



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

Monday, March 18, 2013 – 7 p.m.

Council Chambers, 1st Floor

Richmond City Hall

6911 No. 3 Road

Richmond, BC V6Y 2C1

OPENING STATEMENT

Page

- PH-7** 1. **Temporary Commercial Use Permit (TU 12-614858)**
(File Ref. No. TU 12-614858) (REDMS No. 3705887)

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

Location: 8540 River Road

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

Purpose: To issue a Temporary Commercial Use Permit to allow the retail sale of outdoor power equipment as an accessory use.

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



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PH-20 2. Zoning Amendment Bylaw 8987 (Coach House Zone Amendment For Arterial Roads)

(File Ref. No. 12-8060-20-8987) (REDMS No. 3730295)

See Page **PH-20** for full report

Location: Arterial Roads in Richmond

Applicant: City of Richmond

Purpose: To amend the Coach House zone along arterial roads so that:

- 1) Existing sites with coach houses retain their current RCH zoning; and
- 2) Future, new sites proposed to permit a coach house are rezoned to a new RCH1 zone with revised use, density, setback, height, subdivision, lot depth & size, landscaping & screening, on-site parking, and other regulations/provisions.

First Reading: February 12, 2013

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaw 8987.

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2. Adoption of Bylaw 8987.

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PH-31 3. Richmond Zoning Amendment Bylaw 8993 (Townhouse Tandem Parking) & Official Community Plan Amendment Bylaw 8994 (Residential Visitor Parking Signage)

(File Ref. No. 12-8060-20-8993/8994) (REDMS No. 3466416)

See Page **PH-31** for full report

Location: City-Wide (All of Richmond)

Page

Applicant: City of Richmond

Purpose of Zoning Amendment Bylaw 8993 (Townhouse Tandem Parking):

To permit a maximum of 50% tandem parking spaces in all standard and site specific townhouse zones (except those that already permit 100% tandem parking), to require one tandem parking space to have a wider space if a townhouse is wider than 4.57 m (15 ft) and to require visitor parking for residential uses be identified by signage.

Purpose of Official Community Plan Amendment Bylaw 8994 (Residential Visitor Parking Signage)

To insert a new Development Permit Guideline regarding way finding signage to visitor parking spaces for multi-family residential uses.

First Reading: February 25, 2013

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaws 8993 & 8994.
2. Adoption of Bylaws 8993 & 8994.

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- PH-49** 4. **Zoning Amendment Bylaw 8998 (RZ 10-523713)**
(File Ref. No. 12-8060-20-8998; RZ 10-523713) (REDMS No. 3791379)

See Page **PH-49** for full report

Location: 16360 River Road

Applicant: Berane Construction Ltd.

Page

Purpose: To amend the “Light Industrial (IL)” zoning district to add site-specific density limitations and use restrictions related to commercial vehicle parking and storage and outdoor storage activities and to rezone the subject property from “Golf Course (GC)” to “Light Industrial (IL)” to permit use of the property for commercial vehicle parking and storage, outdoor storage and development of a future light industrial building.

First Reading: February 25, 2013

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaw 8998.



- PH-76** 5. **Zoning Amendment Bylaw 9001 (RZ 12 - 615239)**
(File Ref. No. 12-8060-20-9001; RZ 12-615239) (REDMS No. 3709037)

See Page **PH-76** for full report

Location: 3531 Bayview Street

Applicant: Cotter Architects Inc.

Purpose: To create “Commercial Mixed Use (ZMU22) – Steveston Commercial”, and to rezone the subject property from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU22) – Steveston Commercial”, to permit the development of a mixed commercial / residential building with 6 apartments over ground floor retail, over one level of partially below grade parking.

First Reading: February 25, 2013

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 and third readings of Bylaw 9001.

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ADJOURNMENT

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City of Richmond

Report to Committee Planning and Development Department

TO PLN - FEB. 5, 2013
TO CNCL - FEB 12, 2013

To: Planning Committee

Date: January 15, 2012

From: Wayne Craig
Director of Development

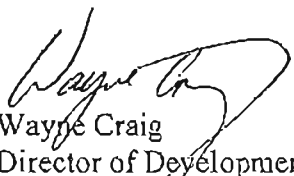
File: TU 12-614858

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

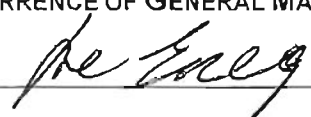
Staff Recommendation

1. That the application by Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for a Temporary Commercial Use Permit for property at 8540 River Road be considered at the February 18, 2013 Public Hearing at 7:00 pm in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration.

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


Wayne Craig
Director of Development

CL:kt
Att.

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

Staff Report

Origin

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

Background

From 1969 until 2007, the applicant operated its business at 8611 Beckwith Road as an existing non-conforming use on a "Light Industrial (IL)" zoned lot. In 2007, due to a property acquisition arising from construction of the Canada Line, the applicant relocated to its current location at 8540 River Road [also zoned "Light Industrial (IL)"]. A TCUP was issued by Council on November 19, 2007 to allow the retail sale of outdoor power equipment at this site (TU 07-372359). The TCUP expired in 2009 and was inadvertently not renewed by the applicant.

The applicant wishes to continue to carry on business activities at the subject site, that, in addition to servicing outdoor power equipment, involve the wholesale and retail sale of parts and equipment including lawnmowers, trimmers, blowers, generators, chainsaws, and pressure washers. Servicing and wholesaling of equipment is in keeping with the existing zoning. Retail sales account for only a minor part of business operations, requiring only 25% of the total floor area, and making up an estimated 17 to 20% of the annual dollar volume of equipment sales.

The applicant indicates that every effort has been made to locate an appropriately-zoned site for the permanent operation of the business, but to-date no appropriate site has been identified. The applicant indicates that they have been working closely with Honda Canada to identify either a stand-alone or shared retail site that would be appropriate. The applicant has operated in Richmond for over 40 years.

The subject site is located in an area that is intended to redevelop from the existing industrial to commercial, consistent with the City Centre Area Plan. This application for a TCUP is being pursued as an interim use, as substantial off-site works would be required through rezoning. The Local Government Act allows Council to consider TCUP issuance on its own merits.

Findings of Fact

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

Surrounding Development

The subject site is located in a transitioning area within the Bridgeport Village area of City Centre, which is currently characterized by industrial, commercial, hotel and entertainment uses. Development immediately surrounding the site is as follows:

- To the north and west, across River Road is Duck Island, a vacant site zoned "Light Industrial (IL)", formerly used for concrete manufacturing and distribution, and on which is proposed a commercial, office, hotel, and entertainment complex (RZ 12-598104). Duck Island is also the site of a TCUP for the Richmond Night Market issued by Council

in 2012, which is valid for another two (2) years (TU 11-595782). Also, further north is the River Rock Casino Resort fronting River Road on sites zoned “Casino Hotel Commercial (ZC17)”, “Marina (MA1)”, and “Auto-Oriented Commercial (CA)”.

- To the east and south, the adjacent “Light Industrial (IL)” zoned sites are warehouses fronting River Road with service access via the existing rear lane. Also, to the east across the existing rear lane, are several lots zoned “Light Industrial (IL)” fronting No. 3 Road on which the Canada Line guideway is located and on which is proposed a commercial development (RZ 11-566630).

Related Policies & Studies

2041 Official Community Plan (OCP)

The subject site is located in the Bridgeport Village of City Centre and is designated as “Commercial” on the 2041 OCP Land Use Map. The site is also designated as “Urban Centre T5” on the Bridgeport Village Specific Land Use Map, which provides for medium and high-density office, restaurant, arts, culture, entertainment, hospitality and various other land uses including retail sales and services.

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

The proposed temporary commercial use by Dunbar Equipment Ltd for retail sales of outdoor power equipment and parts is consistent with the land use designations and applicable policies in the OCP.

Aircraft Noise Sensitive Development Policy

The subject site is located within “Area 1A – Restricted Area” of the Aircraft Noise Sensitive Development Policy, where new Aircraft Noise Sensitive Land Uses are prohibited. An aircraft noise sensitive use covenant was registered on title prior to issuance of the initial TCUP in 2007, to address aircraft noise mitigation and public awareness.

The proposed temporary commercial use is consistent with the Aircraft Noise Sensitive Development Policy as no new Aircraft Noise Sensitive Land Uses are proposed at the site.

Flood Management

In accordance with the City’s Flood Management Strategy, a flood indemnity covenant was registered on title prior to issuance of the initial TCUP in 2007.

Local Government Act

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

Staff Comments

Business Activities

As indicated previously, the applicant services and sells outdoor power equipment and parts to retail and wholesale customers throughout Richmond. Wholesale customers include government, industrial customers, lumber bills, and landscapers. The total floor area of the existing building at the subject site is approximately 319 m² (3,425 ft²), and is allocated to the various aspects of business activities as follows:

Main Floor:	Showroom 79 m ² (850 ft ²)	2nd Floor:	Office/Storage 135 m ² (1,445 ft ²)
	Parts/Service 65 m ² (700 ft ²)		
	Storage/Utilities 40 m ² (430 ft ²)		

A majority of the space allocated in the existing building on-site is for office, service, and storage of parts and equipment (i.e. 240 m²), compared with the retail component of the business (i.e. showroom), which makes up approximately 25% of the total floor area.

The applicant indicates that equipment sales accounted for approximately 57% of the total annual dollar volume in 2012, of which 30% consisted of retail sales (or approximately 17 to 20% of total revenue).

Zoning

The subject site is zoned "Light Industrial (IL)", which provides for a range of general industrial and limited compatible uses and services, which must be wholly enclosed within a building. The zone permits wholesale distribution and servicing of materials, but does not permit retail sales and services to the general public.

The applicant's business activities include wholesale as well as retail sales and servicing of outdoor power equipment and parts, including lawnmowers, trimmers, blowers, generators, chainsaws, and pressure washers. As the retail sale and servicing of materials is not a permitted use in the "Light Industrial (IL)" zone, a TCUP application is being made to allow for the retail component of the business.

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

Parking

The subject site provides five (5) vehicle parking spaces at the front of the site, as well as four (4) vehicle parking spaces and a minimum of one (1) loading space at the rear of the site, off the rear lane. On-street parking is also permitted on the west side of River Road between No. 3 Road and West Road, opposite the subject site.

The Zoning Bylaw allows existing on-site parking conditions that predate the current parking requirements to be maintained for existing buildings. Staff notes that the vehicle parking spaces

at the front of the subject site are located closer than 3 m to a lot line which abuts a road, and that the overall number of vehicle parking spaces on-site is slightly less than that required by the current regulations of the Zoning Bylaw (i.e. 10 vehicle parking spaces). Staff has no objection to the current parking arrangement on-site, considering:

- The existence of the building and parking arrangement on the site prior to the date of adoption of the Zoning Bylaw.
- The number of vehicle and loading spaces on-site and the availability of off-street parking on River Road are adequate to meet the parking demand of business operations on-site.

Landscaping

The subject site and surrounding industrial sites in the area consist mainly of buildings and asphalt surface parking and loading to assist with the volume of distribution and deliveries associated with business activities.

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

The existing surface area conditions at the subject site and surrounding sites were developed prior to the adoption of the Zoning Bylaw, therefore the 3 m landscaped road buffer is not applicable in this case. Given the temporary nature of business activities at the subject site and the transitioning surrounding area, Staff has no objection to the surface area conditions.

Analysis

As indicated previously, the applicant has operated business at two (2) light industrial-zoned properties within this neighbourhood since 1969 and wishes to continue to carry on business activities from the current location at 8540 River Road on an interim basis until they identify an appropriately-zoned site for the permanent operation of the business.

A TCUP at this site may be valid for a period of up to three (3) years from the date of issue, at which time an application for an extension to the permit may be made and issued for up to three (3) more years. The Local Government Act allows Council to consider TCUP issuance on its own merits.

The subject site is located in an area that is transitioning from light industrial uses to an area that is designated in the City Centre Area Plan to contain a mix of commercial uses and services. The proposed minor retail commercial use at this location is acceptable to staff on the basis that it is consistent with the land use designations in the OCP, and that it is temporary in nature until such time that the property redevelops or that a permanent site can be found for the operation of the business.

Financial Impact

None.

Conclusion

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

A TCUP was issued by Council in 2007 to allow the proposed use. The applicant wishes to continue to carry on wholesale and retail business activities at the subject site, while continuing to seek an appropriately-zoned site for the permanent operation of the business.

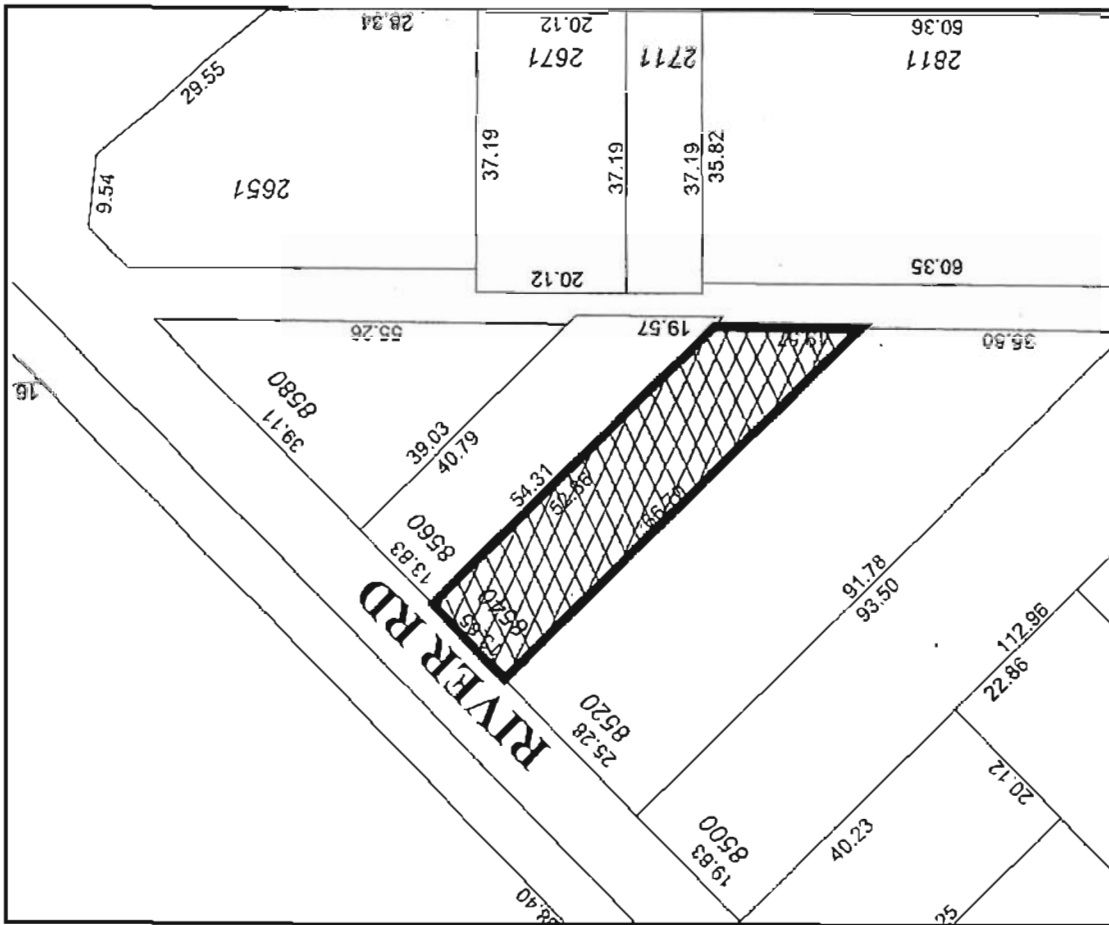
The proposed retail commercial use at this location is acceptable to staff on the basis that it is consistent with the land use designations in the OCP, and is temporary in nature.

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



Cynthia Lussier
Planning Technician

CL:kt

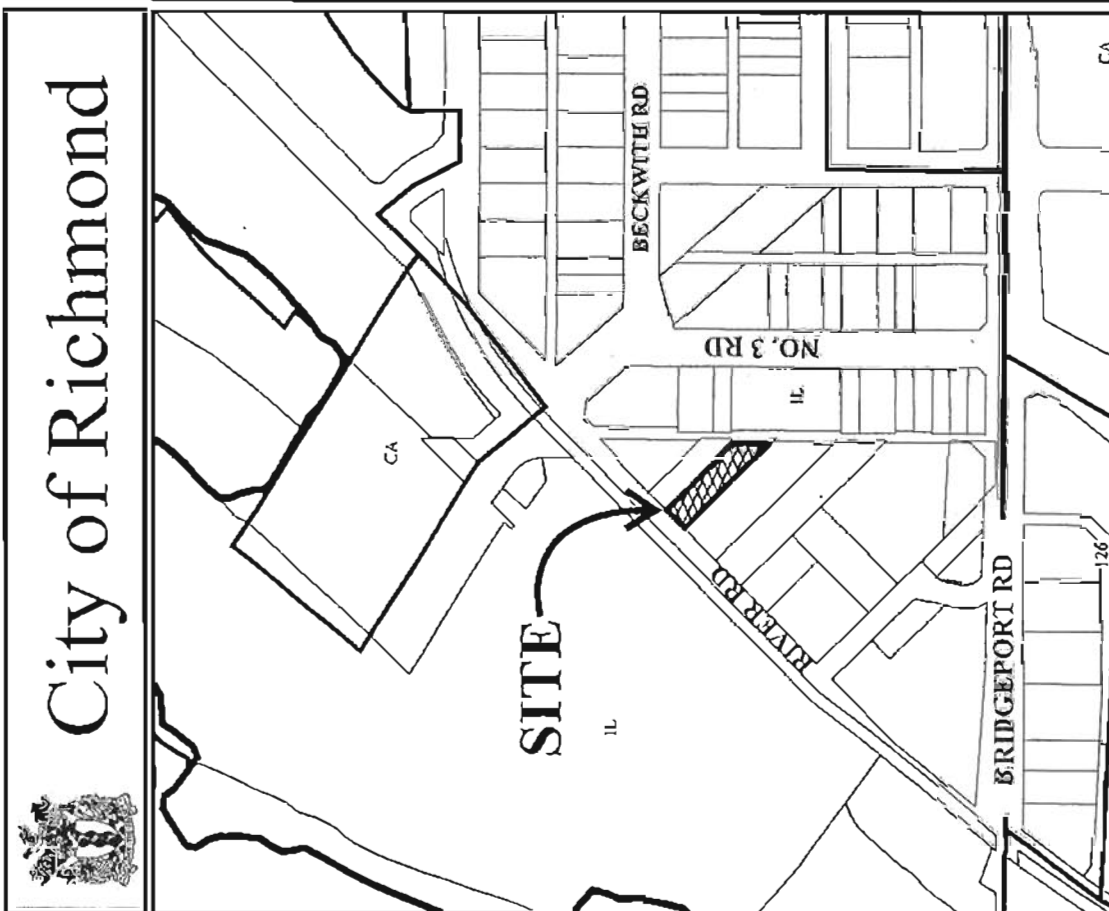


Original Date: 07/09/12

Revision Date:

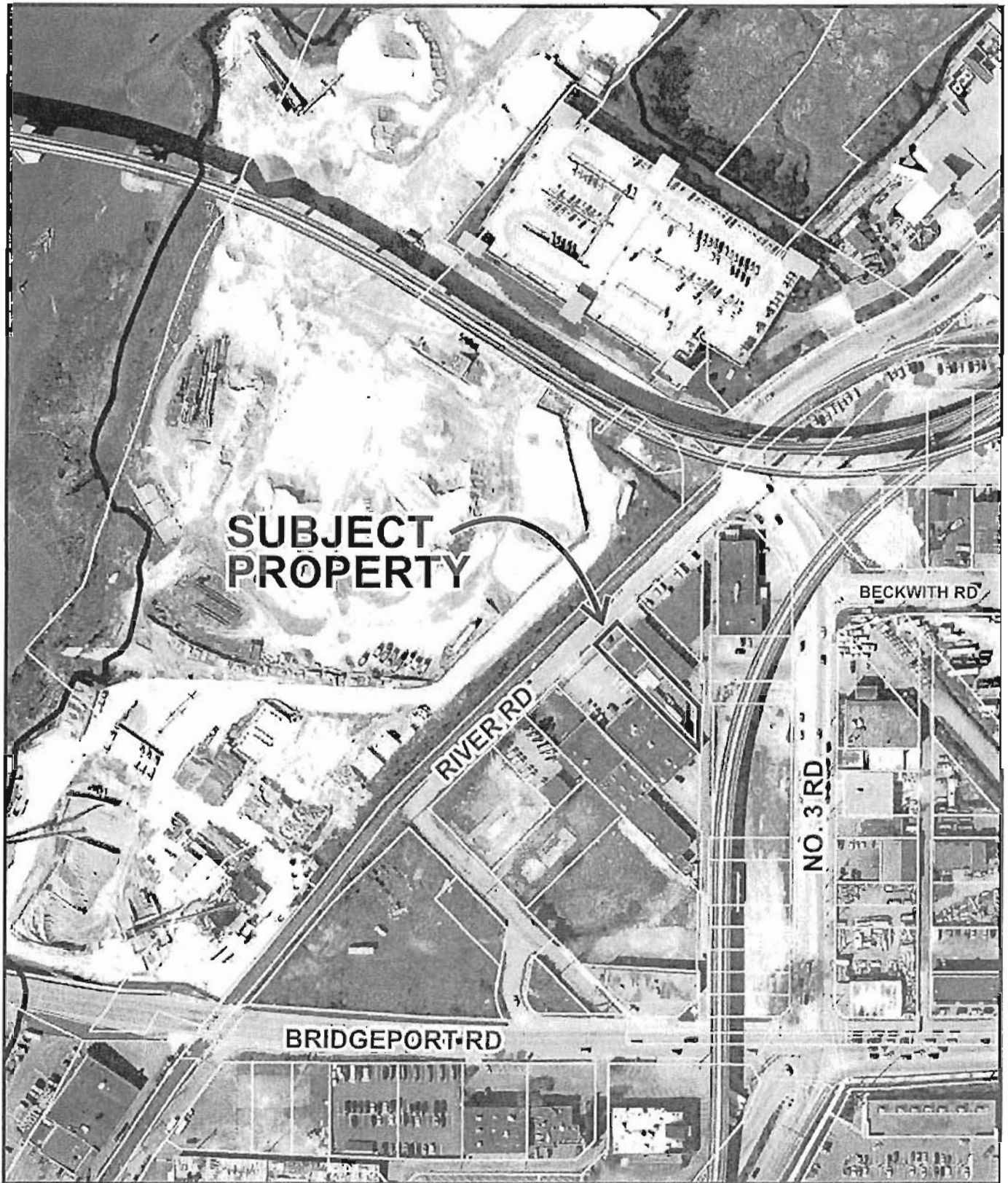
Note: Dimensions are in METRES

TU 12-614858



City of Richmond





TU 12-614858

Original Date: 07/09/12

Amended Date:

Note: Dimensions are in METRES



TU 12-614858

Attachment 2

Address: 8540 River Road

Applicant: Dunbar Equipment Ltd. (dba Don Dickey Supplies)

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

	Existing	Proposed
Owner:	Opus Mobile Sound Ltd.	No change
Site Area:	827 m ²	No change
Land Uses:	Light Industrial	No change
OCP Designation:	Commercial	No change
Area Plan Designation:	Urban Centre T5	No change
Zoning:	Light Industrial (IL)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 1.2 in City Centre	0.38	none permitted
Lot Coverage:	Max. 80%	22%	none
Setback – Front Yard:	Min. 3.0 m	8.08 m	none
Setback – Side Yard:	None	Min. 0.04 m	none
Setback – Rear Yard:	None	31.0 m	none
Height (m):	Max. 15.0 m	5.87 m	none
Lot Size:	None	827 m ²	none
On-site parking spaces – Vehicle and Loading:	n/c	10	none
On-site parking spaces - Accessible:	n/c	none	none



No. TU 12-614858

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

Property Address: 8540 River Road
Richmond BC

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

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

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR

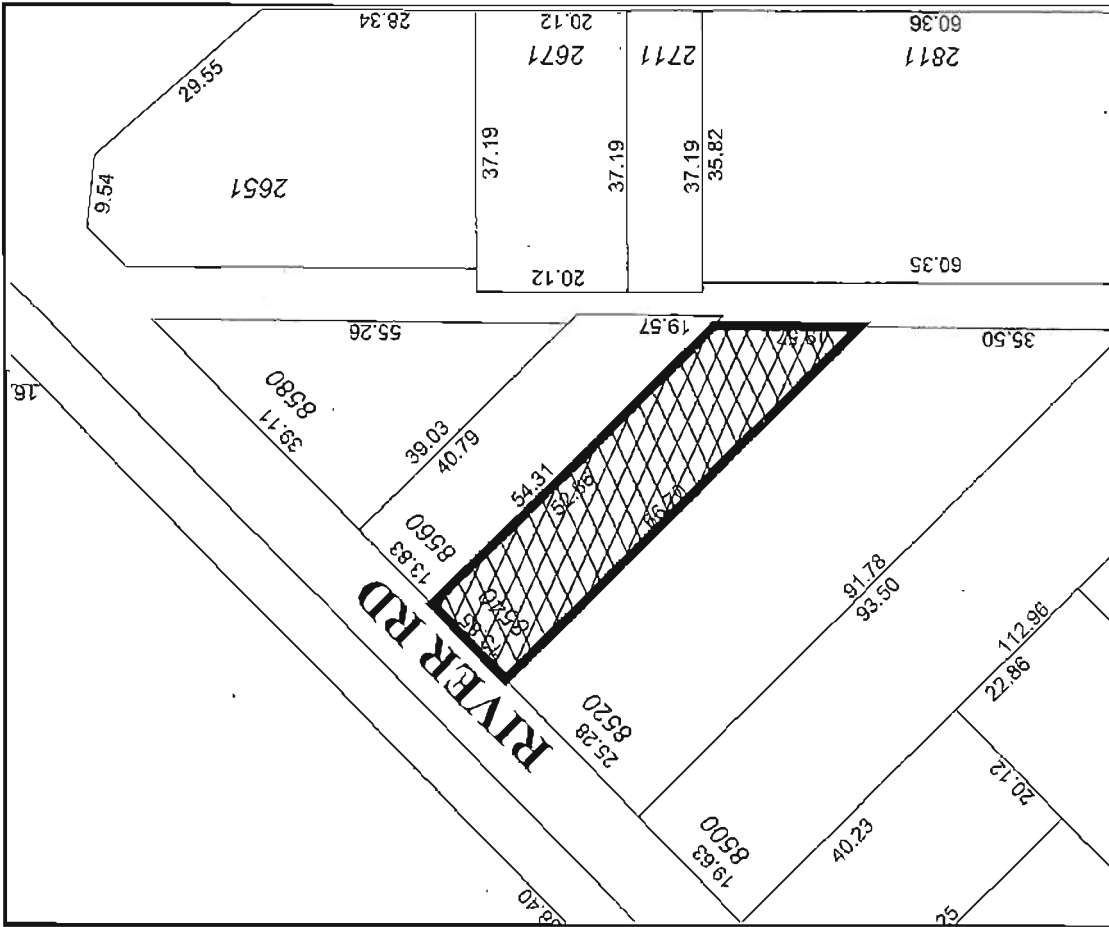
CORPORATE OFFICER

TU 12-614858

Original Date: 07/09/12

Revision Date:

Note: Dimensions are in METRES



Schedule "B"

Undertaking

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

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

(signed original on file)

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



City of Richmond

Report to Committee

TO PLN - FEB. 5, 2013
~~TO SNCL - FEB. 12, 2013~~

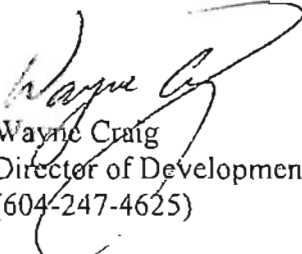
To: Planning Committee
From: Wayne Craig
Director of Development

Date: January 23, 2013
File: 08-4430-03-01/2012-
Vol 01

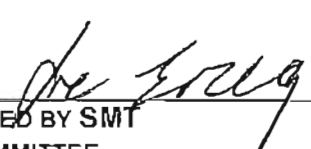

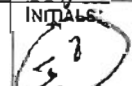
Re: Proposed Revisions to the Coach House Zone Along Arterial Roads

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8987 (Coach House Zone Amendment for Arterial Roads), be introduced and given first reading.
2. That, if Richmond Zoning Bylaw 8500, Amendment Bylaw 8987 (Coach House Zone Amendment for Arterial Roads) is adopted, City staff review the experience of the proposed new RCH1 zone in one year or when some coach houses are built under this new zone, and report back to Planning Committee.


