other habitable space (excluding parking) must be a minimum of 300mm above the highest elevation of the road crown fronting your proposed development.

6. Registration of a legal agreement on title ensuring that none of the hotel rooms in either Hotel 1 (Phase 1 or Hotel 2 (Phase 3) can be individually stratified or sold.
7. City acceptance of the developer's offer to voluntarily contribute \$100,000.00 to the City's Tree Compensation Fund for the planting of replacement trees (200 replacement trees x \$500.00/replacement tree) within the City.
8. Submission of a Tree Survival Security to the City in the amount of \$90,000.00 (18 trees at \$5,000.00 per tree) as security to further ensure the retention of 18 existing, large trees (10 on-site and 8 along shared property lines with 9520 Beckwith Road and 9711 Bridgeport Road) for the planting of replacement trees on-site or within the City, as and if required.
9. Submission of a Contract entered into between the Applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
10. City acceptance of the developer's offer to voluntarily contribute \$0.40 per buildable square foot or approximately \$125,769.00 (314,422 ft² x \$0.40/ft²) based on a site area of 173,668 ft² and a 1.81 FAR for the integration of public art with the project, the terms of which are to be addressed in a Public Art Plan to be submitted for the City's approval prior to adoption of the rezoning application.
11. City acceptance of the developer's offer to voluntarily contribute \$0.25 per maximum buildable square foot or approximately \$78,605.00 (314,422 ft² x \$0.25/ft²) based on a site area of 173,668 ft² and a 1.81 FAR to assist the City with community planning in the City Centre.
12. City acceptance of the developer's offer to voluntarily contribute \$48,900 for gravity sewer upgrades and \$10,950 for pump station upgrades, both in excess of OCP conditions. The contributions shall be made to account 2253-10-000-14912.
13. City acceptance of the developer's offer to voluntarily contribute \$22,000.00 for a standard City bus shelter to be located within the City Centre vicinity, as part of the Transportation Demand Measures (TDM's) agreed to by the Owner/Applicant prior to final adoption of the rezoning.
14. Required Land Dedications and Public Rights of Passage – Statutory Right of Way (PROP-SRW):
 - .1 Approximate 2m wide road dedication along the entire Beckwith Road frontage, for the benefit of general public use including a wider pavement width for vehicular traffic lanes and a cycling lane, 1.5m wide landscaped planting strip and a 2.0m wide sidewalk. The dedication to include corner cuts (minimum 3m x 3m) required where the north-south PROP-SRW lane intersects with Beckwith Road. Exact size of PROP-SRW and corner cuts to be confirmed by survey, as required by the City via the Servicing Agreement process.
 - .2 Approximate 0.65m wide road dedication along the entire Bridgeport Road site frontage, to accommodate a continuous, new concrete landscaped centre median for Bridgeport Road, as per MoTI requirements extending to the Highway 99 access road intersection with Bridgeport Road, plus Bridgeport Road boulevard improvements (north-side only) including a 1.5m wide landscaped planting strip and a 2.0m wide sidewalk, for the benefit of general public use. The dedication to include corner cuts (minimum 3m x 3m) required where the north-south PROP-SRW lane intersects with Bridgeport Road. Exact size of corner cuts to be confirmed by survey, as required by the City via the Servicing Agreement process.
 - .3 The granting of an approximate 9.0m wide lane Public Rights of Passage – Statutory Right of Way (PROP-SRW) for a new north-south lane connecting Bridgeport Road and Beckwith Road through the centre of the consolidated and subdivided development site, for the benefit of general public use including vehicle, bicycle, pedestrian and commercial access to be maintained by the Developer/Owner. In addition, the Owner agrees to widen those portions of the north-south lane as the City deems necessary in order to accommodate vehicle turning movements required by the Ministry of Transportation and Infrastructure and confirmed by functional design plans by a certified engineer to the satisfaction of the Richmond Director of Transportation.
 - .4 The granting of Public Rights of Passage - Statutory Right of Way (PROP-SRW) connecting the proposed north-south PROP-SRW lane on the development site with 9520 Beckwith Road. The PROP-SRW shall apply to all lands in Phase 2 (Business Centre) of the combined development site, east of the proposed north-south SRW. This PROP-SRW is intended to provide access to/from 9520 Beckwith Road through the development site via the proposed north-south lane if 9520 develops as an independent site or consolidated with the proposed development lands on the subject site. This PROP-SRW is intended to

provide access/egress for 9520 Beckwith Road including vehicle, bicycle, pedestrian and commercial access/egress for the future redevelopment of 9520 Beckwith Road and may be replaced with a more specific PROP-SRW when the future redevelopment of 9520 Beckwith Road occurs, with the agreement of the City. If 9520 Beckwith Road is consolidated with and develops in association with the Airport Gateway Plaza at 9711 Bridgeport Road, this PROP-SRW can be discharged with the agreement of the City.

15. Registration of a legal agreement on title restricting vehicle access and egress along Bridgeport Road, as per the MOTI requirement, is via 1 right-in and –out access/egress point only, provided that a concrete landscaped median is provided to physically restrict westbound left-turn movements Bridgeport Road into the development site. Note: There is full vehicle movement to and from the proposed north-south lane connection at the intersection with Beckwith Road in order to provide additional access and egress for the development site
16. Registration of a blanket cross access easement over the Hotel 2 (phase 3 development parcel) and in favour of the Business Centre (phase 2 development parcel) allowing access to/from the development site for shared commercial vehicle access including space for loading and unloading. This blanket cross access agreement will only be discharged following the construction of the respective internal drive-aisles, legal survey and registration of a more specific replacement cross access easement over the appropriate portions of the internal drive-aisles for Hotel 2 (phase 3 development parcel) in favour of the Business Centre (phase 2 development parcel) in order to provide access for shared commercial vehicle access including space for loading and unloading.
17. Registration of a blanket cross access agreement over the Business Centre and Parking Structure (phase 2 development parcel) in favour of all other development parcels allowing access to/from the Business Centre and Parking Structure (phase 2 development parcel) including space for shared vehicle parking, bicycle parking and associated pedestrian access. This blanket cross access agreement will only be discharged following the construction of the Business Centre and Parking Structure (phase 2 development parcel), legal survey and registration of a more specific replacement cross access easement over the appropriate portions of the Business Centre and Parking Structure (phase 2 development parcel) in favour of all other development parcels in order to provide access including space for shared vehicle parking, shared bike parking and associated pedestrian access.
18. Enter into a Servicing Agreement* for the design and construction of off-site road improvements, utility upgrades and site service connections. Works include, but may not be limited to the following.
 - .1 BC Ministry of Transportation & Infrastructure (MoTI) approval required. MoTI indicated that as part of the development, Applicant is responsible to establish a vehicular connection from the signalized access serving 9711 Bridgeport Road to:
 - .1 Beckwith Road - via the existing PROP registered on 9711 Bridgeport Road however, this will involve the removal of the jersey barriers currently placed at the driveway off Beckwith Road and minor road work upgrade as deemed necessary to establish a functional road connection. Exact scope of work to be determined as part of the Servicing Agreement process.
 - .2 Access Arrangement: Via one (1) right-in-right-out access off Bridgeport Road, provided that a concrete landscaped median is provided to physically restrict left-turn movements. Applicant to provide a road functional design drawing and submit it to the City and MoTI for review and approval. Only one access off Beckwith Road is supported.
 - .3 Exact dedication along Bridgeport Road would be subject to the functional design to be prepared by the Applicant. Note that in addition to the concrete landscaped median, a 1.5m wide boulevard (type of treatment within the 1.5m wide boulevard to be confirmed as part of the SA process) and 2m wide sidewalk are required along the Bridgeport Road frontage.
 - .2 Required Land Dedications and Public Rights of Passage – Rights of Way (PROP-ROW): Reference to Item 14 above.
 - .3 As part of the Phase 1 development, developer is responsible for the design and construction of:
 - .1 Beckwith Road Improvements: widening on the southern half of Beckwith Road to accommodate the following ultimate cross-section (from south to north):
 - 2m wide concrete sidewalk
 - 1.5m wide boulevard
 - 0.15m wide concrete curb/gutter
 - 1.8m wide bike lane
 - 3.25m wide curb lane

- 3.1m wide centre lane

Note that the above would be mirrored on the northern half of Beckwith Road. Proper tie-in's are to be provided as part of this project to existing Beckwith Road east & west of the site.

- .2 Bridgeport Road Improvements: Including but not limited to concrete landscaped centre median to MoTI approval plus new north-side boulevard improvements including standard City Centre 1.5m wide landscape planting strip (type of treatment within the 1.5m wide landscaping planting strip to be confirmed as part of the SA process) plus 2.0m wide concrete sidewalk complete with 1 right-in-right-out site access/egress location as per City requirements.
- .3 9.0m wide PROP-ROW north-south lane connecting Bridgeport Road and Beckwith Road through the consolidated and subdivided development site, to include (from west to east):
 - minimum 1.5m wide sidewalk with lighting
 - minimum 7.5m wide asphalt driving surface with roll-over curb on both sides
- .4 The City has reviewed your Servicing Capacity Analysis including the associated letters and makes the following comments:
 - .1 Watermain Improvements: The City has reviewed your Water Capacity Analysis and letter dated September 1, 2011 and makes the following comments:
 - .1 According to your analysis, the required fire flow for the hotels fronting Bridgeport Road is 275 l/s and the available flow is at 509 l/s at 9491 Bridgeport Road. The City accepts your recommendation that no upgrade is required.
 - .2 Based on your analysis, the required fire flow for the business centre fronting Beckwith Road is 200 l/s and the available flow is at 78 l/s at 9440 Beckwith Road. The City accepts your recommendation to construct a temporary looped watermain to tie the existing 300mm dia. Bridgeport watermain into the existing 150mm dia. Beckwith Road watermain. The temporary watermain is to be constructed in a registered Right of Way within the site.
 - .3 There shall be no tie-ins to the proposed watermain (ie. hydrants, service connections, etc.).
 - .4 Once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
 - .2 Storm Sewer Improvements: The City has reviewed your Storm Capacity Analysis and letter dated March 21, 2011 and makes the following comments:
 1. According to your calculations and assessment, the existing storm sewer along the development frontage on both Beckwith Road and Bridgeport Road are not adequately sized under the "Existing + In-stream + Proposed development" and OCP conditions.
 2. According to your analysis, there is no downstream roadway or property flooding based on the "Existing + In-stream + Proposed development" condition.
 3. The City accepts your recommendation to upgrade the frontage storm on northside of Beckwith Road from STMH6314 (approximately 20m west of west property line) to STMH6315 (close to east property line) to 1050mm diameter and to upgrade the frontage storm on Bridgeport Road from STMH4203(approximately 10m west of south-west corner) to STMH4206 (approximately 39m east of east property line) to 750mm diameter.
 4. The City requires the analysis calculations to be included in the Servicing Agreement design drawings.
 - .3 Sanitary Sewer Improvements: The City has reviewed your Sanitary Capacity Analysis and letter dated July 26, 2011 and makes the following comments:Service Connection Improvements:
 - .1 Based on the calculations, the existing sanitary sewer and pump station have adequate capacity under the "Existing + In-stream + Proposed Development" condition.
 - .2 According to your analysis, there are sections of downstream gravity sanitary sewer main and the existing Van Horne sanitary pump station/forcemain requires upgrade under the "OCP + Proposed Development" condition.
 - .3 According to developer's assessment and due to the developer's request for an increase in density from the City's 2041 OCP related to the site, the additional demand from the development will deplete the sanitary system's capacity otherwise intended to be utilized for future developments within the catchment. (Note: See financial contributions for City acceptance of a voluntary contribution of \$48,900 for gravity sewer upgrades and \$10,950 for pump station upgrades, both in excess of OCP conditions.)

- .4 The City requires the analysis calculations to be included in the Servicing Agreement design drawings.

19. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development including the following requirements:
- .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 Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 384 required replacement trees with the following minimum sizes:

Number of Required Replacement Trees	Minimum Caliper Size of Deciduous Replacement Trees	or	Minimum Height of Replacement Coniferous Trees
374 (on-site) + 10 (off-site) (184 to be provided on site and cash in lieu for 200)	6cm caliper (dbh)		2.0m high

- .2 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.
- .3 Provision of the following Transportation Demand Measures (TDM) agreed to by the Owner/Applicant during the rezoning process including:
 - A shuttle bus service between the site, YVR and Canada Line - Bridgeport Station, via confirmation letter and agreement from Owner/Applicant prior to issuance of development permit; and
 - Provision of 'End of Trip Bike Facilities' (i.e. separate male and female showers and change/locker rooms) in each of the 3 buildings via confirmation letter and agreement from Owner/Applicant prior to issuance of development permit.
- .4 All internal drive aisle shall be no less than 7.5m wide.

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

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

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

Signed _____

Date _____

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

REZONING APPLICATION RESUBMISSION & DESIGN PANEL REVIEW FEB. 10, 2011

LEED Canada-NC 2009 Project Checklist									
Bridgeport Hotel / Business Center									
Pr	1	2	Project Totals (Pre-certification estimate)				162 Possible Points		
Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above									
Pr	1	2	Sustainable Sites				21 Possible Points		
17	3	8	Notes						
Reqd 1	1	1	Construction Activity Pollution Prevention				Required		
Reqd 2	1	1	Site Selection				1		
Reqd 3	2	2	Development Density and Community Connectivity				3, 6		
Reqd 4	3	1	Brownfield Redevelopment				1		
Reqd 5	1	1	Alternative Transportation: Public Transportation Access				5, 6		
Reqd 6	1	1	Alternative Transportation: Bicycle Storage & Changing Rooms				1		
Reqd 7	1	1	Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles				1		
Reqd 8	2	3	Alternative Transportation: Parking Capacity				1		
Reqd 9	1	1	Site Development: Protect and Restore Habitat				1		
Reqd 10	1	1	Site Development: Maximize Open Space				1		
Reqd 11	1	1	Stormwater Design: Quantity Control				1		
Reqd 12	1	1	Stormwater Design: Quality Control				1		
Reqd 13	1	1	Heat Island Effect: Non-Roof				1		
Reqd 14	1	1	Heat Island Effect: Road				1		
Reqd 15	1	1	Light Pollution Reduction				1		
Reqd 16	1	1	Notes						
Reqd 17	1	1	Water Use Reduction				Required		
Reqd 18	2	2	Water Efficient Landscaping				3, 4		
Reqd 19	2	2	Innovative Water Use Technologies				1		
Reqd 20	2	2	Water Use Reduction				3, 4		
Reqd 21	1	1	Notes						
11	7	17	Energy & Atmosphere				20 Possible Points		
Reqd 1	1	1	Fundamental Commissioning of Building Energy Systems				Required		
Reqd 2	1	1	Minimum Energy Performance				Required		
Reqd 3	1	1	Fundamental Refrigerant Management				Required		
Reqd 4	9	10	Optimize Energy Performance				1-10		
Reqd 5	1	7	On-Site Renewable Energy				1-7		
Reqd 6	1	2	Enhanced Commissioning				1		
Reqd 7	1	1	Enhanced Refrigerant Management				1		
Reqd 8	1	3	Measurement and Verification				3		
Reqd 9	1	1	Green Power				1		
Reqd 10	1	1	Notes						
Reqd 11	1	1	Storage and Collection of Rainwater				Required		
Reqd 12	1	1	Building Reuse: Maintain Existing Walls, Floors, and Roof				1-3		
Reqd 13	1	1	Building Reuse: Maintain Interior Non-Structural Elements				1		
Reqd 14	2	2	Construction Waste Management				1-2		
Reqd 15	2	2	Material Reuse				1-2		
Reqd 16	2	2	Recycled Content				1-2		
Reqd 17	2	2	Regional Materials				1-2		
Reqd 18	1	1	Rapidly Renewable Materials				1		
Reqd 19	1	1	Certified Wood				1		
Reqd 20	1	1	Notes						
Reqd 21	1	1	Minimum Indoor Air Quality Performance				Required		
Reqd 22	1	1	Environmental Tobacco Smoke (ETS) Control				Required		
Reqd 23	1	1	Outdoor Air Delivery Monitoring				1		
Reqd 24	1	1	Increased Ventilation				1		
Reqd 25	1	1	Construction IAQ Management Plan: During Construction				1		
Reqd 26	1	1	Construction IAQ Management Plan: Before Occupancy				1		
Reqd 27	1	1	Low-Emitting Materials: Adhesives and Sealants				1		
Reqd 28	1	1	Low-Emitting Materials: Paints and Coatings				1		
Reqd 29	1	1	Low-Emitting Materials: Flooring Systems				1		
Reqd 30	1	1	Low-Emitting Materials: Composites Wood and Agglomerate Products				1		
Reqd 31	1	1	Indoor Chemical and Pollutant Source Control				1		
Reqd 32	1	1	Controllability of System: Lighting				1		
Reqd 33	1	1	Controllability of System: Thermal Comfort				1		
Reqd 34	1	1	Thermal Comfort: Design				1		
Reqd 35	1	1	Thermal Comfort: Verification				1		
Reqd 36	1	1	Daylight and Views: Daylight				1		
Reqd 37	1	1	Daylight and Views: Views				1		
Reqd 38	1	1	Notes						
Reqd 39	1	1	Innovation in Design - Green Education				1		
Reqd 40	1	1	Innovation in Design - Green Housekeeping				1		
Reqd 41	1	1	Innovation in Design - Green Pest Control				1		
Reqd 42	1	1	Innovation in Design - Exemplary Performance Recycled Content				1		
Reqd 43	1	1	Innovation in Design - Exemplary Performance Local Regional Materials				1		
Reqd 44	1	1	Innovation in Design - Exemplary Performance LEED Accredited Professional				1		
Reqd 45	1	1	Notes						
Reqd 46	1	1	Durable Building				1		
Reqd 47	1	1	Regional Priority Credit				1		
Reqd 48	1	1	Regional Priority Credit				1		
Reqd 49	1	1	Regional Priority Credit				1		
Reqd 50	1	1	Notes						
Reqd 51	1	1	Small added cost if a building envelope professional is already part of the consultant team.						

BRIDGEPORT HOTEL & BUSINESS CENTER
RICHMOND, B.C.

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

The Bridgeport Hotels and Business Centre rezoning application (RZ 10-539048) was presented to the Richmond Advisory Design Panel (ADP) on Wednesday, February 23, 2011. The ADP supported this application and provided a series of 8 comments as identified below, which are followed by the Applicants responses highlighted in *bold italics*.

Panel Decision

It was moved and seconded "That RZ 10-539048 move forward to the Planning Committee subject to the applicant addressing the items discussed by the Panel, including key items highlighted below":

1. Consider the design of all hotel bathrooms to maximize ease of use by hotel guests with disabilities;

Consideration has been given to this item, upon which it was deemed reasonable to provide 4 accessible suites in Hotel-1 and 8 accessible suites in Hotel-2, which exceeds by 4 suites the BCBC requirement of one universally designed sleeping unit for every 40 (2.5%).

Furthermore, all public areas inside and outside the building will be wheelchair accessible, including sidewalks, entries, ground floor washrooms, restaurants, and amenity areas. All storeys of all three buildings will likewise be accessible, with all doorways to all suites providing 32" clear openings for wheelchair access. The provision of making all washrooms in all the hotel suites wheelchair accessible was ultimately deemed to be not feasible as it would require the reduction in rooms by one per floor in order to accommodate this item.

2. Development of pedestrian movement i) along Bridgeport Road, ii) north/south through the site to Beckwith Road, and iii) potential for linkage with the eastern adjacent site;

i) Bridgeport: this cross section separates a City standard concrete sidewalk from the road with a row of large deciduous street trees planted in lawn. The site acknowledges the pattern set by the development to the east and builds on it – it features a low glossy dark green evergreen hedge with taller ornamental grass in the second layer of planting. Planting a combination of deciduous and evergreen trees to partially screen views of parking areas enhances the pedestrian experience.

ii) North/South Internal Road: this section provides grade separated pedestrian sidewalks on both sides of the road. Pedestrian crosswalks receive special treatment to 'give pedestrians priority'.

iii) East/West connection: Internal east-west pedestrian access to the rear of Hotel 2 has been added and Hotel 1 has a direct access to the rear parking area on the east side of the site. There is no public SRW that directly connects the development site with the property immediately to the east (Airport Gateway Plaza) however pedestrian access has been provided east and west of the subject site along Bridgeport Road and Beckwith Road.

3. Development of property edges i) landscape design and ii) carry the quality of the Bridgeport Road along the sides of the development;

Property edges have received special attention to ensure a positive integration into the site. Special attention has been given to property lines adjacent to residential use that includes

protection of large evergreen trees by the creative design of retaining wall footings, proposed dense planting of a distinctly Richmond pattern of planting that includes a hedge row of trees under planted with a dogwood hedge. The residential property is also screened by the introduction of a high quality metal trellis planted with climbing vines.

The north/south internal lane is proposed as cast-in-place decorative concrete paving with a medium sandblast finish including saw cut patterns. The high quality paving materials will significantly improve and unify the character of the internal north-south lane.

4. Add more density to trees to elevate the level of the planting materials throughout the development;

Deciduous trees have been increased in caliper size to a minimum of 10cm and conifers vary from a minimum of 3m to 7m in height. The spacing of trees has also been decreased (i.e., the cedar hedgerow along the east property line is proposed at 3 meters on centre to create the effect of a 'green wall'). Likewise more trees have been added to the north/south corridor to improve the landscape appearance.

5. Design development to reference unifying theme with the development i) integration of public realms, landscaping and building architecture components and ii) design elements that tie the three buildings together;

i) Primary unifying element between buildings is intended to be the new north-south lane, as it connects all three buildings and their activities. As noted in the landscape architect's comments, more emphasis has been placed on landscape elements in order to improve the quality of the public realm that unifies the site.

ii) As the principal design element that ties the project together, the north-south lane will have consistent landscape planting, decorative paving, lighting, and street furniture throughout the site, allowing the buildings to retain their unique individuality while creating an overall harmonious composition.

6. Architectural development i) celebrate visibility of the buildings from Bridgeport Road and emphasize not only the east and west side of the buildings but also the south elevations, ii) significant design gestures may be suitable due to close proximity to the traffic ramp, and iii) development of business center building (introduction of horizontal design elements on the east façade and design development of the west building façade);

i) The visibility of the towers from the Oak Street Bridge deck has been considered in the provision of 'Gateway Elements' on the north and south facades of both hotels, which will be visible as unique lighting elements in the twilight hours and distinctive glazing elements during the day, which constitute significant design gestures, transcending from simple building elements into the realm of visual art. Further design development has been considered as well with the Business Center, as the horizontal shading elements on the east façade have been extended as per the Design Panel's comments, with the further introduction of a sloping glass wall on the building's west elevation in order to provide passive solar shading, a design element, which will also be visible from the Oak Street Bridge deck.

7. Reduce second storey projection on the east side of Hotel 1 so that it will not take away the slimness of the tower;

While we agree with the Design Panel's comments that the projection on the east side of Hotel 1 takes away from the slimness of the tower, the addition of this projection has been necessary

due to the requirements of locating an at grade mechanical space for the geothermal system, a system which requires a significantly larger mechanical space than what was previously provided for. In addition, the relocation of hotel rooms, staff rooms and a meeting room due to the request to reduce the height of the hotel by one floor has resulted in this projection. In response, glazing has been added to this second floor projection to lighten it's appearance as much as possible, while the ground floor consists primarily of covered parking next to the mechanical room.

8. Provide additional context information.

The Landscape Plan has been superimposed on an aerial photograph to provide context.

BRIDGEPORT HOTEL & BUSINESS CENTERS

AMPAR VENTURES LTD

PROJECT OVERVIEW:

The proposed mixed-use complex consisting of two hotels and a business center is located at the lot north of Bridgeport Road, east of the Highway 99/Oak Street Bridge and south of Beckwith Road. The site is surrounded by mixed-use retail and hotel uses to the south, west and east along the arterial roads. The north is primarily old residential buildings, with some light-industrial uses. The site is also approximately 1 km walking distance from Bridgeport Canada Line station.

The primary design approach for the project is to maximize the full potential of the strategic location of the site that has considerable street frontage on the south and north sides, with exposure to major traffic along arterial roads, proximity to the airport, Canada Line and surrounding mixed use commercial and hotel uses. The project has three major components: two Hotel structures 9 and 12 stories each placed along Bridgeport Road and an 11 storey Business Center, placed further north closer to Beckwith Road, will be a vibrant urban planning and architectural solution that will revitalize the character of the neighbourhood and stimulate its future potential. A generously landscaped central north-south internal road connecting Bridgeport to Beckwith Road serves as the main access for all the three buildings, while a perpendicular east-west internal road serves as the main distribution to parking and services for each building. Each of the hotels are to have their own surface parking to their rear and north sides with a landscaped buffer between them and Bridgeport Road. The business center is to have its own surface parking as well as a 4 storey parkade attached to the building.

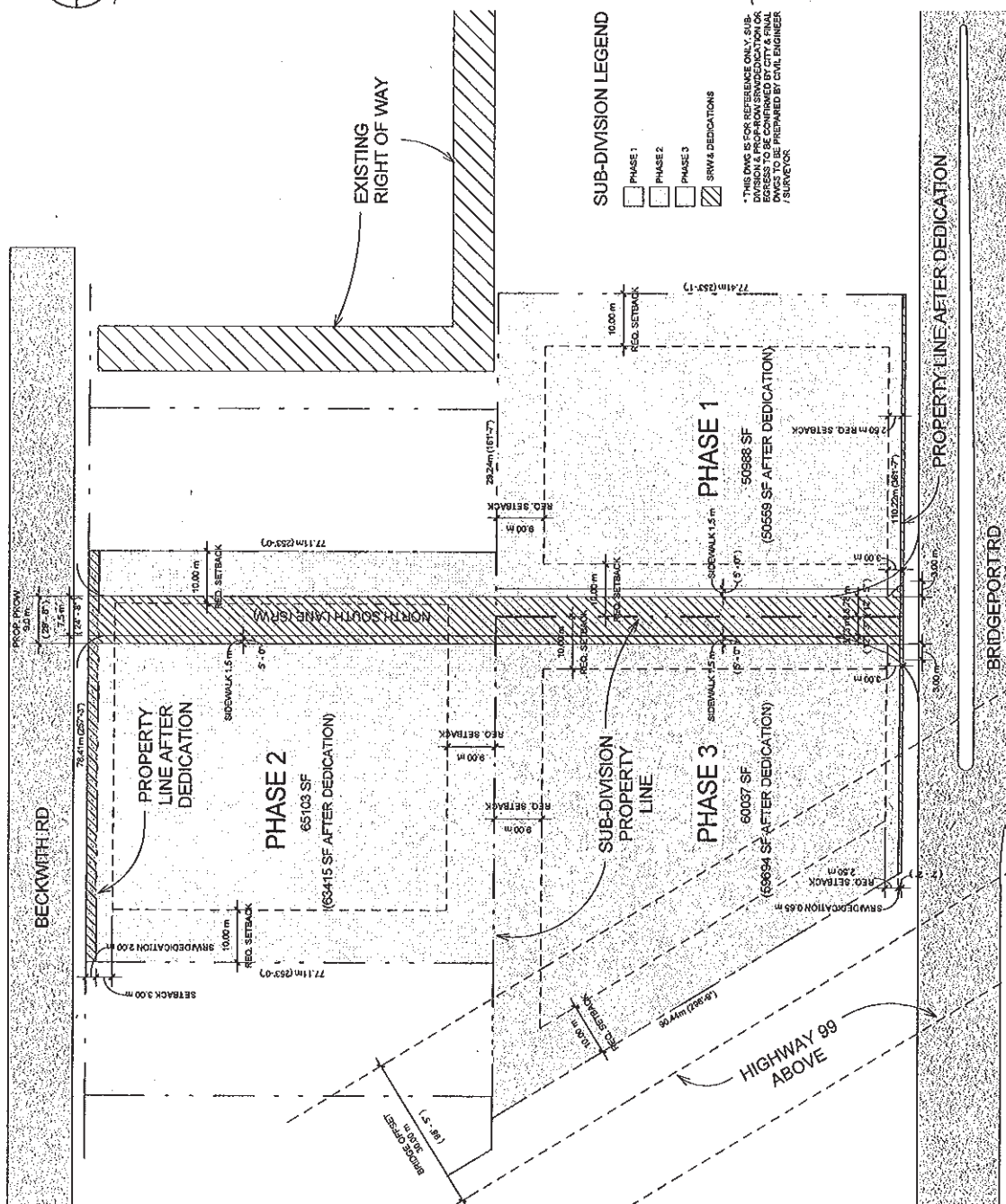
Every effort has been taken in the development of these three buildings to respect the OCP design guidelines, as well as to implement an environmentally friendly and sustainable design approach, while introducing strong design elements that will enhance the City's vision for future growth in this area. It is the intent of the project, with its landscaped site layout and proportionately articulated building masses, that combined with efficient land use that it in turn may become a landmark for the north Richmond area, to stand as a gateway to Richmond as one approaches from the north on Highway 99.

CONSULTANTS LIST:

OWNER / DEVELOPER	AMPAR VENTURES LTD 9751 NO. 6TH ROAD RICHMOND BC V6W 1E5 TEL: 604-277-8453
ARCHITECT:	IBIHB ARCHITECTS 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
LANDSCAPE ARCHITECT:	IBI GROUP 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
TRANSPORTATION ENGINEERING	IBI GROUP 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
CIVIL ENGINEER	CORE CONCEPT CONSULTING LTD 1288-13351 COMMERCE PARKWAY RICHMOND BC V6V 2X7 TEL: 604-249-5040
SURVEYOR:	STEPHEN D MILNER 102-5007 47A AVENUE DELTA BC V4K 1T9 TEL: 604-946-1788
GEOTECHNICAL:	GEOPACIFIC 215 - 1200 W. 73 AVENUE VANCOUVER BC V6P 6G5 TEL: 604-439-0922

2010-07-16 ISSUED FOR REZONING APPLICATION
2011-05-06 REISSUED FOR REZONING/DESIGN PANEL REVIEW
2011-09-30 REISSUED FOR REZONING APPLICATION





SUB-DIVISION LEGEND

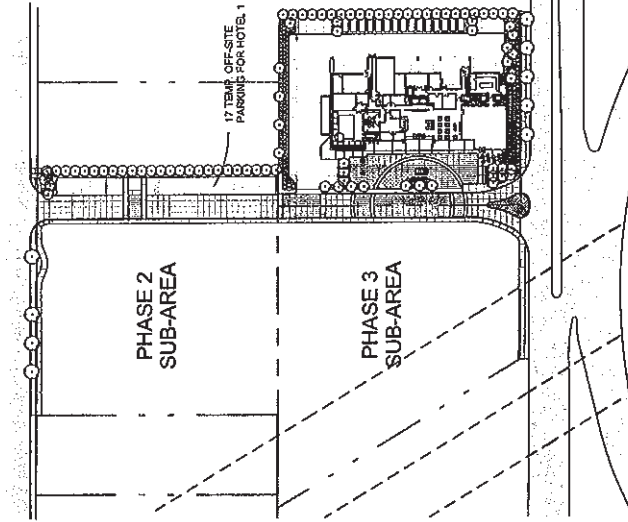
- | PHASE 1 | PHASE 2 | PHASE 3 | SRV & DB |
|---------|---------|---------|----------|
|---------|---------|---------|----------|

* THIS DWG IS FOR REFERENCE ONLY. SUB-DIVISION & PRO-PON SRA/DEDICATION OR EGRESS TO BE CONFIRMED BY CITY & FINAL DWGS TO BE PREPARED BY CIVIL ENGINEER / SURVEYOR

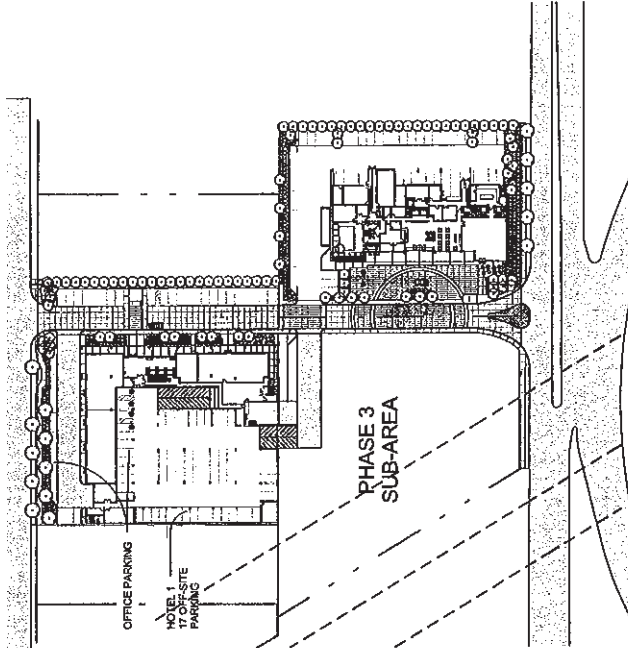
SUB-DIVISION LAYOUT FOR PHASED DEVELOPMENT

2011-09-30 REISSUED FOR REZONING

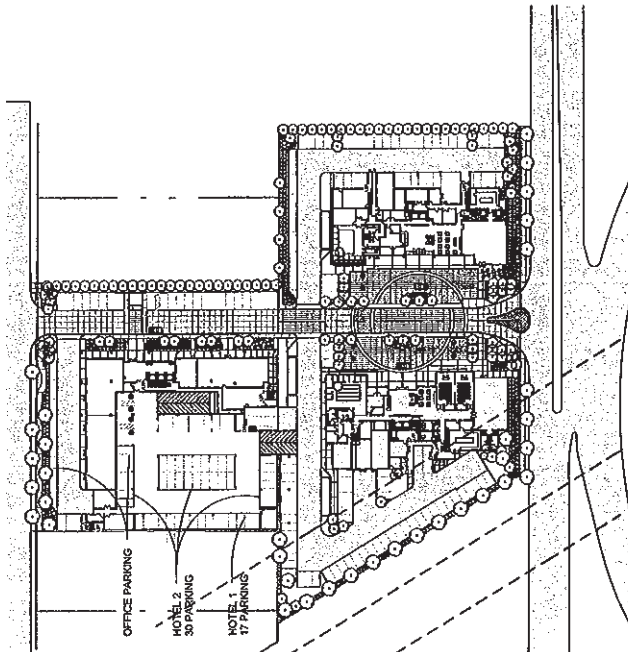
$$1/32'' = 1'-0''$$



PHASE 1-HOTEL 1	
SUB-DIVISION AREA:	50988 SF**
TOTAL PARKING REQUIRED:	83
TOTAL PARKING PROVIDED:	70*
* NOTE: 70 PARKING PROVIDED IN TOTAL INCLUDES 53 ON SITE PLUS 17 OFF SITE PARKING ON PHASE 2 SITE. OFF-SITE PARKING IS TO BE PROVIDED TO ACCOMMODATE PARKING STRUCTURE UPON COMPLETION. REFER TO SHEET A1102.	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	



PHASE 2-BUSINESS CENTER	
SUB-DIVISION AREA:	65703 SF**
TOTAL PARKING REQUIRED:	315
TOTAL PARKING PROVIDED:	272*
* NOTE: 210 PARKING PROVIDED IN TOTAL INCLUDING 272 PROVIDED FOR PHASE 2 BUSINESS CENTER, 17 PROVIDED TO ACCOMMODATE PARKING FOR PHASE 1, HOTEL 1, 30 PROVIDED TO ACCOMMODATE PARKING FOR FUTURE PHASES HOTEL 2. REFER TO SHEET A1102.	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	

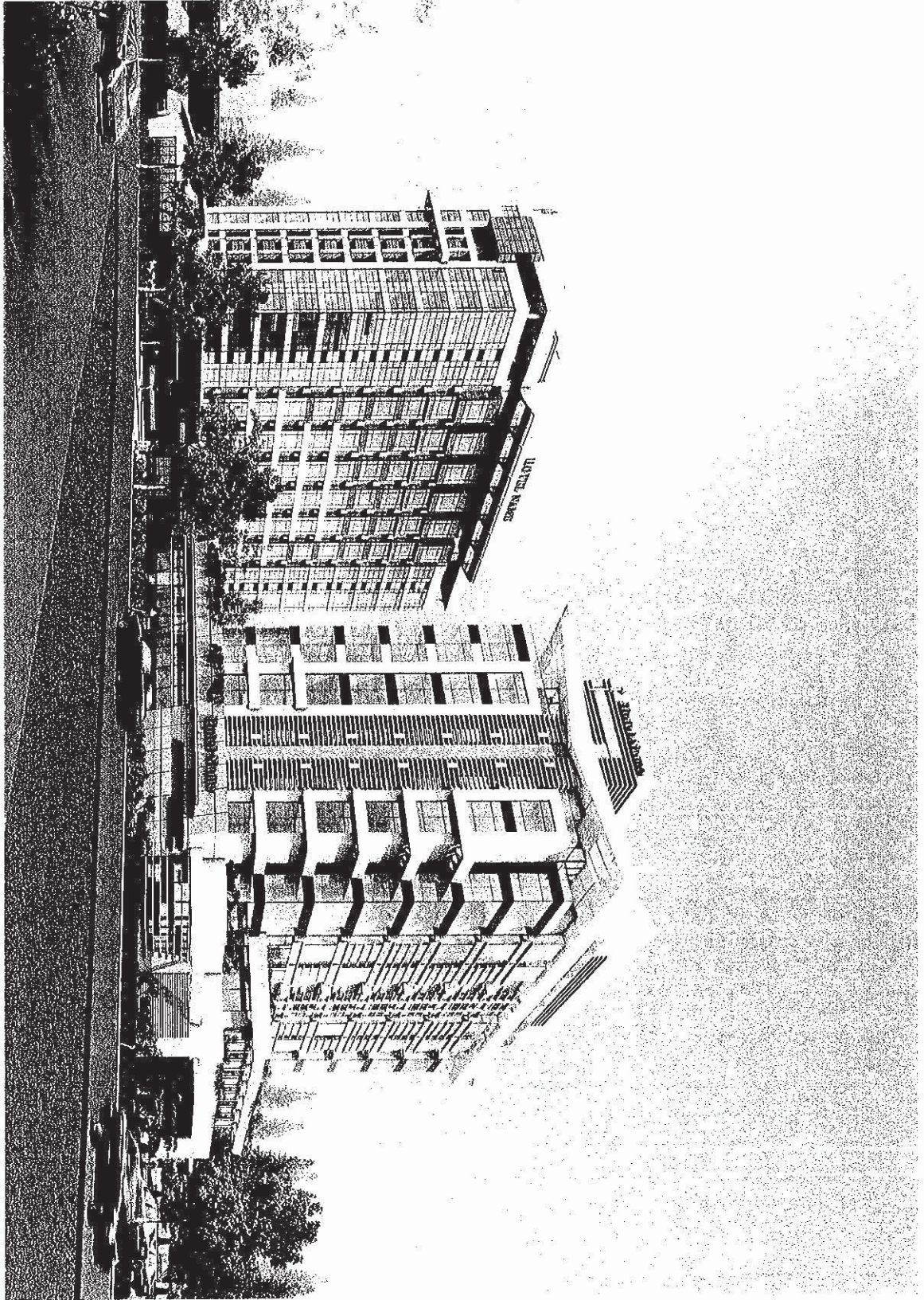


PHASE 3-HOTEL 2	
SUB-DIVISION AREA:	60037 SF**
TOTAL PARKING REQUIRED:	109
TOTAL PARKING PROVIDED:	92*
* NOTE: 82 PARKING PROVIDED IN TOTAL INCLUDES 82 ON SITE PARKING, PLUS 30 OFF SITE PARKING ON PHASE 1 PARKING STRUCTURE. REFER TO SHEET A1102.	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	

[illegible]

		REQUIRED BASED ON BYLAW		REQ. PARKING BASED ON SHARED OFFICE HOTEL PARKING		REQ. PARKING WITH ALLOWANCE FOR SHARED PARKING & TDM MEASURES		PROPOSED PARKING TO BE PROVIDED	
		MON TO FRI 8am TO 5pm		ALL OTHER TIMES		BY PHASE		TOTAL	
HOTEL 01	BR UNITS	63 (0.5 per unit)							
	CONFERENCE	7 (10 per 1076 SF)	70% REDUCTION = 53	83	10% REDUCTION = 75	53 ON SITE	22 OFF SITE ON PHASE 2 LOT		
	RESTAURANT	9 (4.4 per 1076 SF)							
	LOUNGE & BREAKFAST	4 (4.4 per 1076 SF)							
	SUB-TOTAL	83						75	
HOTEL 02	BR UNITS	84 (0.5 per unit)							
	RESTAURANT	8 (4.4 per 1076 SF)	70% REDUCTION = 77	108	10% REDUCTION = 99	62 ON SITE			
	CONFERENCE	15 (10 per 1076 SF)							
	LOUNGE & BREAKFAST	2 (4.4 per 1076 SF)				37 OFF SITE ON PHASE 2 LOT			
	SUB-TOTAL	109						99	
EDUCATION CENTER	OFFICE SPACE	295 (3 per 1076 SF)							
	MEETING	10 (3 per 1076 SF)	315	15% REDUCTION = 268	10% REDUCTION = 242	319 ON SITE			
	RESTAURANT	10 (4.4 per 1076 SF)							
	SUB-TOTAL	315						260	
TOTAL		507	451	487	416			434	

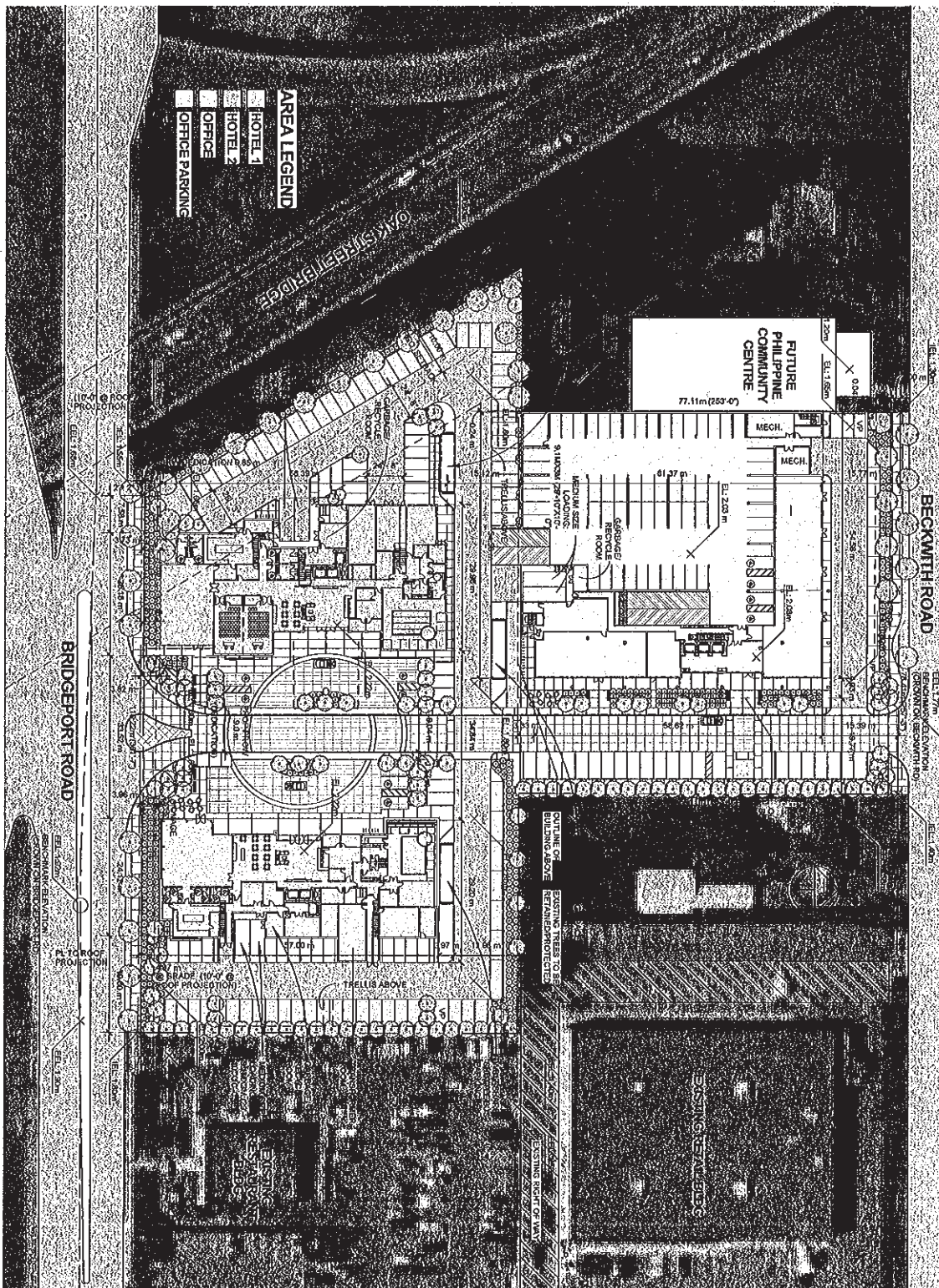
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STREETSCAPE RENDERING

A 1026

BRIDGEPORT HOTEL / BUSINESS CENTER



- AREA LEGEND**
- HOTEL 1
 - HOTEL 2
 - OFFICE
 - OFFICE PARKING

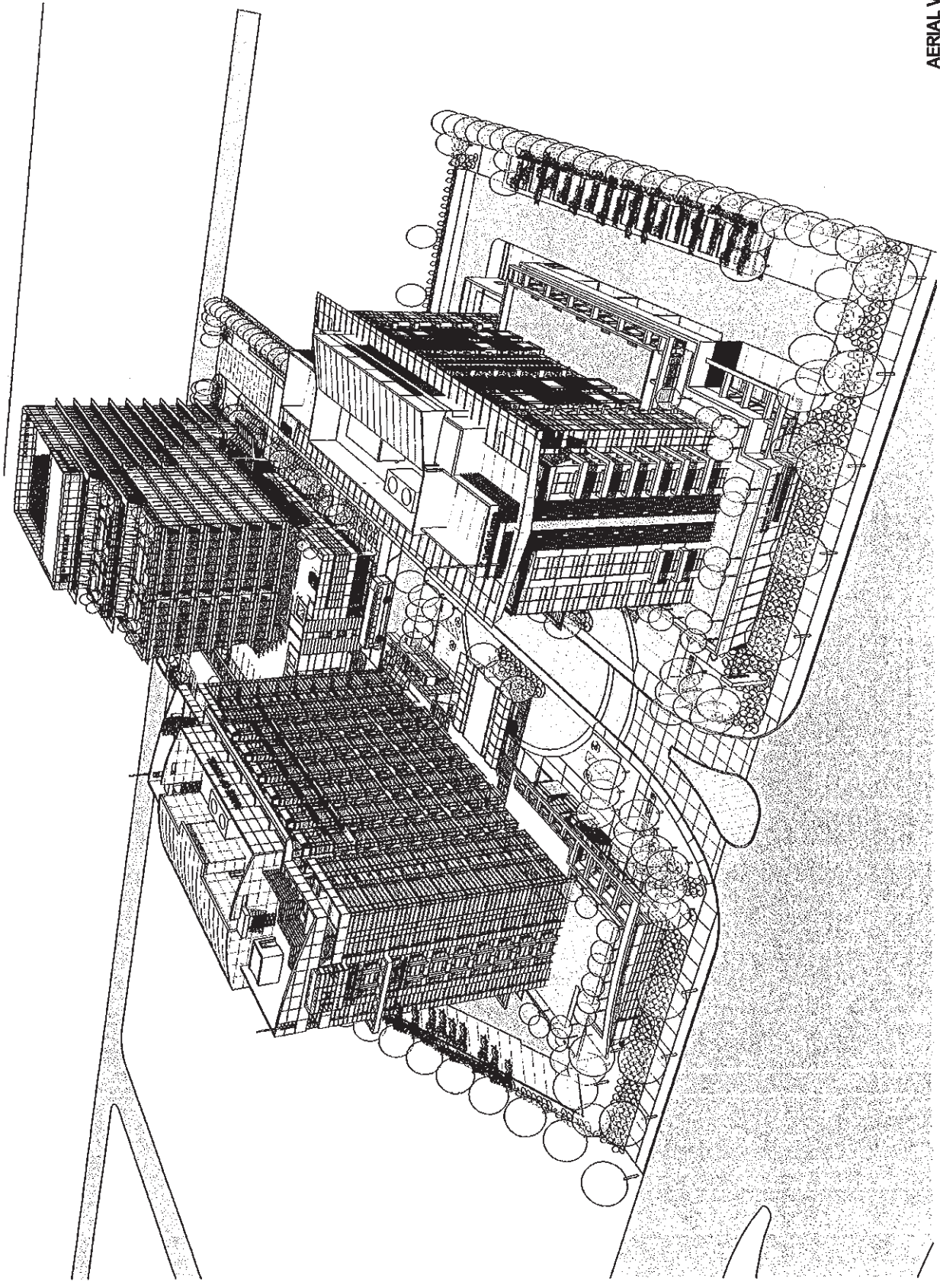
SITE PLAN-GROUND FLOOR LAYOUT

1/32" = 1'-0"

A-1102

BRIDGEPORT HOTEL / BUSINESS CENTER







**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8764 (RZ 10-539048)
9451/9491/9511/9531/9551 Bridgeport Road and
9440/9460/9480 Beckwith Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 23.10 thereof the following:

"23.10 Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)

23.10.1 Purpose

The **zone** provides for **light-industrial**, commercial support, **office**, **hotel** and other compatible **uses**.

23.10.2 Permitted Uses

- **industrial, general**
- **office**
- **hotel**
- **parking, non-accessory**

23.10.3 Secondary Uses

- **manufacturing, custom indoor**
- **education, commercial**
- **entertainment, spectator**
- **health services, minor**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **service, personal**
- **studio**
- **veterinary clinic**

23.10.4 Permitted Density

1. The maximum **floor area ratio** of the **site** is 1.85, except for **non-accessory parking** which has no maximum **floor area ratio**.
2. Notwithstanding Section 23.10.4.1, the maximum floor area of **hotel** and related **secondary uses** is limited to 7,374.4 m², unless a minimum of 11,950.2 m² of combined **light industrial**, **office** and related **secondary uses**, exclusive of **non-accessory parking**, is provided in a **building** on the **site**.
3. **Hotel** and related **secondary uses** shall not exceed 60% of the floor area, exclusive of **non-accessory parking**, provided on the **site**.

4. For the purposes of Section 23.10.4 the maximum **floor area ratio** shall be calculated based on the maximum **site** area of 16,134.3 m² regardless of **subdivision**.

23.10.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 50% for **buildings**.

23.10.6 Yards & Setbacks

1. The minimum **setback** from Bridgeport Road is 2.5 m.
2. The minimum **setback** from Beckwith Road is 3.0 m.
3. The minimum **setback** from the Highway 99 is 10.0 m.
4. The minimum **setback** from a **side lot line** is 10.0 m.
5. The minimum **setback** from a **rear lot line** is 9.0 m.
6. **Enclosed parking** may project into the **side yard** or **rear yard** up to the **property line**, provided that the **structure** is specified in a Development Permit approved by the **City**.

23.10.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 12.0 m.

23.10.8 Subdivision Provisions/Minimum Lot Size

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

23.10.9 Landscaping & Screening

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

23.10.10 On-Site Parking and Loading

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

23.10.11 Other Regulations

1. **Buildings** containing **hotel** and related **secondary uses** must be located within 65m of Bridgeport Road.
2. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground.
3. The **first storey** of any **building** located more than 65 m from Bridgeport Road is restricted to **industrial**, **general** and related **secondary uses**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)**:

P.I.D. 003-665-623

Parcel "231" Except: Part now Highway on Statutory Right of Way Plan 67635; Section 22 Block 5 North Range 6 West New Westminster District Reference Plan 65748

P.I.D. 011-197-170

East 82 Feet Lot 5 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-070-402

West Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-254-899

East Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-887-018

West 76 Feet Lot 7 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 000-659-606

Lot 22 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

P.I.D. 004-085-388

Lot 21 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

P.I.D. 003-653-161

Lot 20 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

3. This Bylaw is cited as **"Richmond Zoning Bylaw 8500 Amendment Bylaw 8764"**.

FIRST READING

NOV 14 2011

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8767 (RZ 10-539048)
9451/9491/9511/9531/9551 Bridgeport Road and
9440/9460/9480 Beckwith Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Official Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:
 - a) Repealing the existing text in “3.2.2 Sub-Area A.2 Industrial Reserve – Limited Commercial” with regard to “A. Typical Distribution of Uses” and replacing it with the following:

- Ground Floor: light industry and, within 50 m (164 ft.) of designated street frontages, retail, restaurant, and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permits retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.
- Upper Floors: office, education (excluding provincial kindergarten to grade 12 programs), and within 50 m (164 ft.) of designated street frontages, restaurant and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permit retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.
- Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscape buffer at least 3 m (10 ft.) deep.

- b) Repealing the existing text in the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre T4 (25m)” and replacing it with the following:

For Area A:

- 1.2

For Area B:

- 1.2, provided that:
 - a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking);
 - b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses).

Additional density, where applicable:

- Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes
- 1.85, specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.

2. This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 8767"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

NOV 14 2011



MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 17, 2011
File: RZ 11-562929
Re: **0901551 BC LTD. has applied to the City of Richmond for permission to rezone 7331 Bridge Street and 9571 General Currie Road from Single Detached (RS1/F) to Single Detached (ZS14) in order to create 9 single family lots.**

Staff Recommendation

1. That Bylaw 8816 for the text amendment of Permitted Density section of the "Single Detached (ZS14) – South McLennan (City Centre)" zone, be introduced and given first reading.
2. That Bylaw No. 8805, for the rezoning of 7331 Bridge Street and 9571 General Currie Road "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development
(604-276-4138)

Att.

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:

Real Estate Services.....Y ☒ N ☐
Affordable HousingY ☒ N ☐

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

0901551 BC Ltd. has applied to rezone 7331 Bridge Street and 9571 General Currie Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)" in order to permit a nine (9) lot single-family subdivision fronting onto Bridge Street, General Currie Road and the backstreet known as Armstrong Street (**Attachment 2**).

The development will dedicate lands to facilitate the construction of Armstrong Street, starting from and connecting to General Currie Road. The development will also facilitate the anticipated road and frontage improvements to General Currie Road between Bridge Street and Armstrong Street. Not only will these improvements allow vehicle access to the proposed nine (9) lots but will provide a long awaited connection to the north-south Armstrong Street in accordance with the neighbourhood plan.

The applicant wishes to purchase the western half of 9571 General Currie from the City and incorporate this land as part of the proposed nine (9) lot subdivision. Details of this transaction are provided in a separate report supplied by the Manager of Real Estate Services. A minor text amendment to the density section of the ZS14 zone is included in with this proposal to allow consistency to existing single family zones when larger sized lots are proposed.

Findings of Fact

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

Surrounding Development

To the North: A Single Detached lot at 7291 Bridge Street zoned "Single Detached (RS1/F)".

To the East: Across Bridge Street, Single Detached lots at 7320 Bridge Street, zoned "Single Detached (ZS14) – South McLennan (City Centre)" and two Single Detached Lots at 7360 and 7380 Bridge Street, zoned "Single Detached (ZS15) – South McLennan (City Centre)"; and

The eastern half of 9751 General Currie Road and 7351 Bridge Street with a Single Detached Dwelling on each lot zoned "Single Detached (RS1/F)".

To the South: Across General Currie Road, a Single Detached lot at 7411 Bridge Street zoned "Single Detached (RS1/F)".

To the West: Four Single Detached Lots (7360 – 7420 Ash Street) zoned "Single Detached (RS1/F)".

Related Policies & Studies

Official Community Plan

Official Community Plan (OCP) designation: McLennan South Sub-Area Plan, Schedule 2.10D. The proposal conforms with the relevant policies contained within the OCP.

McLennan South Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential, “Historic Single-Family”, two and a half storeys maximum, with a maximum density of 0.55 F.A.R. The proposal conforms to the issues and policies contained within the plan.

Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 meters above the highest crown of the adjacent road. Prior to final adoption of this rezoning application, a Flood Indemnity Covenant is to be registered on title when 7331 Bridge Street and 9751 General Currie Road are consolidated.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is not located within the OCP ANSD policy area and is not subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant.

Affordable Housing Strategy

In accordance with the City’s Affordable Housing Strategy, the applicant can provide a Single Family house with a secondary suite to at least 50% of the new lots, or provide a voluntary contribution to the Affordable Housing Reserve Fund in the amount of \$1.00 per square foot of maximum allowable density. Details of this is outlined later in this report.

Public Input / Consultation

The rezoning application complies with the public consultation component of the Official Community Plan (OCP). A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date. Should this application receive first reading, a public hearing will be scheduled when final comments from the public will be presented.

Staff Comments

Drawings for the proposed subdivision are enclosed for reference (**Attachment 2**). Separate from the rezoning process, the applicant is required to submit separate applications for a Servicing Agreement and Subdivision. As this proposal is intended to subdivide two parcels into nine (9) Single Detached lots, no Development Permit is required for Single Family homes.

Analysis

The analysis is set out to clarify the proposed text amendment to Zoning Bylaw 8500 and the rezoning Bylaws.

Proposed text amendment to “Single Detached (ZS14) – South McLennan (City Centre)” (Section 15.14)

This amendment is intended to provide consistency in the size of single family homes allowed on larger lots zoned ZS14.

The current zone identifies a maximum allowable Floor Area Ratio (FAR) of 0.55 regardless of lot area which permits larger homes than other single detached zone areas. In other cases, single family zones allow for an FAR of 0.55 up to 5,000 ft² (464.5 m²) of lot size. For lots exceeding 5,000 ft² in size, an additional 0.3 FAR is permitted to make up the difference in lot area. The ZS14 zone currently does not reduce the maximum FAR on lots in excess of 5,000 ft² like other

single detached zones. This proposed change will provide greater consistency for the size of single family homes constructed on large lots zoned ZS14.

As the existing structure at 9571 General Currie Road is affected by the sale of the western portion of the property and subsequent decrease in lot size, the total area of the house would not meet the density requirements of this amendment. Therefore a site specific amendment to this address is added to allow the resulting density of this house to comply with Zoning Bylaw 8500. This site specific amendment will not result in this structure being out of character with other existing houses in the area.

Proposed Zoning to “Single Detached (ZS14) – South McLennan (City Centre)”

The proposal to develop single family homes is consistent with the McLennan South Sub-Area Plan that establishes minimum lot sizes (**Attachment 4**). To maintain the “country estate” character of design that is identified in the Plan, the policy permits lot widths of at least 18 meters for properties fronting Bridge Street and at least 11.3 meters wide lots for back streets such as Armstrong. The proposal also meets the minimum lot area requirements as per policy and the proposed zoning regulation. No amendments to the OCP or the Zoning Bylaw are necessary.

Sale of the western portion of 9571 General Currie Road

9571 General Currie Road is a 2,345 m² (25,241 ft²) City owned piece of land located between Ash Street and Bridge Street, and consists of a house on the eastern portion of the lot with the remaining western half sitting vacant. The applicant wishes the purchase of the western half of the property to create this nine (9) lot proposal, with the western half of the site making up most of lot 6 and all of lots 7 and 8 (**Attachment 2**). The proposed Lot 9 is where the existing structure of 9571 General Currie Road sits, and will remain under City ownership.

A separate report by the Manager of Real Estate Services outlining the sale of this portion of land will be considered concurrently with the report.

Transportation and Site Access

To manage the expected population growth in the South McLennan area, the Sub-Area Plan outlines a series of new roads to facilitate the creation of new single family lots to the neighbourhood. The proposed subdivision conforms to the neighbourhood plan with the introduction of Armstrong Street to this part of the neighbourhood. The proposed connection to the existing part of General Currie Road will allow vehicular access to each individual lot being proposed from all street frontages identified within the proposal.

To facilitate the development of Armstrong Street, the subdivision proposal includes a nine (9) meter wide land dedication from the western edge of both properties. This dedication and the construction of this street will result in a half-width road upon completion, with the remaining half completed when the properties to the west are ready for redevelopment and an application for rezoning and/or subdivision is received.

Because this section of Armstrong Street is being introduced on this block, the nine (9) meter dedication does not provide sufficient road area when taking into account of the curb and gutter, grass and treed boulevard and sidewalk for vehicles to manoeuvre for the undetermined length of time this half road will be in existence. To help with this function, a one meter wide Public Access Right-of-Way (ROW) will be registered within the new property line along the western edge of the proposed lots. The purpose of this is to ensure a functional road width is available before the full road is completed when the properties to the west are redeveloped. The

registration of the ROW will allow the sidewalk to be placed within its boundary, with the other frontage improvements leaving enough paved road left over to ensure this desired functionality.

Frontage improvements along General Currie and Bridge Street is not limited to the subject properties, but will include the lot at the corner of Bridge Street and General Currie Road (7351 Bridge Street) as well. This will have a greater benefit to the corner as these improvements include the standard curb and gutter, grass and treed boulevard and sidewalk. Access to the existing structure on 9751 General Currie Road will remain during the construction period.

Trees

An Arborist report and tree survey (**Attachment 5**) have been submitted and reviewed by City staff for the purpose of assessing the existing trees on the subject property for either their removal or retention. It should be noted that trees located within the future road development of Armstrong Street were not assessed as the construction of the road will necessitate their removal.

The report identifies 49 on-site trees that meet the size requirements for protection under the Bylaw. Given the condition of the trees, the location within the footprint and the requirement to meet the ground elevations for flood protection, all 49 trees have been identified for removal. There are three (3) off-site trees located on the site to the south at 7351 Bridge Street that affect the subject site and are intended to be protected during the construction period.

City staff conducted a site visit and concur with the report that of the 49 existing trees on site, none are good candidates for retention due to poor health or that their location is within the development footprint. The three (3) off-site trees located on the neighbour's property will require retention and protection during the construction period.

Of the 49 trees under consideration, nine (9) are located within the land dedication for the development of Armstrong street. As these trees are located within an area that has been considered for road development in accordance with the neighbourhood plan, they are not candidates for replacement.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	49	-	-	-
Within Right of Ways for New Roads.	9	0	0	Located within excavation and construction zones for road works.
Within private property	40	2:1	80	To be removed, due to conflicts with proposed building locations, driveways, or poor health or structure of the trees.
Trees To be Retained	3 (off-site)	-	-	To be protected during construction.

In accordance with City policy, a 2:1 tree replacement ratio is required. Of the 40 trees that are to be removed, 80 will need to be planted in replacement. As this results in an average of approximately ten (10) replacement trees per lot, and given the various lot sizes being proposed with this application, this average number of trees would take up substantial space and limit developable area – especially in the smaller lots. Because of this, staff is recommending the optimum number of trees be planted on the following lots to help ensure the survival of the trees in the younger years. As displayed in the chart below, the optimum number of trees per lot is shown with the total number of trees to be planted is 33. The remaining number of trees can be

provided through a voluntary payment towards the City's Tree Compensation Fund which the applicant has agreed to provide. As the applicant is to be providing a large amount of street frontage improvements beyond the scope of their properties, a reduction in the potential number of trees that would be planted within the required boulevard is being counted as part of their tree planting schedule. Upon an estimation that eleven (11) trees could potentially be planted on the boulevard fronting 7351 Bridge Street and the eastern half of 9571 General Currie Road, will result in a 36 tree shortfall. Therefore, based on a payment of \$500 per tree, the total contribution to the Tree Compensation Fund is \$18,000.00.

Number of Trees to be Planted per Lot

Proposed Lot Numbers	Proposed Lot Size	Number of trees	
1 & 2	798.3m ² and 781.3m ² (respectively)	6 per lot (12 trees)	33 total trees
3, 4 and 5	526.9m ² , 526.9m ² and 514.4m ² (respectively)	4 per lot (12 trees)	
6, 7 and 8	321.6m ² , 331.5m ² and 334.5m ² (respectively)	3 per lot (9 trees)	
9	1,042.8m ²	Existing structure on City land. No additional trees necessary.	
Summary	80 trees required		
	33 new trees to be planted on the proposed lots 47 tree shortfall		
	11 trees to be planted off site due to frontage improvements on property beyond the scope of this application = 36 tree shortfall (to be paid cash-in-lieu)		

The new street trees are to be planted in accordance with the Servicing Agreement, along the boulevards fronting Bridge Street, General Currie Road and Armstrong Street. As the existing street trees fronting the neighbouring property at 7351 Bridge Street are to be retained, the Servicing Agreement trees are to take these trees into consideration in the design.

The existing wood fence and hedge that separate the western 33 meters of 9751 General Currie Road from the eastern half are to remain, and to provide a physical separation and visual screening between the proposed Lots 6, 7 and 8 from the proposed Lot 9 (**Attachment 2**). This is secured through the landscaping security that is to be provided by the applicant prior to the adoption of this rezoning bylaw. The security will be held for at least one year after final inspection is complete to ensure the landscaping is complete and all the road works are done in accordance with the servicing agreement.

As a condition of rezoning, the applicant is to submit a contract with a Certified Arborist for supervision of any on-site works for the protection of the hedge that is to be retained and is shared between the developer (proposed lots 6,7,8) and the City (proposed lot 9). 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.

Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant has opted to provide a voluntary contribution of \$1 per buildable square foot of density for all new lots in relation to the proposed zone. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$22,963.00, and is payable prior to the adoption of this rezoning application.

Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that:

- No upgrades are required for water supply;
- No upgrades are required for sanitary services; and
- Upgrade the existing storm system to 600mm on Bridge Street.
- Extension of water and sanitary lines to service the new lots fronting Armstrong Street is required.

Information to this effect will be outlined on the forthcoming Servicing Agreement.

Servicing Agreement and Subdivision

The applicant is required to make a separate application for a Servicing Agreement. This agreement will outline the frontage improvements on Bridge Street and half road construction and frontage improvements to General Currie Road and Armstrong Street that will be undertaken by the developer. Some of the improvements include but are not limited to:

- Frontage improvements to Bridge Street from the north property line of 7331 Bridge Street to General Currie Road. The street trees fronting 7331 Bridge Street are to be retained and the frontage design are to take these trees into consideration of its design.
- Paving of a half road of General Currie Road with frontage improvements from Bridge Street to the western property line of 9571 General Currie Road.
- A 9.0 meter land dedication for the half- road development and frontage improvements for Armstrong Street from General Currie Road to the north property line of 7331 Bridge Street.
- After the 9.0 meter wide land dedication above, the registration of a 1.0 meter wide Public Access Right-Of-Way (ROW) directed east of the new western property line. The ROW is to contain the new sidewalk as part of the frontage improvements listed above
- Frontage improvements to include curb and gutter, boulevard and sidewalk in accordance with City standards along Bridge Street, General Currie Road and Armstrong Street that connect the subject properties.
- Offsite works such as water, storm and sewer to the individual lots, and a watermain and sanitary sewer extension along General Currie Road to Armstrong Street.

It is anticipated that the applicant will be making a separate application for subdivision upon receiving third reading.

Financial Impact

None expected.

Conclusion

The Bylaw amendment to Section 15.14 of Zoning Bylaw 8500 is intended to keep the consistency to the size of single family homes in the City. The current zone would allow a larger home on lots exceeding 5,000 ft² than other lots of similar size but zoned differently.

The developer is proposing to rezone the subject site to a nine (9) lot single family subdivision in the South McLennan area at 7331 Bridge Street and 9571 General Currie Road. The applicant wishes to purchase the western 33 meters of this City owned property at 9751 in order to create this subdivision and is the topic of a separate report from the Manager of Real Estate Services. The proposed subdivision meets the requirements of the lot sizes contained in the OCP (McLennan South Neighbourhood Plan) as well as the zoning requirements set out in the "Single

Detached (ZS14) – South McLennan (City Centre)” zone. Staff recommend that rezoning application RZ 11-562929 proceed to first reading.



David Johnson
Planner
(604-276-4193)

DJ:cas

- Attachment 1: Location Map
- Attachment 2: Survey proposal of the subdivision
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



RZ 11-562929

Original Date: 02/25/11

Revision Date:

Note: Dimensions are in METRES

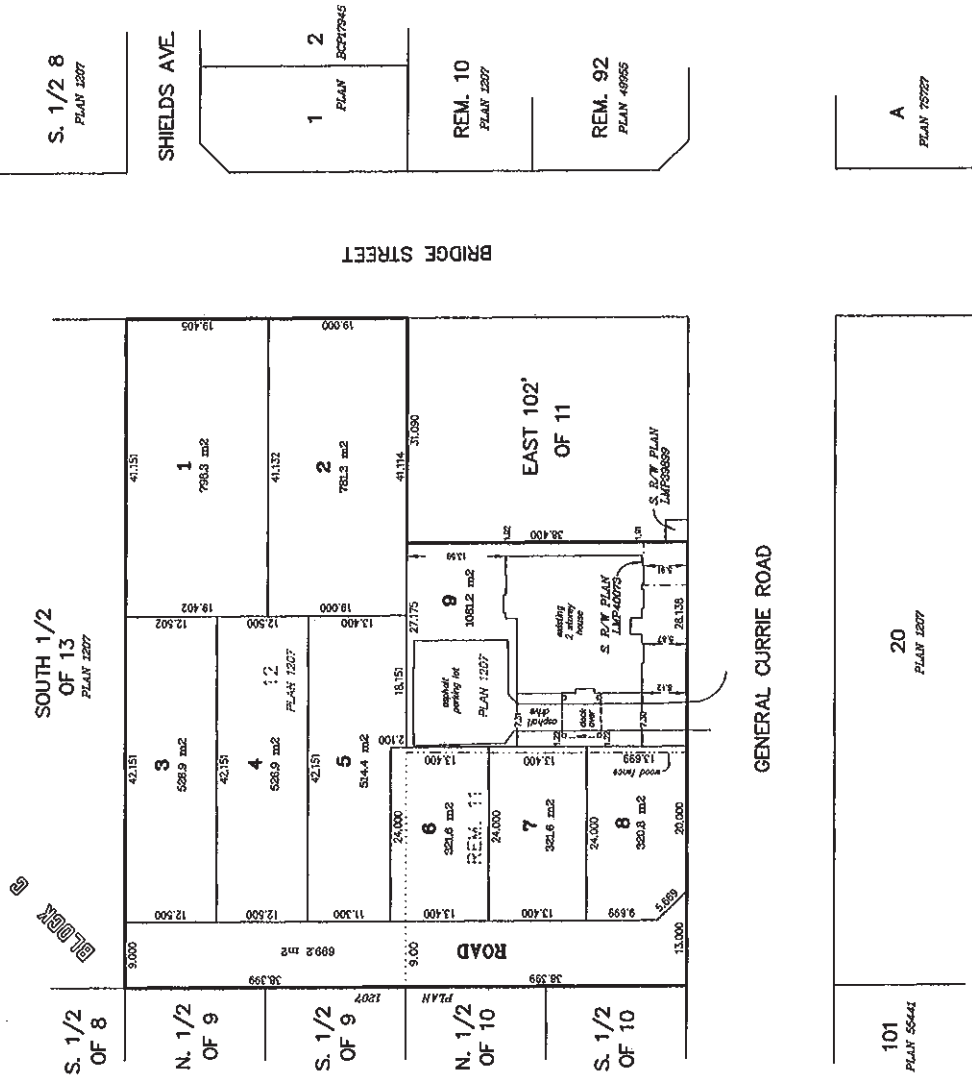
**PRELIMINARY SUBDIVISION PLAN OF
LOT 11 EXCEPT: THE EAST 102 FEET, AND OF LOT 12,
BOTH OF BLOCK 'C', SECTION 15, BLOCK 4 NORTH, RANGE 6 WEST,
NEW WESTMINSTER DISTRICT PLAN 1207.**

SCALE 1:500

0 5 10 20 30
All Distances are in Metres.

CIVIC ADDRESS
5571 GEN. CURRIE ROAD
RICHMOND, B.C.
P.L.D. 003-589-552

CIVIC ADDRESS
7331 BRIDGE STREET
RICHMOND, B.C.
P.L.D. 013-819-283





City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 10-545529

Address: 7331 Bridge Street and 9571 General Currie Road

Applicant: 0901551 BC LTD.

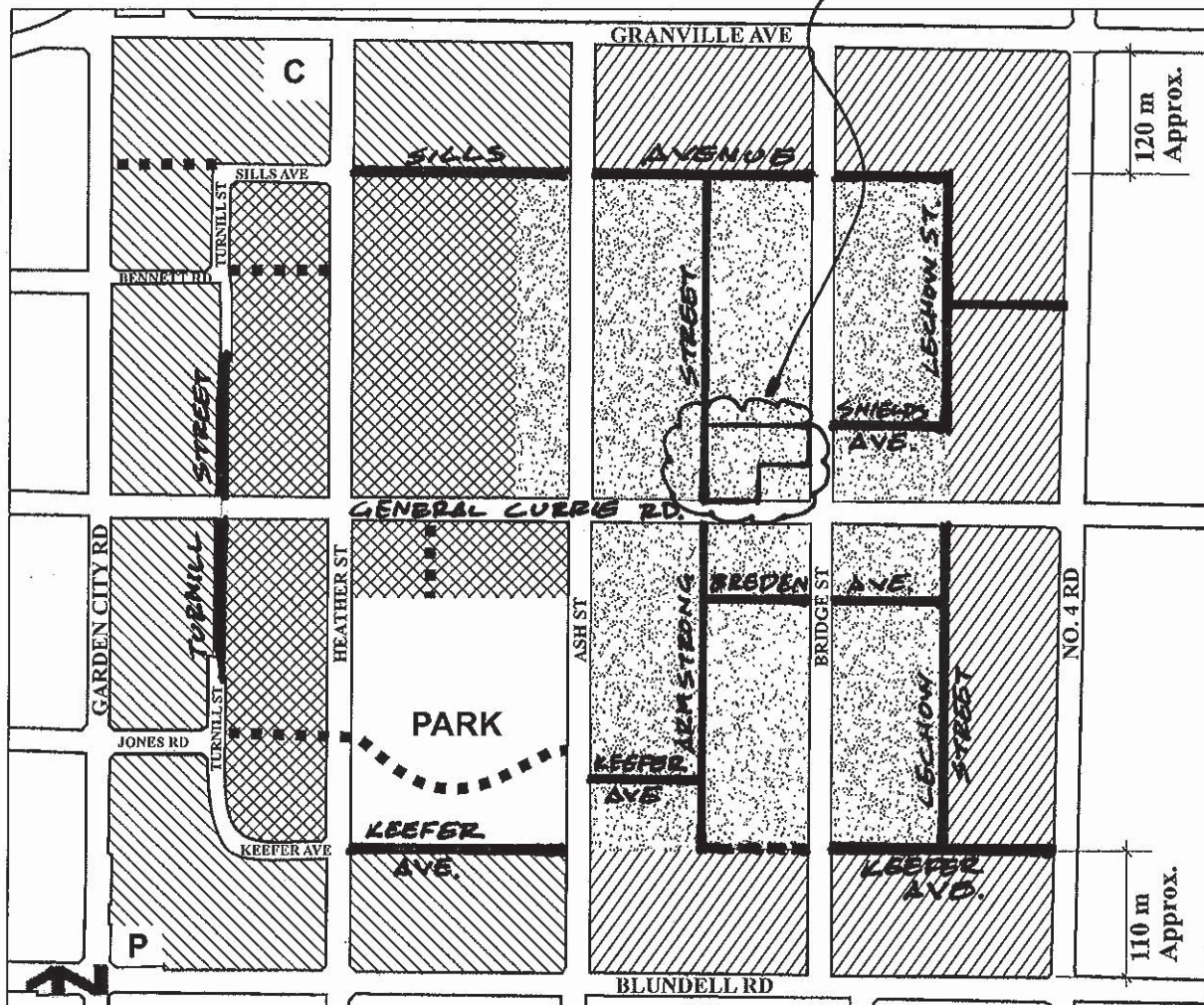
Planning Area(s): City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)


	Existing	Proposed
Owner:	0901551 BC LTD.	Same
Site Size (m²): (by applicant)	5,877.5 m ²	5,187.3 m ² <ul style="list-style-type: none"> The gross site area is reduced by a 9.0 m (29.5 ft.) wide dedicated right-of-way (Armstrong Street) along the subject site's west edge for road and frontage construction, complete with 4 m x 4 m corner cut at General Currie Road.
Land Uses:	Single-family residential	No change
OCP Designation:	Residential	No change
Area Plan Designation:	Residential, Historic Single-Family" 2 1/2 storeys max. - 0.55 floor area ratio (FAR)	No change
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Single Detached (ZS14) – South McLennan (City Centre)
Number of Units:	1 single-family dwelling per lot	No change, but over 9 lots


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 FAR, plus additional areas for covered areas, off-street parking, and floor area above garage	0.55 F.A.R.	none permitted
<u>Bridge Street</u> Minimum Lot Area Minimum Lot Width Minimum Lot Depth	550.0 m ² 18.0 m (wide) N/A (depth)	781.3 m ² (Lot 2) 19.0m (wide) 41.1 m (depth)	none
<u>Armstrong Street and General Currie Road</u> Minimum Lot Area Minimum Lot Width Minimum Lot Depth	320 m ² 11.3 m (13.0 m corner lot) (wide) 24.0 m (depth)	320.8 m ² (Lot 8) 11.3 m (13.7 corner lot) (wide) 24.0 m (depth)	none


City of Richmond


Land Use Map

Bylaw 7892
2005/04/18

 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road;
- Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■■■■ Trail/Walkway

C Church

P Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

Conditional Rezoning Requirements

7331 Bridge Street and 9571 General Currie Road

RZ 11-562929

Prior to final adoption of Zoning Amendment Bylaw No. 8805, the developer is required to complete the following requirements:

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of the western thirty-three (33) meters of 9571 General Currie Road (measured from the west property line), with the eastern portion remaining under City ownership. The primary business terms of the PSA shall be approved by Council as outlined in the staff report by the manager of Real Estate Services;
2. After acquisition of the western half of 9751 General Currie Road, consolidation of the two parcels into one development parcel, complete with a land dedication of a 9.0 m wide strip of land for the establishment of Armstrong Street along the entire west edge of the subject site, complete with 4m x 4m corner cut at the intersection of General Currie Road;
3. Registration of a Flood Indemnity Covenant on title of the consolidated lots.
4. Registration of a 1.0m Public Rights of Passage ROW for sidewalk along the west edge of Armstrong Street and inside of the property line;
5. A voluntary contribution of \$22,963.00 is payable towards the City's Affordable Housing reserve fund;
6. A voluntary contribution of \$18,000.00 (five-hundred dollars per replanting shortfall) is payable to the City's Tree Compensation Fund in lieu of planting trees over the nine lots;
7. Submission of a Landscape Security to the City of Richmond in the amount of \$15,000.00 (five-hundred dollars per new tree) for the replacement trees (30 trees) of a minimum size of 6.3 cm DBH to be distributed among eight of the nine new lots (proposed lot 9 excluded) as shown in the table below. The City may retain the security for up to one year after inspection of the completed landscaping to ensure the plant material has survived;

Proposed Lot Numbers	Proposed Lot Size	Number of trees per lot
1 and 2	798.3m ² and 781.3m ² (respectively)	6
3, 4 and 5	526.9m ² , 526.9m ² and 514.4m ² (respectively)	4
6, 7 and 8	321.6m ² , 331.5m ² and 334.5m ² (respectively)	3
9	1,042.8m ²	Existing structure on City Land. No additional trees necessary.