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

Att.

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 
REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

The purpose of this report is to propose some revisions to the Coach House zone along arterial roads in response to the following motions from Planning Committee:

"That a moratorium will be placed on rezoning applications which include coach houses if staff is not satisfied that the applications: (i) meet the Zoning Bylaw and OCP requirements; and (ii) address height and design concerns." (September 18, 2012)

"That staff explore the feasibility and benefits of reducing the footprint of... (ii) coach house lot sizes, in exchange for a larger third storey." (November 22, 2011)

This report responds to these referral motions by recommending revisions to the Coach House (RCH) zone that are intended to improve the overall height and design of new coach houses.

Findings of Fact

There are currently around 97 Coach House (RCH) zoned lots in Richmond. Twenty six (26) of these are located in the Hamilton Area. The remaining 71 are located on arterial roads in Central Richmond that were permitted under the Official Community Plan's (OCP) Arterial Road Policy.

Another four (4) rezoning applications to the RCH zone are pending final reading. There is only one (1) coach house rezoning application on an arterial road in Central Richmond that has not been considered by Planning Committee. It will be processed based on the revisions to the Coach House zone and rezoning process approved by Council.

Analysis

The main concerns Planning Committee has expressed about the appearance of coach houses on arterial roads relate to:

- their height, massing and footprint;
- the lack of private on-site outdoor space;
- outside stairs and balconies that are highly visible or obtrusive;
- overlook and privacy concerns upon neighbouring properties;
- the provision of sufficient parking on-site and not on the arterial road; and
- their unattractive, box-like appearance.

City staff share these concerns, and in consultation with the Richmond small builders, are proposing the revisions noted in **Attachment 1** to the Coach House zone.

Many of these proposed revisions are based upon, and consistent with, the new Single Detached with Granny Flat or Coach House (RE) zone that Council recently approved for the Edgemere area.

All of these zoning changes have been agreed to by representatives from the Richmond small builders.

Staff do not recommend that the footprint of the single-family house be reduced in exchange for a larger third storey. Currently, all of the houses and coach houses in the RCH zone are 2 storeys and utilize the allowable maximum lot coverage of 45%. Without increasing the maximum permitted density (floor area ratio – FAR) of 0.60, there is no opportunity to accommodate any additional building area on a RCH1 lot having a minimum lot area of 315 m².

Furthermore, introducing a three (3) storey single-family house on some arterial road lots would likely result in increased neighbourhood concerns related to privacy, overlook and building massing.

The one item the Richmond small builders do not support is the idea of introducing Development Permit Guidelines in the OCP for coach houses on arterial roads and requiring them to go through the Development Permit process in order to address “form and character” issues and concerns.

The small builders’ position is that:

- the building height has been reduced to control the bulk mass of the coach house;
- 1st storey sloping roof, to give the coach houses a nicer look, reduces the bulky design;
- the stairs are enclosed into the building, to improve the aesthetics of the coach house;
- proper guest parking is provided; and
- other zoning changes address the City's concerns.

Once all of these new elements are incorporated in the Zoning Bylaw, the builders believe this will automatically improve the coach house and when the bylaw changes are followed it will also provide design certainty to all new coach house developments. The builders think a one year review process should be applied to all of the zoning changes and that staff monitor how the new changes look on the sites and get further feedback.

City staff recommend that Council accept the Richmond small builders position and not require a Development Permit for coach houses along arterial roads at this time for the following reasons:

- with the creation of the aforesaid RCH1 sub-zone and changes to the coach house requirements, many of the design concerns will be addressed and there may not be that much benefit to running the form and character of the coach house through the Development Permit process;
- there aren't that many lots left for the RCH1 zoning and by increasing the minimum lot depth and lot area requirements, the City is eliminating from the inventory of potential coach house sites many of the remaining lots along No. 1 Road and Williams Road which caused the concerns (i.e., it is estimated that there may be around 20 coach house rezoning applications in the future based on past development trends);
- the Development Permit requirement will lengthen the normal processing time for a rezoning application, subdivision approval and building permit and, unlike the Edgemere neighbourhood where the City pre-zoned the area, may serve as a deterrent to coach house rezoning applications; and
- similar to Edgemere, staff are prepared to give the proposed zoning changes a chance first and would prefer that Council review this matter in 1 year or so to see if there are still problems that warrant the need for a Development Permit.

Should Council accept this recommendation, it is proposed that all future rezoning applications, including the one (1) in-stream application, for coach houses on an arterial road in Central Richmond be:

- rezoned to the proposed, new RCH1 zone (not the RCH zone);
- required to submit building permit like drawings of the coach house to Planning Committee to ensure that Council is satisfied with the exterior design; and
- required to submit and have a building permit ready for issuance for the coach house as a condition of final reading for the rezoning application.

In doing so, it should be recognized that there is still the minor risk that the coach house may change after Council has approved the rezoning application. The only way to guarantee that Council controls the final design of the coach house is through a Development Permit.

Staff believe this risk is manageable because:

- the one (1) in-stream rezoning application is from the builder/owner of the property;
- the building permit requirements will discourage speculative rezoning applications;
- the Richmond small builders prefer this approach and believe the building permit plans will become part of any potential sales transaction;
- interior changes can be made after a rezoning application is adopted or a Development Permit is issued; and
- this approach will be monitored and reviewed in 1 year or when some new coach houses have been built under the proposed RCH1 zone.

Financial Impact

None.

Conclusion

This report proposes some revisions to the Coach House zone along arterial roads in response to two motions from Planning Committee. Staff have discussed these proposed revisions with the Richmond small builders and they are supportive of the proposed new RCH1 sub-zone and requirements.

However, the small builders prefer not to go through a Development Permit process for a coach house. Staff support foregoing the proposal to require a Development Permit for coach houses along arterial roads in Central Richmond at this time (subject to a review based on City's experience in 1 year or when some coach houses are built under the new RCH1 zone).



Holger Burke, MCIP
Development Coordinator
(604-276-4164)

HB:cas

SUMMARY OF PROPOSED CHANGES TO COACH HOUSES ZONE RE: COACH HOUSES ONLY			
Zoning Section		Existing RCH	Proposed RCH1*
1	Purpose	No Change	
2	Permitted Uses	Coach house (attached or detached)	Coach house (detached only)
3	Secondary Uses	No Change	
4	Permitted Density	New	Unenclosed/uncovered balcony: - maximum area 8.0 m2 - face lane or side street
			Stairs enclosed within building area (no exterior stairs to 2 nd floor)
5	Permitted Lot Coverage	No Change	
6	Yards & Setbacks	Only one wall attached to house	(Not permitted – detached only)
		0.6 m interior side yard for detached coach house	0.6 m interior side yard if lot width less than 10.0 m 1.2 m interior side yard if lot width 10.0 m or more
		1.2 m rear yard for detached coach house	1.2 m to 10.0 m of rear lot line
		3.0 m building separation	4.5 m building separation space
		New	1.5 m rear lot line waste/recycling bins
			0.6 m side yard and rear yard projection sustainable building elements
7	Permitted Heights	No Change to Single Detached House	
		2 storeys or 7.4 m, whichever is less	2 storeys or 6.0 m above the highest elevation of the crown of the abutting lane, whichever is less
		New	3.7 m above grade eave 1 st storey with sloping roof
			4.0 m above grade top of roof facing building separation space
8	Subdivision Provisions/ Minimum Lot Size	24.0 m minimum lot depth	35.0 m minimum lot depth
		270.0 m2 minimum lot area	315.0 m2 minimum lot area
9	Landscaping & Screening	20.0 m2 private outdoor space	30.0 m2 private outdoor space
		New	Private outdoor space: - for coach house only - access from rear yard, lane or coach house - clearly defined and screened deck, balcony, porch or yard
			Landscape rear yard between coach house and lane
			Permeable driveway to parking spaces where the lane has curb & gutter
			High quality screening: - between lane and parallel parking - along lot line adjacent to surface parking if abutting a neighbouring lot
			Yard on corner lot between coach house and road to be designed and treated as front yard of coach house and not private outdoor space
			Vertical greening to improve privacy
			0.9 m wide permeable pathway from road to coach house
10	On-Site Parking	New	Coach house over maximum 2 parking spaces in detached garage
			Parking space and driveway for coach house must be unenclosed, uncovered and porous surfaces
11	Other Regulations	New	Coach house must be over detached garage
			Boarding & lodging and child care program not permitted in coach house
* Proposed RCH1 zone to be used for 1 In-stream rezoning application and future coach house rezonings			



**Richmond Zoning Bylaw 8500, Amendment Bylaw 8987
(Coach House Zone Amendment for Arterial Roads)**

1. The Council of the City of Richmond enacts as follows:

- a) Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing Section 8.3 Coach Houses (RCH) zone as amended and replacing it with the following new Section 8.3 Coach Houses (RCH; RCH1) zone:

“8.3 Coach Houses (RCH; RCH1)

8.3.1 Purpose

The **zone** provides for a **coach house** in conjunction with **single detached housing** where there is **vehicle access** to a **rear lane**.

8.3.2 Permitted Uses

- **housing, single detached, with:**
 - an attached or detached **coach house** in the **RCH zone**
 - only a detached **coach house** in the **RCH1 zone**

8.3.3 Secondary Uses

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

8.3.4 Permitted Density

1. The maximum **density** is limited to one **principal dwelling unit** and one **coach house** per lot.
2. The maximum **floor area ratio (FAR)** is 0.6.
3. The **coach house** must have a minimum **floor area** of at least 33.0 m² and must not exceed a total **floor area** of 60.0 m².
4. For the purposes of this **zone** only, 10% of the **floor area** total calculated for the **lot** in question must be used exclusively for covered areas of the **single detached housing** or **coach house** which are open on two or more sides, with the maximum for the **coach house** being 6.0 m², and is not included in the calculations of the maximum **floor area ratio**.
5. An unenclosed and uncovered **balcony** of a detached **coach house** in the **RCH1 zone** shall have a maximum area of 8.0 m², and shall be located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**.
6. Stairs to the upper level of a detached **coach house** in the **RCH1 zone** must be enclosed within the allowable **building area**.

8.3.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures and non-porous surfaces**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material.

8.3.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m, except that **accessory buildings, coach houses, carports, garages and parking spaces** must be **setback** a minimum of 15.0 m.
2. The minimum **interior side yard** is:
 - a) 1.2 m for a **principal building**;
 - b) 0.6 m for an **accessory building**, including a detached **coach house**, in the **RCH zone**;
 - c) 0.6 m for a **coach house** in the **RCH1 zone** where the **lot width** is less than 10.0 m; and
 - d) 1.2 m for a **coach house** in the **RCH1 zone** where the **lot width** is 10.0 m or more.
3. The minimum **exterior side yard** is 3.0 m.
4. The minimum **rear yard** is 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m.
5. A detached **accessory building** of more than 10.0 m² in the **RCH zone** may be located in the **rear yard** but no closer than 3.0 m to a **lot line abutting a public road** or 1.2 m to any other **lot line**.
6. A **coach house** in the **RCH1 zone** shall be located within 1.2 m and 10.0 m of the **rear lot line**.
7. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
 - a) a **coach house** in the **RCH zone** is 3.0 m; and
 - b) a **coach house** in the **RCH1 zone** is 4.5 m.
8. Only one wall of the **coach house** may be attached to the **single detached housing** in the **RCH zone**.
9. **Coach houses and accessory buildings** are not permitted in the **front yard**.
10. Waste and recycling bins for a **coach house** in the **RCH1 zone** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.

11. **Building** elements in a **coach house** in the **RCH1 zone** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.

8.3.7 Permitted Heights

1. The maximum **height** for **single detached housing** is 2½ storeys or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential lot depth vertical envelope**.
2. The ridge line of a side roof dormer may project horizontally up to 0.91 m beyond the **residential vertical lot width envelope** but no further than the **setback** required for the **interior side yard** or the **exterior side yard**.
3. The ridge line of a front roof dormer may project horizontally up to 0.91 m beyond the **residential vertical lot depth envelope** but no further than the **setback** required for the **front yard**.
4. For the purpose of this zone only, **residential vertical lot depth envelope** means a vertical envelope located at the minimum **front yard setback** requirement for the **lot** in question.
5. The **residential vertical lot depth envelope** is:
 - a) calculated from the **finished site grade**; and
 - b) formed by a plane rising vertically 5.0 m to a point and then extending upward and away from the required **yard setback** at a rate of the two units of vertical rise for each single unit of horizontal run to the point at which the plane intersects to the maximum **building height**.
6. The maximum **height** for the **accessory buildings** is 5.0 m, except for the **accessory building** containing the **coach house**, in which case the maximum **height** shall be:
 - a) 2 storeys or 7.4 m, whichever is less, in the **RCH zone**; and
 - b) 2 storeys or 6.0 m above the highest elevation of the crown of the abutting **lane**, whichever is less, in the **RCH1 zone**.
7. The maximum **height** of the eave of the first **storey** of a **coach house** in the **RCH1 zone** with a sloping roof shall be 3.7 m above **grade**.
8. The maximum **height** to the top of the roof facing the **building separation space** between the **single detached housing** and the **coach house** in the **RCH1 zone** shall be 4.0 m above **grade**.
9. The maximum **height** for **accessory structures** is 9.0 m.

8.3.8 Subdivision Provisions/Minimum Lot Size

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

Zone	Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
RCH	6.0 m	9.0 m	24.0 m	270 m ²
RCH1	6.0 m	9.0 m	35.0 m	315 m ²

2. A **coach house** may not be **subdivided** from the **lot** on which it is located.

8.3.9 Landscaping & Screening

1. **Landscaping and screening** shall be provided in accordance with the provisions of Section 6.0, except that in the RCH and RCH1 **zone**:
 - a) **fences**, when located within 3.0 m of a **side lot lane abutting** a public road or 6.0 m of a **front lot line abutting** a public road, shall not exceed 1.2 m in **height**; and
 - b) **fences**, when located elsewhere within a required **yard**, shall not exceed 1.83 m in **height**.
2. A private outdoor space shall be provided on the **lot** zoned:
 - a) RCH with a minimum area of 20.0 m² and a minimum width and depth of 3.0 m; and
 - b) RCH1 with a minimum area of 30.0 m² and a minimum width and depth of 3.0 m.
3. All private outdoor space, regardless if it is in the RCH **zone** or RCH1 **zone** shall not be:
 - a) located in the **front yard**; and
 - b) occupied or obstructed by any **buildings, structures**, projections and on-site parking, except for **cantilevered roofs and balconies** which may project into the private outdoor space for a distance of not more than 0.6 m.
4. A private outdoor space in the RCH1 **zone**:
 - a) shall be for the benefit of the **coach house** only;
 - b) may include an open or covered deck, unenclosed **balcony, patio** pavers, **porch** or **fenced yard** space which is clearly defined and screened through the use of **landscaping**, planting or architectural features such as trellises, low **fencing** or planters, but not space used for parking purposes; and
 - c) shall be **accessed** from the **rear yard, lane** or **coach house**.
5. The **rear yard** between a **coach house** and the **lane** in the RCH1 **zone**, including the **building** entry to the **coach house**, must incorporate the planting of appropriate trees and other attractive soft **landscaping**, but not low ground cover so as to enhance the visual appearance of the **lane**, and high quality permeable materials where there is a driveway to **parking spaces** and where the **lane** has curb and gutter.

6. High quality **screening** shall be located between the **lane** and any **parking spaces** parallel to the **lane** and along the **lot line** adjacent to the surface **parking spaces** in the RCH1 **zone** if abutting a neighbouring **lot**. Where the space is constrained, a narrow area sufficient for the growth of the **screening** shall be provided at the base of the **screening**, **fence** or at the foot of the **coach house**.
7. The **yard** between the **coach house** and the **road** on a **corner lot** in the RCH1 **zone** shall be designed and treated as the **front yard** of the **coach house**, not be used as private outdoor space and have quality surface treatment, soft **landscaping** and attractive plant materials.
8. Where vertical greening is used in the RCH1 **zone** as a means to improve privacy, it may include **building walls** and/or the provision of **fences** and **arbours** as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for **screening** and **landscaping**.
9. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the **road** to the **coach house** shall be provided for emergency personnel, delivery agents and visitors in the RCH1 **zone**.

8.3.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that the maximum driveway width shall be 6.0 m.
2. For the purpose of this **zone** only, a driveway is defined as any **non-porous surface** of the **lot** that is used to provide space for **vehicle** parking or **vehicle** access to or from a public **road** or **lane**.
3. In the RCH1 **zone**:
 - a) a **coach house** may not be located above more than a maximum of 2 **parking spaces** in the detached **garage** for the **single detached housing**; and
 - b) the required **parking space** and driveway for a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

8.3.11 Other Regulations

1. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **coach house**.
2. A **child care program** shall not be located in a **coach house**.
3. The **coach house** must be located above a detached **garage** in the RCH1 **zone**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply."

2. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8987**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

FEB 12 2013

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Victor Wei, P. Eng.
Director, Transportation
Re: **TANDEM PARKING REQUIREMENTS IN TOWNHOUSE DEVELOPMENTS –
REPORT BACK ON REFERRAL**


Date: January 22, 2013

File: 10-6455-01/2012-Vol

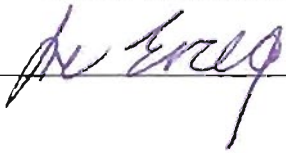

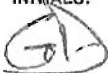
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12-8060-20-8993 /
8994

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 (Townhouse Tandem Parking):
 - to permit a maximum of 75% tandem parking spaces in all standard and site specific townhouse zones (except those that already permit 100% tandem parking),
 - to require one tandem parking space to have a wider space if a townhouse is wider than 4.57 m (15 ft), and
 - to require visitor parking for residential uses be identified by signage,be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), to insert a new Development Permit Guideline regarding way finding signage to visitor parking spaces for multi-family residential uses, be introduced and given first reading.
3. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), 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.
4. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 is hereby deemed not to require further consultation.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 6

REPORT CONCURRENCE				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Building Approvals		<input checked="" type="checkbox"/>		
Development Applications		<input checked="" type="checkbox"/>		
Policy Planning		<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS		INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

At the regular Council meeting held September 26, 2011, Council considered a report on tandem parking (i.e., where one standard parking space is located behind the other) in new townhouse developments and resolved:

That staff be directed to consult with stakeholders, including Urban Development Institute, Greater Vancouver Home Builders Association, and other small townhouse builders not part of the UDI and GVHBA, on the following parking-related topics specific to multi-family residential developments:

- *impacts of regulating the extent of tandem parking provided;*
- *minimum dimensions of parking stalls; and*
- *measures to better define visibility of visitor parking.*

This report outlines the results of and recommendations arising from the consultations and proposes amendments to Richmond Zoning Bylaw 8500 to realize the recommendations.

Analysis

1. Meetings with and Feedback from Stakeholders

In February 2012, staff met with members of the Urban Development Institute (UDI), other small townhouse builders and the Richmond Parking Advisory Committee to discuss the three (3) identified parking-related topics. Members of the Greater Vancouver Home Builders Association (GVHBA) were unable to attend a meeting but were provided with presentation materials and invited to submit comments to staff. The discussion included gathering feedback on potential options and measures prepared by staff to address the perceived concerns as shown in Table 1 below.

Table 1: Existing and Potential Provisions to Address Parking Concerns

Issue	Existing Bylaw Provision	Potential Option(s)
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> • Outside of site specific zones, 0% of units with two (2) parking spaces may have tandem arrangement (i.e., any tandem parking requires a variance, which would typically be supported if there are no existing/anticipated parking or traffic problems nearby) • Within site specific zones, up to 100% of units with two (2) parking spaces may have tandem arrangement (i.e., no variance required) 	<ul style="list-style-type: none"> • Maintain up to 100% of units may have tandem parking within site specific zones • Outside of site specific zones, the percentage of units that may have tandem parking: <ul style="list-style-type: none"> ◦ Maximum of 100% of units ◦ Maximum 75% of units ◦ Maximum 50% of units ◦ Status Quo (0% of units)
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> • Minimum Dimensions: 2.5 m by 5.5 m • Clearance to Walls at Sides: 0.3 m on each side (for total width of 3.1 m) • Clearance to Walls at Front/Back: None 	<ul style="list-style-type: none"> • Dimensions: remain unchanged • Clearance to Walls at Sides: increase by 0.3 m to 0.6 m on each side • Clearance to Walls at Front/Back: increase to 0.3 m at each end

Issue	Existing Bylaw Provision	Potential Option(s)
Visibility of Visitor Parking	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Standardized wayfinding signage from the entrance at maximum 50 m spacing and/or key decision points Standardized signage and pavement markings at each stall Minimum lighting requirements

1.1 Feedback from Developers

Attachment 1 summarizes the key comments from developers regarding each issue as well as the impacts of the potential options. The general tenor of the developer feedback was:

- Extent of Tandem Parking Provided: prefer to maintain the status quo, as variances are typically supported, and let the market (rather than the City) decide how much tandem parking to provide;
- Size of Tandem Parking Stalls: prefer to maintain the status quo, as increasing the clearance may increase the unit size and thus decrease affordability; and
- Visibility of Visitor Parking: support the standardization of signage and pavement markings.

In addition, Polygon Homes compiled a list of 29 completed projects located in 10 different municipalities (including four in Richmond that are shaded in grey) where the percentage of units in each development that have tandem parking ranged from 31 to 100 per cent of the units constructed (see **Attachment 2**). For these projects, the company's in-house Customer Service Group received 1,364 customer responses on various aspects of the developments. As shown in the last column of the table, there were minimal customer responses (a total of nine, or 0.7 per cent of total responses) regarding tandem parking. For the four Richmond developments that have an average of 74 per cent of the units with tandem parking, a total of 172 customer responses were received with only one response related to tandem parking. Polygon therefore concludes that there is no compelling evidence from customers of a perceived problem with tandem parking.

1.2 Feedback from Richmond Parking Advisory Committee

Staff also met with the Richmond Parking Advisory Committee in February 2012 to discuss the parking-related topics and the potential options and measures. **Attachment 3** summarizes the comments provided by members, which are similar in tone to those provided by the developers.

2. Proposed Recommendations

The proposed recommendations for Richmond seek to maintain and enhance the liveability of the city for both existing and new residents in terms of housing affordability, range of housing type available and parking impacts of new residential developments, while at the same time streamlining the provision of tandem parking and avoiding undue hardship for the development industry.

2.1 Extent of Tandem Parking Provided in Townhouse Developments

For all options, the current bylaw provision whereby up to 100 per cent of units with two parking spaces in site specific zones may have those spaces in a tandem arrangement would be

maintained (see **Attachment 4** for the location of these specific zones, which are generally located within the City Centre area with the exception of two site specific zones in the Hamilton area and on Francis Road just east of No. 3 Road). The following three options would apply to townhouse developments outside of the existing site specific zones.

In addition, for each option, staff would continue to assess any parking variance requests to provide tandem parking for more than the permitted limit on a case-by-case basis based on the following criteria:

- Size of Development: size of the site and/or the extent of street frontage, which impacts the flexibility for site planning. For example, for small infill projects, particularly in the City Centre, the size and configuration of the site would likely trigger the need for more tandem parking in order to make the proposed project feasible and to achieve the density envisioned in the relevant area plan;
- Site Constraints: site geometry and other specific constraints (e.g., ground floor is non-habitable due to the minimum flood construction level requirement, tree retention); and
- Site Location: the extent of parking restrictions on the fronting and/or side streets and the proximity of the development to existing single family neighbourhoods.

In developing the options, staff also considered the practice of other municipalities in the Metro Vancouver area. As noted in the previous report considered by Council in September 2011, three municipalities (i.e., Vancouver, Surrey and Delta) specifically permit tandem parking arrangements for residential developments in their bylaws while other jurisdictions (e.g., Burnaby, New Westminster, Coquitlam) do not identify tandem parking in their bylaws but do support the arrangement in practice. Only the City of Vancouver specifies a maximum percentage of units that are permitted to have tandem parking, which is 50 per cent.

Option 1: Status Quo – 0 % of Units Permitted for Tandem Parking Unless Variance is Granted

Based on current practice, any proposal beyond the permitted zones for a development with a townhouse unit that has two (2) parking spaces to have the spaces in a tandem arrangement would require a variance (even if only one (1) unit in the entire complex is proposed to have tandem parking), and developers may seek a variance to provide tandem parking for up to 100 per cent of the units.

As there had been general support of the City in the past for variances to permit tandem parking, this option is supported by local developers who oppose any perceived limit on the extent of tandem parking permitted in townhouse developments. Supporting variances for tandem parking helps reduce lot coverage, particularly for smaller sites, and maintain unit variety and affordability. Conversely, maintaining the status quo is administratively cumbersome as a variance is necessarily generated each time thus diminishing the effectiveness of the existing bylaw provision.

Option 2: Up to a Maximum of 75 % of Units Permitted for Tandem Parking (Recommended)

Under this option, a maximum of 75 per cent of the units could have parking in a tandem arrangement and thus would not require a variance. Any proposals seeking a tandem parking arrangement for more than 75 per cent of the units would require a variance. As an example, a 40-unit townhouse development could have up to 30 units with parking in a tandem arrangement

with the remaining 10 units having any combination of single or side-by-side parking spaces that sums to the total number of required parking spaces, unless a variance is requested that the remaining 10 units have tandem parking instead of side-by-side parking.

Based on staff's review of 49 existing townhouse developments randomly selected throughout Richmond, an average of 61 per cent of townhouse units have tandem parking (see **Attachment 5**). Staff's assessment of applications processed within the past three years indicates that this percentage has increased, likely due to rising land prices. Therefore, the proposed maximum limit would be generally consistent with the current practice of developers. While this maximum rate is higher than that permitted by the City of Vancouver, staff believe this figure is appropriate for Richmond as it reflects existing conditions which, as noted in the prior report on this topic, have not resulted in a lack of on-street parking capacity.¹

This option would benefit developers by significantly reducing the current number of variance requests as such a request would not be triggered until the threshold of 75 per cent of the units is passed, as opposed to the current threshold of one or more units. As noted above, staff would continue to assess any parking variance requests to provide tandem parking for more than the permitted limit on a case-by-case basis. More importantly, permitting a higher percentage of townhouse units to have tandem parking would help maintain the affordability of these units, as this parking arrangement typically allows a greater unit yield on a given site.

Option 3: Up to a Maximum of 50 % of Units Permitted for Tandem Parking

Under this option, a maximum of 50 per cent of the units could have parking in a tandem arrangement and thus would not require a variance. Any proposals seeking a tandem parking arrangement for more than 50 per cent of the units would require a variance. This option is not recommended as staff deem the limit too onerous for developers in terms of the viability of a project. More importantly, the lower the permitted limit on the extent of tandem parking allowed, the greater the negative impact on affordability as units with tandem parking typically cost less for homebuyers.

2.2 Size of Tandem Parking Stalls

As survey respondents² cited concerns regarding the width of parking stalls in a tandem arrangement, staff explored options to improve the accessibility of the stalls.

Per the City's existing bylaw requirement, the minimum width of a parking space shall be increased by 0.3 m where the parking space adjoins a wall. Thus, for a tandem parking space in a townhouse that has a wall on either side, the minimum parking stall width of 2.5 m would be increased by 0.3 m on either side for a total width of 3.1 m. As shown in Table 2 below, these lateral clearance requirements are generally consistent with those of other municipalities in the region. In addition, other municipalities typically do not require any additional clearance at the front or back of the parking space.

¹ Staff site visits to 35 existing townhouse developments with both tandem and conventional side by side parking in August 2011 concluded that the streets surrounding the developments generally have excess on-street parking capacity for both residents of and visitors to these neighbourhoods.

² As summarized in the report considered by Council in September 2011, staff distributed a survey in July 2011 to owners and occupants of 35 existing townhouse developments in Richmond with both tandem and conventional side-by-side parking seeking their feedback regarding on-site vehicle adequacy and convenience.

Table 2: Tandem Parking Clearance Provisions in Other Greater Vancouver Municipalities

Municipality	Min. Dimensions of Parking Space (L x W)	Lateral Clearance Requirement for Tandem Parking Stall	Overall Parking Space Width
Vancouver	5.5 m x 2.5 m	0.2 m on each side	2.9 m
Surrey	6.1 m x 2.6 m (inside) 6.0 m x 2.6 m (outside)	0.2 m on each side	3.0 m
Delta	5.5 m x 2.75 m	minimum stall width of 3.0 m where parking space abuts a wall	3.0 m
Richmond	5.5 m x 2.5 m	0.3 m on each side	3.1 m
Burnaby	5.5 m x 2.6 m	0.3 m on each side	3.2 m
New Westminster	5.3 m x 2.59-2.74 m	0.3 m on each side for entire length except for 1.22 m at each end on sides that abut the wall	3.19-3.34 m
Coquitlam	5.8 m x 2.6-2.9 m	0.3 m on each side	3.2-3.5 m

Each option below pertains to the lateral clearance provided for a tandem parking stall. Staff do not propose adding a clearance requirement for the front and/or back of a tandem parking stall, as survey respondents who have tandem parking spaces did not indicate a desire for greater clearance at the front or back; rather, the consistent comment was that the parking spaces were not wide enough.

Option 1: Status Quo – Maintain Minimum Overall Parking Space at Width 3.1 m

The width of a typical compact sedan (e.g., late model Honda Civic) is 1.85 m and its doors, when opened to the first spacing, typically add another 0.60 m on either side resulting in an overall width of 3.05 m. While the City's existing requirement of 3.10 m for the overall parking space width would allow both doors of this typical compact sedan to be opened on both sides at the same time, this may not be achievable for a larger vehicle.

Option 2: Increase Minimum Width plus Clearance from 3.1 m to 3.4 m for One Stall Only for Units Greater than 4.57 m in Width (Recommended)

Under this option, the overall minimum width plus clearance for one of the tandem parking stalls would be increased from 3.1 m to 3.4 m with the other stall permitted to remain at 3.1 m as a narrower width for one of the stalls is necessary to accommodate the adjacent foyer which is typically wider than the staircase in order to provide a comfortable and functional space at the door entrance. This was confirmed with staff's review of relevant development plans and field tests at a new townhouse unit of width greater than 4.57 m (15 feet). As such, staff concluded that the proposed wider width of 3.4 m can only be accommodated adjacent to the staircase.

While a width of 3.1 m can accommodate a typical compact vehicle (i.e., so that both doors of the vehicle can open to the first spacing at the same time) as noted in Option 1, it cannot accommodate a larger vehicle such as a minivan or sport utility vehicle. Using a late model Dodge Caravan, staff confirmed that an overall width of 3.4 m is needed to allow both doors of the vehicle to be opened to the first spacing at the same time.

Staff reviewed further typical floor plans of narrower townhouse units and consulted with several developers and architects who specialize in townhouse developments in Richmond to determine whether or not the proposed 3.4 m minimum width for only one of the stalls would be viable without increasing the overall width of the dwelling unit. The consensus is that typical

townhouse units greater than 4.57 m (15 feet) on the ground floor could accommodate the recommended increased width of one of the two tandem stalls.

Given the industry feedback and the relatively small number of units (estimated at less than 20%) built with tandem parking that are 4.57 m (15 feet) wide or less, staff propose that townhouse units that are 4.57 m (15 feet) or narrower in width be exempt from the proposed change to increase the minimum width to 3.4 m. With this approach, staff would assess any parking variance requests on a case-by-case basis.

Staff further recommend that the proposed new requirement should allow developers the flexibility to determine which of the two tandem parking spaces would be provided with the increased overall width of 3.4 m based on the internal layout of the unit.

Option 3: Increase Minimum Width plus Clearance from 3.1 m to 3.7 m

Under this option, the lateral clearance would be increased by 0.3 m to 0.6 m on each side such that existing minimum width plus clearance would be increased from 3.1 m to 3.7 m, which would be appreciably wider than the existing minimum widths of the surveyed municipalities shown in Table 2. While this option would allow the opening of both doors of vehicles larger than a typical minivan such as a full size SUV, it is not recommended due to its estimated negative impact upon construction costs and thus affordability. The development community indicated that increasing the width of a tandem garage by 0.3 m (one foot) would increase overall construction costs by up to five per cent given a three-storey unit that is 6.1 m (20 feet) in length (i.e., 20 square feet multiplied by 3 storeys). This additional cost would be reflected in the ultimate market price for the potential homebuyer.

2.3 Visibility of Visitor Parking

As all stakeholders consistently support the development of standardized signage and pavement markings to better identify the location of visitor parking within multi-family residential developments, staff propose to define the design and placement of these items including the following elements:

- size, wording and colour of the signage;
- size of text for the signage and pavement markings; and
- location and spacing of wayfinding signage.

2.4 Further Consultation with Stakeholders

Staff met again with members of UDI in November 2012 to review the recommended measures. As indicated in **Attachment 6**, the agency fully supports the proposed changes.

3. Proposed Amendments to Bylaws

Richmond Zoning Bylaw 8500, Amendment Bylaw 8993, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8994, are based on the recommended options for the extent of tandem parking provided and the size of tandem parking stalls, as well as the measures to improve the visibility of visitor parking.

Financial Impact

None.

Conclusion

As directed by Council, staff consulted with stakeholders regarding three parking-related topics specific to multi-family developments: (1) the impacts of regulating the extent of tandem parking provided; (2) the minimum dimensions of tandem parking stalls; and (3) measures to better define visibility of visitor parking. Based on stakeholder feedback and staff analysis, staff recommend the following amendments to Richmond Zoning Bylaw 8500 and Richmond Official Community Plan Bylaw 9000:

- establish that a maximum of 75 per cent of the total townhouse units with two (2) parking spaces in an enclosed garage may have those parking spaces in a tandem arrangement for those areas outside of the existing site specific zones, with requests for variances of this limit to be considered on a case-by-case basis;
- increase the minimum width plus clearance for one of the tandem parking stalls from 3.1 m to 3.4 m with the other stall permitted to remain at 3.1 m for townhouse units greater than 4.57 m in width; and
- require standardized signage and pavement markings to better define the location and visibility of visitor parking.

The recommended changes in townhouse parking requirements are considered to achieve an optimal balance between enhancing liveability of existing and new residents, maintaining the affordability of new townhouses, reducing bureaucracy in the provision of tandem parking, and precluding hardship on the development industry.



Joan Caravan
Transportation Planner
(604-276-4035)



Fred Lin, P.Eng., PTOE
Senior Transportation Engineer
(604-247-4627)

JC:rg

Feedback from Developers

Issue	Key Comments
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> • Would not support changes or limits to existing bylaw provisions • Issue is a perceived (not actual) problem as there is no clear evidence that on-site tandem parking creates spill-over of parking to the adjacent streets • Use of on-street parking can be attributed to residents of all housing types regardless of the parking arrangement due to: <ul style="list-style-type: none"> ◦ residents with more vehicles than parking spaces ◦ residents using the garage for storage of items rather than vehicles ◦ rental units in the area • Site observations documented by staff in previous report indicate there is sufficient on-street parking • Let the market (not the City) decide how much tandem parking to provide • Developers are sensitive to the market and will not build something that buyers do not want • Already striving to achieve a balance between affordability and tandem versus side-by-side parking • No indication from clients/buyers that tandem parking is unacceptable • Given the geometry of a particular site and the restraints of FSR, site coverage, setback, and tree retention, it is not always possible to provide only side-by-side parking • A "one size fits all" regulation for all sites would not be equitable, instead consider each development on its own merits • Consider regulating on-street parking (e.g., implement pay parking, a 2-hour time limit or increased enforcement of three hour time limit) to ensure there is turnover and spaces available • Undertake further review of particular locations that have generated complaints to determine if tandem parking is really the source or is it really the increase in density • As units with side-by-side parking are wider than those with tandem parking (typically 300-500 sq ft larger), any limits on extent of tandem parking provided will decrease the: <ul style="list-style-type: none"> ◦ range of housing choices available ◦ affordability due to larger size of unit ◦ amount of open space on development site
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> • Would prefer to maintain existing bylaw provisions but some developers would consider an option to increase the clearance on one side only by 0.3 m to 0.6 m with no change in the clearance at the front and back • No indication from clients/buyers that size of tandem parking stall is unacceptable • Any trend towards buying smaller vehicles will mitigate this issue • As the size of the garage dictates the size of unit above, increasing the clearance will increase the unit size and, in turn, will decrease affordability and the amount of open space
Visibility of Visitor Parking	<ul style="list-style-type: none"> • Agree that standardized signage and pavement markings should be developed and would not impose any negative impacts • Do not support the consolidation of visitor parking in one location; prefer to distribute spaces around the site to maximize proximity to ultimate destination • Consolidation of visitor parking may inconvenience some guests as they would have to walk farther to their destination

Feedback from Richmond Parking Advisory Committee

Issue	Key Comments
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> No need for City to regulate as developers know the market and will not build units that are undesirable. Not clear there is evidence of spill-over parking on to the street from townhouse developments with tandem parking as staff were unable to establish a correlation between the type and extent of parking arrangements in a townhouse development and the adjacent street occupancy rate. Agree that changing from the status quo would reduce the number of variances required but also acknowledge that, should a maximum limit be established, developers are concerned that any applications for more than that limit will be subject to greater scrutiny by staff than currently.
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> No need to revise size of tandem parking stall as residents knew what they were buying and have the option of trading their current vehicle for a narrower one. Not clear this is a significant issue as, outside of the targeted survey, the City has rarely received complaints regarding the stall size. Some of the survey responses may be somewhat misleading as phrasing of question invited response of desiring more space.
Visibility of Visitor Parking	<ul style="list-style-type: none"> Agree that better signage is needed and it is important to include the word "only" on the sign (i.e., "Visitor Parking Only"). Agree that pavement markings are also needed, not just signage. Upon implementation, will need strata councils to take responsibility for enforcing the proper use of the visitor parking.

**Multi-Family Residential Development Projects Completed by Polygon Homes:
Customer Feedback re Tandem Parking**

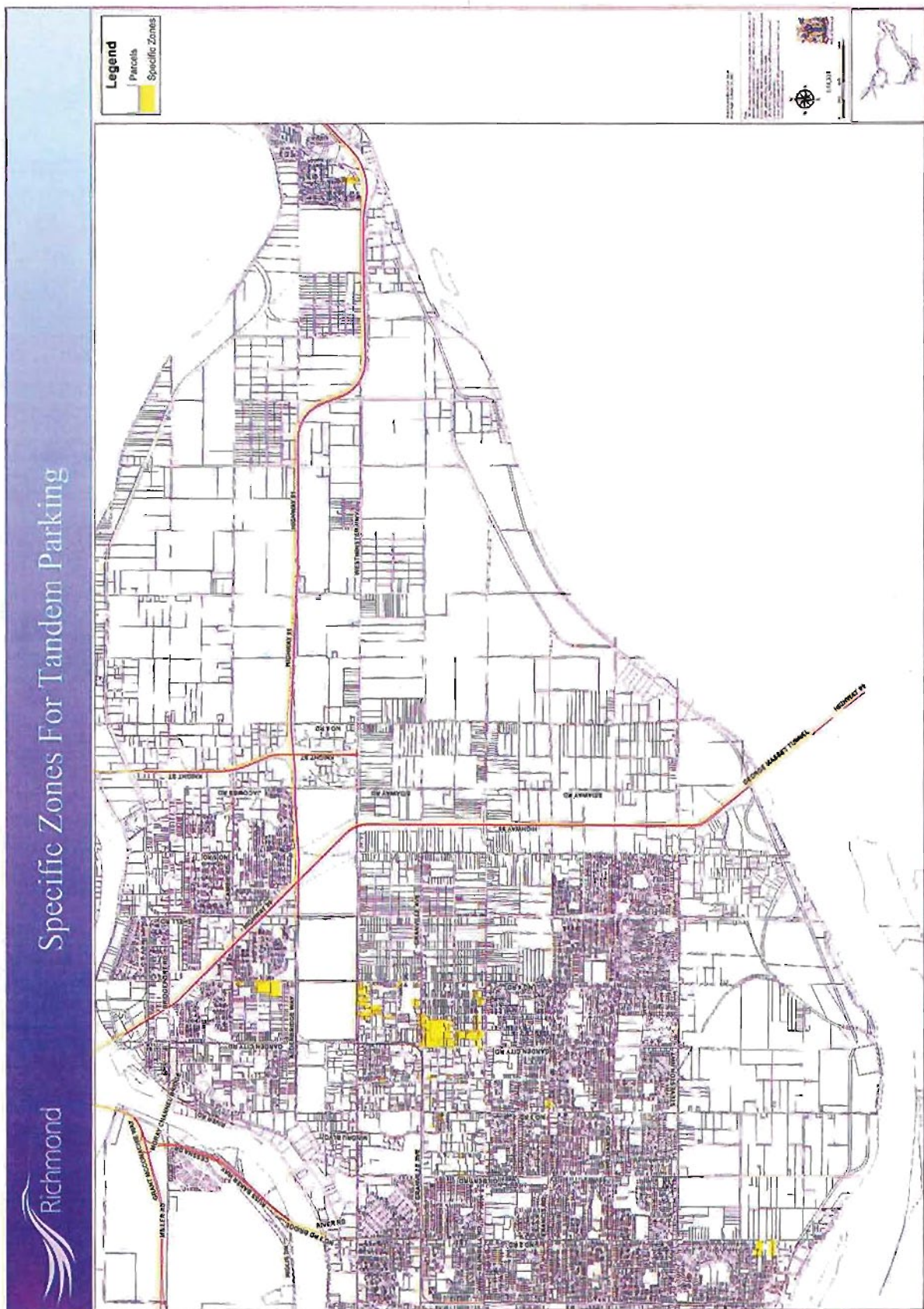
	Project Name	Location	Total Homes Surveyed (TL No. Units)	Total Responses	Total Units With Tandem Parking	Percent Units With Tandem Parking	Comments on Tandem Parking
1	Tyneridge Phase 1	Coquitlam	41	6	37	90%	0
2	Kinfield	Abbotsford	69	1	69	100%	0
3	Red Maple Park Phase 1	Township of Langley	51	1	44	86%	0
4	Equinox Phase 1 & 2	Della	80	34	79	99%	0
5	Wishing Tree Phase 1 & 2	Richmond	68	27	68	100%	0
6	Kensal Walk Phase 1, 2, & 3	Port Moody	119	32	83	70%	0
7	Wedgewood	North Vancouver	55	22	36	65%	0
8	Spyglass Phase 1 & 2	Delta	91	47	28	31%	0
9	Kaleden Phase 1, 2, 3 & 4	Surrey	185	82	176	95%	0
10	Whitetail Lane Phase 1-4	Coquitlam	230	92	116	50%	1
11	Radiance Phase 1 & 2	Della	89	44	85	96%	0
12	Hennessy Green Phase 1 & 2	Richmond	98	51	53	54%	0
13	Pepperwood Phase 1, 2, & 3	Township of Langley	157	57	152	97%	0
14	Currents	Port Moody	36	12	36	100%	0
15	Oaklands Phase 1 & 2	Surrey	123	54	123	100%	3
16	Bannister Mews	Vancouver	28	13	16	57%	0
17	Terramor Phase 1, 2, & 3	Burnaby	177	78	144	81%	0
18	Whisper Ridge	Coquitlam	85	46	30	35%	0
19	Sagebrook	Township of Langley	164	83	164	100%	0
20	Brooklands	Surrey	137	81	137	100%	1
21	Uplands	Surrey	124	60	91	73%	0
22	** Jasmine Lane	Richmond	59	32	59	100%	1
23	Southpointe	Burnaby	42	24	20	48%	0
24	Indigo Phase 1 & 2	Port Moody	127	74	77	61%	1
25	Churchill Gardens Phase 1 & 2	Vancouver	70	39	22	31%	0
26	Huckleberry Phase 1 & 2	Surrey	82	48	82	100%	0
27	Steeplechase Phase 1 & 2	Township of Langley	88	49	88	100%	0
28	Amberleigh Phase 1 & 2	Township of Langley	187	113	187	100%	2
29	Leighton Green Phase 1 & 2	Richmond	94	62	56	60%	0

Total Overall	2,956	1,364	2,358	80%	9
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Total For Richmond Projects	319	172	236	74%	1
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**** The comment from the Richmond homeowner was "Better to have a side-by-side garage."**

Site Specific Zones where Tandem Parking Permitted in up to 100 % of Units



**Proportion of Tandem Parking in Sample Townhouse Developments
Completed in Richmond**

Address	# Units	% Tandem Parking
22380 Sharpe Ave	35	0.0%
22386 Sharpe Ave	17	52.9%
22711 Norton Court	33	100.0%
22728 Norton Court	9	55.6%
22788 Norton Court	24	83.3%
22788 Westminster Hwy	54	72.2%
9800 Odlin Road	92	54.3%
6111 No. 1 Road	34	88.4%
6179 No. 1 Road	35	
6331 No. 1 Road	33	81.8%
6511 No. 1 Road	12	0.0%
7231 No. 2 Road	26	53.8%
8171 No. 2 Road	10	80.0%
7171 Steveston Hwy	50	76.0%
9600 No. 3 Road	16	75.0%
12251 No. 2 Road	50	55.6%
12311 No. 2 Road	54	77.8%
8691-8791 Williams Road	31	51.6%
8080 Blundell Road	8	50.0%
9131-9151 Williams Road	9	33.3%
6180 Alder Street	20	10.0%
6199 Birch Street	40	100.0%
9333 Ferndale Road	30	36.7%
9420 Ferndale Road	24	87.5%
9580 Alberta Road	13	46.2%

Address	# Units	% Tandem Parking
9400 Ferndale Road	8	87.5%
9551 Ferndale Road	58	86.2%
9751 Ferndale Road	21	100.0%
6188 Birch Street	59	50.8%
9451 Granville Ave	30	96.7%
9791 Granville Ave.	7	57.1%
7393 Turnill Street	45	75.6%
9333 Sills Ave	59	57.6%
7331 No. 4 Road	22	18.2%
9308 Keefer Street	31	87.1%
9688 Keefer Street	32	56.3%
7533 Turnill Street	15	91.7%
7533 Heather Street	45	91.7%
9051 Blundell Road	12	66.7%
7840 Garden City Road	10	60.0%
7820 Ash Street	5	40.0%
7071 Bridge Street	17	0.0%
9651 Alberta Road	22	100.0%
7060 Ash Street	17	0.0%
7771 Bridge Street	22	81.8%
9699 Sills Avenue	45	0.0%
7373 Turnill Street	24	62.5%
6100 Alder Street	21	38.1%
6099 Alder Street	52	38.5%
7051 Ash Street	40	100.0%

Overall Average = 60.5 per cent tandem parking



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November 23, 2012

Victor Wei, P. Eng.
Director, Transportation
City of Richmond
6911 NO.3 Road
Richmond, BC V5Y 2C1

Dear Mr. Wei:

Re: Tandem Parking Regulations

I would like to thank you and your staff for working with representatives from the Urban Development Institute (UDI) on new regulations for tandem parking spots in townhouse unit garages. UDI and the City have had several meetings this past year, and the result is a balanced and progressive package of proposals in three areas –reducing the need for parking variances, increasing width of parking stalls, and improvements to visitor parking.

Reducing the Need for Variances:

UDI strongly endorses the proposals to permit tandem parking spaces for up to 75% of dwelling units in townhouse developments without a variance. Currently, almost every project with tandem parking requires a variance, which unnecessarily consumes staff resources and delays the development review process.

In the September 6, 2011 Report to Council on *Tandem Vehicle Parking in Multi-family Residential Units*, staff report on their analysis regarding the spillover impacts of townhouse projects with tandem parking on on-street parking in adjacent areas. Staff found the impact to be minimal, noting “*On-site observations indicate that the streets surrounding the developments generally have excess on-street parking capacity for both residents of and visitors to these neighbourhoods.*”

There are affordability considerations as well. Tandem parking is needed to reduce the width of units to lower costs. Narrow units have lower construction costs and are therefore more affordable for homebuyers. On typical three story units, an additional foot in width adds 80 square feet to the floor area of a unit. The average sales price for a new townhouse unit in Richmond is approximately \$400 per square foot, so that additional 80 square feet represents an increase of \$32,000 to the price of a unit.

Increasing the Width of Stalls:

As noted above, UDI is concerned about the cost implications of widening units. However, we believe the proposal by City staff to widen parking stalls in townhouse garages will not result in wider units and higher costs. It is a balanced proposal that will provide better parking for residents. At the same time, staff have noted that they still allow 15 foot-wide affordable townhouse units to continue to be built within the City.

Visitor Parking:

UDI supports the enhancements to residential visitor parking to provide guidance/wayfinding signage to visitor parking; ensure the visitor parking area is well lit; and provide pavement marking and signage for visitor parking stalls. These improvements add value without increasing the costs of townhouse projects.

UDI has also suggested that the City and industry work together to encourage strata corporations to maintain their signage and pavement markings for visitor parking stalls.

I thank you again for working with UDI's Liaison Committee on the proposed tandem parking regulations. We support your proposals and look forward to working with Richmond on this and other issues.

Yours truly,



Anne McMullin
President and CEO

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**Richmond Zoning Bylaw 8500, Amendment Bylaw 8993
(Townhouse Tandem Parking)
City of Richmond**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following new subsections in Section 7.5 Development & Maintenance Standards for On-Site Parking:

“7.5.6.A. Where residents of a single dwelling unit reside in a building used for housing, town and intend to use two parking spaces, a maximum of 50% of the spaces may be provided in a tandem arrangement within an enclosed garage except in site specific zones ZT45, ZT48 to ZT53, ZT55 to ZT65 and ZT67, with one standard parking space located behind the other, and both standard parking spaces may be perpendicular to the adjacent manoeuvring aisle and housing, town dwelling units with a width greater than 4.57 m shall have the following clear minimum dimensions for one of the parking spaces provided in a tandem arrangement:

One Parking Space	Length	Width	Lateral Clearance	Total Space Width
Standard Space	5.5 m	2.5 m	0.9 m	3.4 m

- “7.5.19. Visitor parking required for multiple-family residential uses shall be:
- a) marked with a clearly visible sign a minimum size of 300 mm by 450 mm with the words “VISITORS ONLY” in capital letters identifying the spaces; and
 - b) marked on the parking surface with the words “VISITORS ONLY” in capital letters a minimum 30 cm (12 in) high and 1.65 m (65 in) in length.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8993**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

FEB 25 2013



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 9000,
Amendment Bylaw 8994
(Residential Visitor Parking Signage)
City of Richmond**

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by inserting the following new subsections in Section 14.0 Development Permit Guidelines:
 - "14.4.5.A.b) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City."
 - "14.5.1.E.c) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City."
 - "14.5.13.C.b) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City."
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8994".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

FEB 25 2013



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To Council - Feb 25, 2013
To Planning - Feb 19, 2013

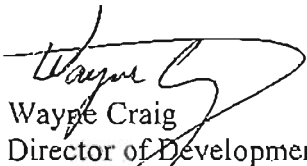
To: Planning Committee
From: Wayne Craig
Director of Development

Date: February 4, 2013
File: RZ 10-523713
12-8060-20-8998

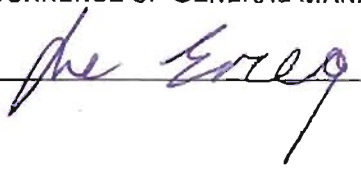
Re: Proposed Amendments to the Light Industrial (IL) Zoning District and
Application by Berane Construction Ltd. for Rezoning at 16360 River Road from
Golf Course (GC) to Light Industrial (IL)

Staff Recommendation

That Bylaw 8998, to amend the "Light Industrial (IL)" zoning district and to rezone 16360 River Road from "Golf Course (GC)" zoning district to the amended "Light Industrial (IL)" zoning district, be introduced and given first reading.


Wayne Craig
Director of Development

WC:ke
Att.

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

Staff Report

Origin

Berane Construction Ltd has applied to the City of Richmond to rezone 16360 River Road from Golf Course (GC) zoning district to the Light Industrial (IL) zoning district in order to permit commercial truck parking, outdoor storage and development of a limited area light industrial building on the subject site in the future (**Attachment 1** – Location Map). Amendments to the Light Industrial (IL) zoning district are also being proposed as part of this application.