- The Landscape Security listed above is to also retain the existing fence and hedge line that separates the eastern half of 9751 General Currie Road to the eastern half for the same one year period. This affects the separation of Lots 6, 7 and 8 with Lot 9.

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.

9. Enter into the City's standard Servicing Agreement*. Works include, but may not be limited to, the design and construction of:
 - a) Bridge Street (frontage improvements): from General Currie Road to north property line of 7331 Bridge Street, curb & gutter, pavement widening, creation of a 3.85m wide grass and treed boulevard (9m spacing), including a 2.6m wide utility corridor, "Zed" street lights, and a 1.75m wide concrete sidewalk, at or near the western property line of Bridge Street. Existing street trees fronting 7351 Bridge Street are to remain and be considered as part of this frontage design;
 - b) General Currie Road (half road development with frontage improvements along the entire north property line of General Currie Road): from Bridge Street to western property line of the site. Peat removal (if applicable), curb & gutter, pavement widening, creation of a 3.85m wide grass and treed boulevard (9m spacing), including a 2.6m wide utility corridor, "Zed" street lights, and a 1.75m wide concrete sidewalk, at or near the north property line of General Currie Road. A watermain and sanitary sewer extension are also required;
 - c) Armstrong Street (half road), along entire western property line of the site. Works to include, but not limited to: peat removal (if applicable) and appropriate replacement material, storm sewer, sanitary sewer, curb & gutter, asphalt pavement, a grass and treed boulevard (9m spacing), incorporating a utility corridor with hydro telephone, gas & cable, "Zed" street lights, and a 1.5m concrete sidewalk at or near the new east property line of Armstrong Street. Note: design should include driveway crossings, water, storm and sanitary connections for each lot;

Then, prior to issuance of the Building Permit*:

1. Provision of a construction parking and traffic management plan to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 (<http://www.richmond.ca/services/ttp/special.htm>).
2. The management plan listed above is to include provisions that access to the existing house located at 9571 General Currie Road will be made available at all times during the construction period.

* Note: This requires a separate application.

Signed

Date



**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8805 (RZ 11-562929)
7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD**

The Council of the City of Richmond enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it **Single Detached (ZS14) – South McLennan (City Centre)**.

P.I.D. 013-819-283

Lot 12 Block "C" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 003-599-582

Lot 11 Except: The East 102 Feet; Block "C" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8805**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

NOV 14 2011

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8816 (RZ 11-562929)
7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD**

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

1. Richmond Zoning and Development Bylaw 8500, is amended by repealing subsection 15.14.4.2 and replacing it with the following:

“2. The maximum **floor area ratio** (FAR) is 0.55 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².”
2. Richmond Zoning and Development Bylaw 8500, is amended by adding the following new subsection 15.14.4.4:

“4. Notwithstanding Section 15.14.4.2, the maximum **floor area ratio** (FAR) is 0.55 for the **lot** located at:

9571 General Currie Rd.”
3. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8816**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

NOV 14 2011

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

MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee
Fast Track Application

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 5, 2011
File: RZ 11-588990
Re: Application by Ajit Thaliwal for Rezoning at 10391 Finlayson Drive from Single Detached (RS1/D) to Single Detached (RS1/B)

Staff Recommendation

That Bylaw No. 8822, for the rezoning of 10391 Finlayson Drive from "Single Detached (RS1/D)" to "Single Detached (RS1/B)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Item	Details
Application	RZ 11-588990
Location	10391 Finlayson Drive (Attachment 1)
Owner	Kam and Connie Ho
Applicant	Ajit Thaliwal

Date Received	August 30, 2011
Acknowledgement Letter	September 14, 2011
Fast Track Compliance	September 22, 2011
Staff Report	October 5, 2011
Planning Committee	November 8, 2011

Site Size	1,118 m ² (12,034.4 ft ²)
Land Uses	Existing – One (1) single detached dwelling
	Proposed – Two (2) single detached lots, each 559 m ² (6,017.2 ft ²)
Zoning	Existing – Single Detached (RS1/D)
	Proposed – Single Detached (RS1/B)
Planning Designations	<ul style="list-style-type: none"> • Official Community Plan (OCP) Generalized Land Use Map designation – “Neighbourhood Residential”. • Bridgeport Area Plan Land Use Map – “Residential (Single-Family)”. • Lot Size Policy 5448 (adopted by Council in 1991) – permits subdivision of properties in accordance with the provisions of “Single Detached (RS1/B)” (Attachment 2). • Aircraft Noise Sensitive Development Policy – The subject site is located within the Aircraft Noise Sensitive Development (ANSI) Policy Area within a designation (Area 2) that permits new single-family development that is supported by an existing Lot Size Policy. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness. <p><i>This application conforms with applicable land use designations and policies.</i></p>

Surrounding Development	<ul style="list-style-type: none"> • The subject property is located on the north side of Finlayson Drive, between McLennan Avenue and Shell Road, in an established residential neighbourhood consisting of a mix of older single detached dwellings on larger lots and newer single detached dwellings on smaller lots. • Development immediately surrounding the subject lot is as follows: <ul style="list-style-type: none"> ○ To the north is a single detached dwelling zoned "Single Detached (RS1/D)"; ○ To the east is a single detached dwelling zoned "Single Detached (RS1/D)"; ○ To the south across Finlayson Drive is a single detached dwellings zoned "Single Detached (RS1/D)"; ○ To the west is a single detached dwelling zoned "Single Detached (RS1/B)".
Staff Comments	<p><u>Background</u></p> <p>A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).</p> <p><u>Trees & Landscaping</u></p> <ul style="list-style-type: none"> • A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses: <ul style="list-style-type: none"> ○ One (1) bylaw-sized tree, one (1) undersized tree and a Cedar hedge on the subject property; ○ One (1) bylaw-sized tree on City owned property; and ○ Two (2) bylaw-sized trees on neighbouring properties. • The City's Tree Preservation Coordinator reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to remove and replace the bylaw-sized tree on site (Tree #586) due to its poor condition and conflict with the future building envelope. • The Parks Department concurs with the Arborist's recommendation to remove and replace the bylaw-sized tree on City property (Tree # 585) due to damage from inappropriate pruning and grass cutting machinery. Compensation of \$650 is required. • The two (2) bylaw-sized trees on neighbouring properties are located greater than 2 m from the property line and therefore require no additional protection measures during construction.

	<p>The final Tree Retention Plan is included in Attachment 4.</p> <ul style="list-style-type: none"> Based on the 2:1 replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of two (2) replacement trees (minimum 9 cm deciduous calliper/5 m coniferous height) are required to be planted and maintained on the future lots. In addition, Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) additional trees (minimum 6 cm deciduous calliper/2.5 m coniferous height). To ensure the new trees are planted and maintained, 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. <p><u>Affordable Housing</u></p> <ul style="list-style-type: none"> Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications. The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied. Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$6,110.4).
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	<p><u>Flood Management</u> Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.</p> <p><u>Site Servicing & Vehicle Access</u> There are no servicing concerns with rezoning.</p> <p><u>Subdivision</u> At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charges (for future road improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.</p>
Analysis	This redevelopment proposal is consistent with Lot Size Policy 5448 as the property is intended to be subdivided into two (2) lots, each approximately 13.7 m wide. Other properties within this neighbourhood have the potential to rezone and subdivide in accordance with the Lot Size Policy.
Attachments	<p>Attachment 1 – Location Map/Aerial Photo</p> <p>Attachment 2 – Lot Size Policy 5448</p> <p>Attachment 3 – Development Application Data Sheet</p> <p>Attachment 4 – Tree Retention Plan</p>
Recommendation	This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies and is consistent with the direction of redevelopment currently on-going in the surrounding area. On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

Prior to final adoption of Zoning Amendment Bylaw 8822, the developer is required to complete the following:

1. Submission of a Landscaping Security in the amount of \$2,000 (\$500/tree) for the planting and maintenance of four (4) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		2.5 m
2	9 cm		5 m

2. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,110.4) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

3. Registration of a flood indemnity covenant on Title.
4. Registration of an aircraft noise sensitive covenant on Title.

At demolition stage*, the applicant will be required to:

- Obtain formal tree removal authorization from the Parks Department and pay compensation of \$650 to remove Tree # 585 located on City owned property.

At subdivision stage*, the developer will be required to:

- Pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charge (NIC) fees for future road improvements, School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

Note:

* This requires a separate application.

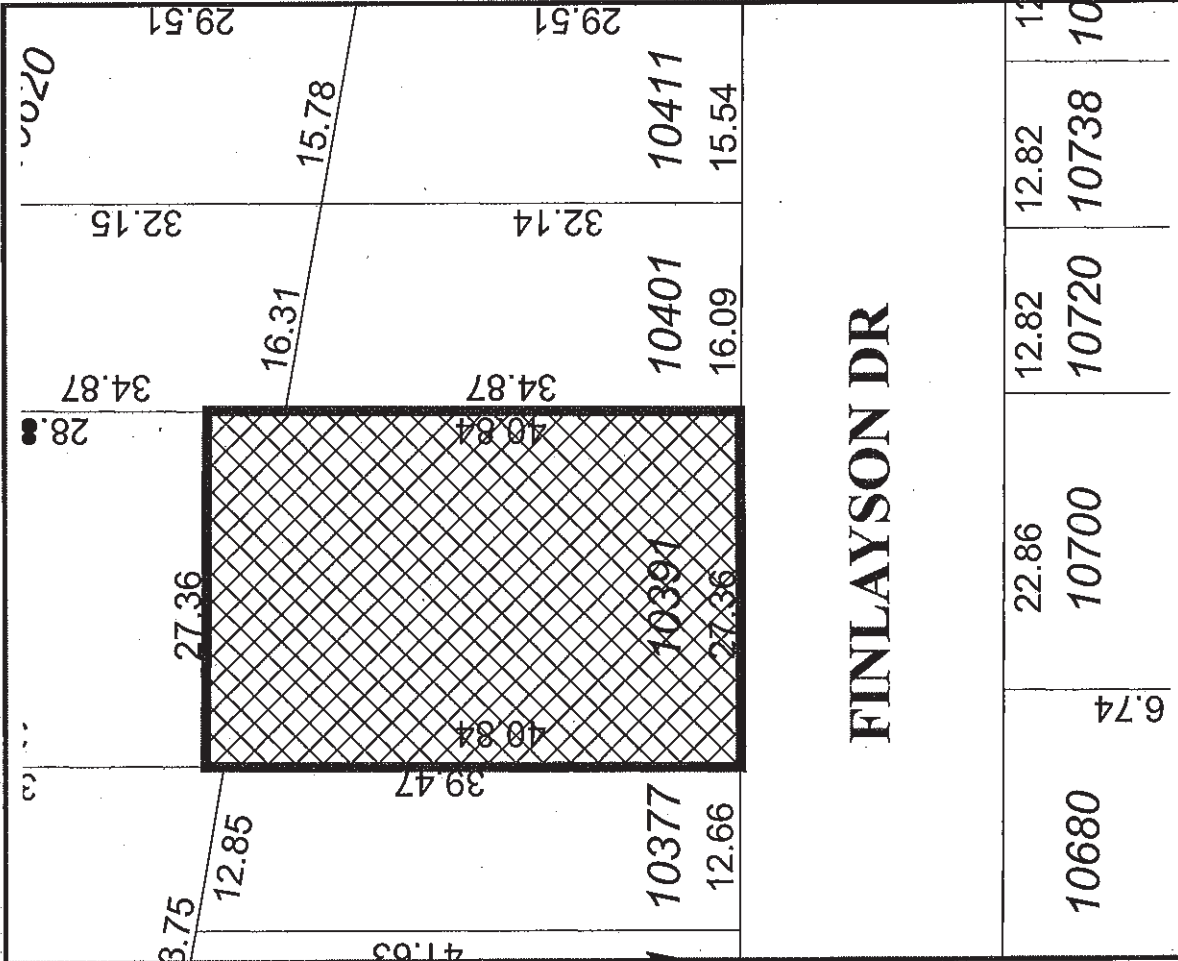
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all 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.

[Signed original on file]

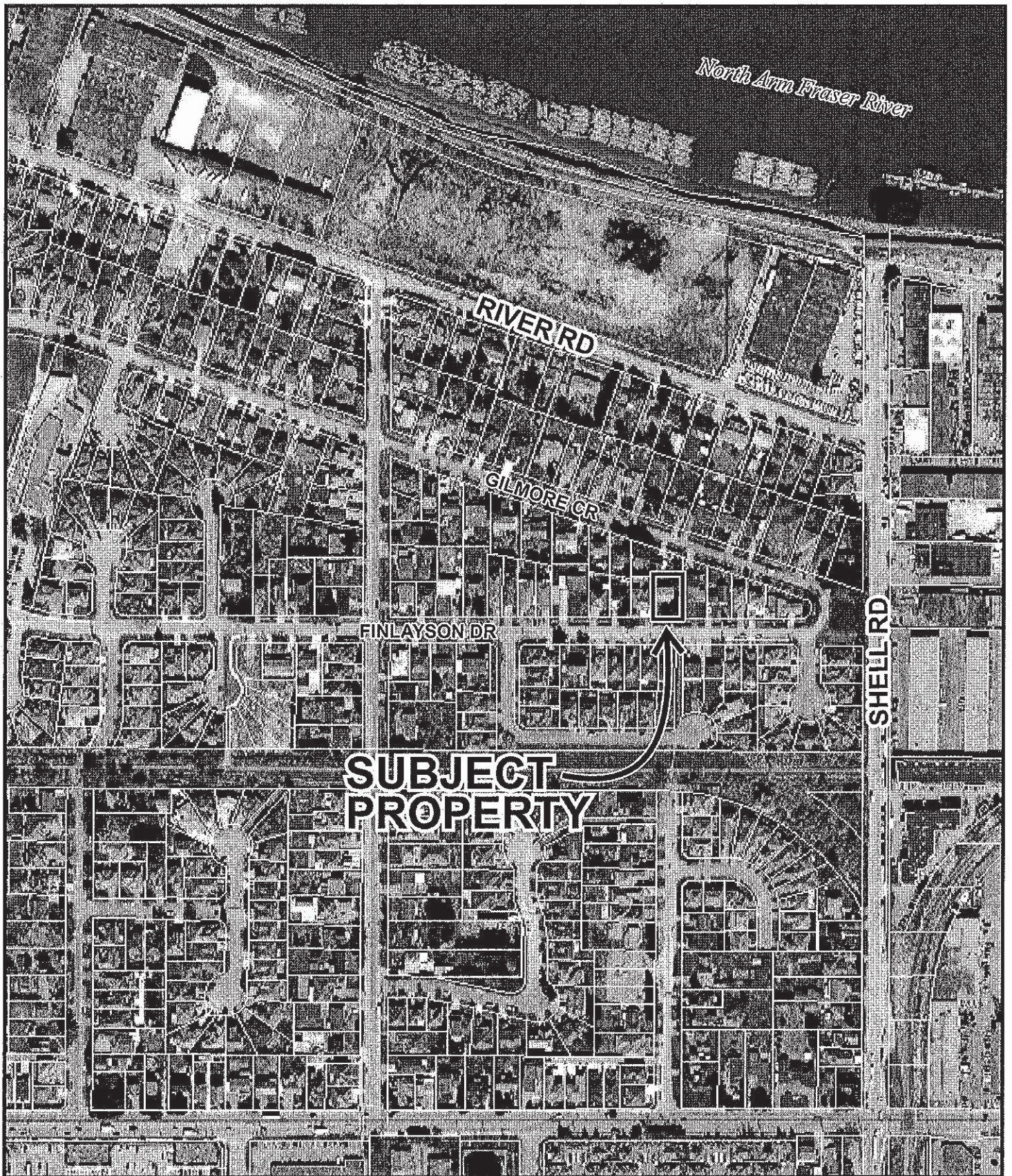
Signed

Date



RZ 11-588990

Original Date: 09/13/11
 Revision Date:
 Note: Dimensions are in METRES



RZ 11-588990

Original Date: 09/12/11

Amended Date:

Note: Dimensions are in METRES

PH - 74



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

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

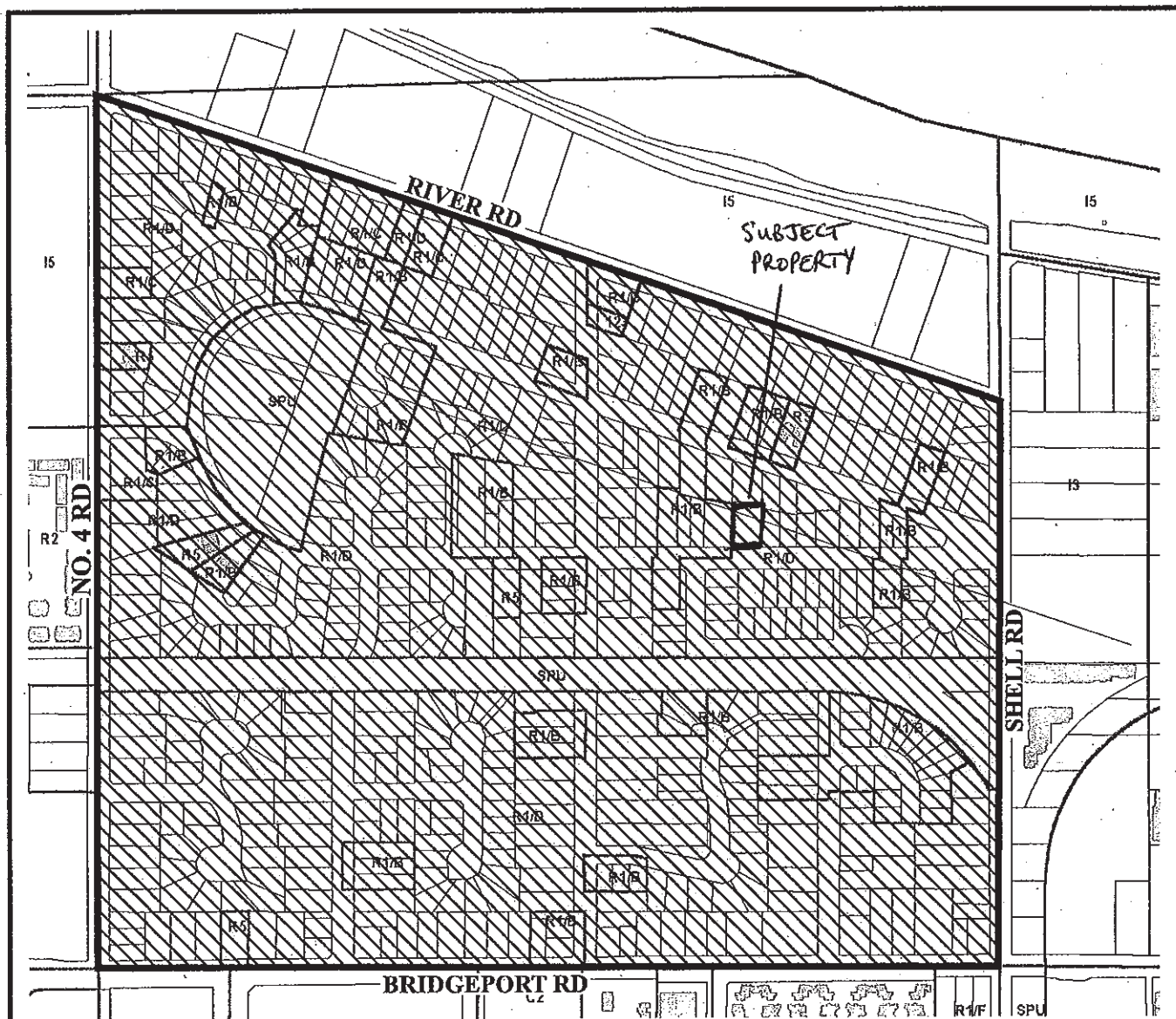
POLICY 5448:

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

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) Properties along Bridgeport Road and Shell Road will be restricted to Single-Family Housing District (R1/D) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;
- (b) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/B** except:

1. River Drive: **R1/C** unless there is a lane or internal road access, then **R1/B**.
2. Shell Road: **R1/D** unless there is a lane or internal road access, then **R1/B**.
3. No. 4 Road: **R1/C** unless there is a lane or internal road access then **R1/B**.
4. Bridgeport Road: **R1/D** unless there is a lane or internal road access then **R1/B**.



POLICY 5448 SECTION 23, 5-6

Adopted Date: 09/16/91

Amended Date:



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 11-588990

Attachment 3

Address: 10391 Finlayson Drive

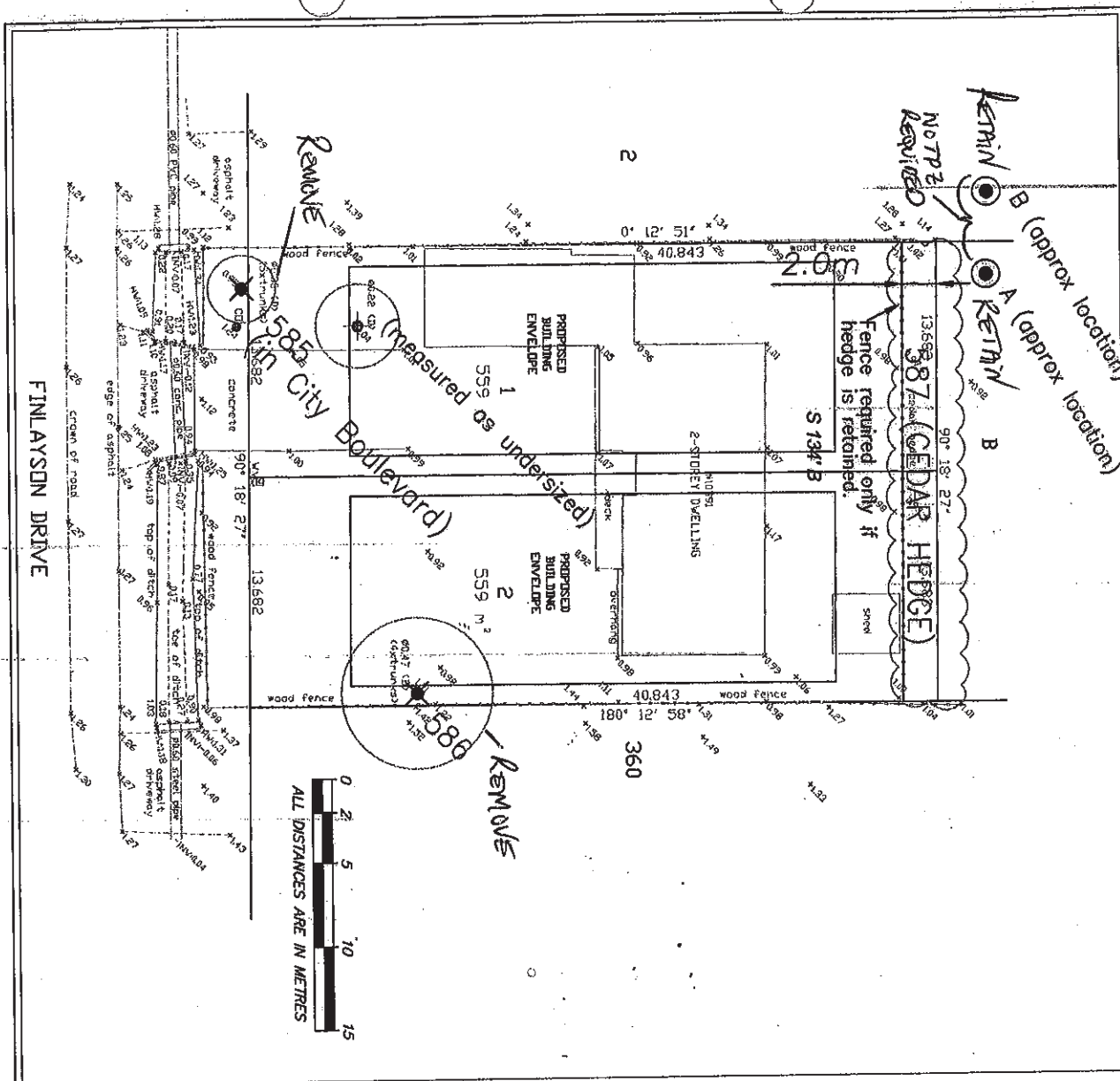
Applicant: Ajit Thaliwal

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Kam and Connie Ho	To be determined
Site Size (m²):	1,118 m ² (12,034.4 ft ²)	Two (2) lots each approx. 559 m ² (6,017.2 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map – Neighbourhood Residential 	No change
Area Plan Designation:	Bridgeport Area Plan Land Use Map – "Residential (Single-Family)"	No change
702 Policy Designation:	Lot Size Policy 5448 (adopted by Council in 1991) – permits subdivision of properties in accordance with the provisions of "Single Detached (RS1/B)".	No change
Zoning:	Single Detached (RS1/D)	Single Detached (RS1/B)

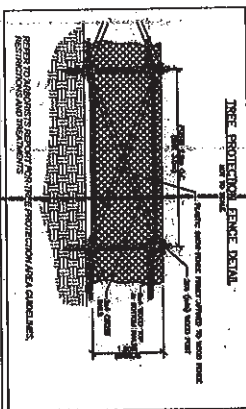
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	Two (2) lots, each approx. 559 m ² (6,017.2 ft ²)	none
Setback – Front & Rear Yards (m):	Min. 6.0 m	6.0 m Min.	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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



LEGEND - TREE RETENTION

- denotes TREE NUMBER. Refer to Report and Tree Inventory for type, size and condition data.
- ✕ denotes SHAW tree to be RETAINED and PROTECTED.
- ✕ denotes SHAW tree to be REMOVED. Removal may require special measures.
- ✕ denotes UNDER SHAW SIZE TREE to be REMOVED. Species and size on model.
- ✕ denotes OTHER tree requiring PROTECTION. Refer to Report for details.
- ✕ denotes TREE PROTECTION FENCE to be installed to Tree Retention Area (TRA) limits as shown and methods of access and construction implemented.



ACL
arbortech consulting ltd
Suite 200 - 3740 Chatham Street
Richmond, BC Canada V7E 2Z3
P 604 275 3484 F 604 275 9554
email: info@arbortech.bc.ca

TREE RETENTION DRAWING

Client: AJT THALWAL - GURJ JOHAL
Project: PROPOSED TWO LOT SUBDIVISION
Address: 10391 FINLAYSON DRIVE RICHMOND
Date: AUGUST 17 2011
Our File: 11213

Muni File:

PH 78
Scale 1:250



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8822 (RZ 11-588990)
10391 FINLAYSON DRIVE**

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 (RS1/B)**.

P.I.D. 009-275-321

The South 134 Feet of Lot "B" Section 23 Block 5 North Range 6 West New Westminster District Plan 22503

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8822**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

NOV 14 2011



MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee
Fast Track Application

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 7, 2011
File: RZ 11-585027
Re: Application by Raj Dhaliwal for Rezoning at 10020 Aquila Road from Single Detached (RS1/E) to Coach Houses (RCH)

Staff Recommendation

That Bylaw No.8824, for the rezoning of 10020 Aquila Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Item	Details
Application	RZ 11-585027
Location	10020 Aquila Road
Owner	Raj Dhaliwal
Applicant	Raj Dhaliwal

Date Received	July 20, 2011
Acknowledgement Letter	August 8, 2011
Fast Track Compliance	September 29, 2011
Staff Report	October 7, 2011
Planning Committee	November 8, 2011

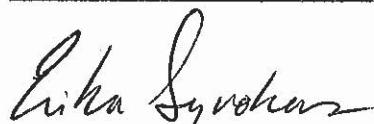
Site Size	714 m ² (7,685.7 ft ²)
Land Uses	Existing – One (1) single detached dwelling
	Proposed – Two (2) single detached lots 383 m ² (4,122.7 ft ²) and 331 m ² (3,562.9 ft ²)
Zoning	Existing – Single Detached (RS1/E)
	Proposed – Coach Houses (RCH)
Planning Designations	<ul style="list-style-type: none"> • Official Community Plan (OCP) Generalized Land Use Map designation – “Neighbourhood Residential”. • OCP Specific Land Use Map designation - “Low-Density Residential”. • Lot Size Policy 5443 (adopted by Council 1990/amended 2006) - permits rezoning and subdivision of lots fronting Williams Road to “Single Detached (RC2)” or “Coach Houses (RCH)” providing no direct accesses are created to the arterial roads (Attachment 2). The current proposal would create two (2) lots, one (1) approximately 11.890 m wide and a second 10.058 m wide, with vehicle access from an existing operational rear lane off Aquila Road. • Lane Establishment and Arterial Road Redevelopment Policies - The rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies, as it is a single-family residential development proposal with access to an operational lane. <p><i>This application conforms with applicable land use designations and policies</i></p>

Surrounding Development	<ul style="list-style-type: none"> • The subject property is located on the corner of Williams Road and Aquila Road. In recent years, both the north and south sides of this block of Williams Road have undergone considerable redevelopment to smaller lots through rezoning and subdivision. Other lots within close proximity have redevelopment potential due to the existing rear lane system. • Development immediately surrounding the subject lot is as follows: <ul style="list-style-type: none"> ○ To the north, across Williams Road are new single detached dwellings zoned "Compact Single Detached (RC1)"; ○ To the east, is a single detached dwelling zoned "Single Detached (RS1/E)"; ○ To the south, is a single detached dwelling zoned "Single Detached (RS1/E)"; ○ To the west, across Aquila Road is a single detached dwelling zoned "Single Detached (RS1/E)" and further along Williams Road are new single detached dwellings zoned "Compact Single Detached (RC1)".
Staff Comments	<p><u>Background</u></p> <p>A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).</p> <p><u>Trees & Landscaping</u></p> <ul style="list-style-type: none"> • The site survey (Attachment 4) submitted by the applicant shows the presence of two (2) bylaw-sized trees on City-owned property along the Williams Road frontage, one (1) bylaw-sized tree on City-owned property along Aquila Road, as well as a hedge along both the Williams Road and Aquila Road frontages. There are no bylaw-sized trees on site. • The Parks Department has reviewed the site survey and has provided preliminary approval for removal of the street tree adjacent to the site's west property line (Tree #1) to enable frontage improvements along Aquila Road. No compensation is required as planting of two (2) to three (3) street trees at 9 m spacing along Aquila Road are part of the servicing requirements.

<p>Staff Comments (Con't)</p>	<ul style="list-style-type: none"> • Tree #3 located on City-owned property along the Williams Road frontage is situated in a pre-cast concrete surround; therefore, no tree protection barrier is required. However, Tree #2 is located in the grass boulevard and tree protection according to City standard must be provided prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed. • To illustrate how the front yard along Aquila Road and flanking side yard along Williams Road of the future corner lot will be treated, the applicant has submitted a Landscape Plan (Attachment 5) prepared by a Registered Landscape Architect for the future corner lot (Lot A) in support of the application. The Landscape Plan indicates the front yard and flanking side yard will be landscaped with a mixture of small trees, shrubs and ground cover, and is considered in compliance with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy. In order to ensure that this work is undertaken, the applicant has agreed to provide a landscape security in the amount of \$6,049.40 for the future corner lot prior to final adoption of the rezoning bylaw. • Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain four (4) trees [two (2) trees per future lot] (minimum 6 cm deciduous calliper/2.5 m coniferous height). • As a condition of rezoning, the applicant must submit a Landscape Plan for future Lot B, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that two (2) replacement trees are planted and maintained, and that the front yard of the future lot will be enhanced. <p><u>Building Elevation Plans</u></p> <p>To illustrate how the future corner lot interface will be treated, the applicant has submitted a set of preliminary Building Elevations (Attachment 6). The plans indicate that the main entrance to the future dwelling on the corner lot is from Aquila Road. At future development stage, Building Permit plans must be in compliance with zoning.</p>
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Staff Comments (Con't)	<p><u>Affordable Housing</u> Richmond's Affordable Housing Strategy requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.</p> <p>This rezoning application to permit a subdivision to create two (2) lots, each with a principal single-family dwelling and accessory coach house above a garage, conforms to the Affordable Housing Strategy.</p> <p><u>Site Servicing</u> Prior to final adoption of the rezoning bylaw, the developer is required to dedicate a 4 m x 4 m corner cut at the corner of Aquila Road and Williams Road.</p> <p>Prior to approval of Subdivision, the developer will be required to enter into the City's standard Servicing Agreement for design and construction of road upgrading along the entire frontage on Aquila Road and Lane upgrading along entire frontage on the existing lane at their sole cost including, but are not limited to:</p> <ol style="list-style-type: none"> 1. Aquila Road - curb & gutter, pavement widening, 1.5 m concrete sidewalk near the east property line of Aquila Road, grass boulevard (between back of curb & sidewalk), street trees at 9 m spacing, and street lighting. 2. Lane - full lane construction to current standards, which includes Storm sewer, sand/gravel base, rollover curb & gutter (both sides), asphalt pavement, and lane lighting. <p>Note: Design to include water, storm and sanitary connections for each lot.</p> <p><u>Vehicular Access</u> Vehicular access to the site at future development stage is not permitted to or from Williams Road as per Bylaw 7222. Access is to be from the new rear lane only. A Covenant will be required at future subdivision stage to ensure that vehicular access to the new corner lot will be from the lane only, with no direct access permitted to Aquila Road.</p> <p><u>Flood Management</u> Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.</p>
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Staff Comments (Con't)	<u>Subdivision</u> At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.
Analysis	This is a relatively straightforward redevelopment proposal. This redevelopment proposal is consistent with Lot Size Policy 5443 as the property is into two lots, approximately 11.9 m and 10.1 m wide. The rezoning application also complies with the Lane Establishment and Arterial Road Redevelopment Policies, as it is a residential coach house development on an arterial road where there is an existing municipal lane. The future lots will have vehicle access to the laneway with no access being permitted onto Williams Road.
Attachments	Attachment 1: Location Map/Aerial Photo Attachment 2: Lot Size Policy 5443 Attachment 3: Development Application Data Sheet Attachment 4: Tree Survey Attachment 5: Preliminary Landscape Plan for Lot A Attachment 6: Preliminary Architectural Plans
Recommendation	Staff have reviewed the technical merits of the application for rezoning of 10020 Aquila Road. The rezoning application complies with all policies and land use designations contained within the Official Community Plan (OCP) and is consistent with the direction of redevelopment currently ongoing in the surrounding area. On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

Prior to final adoption of Zoning Amendment Bylaw 8824, the developer is required to complete the following:

1. Dedication of a 4 m x 4 m corner cut at Aquila Road and Williams Road.
2. Submission of a Landscaping Security to the City of Richmond in the amount of \$6,049.40 for the landscape works as per the landscape plan for the corner lot (Lot A) attached to the report (**Attachment 5**).
3. Submission of a Landscape Plan for future Lot B, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect (including installation costs). The landscape plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees; and

- Include the two (2) replacement trees with a minimum size/height of 6 cm deciduous calliper/ 2.5 m coniferous height.
4. Submission of a Tree Survival Security to the City in the amount of \$1,000 for Tree #2. The City will release 90% of the security after construction and landscaping on the future lots is completed and inspections are approved. The remaining 10% of the security would be released one (1) year later subject to inspection.
 5. Registration of a flood indemnity covenant on Title.

At demolition stage*, the applicant will be required to:

- Obtain formal tree removal authorization from the Parks Department and pay compensation of \$650 to remove Tree # 1 located on City-owned property.
- Install Tree Protection Fencing around Tree #2 located on City-owned property to be retained.