Background Information – Interim Action Plan and Rezoning in the 16,000 Block of River Road

Timeline – Rezoning and Council Direction for the 16,000 block of River Road

- 2008 – Richmond City Council approves the Interim and Long-Term Action Plans for the 16,000 block of River Road, which outlines provisions for the consideration of commercial vehicle truck parking, outdoor storage and limited light industrial development in this area as an interim use prior to intensive industrial redevelopment (i.e., warehousing and manufacturing) in the future when City services and infrastructure is available. Both the interim land uses proposed and future light industrial redevelopment comply with the 2041 Official Community Plan.
- September 2010 – 16780 River Road (RZ 09-503308) received rezoning approval for commercial truck parking (no restrictions). The approved zoning for the site also permits outdoor storage under certain conditions. Currently, this site is being utilized for truck parking only.
- 2011 – Staff undertakes a Council directed review of the Interim Action Plan for the 16,000 block of River Road.
- November 2011 – 16540 River Road (RZ 10-524476) received rezoning approval for commercial truck parking (with restrictions on type and number of commercial vehicles) and a limited area light industrial building (i.e., cabinet manufacturer).
- January 23, 2012 – Council reaffirms the Interim Action Plan as a result of the staff review conducted in 2011. Council also requested traffic counts in 2012 with results to be reported back at the end of 2012 to determine if any changes should be considered to the Interim Action Plan.
- July 2012 – 16540 River Road (ZT 12-610945) received zoning text amendment approval that removed previous restrictions on the type and number of trucks that could be parked on this property. Currently, truck parking is occurring on the subject site.
- December 2012 – Council consideration of a report on traffic counts around the 16,000 block of River Road and staff recommendation to continue processing rezoning applications for commercial truck parking, outdoor storage and other interim uses in accordance with the Interim Action Plan.
- January 21, 2013 (Public Hearing) – 16700 River Road (RZ 12-603740) received 2nd and 3rd reading of the zoning bylaw to permit commercial truck parking and outdoor storage on this site.
- A map of approved and in process rezoning applications in the 16,000 block of River Road is contained in **Attachment 2**.

Recent Council Direction on the Interim Action Plan for the 16,000 block of River Road

In December 2012, a report was forwarded to Council that provided:

- Information on truck traffic counts undertaken in 2012 along River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) and comparison of historical traffic counts taken in this area.
- Recommended that no revisions be made to the Interim Action Plan for the 16,000 block of River Road that permitted commercial truck parking so long as provisions identified in the Interim Action Plan are addressed through the processing of rezoning applications.

A summary of the truck traffic count data and map of traffic count locations forwarded to Council in December 2012 is contained in **Attachment 3** for reference. Based on the two weekly traffic counts undertaken in 2012, there is no observed increase in truck traffic movements along River Road (east of Nelson Road) or No. 7 Road (between Bridgeport Road and River Road) in comparison to historical traffic counts completed in 2006 and 2011 along River Road and 2010 and 2011 along No. 7 Road.

Traffic control measures implemented at two sites approved for truck parking at 16780 and 16540 River Road to ensure that truck travel would occur only on portions of River Road west of each site's vehicle access and out to No. 6 Road supports the traffic count data completed in 2012, which shows an actual decrease in truck movements at both locations along River Road and No. 7 Road. Staff will continue to secure these traffic control measures, including physical channelization at each site's vehicle access and signage, through rezoning applications to ensure truck travel only occurs on permitted portions of River Road.

Background Information – 16360 River Road

This property was rezoned in 1994 to Golf Course (GC) zoning based on a proposal submitted by the owner at the time. However, no golf course or driving range facility was developed on the site and the existing Golf Course (GC) zoning has remained on the subject site. The subject site was excluded from the Agricultural Land Reserve along with remaining properties in the 16,000 block of River Road as part of one application that was approved by the Agricultural Land Commission in 2000.

Project Summary

The proposal is to utilize a majority of the existing property (current area 35,698 sq. m or 8.8 acres) for commercial truck parking, general outdoor storage and a future limited area light industrial building (**Attachment 4 – Preliminary Site Plan**).

The subject site is primarily vacant and consists of a level compacted gravel surface on top of fill that was previously brought on the subject site. An existing culvert crossing is located at the northwest corner of the site providing access from River Road. An existing chain link fence is located around the perimeter of the subject site. Along the site's River Road frontage, there is an existing Riparian Management Area (RMA) (15 m) associated with the canal between the site and road. There have been some modifications to the RMA on the subject site consisting of a culvert crossing, raising the elevation through previous filling activities, implementation of fencing/landscape hedging and the placement of 3 mobile nailers located along the north edge of the site. These modifications and works were done prior to the 2005 establishment of the

Provincial Riparian Area Regulations and subsequent City of Richmond Riparian Management Area response in 2006. The approach to addressing these modifications to the RMA is addressed in latter sections of this report.

The applicant proposes to utilize the site for general commercial truck parking. Other proposed activities include outdoor storage, on a longer term basis, for recreational vehicles, boats, storage containers, general machinery and equipment. The total number of commercial trucks that can be parked at one time on the subject site is not known as the proposed operation involves a mix of activities and is subject to market demand for either longer term outdoor storage activities or daily commercial truck parking. In general, the applicant has indicated that truck parking activities involving more frequent vehicle movements will be organized to enable ease of accessing and exiting the site while longer term outdoor storage uses and recreational vehicle/boat storage activities will be located on remaining areas of the site.

The applicant has also requested in the rezoning application that a limited area light industrial building be permitted on the subject site. Currently, the applicant does not have any specific plans for development of a light industrial building (i.e., location of building or proposed use), but has included this potential for development in the rezoning application. Staff analysis of permitting limited area industrial development is contained in a latter section of this report. A Development Application Data Sheet is contained in **Attachment 5**.

Findings of Fact

Community Bylaws – Property Use Compliance/Truck Enforcement Measures along River Road
Community Bylaws staff have confirmed that the subject site is in compliance with current Golf Course (GC) zoning on the property that does not allow truck parking or outdoor storage. Removal of all non-compliant uses (i.e., truck parking and general vehicle/equipment storage) was confirmed in November 2010 by Community Bylaws staff and 16360 River Road has remained in compliance with zoning throughout the processing of the rezoning application.

Future Traffic Counts

Continued monitoring of truck traffic through traffic counts taken at previous locations (River Road east of Nelson Road and No. 7 Road between Bridgeport Road and River Road) will be undertaken by Transportation staff in 2013 and 2014. The additional monitoring over the next two years will be able to account for the approved and in process rezoning applications for truck parking in the 16,000 block of River Road to ensure all approved operations are adhering to truck travel restrictions. Data collected in the next two years will also be compared to past traffic count trends. Staff will update Council on any significant increase or change in truck traffic counts in this area.

Surrounding Development

To the North: River Road, 15 m RMA associated with the adjacent open canal and the foreshore of the Fraser River.

To the East: An Agriculture (AG1) zoned neighbouring property containing an existing dwelling (16500 River Road). Further east and adjoining the south portion of the subject site is a Light Industrial (IL) zoned property at 16540 River Road

(RZ 10-524476 – Approved November 2011; ZT 12-610945 – Approved July 2012) that contains a caretaker residence and area being utilized for truck parking and a future limited area light industrial building.

To the South: An existing rail right-of-way and active rail line. Further south are Agriculture (AG1) zoned properties contained in the ALR.

To the West: A Light Industrial (IL) zoned property (pre-existing zoning) with commercial vehicle parking activities.

Related Policies & Studies

2041 Official Community Plan

The existing 2041 Official Community Plan (OCP) land use designation is “Industrial” for the subject site and 16,000 block of River Road. The proposal for truck parking, outdoor storage and a limited area light industrial building complies with the 2041 OCP land use designation.

Agricultural Land Reserve Status

The subject site and entire 16,000 block of River Road is not contained in the Agricultural Land Reserve (ALR) as an exclusion application was approved in 2000. At the time of this ALR exclusion application, no properties were concurrently rezoned as it is up to each individual property owner to pursue a development proposal or change of use that requires a rezoning.

Interim and Long-Term Action Plans for the 16,000 Block of River Road

The Interim and Long-Term Action Plans applicable to the 16,000 block of River Road is a Council approved land use strategy to consider interim land use activities (i.e., commercial truck parking, general outdoor storage and limited area light industrial development) in the area now given the limited availability of City infrastructure and services. Each property in this area requesting these interim uses are required to go through a rezoning application (only permitting the identified interim uses) and processed to ensure compliance with provisions in the Interim Action Plan. In the future, the Long-Term Action Plan and zoning restrictions implemented now will require additional rezoning applications to be submitted for more intensive light industrial uses when City services and supporting transportation infrastructure can be implemented in conjunction with industrial redevelopment. A copy of the Interim and Long-Term Action Plan is contained in **Attachment 6**.

Council originally approved the Interim and Long-Term Action Plan's in 2008. Based on a comprehensive review of the land use strategies for the 16,000 block of River Road completed by staff in 2011 and as part of the 2041 OCP process, Council endorsed the Interim Action Plan to allow for consideration of rezoning applications in this area until the end of 2012 subject to collection and examination of traffic count data along River Road and No. 7 Road. Findings of the traffic count data indicated no increases in truck traffic volumes in this area; therefore, no revisions to the Interim Action Plan were deemed necessary and Council endorsed the Interim Action Plan in conjunction with the approval of the rezoning application at 16700 River Road at the January 21, 2013 Public Hearing.

The Interim Action Plan also required rezoning applications to submit appropriate traffic studies, environmental assessments and landscape/buffer schemes with each proposal. Staff confirm that the above referenced studies and materials has been submitted and reviewed to the satisfaction of City staff for the rezoning application at 16360 River Road. The original landscape plan submitted with the rezoning application is not applicable to this application based on the review of the proposal by staff. The landscape approach applicable to this project is outlined in latter sections of this report.

Flood Plain Designation and Protection Bylaw 8204

Registration of a Flood Plain Covenant on title of the subject site identifying a minimum flood construction level of 3.1 m is required to be secured as a rezoning consideration on the subject application (refer to **Attachment 7** for a consolidated list of rezoning considerations).

Public Notification of Rezoning Application

Staff recommend that the normal consultation and notification process be utilized for this rezoning application, which involves posting of a rezoning sign, advertisements in the local paper and mailed notification within a 50 m radius of the subject property. Should it be deemed necessary to expand the public notification beyond what is required, Council has the option to expand the public notification (at their directive) when considering the rezoning application prior to the Public Hearing at either Planning Committee and/or Council.

Public Input and Consultation

At the time of the preparation of the staff report, no public correspondence has been received through the processing of the rezoning application. Staff will keep Council updated on any public correspondence submitted as part of this rezoning application.

This rezoning application was not submitted to the City's Agricultural Advisory Committee (AAC) as the subject property is not contained in the ALR and is designated for Industrial in the 2041 OCP and the proposal complies with this land use designation. Furthermore, all other rezoning applications that have been considered by Council in the 16,000 block of River Road were not forwarded to the AAC.

Examination of Issues

Proposed Zoning Approach

The proposed zoning approach is summarized as follows:

- Permit commercial vehicle parking and storage on the site.
- Permit outdoor storage on the site.
- Implement a restrictive density to limit light industrial development (i.e. warehousing, manufacturing or activities related to truck parking/outdoor storage) to 1,948 sq. m (20,968 sq. ft.) at 16360 River Road.
- In conjunction with the proposed commercial truck parking and outdoor storage uses, the following regulations will also be applicable to the subject site:
 - Does not permit outdoor storage of hazardous materials, food products, goods that can be transferred by the elements (i.e., wind, water) or wrecked/salvage goods.

- Prohibited from emitting, discharging or emitting noise, odours, vibrations, radiation or electrical interference that would constitute a disturbance to neighbouring properties and surrounding activities.
- Servicing and repair of vehicles and equipment is not permitted.
- Tractor trailers with integrated refrigeration/heating units are not permitted to be operational while being parked/stored on the subject site.
- Maximum height of 4.5 m applicable to commercial vehicles and outdoor storage activities.

For the three rezoning applications that have been approved or proceeded to Public Hearing in the 16,000 block of River Road, all have requested commercial vehicle parking as an interim use at 16780, 16540 and 16700 River Road. Two of these applications also permitted outdoor storage activities (16780 and 16700 River Road). One of the applications at 16540 River Road requested a limited area light industrial building (1,860 sq. m or 20,000 sq. ft.) to enable the future relocation for their wood manufacturing business.

The rezoning proposal at 16360 River Road is requesting uses that have been previously granted and is consistent with the Interim Action Plan allowing for interim uses in the 16,000 block of River Road. The same regulations specific to commercial truck parking and outdoor storage will apply to the subject site.

In relation to the applicant's request for light industrial development, staff propose that the Light Industrial (IL) zone be limited to allow for a maximum of 1,948 sq. m (20,968 sq. ft.) building area for the subject site only. Based on the total area of the subject site (minus any applicable land dedications) and above referenced maximum building area, the density would be limited to 0.06 Floor Area Ratio and represents a small amount of developable area when compared to the total size of the property. This density limitation is similar to the restriction implemented in the neighbouring rezoning approved at 16540 River Road (RZ 10-524476).

Based on information from the applicant, there are no immediate plans to develop a limited area light industrial building on the subject site. If the property owner decides to develop a light industrial building on the site, a building permit will be required to confirm compliance with zoning regulations and other provisions secured through this rezoning proposal.

Engineering Capacity Analysis

An engineering capacity analysis is not required for the proposed rezoning as the existing City storm sewer and water systems are adequate for the interim uses and limited building area proposed for the subject site. The subject site is not serviced by a City sanitary sewer service system; therefore, no analysis is required. Any proposed building to be located on the subject site is required to be serviced by an on-site septic disposal system.

Statutory Right-Of-Way (10 m)

A 10 m (33 ft.) wide statutory right-of-way (SRW) for dike and utility purposes is required along the subject site's River Road frontage. The existing dike is generally aligned with River Road in this area and the SRW is being secured now as part of this proposal in the event that the City requires dike or utility related infrastructure works in the future. The subject site contains two

mobile trailers and one recreational vehicle located at the north edge of the site that are all owned by the applicant. Currently these structures and recreational vehicle would likely encroach entirely into the proposed 10 m (33 ft.) wide SRW proposed to be secured through this rezoning. To address this issue, these structures and recreational vehicle will be removed from the proposed SRW area and relocated elsewhere on the subject site prior to final adoption of the rezoning.

Transportation Requirements

As required by the Interim Action Plan, a traffic impact and assessment study was submitted and reviewed as part of this rezoning application. City Transportation staff support the following recommendations of the traffic report and required traffic control measures to be implemented as part of the application at 16360 River Road:

- Modification of the existing River Road vehicle access to the subject site to channelize the driveway which would only permit eastbound to southbound (right-in) and northbound to westbound (left-out) for all commercial trucks, tractor trailers and dump-trucks. This traffic control measure would prevent truck travel along River Road east of the site's driveway.
- The above referenced modification to channelize the site's driveway access requires the submission and approval of an access design by the applicant's professional traffic consultant to ensure compliance with turning restrictions. This design submission will determine the extent of proposed works to the existing driveway and culvert crossing to the subject site.
- The approved access design is required to be constructed and inspected by Transportation Division staff prior to final adoption of the rezoning.
- Registration of a legal agreement on title of the subject property to identify that the existing vehicle access/driveway from River Road must be removed at the sole cost of the property owner, once the new industrial road proposed along the south edge of the site is constructed and services the subject site.
- Voluntary contribution of \$1,000 for the generation and posting of necessary traffic control signs along River Road by City Transportation staff.
- Voluntary contribution of \$25,000 to be utilized by the City to undertake future examination and study of River Road, which would take into account the 2041 OCP and transportation objectives relating to use of River Road by a wide range of users (i.e., vehicles, bikes and pedestrians). This study would also take into account the future implementation of the industrial road that is proposed to be located to the south of and parallel to the existing alignment of River Road in this area. The terms of reference for the examination of River Road will be determined in the future when it is feasible to undertake the study. The contribution amount being secured as part of this rezoning application is proportionate to the total area of the subject site compared to the combined area of all properties that could be rezoned in the 16,000 block of River Road and is based on the same calculation applied to other rezoning applications that have been approved by Council in this area.

Future City Industrial Service Road

As supported by the Interim Action Plan and through this rezoning application to allow for interim land uses at 16360 River Road, staff are securing only the land required for the future industrial road now along the southern edge of properties in the 16,000 block of River Road. In future when redevelopment occurs in this area for intensive light industrial activities, additional rezoning applications will be required. Securing a means to make this 20 m wide industrial road operational will be achieved through these rezoning applications in the future, which is supported by the provisions of the Council approved Long-Term Action Plan for the 16,000 block of River Road. The Long-Term Action Plan outlines the objectives to provide a means of access to make the industrial road operational, including provisions for design and construction once possible. This approach for 16360 River Road is consistent with other rezoning applications for interim land uses in this area that have been approved by Council.

Options to Facilitate Future Access to 16500 River Road

The smaller property immediately to the east of the subject site at 16500 River Road does not currently extend all the way to the south where the 20 m road dedications are being secured for the future industrial standard road. Should the property at 16500 River Road submit a rezoning proposal to permit outdoor storage or commercial vehicle parking, similar provisions of permitting the site to utilize the existing driveway access to River Road (with implemented modifications to restrict truck movements) will apply.

In the long-term, a means to secure access from 16500 River Road to the future industrial standard road running parallel to River Road will be required. The following options exist to provide access for 16500 River Road to the future industrial standard road once it has been constructed and is operational:

- Lot consolidation associated with a future land assembly for more intensive light industrial development. This option will require rezoning and therefore enable access to all properties to be consolidated.
- In future, should 16360 River Road rezone to redevelop into more intensive light industrial uses, the necessary legal agreements can be secured on 16360 River Road to grant access to 16500 River Road (i.e., cross access agreement or public rights-of-passage statutory right-of-way).

License and Road Dedication

The applicant has requested the right for temporary use of the lands being granted to the City (for future road) so that the owner can utilize this area for commercial truck parking and outdoor storage activities. In order to facilitate this request, the following is being secured:

- Subject to the License, the owner (Berane Construction Ltd.) is required to dedicate to the City a 20 m (66 ft.) wide road dedication along the entire southern edge of the subject property for the purposes of a future road.
- A License is required and will secure all necessary provisions and obligations of all parties involved in the agreement over the road dedication area.

The rezoning considerations for the subject application include provisions for a License to be applicable over the 20 m (66 ft.) wide road dedication area to be secured through this rezoning (refer to **Attachment 7** for the rezoning considerations and terms and conditions for the License).

Riparian Management Area (15 m or 49 ft.)

A 15 m (49 ft.) wide Riparian Management Area (RMA) exists along the subject site's River Road frontage. A survey plan of the 15 m (49 ft.) RMA setback measured from the high-water mark identifies that the RMA encroachment ranges from approximately 10 m (33 ft.) to 15 m (49 ft.) onto the north portion of the subject site (refer to **Attachment 4 – Preliminary Site Plan**). The existing RMA contains an existing landscape hedge and chain link fence located on the north edge of the property. Aside from the existing mobile structures and recreational vehicle, there are no other existing buildings/structures in the RMA on the subject site. Other modifications to the RMA on the subject site consist primarily of previous fill activities and gravel surface treatment.

The approach to managing the existing 15 m RMA on the subject site is to implement the following measures to be secured as part of this rezoning proposal:

- Remove and relocate all existing structures and the recreational vehicle outside of the existing 15 m RMA on the subject site.
- Implementation of a physical barrier to be installed outside and along the edge of the 15 m RMA on the subject site to prevent any future incursions, modification or future disturbance of this area from truck parking or outdoor storage activities. The rezoning applicant will be required to submit a design of the barrier (to be approved by the City) and construct the works prior to final adoption of the rezoning.
- Submission of a landscape plan to be reviewed and approved by City staff to undertake the following mitigation/enhancement work within the RMA:
 - Existing landscaping (i.e., hedging, natural ground covers and fencing previously installed by the property owner) can remain in the area.
 - Removal of existing gravel surfaced areas within the RMA, placement of clean topsoil and seeding with an approved native grass seed mix.
 - To ensure completion of the above referenced landscape works, the applicant is required to submit the appropriate plan for review and approval by City staff and either complete the works in accordance with the plan or submit a landscape bond that covers the costs to undertake the works prior to final adoption of the proposed rezoning.

Landscape/Buffer Approach

Along the north edge of the subject site, the applicant has planted evergreen hedging in behind an existing 1.8 m (6 ft.) high chain link fence. This landscape buffer and fencing extends along the entire north edge of the site's River Road frontage, which is also located within the 15 m RMA. Rather than undertaking additional modifications to the protected RMA area involving the removal of existing hedging and fencing in the RMA and establishing a new planted buffer outside of the RMA setback area, the applicant has requested that the existing landscaping and fencing be permitted to remain. City staff have reviewed this request and considers it reasonable as the existing hedging and fencing are pre-existing works in the RMA and their removal will likely result in increased disturbance to the RMA.

Allowing the existing hedging and fencing to remain in conjunction with the above referenced management approach of the RMA on the subject site to develop a physical barrier to prevent

further disturbance achieves the objectives of implementing a solid visual screen from the public road frontage to the subject site. Fencing (chain-link) exists around the perimeter of the subject site and is proposed to remain. No additional landscape screening is proposed along the east and west edge of the site based on the applicant's consultation with the neighbouring property owners (16300 and 16500 River Road) who have confirmed that they do not want additional planted trees, shrubs or hedging between the subject site and their lots.

Environmental Site Assessment Report

An Environmental Site Assessment report (Phase 1 and 2) was conducted by the applicant's environmental consultant to determine if there was existence of any site contaminants on the subject property as required in the Interim Action Plan. The report concluded that the site would not represent a contamination risk and that rezoning the site to facilitate future use of the site for industrial development would be appropriate given the environmental examination undertaken. Furthermore, the submitted Site Profile and Environmental Site Assessment report did not identify any Schedule 2 uses on the subject site; therefore, no further comments from or consultation with the Ministry of Environment is required.

Financial Impact or Economic Impact

None.

Conclusion

The rezoning application at 16360 River Road complies with the provisions of the Interim Action Plan and 2041 Official Community Plan, which supports the activities proposed as part of this project for commercial truck parking, outdoor storage and a limited area industrial building. All site specific issues have been addressed and transportation control measures are being implemented to ensure all trucks travel to and from the west of the subject site. On this basis, staff recommend approval of the proposed amendments to the Light Industrial zone (IL) and rezoning application at 16360 River Road.



Kevin Eng
Planner I

KE:cas

Attachment 1: Location Map

Attachment 2: 16,000 Block of River Road Context Map

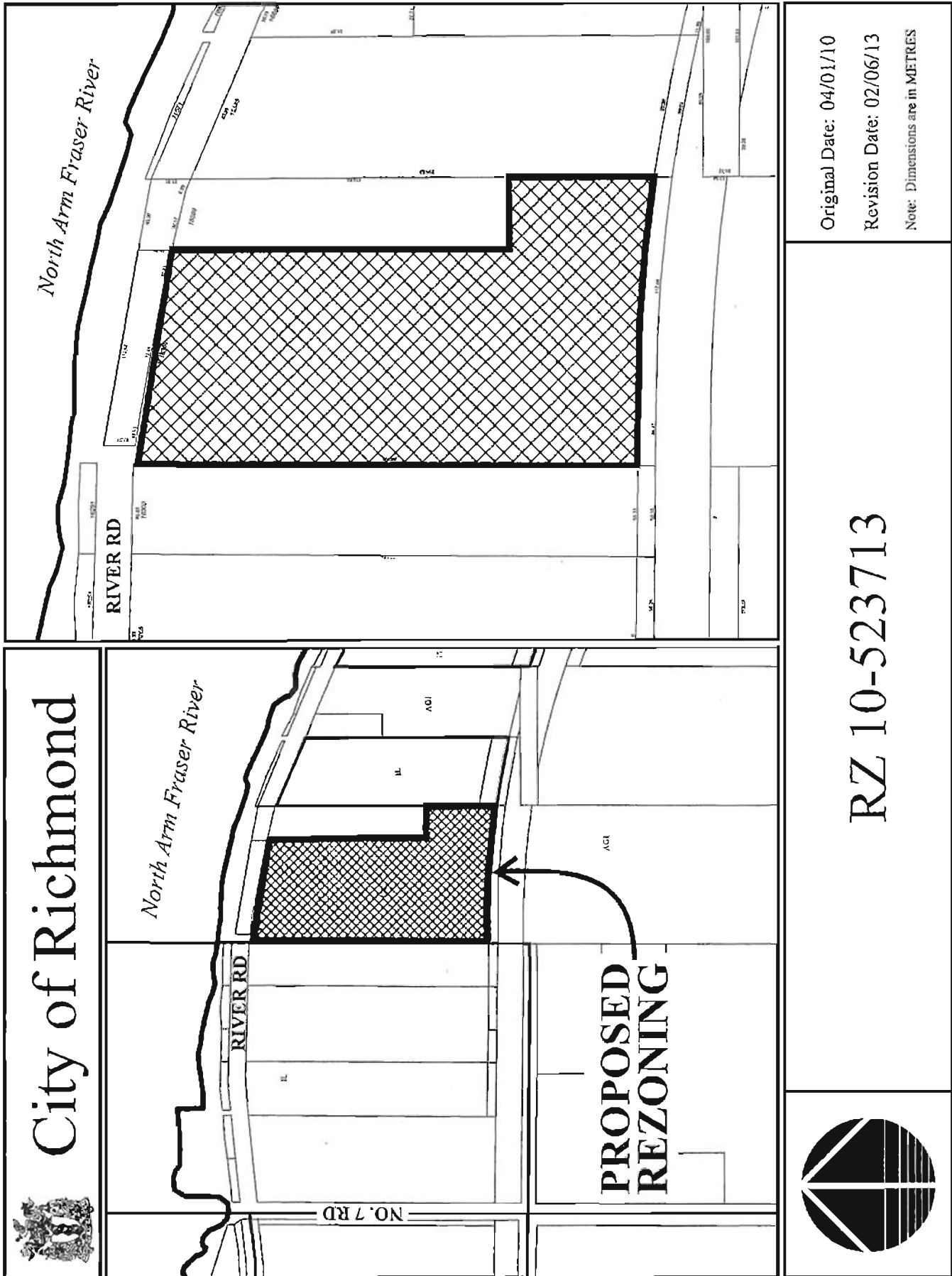
Attachment 3: Summary of Traffic Counts and Supporting Map