At subdivision stage*, the developer will be required to:

1. Enter into a standard Servicing Agreement for design and construction of road upgrading along the entire frontage on Aquila Road and Lane upgrading along entire frontage on the existing lane at their sole cost including, but are not limited to:
 - a) Aquila Road - curb & gutter, pavement widening, 1.5m concrete sidewalk near the east property line of Aquila Road, grass boulevard (between back of curb & sidewalk), street trees at 9 m spacing, and street lighting.
 - b) Lane - full lane construction to current standards which includes Storm sewer, sand/gravel base, rollover curb & gutter (both sides), asphalt pavement, and lane lighting. Note: Design to include water, storm and sanitary connections for each lot.
2. Register a Restrictive Access Covenant, to ensure that vehicular access for the proposed corner lot is to be from the rear lane only.
3. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

Note:

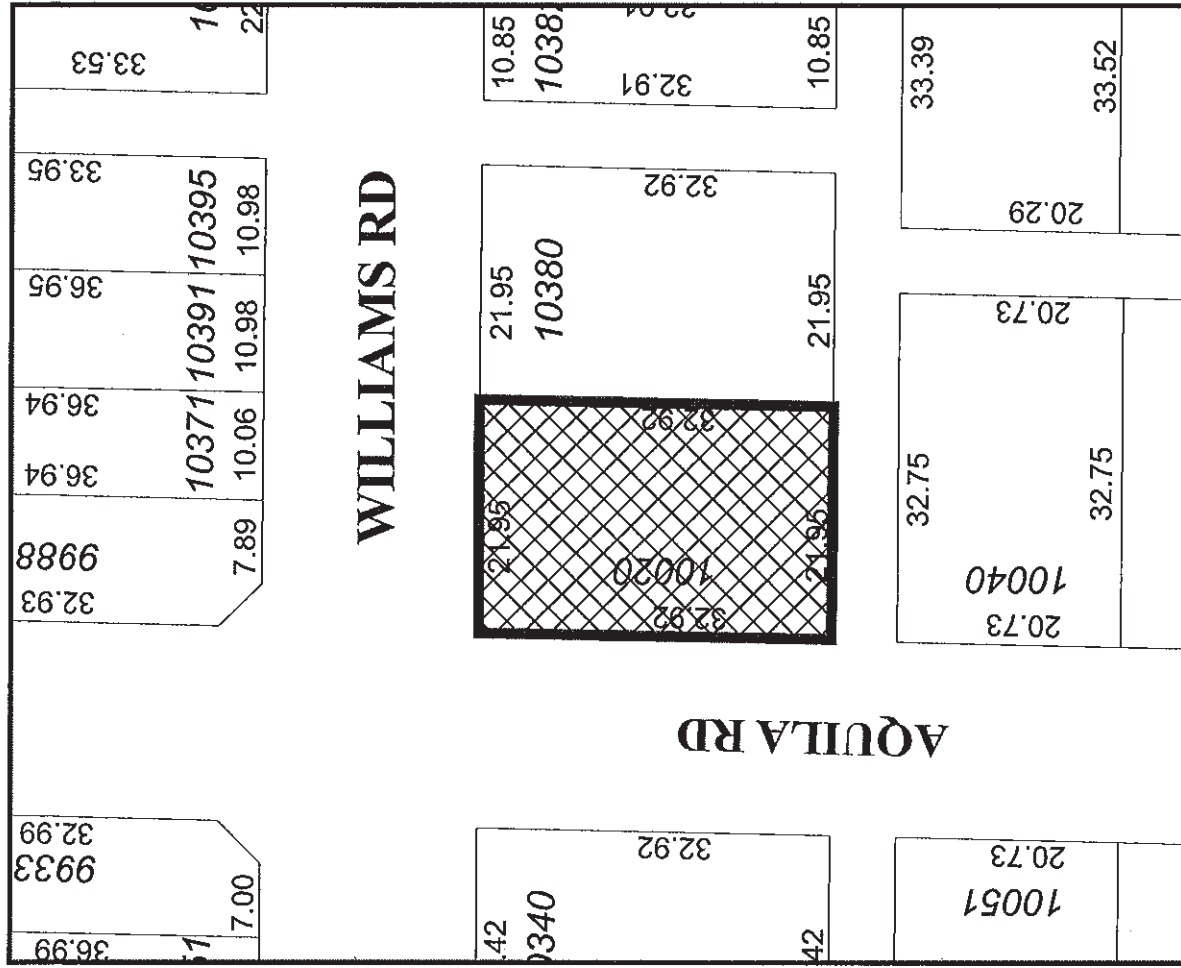
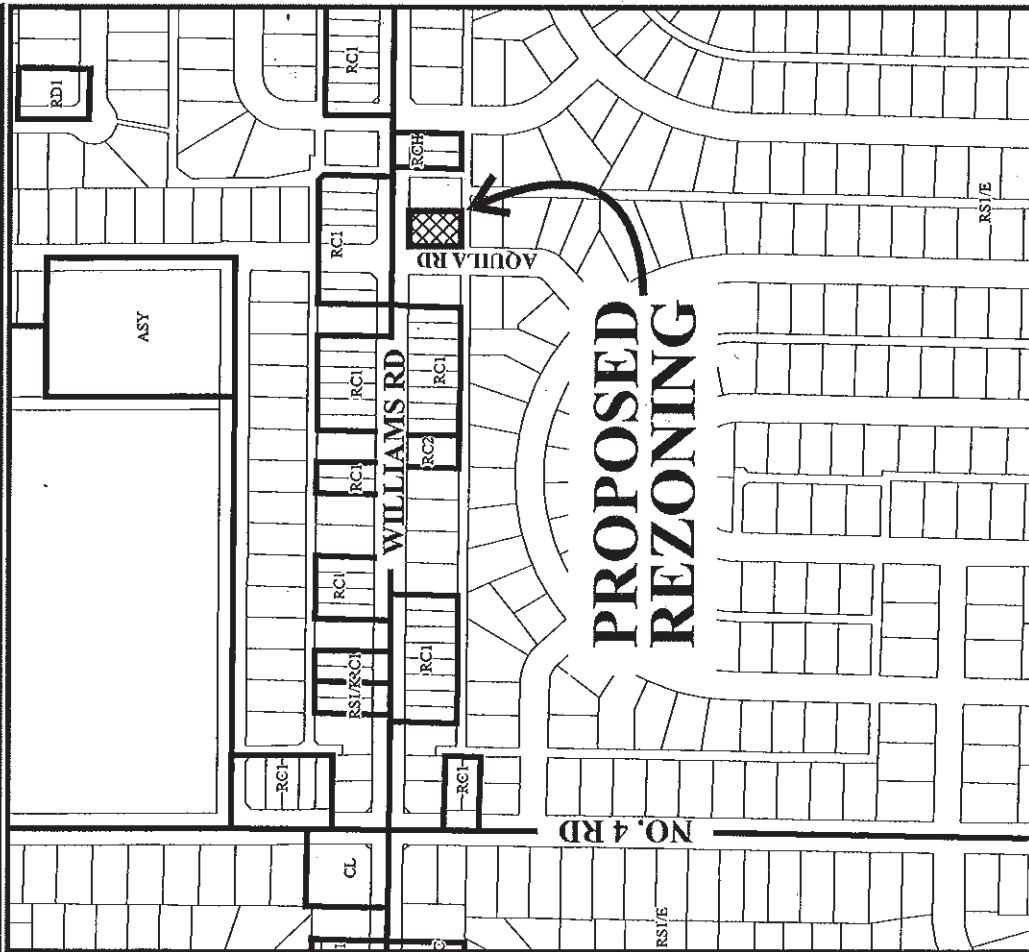
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land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

[Signed original on file]

Signed _____

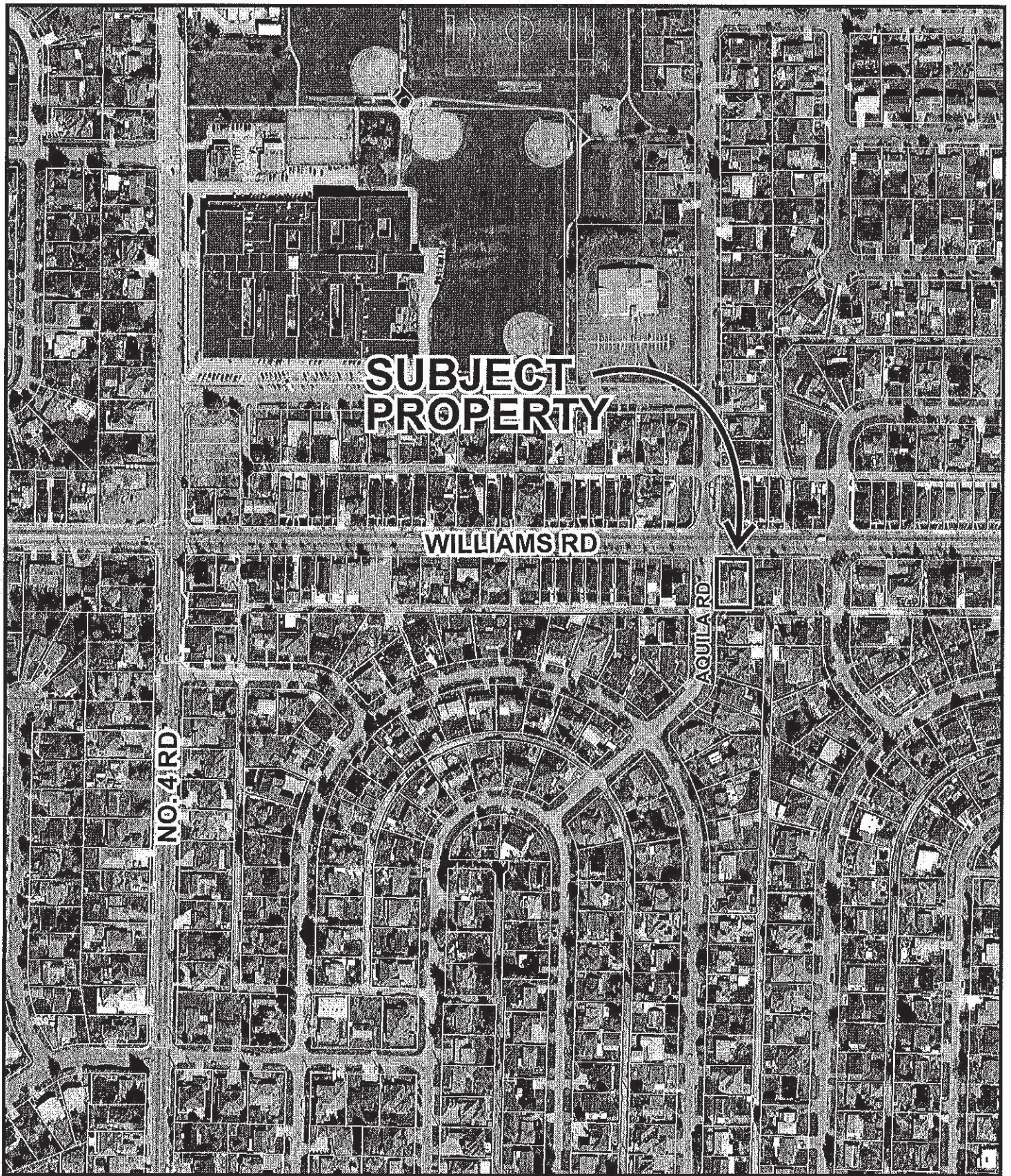
Date _____



PH - 88

RZ 11-585027

Original Date: 07/28/11
 Revision Date:
 Note: Dimensions are in METRES



RZ 11-585027

Original Date: 07/28/11

Amended Date:

Note: Dimensions are in METRES

PH 89



City of Richmond

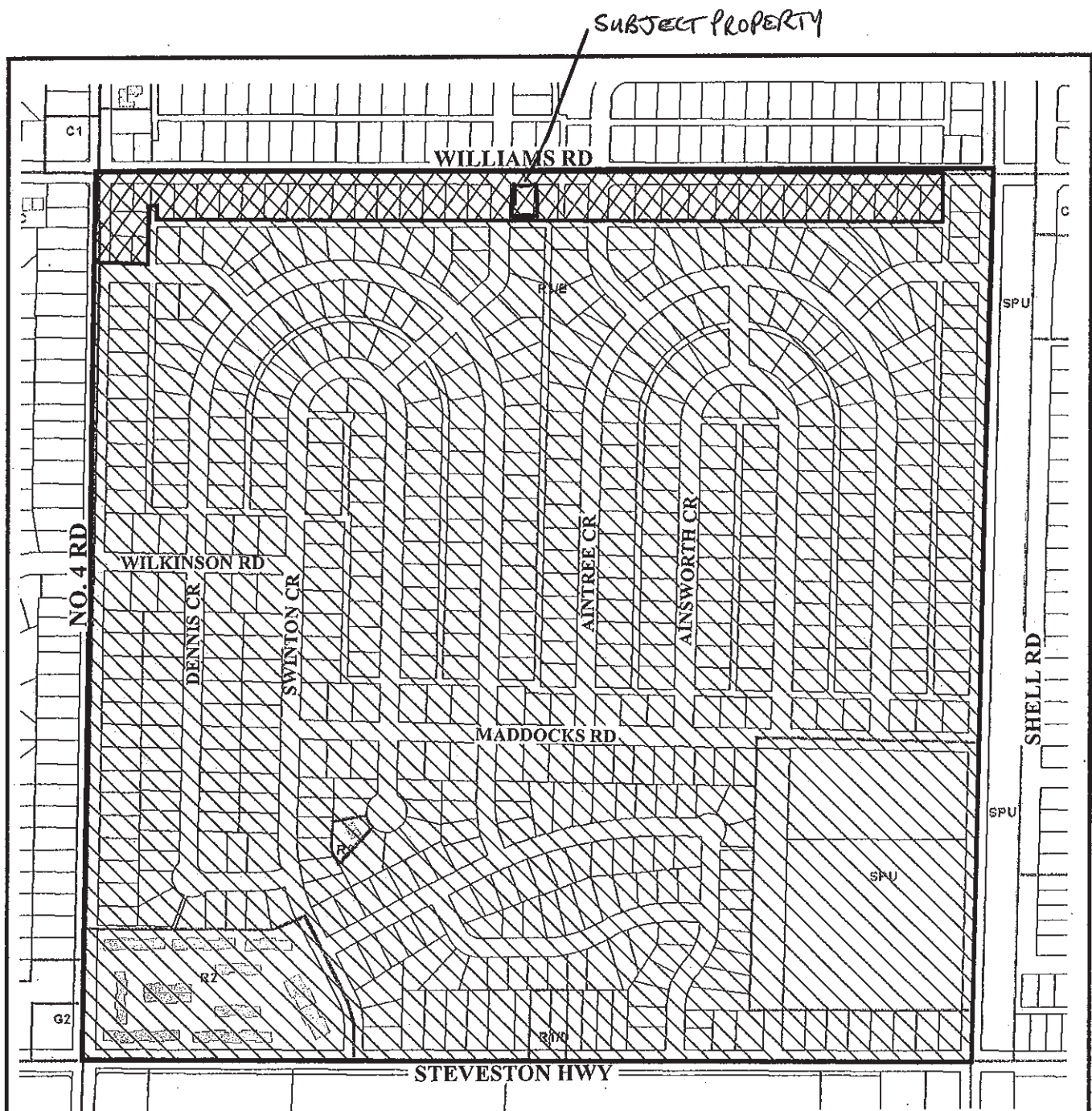
Policy Manual

Page 1 of 2	Adopted by Council: December 17, 1990 Amended by Council: December 18, 2006	POLICY 5443
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 35-4-6	

POLICY 5443:

The following policy establishes lot sizes in Section 35-4-6 located in the area bounded by **Steveston Highway, Shell Road, No. 4 Road and Williams Road:**

1. That properties within the area bounded by Steveston Highway, Shell Road, No. 4 Road and Williams Road, in Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) as per Zoning and Development Bylaw 5300, with the exception that:
 - a) Properties fronting on Williams Road from No. 4 Road to Shell Road and properties fronting on No. 4 Road from Williams Road to Dennis Place, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R9) 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, except as per the amending procedures contained in the Zoning and Development Bylaw 5300.



Subdivision permitted as per **R1/E**.



Subdivision permitted as per R1-0.6 or R9 provided that access is to a constructed lane and not to the arterial road.



Policy 5443 Section 35, 4-6

Adopted Date: 12/17/90

Amended Date: 12/18/06

**City of Richmond**

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

**Development Application
Data Sheet****RZ 11-585027****Attachment 3**Address: 10020 Aquila RoadApplicant: Raj DhaliwalPlanning Area(s): Shellmont

	Existing	Proposed
Owner:	Raj Dhaliwal	To be determined
Site Size (m²):	714 m ² (7,685.7 ft ²)	Two (2) lots 383 m ² (4,122.7 ft ²) and 331 m ² (3,562.9 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings with one (1) coach house per lot
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
702 Policy Designation:	Compact Single Detached (RC1) or Coach Houses (RCH)	No change
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH)
Other Designations:	Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment along this arterial road.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	270 m ² (2,906.35 ft ²)	383 m ² (4,122.7 ft ²) & 331 m ² (3,562.9 ft ²)	none
Setback – Front & Rear Yards (m):	6.0 m Min.	6.0 m Min.	none
Setback – Side Yard (m):	Min. 1.2 m / Min. 3.0 m along Aquila Road	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

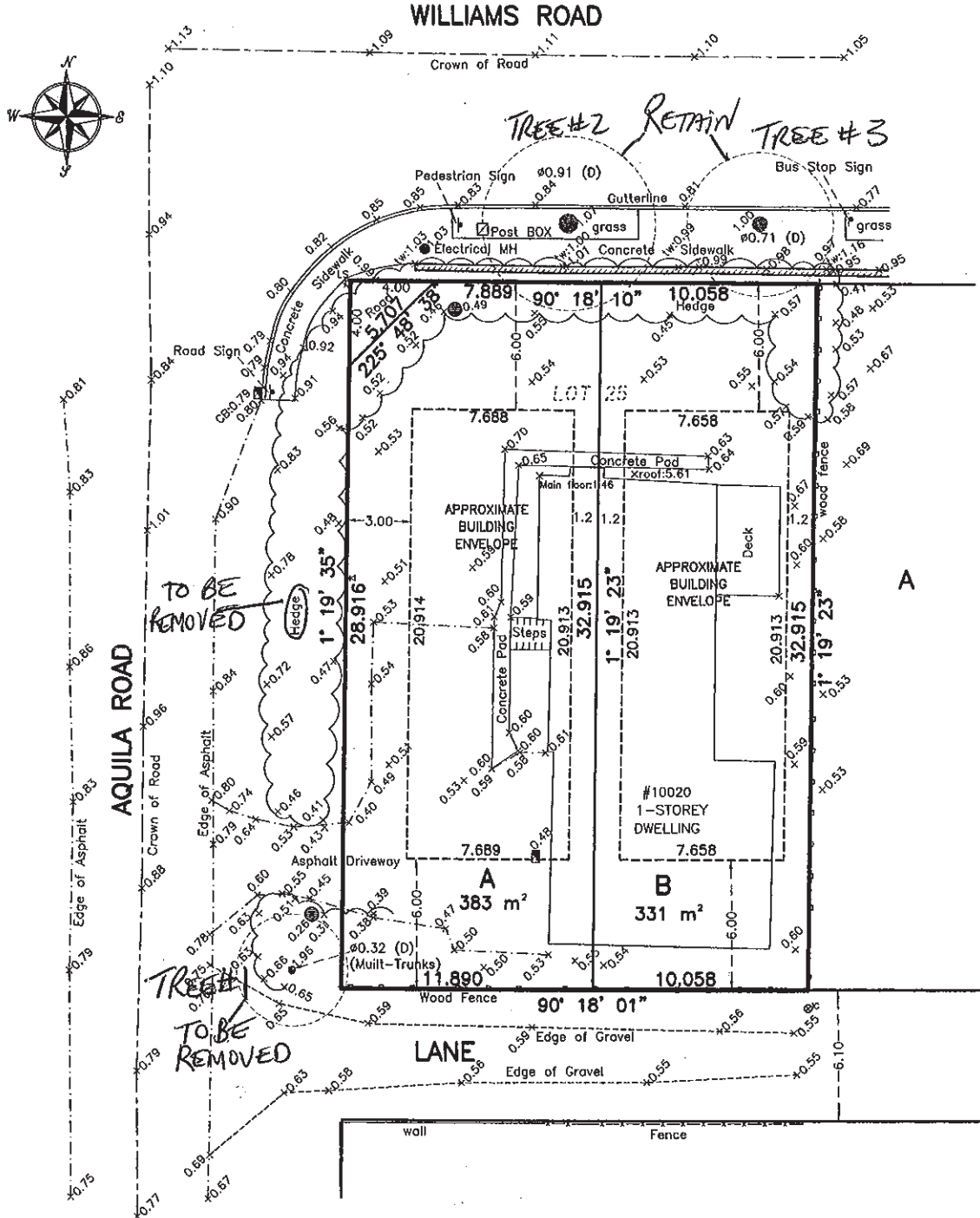
Other: Tree replacement compensation required for loss of significant trees.

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 25 BLOCK 11
SECTION 35 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 18549**

SCALE: 1:200 ATTACHMENT 4

#10020 AQUILA ROAD,
RICHMOND, B.C.
P.I.D 004-132-360

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. 4544
FB-188 P24-26
Drawn By: TH

LEGEND:

- (D) denotes deciduous
- MH denotes manhole
- denotes catch basin
- W denotes water valve
- LS denotes lamp standard
- tw denotes top of concrete retaining wall
- denotes round catch basin
- IC denotes inspection chamber

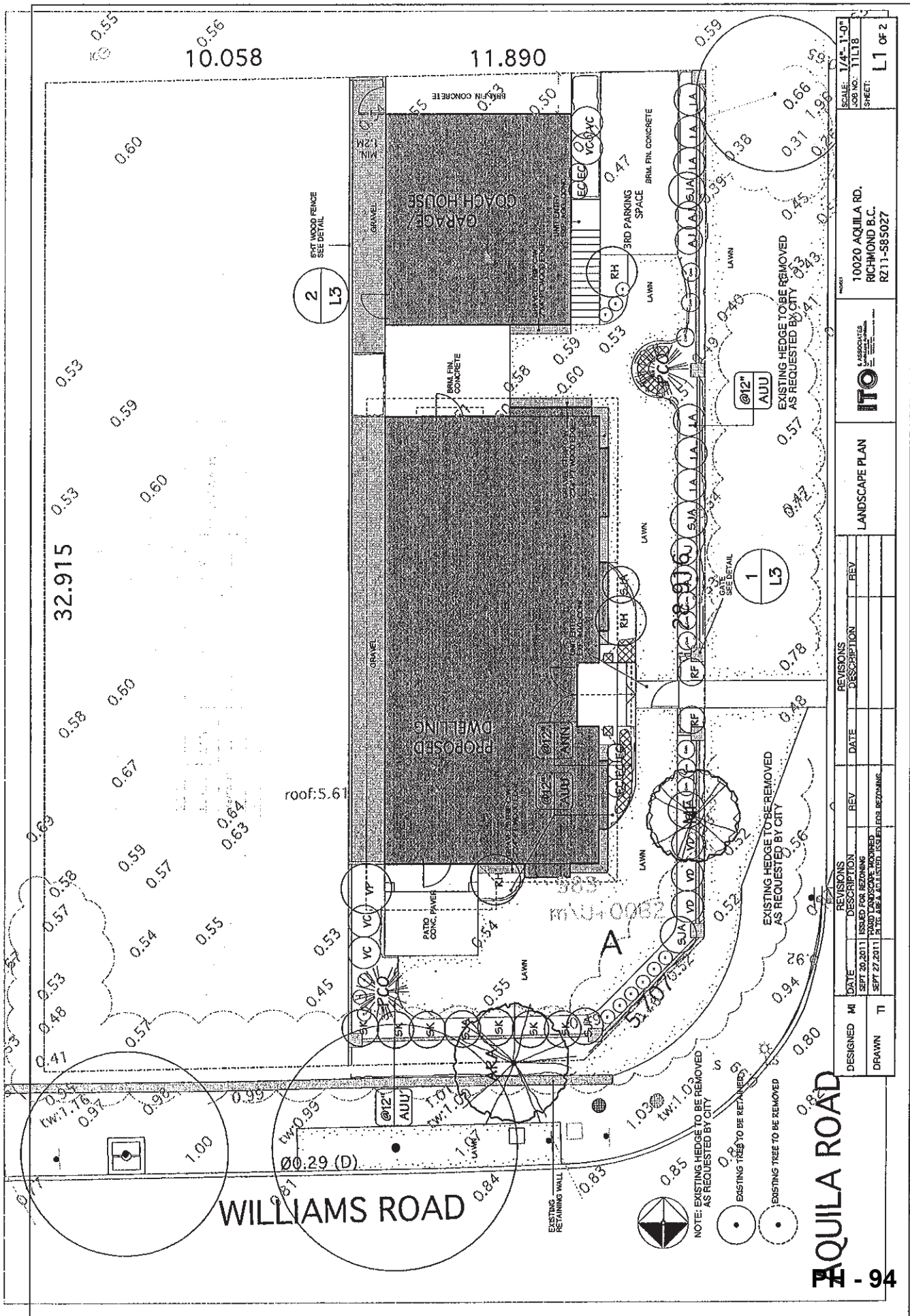
NOTE:

Elevations shown are based on City of Richmond HPN
Benchmark network.
Benchmark: HPN #191, Control Monument 02H2453
Located at S edge traffic island @ Riverside Dr &
Featherstone Way
Elevation = 1.664 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.
JULY 12th 2013

DWG No. 4544-TOPO



PROJECT ADDRESS 11491 WILLIAMS RD. RICHMOND

EXISTING TREE REPLACEMENT RATIONAL

PROJECT ADDRESS (RZ. NO.)

EXISTING TREE TO BE REMOVED	QTY	SIZE	REQUIRED QTY OF REPLACEMENT TREES	PROPOSED TREES	BALANCE
330-400M	-	Ø8CM CAL./4.0M HT.	-	-	0
400-500M	-	Ø9CM CAL./5.0M HT.	-	-	0

4	AZALEA JAPONICA **	JAPANESE AZALEA	#2	POT
5	ACAZALEA CARNEA	WINTER HEATHER	#2	POT
6	LEUCOTHOE AXILLARIS	COAST LEUCOTHOE	#2	POT
7	RHODODENDRON **	RHODODENDRON	#5	POT
8	ROSA FLOWER CARPET	FLOWER CARPET ROSE	#1	POT
9	SKIMMIA JAPONICA	SKIMMIA	#2	POT
10	SPIRAEA JAPONICA	ANTHONY WATSON	SPR#2	POT
11	VACCINIUM CORTYMBOSUM	NORTHERN HUBBUSH BL	#2	POT
12	VACCINIUM PARVIFOLIUM	HUCKLEBERRY	#2	POT
13	VIBURNUM DAVIDII	DAVID'S VIBURNUM	#2	POT

NOTE:
ALL WOOD SHALL BE PRESSURE TREATED FIR S.A.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.

AUTJ 190 ARCTOSTAPHYLOS UVA URSI KINNIKINICK #SP3 POT

AUTJ 190 ARCTOSTAPHYLOS UVA URSI KINNIKINNICK

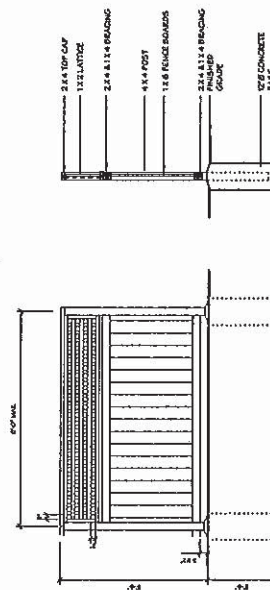
CMA	9	CAREX MORROWII 'AUREO-VARIE'	CAREX	#1 POT
H	12	HENIEROCALLIS 'STELLA D'ORO'	GOLD DAY LILY	#1 POT
ANN	40	ANNUALS **		#SP3 POT

CMA 9 CAREX MORROWII 'AUREO-VARIE(CAREX
H 12 HEMEROCALLIS 'STELLA D'ORO' GOLD DAY LILY

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

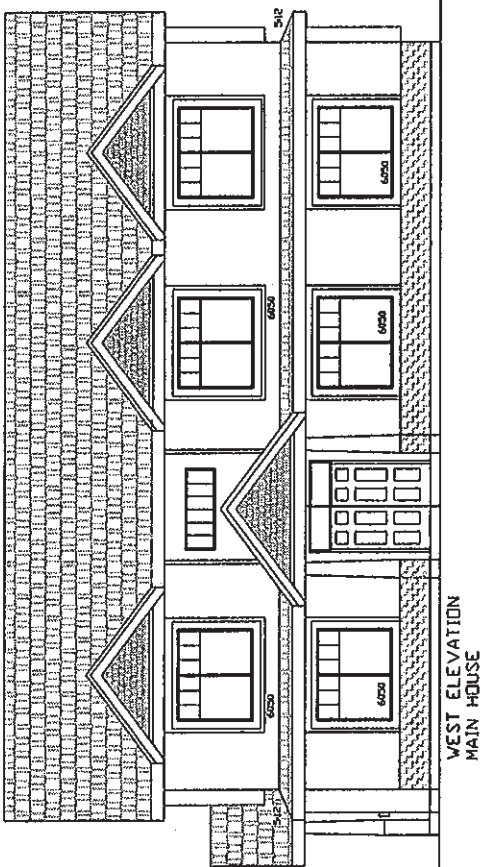
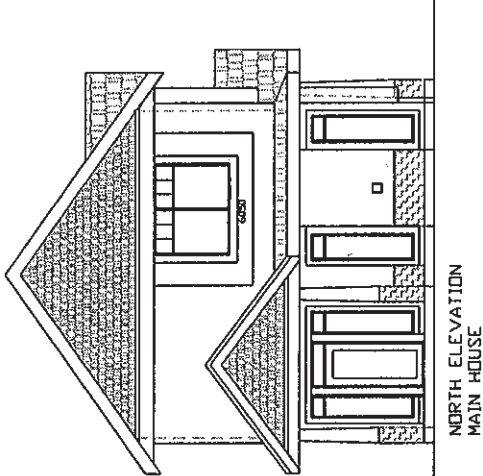
ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS.

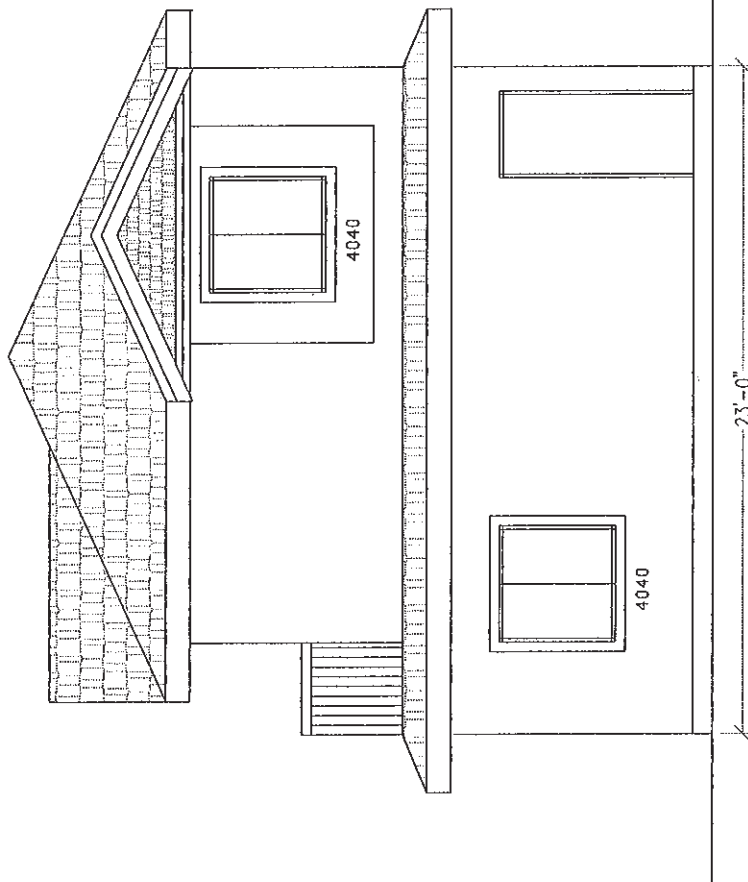
PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNTA STANDARDS FOR NURSERY STOCK AND THE BC NA STANDARDS FOR CONTAINER GROWN PLANTS



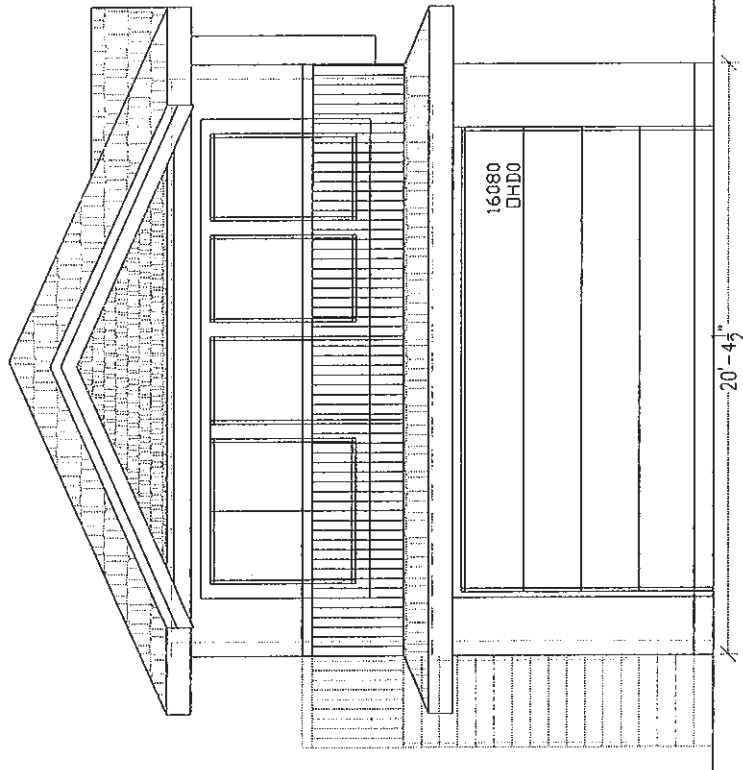
2 6'HT WOOD FENCE DETAIL

DESIGNED	MI	DATE	DESCRIPTION	REV	DATE	DESCRIPTION	REV
		SEPT 20 2011	ISSUED FOR REZONING				
DRAWN	TI	SEPT 27 2011	HARD LANDSCAPE MOVED 1.11.12 AREA ADJUSTED, ISSUED FOR REZONING				





SIDE ELEVATION
(COACH HOUSE)



GARAGE /
COACH HOUSE



City of Richmond

Bylaw 8824

Richmond Zoning Bylaw 8500 Amendment Bylaw 8824 (RZ 11-585027) 10020 AQUILA 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 **COACH HOUSES (RCH)**.

P.I.D. 004-132-360

Lot 25 Block 11 Section 35 Block 4 North Range 6 West New Westminster District Plan 18549

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8824"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

NOV 14 2011



MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 11, 2011
File: RZ 10-557519
Re: **GBL Architects Inc. has applied to the City of Richmond for a text amendment to the Low Rise Apartment (ZLR24) zone and permission to rezone 9500 Cambie Road from Single Detached (RS1/F) to Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) in order to permit a four (4) storey residential development consisting of approximately 135 units**

Staff Recommendations

That Bylaw No. 8826 to amend the “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” Zone for the rezoning of 9500 Cambie Road from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

DN:blg

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Att.

Staff Report

Origin

GBL Architects Inc., on behalf of 0890784 BC Ltd., has applied to the City of Richmond to rezone 9500 Cambie Road (**Attachment 1**) from “Single Detached (RS1/F)” to “Low Rise apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” to permit development of approximately 135 units, including six (6) affordable housing units over a parking structure (**Attachment 2**).

An amendment to the “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” zone to reference setbacks along Cambie Road is associated with the subject application. At the time the zone was drafted, active development was not occurring along Cambie Road; therefore, an appropriate setback was not established.

Findings of Fact

The subject application is in the Alexandra Neighbourhood within the West Cambie Area Plan and conforms to the building typology envisaged for the site.

The adjacent western site consists of a large consolidation that includes residential, commercial, day care and community use space. The eastern adjacent site is in the process of rezoning to permit assembly use.

The subject application has managed to accommodate the density on-site in a building form that is responsive to the area plan design guidelines despite being constrained in terms of lot size and geometry, as well as substantial road dedication requirements.

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

A Servicing Agreement is required as a condition of rezoning and will address off-site works including but not limited to transportation improvements to Cambie Road, May Drive and McKim Way.

Surrounding Development

To the North: Cambie Road and existing single-family lots zoned “Single Detached (RS1/B)” and designated Residential (Single Family Only) in the West Cambie Area Plan.

To the East: Future May Drive and existing single-family lots zoned “Single Detached (RS1/F)” and designated Community Institutional in the Alexandra Neighbourhood Land Use Map. A consolidation of five (5) parcels are included in an active development application to rezone the site to facilitate development of a two-storey assembly hall and associated parking intended to serve the Ismaili Muslim population in Richmond (RZ 04-270168). The two-storey structure consists of approximately 2,283 m² (24,578 ft²) that includes prayer space, classrooms for religious study, seminars and education sessions, a library, and a nursery, as well as a landscaped surface parking area to accommodate approximately 290 vehicles. The associated Public Hearing occurred in July 2009 and the applicant is actively working to address all terms associated with the rezoning.

To the South: Future McKim Way and existing single-family lots zoned “Single Detached (RS1/F)” and designated Residential Area 1 (1.50 base FAR) and Community Institutional respectively. The south easterly parcel is included in the active assembly hall proposal (RZ 04-270168).

To the West: The “Remy” development introduces a mix of uses divided by Stolberg Street. Three (3) six-storey residential buildings over a semi-submerged parking level, and a day care centre will be constructed on the west side of Stolberg Street and three (3) four-storey residential buildings and townhouses units over a semi-submerged parking level, as well as a small commercial retail unit will be introduced on the east side of Stolberg street. The four-storey residential buildings interface with the subject site.

Related Policies & Studies

Official Community Plan (OCP)

The subject site is designated “Neighbourhood Residential” in the Official Community Plan (OCP). The proposed land use and density are consistent with the plan.

West Cambie Area Plan - Alexandra Neighbourhood

The subject site is designated “Residential Area 1” in the West Cambie Area Plan - Alexandra Neighbourhood (**Attachment 4**), and is within Character Area 4 – Medium Density Housing. The proposal complies with the intended land use.

Character Area 4 – Medium Density Housing specifies a minimum lot area requirement of 1.0 ha (2.47 ac). Due to earlier development patterns in the immediate neighbourhood and the then property owner’s disinterest in development, it was understood that the subject site would be developed on its own. The western adjacent “Remy” development was required to demonstrate the feasibility of achieving the target density on the subject site.

The property has since been sold and the applicant has demonstrated that the proposed use, building form, and density are consistent with the parameters outlined in the Official Community Plan (OCP) and the West Cambie Area Plan – Alexandra Neighbourhood.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area within a designation that permits all aircraft noise sensitive land uses with the exception of new single-family development. As the site is affected by Airport Noise Contours, the development is required to register a covenant to disclose noise restrictions prior to final adoption of the rezoning bylaw.

Further, the applicant is required to retain a registered professional qualified in acoustics to prepare a report that recommends site-specific acoustic sound insulation measures as part of the associated Development Permit review process. This report must either substantiate the provision of air conditioning in the construction of the building or a suitable alternative as determined by the registered professional. In addition to the mechanical ventilation, the report is to consider construction practices to maintain the acoustic integrity of the building envelope and achieve a highly liveable interior environment when windows are shut, particularly during summer months.

The applicant is required to retain a registered professional who is qualified in the design and installation of an air condition, or an alternative cooling system that meets the ASHRAE 55-2004 standard, or subsequent updates as they may occur. Further, the retained registered professional is to certify that any required noise insulation measures have been installed according to the report's recommendations before the building may obtain an Occupancy Permit. Maximum noise levels (decibels) within the dwelling units must be as follows:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

Affordable Housing Strategy/Density Bonus

The West Cambie Area Plan includes specific provisions that establish a density bonus opportunity in exchange for the provision of on-site affordable housing units. The subject site's "Residential Area 1" designation includes provisions to permit additional density provided a predetermined ratio of the density bonus is secured as affordable housing units.

Conditional to securing 1/3 of the 0.2 Floor Area Ratio (FAR) density bonus area as affordable housing units, the density for area designated "Residential Area 1" may increase from 1.5 to 1.7 FAR. The remaining 2/3 of the additional density may be marketed without conditions to contribute toward the financing of the affordable housing units.

Of the 135 units proposed on-site, six (6) affordable housing units are proposed. The following have been identified as future affordable housing units:

- Three (3) two-bedroom units located on the ground level fronting Cambie Road and at the corner of Cambie Road and May Drive; and
- Three (3) one-bedroom units on the ground level fronting May Drive.

Attachment 5 indicates the location of affordable housing units within the proposed development.

To secure affordable housing units within the proposed development, the applicant is required to enter into a Housing Agreement prior to final adoption of the rezoning bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. A report will be drafted by the Affordable Housing Coordinator, with a bylaw and associated Housing Agreement attached. To secure the affordable housing units, the following terms, among others, will be articulated in the Housing Agreement.

Housing Agreement Terms

Rental Rate	<p>\$875 for one-bedroom units for an eligible tenant having an annual income of \$35,000 or less</p> <p>\$1,063 for two-bedroom units for an eligible tenant having an annual income of \$42,500 or less</p> <p>Including provision for income adjustment at the date of adoption</p>
Ownership	The Housing Agreement is to establish terms for block ownership of the affordable housing units
Duration of Agreement	Perpetuity
Allocation of Floor Area	Ground floor apartment units

# of bedrooms	unit floor area
2 (x2)	78.9 m ² (850 ft ²)
2	87.5 m ² (942 ft ²)
1	55.9 m ² (602 ft ²)
1 (x2)	49.1 m ² (529 ft ²)

The size of the units proposed are generally in accordance with the terms of the Affordable Housing Strategy. Provision of two-bedroom units is supported as multi-room dwellings are the most desired unit typology and respond to the affordable housing needs of families within the City.

The legal agreement will secure full and unlimited access and use of the indoor amenity space provided on-site for all occupants of the rental units.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Plain restrictive covenant specifying the minimum flood construction level (2.6 m geodetic) is required prior to rezoning bylaw adoption.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) because the proposed development complies with the OCP.

Public Input

Since the rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing, no further external consultation was carried out prior to the preparation of this report. The applicant has forwarded confirmation that a development sign has been posted on the site.

Staff have not received any telephone calls or received any submissions from the public regarding the proposed development.

Staff Comments

Background

- The applicant proposes to develop a four-story apartment building consisting of approximately 135 units, including six (6) low-end of market rental units, over a parking level (**Attachment 2**).
- Both the use and building typology proposed are supported by the West Cambie Area Plan -- Alexandra Neighbourhood. The primary challenge associated with the proposal is achieving the site's potential density due to the limited size of the site.
- The net site area, after required road dedications, is approximately 0.59 ha (1.47 acres) or 5,976 m² (64,331 ft²), which is less than the 1.0 ha (2.47 acres) minimum consolidation requirement referenced in the West Cambie Area Plan.
- Development of the subject site, despite the total area of the lot, is supported based on factors that precluded the site's ability to consolidate a larger development site.

- The eastern adjacent assembly development proposal (RZ 04-270168) had secured a fixed consolidation and was in the review process prior to the development and adoption of the West Cambie Area Plan.
- At the time that the western adjacent development (the “Remy”) was considered by the City, the owner of the subject site was not interested in consolidating and pursuing development of the site. As part of the “Remy” project review process, the applicant was required to demonstrate that the development potential of the subject site would be retained despite its site area. Further, the design of “Remy” included a minimum 6.8 m (22 ft.) building setback from the east property line to secure separation between the developments.
- The proposed amendment to the “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” zone consists of adding references to setbacks along Cambie Road. The existing zone does not reference setback requirements along Cambie Road and the proposed additions are required to facilitate development along the site’s Cambie Road frontage.

Alexandra’s Liveability and Interim Amenity Guidelines

In addition to guidelines regulating design standards within the West Cambie Area Plan-Alexandra Neighbourhood, the provision of an integrated social infrastructure is a requirement of the Area Plan. The plan requires development proposals to respond to elements of well-being and liveability articulated in the guidelines.

Childcare

The City of Richmond’s Child Care Policy is included in the Official Community Plan (OCP); access to affordable, flexible, quality childcare is a priority. In response, the developer proposes a voluntary contribution toward the provision of childcare facilities at a rate of \$0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity).

Public Art

In response to the City’s commitment to the provision of Public Art, the applicant will provide a voluntary contribution at a rate of approximately \$0.60/ft² based on the maximum permitted FAR in accordance with the program’s terms (\$65,617.00). The feasibility of the contribution amount being used to facilitate on-site provision of public art will be further considered in association with the associated Development Permit review process (DP 10-557521).

Community and Engineering Planning Costs

To assist in paying for community planning and engineering costs to plan community land use, services and infrastructure, the developer proposes to provide a voluntary contribution based on a rate of \$0.07 /ft² based on maximum FAR (\$7,655.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines).

City Public Realm Beautification

To assist in paying for City beautification works, such as High Street landscaping, public realm, walkways, plazas, and feature landscaping, the developer proposes to provide a voluntary contribution based on a rate of \$0.60/ft² based on maximum FAR (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines).

Alexandra's Building Sustainability Guidelines

Similar to the Liveability Guidelines articulated above, the applicant has incorporated a response to the plan's commitment to long-term environmental sustainability.

District Energy Utility (DEU)

The City encourages the implementation of environmentally responsible services. The Alexandra area of the West Cambie neighbourhood has been identified by the City for the introduction of a District Energy Utility (DEU). Staff are actively implementing the DEU for the area and the applicant has agreed to design the building to permit connection to the City operated DEU once the service is available in accordance with the Alexandra District Energy Utility Bylaw (No. 8641).

Registration of legal agreements regarding the developer's commitment to connect to the Alexandra DEU, including the operation of and use of the DEU and all associated obligations and agreements, as required by the Director of Engineering, is required prior to rezoning bylaw adoption.

Sustainability

- **Attachment 6** was provided by the applicant and references the sustainability features that are being considered for incorporation into the project.
- The list includes, but is not limited to provisions to include water and energy efficiency, recycled materials and conscientious waste management, low emitting materials and other measures to maximize indoor environmental quality levels.

Technical Review**Road Dedications, Contributions, Transportation & Upgrades**

The following conditions must be addressed prior to adoption of the rezoning bylaw (**Attachment 8**):

Road dedications

- The applicant is required to enter into the City's standard Servicing Agreement (SA) to design and construct frontage improvements and to provide associated land dedication along Cambie Road and the new (north-south) May Drive and (east-west) McKim Way. The cross section details are articulated in Attachment 7.
- Although the adjacent eastern parcel (9560 Cambie Road) is part of a larger active rezoning application (RZ 04-270168) that has Third Reading, it is still possible that the subject application may proceed more rapidly. In this scenario, the applicant is required to secure a road connection between the future McKim Way and May Drive, which requires a right-of-way from the adjacent properties.
- As part of the subject development application, the following must be secured:
 - a. 2 m wide sidewalk;
 - b. boulevard;
 - c. curb/gutter;
 - d. minimum 6 m wide asphalt driving surface to accommodate two-way traffic; and
 - e. 1 m shoulder.
- If the right-of-way to achieve a connection between McKim Way and May Drive cannot be secured by the applicant, the applicant must provide vehicle turning templates confirming the following movements can be accommodated:

- a. Loading vehicles accessing/egressing the loading space;
 - b. Demonstration that functional two-way traffic can be accommodated;
 - c. Demonstration that vehicles can turn around at the south end termination of May Drive; and
 - d. Minimum 2 m wide sidewalk must be provided along the entire frontage, including the southeast corner of the site where the width is constrained.
- Section 219 Covenant BB1931248 and Statutory Right of Way BB1931249 Plan BCP 47360 (public utility purpose) is to be discharged subject to confirmation that the area is entirely within the required road dedication.
- In addition, land dedication is required for the following corner cuts:
 - a. a 4 m x 4 m corner cut (measured from the new property lines) on the northeast corner of the site at the intersection of Cambie Road and May Drive; and
 - b. a 5 m x 5 m corner cut (measured from the new property lines) on the southeast corner of the site at the intersection of McKim Way and May Drive.
- Predesigning at the intersection of Cambie Road and May Drive for a traffic signal is required.
- Confirmation of Ministry of Transportation and Infrastructure concurrence is required as a condition of rezoning bylaw adoption.

Parking & Transportation Demand Management

- A total of 179 resident and 25 visitor off-street parking stalls are proposed on-site, which satisfies the bylaw requirement based on consideration of a supportable Transportation Demand Management (TDM) strategy.
- Based on recommendations made by the applicant's Transportation Engineer, a voluntary \$45,000.00 contribution from the developer will facilitate the introduction of a "Special Crosswalk".
- The "Special Crosswalk" will include zebra stripes, signage, overhead illumination and pedestrian activated flashing yellow lights installed across Cambie Road on the west approach of the intersection with Stolberg Street in order to improve pedestrian access to bus stops located on Cambie Road.
- Garbage and recycling collection facilities are located adjacent to an on-site medium sized (9.1 m x 3 m) loading space that is accommodated within close proximity to the McKim Way frontage. These facilities are located adjacent to the parkade vehicle entrance.
- Bicycling parking is provided in accordance with the bylaw.

Servicing Capacity & Upgrades

- Based on the sanitary analysis provided for review, the proposed site requires a 250 mm diameter sanitary main along proposed McKim Way and a 300 mm diameter sanitary main on proposed May Drive. The existing sanitary system extending to the Odlin West Pump Station has been demonstrated to have adequate capacity to service the proposed site.
- As the sanitary main improvements are planned to be constructed by the adjacent western development (the "Remy") under Servicing Agreement (SA) 08-434616, the proposed development will be responsible for any latecomer payments associated with eligible latecomer works built via the adjacent development. If the works outlined in SA 08-434616 do not proceed, the subject development will be required to construct the improvements. The sanitary sewer capacity analysis calculations must be included on the SA design drawings.
- Storm drainage analysis is not required. Latecomer charges apply to the Cambie Road storm sewer. Storm sewer is required in the May Drive and McKim Way frontages and sizing calculations are required as part of the SA.

- Water analysis is not required; however, water main requirements are required along the entire May Drive and McKim Way frontage. In addition, fire flow calculations confirming adequate flow are required at the Building Permit stage.

Alexandra Neighbourhood Development Agreement

- In accordance with the West Cambie Alexandra Neighbourhood Development Agreement, the applicant will be making a contribution of \$1,836.72 per unit (plus applicable interest) towards the total cost of infrastructure upgrades to the neighbourhood. Payment is due prior to the issuance of the Building Permit.

Analysis

Proposed Amendment to Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) Zone

- References to Cambie Road setback requirements are proposed to be inserted into the existing Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) zone in order to accommodate development at the subject site.
- At the time the ZLR24 zone was drafted, the subject area was not being actively developed; therefore, provisions for setbacks along Cambie Road were not referenced in the bylaw.
- The ZLR24 zone has facilitated housing developments in the neighbourhood with a similar character and the proposal complies with the intent, use, density, setbacks, height and other requirements of the ZLR24 zone.
- The ZLR24 Zone is proposed to be amended to include the following references to setback requirements along Cambie Road:
 - Cambie Road minimum public road setback: 7 m
 - Common entry features and unenclosed balconies located along the Cambie Road frontage may project into the public road setback for a maximum distance of: 2.5 m
 - A parking structure along the Cambie Road frontage may project into the public road setback, provided it is appropriately screened as specified by a Development Permit, but shall be no closer than: 3.8 m
- The setbacks proposed are appropriate for the context and proposed residential use. Additionally, the setbacks are greater than the setbacks required by the Low Rise Apartment (ZLR22)-Alexandra Neighbourhood (West Cambie) zone applied to the western adjacent mixed use development (the “Remy”).

Tree Retention and Replacement

- The applicant has submitted an Arborist Report and associated tree plan, which has been reviewed by the City Tree Preservation Coordinator. There are no valuable or viable trees located on this property.
- On-site trees have been assessed as high risk due to proximity to targets within the site or on surrounding lands due to pre-existing defects, or have been assessed as suffering from advanced health decline and/or significant structural defects in addition to conflicting with the development pattern.

Tree Review Synopsis

Tree Location	# of trees	Retention/Removal	Compensation
On-site: Hedgerow	31	There are no valuable or viable trees located on this property. On-site trees have been assessed as high risk considering their proximity to residential uses within the site or on surrounding lands due to pre-existing defects, and/or are suffering from advanced health decline or significant structural defects. In addition, trees conflict with the proposed site plan which is residential units above a level of parking.	Replacement planting at a ratio of 2:1 for the removal of on-site trees in accordance with the OCP.
Along Cambie frontage	5		
Additional on-site trees	6		
Joint ownership with eastern adjacent property, 9560 Cambie Road	5	Trees were previously topped and are identified for removal in the Arborist Report.	A Letter of Authorization is required from the adjacent property owner in order to remove these trees.*

- Landscape details, demonstrating the introduction of a minimum of 84 trees on-site in accordance with the 2:1 replacement requirement, will be further evaluated and a landscaping Letter of Credit will be secured in association with the Development Permit.
- If the required number of replacement trees cannot be accommodated on the site, the applicant will provide a cash-in-lieu contribution or will be required to plant replacement trees on City-owned property in an alternate location.
- The applicant has responded to the terms outlined to facilitate removal of on-site trees in advance of rezoning bylaw adoption and subsequent to successful Public Hearing.
 - The number of on-site trees to be removed has been reviewed and accepted by the City Tree Preservation Officer;
 - The development site plan is generally acceptable and will be further articulated in association with the Development Permit;
 - An active Development Permit (DP 10-557521) is in process on the subject site;
 - A preliminary landscape plan (**Attachment 2**) has been submitted to the City for consideration and will be improved upon in association with the Development Permit review process; and
 - A landscape security is required prior to issuance of the Tree Removal Permit. The security is based on the number of on-site trees identified for removal at a 2 to 1 replacement ratio ($42 \times (2 \times \$500) = \$42,000$).
- No trees on City property are affected by the proposal.

Amenity Space

- The proposed development will provide both indoor and outdoor common amenity spaces on-site, 104.7 m^2 ($1,127 \text{ ft}^2$) and 810 m^2 ($8,719 \text{ ft}^2$) respectively, which comply with the requirements of the OCP.
- Indoor amenity space is centrally located within immediate proximity to the main building entrance on the main floor and facilitates direct access to the common outdoor amenity area. Programming details associated with this space will be developed in association with the Development Permit (DP 10-557521).

* In the case that ownership of trees is contested, an updated survey plan indicating the diameter of the trunk and the specific location of the tree in relation to the property line will be required to determine percentage of ownership.

- The outdoor amenity space is accessible both via the indoor amenity space and pathways with direct access to Cambie Road and McKim Way. The Development Permit review process will undertake further design development of the outdoor space and will include review of the proposed location and programming of the children's play area. The review process will be informed by a shadow study that includes consideration of the impact of the adjacent western property (the "Remy") and how to minimize the affect of building shadows on outdoor programming.

Basic Universal Housing Features

- Dwelling units that provide all the accessibility provisions listed in Section 4.16 of the Zoning Bylaw are permitted a maximum per unit exemption of 1.86 m² (20 ft²) per unit to compensate for the additional costs associated with the construction. The exemption is intended to support the inclusion of aging in place provisions and to facilitate ready access, use and occupancy by persons with mobility challenges.
- Of the 135 units proposed, 122 units include basic universal housing features in accordance with the terms of the Zoning Bylaw. The location of units are indicated in Attachment 6.
- The provisions include specifications related to:
 - building access;
 - manoeuvring space and corridor width specifications;
 - floor surface conditions; and
 - bedroom, bathroom, kitchen, and patio design terms.

Crime Prevention Through Environmental Design (CPTED)

- The outward orientation of the residential units and outdoor patio spaces create opportunity for passive surveillance.
- The location of the indoor amenity space and orientation of west facing units similarly create opportunities for passive surveillance of the outdoor amenity area and north-south pathway.
- CPTED principles will be further reviewed as part of the Development Permit review process. Recommendations include:
 - Use of reflective white paint and minimizing the amount of solid walls in the parking levels;
 - Labelling of glazing used at elevator lobbies and vision panels in all doors leading to publicly accessible areas (exit stairs); and
 - Incorporation of low-level lighting within the courtyard and along the north-south walkway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.

Proposed Development Permit (DP 10-557521)

- The proposed building design will be reviewed by the Advisory Design Panel (ADP) as part of the Development Permit review process. The Panel's comments will be considered in association with the following comments from staff, which identify items highlighted for further discussion and/or design development. The review process will consider:
 - Further review and design development of the retaining walls fronting roads to minimize the impact of the change in elevation between the street and private patios and entrances. The target change in grade is between 1.2-1.5 m (4 – 5 ft.); however, the impact of the combination of the minimum flood construction level (2.6 m geodetic) within this neighbourhood, the elevation of the adjacent road, and the limited space for grade transition will be considered as part of the detailed

review process. The applicant is required to substantiate the proposed changes in elevation on the plans by providing detailed elevations and sections;

- The height and design of retaining walls at the corner of McKim Way and May Drive requires further design development. The transition area in this location is especially narrow (minimum 0.5 m) due to constraints resulting from the required road dedication and design of the enclosed parking level;
- Design development at the lobby entrance to treat blank walls with variation in material and/or color and to investigate options for the treatment of the lobby roof to maximize opportunity to green the overlook condition and contribute to establishing a distinctive break in the building that marks the main entrance.
- Consideration of opportunities to maximize diversity of texture, materials, color to further break the building's long façade.
- The intersection of Cambie Road and May Drive is a gateway into the neighbourhood. Due to its significant visibility, further opportunity to establish a strong anchor at this corner will be considered (inclusion of public art, further roof parapet development, infusion of color/unique material palette);
- Consideration of the location of the children's outdoor play area and outdoor amenity programming based on consideration of the shadow impacts from the adjacent western development (the "Remy");
- Substantiation of truck turning movements and confirmation from a hauler that the turning radius provided can accommodate collection trucks; and
- Demonstration of separation between tandem parking stalls and regular parking spaces within the enclosed parking level.

Potential Future Development Variance Permit

- The development proposal accommodates the proposed density, responds to the West Cambie Area Plan design guidelines, and generally exceeds the minimum setback requirements despite a limited total site area. The standard minimum lot area required for medium density residential development within the West Cambie Area Plan is 1.0 ha (2.46 acres); however, the proposed development is supported on the basis of the orphaned lot's demonstration that the proposed density can be accommodated on the 0.59 ha (1.5 acres) site while responding to the terms in the West Cambie Area Plan.
- As a result of its restricted site size, a variance to permit a 1% increase in lot coverage may be associated with the DP (DP10-557521), as well as a minor variance to the permitted drive aisle width in specific locations within the parkade, which will be considered in detail as part of the Development Permit review process.

Financial Impact or Economic Impact

No financial or economic impact is anticipated as a result of the proposed development.

Conclusion

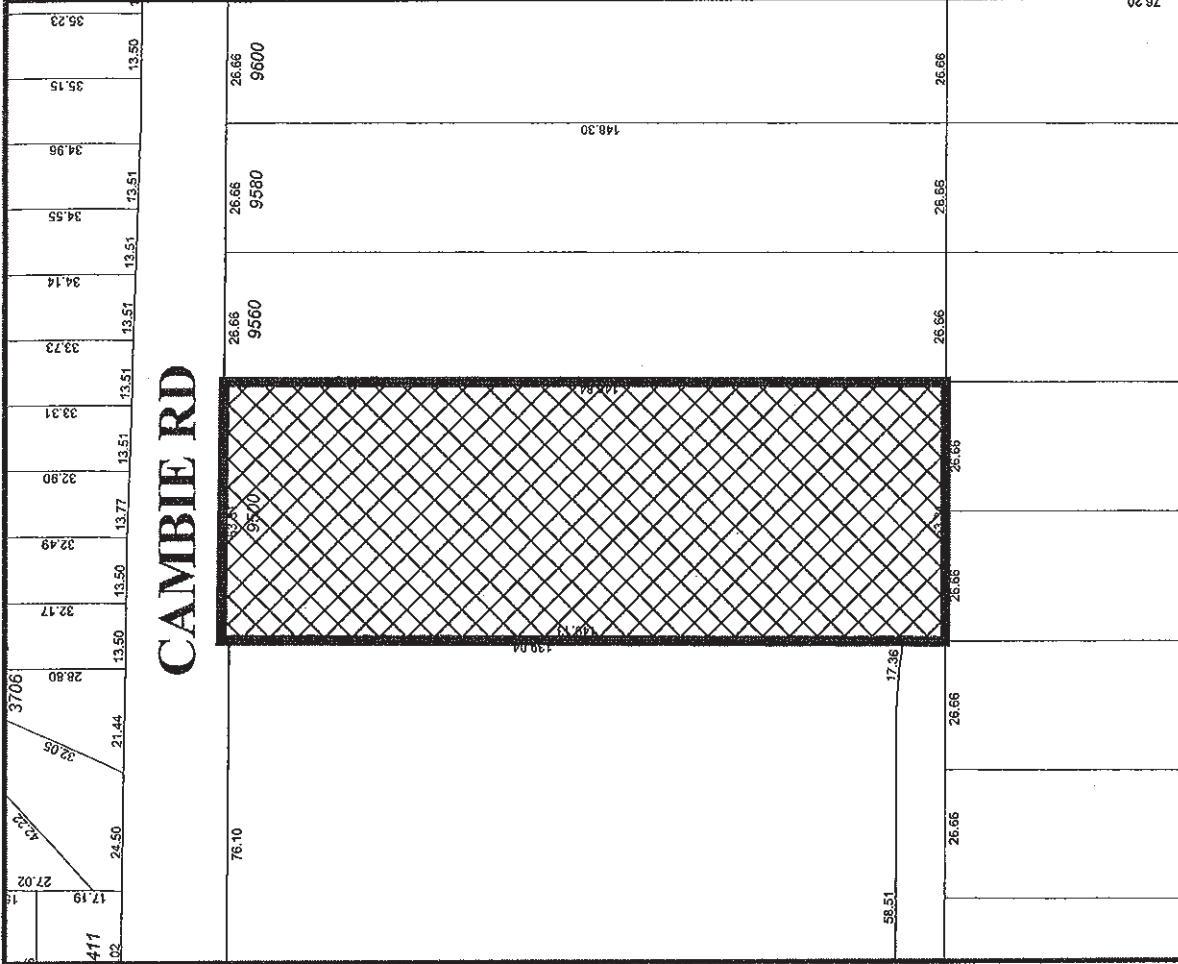
The applicant has demonstrated the feasibility of accommodating the proposed density within a building that responds to its immediate context and to the West Cambie Area Plan design guidelines. Further, the development will comply with the City's DEU policy for the Alexandra neighbourhood and will connect to the City's DEU system. Based on the proposal's accommodation of the proposed mass and density on-site, in addition to the project's comprehensive response to City policies and guidelines for the neighbourhood, staff recommend that the proposed development be approved to proceed.




Diana Nikolic, MCIP
Planner II (Urban Design)
DN:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Site Location within Alexandra Neighbourhood
- Attachment 5: Location of Affordable Housing Units
- Attachment 6: Sustainability Checklist (provided by applicant)
- Attachment 7: Location of Units with Basic Universal Housing Features
- Attachment 8: Rezoning Considerations






City of Richmond

RZ 10-557519

Original Date: 01/14/11

Revision Date:

Note: Dimensions are in METRES



PH 112



RZ 10-557519

Original Date: 01/14/11

Revision Date:

Note: Dimensions are in METRES

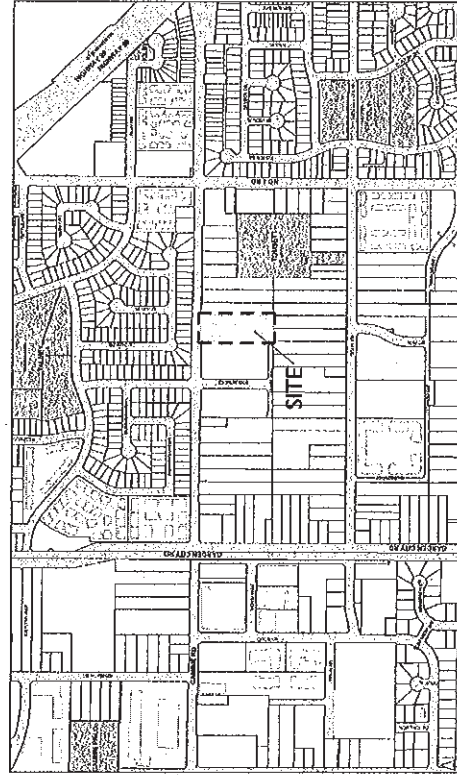
PH - 113

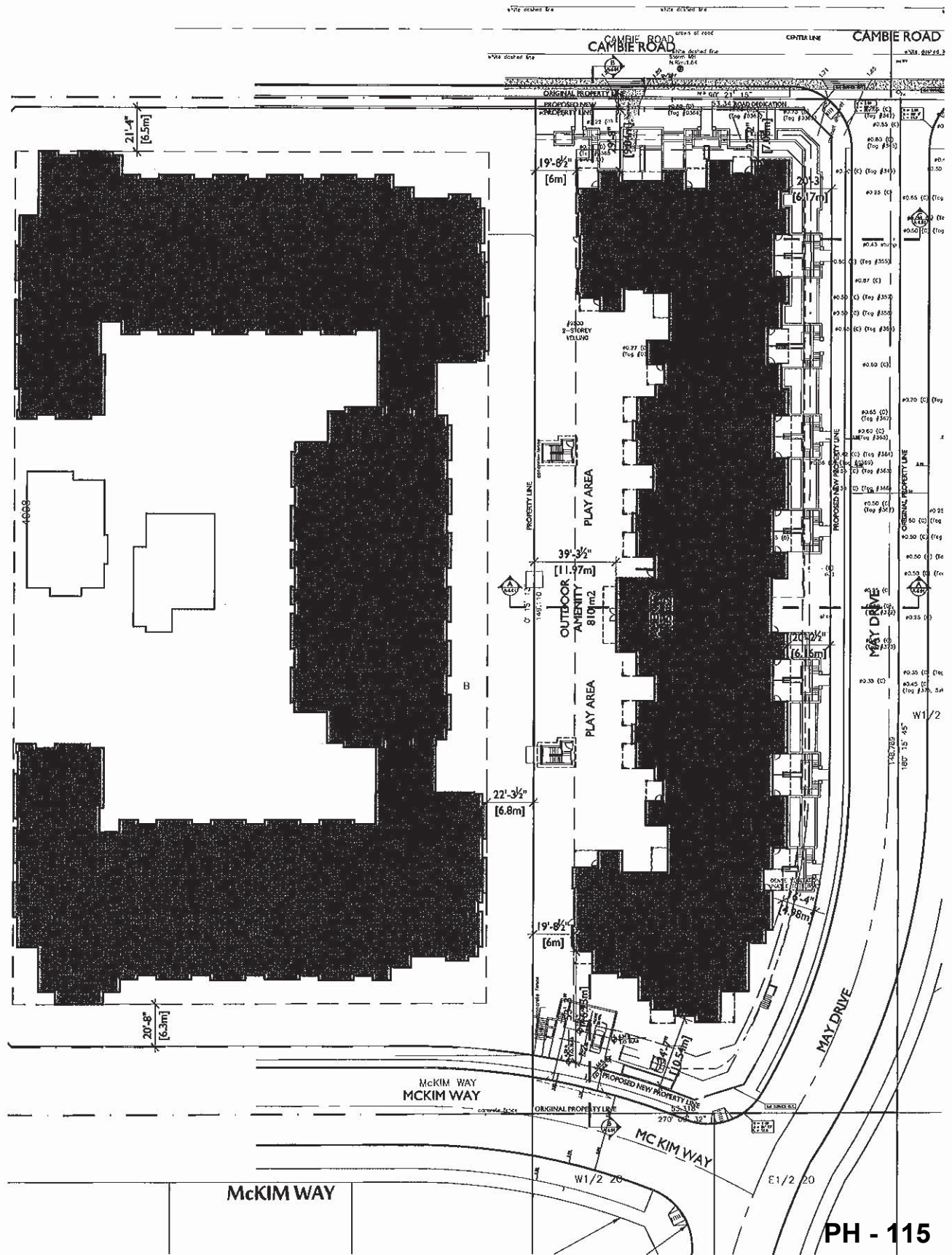
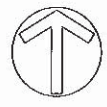
PROJECT DATA

[illegible]

LOCATION PLAN

CONTACT LIST	CLIENT - OWNER	<p>Joe Hagedorn 5452 20th Avenue Boulder, CO 80504 Tel: (303) 440-2000 Fax: (303) 440-2008 Toll-free: 800-557-5381</p>
	ARCHITECT	<p>GMR Architects Research Inc. 10000 10th Avenue Westminster, CO 80040 Tel: (303) 426-1111 Fax: (303) 426-1229 Email: gmr@gmrarchitect.com</p>
	LANDSCAPE ARCHITECT	<p>PRG Green Landscape Architects PC 2525 25th Street, Suite 200 Boulder, CO 80502 Tel: (303) 440-4400 Fax: (303) 440-4973 Email: prg@prglandscape.com</p>
	SURVEYOR	<p>J.C. Stewart Associates 1100 10th Avenue Boulder, CO 80502 Tel: (303) 440-6819 Fax: (303) 440-6829 Website: www.jcstewart.com</p>
	ASBESTOS	<p>Asbestos Team GMR Architects Research Inc. 10000 10th Avenue Westminster, CO 80040 Tel: (303) 426-1111 Fax: (303) 426-1229 Email: gmr@gmrarchitect.com</p>
	TRAVEL CONSULTANT	<p>Travel Management Solutions 444 Academy Ave. Boulder, CO 80501 Tel: (303) 440-5151 Fax: (303) 440-5175 Website: www.tmsol.com</p>
	CRS ENGINEER	<p>Chris Viles 2000 20th Avenue, Suite 100 Boulder, CO 80501 Tel: (303) 440-0000 Fax: (303) 440-0001 Email: Chris@crsconsulting.com</p>





NOTES
 NO REVISIONS



KEYNOTES
 1. ALL DIMENSIONS ARE IN FEET AND INCHES
 2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE
 3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE

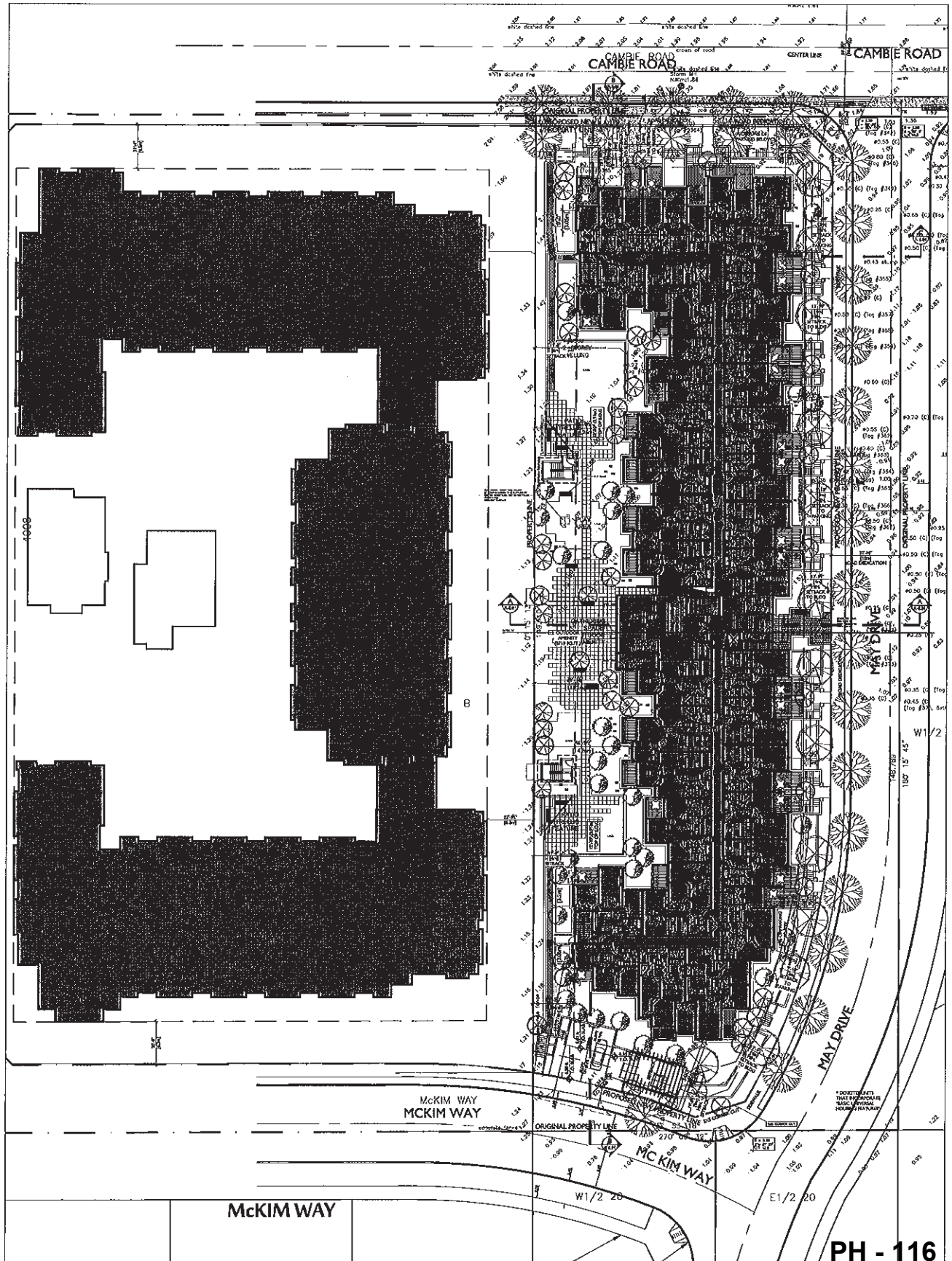
9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

SITE PLAN

DATE: 10/20/2010
 DRAWN BY: JTC
 CHECKED BY: JTC
 SCALE: 1"=40'-0"
 JOB NUMBER: 1031

A-1.00



NOTES

CAMBIE ROAD

9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

PARKING

DATE: 11.07.09
 DRAWN BY: PS
 CHECKED BY: JCF
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1031

A-2.01



PARKING STALL SIZES AND COUNT

SMALL CAR STALLS
 SIZE: 9'0" x 5'0"
 NO. = 94 (92%)

STANDARD CAR STALLS
 SIZE: 10'0" x 5'0"
 NO. = 108 (51%)

SMALL CAR STALLS
 SIZE: 9'0" x 5'0"
 NO. = 94 (92%)

STANDARD CAR STALLS
 SIZE: 10'0" x 5'0"
 NO. = 108 (51%)

HANDICAP STALL

PROPERTY LINE

PROPERTY LINE

204 CARS
 169 BIKES

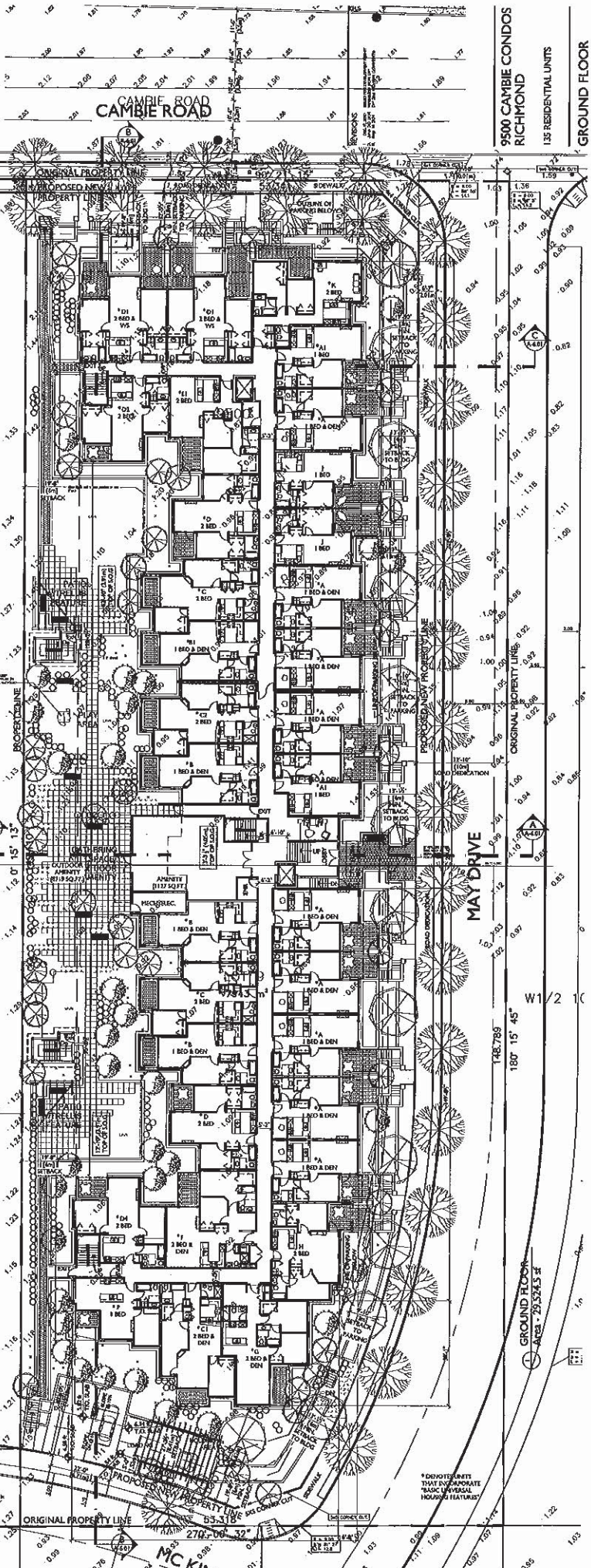
25 VISITORS

MAY DRIVE

ROAD DEDICATION

PARKING
 Area: 54,163.9'