Attachment 4: Preliminary Site Plan

Attachment 5: Development Applications Data Sheet

Attachment 6: Interim and Long-Term Action Plan

Attachment 7: Rezoning Considerations



RZ 10-523713

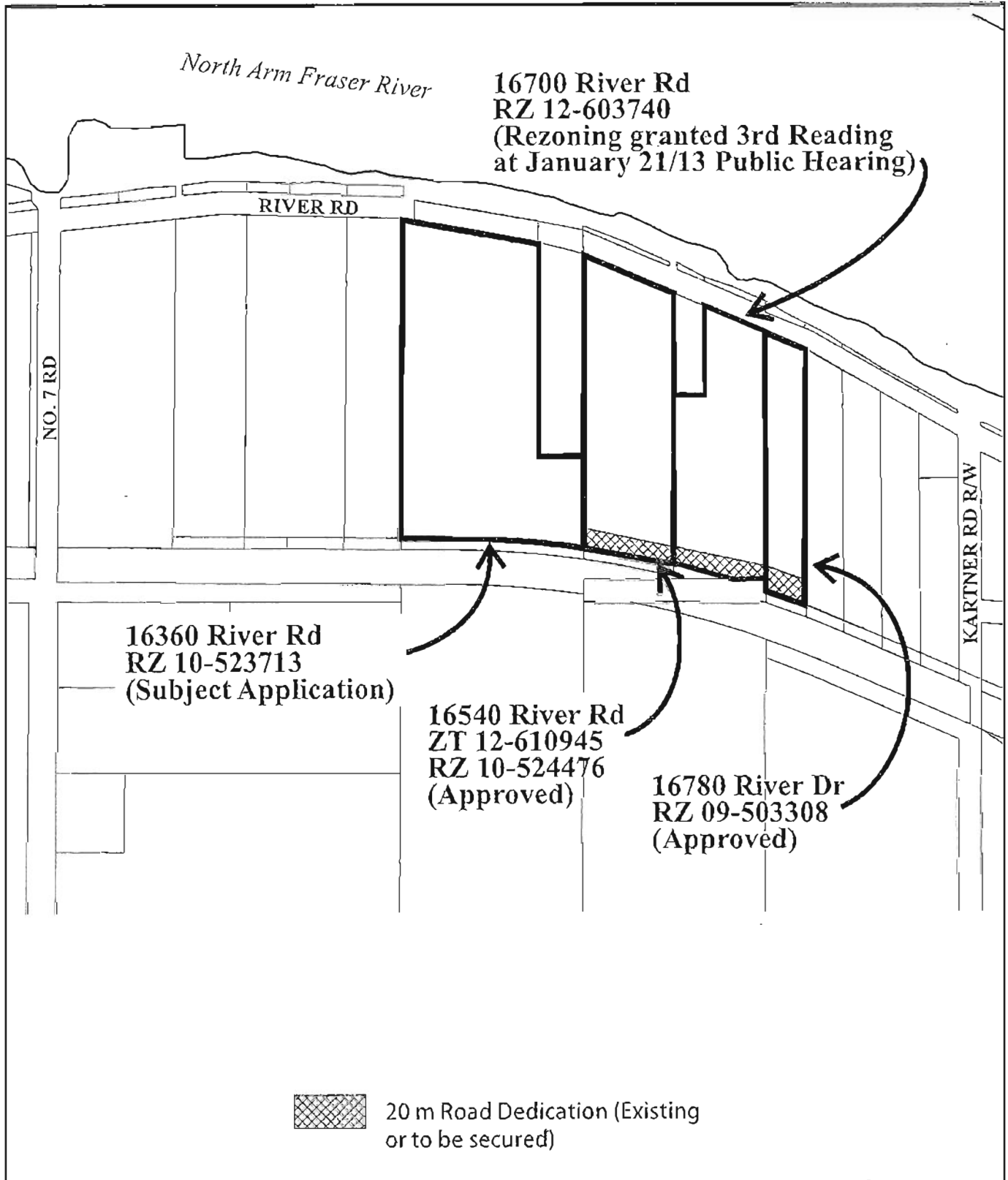


RZ 10-523713

Original Date: 04/06/10

Amended Date: 02/06/13

Note: Dimensions are in METRES



Rezoning Applications in the 16000 Block of River Road

Original Date: 03/31/09

Amended Date: 02/08/13

Note: Dimensions are in METRES

Summary of Traffic Count Data – River Road and No. 7 Road

River Road east of Nelson Road

Date	Average Daily Total Number of Trucks (24 hour period)
April 2006 (7 day period)	68
September 2010 – Rezoning approved for 16780 River Road	
January 2011 (7 day period)	59
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	35
September 27, 2012 to October 4, 2012 (7 day period)	59

No. 7 Road between Bridgeport Road and River Road

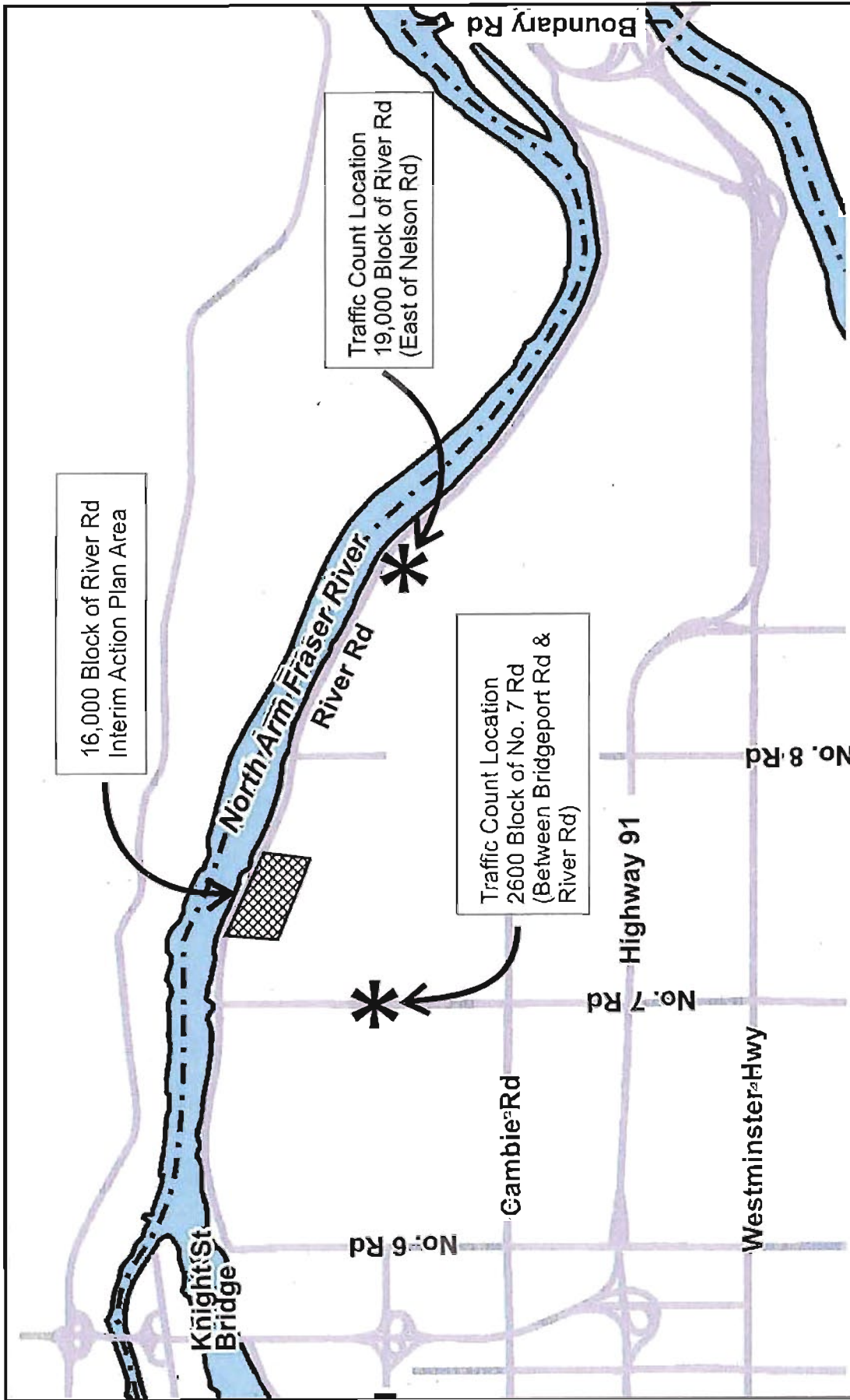
Date	Average Daily Total Number of Trucks (24 hour period)
March 2010 (7 day period)	26
September 2010 – Rezoning approved for 16780 River Road	
September 2011 (7 day period)	19
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	16
September 27, 2012 to October 4, 2012 (7 day period)	14

Assessment of Traffic Data

Based on the two weekly truck traffic counts undertaken in 2012, there is no observed increase in truck movements along River Road east of Nelson Road or No. 7 Road (between Bridgeport Road and River Road). In fact, the truck traffic numbers show some decrease compared to traffic counts conducted in April 2006 and January 2011 for River Road and March 2010 and September 2011 for No. 7 Road.

The traffic data for River Road in 2012 indicated that truck movements have remained steady and decreased overall from 68 trucks per day in April 2006 to 35 (49% reduction) and 59 (13% reduction) trucks per day in April/May 2012 and September/October 2012 respectively.

The traffic data for No. 7 Road in 2012 indicate that truck movements have reduced overall since data collected in March 2010 from 26 trucks per day to 16 and 14 trucks per day counted during the two periods in 2012, which is an approximate 40% reduction since traffic data collection commenced in March 2010 for No. 7 Road. Furthermore, the volume of trucks on River Road and No. 7 Road is not considered to be high compared to truck volumes on other major roads.



Road Network Map and 2012 Traffic Count Locations

Original Date: 11/13/12

Revision Date:

Note: Dimensions are in METERS



RZ 10-523713

Attachment 5

Address: 16360 River Road

Applicant: Berane Construction Ltd.

	Existing	Proposed
Owner:	Berane Construction Ltd. (Inc. No. 301945)	No change
Site Size (m ²):	35,698 m ²	32,472 m ² (approximately after land area secured for future industrial road)
Land Uses:	Vacant parcel with mobile structures and recreational vehicle located (all owned by the proponent) on the north portion of the site.	<ul style="list-style-type: none">Commercial vehicle truck parking and outdoor storage.Accessory uses to support the proposed truck parking and outdoor storage activities.Future limited area light industrial building.Total buildable density on the site cannot exceed 1,948 m².
OCP Designation:	Industrial	No change – rezoning proposal complies with OCP.
Zoning:	Golf Course (GC)	Light Industrial (IL)

On Future Rezoned Lot	Bylaw Requirement	Variance
Floor Area Ratio:	Max. 0.06	none permitted
Lot Coverage – Building:	Max. 60%	none
Setback – Public Road (m):	Min. 3 m	none
Setback – Side & Rear Yards (m):	No setback requirement	none
Height (m):	12 m	none
Off-street Parking Spaces – Total:	Off-street parking in accordance with Zoning Bylaw 8500	none

Other: _____

The City of Richmond
Interim Action Plan
16,000 Block of River Road
(Revised based on Public Consultation Feedback)

Land Use

- The 16,000 block of River Road:
 - Is currently designated for 'Business and Industry' in the City's Official Community Plan (OCP).
 - Outdoor parking and storage of vehicles and goods would be consistent with the existing OCP land use designation.
 - This land is not within the Agricultural Land Reserve.
 - Agri-Industrial service activities (operations that support or are directly related to a farm) can also be considered as a potential land use under the "Business and Industry" designation.
- The 17,000 block of River Road:
 - No land use changes are proposed as part of the Interim Action Plan as the properties are contained within the Agricultural Land Reserve and designated for "Agriculture" in the existing OCP.

Proposed Approach to Rezoning Applications

- The City is proposing a restrictive Comprehensive Development District zone in this area. This will allow (if permitted) outdoor storage and parking of vehicles and goods under a set of regulations and conditions – Fencing; Screening; Storage Setbacks; Permeable surface treatment.
- The proposed Comprehensive Development District zone will limit the uses and restrict the amount and size of buildings.

Technical Objectives and Issues

Engineering

- The 16,000 block of River Road is currently not adequately serviced by City storm and sanitary systems to sufficiently support intensive light Industrial activities involving warehousing/manufacturing buildings or agri-industrial service uses.
- Rezoning proposals for outdoor vehicle storage and parking can be considered, as this use would have minimal impacts on City services.

Transportation

- Vehicle access for traffic generated from proposed uses (i.e., commercial vehicle parking and storage) is to be arranged to mitigate the use and related impact of truck traffic on River Road.
- City staff have recommended that the applicants explore a shared vehicle access across the properties under rezoning application to limit truck and vehicle use of River Road.
- Appropriate traffic assessments and upgrades to applicable portions of River Road and No. 7 Road must be undertaken.

Existing Soil/Fill Conditions

- Confirmation from the Ministry of Environment that any fill previously located on the sites does not pose a contamination risk or negative impact to surrounding areas. A report prepared by the appropriate professional is required to be submitted to the Ministry of Environment to confirm this. The rezoning applicants are to undertake this process, keeping City staff informed of progress and approvals.

Rezoning Considerations (To be completed by the rezoning applicants)

- ❑ Submit an acceptable fence and landscape buffer scheme.
- ❑ Registration on title legal agreements securing shared vehicle access by rezoned properties and restricting access to River Road based on the recommendations set out in the traffic assessment and approved by the City (*additional consideration based on public feedback*).
- ❑ Complete a traffic assessment of River Road from No. 7 Road to the eastern extent deemed to be impacted by traffic generated by properties along River Road (16,000 Block).
- ❑ Complete a traffic assessment of No. 7 Road from Westminster Highway to River Road by traffic generated by properties along River Road (16,000 Block) (*additional consideration based on public feedback*).
- ❑ Any traffic control measures, joint access infrastructure or road upgrades, including any traffic calming features to minimize the truck impacts in the area, identified as part of the traffic assessment of applicable portions of River Road and No. 7 Road (reviewed and approved by City staff) will be the responsibility of the rezoning applicants to complete (*additional consideration based on public feedback*).
- ❑ Dedication of a 20 metre wide strip of land along the south property line of each property to facilitate the creation of a new road.

Forthcoming Process

- ❑ Rezoning applicants will be given a deadline of March 31, 2008 to complete the necessary studies and plans and submit the following materials to City staff for review:
 - Traffic assessments for applicable portions of River Road and No. 7 Road (*additional consideration based on public feedback*).
 - Geotechnical reports, which have been forwarded to the Ministry of Environment for review and approval, to confirm that the sites do not pose any contamination risk or negative impact to surrounding areas.
 - A buffer and landscaped screen plan for the properties under rezoning application.
- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.

**The City of Richmond
Long-Term Action Plan
16,000 Block of River Road**

(Revised based on Public Consultation Feedback)

Land Use Examination

- ❑ Monitor outdoor vehicle and goods parking/storage to ensure compliance to regulations and Interim Action Plan provisions.
- ❑ Future rezoning applications will be required, should property owners wish to undertake more intensive light industrial activities or agri-industrial service activities.
- ❑ Intensive light industrial uses or agri-industrial service activities is consistent with the existing City's Official Community Plan (OCP) "Business & Industry" land use designation.
- ❑ Review agri-industrial service operations to determine if specialized zoning provisions are required.

Technical Objectives and Issues

Traffic and Transportation

- ❑ Establishment of a new road access east of No. 7 Road to serve as the future vehicle access to potential light industrial activities.
- ❑ The proposed alignment for a new road east of No. 7 Road is along the south property line of the River Road properties (a 20 metre wide future road dedication will be secured through current rezoning applications).
- ❑ Design and construction of a new road east of No. 7 Road would be undertaken when the road can be made functional.

City Servicing

- ❑ Intensive light-industrial uses and agri-industrial service activities will require the appropriate servicing infrastructure (sanitary, storm and water systems), which entails significant works to be undertaken.
- ❑ Resolution of City servicing constraints will be required through future rezoning applications in this area to more intensive light industrial uses.

Forthcoming Process

- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.



City of Richmond

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

Address: 16360 River Road

File No.: RZ 10-523713

Prior to final adoption of Zoning Amendment Bylaw 8998, the developer is required to complete the following at their sole cost:

License and Road Dedication

- Subject to the non-exclusive License described below, the owner (Berane Construction Ltd.) dedicate to the City a 20 m wide road dedication (the "Road") along the entire southern edge of the subject property for the purposes of a future road. The License shall be on the following terms and conditions:
 - Parties – City of Richmond, as Licensor and Berane Construction Ltd., as Licensee.
 - Term – subject to the City's right of early termination below, no longer than 3 years from the date of adoption of Zoning Amendment Bylaw 8998; provided that if both parties agree to the same, the term may be extended for up to 3 additional years. The Director of Development is, on behalf of the City, hereby authorised to make the decision to extend the term for up to 3 additional years.
 - License Area – the Road.
 - License Fee - \$10, plus HST to be paid on or before the commencement of the License.
 - Use – commercial vehicle parking and storage and outdoor storage only (based on the permitted use definitions and all applicable regulations contained in the City's Zoning Bylaw 8500). No buildings or structures or other improvements are permitted on the License Area.
 - Termination – The City has the right to terminate the License at its sole discretion on 30 days' notice or immediately in the event of an emergency. Upon termination or expiry of the License, the Licensee must forthwith cease all activities, remove all vehicles and all materials and improvements
 - Insurance and Indemnification – Licensee to obtain and maintain throughout the Term not less than \$5,000,000 comprehensive general liability insurance. Full indemnification and release of the City and City Personnel to be provided.
 - Assignment – Not permitted.
 - Other – The License shall be in a form and contain such other terms and conditions acceptable to the Director of Development in his absolute determination.

Statutory Right of Way

- The granting of a 10 m wide Statutory Right of Way (SRW) along the subject site's River Road frontage for dike and utility purposes.

Legal Agreements

- Registration of a legal agreement on title identifying that the existing vehicle access and culvert crossing providing access to the subject site from River Road must be removed at the sole cost of the property owner once the new road, running south of and parallel to River Road, servicing the subject site is constructed and operational.
- Registration of a legal agreement on title identifying that the parking of commercial trucks and trailers with refrigeration units are not permitted to be operational while parked on the subject site.
- Registration of a Flood Plain Covenant on title identifying a minimum Flood Construction Level of 3.1 m.

Riparian Management Area (RMA – 15 m)

- Remove all existing structures, buildings, equipment and trailers out of the existing Riparian Management Area (15 m wide measured from high-water mark for watercourse along River Road). If these structures and buildings are to be relocated on the subject site, they are required to be located outside of the existing RMA, in compliance with zoning and the owner is required to obtain all the necessary building permits from the City for the placement of these buildings and structures on the subject site.
- Submission of a plan to be reviewed and approved by the City to implement a physical barrier to prevent any future incursion or development within the designated RMA. This physical barrier must be designed to prevent any incursion or further disturbance into the RMA and is required to be installed and inspected by City staff prior to final adoption of the rezoning bylaw.
- Submission of a landscape plan to be reviewed and approved by City staff to undertake the following mitigation/enhancement work within the RMA:
 - Existing landscaping (including existing hedging, natural ground covers and fencing) previously installed by the owner can remain.
 - Removal of existing gravel surfaced areas within the RMA, placement of clean top-soil and seeding with an approved native grass seed mix.
 - Full installation of the above referenced RMA mitigation/enhancement works prior to final adoption of the rezoning bylaw **OR** submission of an appropriate landscape letter of credit (or security bond) that covers the costs of works within the RMA to be implemented.

Access/Egress from River Road

- Submission and approval (from the Director of Transportation) of a finalized design (prepared by the appropriate professional transportation engineer) and completion of construction for a driveway vehicle access design to the subject site from River Road that prohibits right-out (northbound to eastbound) and left-in (westbound to southbound) commercial vehicle turning movements to and from the subject site as recommended by the applicant's Traffic Impact Assessment.
 - (NOTE: Completion of construction of the approved access design and traffic control measures and follow-up inspection and approval by City Transportation staff is required prior to final adoption of the rezoning).
 - If applicable, submission and approval of an appropriate ditch/culvert-crossing permit based on the approved River Road vehicle access design for installation of associated

structures and works (to be required if driveway access design requires a new culvert crossing or widening of the existing culvert crossing).

Applicable Cash Contributions

- Voluntary contribution of \$1,000 for the generation and posting of the necessary traffic control signs and structures as recommended in the applicant's Traffic Impact Assessment and approved and implemented by the City of Richmond's Transportation Division.
- Voluntary contribution of \$25,000 for the purposes of undertaking future City examination of River Road.

Note:

- The developer/applicant is required to submit all necessary legal plans for all identified road dedication and statutory right-of-ways in the above referenced rezoning considerations and file at Land Titles Office at their sole cost.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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

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

Signed Copy on File

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8998 (RZ 10-523713)
16360 River Road**

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

1. Richmond Zoning Bylaw 8500 is amended by:

- i. Adding Additional Uses (Section 12.2.3.B) and renumbering previous sections accordingly and inserting the following text into the Additional Uses (Section 12.2.3.B)

“outdoor storage”

- ii. Inserting the following text into the Permitted Density (Section 12.2.4)

“12.2.4.3

The following site is limited to a maximum floor area ratio of 0.06:

16360 River Road

P.I.D. 023-325-178

**Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan
LMP 26319”**

- iii. Inserting the following text into the Other Regulations (Section 12.2.11)

“12.2.11.2

16360 River Road

P.I.D. 023-325-178

**Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan
LMP 26319”; and**

“12.2.11.3

**Outdoor storage shall only be permitted at the following site and subject to the
restrictions in Sections 12.2.11.4 and 12.2.11.5:**

16360 River Road

P.I.D. 023-325-178

Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan LMP 26319

12.2.11.4

The following are prohibited from occurring on sites zoned IL where **outdoor storage** is a site-specific permitted use:

- a) **Outdoor storage** of wrecked or salvaged goods and materials;
- b) **Outdoor storage** of food products;
- c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;
- d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
- e) Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations; or
- f) Servicing of **vehicles** or equipment.

12.2.11.5

Commercial vehicle parking and storage and outdoor storage uses are not permitted to be stored, stacked or piled in any manner that exceeds 4.5 m in height.”

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 (IL)**.

P.I.D. 023-325-178

Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan LMP 26319

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8998".

FIRST READING

FEB 25 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To Council - Feb 25, 2013
To Planning - Feb 19, 2013

To: Planning Committee

Date: January 22, 2013

From: Wayne Craig
Director of Development

File: RZ 12 - 615239
12-8060-20-9001

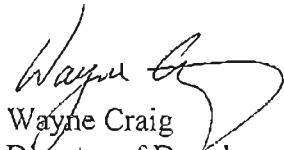
Re: Application by Cotter Architects Inc. for Rezoning at 3531 Bayview Street

Staff Recommendation:

That Richmond Zoning Bylaw 8500 Amendment Bylaw 9001 to:

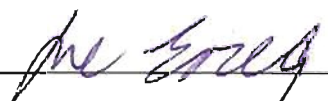
1. Amend the regulations specific for Affordable Housing Contributions related to the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone; and
2. Create "Commercial Mixed Use (ZMU22) - Steveston Commercial" and for the rezoning of 3531 Bayview Street from "Light Industrial (IL)" to "Commercial Mixed Use (ZMU22) - Steveston Commercial"

be introduced and given first reading.



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

Att. 6

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

Staff Report

Origin

Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 3531 Bayview Street (**Attachment 1**) from “Light Industrial (IL)” to “Commercial Mixed-Use (ZMU22) Steveston Commercial”, to permit the development of a two (2) storey mixed use commercial/residential building with ground floor retail uses and six (6) residential units over a partially in-ground parking structure (**Attachment 2**).

Background

- The proposed development generally conforms to the permitted land uses and incentive package contained in the *Steveston Village Conservation Strategy*, (the Strategy) and policies in the *Official Community Plan – Steveston Area Plan (SAP)*. The application also responds to comments provided on a previous application considered at the June, 21, 2011 Planning Committee meeting.
- The applicant organized a community consultation meeting to engage the community in discussion, review and comment upon the revised proposed rezoning and development.
- The site-specific zone is proposed for this application as the proposed use is consistent with the Steveston Village and various OCP and Steveston Area Plan policies. In addition, the proposed density is less than the 1.2 FAR permitted under the Strategy, and the proposal exceeds the parking required under the Strategy.

Findings of Fact

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

Description

Proposed Development:

- The proposed development is located at the north-east corner of Bayview Street and 3rd Avenue in the Steveston Village.
- The proposed development is a two (2) storey mixed use building over a partially in-ground parking structure. The parking would be almost fully below grade on the south (Bayview Street) side and would be fully exposed on the north side of the property. The parking structure is not considered for floor area and density calculations, consistent with the Richmond Zoning Bylaw, but is considered a storey for the overall height of the building.
- The project would achieve a maximum density of 1.18, which is less than the permitted 1.2 FAR – including the density bonus – in the existing Steveston Conservation Strategy.
- The proposed design features approximately 37% commercial (708.8 m² or 7,629 ft²) and 63% residential (1,192.4 m² or 12,835 ft²).
- The commercial uses would be general retail commercial.
- The proposed development would have a total of six dwelling units:
 - 2 two-storey apartment units of 122 m² (1,315 ft²) and 132 m² (1,421 ft²) which would be oriented to the east of the site;

- 1 suite of 99 m² (1,065 ft²) located at the north of the building, located behind the main floor commercial units;
 - 2 suites on the second storey- one of 183 m² (1,968 ft²) on the south-east of the building and one of 528.5 m² (5,689 ft²) for the remainder of the upper floor; and
 - A housekeepers unit of 57.6 m² (620 ft²) connected to the large apartment unit. As this housekeeper's unit would have a separate at-grade entrance and has dedicated cooking facilities, the housekeeper's unit is considered a dwelling unit.
- Based on the proposed density of 1.18 FAR, no contribution to the Steveston Heritage Conservation Grant Fund will be required for this project.
 - A contribution of \$53,948 is proposed to the Affordable Housing Developer Contribution.
 - The proposed development meets or exceeds the reduced off-street parking required as per the Strategy, and the requirements of the proposed ZMU22 zone.
 - Building form, materials, and building details generally comply with the approved *Steveston Area Plan – Development Permit Guidelines*.

Surrounding Development

The site is located directly east of the Gulf of Georgia Cannery complex at the corner of Bayview Street and 3rd Avenue in Steveston Village.

To the North: Existing commercial buildings (3): zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;

To the East: Existing commercial building(1): zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;

To the South: Vacant remediated parcel zoned “Light Industrial (IL)”;

To the West: Existing industrial historic site zoned “Light Industrial (IL)” for Gulf of Georgia Cannery National Historic Site.

Related Policies

Steveston Village Conservation Strategy:

Council adopted the Steveston Village Conservation Strategy in 2009. The Strategy is incentive-based and emphasizes that the City will work co-operatively with all property owners to balance interests and achieve heritage conservation in the Village. Key measures in the Strategy include:

- A revised *Steveston Area Plan* with heritage and non-heritage conservation policies and establishment of the Steveston Village Heritage Conservation Area to better manage identified heritage resources;
- An implementation program which established new financial incentives, design guidelines and permit requirements for new developments or alterations to buildings and property within the Heritage Conservation Area; and
- As outlined in a separate report from the Policy Planning Division, the Strategy is generally maintained for the Village Core area, with some minor amendments to parking requirements and the height of buildings.
- Parking reductions as an incentive to retain the historically small scale of development in the Village, and to encourage new development.