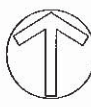
NOTES
 1. SEE SHEET A-3.01 FOR GENERAL NOTES



9500 CAMBIE CONDOS
RICHMOND
 135 RESIDENTIAL UNITS
GROUND FLOOR

DATE: 21 OCT 2010
 DRAWN BY: RJS
 CHECKED BY: JLS
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1031

A-3.01



NOTES
NO DIMENSIONS

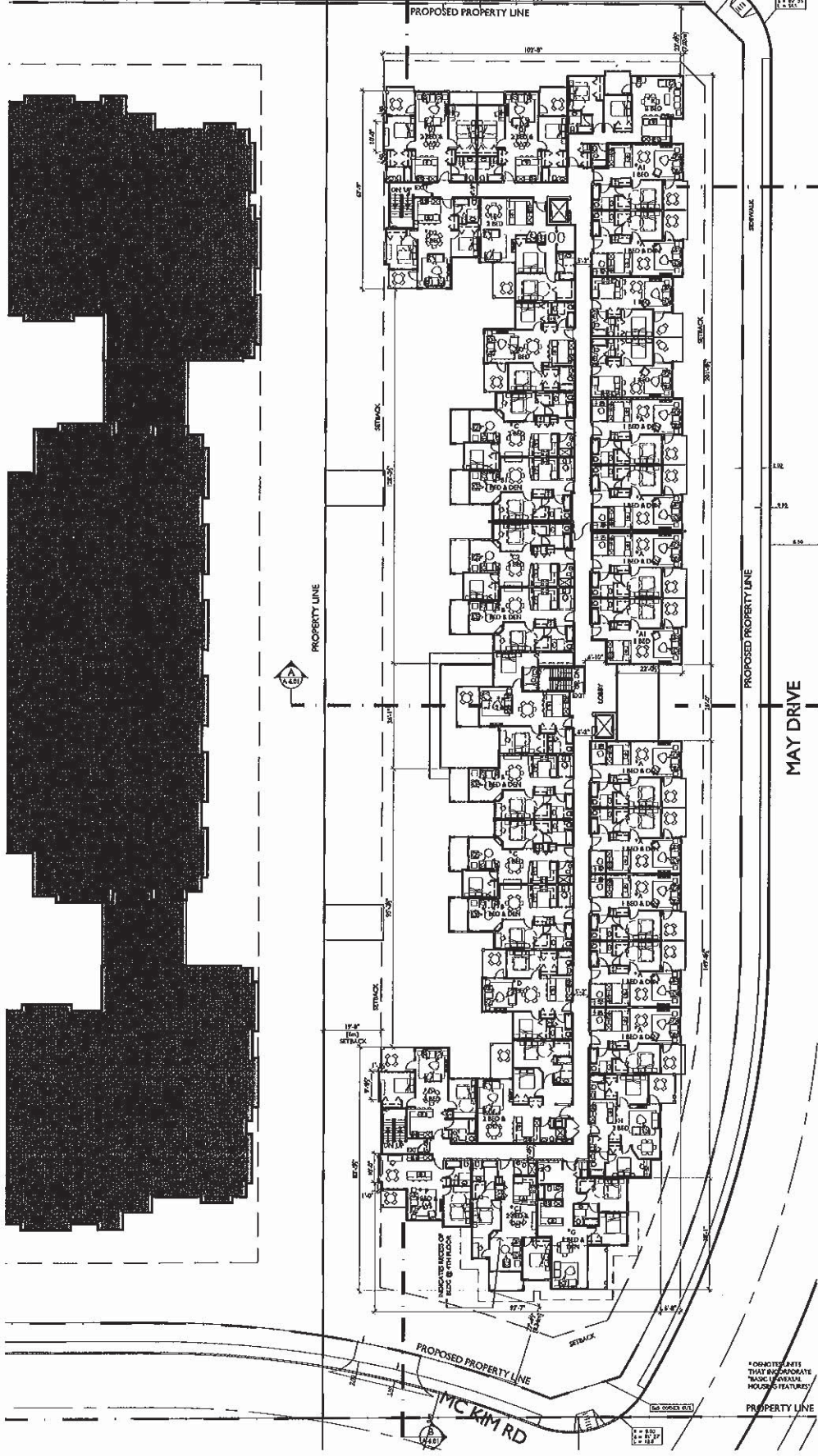
REVISIONS
1. 20.10.2018
2. 20.10.2018
3. 20.10.2018

9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS

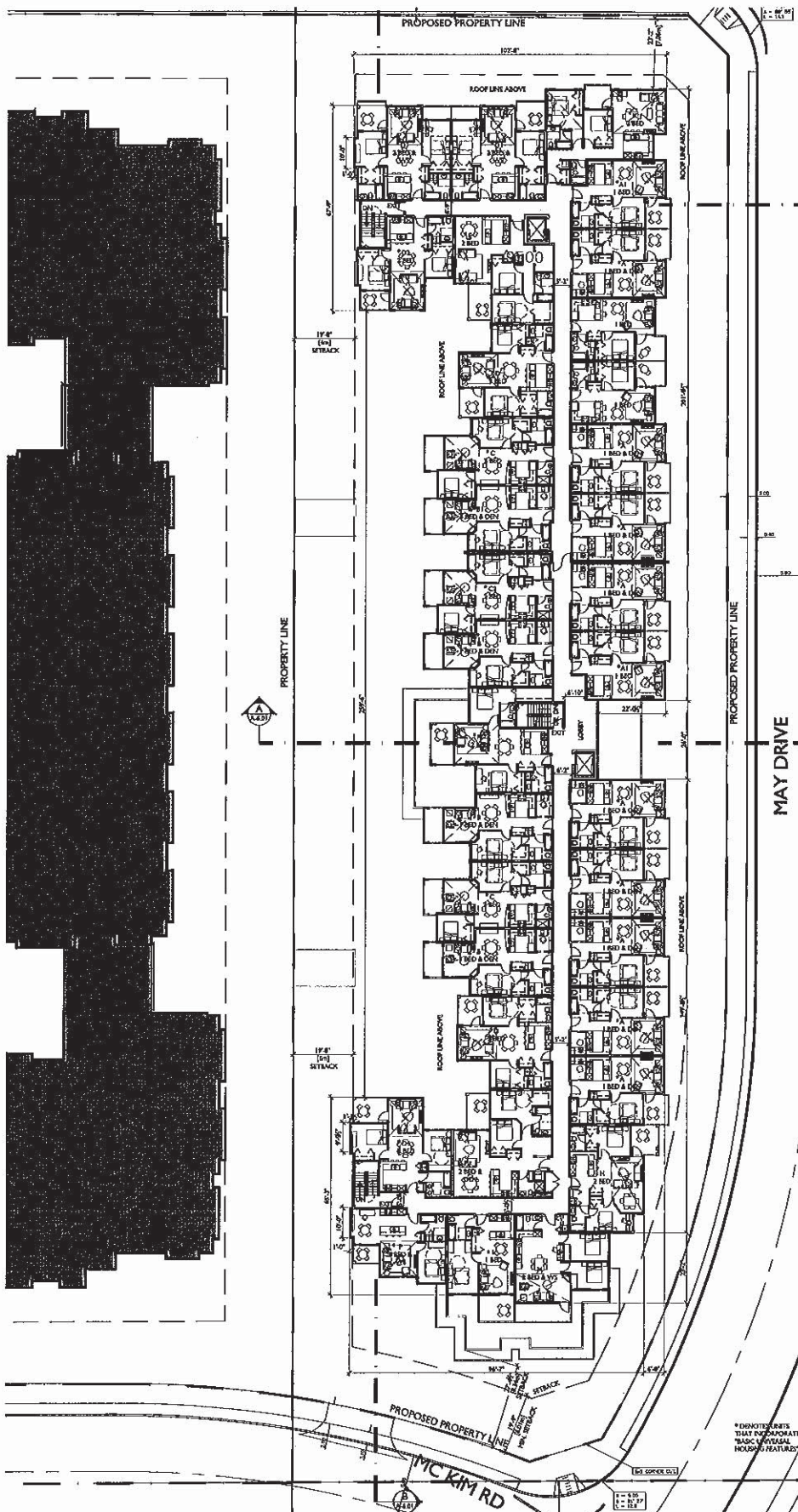
TYPICAL FLOOR

DATE: 21 OCT 2018
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1031

A-3.02



FLOOR PLAN FOR 2nd & 3rd FLOOR
Area = 23,542.67 sq



① 4th FLOOR
② Area - 27,989.4 sf

* DENOTES UNITS
THAT INCORPORATE
"BASIC UNIVERSAL
HOUSING FEATURES"

NOTES
 1. SEE SHEET A-3.04 FOR DETAILS

REVISIONS
 1. SEE SHEET A-3.04 FOR DETAILS
 2. SEE SHEET A-3.04 FOR DETAILS
 3. SEE SHEET A-3.04 FOR DETAILS

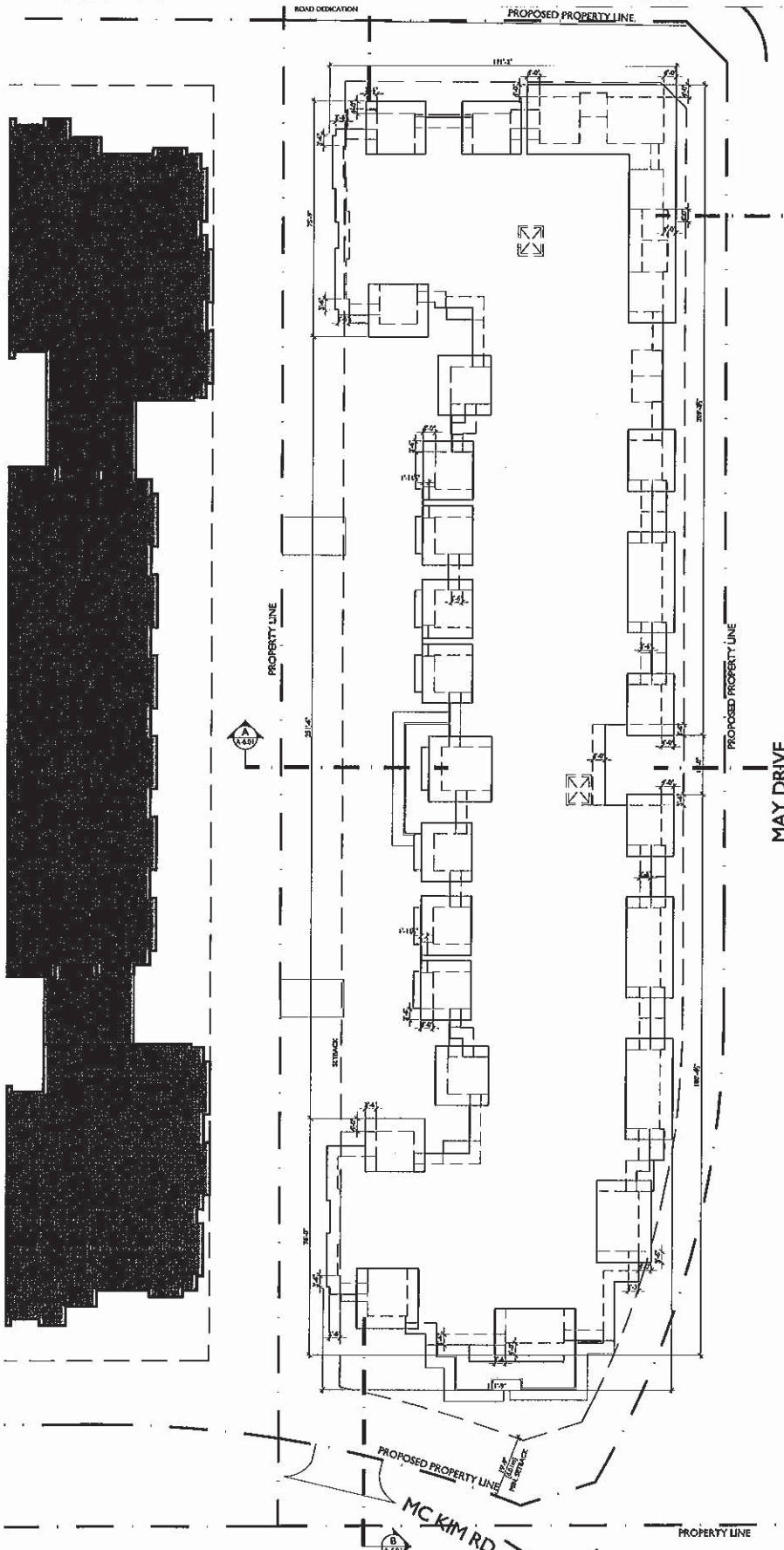
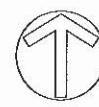
9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

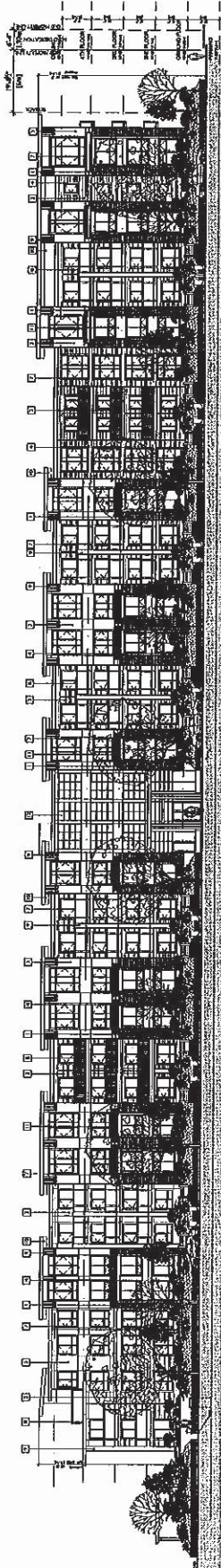
ROOF PLAN

DATE	11/07/2014
DRAWN BY	PC
CHECKED BY	
SCALE	1/8" = 1'-0"
DESIGNED BY	1031

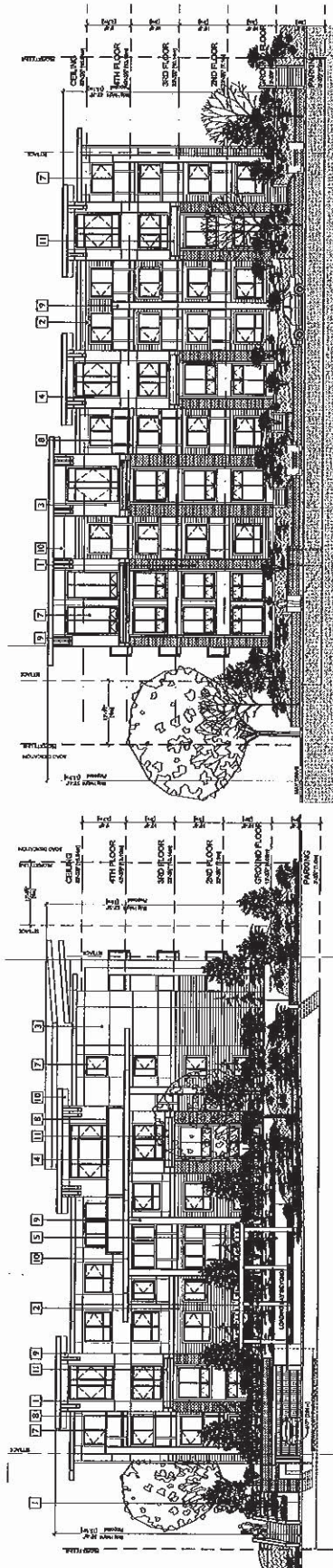
A-3.04



NOTES
 1. SEE NOTES ON DRAWING

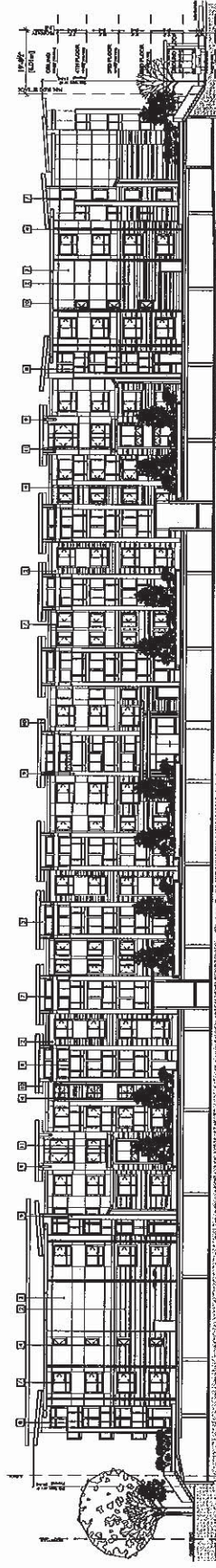


1 FRONT ELEVATION / EAST
 Scale: 1/16"=1'-0"



2 SIDE ELEVATION / SOUTH
 Scale: 3/32"=1'-0"

3 SIDE ELEVATION / NORTH
 Scale: 3/32"=1'-0"



4 REAR ELEVATION / WEST
 Scale: 1/16"=1'-0"

MATERIAL LEGEND

1	BRICK
2	HARDY PLANK & HORIZONTAL
3	HARDY PANEL (RY-REGLET REVEAL)
4	HARDY PANEL TRIM BOARD
5	EXPOSED CONCRETE
6	CLEAR DOUBLE GLAZING
7	VINYL WINDOW FRAMES
8	ALUMINUM & GLASS GUARDRAIL
9	PAINTED BRACKET, COLUMNS AND PAGA BOARDS
10	PAINTED BRACKET, COLUMNS AND PAGA BOARDS
11	BALCONY & EAVE SORTS
12	ASPHALT SHINGLES ROOF
13	ALUMINUM WINDOW WALL

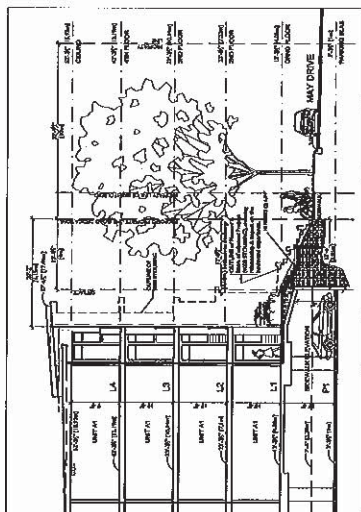
REVISIONS
 1. SEE NOTES ON DRAWING
 2. SEE NOTES ON DRAWING

9500 CAMBIE CONDOS
 RICHMOND
 133 RESIDENTIAL UNITS

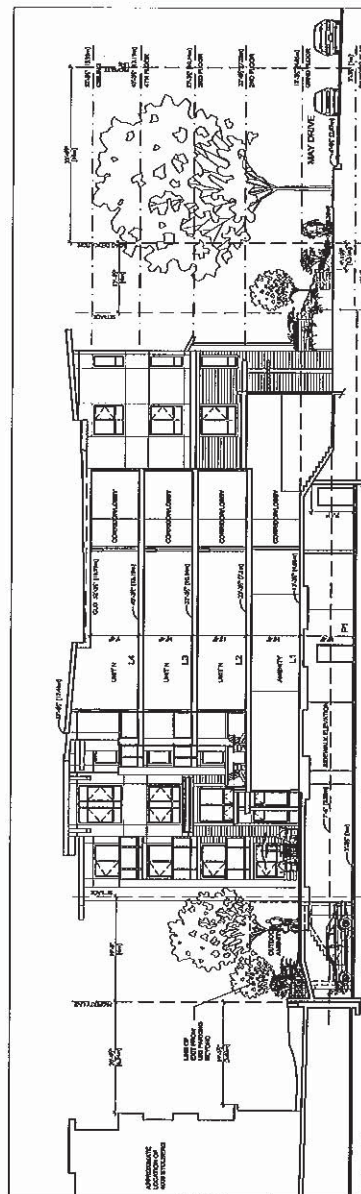
ELEVATIONS

DATE	21 OCT 2003
DRAWN BY	BY
CHECKED BY	DATE 1/1/04
SCALE	1031

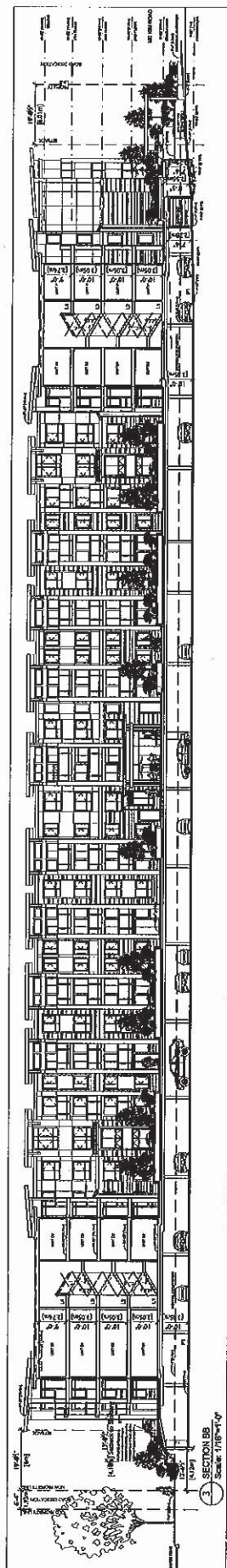
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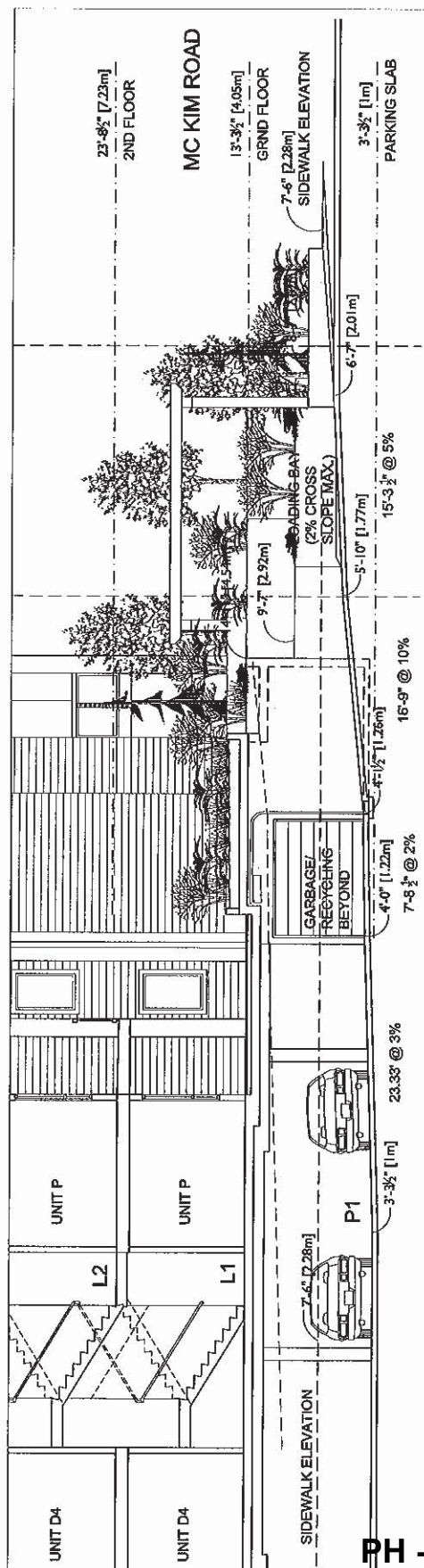
SECTION C
Scale: 3/32"=1'-0"



2. SECTION AA
Scale: 3/32" = 1'-0"



3 SECTION BB
Scale: 1/16"=1'-0"



4 SECTION 88 - ENLARGED RAMP SECTION

LEGEND

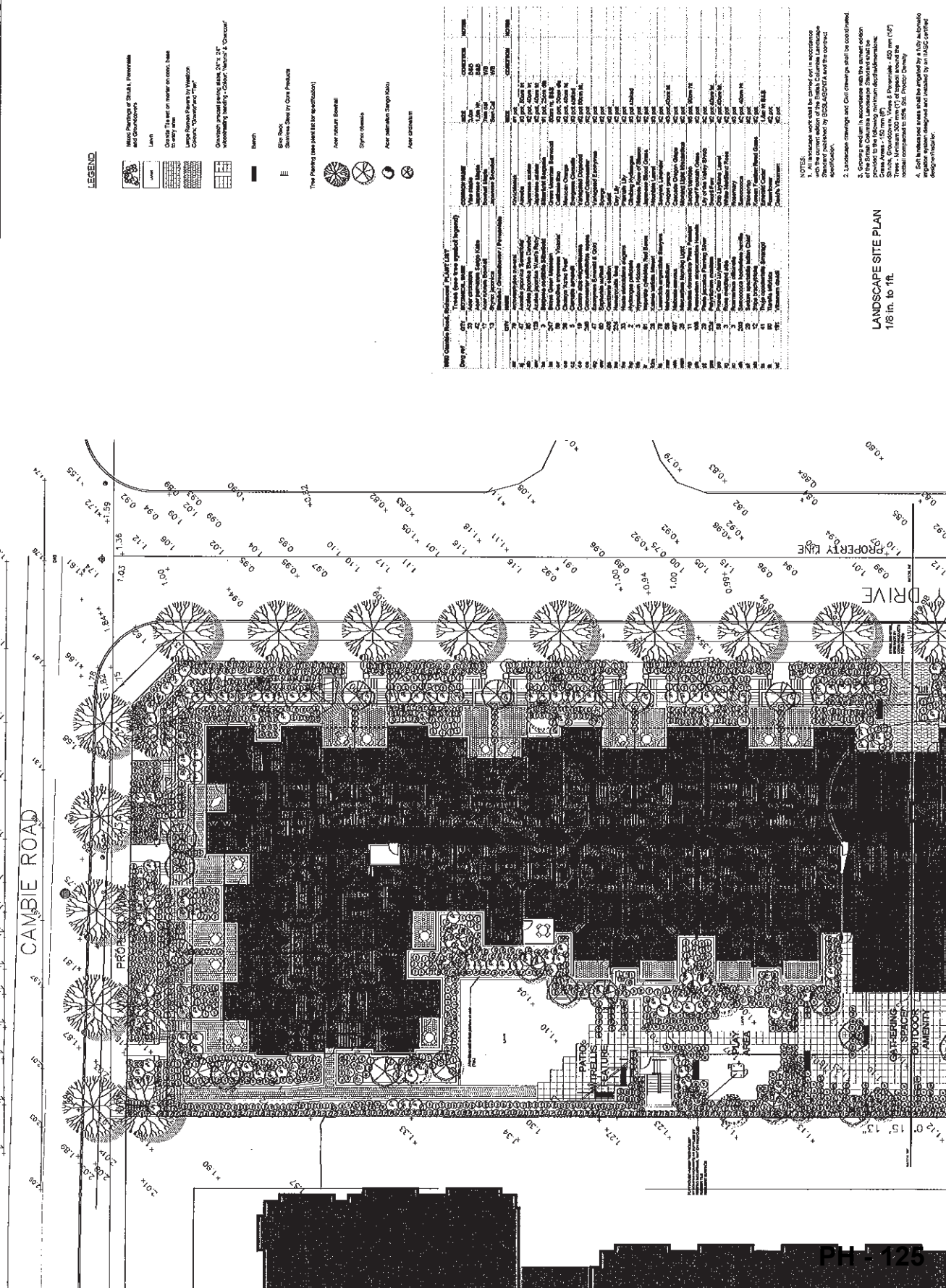


SY	YR	THREE (one free optional) Reported	COMPANY NAME	IND	SALES	ASSETS	EMP	COMMENTS	STATUS
					1000	1000			
12	12	12	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
13	13	13	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
14	14	14	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
15	15	15	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
16	16	16	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
17	17	17	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
18	18	18	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
19	19	19	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
20	20	20	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
21	21	21	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
22	22	22	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
23	23	23	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
24	24	24	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
25	25	25	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
26	26	26	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
27	27	27	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
28	28	28	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
29	29	29	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
30	30	30	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
31	31	31	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
32	32	32	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
33	33	33	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
34	34	34	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
35	35	35	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
36	36	36	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
37	37	37	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
38	38	38	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
39	39	39	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
40	40	40	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
41	41	41	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
42	42	42	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
43	43	43	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
44	44	44	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
45	45	45	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
46	46	46	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
47	47	47	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
48	48	48	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
49	49	49	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
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56	56	56	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES
57	57	57	Amstar Corp	26	3,700	5,600	10,000	SALES	SALES

NOTES:

1. All design work shall be carried out in accordance with the current edition of the British Columbia Landscape Standard published by BCSC/LANDSCAPE and the contract specification.
2. Landscape drawings and Civil drawings shall be coordinated.
3. A. Soil landscape areas shall be irrigated by a fully automatic irrigation system designed and installed by an IADC certified contractor.

LANDSCAPE SITE PLAN
1/8 in. to 1 ft.





9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
UNIT PLANS

NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE GIVEN TO THE CENTER OF THE WALL UNLESS OTHERWISE NOTED.

2. ALL WALLS ARE 1/2" THICK UNLESS OTHERWISE NOTED.

3. ALL DOORS ARE 3'0" WIDE UNLESS OTHERWISE NOTED.

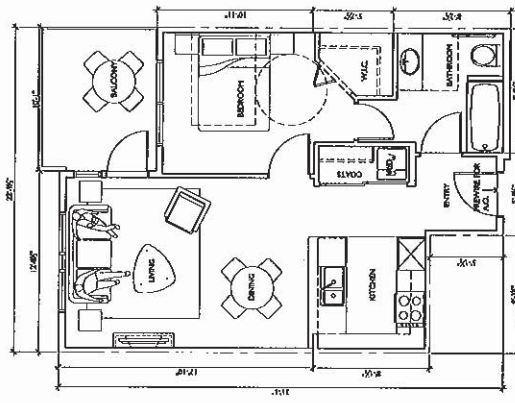
4. ALL WINDOWS ARE 6'0" WIDE UNLESS OTHERWISE NOTED.

5. ALL FLOORS ARE 4" THICK CONCRETE UNLESS OTHERWISE NOTED.

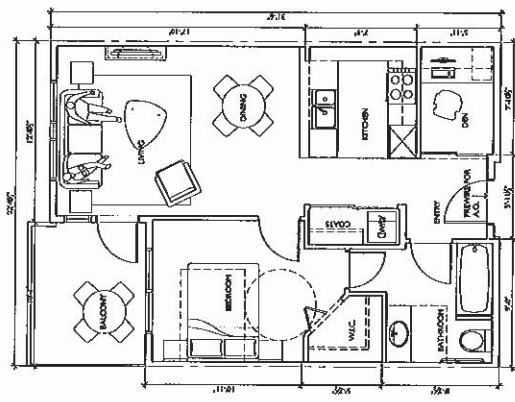
6. ALL CEILINGS ARE 8'0" HIGH UNLESS OTHERWISE NOTED.

7. ALL STAIRS ARE 4'0" WIDE UNLESS OTHERWISE NOTED.

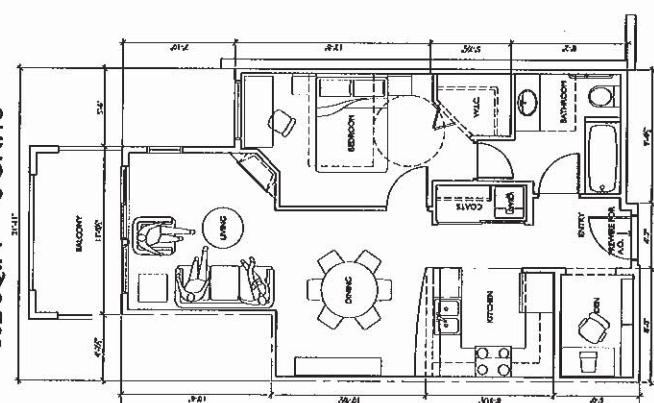
8. ALL ELEVATORS ARE 4'0" WIDE UNLESS OTHERWISE NOTED.



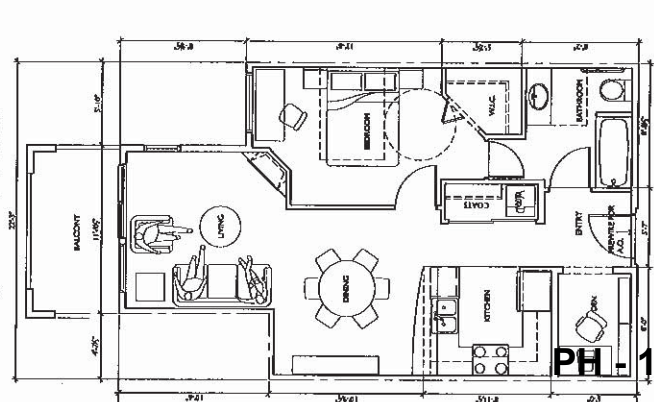
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602 SQ.FT 8 UNITS



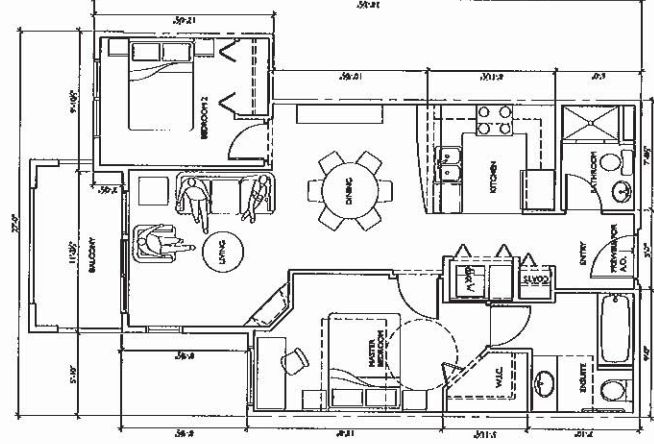
* UNIT A - 1 BED & DEN
648 SQ.FT 36 UNITS



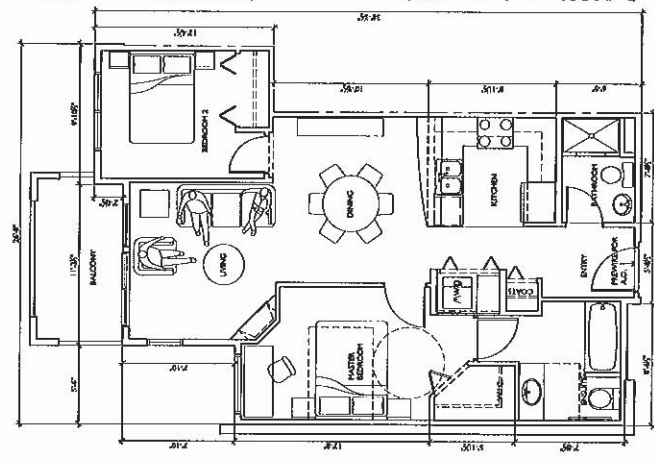
* UNIT B1 - 1 BED & DEN
693 SQ.FT 4 UNITS



* UNIT B - 1 BED & DEN
706 SQ.FT 12 UNITS



* UNIT C - 2 BED & 2 BATH
823 SQ.FT 8 UNITS



* UNIT C2 - 2 BED & 2 BATH
811 SQ.FT 4 UNITS

A-4:01

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

2. SEE ARCHITECT'S NOTES FOR MATERIALS AND FINISHES.

3. SEE ELECTRICAL SYMBOLS FOR LIGHTING AND ELECTRICAL EQUIPMENT.

4. SEE MECHANICAL SYMBOLS FOR HEATING AND VENTILATION EQUIPMENT.

5. SEE PLUMBING SYMBOLS FOR SINKS, TUBS, SHOWERS, AND TOILETS.

6. SEE PAINT SYMBOLS FOR WALL, CEILING, AND FLOOR FINISHES.

7. SEE FLOORING SYMBOLS FOR CARPET, TILE, AND LAMINATE FINISHES.

8. SEE CEILING SYMBOLS FOR DROPPED CEILING AND RECESSED LIGHTING.

9. SEE WALL SYMBOLS FOR PARTITION WALLS AND GLASS PARTITIONS.

10. SEE DOOR SYMBOLS FOR SWUNG DOORS AND SLIDING DOORS.

11. SEE WINDOW SYMBOLS FOR DOUBLE-HUNG WINDOWS AND CASING WINDOWS.

12. SEE FURNITURE SYMBOLS FOR SOFAS, CHAIRS, AND TABLES.

13. SEE APPLIANCE SYMBOLS FOR REFRIGERATOR, STOVE, AND DISHWASHER.

14. SEE CLOSET SYMBOLS FOR CLOSET AND LINEN CLOSET.

15. SEE BATH SYMBOLS FOR TUB, SHOWER, AND TOILET.

16. SEE KITCHEN SYMBOLS FOR SINK, STOVE, AND REFRIGERATOR.

17. SEE LIVING SYMBOLS FOR SOFA, CHAIR, AND TABLE.

18. SEE DINING SYMBOLS FOR CHAIR, TABLE, AND SEAT.

19. SEE BEDROOM SYMBOLS FOR BED, DRESSER, AND CHAIR.

20. SEE BATHROOM SYMBOLS FOR TUB, SHOWER, AND TOILET.

21. SEE CLOSET SYMBOLS FOR CLOSET AND LINEN CLOSET.

22. SEE FURNITURE SYMBOLS FOR SOFAS, CHAIRS, AND TABLES.

23. SEE APPLIANCE SYMBOLS FOR REFRIGERATOR, STOVE, AND DISHWASHER.

24. SEE CLOSET SYMBOLS FOR CLOSET AND LINEN CLOSET.

25. SEE BATH SYMBOLS FOR TUB, SHOWER, AND TOILET.

26. SEE KITCHEN SYMBOLS FOR SINK, STOVE, AND REFRIGERATOR.

27. SEE LIVING SYMBOLS FOR SOFA, CHAIR, AND TABLE.

28. SEE DINING SYMBOLS FOR CHAIR, TABLE, AND SEAT.

29. SEE BEDROOM SYMBOLS FOR BED, DRESSER, AND CHAIR.

30. SEE BATHROOM SYMBOLS FOR TUB, SHOWER, AND TOILET.

31. SEE CLOSET SYMBOLS FOR CLOSET AND LINEN CLOSET.

32. SEE FURNITURE SYMBOLS FOR SOFAS, CHAIRS, AND TABLES.

33. SEE APPLIANCE SYMBOLS FOR REFRIGERATOR, STOVE, AND DISHWASHER.

34. SEE CLOSET SYMBOLS FOR CLOSET AND LINEN CLOSET.

35. SEE BATH SYMBOLS FOR TUB, SHOWER, AND TOILET.

36. SEE KITCHEN SYMBOLS FOR SINK, STOVE, AND REFRIGERATOR.

37. SEE LIVING SYMBOLS FOR SOFA, CHAIR, AND TABLE.

38. SEE DINING SYMBOLS FOR CHAIR, TABLE, AND SEAT.

39. SEE BEDROOM SYMBOLS FOR BED, DRESSER, AND CHAIR.

40. SEE BATHROOM SYMBOLS FOR TUB, SHOWER, AND TOILET.

41. SEE CLOSET SYMBOLS FOR CLOSET AND LINEN CLOSET.

42. SEE FURNITURE SYMBOLS FOR SOFAS, CHAIRS, AND TABLES.

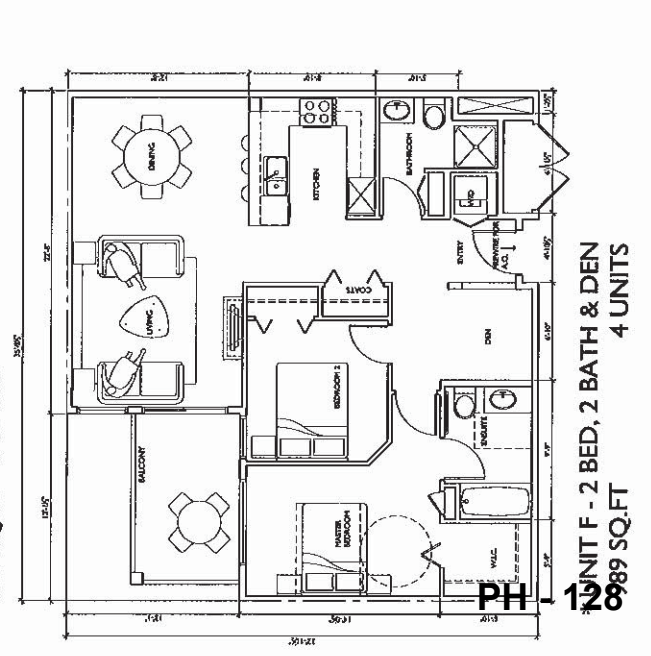
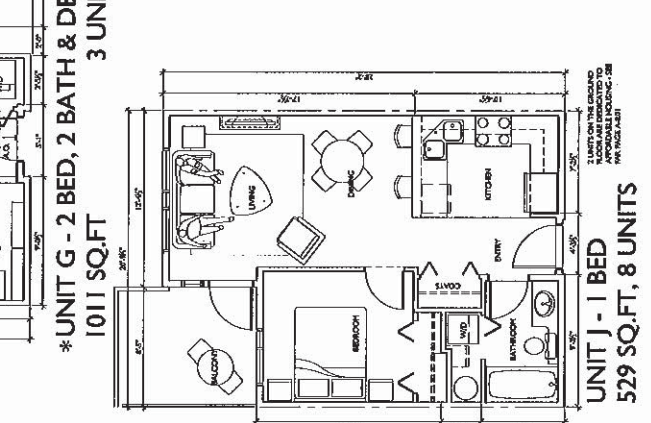
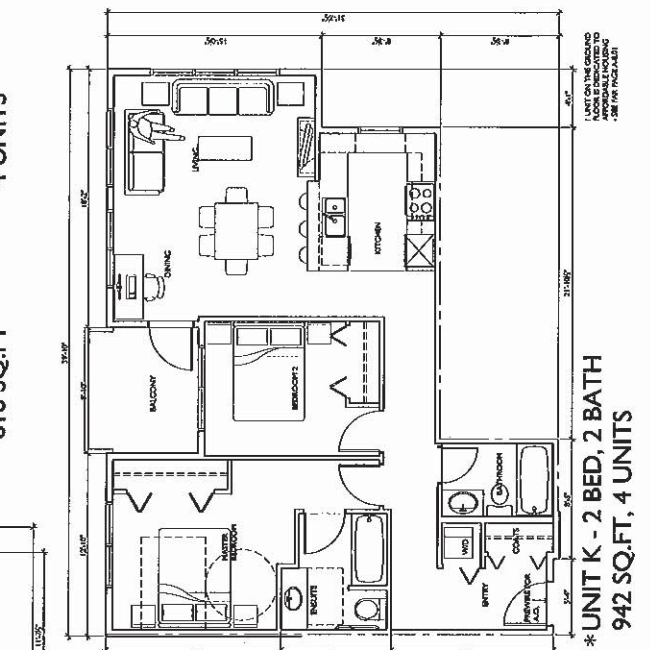
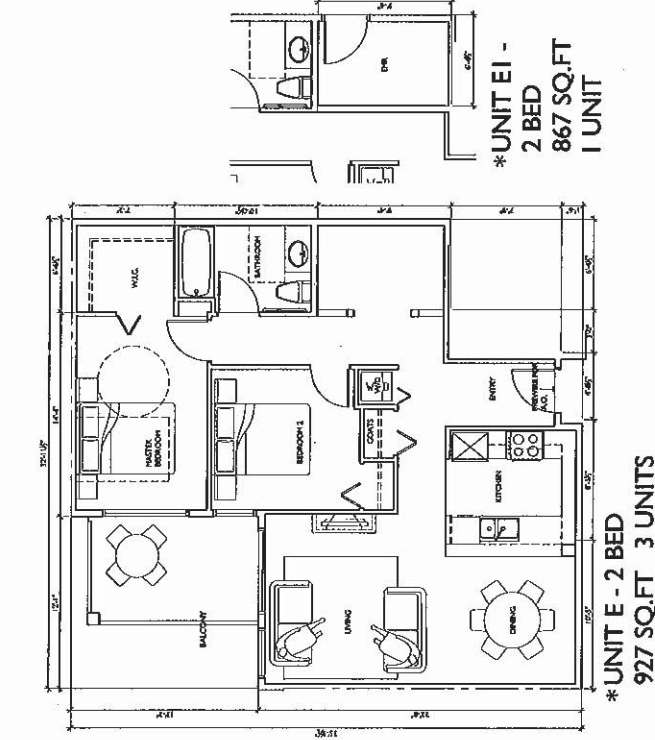
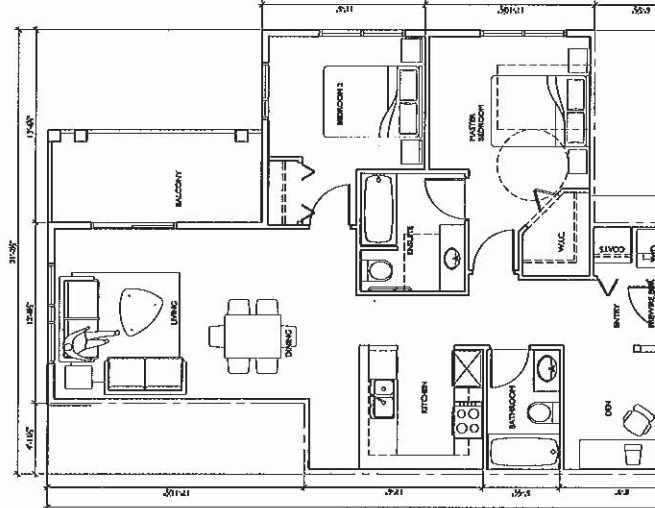
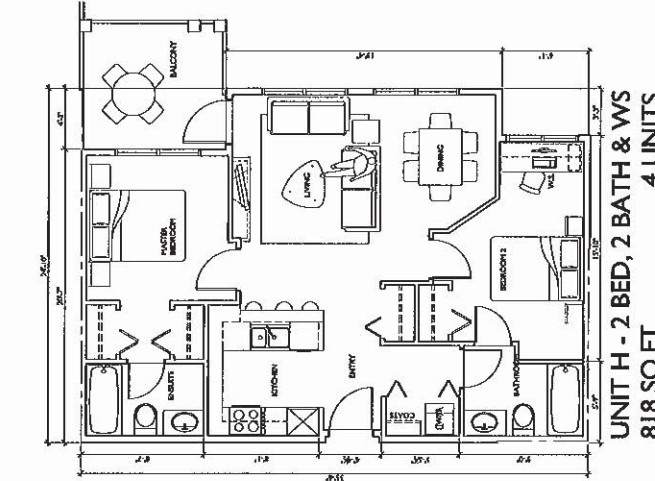
43. SEE APPLIANCE SYMBOLS FOR REFRIGERATOR, STOVE, AND DISHWASHER.

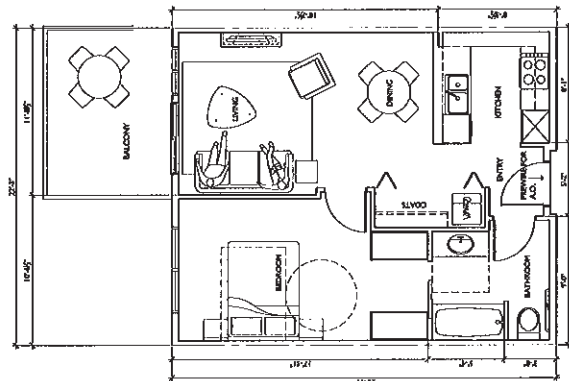
44. SEE CLOSET SYMBOLS FOR CLOSET AND LINEN CLOSET.

45. SEE BATH SYMBOLS FOR TUB, SHOWER, AND TOILET.

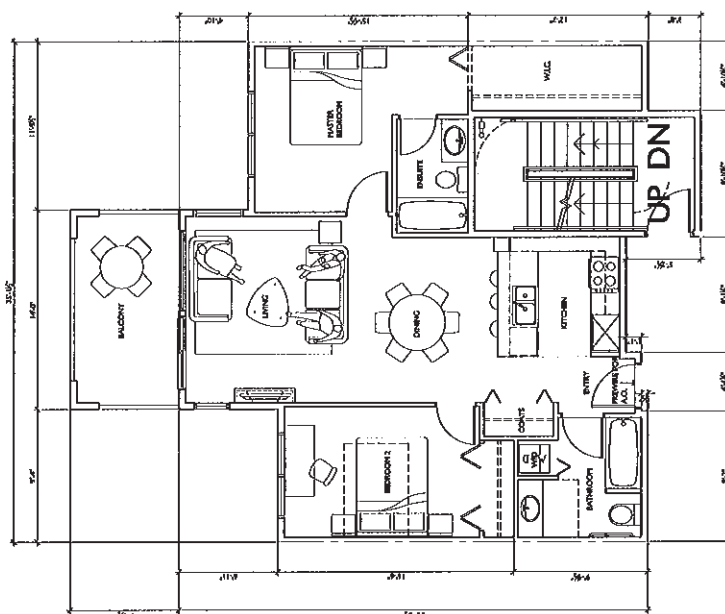
46. SEE KITCHEN SYMBOLS FOR SINK, STOVE, AND REFRIGERATOR.

47. SEE LIVING SYMBOLS FOR SOFA, CHAIR, AND TABLE.

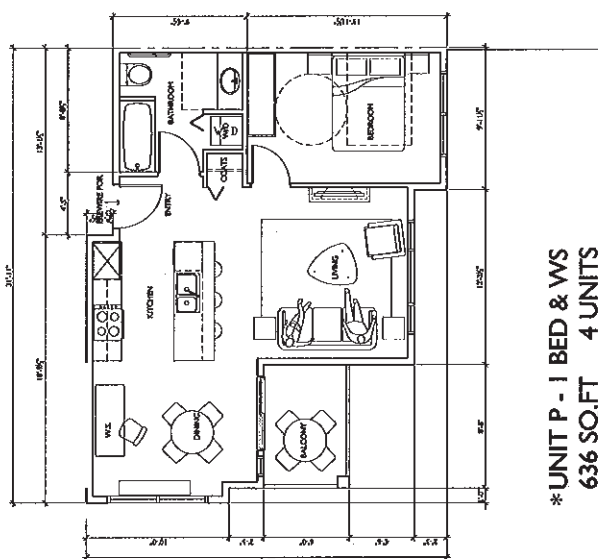




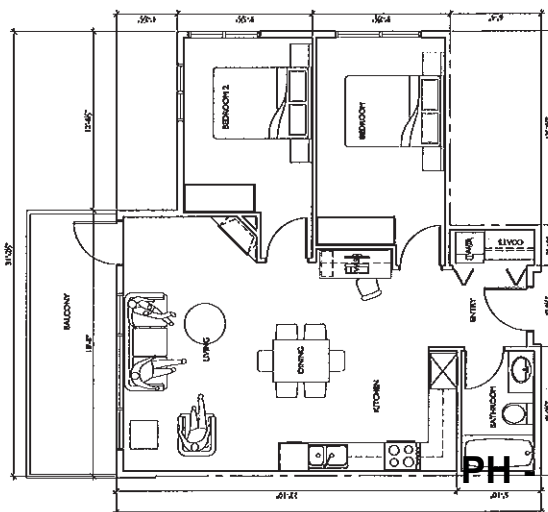
*UNIT L - 1 BED & DEN
597 SQ.FT 1 UNIT



****UNIT N - 2 BED & 2 BATH**
921 SQ.FT 3 UNITS



***UNIT P - 1 BED & WS
636 SQ.FT 4 UNITS**



2 UNIT M - 2 BED & WS
9 983 SQ.FT 1 UNIT



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 10-557519

Attachment 3

Address: 9500 Cambie Road

Applicant: GBL Architects Inc.

Planning Area(s): West Cambie Area Plan (Alexandra Neighbourhood)

	Existing	Proposed
Owner:	0890784 BC Ltd	0890784 BC Ltd
Site Size (m²):	7943 m2 (85,501 ft ²)	5976.4 m2 (64,331 ft ²)
Land Uses:	single family	multi-family
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Residential Area 1	Residential Area 1
Zoning:	Single Detached (RS1/F)	Low Rise Apartment (ZLR24)
Number of Units:	1	135

On Future Subdivided Lots	Low Rise Apartment (ZLR24) Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.5 FAR may be increased to 1.7 FAR provided 0.066 FAR is secured as affordable housing.	1.69 FAR, which includes 0.0672 FAR to be secured as affordable housing	none permitted
Lot Coverage – Building:	Max. 45%	47.6%	variance required in association with DP
Lot Size (min. dimensions):	n/a	n/a	none
Road Setback – Cambie Road (m):	7.0 m; however, entry features and unenclosed balconies may project a maximum 2.5 m, parking structure may project but shall be no closer than 3.8 m	building: 7.0 m unenclosed balconies projections: 2.2 m parkade: 3.8 m	none

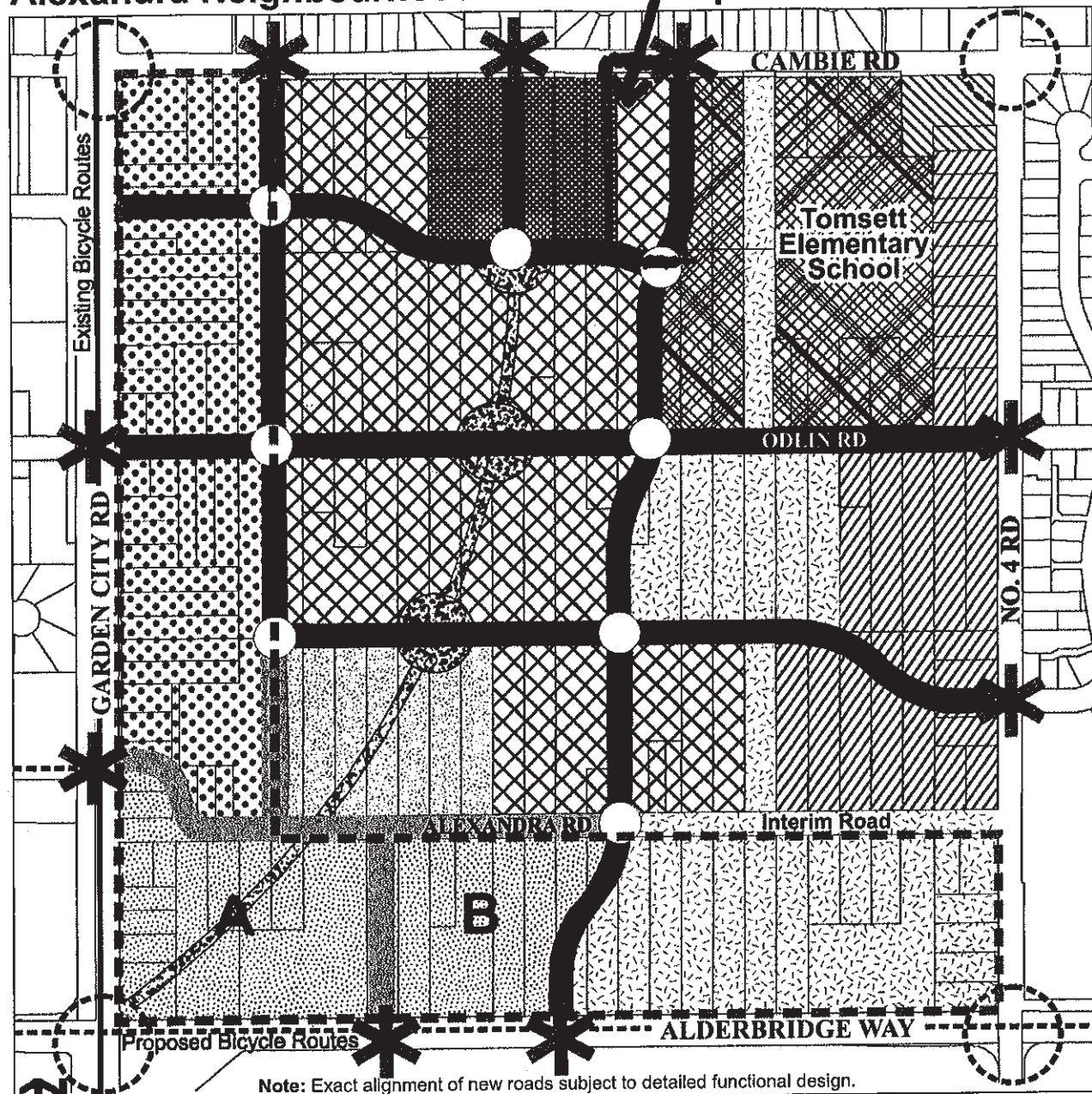
On Future Subdivided Lots	Low Rise Apartment (ZLR24) Bylaw Requirement	Proposed	Variance
Road Setback – McKim Way (m):	6.0 m; however, entry features and unenclosed balconies may project a maximum 1.0 m, parking structure may project but shall be no closer than 3.0 m	building: 10.5 m unenclosed balcony projection: n/a parkade: 3.0 m	none
Road Setback May Drive (m)	4.0 m; however, entry features and unenclosed balconies may project a maximum 1.0 m, parking structure may project but shall be no closer than 3.0	building: 4.9 m unenclosed balcony projection: 1.0 m parkade: 3.0 m	none
Side Yard	6.0 m Parking may projecting into the side yard	6.0 m; however, building projections are proposed and will be associated with a variance at the DP stage Parking: 0 m	future variance for suitable building projections (DP stage)
Height (m):	20 m	16 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	194 resident, 6 affordable housing stalls, and 27 visitor stalls	179 resident including 6 affordable housing stalls and 25 visitor parking stalls, which takes advantage of a bylaw permitted relaxation of total parking stalls in lieu of a comprehensive TDM strategy approved by the City Transportation Engineering Department	none. TDM strategy supported by Transportation Engineering
Tandem Parking Spaces:	permitted	32 tandem parking spaces providing a total of 64 parking spaces	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	104.76 m ² (1,127 ft ²)	none
Amenity Space – Outdoor:	810 m ² (8,718.7 ft ²)	810 m ² (8,719 ft ²)	none

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

SUBJECT SITE

City of Richmond

Alexandra Neighbourhood Land Use Map

Bylaw 8757
2011/06/20

	Area of No Housing Affected by Aircraft Noise		Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.		Park: North Park Way, Central Park, Natural Park, South Parkway
	Business/Office – office over retail FAR up 1.25		Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR.		Alexandra Way (Public Rights of Passage Right-of-way)
	Convenience Commercial		Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential.		Proposed Roadways
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical).		1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		High Street
	Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).		Community Institutional		New Traffic Signals
					Feature Intersections – details to be developed
					Feature Landmarks in combination with Traffic Calming Measures

Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

PH - 132

NOTES
 1. SEE SHEET A-3.01 FOR
 2. SEE SHEET A-3.01 FOR
 3. SEE SHEET A-3.01 FOR

CAMBRIDGE ROAD
 CAMBRIDGE ROAD

9500 CAMBRIDGE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

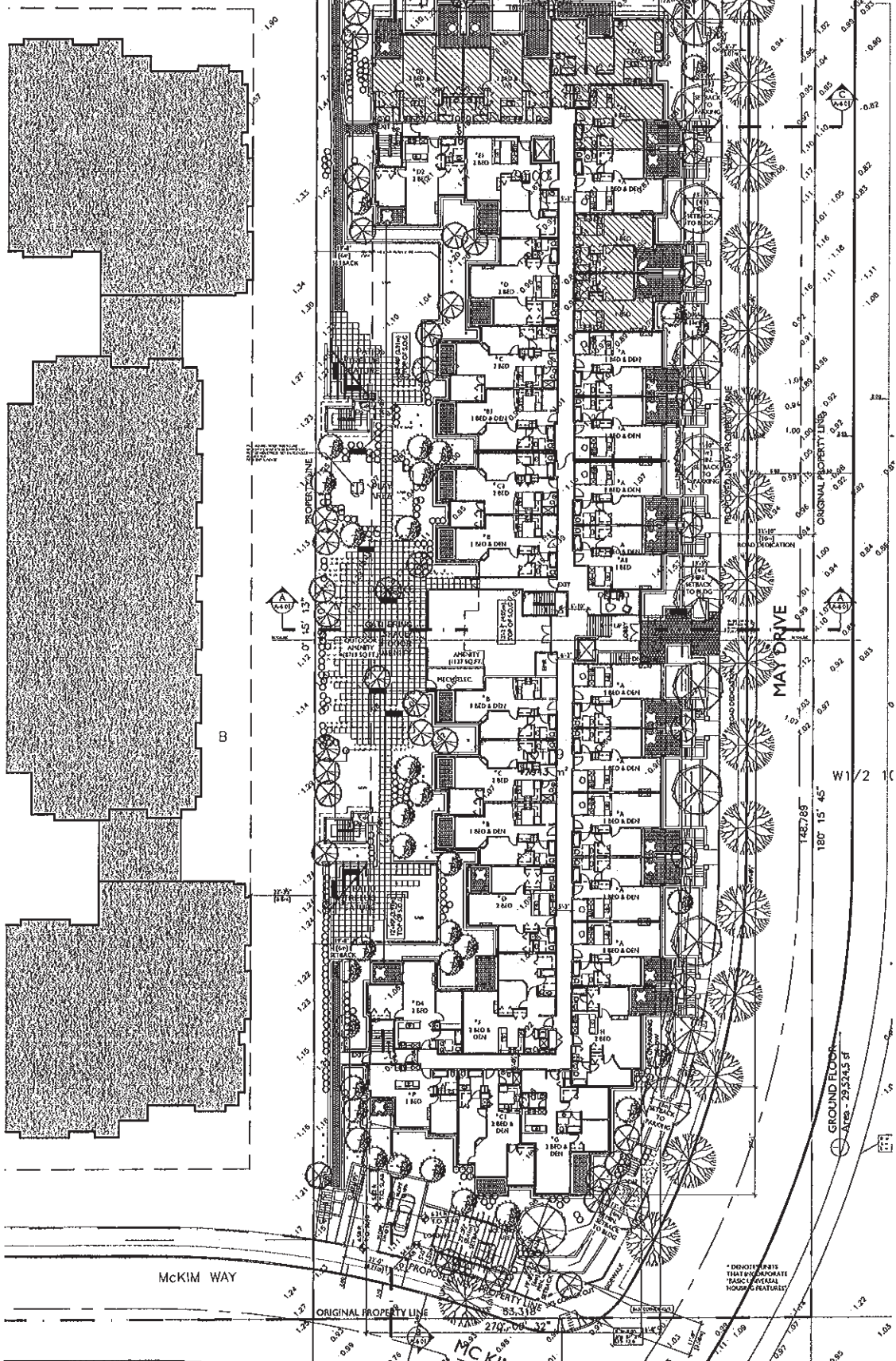
GROUND FLOOR

A-3.01

DATE: 11/01/01
 DRAWN BY: JCL
 CHECKED BY: JCL
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1031



AFFORDABLE HOUSING UNITS





LEED 2009 for New Construction and Major Renovation

Project Checklist

9500 Cambie Condos; LEED EQUIVALENCY SUSTAINABILITY CHECKLIST
CONSIDER ALL POINTS MARKED AS 'YES' TO BE POSSIBLE POINTS; POINTS MARKED AS '?' COULD BE POSSIBLE TO ACHIEVE AS WELL. Oct/14/2011

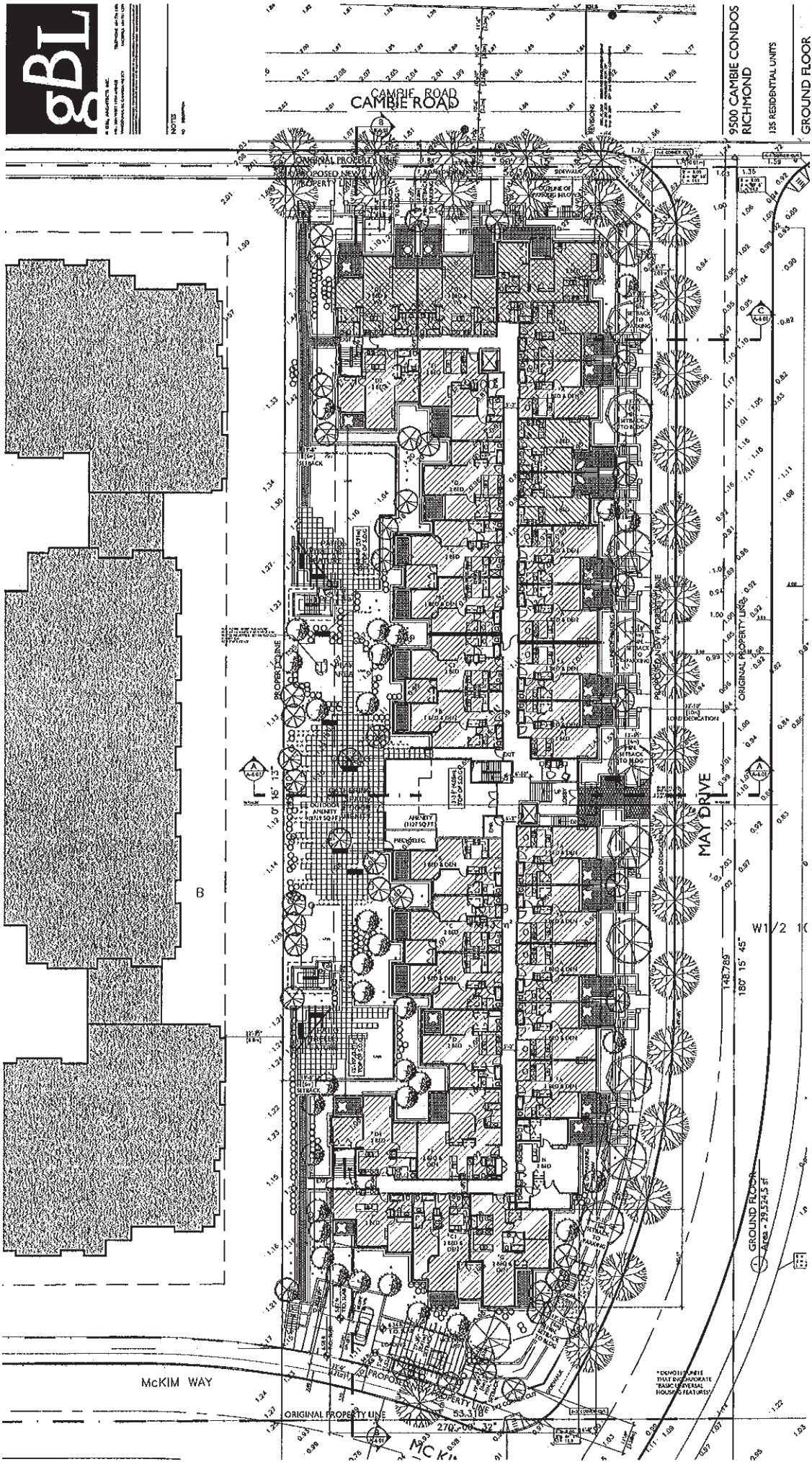
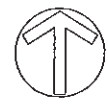
18 6 2 Sustainable Sites				Possible Points: 26			
Y	N	?					
Y			Prereq 1	Construction Activity Pollution Prevention			
1			Credit 1	Site Selection	1		
5			Credit 2	Development Density and Community Connectivity	5		
1			Credit 3	Brownfield Redevelopment	1		
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6		
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1		
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3		
2			Credit 4.4	Alternative Transportation—Parking Capacity	2		
1			Credit 5.1	Site Development—Protect or Restore Habitat	1		
1			Credit 5.2	Site Development—Maximize Open Space	1		
1			Credit 6.1	Stormwater Design—Quantity Control	1		
1			Credit 6.2	Stormwater Design—Quality Control	1		
1			Credit 7.1	Heat Island Effect—Non-roof	1		
1			Credit 7.2	Heat Island Effect—Roof	1		
1			Credit 8	Light Pollution Reduction	1		
4 2 4 Water Efficiency				Possible Points: 10			
Y			Prereq 1	Water Use Reduction—20% Reduction			
2			Credit 1	Water Efficient Landscaping	2 to 4		
2			Credit 2	Innovative Wastewater Technologies	2		
2			Credit 3	Water Use Reduction	2 to 4		
6 24 5 Energy and Atmosphere				Possible Points: 35			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems			
Y			Prereq 2	Minimum Energy Performance			
Y			Prereq 3	Fundamental Refrigerant Management			
19			Credit 1	Optimize Energy Performance	1 to 19		
4			Credit 2	On-Site Renewable Energy	1 to 7		
2			Credit 3	Enhanced Commissioning	2		
2			Credit 4	Enhanced Refrigerant Management	2		
3			Credit 5	Measurement and Verification	3		
2			Credit 6	Green Power	2		
9 3 2 Materials and Resources				Possible Points: 14			
Y			Prereq 1	Storage and Collection of Recyclables			
3			Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3		
1			Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1		
1			Credit 2	Construction Waste Management	1 to 2		
2			Credit 3	Materials Reuse	1 to 2		
11 4 Indoor Environmental Quality				Possible Points: 15			
Y			Prereq 1	Minimum Indoor Air Quality Performance			
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control			
1			Credit 1	Outdoor Air Delivery Monitoring	1		
1			Credit 2	Increased Ventilation	1		
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1		
1			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1		
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1		
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1		
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1		
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1		
1			Credit 5	Indoor Chemical and Pollutant Source Control	1		
1			Credit 6.1	Controllability of Systems—Lighting	1		
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1		
1			Credit 7.1	Thermal Comfort—Design	1		
1			Credit 7.2	Thermal Comfort—Verification	1		
1			Credit 8.1	Daylight and Views—Daylight	1		
1			Credit 8.2	Daylight and Views—Views	1		
2 4 Innovation and Design Process				Possible Points: 6			
1			Credit 1.1	Innovation in Design: Specific Title	1		
1			Credit 1.2	Innovation in Design: Specific Title	1		
1			Credit 1.3	Innovation in Design: Specific Title	1		
1			Credit 1.4	Innovation in Design: Specific Title	1		
1			Credit 1.5	Innovation in Design: Specific Title	1		
1			Credit 2	LEED Accredited Professional	1		
4 Regional Priority Credits				Possible Points: 4			
1			Credit 1.1	Regional Priority: Specific Credit	1		
1			Credit 1.2	Regional Priority: Specific Credit	1		
1			Credit 1.3	Regional Priority: Specific Credit	1		
1			Credit 1.4	Regional Priority: Specific Credit	1		
50 39 21 Total				Possible Points: 110			
				Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110			

A-3.01

- BASIC UNIVERSAL HOUSING UNITS
- AFFORDABLE HOUSING UNITS

9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
GROUND FLOOR

DATE	11 OCT 2014
DRAWN BY	PG
CHECKED BY	PG
SCALE	1/8" = 1'-0"
JOB NUMBER	1031



NOTE
 1. See Appendix A for details.