Staff will present a separate to the Planning Committee outlining a Review Concept for the Steveston Village Conservation Strategy. The proposed changes are to revise the parking reductions permitted, and to fine-tune allowed density and building height throughout the Steveston Village. The proposed development generally conforms to the Review Concept as presented by staff.

Official Community Plan-Steveston Area Plan (SAP):

- The site lies within the *Steveston Village Heritage Conservation Area*. The *OCP-Steveston Area Plan* designates the site as “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)” which allows commercial uses at grade, with residential uses above. As the proposed design features a partially in-ground parking structure, all residential units are either above the proposed commercial units, or above the parking structure, and therefore the proposed development complies with the land use designation.
- To guide redevelopment on sites without a heritage resource, the *Development Permit Guidelines* in the *Steveston Area Plan* were revised to update the “Sakamoto Guidelines” including:
 - promoting a return to small scale development in the Village Core Area and Moncton Street.
- Detailed design specifications to implement the updated guidelines include:
 - buildings to be built to the street line,
 - horizontal or vertical siding (wood or cement products),
 - heritage colours to be coordinated with adjacent buildings,
 - signage to be integral to the façade,
 - doors to be glass panel and framed with solid wood, wood panel, or aluminum,
 - upper floor windows are to be framed and in a historic rhythm, different from ground floor windows and proportional to building elevations,
 - fabric canopies or awnings, and
 - selective use of modern materials.

The proposal for 3531 Bayview Street meets a number of these design criteria.

- The *Development Permit Guidelines* state that no residential units shall be within the first 12 m of a building, measured from the fronting street. The proposed development meets this guideline, as the residential units are all set back more than 12 m from the fronting property line on Bayview Street.

Public Input

- The Site Sign has been posted as required.
- No correspondence was received concerning the project description on the site signage.

Consultation

The developer held a Public Information Meeting on November 27, 2012, at the Steveston Community Centre. Attendees at the consultation meetings for the previous application and local community groups were contacted and invited to the meeting. A newspaper ad was run in the November 14 and 23, 2012 editions of the Richmond Review, and in the November 21 and 23, 2012 editions of the Richmond News. A mail drop was done with approximately 1,670 flyers delivered. Twenty-six (26) residents attended the meeting. Comments were positive regarding the proposed design and project density. No opposition or concerns were raised by any residents attending the meeting. Correspondence has been received from the Gulf of Georgia Cannery, the Britannia Heritage Shipyard Society, and the Steveston Community Society in support of the design and character of the building (**Attachment 4**).

Staff Comments

The proposed design attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the subject Rezoning application. In addition, it would comply with the intent of the applicable sections of the Official Community Plan (OCP) and would be in compliance with a number of the policies for the Steveston Area Plan (**Attachment 5**).

While the proposed building meets the allowed parking reductions outlined in the revised Steveston Village Conservation Strategy, the required engineering improvements for the Bayview Street frontage will result in the creation of additional on-street parking spaces, further addressing concerns regarding on-street parking.

The larger review of the Chatham Street and Bayview Street streetscape design by the Transportation Division will examine additional opportunities to reconfigure the existing road design to provide additional on-street parking in the Steveston Village. A report from the Transportation Division will be presented at the February 19, 2013 meeting.

Analysis

Planning:

Proposed “Commercial Mixed-Use (ZMU22) Steveston Commercial Bylaw

The proposed “Commercial Mixed-Use (ZMU22) Steveston Commercial” zone is based on the the Steveston-specific toolkit in the Steveston Village Conservation Strategy (the Strategy).

- The proposed Commercial Mixed-Use (ZMU22) zone is tailored to the characteristics of the site and aims to achieve the density, height and building character proposed by the owner.
- The maximum density permitted under the proposed Commercial/Mixed-Use (ZMU22) bylaw is 1.2 FAR, calculated on the net site area after a minor road dedication at the intersection of Bayview Street and 3rd Avenue. The proposed density is consistent with the density bonus permitted under the Strategy.

- The proposed maximum building height is measured using geodetic datum (Geodetic Survey of Canada datum) rather than physical building height, to take into account the sloping site, which results in a two-storey building with a height of 12 m to roof ridge facing Bayview Street to the South, and a 3-storey, 13.6 m building facing north. The maximum roof ridge height is 15m GSC for the entire structure.
- Parking – the proposed building would provide parking as follows:

Use	Required under Strategy	Spaces Required	Proposed
Non-residential	33% of requirements under Zoning Bylaw - 2 per 100 sq.m	18	18
Residential	1.0 spaces per dwelling plus 0.2 for visitors (shared with non-residential parking)	6 (plus 1 shared visitors' space)	11 (plus 1 shared visitors' space)
TOTAL		25	30

The proposed development would exceed the minimum requirements under the Strategy, and should pose no impact on adjacent streets.

- Form & Character:* The form and massing of the proposed two-storey mixed use over parking structure development complies with the *Steveston Area Plan Guidelines* as follows:
 - A pedestrian-oriented streetscape is provided on both Bayview Street and 3rd Avenue with commercial “storefronts” reflecting the historical character of the site and previously existing grade/sidewalk level access to 3rd Avenue;
 - The facade design for the south (Bayview Street) elevation has been handled in such a way as to suggest three separate structures, reminiscent of the historic lot lines for the site;
 - The proposed location and orientation of the building respect the massing of the existing commercial buildings to the south and east;
 - The commercial slab elevation would be 3.9 m GSC, which is approximately 0.7 m above the existing 3.2 m GSC elevation of Bayview Street south of the site. The 0.7 m grade difference will be addressed through a landscaping transition and ramped entryways;
 - The proposed commercial slab elevation would be 3.9 m GSC datum fronting on Bayview Street. The Strategy establishes the objective of retaining the “Existing Grade” throughout the Village. The existing 3.2 m GSC elevation of Bayview Street is identified in the Strategy as a significant Character Defining Element of the Village. In order to accommodate the parking structure below the commercial area and have a floor system

depth that is adequate to incorporate servicing for the commercial units, the lowest elevation possible for the commercial slab off Bayview Street is the proposed 3.9 m GSC. Although higher than the existing road grade, the technical requirements of the construction of parking and water table restrictions mean that 3.9 m GSC is the lowest possible elevation for the floor slab;

- For the commercial unit facing onto 3rd Avenue, the proposed elevation would be no more than 1.4 m GSC, or the elevation of the existing sidewalk;
 - The retention of the existing grade of 1.4 m GSC (the same elevation as Moncton Street) along the north of the site acknowledges a significant feature of the site identified in the *Steveston Village Conservation Strategy* as a Character Defining Element of the Village;
 - The building mass is articulated with a combination of differentiated facades, balconies and projections (with some recesses) to break up the larger Bayview Street and 3rd Avenue facades. This is generally in keeping with the *Steveston Village Core Sub-area Development Permit Guidelines* in the *Steveston Area Plan*;
 - The proposed dwelling unit on the north side of the building and the two proposed two-storey units on the east of the site provide further opportunities to break up the massing of the building;
 - Proposed building materials (a mixed palette of hardie shingle and lap siding, with hardie board and batten cladding for a variety of materials, hardie trim and fascia, wood textured doors and windows for upper floors) and colour scheme (regional heritage colours) are consistent with the *Steveston Area Plan - Official Community Plan* Guidelines; and
 - Required parking would be located below the commercial floor and the townhouse units, accessed from the lane to the east of the site.
- *Development Permit:* A comprehensive list of architectural features and components requiring further review and design development during the Development Permit Stage are as follows:
 - Bayview Street elevation with further articulation of the facade, and design changes to strengthen the reference to the historic lot lines;
 - Roof pitch and massing to be further detailed;
 - Glazing on north facade (main entrance to second floor apartment);
 - Sustainability measures; and
 - Signage to be reviewed by staff to ensure compliance with the Steveston Village Conservation Strategy and the Sign Bylaw.
 - *Consultation:* The Development Permit will be reviewed by the Advisory Design Panel (ADP) and the Richmond Heritage Commission. A Heritage Alteration Permit is also required for the proposed development, and this will be presented at the same time as the Development Permit.
 - *Sustainability:* The proposed development meets a number of sustainability criteria, including: combining multiple uses into a single development of a brownfield site; the site is within walking distance of a neighbourhood service centre and recreation opportunities; and is located within the Steveston Village which is well-served by several different bus routes.

Other sustainability features (listed below) will be considered for inclusion during the Development Permit and Building Permit stages:

- On-site bicycle storage;
 - Secured common areas for recycling, organics and garbage storage;
 - Rapidly renewable wood-frame construction for upper stories;
 - High-albedo roofing will be installed;
 - Low-emissions paints and sealers will be used;
 - Low-E double pane windows throughout the building;
 - Drought-resistant planting requiring minimal irrigation;
 - Energy-efficient LED lighting used in common areas;
 - Energy star appliances in all units;
 - Programmable thermostats; and
 - Adaptable housing compliance.
 - Further sustainability features will be investigated as part of the Development Permit review.
- *Accessibility/Aging-In-Place:* Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) will be provided in both the apartment units proposed on the second floor (excluding the housekeepers unit in the larger of the proposed apartments).
 - During the Development Permit review, the potential for adaptable housing will be identified in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond Zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
 - *CPTED:* Possible areas of concealment have been eliminated with the incorporation of window and balcony location to facilitate casual surveillance opportunities for the site.
 - As part of the building permit submission, a lighting plan for pedestrian entrances, access walkways and parking access aisles will be provided to ensure uniform levels of coverage and security.
 - *Affordable Housing:* The Affordable Housing Strategy requires a cash-in-lieu contribution of \$4.00 per square foot of the total residential building area for apartment developments involving 80 or less residential units. Based on the floor area proposed for this project, a cash-in-lieu contribution of approximately \$51,340 would be provided.
 - *Amenity Space:*
 - The project is largely exempt from the provision of indoor amenity space or cash-in-lieu contribution, as 4 of the six units are larger than 148 sq. m. The two units would require a total contribution of \$2,000 contribution in lieu of actual facilities being provided, based on OCP requirements and Council Policy.
 - No outdoor amenity space has been provided for this small-scale mixed use development, consistent with the dense urban character of existing development in the Moncton Street and Core Area sub-zones of Steveston Village.
 - The proposed apartment residential units would all feature private balconies, and the two two-storey units on the east would have patio areas at the same grade as the building

entrance. The two-storey units and the apartment shown at the south-east corner of the second floor would also have access to private roof decks.

Transportation:

- A 4m x4m corner cut at Bayview and 3rd Avenue will be dedicated to enhance pedestrian safety.
- Frontage improvements to Bayview Street and 3rd Avenue apply including sidewalk, boulevard, and on-street parking. The design submitted by the owner illustrates the creation of 8 angle parking stalls on the Bayview Street frontage of the site.
- The Transportation section has reviewed the design and supports the proposal for angle parking in this location. It should be noted that the current configuration of the street in this location is a 'no-parking' area for a loading zone for the former EA Towns building. The conversion of the loading zone to angle parking would create 8 new spaces, and no loss of existing parallel parking on adjacent streets.
- To maintain the character of the lanes in accordance with the Steveston Village Conservation Strategy, minimal upgrades will be required (e.g., no curb and gutter with paving up to the building). Transportation staff recommends incorporating the lighting into the building to preserve the historic condition of the lane. Lanes in Steveston Village will be assigned as permit parking spaces to local businesses.
- Under the proposed ZMU22 zone and the Steveston Village Conservation Strategy, commercial parking may be reduced by up to 33%. Subsequent to the adoption of the Strategy, concerns have been raised about the potential impacts of this reduction in required on-site parking. The proposed design illustrates that the project exceeds the minimum required residential parking requirements of the Zoning Bylaw, and meets the proposed requirements for off-street non-residential parking.
- The Transportation Division has advised staff that the preliminary analysis of potential streetscape improvements in the Steveston Village could result in approximately 50 new on-street parking spaces on Chatham Street and 25 new spaces on Bayview Street. With the potential for 75 additional on-street parking spaces in the Steveston Village, staff is of the opinion that the proposed reduction in commercial parking will have minimal impacts on the surrounding streets.
- A private access easement is being negotiated between the property owners of 3420 Moncton Street and the subject property at 3531 Bayview Street to provide access through the subject site from 3rd Avenue to the rear of the commercial property at 3420 Moncton Street. Historically, access to the rear of the property at 3420 Moncton Street has been provided through the subject site. Staff has requested that the owner enter into an easement with the adjacent property owner to ensure access is maintained. This proposed easement would be registered over the existing municipal statutory right-of-way for utilities, and would be 3.0 m wide and 18.6 m long.
- An angled crosswalk will be required across Bayview Street at the intersection of 3rd Avenue and Bayview Street. The incorporation of stamped asphalt material is to be provided for the frontage and new crosswalk.
- Bicycle parking as shown meets bylaw requirements.
- All accessible ramps to have a maximum grade of 5%.

Engineering:

Sanitary Sewer / Water Upgrades:

- No upgrades are required to sanitary sewer or water system for this application.
- The existing Sanitary Right of Way at the north side of the property (at 3rd Avenue frontage) must be retained to maintain sanitary service to 3400 and 3420 Moncton Street.

Storm Sewer Upgrades:

- An existing concrete box culvert is located within the 5m wide statutory right-of-way along Bayview Street. A strategy for retention should be prepared

Dike Issues :

- A 5.0 m statutory right-of-way over the south portion of the site is required for dike access and maintenance.

Technical Considerations for Development Permit/Building Permit Stage:

- The site is well-situated and accommodates fire-fighting requirements.
- An internal recycling and garbage room with direct exterior access (to the lane at the east property line) has been provided.
- Full code analysis and technical permitting issues will be clarified during the DP and BP stages.

Details of Rezoning Considerations are provided in **Attachment 6**.

Financial Impact

None.

Conclusion

Staff recommend support for this application. The proposal is generally in conformance with the policies and guidelines of the *Steveston Area Plan* and complies with the terms of the proposed Steveston Conservation Area (SC3) Core Area zone. Staff recommend that Bylaw 8780 be introduced and given first reading.

Barry Konkin
Planner 2
(604-276-4279)



BK:cas

Attachment 1:	Location Map
Attachment 2:	Building Proposal
Attachment 3:	Development Application Data Sheet
Attachment 4:	Correspondence Received
Attachment 5:	Steveston Policy Requirements Table
Attachment 6:	Rezoning Considerations



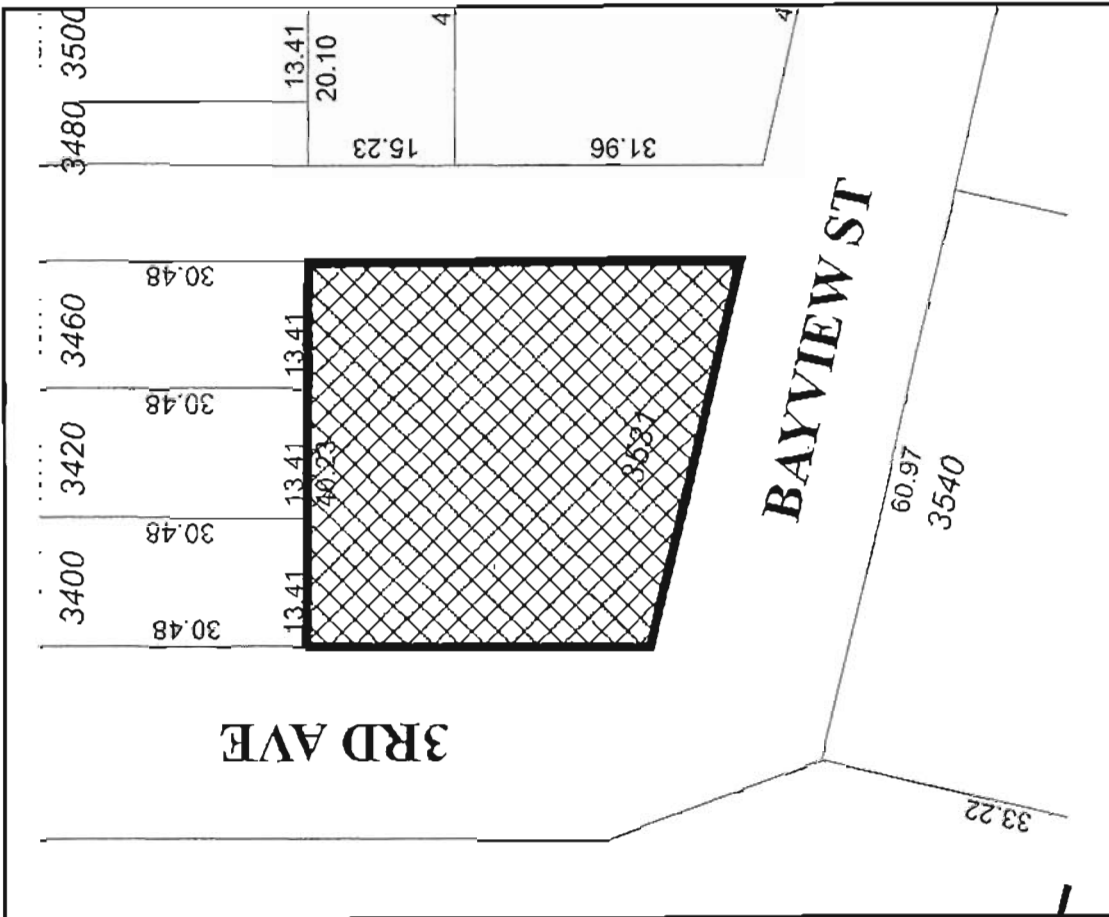
PROPOSED REZONING



RZ 12-615239

Revision Date: 08/07/12

Note: Dimensions are in METRES





RZ 12-615239

Original Date: 08/07/12

Amended Date:

Note: Dimensions are in METRES

RESIDENTIAL / COMMERCIAL DEVELOPMENT

3531 Bayview Street, Richmond, BC



PROJECT DIRECTORY

OWNER:
Penta Bayview Holdings Ltd
Richmond, BC
T800 301 8888

ARCHITECTURAL:
Cotter Architects Inc.
Suite #205 11300 No. 5 Road
Richmond, BC V6V 3J7
T800 272-1477, F800 372-1471

LANDSCAPE:
Van Der Zalm + Associates Inc.
Suite 1 - 1805 152nd Street
Burnaby, BC V5N 2Y8
T800 652-0024 ext 22, F800 885-004

SURVEYOR:
Olsen & Associates
Suite 1 - 1586 24th Avenue
Burnaby, BC V5A 2A4
T800 531-6067, F800 504-5811

DEVELOPMENT DATA

GROSS SITE AREA: 17,438 sq. ft.
REGULATORY AREA: 7,400 sq. ft.
NET SITE AREA: 10,038 sq. ft.
REGULATORY FOOTPRINT: 11,489 sq. ft.
SITE COVERAGE: 66%
COMMERCIAL AREA: 7,400 sq. ft.
RESIDENTIAL AREA: 12,638 sq. ft.
GROSS FLOOR AREA: 20,444 sq. ft.
FLOOR AREA RATIO: 1.18

GFA SUMMARY

CRU 1:	151	N.E.
CRU 2:	1347	N.E.
CRU 3:	1058	N.E.
CRU 4:	1131	N.E.
CRU 5:	553	N.E.
CRU 6:	1228	N.E.
TOTAL CRU	7,829	N.E. (708.78 s.m.)
2-STORY APT 1:	1250	N.E.
2-STORY APT 2:	1303	N.E.
RESIDENCE 1:	5660	N.E.
HOUSEKEEPING:	660	N.E.
RESIDENCE 2:	2201	N.E.
RESIDENCE 3:	1665	N.E.
TOTAL RESID.	12,638	N.E. (1162.41 s.m.)

DRAWING LIST

ARCHITECTURAL
A-000 Cover Page Data sheet
A-010 Area Overlays
A-020 Copy of Survey
A-101 Site Plan
A-111 Parking Level P1
A-112 Level L1 Floor Plan
A-113 Level L2 Floor Plan
A-114 Roof Deck Plan
A-115 Roof Plan
A-201 Building Elevations
A-202 Building Elevations
A-301 Building Sections
LANDSCAPING
L-1 Landscape plan



LOCATION MAP



BICYCLE PARKING CALC.

REQUIRED:	
CLASS 1	CLASS 2
1,200 DWELLING UNIT:	200 DWELLING UNIT:
75 CLASS 1 STALLS	43 CLASS 2 STALLS
TOTAL REQ. REQUIRED:	4 STALLS
CLASS 1	CLASS 2
0.37 / 100 DM	0.47 / 100 DM
2 CLASS 1 STALLS	3 CLASS 2 STALLS
TOTAL COMMERCIAL REQUIRED:	5 STALLS
PROVIDED:	
RESIDENTIAL	12
COMMERCIAL	18
TOTAL BIKE STALLS PROVIDED:	30 STALLS

PARKING CALCULATIONS

REQUIRED:	
2 STORY APT 1:	2 RES.
2 STORY APT 2:	2 RES.
APARTMENT 1:	1.5 RES.
APARTMENT 2:	1.5 RES.
APARTMENT 3:	1.5 RES.
TOTAL REQ. REQUIRED:	9 RES.
REQUIRED COMMERCIAL @ 37/100 DM	24 COM.
LESS CONSERVATION DISCOUNT	7 COM.
TOTAL COMMERCIAL REQUIRED:	17 COM.
TOTAL PARKING REQUIRED:	
24 RESIDENTIAL	17 COMM.
PROVIDED:	11 RES.
RES. PROVIDED	17 COM.
COMMERCIAL PROVIDED	36 TOTAL
TOTAL PARKING PROVIDED	36 TOTAL

*16 stalls (87%) provided with electric plug-in modules.



RE-ISSUED FOR DEVELOPMENT PERMIT APPLICATION
NOVEMBER, 20



① LEVEL P1 AREA OVERLAY
1/16"=1'-0"



2 LEVEL L1 AREA OVERLAY
1/16"=1'-0"



3 LEVEL L2 AREA OVERLAY



④ LEVEL L3 AREA OVERLAY

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2125 ALVARO DR., A FLOOR, HOUSTON, TX 77019
 281.441.1100 FAX 281.441.1101 WWW.COTTERARCHITECTS.COM

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC.

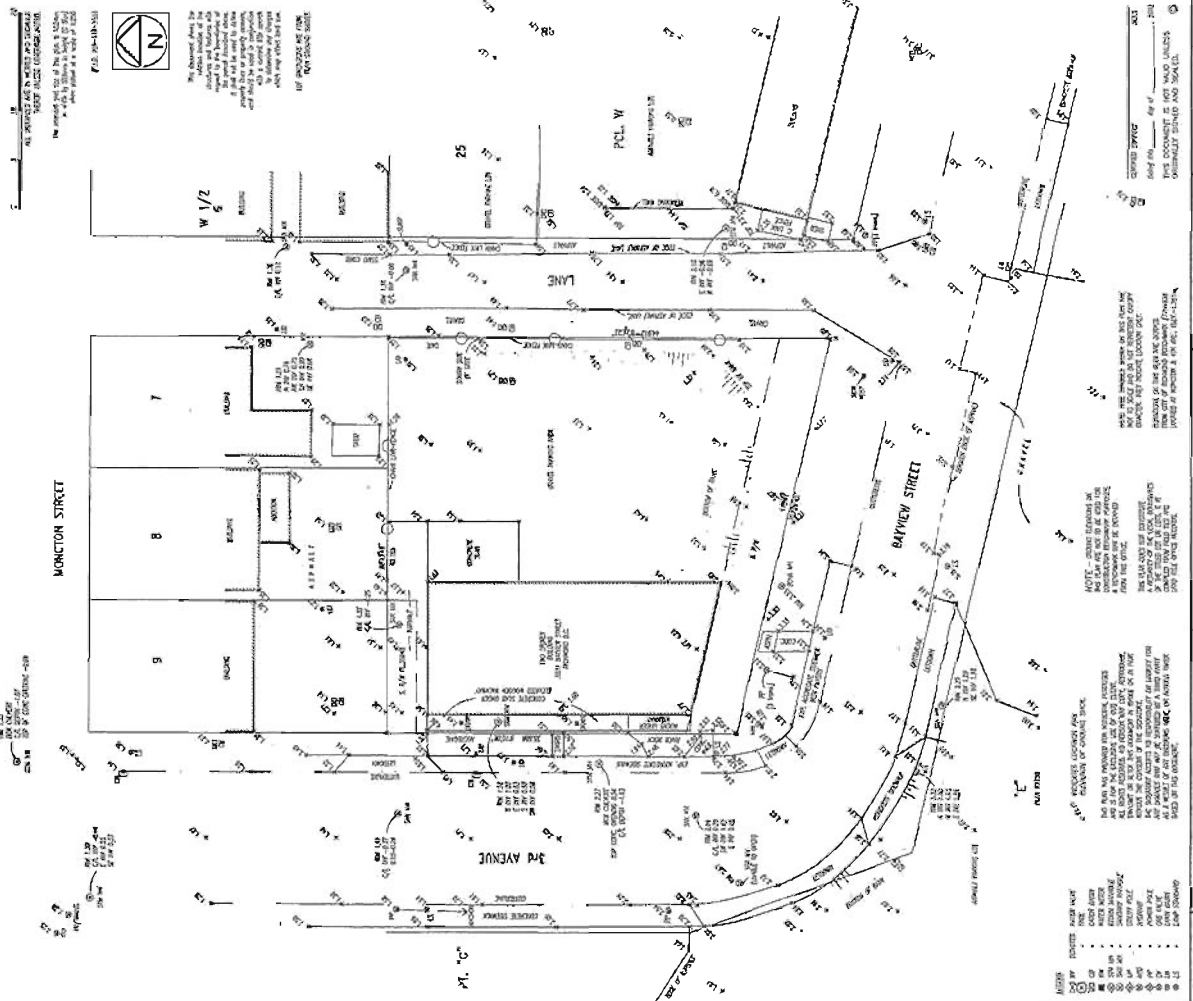
Penta Bayview Holdings Ltd.

[illegible]

AREA OVERLAYS

A-010
 100

Total GFA: 20,464 SQ. FT.



[illegible]catter
ARCHITECTS[illegible]

WELFARE

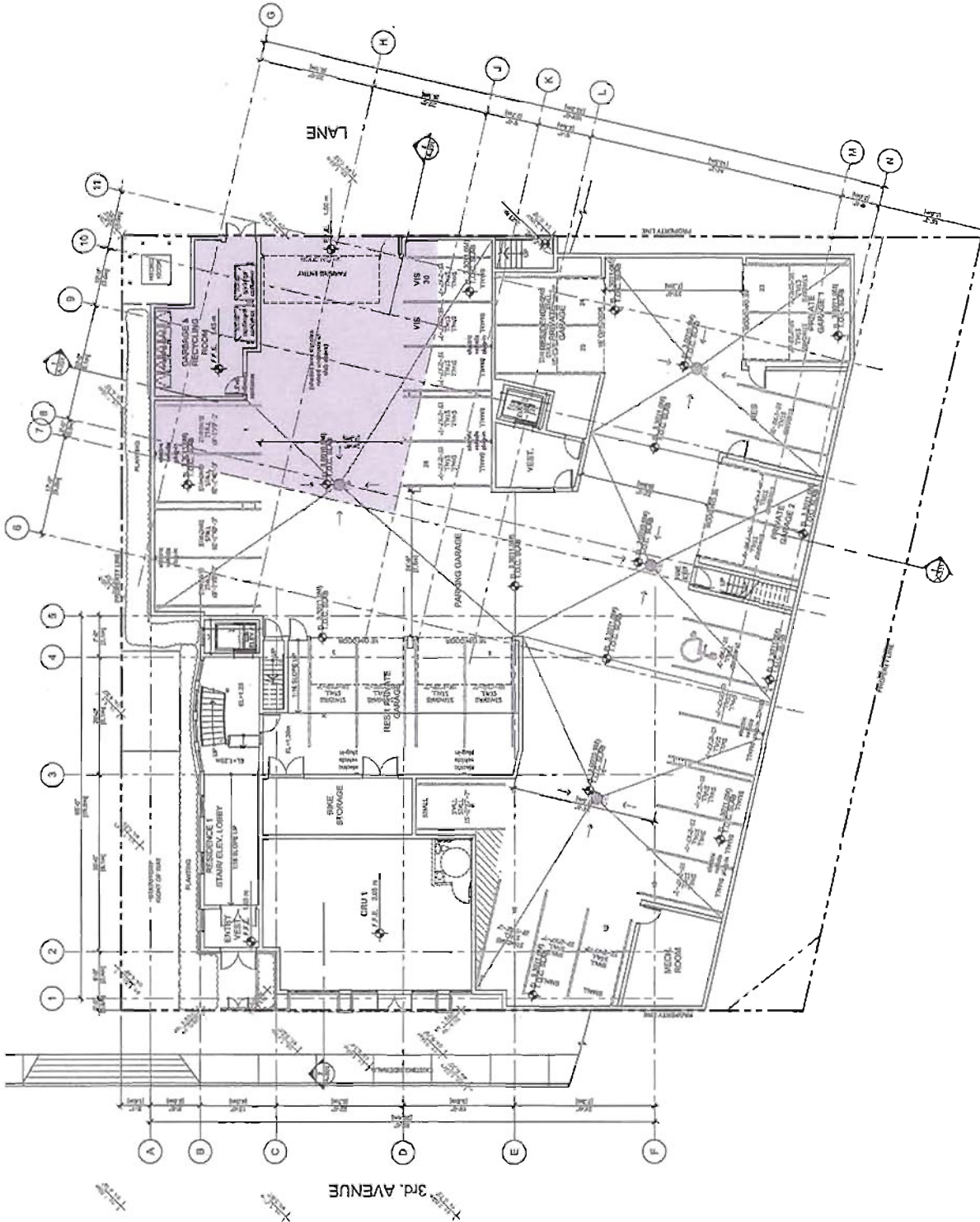
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC.

Penta Bayview Moldings Ltd.

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

SITE PLAN

A-101



1 LEVEL P1

1	REVISIONS	DATE	BY	CHKD
2	REVISIONS	DATE	BY	CHKD
3	REVISIONS	DATE	BY	CHKD
4	REVISIONS	DATE	BY	CHKD
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18	REVISIONS	DATE	BY	CHKD
19	REVISIONS	DATE	BY	CHKD
20	REVISIONS	DATE	BY	CHKD

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ARCHITECTS
1000 WEST 10TH AVENUE, SUITE 100
VANCOUVER, BC V6H 1A1
TEL: 604-681-1111
WWW.COTTERARCHITECTS.COM

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC
Owner: Pentia Bayview Holdings Ltd.

DATE	10/10/2018
PROJECT	3531 BAYVIEW STREET
CLIENT	PENTIA BAYVIEW HOLDINGS LTD.
ARCHITECT	COTTER ARCHITECTS
DESIGNER	ARCHITECT
DATE	10/10/2018
PROJECT	3531 BAYVIEW STREET
CLIENT	PENTIA BAYVIEW HOLDINGS LTD.
ARCHITECT	COTTER ARCHITECTS
DESIGNER	ARCHITECT

LEVEL P1 FLOOR PLAN

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

DATE: 10/10/2018

PROJECT: 3531 BAYVIEW STREET

CLIENT: PENTIA BAYVIEW HOLDINGS LTD.

ARCHITECT: COTTER ARCHITECTS

DESIGNER: ARCHITECT

NOTES:

1	GENERAL NOTES
2	SECTION CUTS
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100	SECTION CUTS

cotter
ARCHITECTS

3331 Bayview Street
Richmond, BC
V6X 3A7
Tel: 604.273.1111
Fax: 604.273.1112
www.cotterarchitects.com

BAYVIEW

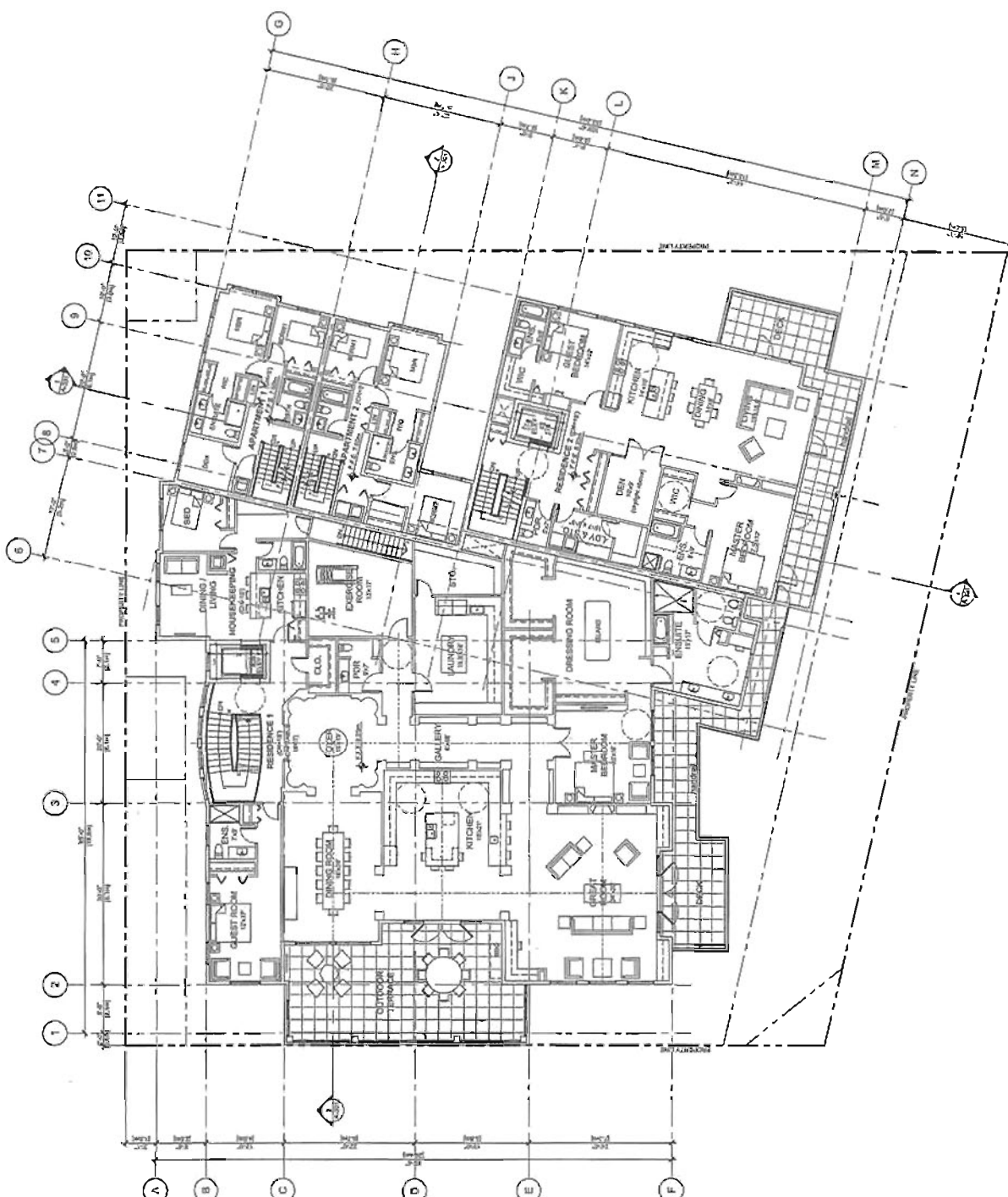
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3331 Bayview Street
Richmond, BC

Preble Bayview Holdings Ltd.

DATE: 10/10/2018
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

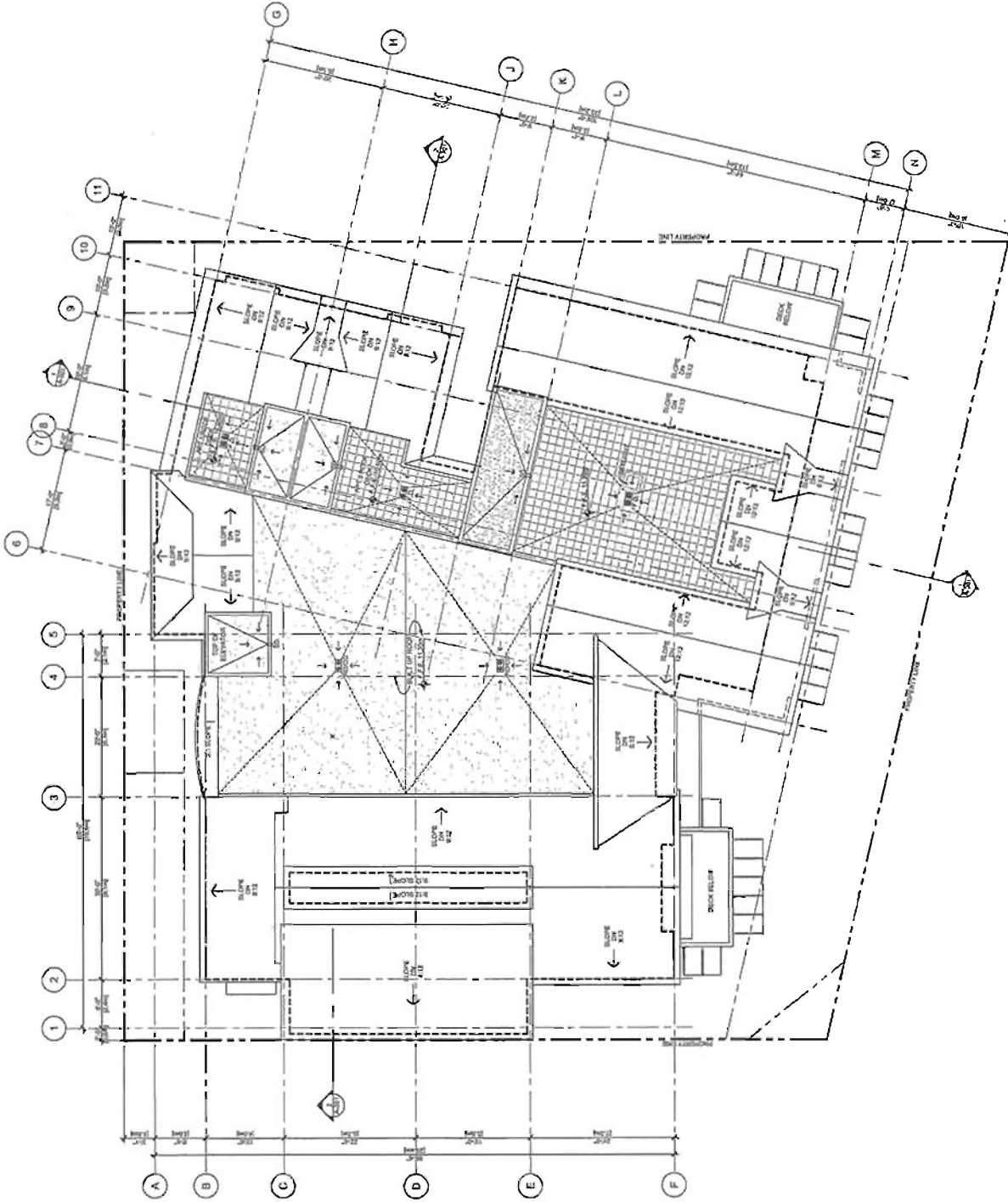
LEVEL 2 FLOOR PLAN

A-113



LEVEL 2
1/8" = 1'-0"

NOTES:



1 ROOF PLAN
1/8"=1'-0"

1	PROJECT NO.	2018-001
2	PROJECT NAME	PH - 96
3	PROJECT ADDRESS	3531 Bayview Street, Richmond, BC
4	CLIENT	PH - 96
5	ARCHITECT	COTTER ARCHITECTS
6	DATE	2018-001
7	SCALE	1/8"=1'-0"
8	BY	PH - 96
9	CHECKED BY	PH - 96
10	APPROVED BY	PH - 96
11	DATE	2018-001

cotter
ARCHITECTS

3531 Bayview Street, Richmond, BC
604-271-1111

PH - 96

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

PH - 96

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NOTES:

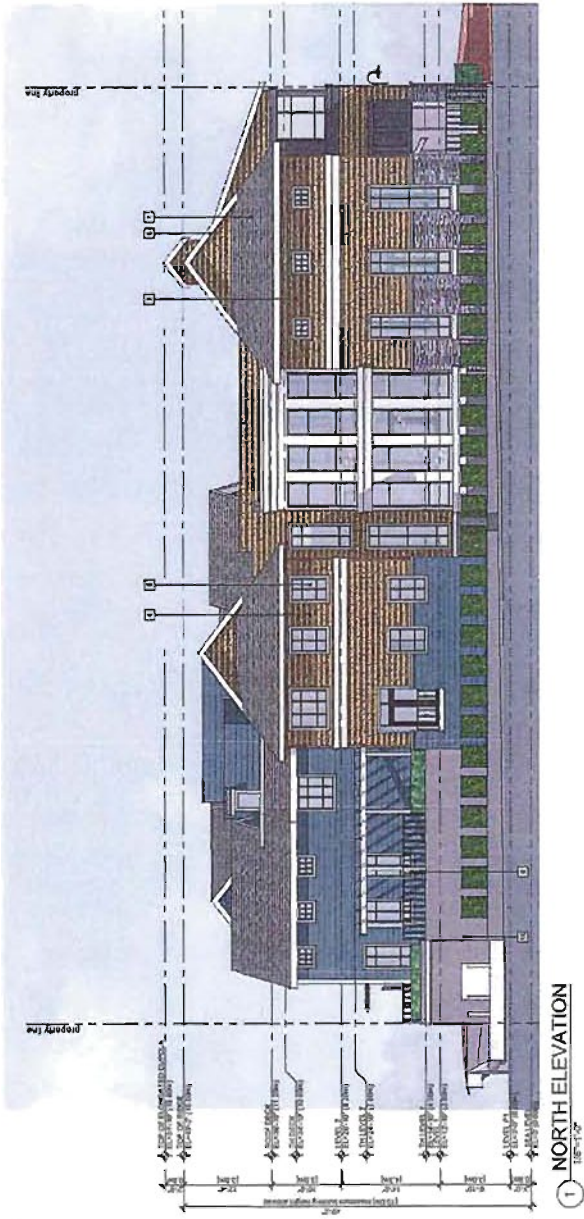
MATERIAL LEGEND

- 1 BRICK - RED
- 2 BRICK - WHITE
- 3 BRICK - BROWN
- 4 BRICK - GREY
- 5 BRICK - BLACK
- 6 BRICK - BLUE
- 7 BRICK - GREEN
- 8 BRICK - PURPLE
- 9 BRICK - PINK
- 10 BRICK - SILVER
- 11 BRICK - GOLD
- 12 BRICK - IRIDESCENT
- 13 BRICK - MARBLED
- 14 BRICK - GLAZED
- 15 BRICK - ENAMELED
- 16 BRICK - PATINAED
- 17 BRICK - STAINED
- 18 BRICK - PAINTED
- 19 BRICK - LACQUERED
- 20 BRICK - OILED
- 21 BRICK - WAXED
- 22 BRICK - POLISHED
- 23 BRICK - BUFFED
- 24 BRICK - TUMBLED
- 25 BRICK - RECESSED
- 26 BRICK - CONVEX
- 27 BRICK - FLAT
- 28 BRICK - ROUNDED
- 29 BRICK - SQUARE
- 30 BRICK - RECTANGULAR
- 31 BRICK - TRIANGULAR
- 32 BRICK - CIRCULAR
- 33 BRICK - ELLIPTICAL
- 34 BRICK - OVAL
- 35 BRICK - DIAGONAL
- 36 BRICK - HORIZONTAL
- 37 BRICK - VERTICAL
- 38 BRICK - RANDOM
- 39 BRICK - ORDERED
- 40 BRICK - MIXED
- 41 BRICK - COMBINATION
- 42 BRICK - CONTRAST
- 43 BRICK - HARMONY
- 44 BRICK - BALANCE
- 45 BRICK - RHYTHM
- 46 BRICK - PATTERN
- 47 BRICK - TEXTURE
- 48 BRICK - COLOR
- 49 BRICK - FORM
- 50 BRICK - FUNCTION
- 51 BRICK - AESTHETICS
- 52 BRICK - DURABILITY
- 53 BRICK - SAFETY
- 54 BRICK - COMFORT
- 55 BRICK - CONVENIENCE
- 56 BRICK - VERSATILITY
- 57 BRICK - ADAPTABILITY
- 58 BRICK - FLEXIBILITY
- 59 BRICK - INNOVATION
- 60 BRICK - CREATIVITY
- 61 BRICK - IMAGINATION
- 62 BRICK - INSPIRATION
- 63 BRICK - MOTIVATION
- 64 BRICK - ENTHUSIASM
- 65 BRICK - PASSION
- 66 BRICK - LOVE
- 67 BRICK - CARE
- 68 BRICK - RESPECT
- 69 BRICK - KINDNESS
- 70 BRICK - PATIENCE
- 71 BRICK - HUMILITY
- 72 BRICK - GRACE
- 73 BRICK - GENTLENESS
- 74 BRICK - MEekNESS
- 75 BRICK - MILDNESS
- 76 BRICK - SWEETNESS
- 77 BRICK - PEACE
- 78 BRICK - JOY
- 79 BRICK - GLADNESS
- 80 BRICK - HAPPINESS
- 81 BRICK - CONTENTMENT
- 82 BRICK - SATISFACTION
- 83 BRICK - FULFILLMENT
- 84 BRICK - PURPOSE
- 85 BRICK - MEANING
- 86 BRICK - HOPE
- 87 BRICK - FAITH
- 88 BRICK - TRUST
- 89 BRICK - LOVE
- 90 BRICK - LIFE

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	BRICK - RED	1000	SQ. YD.	1.50	1500.00
2	BRICK - WHITE	500	SQ. YD.	1.50	750.00
3	BRICK - BROWN	250	SQ. YD.	1.50	375.00
4	BRICK - GREY	125	SQ. YD.	1.50	187.50
5	BRICK - BLACK	62.5	SQ. YD.	1.50	93.75
6	BRICK - BLUE	31.25	SQ. YD.	1.50	46.875
7	BRICK - GREEN	15.625	SQ. YD.	1.50	23.4375
8	BRICK - PURPLE	7.8125	SQ. YD.	1.50	11.71875
9	BRICK - PINK	3.90625	SQ. YD.	1.50	5.859375
10	BRICK - SILVER	1.953125	SQ. YD.	1.50	2.9296875
11	BRICK - GOLD	0.9765625	SQ. YD.	1.50	1.46484375
12	BRICK - IRIDESCENT	0.48828125	SQ. YD.	1.50	0.732421875
13	BRICK - MARBLED	0.244140625	SQ. YD.	1.50	0.3662109375
14	BRICK - GLAZED	0.1220703125	SQ. YD.	1.50	0.18310546875
15	BRICK - ENAMELED	0.06103515625	SQ. YD.	1.50	0.091552734375
16	BRICK - PATINAED	0.030517578125	SQ. YD.	1.50	0.0457783203125
17	BRICK - STAINED	0.0152587890625	SQ. YD.	1.50	0.022888125
18	BRICK - PAINTED	0.00762939453125	SQ. YD.	1.50	0.0114440625
19	BRICK - LACQUERED	0.003814697265625	SQ. YD.	1.50	0.005722046875
20	BRICK - OILED	0.0019073486328125	SQ. YD.	1.50	0.00286102296875
21	BRICK - WAXED	0.00095367431640625	SQ. YD.	1.50	0.00143051171875
22	BRICK - POLISHED	0.000476837158203125	SQ. YD.	1.50	0.00071525578125
23	BRICK - BUFFED	0.0002384185791015625	SQ. YD.	1.50	0.0003576284375
24	BRICK - TUMBLED	0.00011920928955078125	SQ. YD.	1.50	0.00017884271875
25	BRICK - RECESSED	0.000059604644775390625	SQ. YD.	1.50	0.00008940696875
26	BRICK - CONVEX	0.0000298023223876953125	SQ. YD.	1.50	0.000044703484375
27	BRICK - FLAT	0.00001490116119384765625	SQ. YD.	1.50	0.0000223517421875
28	BRICK - ROUNDED	0.000007450580596923828125	SQ. YD.	1.50	0.00001117587109375
29	BRICK - SQUARE	0.0000037252902984619140625	SQ. YD.	1.50	0.0000056138265625
30	BRICK - RECTANGULAR	0.00000186264514923095703125	SQ. YD.	1.50	0.00000280396328125
31	BRICK - TRIANGULAR	0.000000931322574615478515625	SQ. YD.	1.50	0.000001401981640625
32	BRICK - CIRCULAR	0.0000004656612873077392578125	SQ. YD.	1.50	0.000000698476953125
33	BRICK - ELLIPTICAL	0.00000023283064365386962890625	SQ. YD.	1.50	0.0000003492384765625
34	BRICK - OVAL	0.000000116415321826934814453125	SQ. YD.	1.50	0.00000017461923828125
35	BRICK - DIAGONAL	0.0000000582076609134674072265625	SQ. YD.	1.50	0.000000087309619140625
36	BRICK - HORIZONTAL	0.00000002910383045673370361328125	SQ. YD.	1.50	0.0000000436548095703125
37	BRICK - VERTICAL	0.000000014551915228366851806640625	SQ. YD.	1.50	0.00000002182740478515625
38	BRICK - RANDOM	0.0000000072759576141834259033203125	SQ. YD.	1.50	0.0000000109411821875
39	BRICK - ORDERED	0.00000000363797880709171295166015625	SQ. YD.	1.50	0.00000000547059109375
40	BRICK - MIXED	0.000000001818989403545856475830078125	SQ. YD.	1.50	0.000000002729296640625
41	BRICK - COMBINATION	0.0000000009094947017729282379150390625	SQ. YD.	1.50	0.00000000136364346875
42	BRICK - CONTRAST	0.00000000045474735088646411895751953125	SQ. YD.	1.50	0.0000000006804651953125
43	BRICK - HARMONY	0.000000000227373675443232059478759765625	SQ. YD.	1.50	0.00000000034023259765625
44	BRICK - BALANCE	0.0000000001136868377216160297393798828125	SQ. YD.	1.50	0.000000000170116398828125
45	BRICK - RHYTHM	0.00000000005684341886080801486968994140625	SQ. YD.	1.50	0.000000000085058198828125
46	BRICK - PATTERN	0.000000000028421709430404007434844970703125	SQ. YD.	1.50	0.0000000000425290994140625
47	BRICK - TEXTURE	0.0000000000142108547152020037174224853515625	SQ. YD.	1.50	0.00000000002126454970703125
48	BRICK - COLOR	0.00000000000710542735760100185871124267578125	SQ. YD.	1.50	0.000000000010632274853515625
49	BRICK - FORM	0.000000000003552713678800500929355621337890625	SQ. YD.	1.50	0.0000000000053161374267578125
50	BRICK - FUNCTION	0.0000000000017763568394002504646778106689453125	SQ. YD.	1.50	0.00000000000265806871337890625
51	BRICK - AESTHETICS	0.00000000000088817841970012503233890533447265625	SQ. YD.	1.50	0.000000000001329034356689453125
52	BRICK - DURABILITY	0.000000000000444089209850062516169452667236328125	SQ. YD.	1.50	0.0000000000006645171783447265625
53	BRICK - SAFETY	0.0000000000002220446049250312580847263336181640625	SQ. YD.	1.50	0.00000000000033225858917236328125
54	BRICK - COMFORT	0.00000000000011102230246251564042361316680908203125	SQ. YD.	1.50	0.000000000000166129294586181640625
55	BRICK - CONVENIENCE	0.000000000000055511151231257820211806583404541015625	SQ. YD.	1.50	0.0000000000000830646472930908203125
56	BRICK - VERSATILITY	0.0000000000000277555756156289101059032917022705078125	SQ. YD.	1.50	0.00000000000004153232364654541015625
57	BRICK - ADAPTABILITY	0.0000000000000138777878078144550529516458511353515625	SQ. YD.	1.50	0.000000000000020766161823272705078125
58	BRICK - FLEXIBILITY	0.00000000000000693889390390722752647582292556767578125	SQ. YD.	1.50	0.0000000000000103830809116363526478125
59	BRICK - INNOVATION	0.0000000000000034694469519536137632379114627837890625	SQ. YD.	1.50	0.000000000000005191540455818176323828125
60	BRICK - CREATIVITY	0.00000000000000173472347597680688161895573139189453125	SQ. YD.	1.50	0.0000000000000025957702279090881618953125
61	BRICK - IMAGINATION	0.000000000000000867361737988403440809477865695947265625	SQ. YD.	1.50	0.0000000000000012978851139545440809478125
62	BRICK - INSPIRATION	0.0000000000000004336808689942017204047389328479736328125	SQ. YD.	1.50	0.000000000000000658927556987272040473828125
63	BRICK - MOTIVATION	0.00000000000000021684043449710086020236946642398681640625	SQ. YD.	1.50	0.0000000000000003294637784936360202369453125
64	BRICK - ENTHUSIASM	0.000000000000000108420217248550430101184733211993408203125	SQ. YD.	1.50	0.000000000000000164731889246818010118478125
65	BRICK - PASSION	0.0000000000000000542101086242752150505923666059967041015625	SQ. YD.	1.50	0.00000000000000008236594462340900505923690625
66	BRICK - LOVE	0.00000000000000002710505431213760752529618330299835205078125	SQ. YD.	1.50	0.000000000000000041182972311704502529618453125
67	BRICK - CARE	0.000000000000000013552527156068803762648091651499917602890625	SQ. YD.	1.50	0.0000000000000000205914861558522513552715609375
68	BRICK - RESPECT	0.00000000000000000677626357803440188132404582574995880140625	SQ. YD.	1.50	0.000000000000000010295743077926125662404581953125
69	BRICK - KINDNESS	0.000000000000000003388131789017200940662022912874979400703125	SQ. YD.	1.50	0.00000000000000000514787153896306283066202290625
70	BRICK - PATIENCE	0.0000000000000000016940658945086004703310114564374897003515625	SQ. YD.	1.50	0.00000000000000000257393576948153141655501145625
71	BRICK - HUMILITY	0.0000000000000000008470329472543002351655057282187448970017578125	SQ. YD.	1.50	0.000000000000000001286967884740765707777578125
72	BRICK - GRACE	0.00000000000000000042351647362715011758275286410937244897000890625	SQ. YD.	1.50	0.000000000000000000643483942370382853888890625
73	BRICK - GENTLENESS	0.00000000000000000021175823681357505879137643205468622448970004453125	SQ. YD.	1.50	0.0000000000000000003217419711851914269444453125
74	BRICK - MEekNESS	0.00000000000000000010587911840678752939568821602734311224489700022265625	SQ. YD.	1.50	0.00000000000000000016087098559259571347222265625
75	BRICK - MILDNESS	0.00000000000000000005293955920339376469784410801367155612244897000111328125	SQ. YD.	1.50	0.000000000000000000078435492796297856736111328125
76	BRICK - SWEETNESS	0.00000000000000000002646977960169688234892205400683577806122448970000556640625	SQ. YD.	1.50	0.0000000000000000000392177463981489283680556640625
77	BRICK - PEACE	0.00000000000000000001323488980084844117244602700341788903061224489700002783203125	SQ. YD.	1.50	0.000000000000000000019608873199074464172446027003417889030612244897000013916015625
78	BRICK - JOY	0.00000000000000000000661744490042422058622301350170894451530612244897000013916015625	SQ. YD.	1.50	0.000000000000000000009804436599537232086223013501708944515306122448970000069580078125
79	BRICK - GLADNESS	0.00000000000000000000330872245021211029311150675085447225765306122448970000069580078125	SQ. YD.	1.50	0.000000000000000000004902218299768616043057506750854472257653061224489700000347900390625
80	BRICK - HAPPINESS	0.00000000000000000000165436122510605514655575337542723612882653061224489700000347900390625	SQ. YD.	1.50	0.000000000000000000002451109149884308021528753375427236128826530612244897000001739501953125
81	BRICK - CONTENTMENT	0.0000000000000000000008271806125530275732778766877136180644128826530612244897000001739501953125	SQ. YD.	1.50	0.00000000000000000000122555132482604401166441288265306122448970000008697509765625
82	BRICK - SATISFACTION	0.000000000000000000000413590306276513786638938343856809032206441288265306122448970000008697509765625	SQ. YD.	1.50	0.0000000000000000000006127756924130220058322064412882653061224489700000043487548828125
83	BRICK - FULFILLMENT	0.00000000000000000000020679515313825689331946917192840451610322064412882653061224489700000043487548828125	SQ. YD.	1.50	0.000000000000000000000308187838206513402916103220644128826530612244897000000217437744140625
84	BRICK - PURPOSE	0.0000000000000000000001033975765691284466597345859642022580516103220644128826530612244897000000217437744140625	SQ. YD.	1.50	0.0000000000000000000001562917573047051694775161032206441288265306122448970000001087188720703125
85	BRICK - MEANING	0.000000000000000000000051698788284564223329867292982101129025805161032206441288265306122448970000001087188720703125	SQ. YD.	1.50	0.000000000000000000000077447686926846834739792929821011290258051610322064412882653061224489700000005435943603515625
86	BRICK - HOPE	0.00000000000000000000002584939414228211166493364649105561451290258051610322064412882653061224489700000005435943603515625	SQ. YD.	1.50	0.000000000000000000000038773541713423

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- EXTERIOR LEGEND**
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cotter
ARCHITECTS
4011 KENNEDY ROAD, SUITE 100
RICHMOND, BC V6X 3A9
TEL: 604.271.1111 FAX: 604.271.1112
WWW.COTTERARCHITECTS.COM

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC
Owner: Penta Bayview Holdings Ltd.