REVISIONS
 1. 10/10/10
 2. 10/10/10
 3. 10/10/10

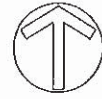
9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

TYPICAL FLOOR

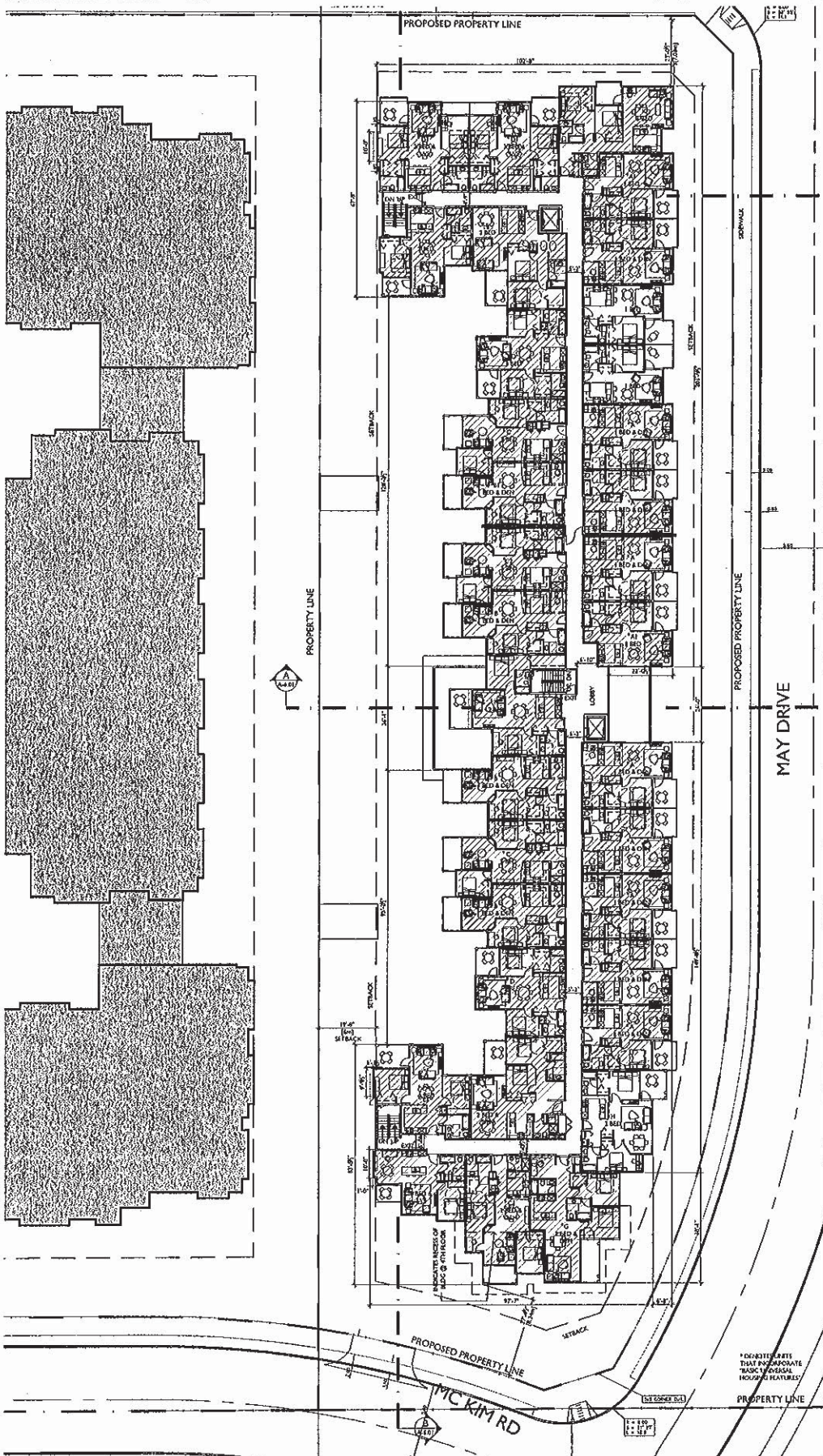
DATE: 10/10/10
 DRAWN BY: TD
 CHECKED BY: TD
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1031

A-3.02



BASIC UNIVERSAL HOUSING UNITS

1. FLOOR PLAN FOR 2nd & 3rd FLOOR
 Area - 28,942.67 sq'



NOTES
 1. See General Notes

REVISIONS
 1. See General Notes
 2. See General Notes

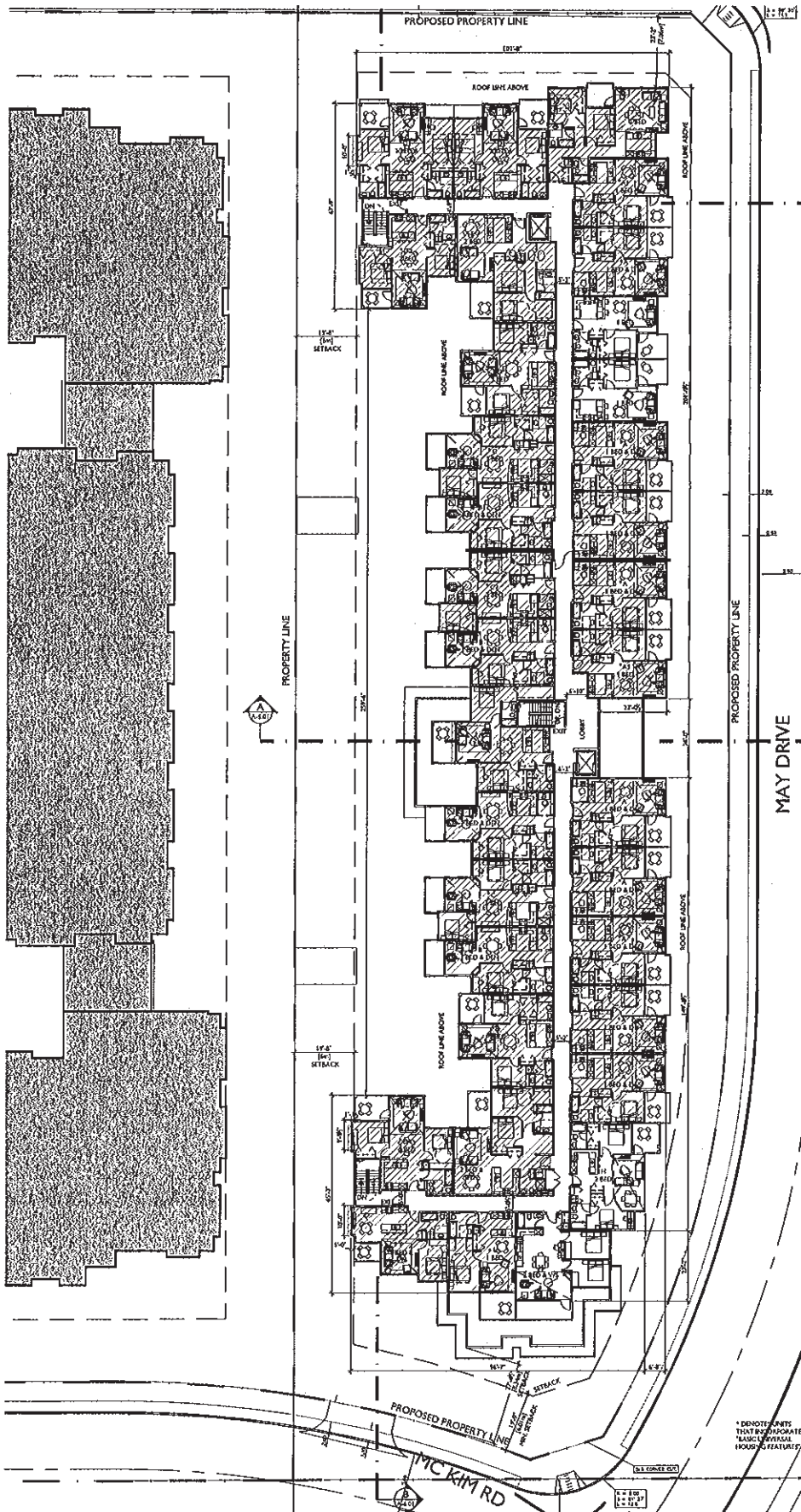
9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

FOURTH FLOOR

DATE: 11/01/2011
 DRAWN BY: JH
 CHECKED BY: JH
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1031

A-3.03



BASIC UNIVERSAL HOUSING UNITS

Rezoning Considerations
9500 Cambie Road
RZ 10-557519

Prior to final adoption of Zoning Amendment Bylaw 8826, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval;
2. Land dedication along Cambie Road and the new (north-south) May Drive and (east-west) McKim Way to accommodate the cross sections as outlined in Item #16. The exact dedication required is to be confirmed once the applicant completes the function design and submits it to the City for review and approval as part of the Servicing Agreement (SA) review process;
3. Land dedication for the following corner cuts
 - a 4 m x 4 m corner cut (measured from the new property lines) on the northeast corner of the site at the intersection of Cambie Road and May Drive; and
 - a 5 m x 5 m corner cut (measured from the new property lines) on the southeast corner of the site at the intersection of McKim Way and May Drive;
4. Registration of an aircraft noise sensitive use covenant on title;
5. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC;
6. City acceptance of the developer's offer to voluntarily contribute \$ 45,000.00 to facilitate the introduction of a "Special Crosswalk" that is part of a Transportation Demand Management strategy;
7. City acceptance of the developer's offer to voluntarily contribute to childcare \$ 0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity);
8. City acceptance of the developer's offer to voluntarily contribute to public art \$ 0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy;
9. City acceptance of the developer's offer to voluntarily contribute to community and engineering planning costs \$ 0.07/ft² based on the maximum floor area ratio (FAR) (\$7,655.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity);
10. City acceptance of the developer's offer to voluntarily contribute to City public realm beautification \$ 0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity);

11. Registration of the City's standard Housing Agreement to secure six (6) affordable housing units, the combined habitable floor area of which shall comprise at least 0.066 of the total maximum Floor Area Ratio (FAR) of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
2 bedroom	2	78.9 m ² (850 ft ²)	\$1,063	\$42,500 or less
2 bedroom	1	87.5 m ² (942 ft ²)	\$1,063	\$42,500 or less
1 bedroom	1	55.9 m ² (602 ft ²)	\$875	\$35,000 or less
1 bedroom	2	78.9 m ² (850 ft ²)	\$875	\$35,000 or less

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

12. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit;
13. Section 219 Covenant BB1931248 and Statutory Right of Way BB1931249 Plan BCP 47360 (public utility purpose) is to be discharged subject to confirmation that the area is entirely within the required road dedication;
14. Registration of a legal agreement(s) regarding the developer's commitment to connect to the West Cambie District Energy Utility (DEU), including the operation of and use of the DEU and all associated obligations and agreement as determined by the Director of Engineering;
15. Process a Development Permit application to a satisfactory level as determined by the Director of Development, which includes substantiating tree replacement at a 2:1 ratio or otherwise complying with the requirements of tree replacement as required by the Official Community Plan (OCP); and
16. Enter into the City's standard Servicing Agreement (SA) to design and construct frontage improvements and to provide associated land dedication along Cambie Road and the new (north-south) May Drive and (east-west) McKim Way including:
- Cambie Road to accommodate the following cross-sections (measured from the existing curb/gutter along the north side of Cambie Road):
 - 3.5 m wide westbound through lane
 - 3.2 m wide westbound through lane
 - 3.3 m wide westbound left-turn lane
 - 3.2 m wide eastbound through lane
 - 3.5 m wide eastbound through lane
 - 0.15 m wide curb/gutter
 - 1.5 m wide boulevard; and
 - 2 m wide sidewalk
 - New (north-south) May Drive and (east-west) McKim Way roads. As per the West Cambie Area Plan, a new (east-west) McKim Way road along the southern property line and a new (north-south) May Drive road along the entire eastern property line are required. May Drive, including construction and land, is identified on the West Cambie Area DCC program and is therefore eligible for

DCC credits. The exact value will be determined as part of the SA process. The developer is responsible for road construction within the road dedication and must include:

- 2 m wide sidewalk;
- boulevard, curb/gutter;
- minimum 6 m wide asphalt driving surface; and
- 1 m shoulder

The exact dedications required for Cambie Road, May Drive and McKim Way is required to be confirmed once the applicant completes the functional design and submits it to the City for review and approval. In addition, the applicant must provide vehicle turning templates confirming a connection between McKim Way and May Drive that accommodates the following movements:

- loading vehicles accessing/egressing the loading space;
 - demonstration that functional two-way traffic can be accommodated; and
 - demonstration that vehicles can turn around at the south end termination of May Drive.
- c. Predesigning at the intersection of Cambie Road and May Drive for a traffic signal is required; and
- d. Appropriate pipe sizing is to be confirmed through the SA and any required upgrades are to be undertaken for the following:
- Water main along the entire McKim Way and May Drive frontage; and
 - Storm main along the entire McKim Way and May Drive frontage.
- e. The proposed development will be responsible for sanitary and drainage latecomer payments associated with eligible latecomer works built via the adjacent development under Servicing Agreement (SA) 08-434616.

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

1. Submit a report and recommendations prepared by a person trained in acoustics, which is to the satisfaction of the City and demonstrates that the noise levels comply with permitted maximums. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the dwelling units must be as follows:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570;
2. Fire flow calculations based on the Fire Underwrite Survey confirming adequate available flow is required at the Building Permit stage;
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes;
4. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails;
5. Certification by a registered professional that any required noise insulation measures may be installed according to the recommendations in the required acoustic report;
6. Payment of the City wide DCC and Supplementary Local Area DCC for the Alexandra neighbourhood;
7. Payment of the \$1,836.72 per dwelling unit, plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement;
8. Payment of latecomer agreement charges associated with eligible latecomer works built via the adjacent western development (Servicing Agreement (SA) 08-434616);
9. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

* ***This requires a separate application.***

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed

necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

Signed (original on file)

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8826 (RZ10-557519)
9500 CAMBIE ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following new text into the Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) subsection 18.24.6:
 - i. “1.e) 7.0 m from Cambie Road”;
 - ii. “2.e) 2.5 m on Cambie Road”; and
 - iii. “3.e) 3.8 m to Cambie Road”.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LOW RISE APARTMENT (ZLR24) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**.

P.I.D. 004-065-999

Lot 9 Block “A” Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8826**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

NOV 28 2011



MAYOR

CORPORATE OFFICER

PH - 143



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 21, 2011
File: RZ 11-589493
Re: Application by Kevin Sandhu for Rezoning at 10511 No.1 Road from Single Detached (RS1/E) to Coach Houses (RCH)

Staff Recommendation

That Bylaw No.8827, for the rezoning of 10511 No.1 Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Mr. Kevin Sandhu has applied to the City of Richmond for permission to rezone 10511 No. 1 Road (**Attachment 1**) from “Single Detached (RS1/E)” to “Coach Houses (RCH)” to permit the property to be subdivided into two (2) residential lots, each with a principal dwelling and coach house above a garage, with vehicle access from the existing rear lane (**Attachment 1**).

Findings of Fact

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

Surrounding Development

The subject property is located on the west side of No. 1 Road, between Springfield Drive and Shuswap Avenue. This block of No. 1 Road consists primarily of older single-family dwellings on lots zoned “Single Detached (RS1/E)” with rezoning and subdivision potential.

To the north, are single detached dwellings zoned “Single Detached (RS1/E)”;

To the south, are two (2) single detached lots recently rezoned (RZ 07-380230) to “Coach Houses (RCH)”;

To the east across, No. 1 Road, are smaller single detached dwellings under Land Use Contract 148; and

To the west along Sorrel Drive are single detached dwellings zoned “Single Detached (RS1/E)”.

Related Policies & Studies

OCP Designation

The Official Community Plan’s (OCP) Generalized Land Use Map designation for this property is “Neighbourhood Residential”, and the Specific Land Use Map designation is “Low-Density Residential”. This redevelopment proposal is consistent with these designations.

Lane Establishment and Arterial Road Redevelopment Policies

The rezoning application complies with the City’s Lane Establishment and Arterial Road Redevelopment Policies, as it is a coach house development proposal with access to an operational lane. All lots on the west side of No. 1 Road within this block have similar development potential due to the existing lane system.

Lot Size Policy

The subject property is not located within a Lot Size Policy area.

Staff CommentsTree Preservation

The site survey (**Attachment 3**) submitted by the applicant indicates that there are no bylaw-sized trees located on the subject property. However, there is one (1) bylaw-sized tree (Tree #1) located within 2 m of the subject property on the neighbouring property to the north at 10491 No.1 Road.

As Tree #1 is potentially in conflict with the proposed building envelope of future Lot A, the applicant has received authorization (on file) from the owners of 10491 No. 1 Road for its removal. The applicant is to apply for a Tree Removal Permit for Tree #1 at Building Permit stage. Tree protection fencing for Tree #1 must be provided according to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping of the future lots is completed or a Tree Removal Permit is granted.

Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain four (4) trees [two (2) trees per future lot] (minimum 6 cm deciduous calliper/2.5 m coniferous height).

As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, for the two (2) future lots along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that two (2) replacement trees are planted and maintained on each lot, and that the front yard of the future lots will be enhanced.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to and from the subject site is not permitted in accordance with Bylaw 7222. Access to the site at future development stage is to be from the existing rear lane only.

Affordable Housing

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

This rezoning application to permit a subdivision to create two (2) lots, each with a principal single-family dwelling and accessory coach house above a garage, conforms to the Affordable Housing Strategy.

Flood Management

Registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

Subdivision

At future subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charges for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Analysis

All the relevant technical issues can be addressed. The rezoning application also complies with the Lane Establishment and Arterial Road Redevelopment Policies, as it is a coach house development on an arterial road where an existing municipal lane is fully operational. The future lots will have vehicle access to the laneway with no access being permitted onto No. 1 Road.

Conclusion

The rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots, each with a single detached dwelling and coach house above a garage, with vehicle access to the existing rear lane. This development complies with all applicable land use designations and policies contained within the Official Community Plan (OCP).

The list of rezoning considerations is included as **Attachment 4**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommend that the proposed development be approved.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site Survey
- Attachment 4: Rezoning Considerations Concurrence

RZ 11-589493



PH - 149

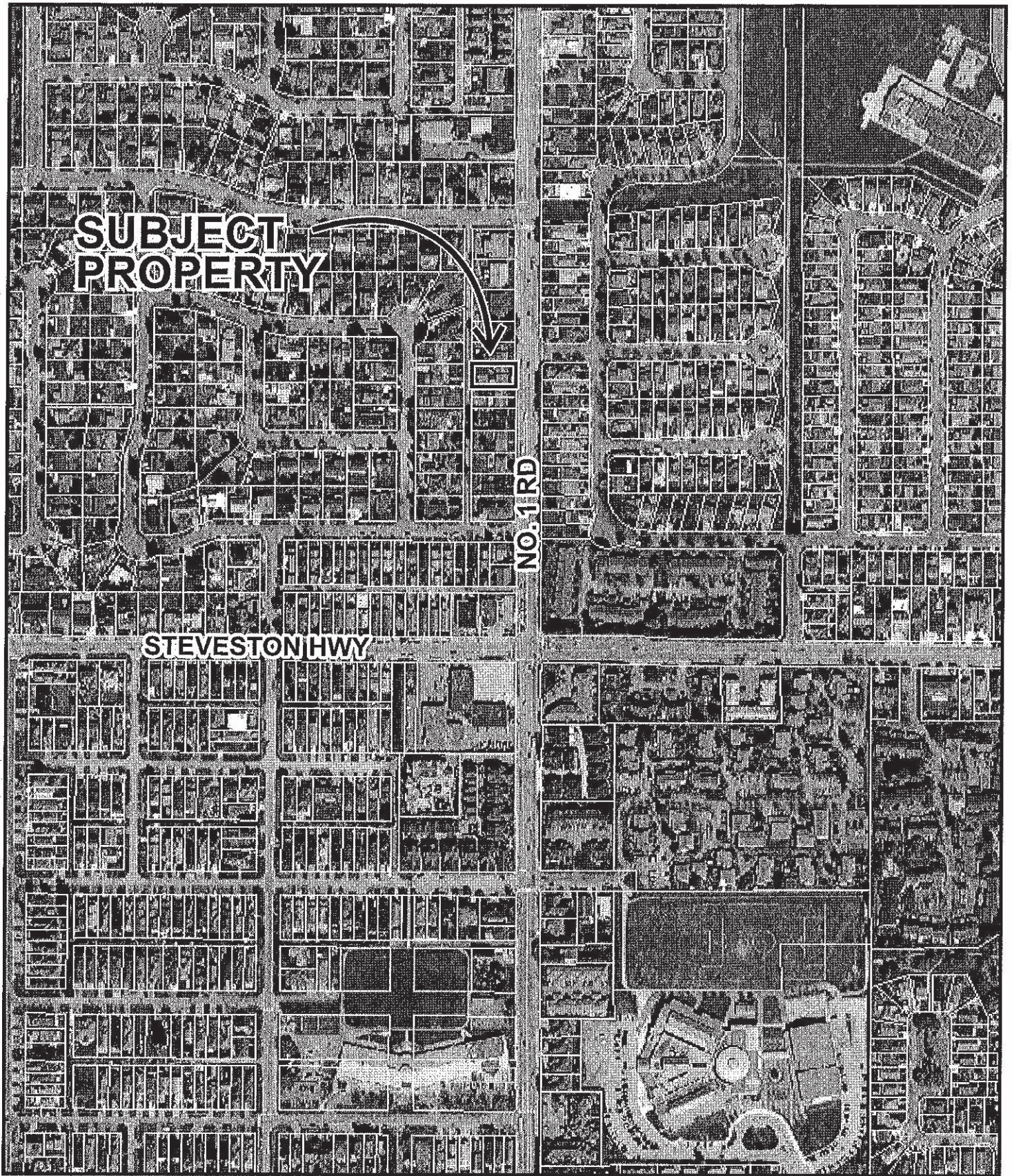


City of Richmond

PROPOSED REZONING



12.00	12.00	12.00	12.00	1
NO 1 RD				
18.29	18.29	18.29	18.29	1
10551	10537	10517	10491	10471
36.57	36.51	36.45	36.36	36.24
9.18	9.18	9.18	9.21	9.21
18.36	18.36	18.29	18.59	21.11



RZ 11-589493

Original Date: 09/20/11

Amended Date:

Note: Dimensions are in METRES

PH - 150



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 11-589493

Attachment 2

Address: 10511 No.1 Road

Applicant: Kevin Sandhu

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Kevin Sandhu	To be determined
Site Size (m²):	666 m ²	Two (2) lots, 332.7 m ² and 333.3 m ²
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map Designation – "Neighbourhood Residential" Specific Land Use Map Designation – "Low-Density Residential" 	No change
Area Plan Designation:	None	No change
702 Policy Designation:	None	No change
Zoning:	RS1/E	RCH
Other Designations:	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit rezoning and subdivision to compact lots along the west side of this section of No. 1 Road	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 including the single detached dwelling and coach house	Max. 0.6 including the single detached dwelling and coach house	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	270 m ²	Two lots, each approx. 328 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	<ul style="list-style-type: none"> • Single Detached Housing – Max 2.5 storeys • Garage with Coach House – Max 2 storeys or 7.4 m, whichever is less 	<ul style="list-style-type: none"> • Single Detached Housing – Max 2.5 storeys • Garage with Coach House – Max 2 storeys or 7.4 m, whichever is less 	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	Single Detached Housing – 2 spaces Coach House – 1 space Total per lot = 3 spaces	Single Detached Housing – 2 spaces Coach House – 1 space Total per lot = 3 spaces	none

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

Rezoning Considerations

10511 No.1 Road

RZ 11-589493

Prior to final adoption of Zoning Amendment Bylaw 8827, 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 Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees; and
 - Include the required four (4) replacement trees [two (2) per future lot] with a minimum size height of 6 cm deciduous calliper/2.5 m coniferous height.
2. Registration of a Flood Indemnity Covenant on Title.

At demolition* stage, the applicant will be required to:

- Install Tree Protection Fencing for Tree #1 located on the adjacent property to the north (10491 No. 1 Road) according to City standard.

At subdivision* stage, the applicant will be required to:

- Pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charges for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

At Building Permit* stage, the applicant will be required to:

- Obtain a Tree Removal Permit for Tree #1 located on the adjacent property to the north (10491 No. 1 Road).

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.

[Signed original on file]

Signed _____

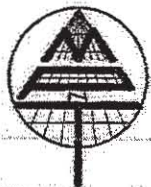
Date _____

SURVEY PLAN SHOWING PROPOSED SUBDIVISION OF LOT 479 SECTION 34 BLOCK 4 NORTH RANGE 7 WEST NWD PLAN 40616

PID: 004-041-305

CIVIC ADDRESS:

#10511 NO. 1 ROAD
RICHMOND, B.C.



LEGEND

SCALE 1:200



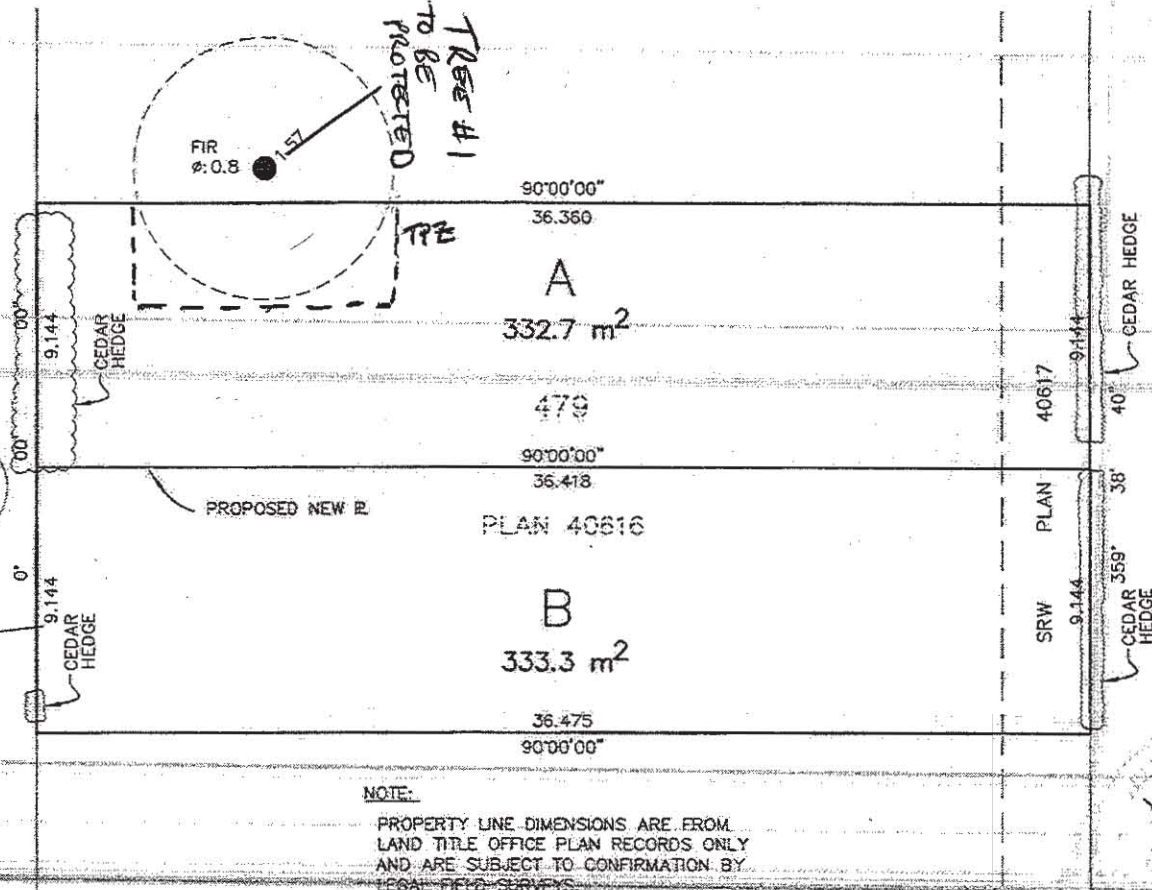
LANE

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

PDF FILE: 16805-001-SKETCH-001.DWG

IR-11-16805-SKETCH-1

CLIENT REF.: KEVIN SANDHU



NOTE:

PROPERTY LINE DIMENSIONS ARE FROM
LAND TITLE OFFICE PLAN RECORDS ONLY
AND ARE SUBJECT TO CONFIRMATION BY
LEGAL FIELD SURVEYS.

ELEVATIONS ARE TO CITY OF RICHMOND GEODETIC DATUM.

SEPTEMBER 6, 2011
AUGUST 18, 2011

Handwritten signature: W. P. Lang



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8827 (RZ 11-589493)
10511 NO. 1 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 **COACH HOUSES (RCH)**.

P.I.D. 004-041-305

Lot 479 Section 34 Block 4 North Range 7 West New Westminster District Plan 40616

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8827"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

NOV 28 2011



MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 31, 2011
File: RZ 11-583027
Re: Application by KNS Enterprises Ltd. for Rezoning at 9040 Railway Avenue
from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

1. That Bylaw No. 8835, for the rezoning of 9040 Railway Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given First Reading.

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

KNS Enterprises Ltd. has applied to the City of Richmond for permission to rezone 9040 Railway Avenue (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/B) in order to permit the property to be subdivided into two (2) single family lots with vehicle access from a rear lane extension (**Attachment 2**).

Findings of Fact

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

Surrounding Development

To the north: Existing single-family lots zoned Single Detached (RS1/E);
To the east: Single-family dwellings on large lots zoned Single Detached (RS1/E);
To the south: Newer single-family dwellings on lots zoned Single Detached (RS1/B); and
To the west: Across Railway Avenue, a linear railway right-of-way, an unopened road, with a low-density townhouse complex beyond that on a lot under Land Use Contract 009 at 4900 Francis Road.

Related Policies & Studies

Lane Establishment and Arterial Road Redevelopment Policy

The subject application is consistent with the City's Lane Establishment and Arterial Road Redevelopment Policy, which encourage single-family development with lane access along arterial roads. The proposed development would extend an existing municipal lane off Maple Road.

Affordable Housing

The Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

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

Should the applicants change their mind about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00 per square foot of total building area of the single detached developments (i.e. \$4,736).

Floodplain Management Implementation Strategy

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

Public Input

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Tree Preservation

A Tree Survey and a Certified Arborist's report were submitted in support of the application; nine (9) trees were identified and assessed:

- one (1) bylaw-sized tree on the subject property;
- one (1) tree on the adjacent property to the east (5060 Francis Road); AND
- seven (7) bylaw-sized trees on the City boulevard in front of the site.

On Site Tree:

The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the Arborist's recommendations to remove the 59 cm Norway spruce located on site. A significant portion of the top of the tree had died back and has been removed due to inevitable failure. Site observation revealed the tree continues to die back (dead branches below the old topping point) and the remainder of the tree is showing symptoms of stress and/or decline - chlorotic patches with canopy.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP) and the size requirements for replacement tree in the Tree Protection Bylaw No. 8057, two (2) replacement trees at 9 cm calliper or 5.0 m in height are required.

Neighbouring Tree:

The applicant has agreed to protect a Cherry tree located on the adjacent property to the east at 5060 Francis Road. The City's Tree Preservation Coordinator concurs with the Arborist's recommendation that the existing fence along the east property is sufficient to protect the root zone and the canopy could be cut back to the fence line without a negative impact (see Tree Retention Plan in **Attachment 4**).

City Trees:

Parks Operations staff have determined that the seven (7) bylaw-sized trees on the City boulevard in front of the subject site be protected and the grade on the boulevard be maintained as it is right now. In order to ensure that the street trees will not be damaged during construction, tree protection fencing must be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone must be submitted prior to final adoption of the rezoning bylaw. Furthermore, as a condition of rezoning, the applicant is required to submit a \$9,100 Tree Survival Security. The City will retain 50% of the security until Final Inspection of the Building Permits of the affected future lots are issued. The City will retain the remaining 50% of the security for an additional two (2) years after the Final Inspection of the Building Permits to ensure that the protected tree has survived.

Landscaping

Council Policy 5032 encourages property owners to plant a minimum of two (2) trees per lot in recognition of the benefits of urban trees (minimum 6 cm calliper deciduous or 3 m high conifer). The applicant has agreed to plant and maintain an additional two (2) trees (a total of four (4) trees including the required replacement trees) on the future lots (2 trees per future lot).

In order to ensure that the proposed replacement trees will be planted and that the front yards of the future lots will be enhanced, a Landscape Plan, prepared by a registered landscape architect, and a landscaping security, based on 100% of the cost estimates provided by the landscape architect, must be submitted prior to final adoption of the rezoning bylaw. The landscape plan should comply with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy and include four (4) new trees (in a mix of coniferous and deciduous). If replacement trees cannot be accommodated on-site, cash-in-lieu (\$500/tree) for off-site planting would be required.

Site Servicing

No servicing concerns. As a condition of rezoning, the developer is required to dedicate a 6 m lane along the entire east property line of the site for proposed lane extension.

At future subdivision stage, the developer is required to enter into a standard Servicing Agreement for the design & construction of a lane extension along the entire east property line of the site. The proposed lane is to include (but not limited to) storm sewer, sand/gravel base, roll over concrete curb and gutter (both sides), asphalt pavement, and lane lighting. Design should also include water, storm and sanitary service connections for each proposed lot and the removal of the existing driveway crossing on Railway Avenue.

Vehicle Access

Direct vehicular access from the subject site to Railway Avenue will not be permitted in accordance with Residential Lot (Vehicular) Access Regulation (Bylaw No. 7222). Vehicle access is to be from the proposed rear lane only. Removal of the existing driveway letdowns to the site along Railway Avenue and reinstatement of the sidewalk will be addressed as part of the Servicing Agreement application. Transportation staff recommends that the driveway for the future northern lot be situated along its new south property line to provide a hammerhead for vehicle turnaround (see Proposed Subdivision Plan in **Attachment 2**). As a condition to rezoning, a 2.5 m wide by 5.5 m deep Public Rights-of-Passage Right-of-Way on the driveway to allow for this hammerhead is required.

Subdivision

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

Analysis

This is a relatively straightforward redevelopment proposal. It is noted that an existing municipal laneway exists to the south, and from this perspective, the proposed development would result in a consistent layout. The future lots will have vehicle access to the laneway with no access being permitted onto Railway Avenue. All the relevant technical issues have been addressed and it is noted that the application conforms to the Lane Establishment and Arterial Road Redevelopment Policies.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots (approximately 12.59 m wide) with vehicle access to a lane extension. This rezoning application complies with all applicable land use designations and policies contained within the Official Community Plan (OCP). The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed acceptance on file). On this basis, staff recommends support of the application.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

Attachments:

Attachment 1: Location Map

Attachment 2: Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

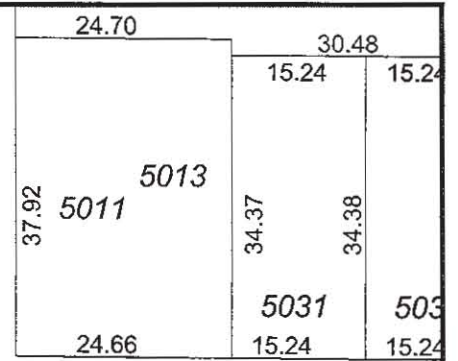
Attachment 4: Tree Retention Plan

Attachment 5: Rezoning Considerations

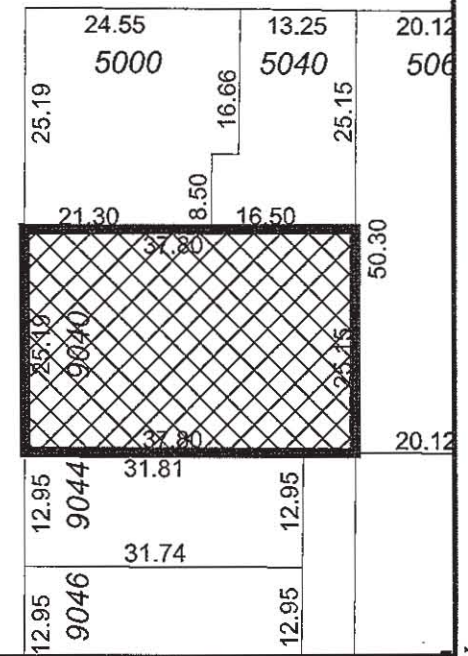


City of Richmond

**PROPOSED
REZONING**



FRANCIS RD



RAILWAY AVE

PH-163



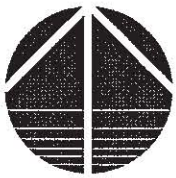
RZ 11-583027

Original Date: 07/20/11

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1



RZ 11-583027

Original Date: 07/20/11

Amended Date:

Note: Dimensions are in METRES

PH 164

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION AND PROPOSED STATUTORY RIGHT OF WAY OF SOUTH HALF LOT 7
SECTION 25 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 16796

#9040 RAILWAY AVENUE,
 RICHMOND, B.C.
 P.I.D 010-226-150



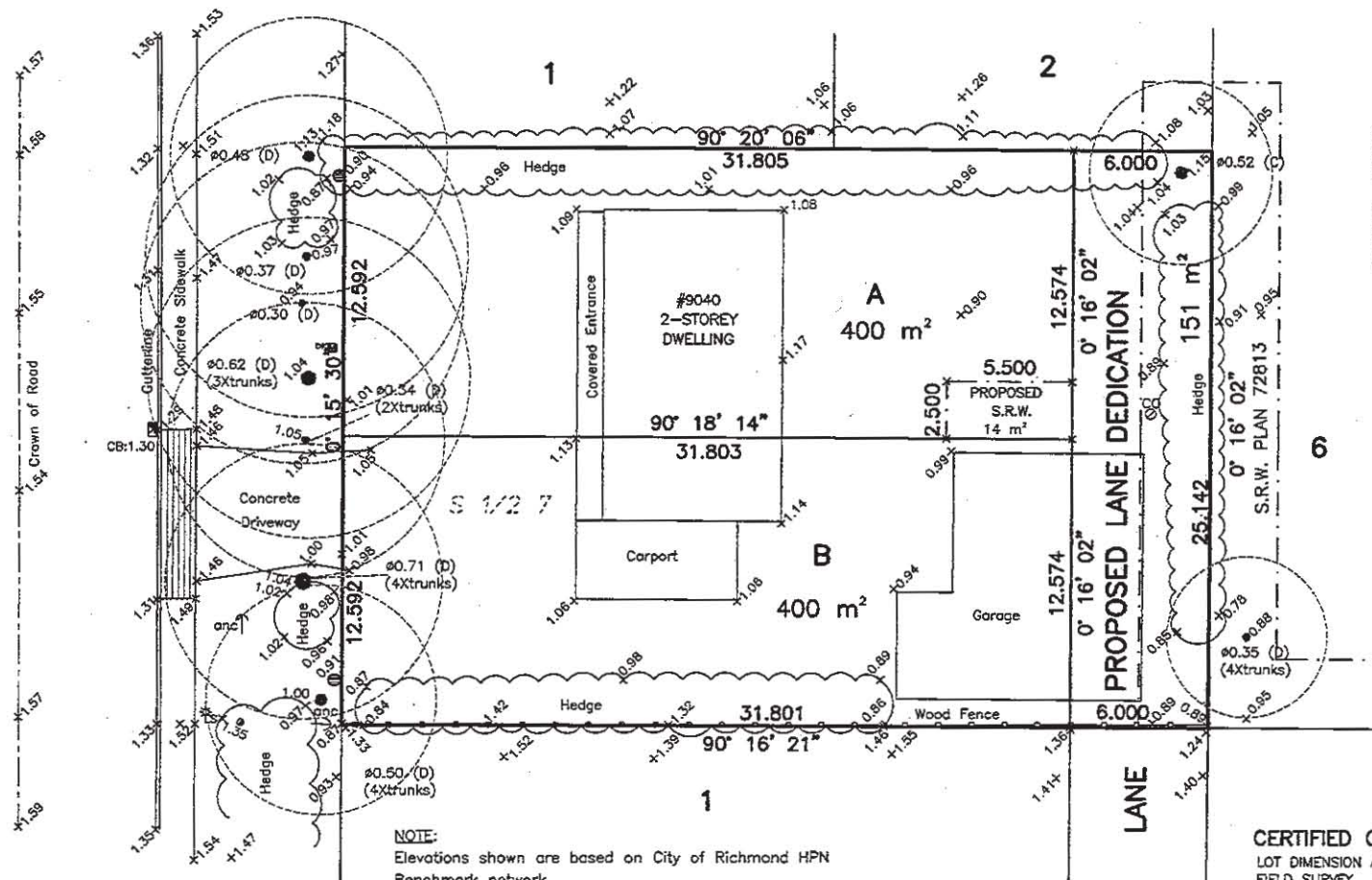
RAILWAY AVENUE

LEGEND:

- (C) denotes coniferous
- (D) denotes deciduous
- ⊙ denotes power pole
- denotes guy-wire anchor
- denotes catch basin
- denotes water meter
- denotes water valve
- CO denotes cleanout
- LS denotes lamp standard

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 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
 No. 4485
 -182 P93-96
 Drawn By: TH

597 No. 4485-TOP0-02



NOTE:
 Elevations shown are based on City of Richmond HPN
 Benchmark network.
 Benchmark: HPN #205, Control Monument 77H4827
 Located at CL Railway Ave & Garry St
 Elevation = 1.044 metres

SCALE: 1:200
 0 5 10 15
 ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED

CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

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

NOVEMBER 2nd, 2011

TOPOGRAPHIC INFORMATION SHOWN ON THIS DRAWING WAS SURVEYED ON MAY 26th, 2011.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 11-583027

Attachment 3

Address: 9040 Railway Avenue

Applicant: KNS Enterprises Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Thomas & Valinda Wolfram	To be determined
Site Size (m²):	955 m ² (10,280 ft ²)	approximately 400 m ² (4,306 ft ²)
Land Uses:	One (1) single-family residential dwelling	Two (2) single-family residential dwellings
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
Area Plan Designation:	N/A	No change
702 Policy Designation:	N/A	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	One (1)	Two (2)
Other Designations:	Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment along this arterial road due to the proposed extension of an existing operational rear lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	6 m Min.	6 m Min.	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

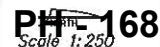
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	360 m ²	400 m ²	none

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



FIG. 1. This photo is based on a biographic and the location survey provided by the owners' Registered Fifth Columbia Land Survey (RLS) and layout drawings provided by the owners' Engineer (P. D. and/or J. C. C. C. C.).

2. This photo is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original plans for those purposes.



Rezoning Considerations

**9040 Railway Avenue
RZ 11-583027**

Prior to final adoption of Zoning Amendment Bylaw 8835, the developer is required to complete the following:

1. Dedication of 6.0 m of property along the entire east property line of 9040 Railway Avenue for proposed lane extension.
2. The granting of a 2.5 m wide by 5.5 m deep Public Rights-of-Passage Right-of-Way to allow for a hammerhead to be located along the south property line of the future northern lot.
3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,736) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

4. Registration of a flood indemnity covenant on Title.
5. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees; and
 - include four (4) replacement/new trees with the following minimum sizes:

No. of Replacement/New Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Trees
2	6 cm		3.0 m
2	9 cm		5.0 m

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

6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on the adjacent property to the east (5060 Francis Road) and on the City boulevard in front of the site. 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.
7. Submission of a Tree Survival Security to the City in the amount of \$9,100 for the seven (7) City trees on the boulevard along Railway Avenue. 50% of the security will be released at Final Inspection of the Building Permits of the affected future lots and 50% of the security will be release two (2) years after final inspection of the Building Permits in order to ensure that the tree has survived.

At future subdivision stage, the developer will be required to:

1. Enter into a standard Servicing Agreement for the design & construction of a lane extension along the entire east property line of the site. The proposed lane is to include (but not limited to) storm sewer, sand/gravel base, roll over concrete curb and gutter (both sides), asphalt pavement, and lane lighting. Design should also include water, storm and sanitary service connections for each proposed lot and the removal of the existing driveway crossing on Railway Avenue.
2. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8835 (RZ 11-583027)
9040 RAILWAY AVENUE**

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

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

P.I.D. 010-226-150

South Half Lot 7 Section 25 Block 4 North Range 7 West New Westminster District Plan 16796

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8835"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

NOV 28 2011



MAYOR

CORPORATE OFFICER