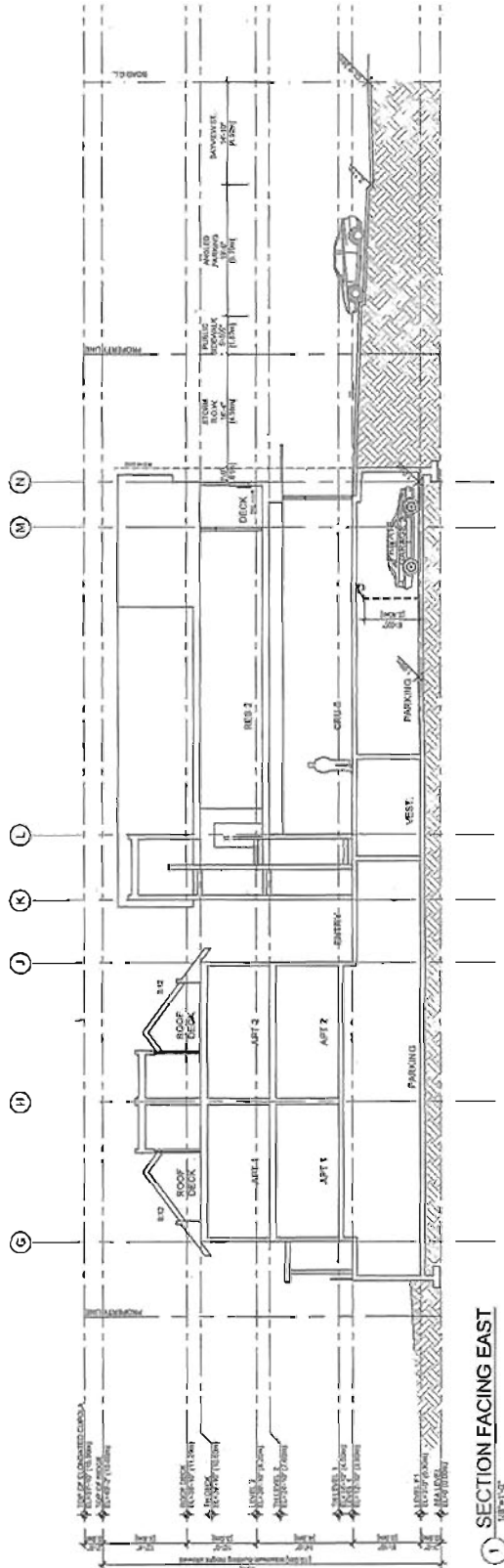
DATE	10/10/2018
PROJECT	3531 BAYVIEW STREET
SCALE	1/8" = 1'-0"
BY	MM
CHECKED BY	MM
DATE	10/10/2018

BUILDING ELEVATIONS

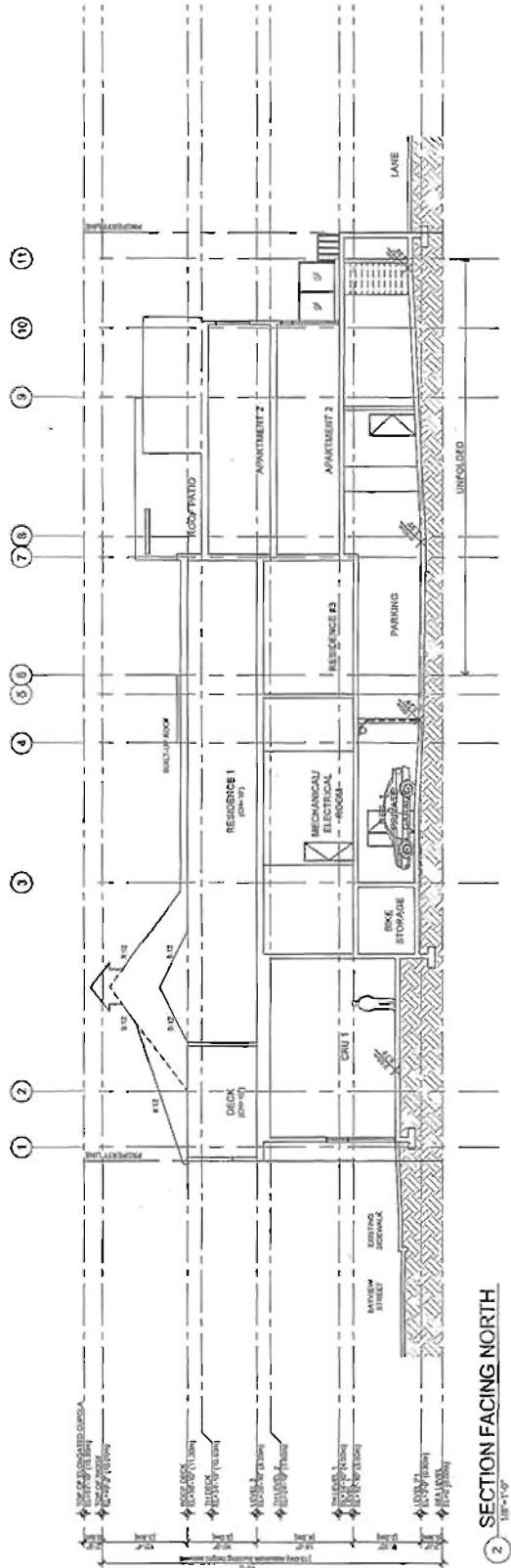
A-202



NOTES:



1 SECTION FACING EAST
1/8" = 1'-0"



2 SECTION FACING NORTH
1/8" = 1'-0"

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cotter
ARCHITECTS
4175 - 11800 RD 3, SUITE 100, RICHMOND, BC V6V 1P9
TEL: 604-271-1180
WWW.COTTERARCHITECTS.COM

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

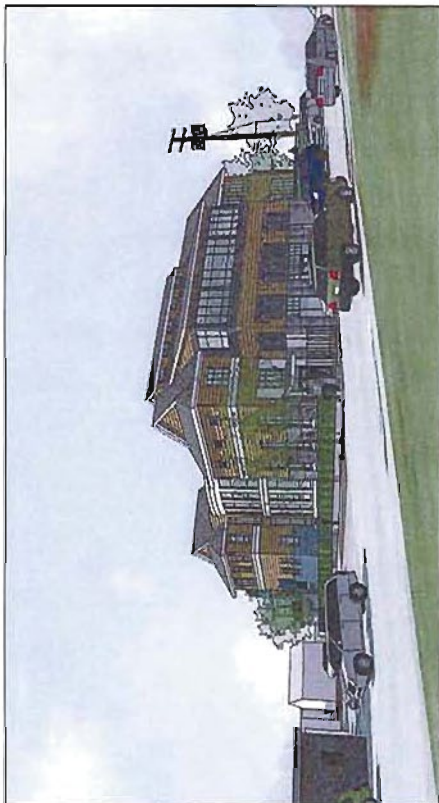
OWNER
Purita Bayview Holdings Ltd.

DATE
2023-07-10

NO.	DATE	DESCRIPTION
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BUILDING SECTIONS

A-301





City of Richmond

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

Development Application Data Sheet

RZ12-615239

Attachment 3

Address: 3531 Bayview Street

Applicant: Cotter Architects Inc.

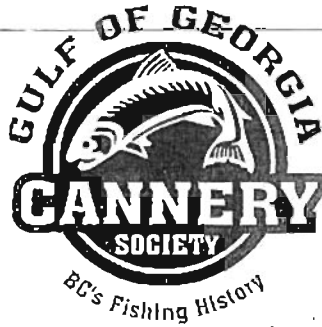
Planning Areas: OCP-Steveston Plan – Steveston Village Sub-Area "Core Area"

	Existing	Proposed
Owner:	Penta Bayview Holdings Ltd.	No change
Site Size (m ²):	1,619 sq. m (17,426 sq.ft)	1,611 sq. m (17,342 sq.ft) after dedication
Land Uses:	Vacant site	2-storey mixed-use building over a partially in-ground parking structure
OCP Designation:	Neighbourhood Service Centre	Neighbourhood Service Centre
Area Plan Designation:	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)
702 Policy Designation:	NA	NA
Zoning:	Light Industrial (IL)	ZMU22 – Commercial Mixed - Use Steveston Commercial
Number of Units (Commercial)	Vacant site	6 Commercial units including Retail
Number of Units (Residential)	Vacant site	6 Residential
Other Designations:	NA	NA

Existing Parcel	Bylaw Requirement ZMU22	Proposed ZMU22 Mixed Use	Variance
Density (units/acre):	NA	NA	NA
Floor Area Ratio:	1.2	1.18 FAR	none
Lot Coverage – Building:	70%	67%	none
Lot Size (min. dimensions):	NA	NA	none
Setback – Front Yard (m) 3 rd Avenue:	0 m	0 m	none

Existing Parcel	Bylaw Requirement ZMU22	Proposed ZMU22 Mixed Use	Variance
Setback –Side & Rear Yards (m):	Rear (east) 0 m Side (north) 1.5 m Side (south) 5.6 m (determined by existing SRW (for Utilities)	Rear (east) 0 m Side (north) 1.5 m Side (south) 5.6 m (determined by existing SRW (for Utilities)	none
Height (m):	15 m GSC (2 and 3 Storeys)	15 m GSC (2 and 3 Storeys)	none
Off-street Parking Spaces - Residential (R) / Visitor (V)*:	11 spaces (R) 1 spaces (V) (shared with commercial)	11 spaces (R) 1 spaces (V) (shared with commercial)	none
Commercial (C)	18	18	
Off-street Parking Spaces – Total:	30 spaces	30 spaces	Variance: None
Amenity Space – Indoor:	Cash In Lieu	Cash In Lieu	none
Amenity Space – Outdoor:	N/A	N/A	N/A

*NOTE – The commercial parking provided would meet the requirements under the 33% reduction permitted through the Steveston Village Conservation Strategy.



ATTACHMENT 4
TC. MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE



PC: Wayne
Craig -
for approval
action
PC: Joe
Erceg for
Info.

December 17, 2012

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

PHOTOCOPIED

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& DISTRIBUTED

Dear Mayor and Council,

Recently the Board of Directors of the Gulf of Georgia Cannery Society had the opportunity to review the development proposal for 3531 Bayview Street in Steveston. We make a commitment in our annual business plan to take a leadership role in working with the City of Richmond, developers and other community groups to preserve and promote the character of Steveston Village and consider this an important part of our mandate.

At our board meeting last week this development proposal was discussed and we would like to advise you that the Gulf of Georgia Cannery Society agrees in principle with the project as presented, subject to scale drawings and final designs. We will continue to participate in any meetings that are held regarding the development of the site and will provide further input when there is an opportunity for public comment.

Sincerely,

Kimberley Evans, Chair

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



*pc: Wayne Craig
for appropriate
action.*

		INT.
	DW	
✓	MJ	<i>mb</i>
	DB	

8060-20-8780

January 18, 2013

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council,

Recently the Board of Directors of the Britannia Heritage Shipyard Society had the opportunity to review the development proposal for 3531 Bayview Street in Steveston. We make a commitment in our annual business plan to take a leadership role in working with the City of Richmond, developers and other community groups to preserve and promote the character of Steveston Village and consider this an important part of our mandate.

At our board meeting, this development proposal was discussed and we would like to advise you that the Britannia Heritage Shipyard Society agrees in principle with the project as presented, subject to scale drawings and final designs. We will continue to participate in any meetings that are held regarding the development of the site and will provide further input when there is an opportunity for public comment.

Sincerely,

Bob James
Chair
Britannia Heritage Shipyard Society
604-718-8038

PHOTOCOPIED

JAN 29/2013

W.

& DISTRIBUTED

PH - 104





STEVESTON COMMUNITY SOCIETY

4111 Moncton Street, Richmond, BC V7E 3A8

Tel: 604-238-8080 Fax: 604-718-8096

Salmon Festival Tel: 604-238-8094

stevestoncommunitysociety.com

stevestonsalmonfest.ca

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

PC: Wayne Craig for
Appropriate action.

		INT
	DW	
✓	MJ	
	DB	

8060-20-8780

January 21, 2013

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council;

RE: Development proposal for 3531 Bayview Street

The Steveston Community Society Board of Directors had the opportunity to review the development proposal for 3531 Bayview Street, at our meeting of December 20, 2012. The proposal was discussed in detail, and a resolution was passed to agree in principle with the project design. The Board was very pleased with the overall design and that it will be a positive new addition to the landscape in Steveston.

Thank you for this opportunity to provide input to this important development in our community. We will continue to participate in any meetings that are held regarding the development of the site, and will offer additional feedback should there be further calls for public comment.

Sincerely,

Jim Kojima, President
Steveston Community Society

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STEVESTON POLICY REQUIREMENTS

Issue	Assessment
Dike Elevation	<ul style="list-style-type: none"> City of Richmond may increase dike height in future Commercial slab to be set at 3.9 m GSC Parking slab to be no higher than 1.4 m GSC. Proposal complies with general objectives for elevation and road grade
Grade	<ul style="list-style-type: none"> Maintain existing grade at North Property Line for purposes of setting height envelope Set Finished Floor Level of Commercial on Bayview at 3.9 m GSC Proposal complies
Height	<ul style="list-style-type: none"> Maintain height and number of storeys as per requirements of Steveston Village Conservation Area Zone and OCP 2 storeys and 12 m max proposed at South Building Face (Bayview Street) Parking included as a storey Parking is located partially below grade Envelope – Bayview/South BF: 12m max from 4.0m Finished Floor Level of Commercial fronting on Bayview Street at South Building Face Envelope - North PL: 15 m GSC from 1.4 m GSC datum
Site Planning	<ul style="list-style-type: none"> Site planning should read as if there were different building blocks, with distinct massing, roof detail, etc. Proposal complies
Streetwall (2 or 3 storey)	<ul style="list-style-type: none"> Design development to streetwall to reflect historic land use and lot pattern Streetwall to incorporate a sense of connection with depth of uses behind Streetwall to be reviewed in relation to limited range of bold massing blocks, distinctive materials, and window design and handling Further design development of Bayview Elevation and 3rd Avenue Elevation to occur at DP Stage
Materials	<ul style="list-style-type: none"> Reflect historic Steveston typology in the handling of streetwalls and cladding materials/detailing. Analyse Gulf of Georgia Cannery site planning, massing and architectural details/materials. Project generally complies Cladding, railings, cornices, parapets, windows, etc. to be further reviewed at DP stage
Roof Profile	<ul style="list-style-type: none"> Roof profile to be compatible with existing heritage structures in the Village. A variety of roof profiles can be used, including flat roof with false front to street. Proposed pitched roof and slope generally complies Design development to occur at Development Permit stage
Massing	<ul style="list-style-type: none"> Project generally reads as a two storey building on Bayview, and three storeys on the north (rear)
FAR Density Incentive	<ul style="list-style-type: none"> Not applicable – density is 1.18. No contribution required
Contributions	<ul style="list-style-type: none"> Affordable Housing Amenity Space

REZONING CONSIDERATIONS

Prior to final adoption of Zoning Amendment Bylaw No. 8780, the developer is required to complete the following:

1. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates noise from potential commercial activity on the ground floor within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
2. Resolution of dike issues, including:
 - a) Registration Statutory right-of-way (SRW) for Dike and Utilities, an agreement granting the City permission and access to maintain or remove City infrastructure and privately owned encroaching structures, and to complete any dike upgrades that the City may require;
 - b) Approval from the Ministry of Environment (Inspector of Dikes) if required; and
 - c) The Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dike.
3. Registration of a flood indemnity / flood plain covenant on title.
4. Registration of a cross-access easement and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the north west portion of the site in favour of 3420 Moncton Street.
5. Contribution of \$2,000 in-lieu of on-site indoor amenity space.
6. City acceptance of the developer’s offer to voluntarily contribute \$4.00 per buildable square foot for apartment units (\$51,340) to the City’s affordable housing fund.
7. The submission and processing of a Development Permit* and Heritage Alteration Permit completed to a level deemed acceptable by the Director of Development.
8. 4 m by 4 m road dedication (truncation) at the south-west corner.
9. Enter into a Servicing Agreement* for the design and construction of all road works and infrastructure on Bayview Street, 3rd Avenue, and the lane to the east of the site. Works include, but may not be limited to

- a) *Frontage Improvements:*

- *Bayview Street:* Works include installation of a 2m sidewalk along the property line edge from Third Avenue east to Second Avenue, removing the partial existing sidewalk. The balance of the area out to the curb is to be a grassed boulevard with no trees. The remainder of the frontage area to the existing curb is to be landscaped boulevard, curb and gutter. A 2.5m wide layby for vehicular parking is to be created along Bayview St. with appropriate clearances from the lane and 3rd Ave. Extension of sidewalk along the frontage of the adjacent property at 3711 Bayview Street is required, but is subject to public consultation by the Transportation Division, and determination of the ultimate road cross section and street design in this location.
- *Third Avenue:* new concrete sidewalk at Property Line (2.0m) remainder to existing curb location to be landscaped boulevard with new curb and gutter with a 2.5m parking bay constructed. The curb extension at the corner of Bayview Street./3rd Avenue is supported, however a turning template for a truck making the right turn from Bayview Street to 3d Avenue is to be submitted indicating the wheel path does not cross over the centre lane into opposing traffic.
- *Lane Works:* To maintain the character of the Lanes in accordance with the Steveston Village Conservation Program, minimal upgrades will be required. The lane will require paving up to the new Property Line with new asphalt. No curb and gutter or sidewalk will be required. Laneway lighting is required. Staff recommend incorporating the lighting into the building to preserve the historic condition of the lane.
- A crosswalk will be required across Bayview Street at an angle at the intersection of 3rd Avenue/Bayview Street. This will require frontage works across the street at the Steveston Harbour Authority parking area. The exact location of the sidewalk and design and construction of frontage improvements to be part of the servicing agreement to the satisfaction of the Director of Transportation. Stamped asphalt material should be used for the frontage and new crosswalk.
- All accessible ramps to have a maximum grade of 5%.

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

1. As part of the Building Permit Submission, the sustainability features listed below are to be detailed and included in the drawings submitted for the Building Permit stage:
 - Landscaping and permeable paving that may assist in diverting storm water run-off from the storm sewer system and reducing the urban heat island effect;
 - Reduction of fresh water use by specifying low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and shower heads;
 - Motion sensors and timers in public areas to reduce electricity consumption; efficient fixed lights, fans and heating equipment, with increased occupant control (heating zones within functional areas) to decrease energy consumption;
 - Low-e glazing to reduce heat gain; demolition/construction waste management to be implemented to divert waste from landfills; products made out of recycled material or with recycled content to be used where applicable and concrete with fly ash content to be specified where possible; locally/regionally harvested and manufactured products to be preferred throughout the project;

- Low emitting materials sealants, adhesives, paints, carpets and composite wood to be used where applicable;
 - Low albedo roofing to all flat surfaces;
 - Operable windows specified to contribute to the quality of the indoor environment; and
 - Further sustainability features will be investigated as part of the Development Permit review.
2. As part of the Development Permit review and Building Permit submission, aging-in-place and adaptability features (listed below) are to be detailed and included in the drawings during the Building Permit stage:
 - Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) to be incorporated in all units; and
 - Single-level units with renovation potential identified which could be fully adaptable (e.g., corridor/door widths, fully accessible bathroom/bedroom, finishes) in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond Zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
 3. As part of the Building Permit submission, a lighting plan for pedestrian entrances, access walkways (including pedestrian SRW) and parking access aisles will be required to ensure uniform levels of coverage and security. All lighting fixtures are to be hooded and downcast to prevent ambient light pollution and located to minimize conflict with neighbouring single family dwellings
 4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9001 (RZ 12-615239)
3531 Bayview Street**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

a. Inserting the following into the table contained in Section 5.15.1, after ZMU21:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU22	\$4.00"

b. inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.22 Commercial Mixed Use (ZMU22) – Steveston Commercial

20.22.1 Purpose

The zone provides for **commercial**, residential and industrial uses in the Steveston Village.

20.22.2 Permitted Uses

- child care
- education
- education, commercial
- government service
- health service, minor
- industrial, general
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- restaurant
- retail, convenience
- retail, general
- service, business support
- service, financial
- service, household repair

20.22.3

Secondary Uses

- boarding and lodging
- community care facility, minor
- home business
- housing apartment

- service, personal
- studio
- veterinary service

20.22.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0.
2. Notwithstanding Section 20.22.4.1, the reference to “1.0” is increased to a higher **density** of “1.2” if, if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU22 zone.
3. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

20.22.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 70% for **buildings**.

20.22.6 Yards & Setbacks

1. The minimum north side **setback** is 1.5 m.
2. The minimum south side **setback** is 5.6 m.
3. There is no minimum east side **setback**.
4. There is no minimum west side **setback**.
5. **Building** front facades facing a public **road** shall not be set back from the public **road lot line**, except for the following elements:
 - a) there shall be a 1.5 m maximum **setback** of ground floor **building face** (to underside of floor or roof **structure** above), accompanied with support posts at the **front lot line**;
 - b) the entrance to a ground level public access or egress shall have a maximum width of 2.4 m, but shall not be more than 25% of facade width;
 - c) a recessed **balcony** opening shall have a maximum width of 2.4 m, and the total aggregate width shall be a maximum 25% of **lot width**; and
 - d) the aggregate area of all recesses and openings in items a), b), and c) shall not exceed a maximum of 33% of **building** facade as measured from the ground level to parapet cap by the facade width.

6. A **parking structure** may project into the **side yard** or **rear yard setback** up to the **property line**. Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

20.22.7 Permitted Heights

1. The maximum **height** for **buildings** is three **storeys** at the north face of the building and two storeys on the south face (Bayview Street) but not to exceed a **height** to roof ridge of 15.0 m Geodetic Survey of Canada (GSC) datum.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 8.0 m Geodetic Survey of Canada (GSC) datum.

20.22.8 Subdivision Provisions/Minimum Lot Size

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

20.22.9 Landscaping & Screening

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

20.22.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0. except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared; and
 - b) On-site **vehicle** parking shall be provided at the following rate:
 - i) non-residential **uses** – on-site parking requirements contained in this bylaw are reduced by 33%;
 - ii) residential **uses** - 1.3 spaces per **dwelling unit**; and
 - iii) residential visitors - 0.2 space per **dwelling unit**.

20.22.11 Other Regulations

1. For **housing, apartment**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line abutting a road** (excluding a **lane**) shall be used for residential purposes.

2. For **housing, apartment**, an entrance to the residential use or parking area above or behind the commercial space is permitted if the entrance does not exceed 2.0 m in width.
 3. 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.
 4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the Steveston Commercial (CS2) zone."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMMERCIAL MIXED USE (ZMU22) – STEVESTON COMMERCIAL**
- P.I.D. 001-618-555
 Lot "A" (Y60944E) Block 6 Section 10 Block 3 North Range 7 West New Westminster District
 Plan 249
3. This Bylaw is cited as "Richmond Zoning and Development Bylaw 8500, Amendment Bylaw No. 9001".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

FEB 25 2013

CORPORATE OFFICER