



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

Monday, March 18, 2019 – 7 p.m.

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

OPENING STATEMENT

Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9891 (RZ 16-745849)**

(File Ref. No. 12-8060-20-009891; RZ 16-745849) (REDMS No. 6080245)

PH-5

See Page **PH-5** for full report

Location: 6031 Blundell Road

Applicant: Zget Holdings Corp.

Purpose: To rezone the subject property from “Land Use Contract 128” to “Community Commercial (CC)”, to permit development of a 726 m² (7,818 ft²) two-storey building containing retail and office uses; and to discharge “Land Use Contract 128.”

First Reading: February 25, 2019

Order of Business:

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

Page

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9891.



2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9946 (RZ 18-827880)**

(File Ref. No. 12-8060-20-009946; RZ 18-827880) (REDMS No. 5995558)

PH-32

See Page PH-32 for staff memorandum

PH-35

See Page PH-35 for full report

Location: 7671 Acheson Road

Applicant: Penta Builders Group

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

First Reading: February 25, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9946.



3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9969 (ZT 18-835424)**

(File Ref. No. 12-8060-20-009969; ZT 18-835424) (REDMS No. 6025145)

PH-50

See Page PH-50 for full report

Location: 13171 and a portion of 13251 Smallwood Place

Page

Applicant: Kasian Architecture Interior Design and Planning Ltd.

Purpose: To amend the zoning district “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.94 at 13171 Smallwood Place and a portion of 13251 Smallwood Place, and to subdivide and consolidate approximately 729.9 m² (7,856.58 ft²) in area with 13171 Smallwood Place.

First Reading: February 25, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9969.



4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9986 (RZ 18-814702)**
(File Ref. No. 12-8060-20-009986; RZ 18-814702) (REDMS No. 6077908; 6090932)

PH-101

See Page PH-101 for full report

Location: 8600, 8620, 8640, and 8660 Francis Road

Applicant: Eric Stine Architect, Inc.

Purpose: To rezone the subject properties from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, in order to develop 18 townhouse units with vehicle access from Francis Road.

First Reading: February 11, 2019

Order of Business:

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

Page

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9986.

☐

ADJOURNMENT

☐



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

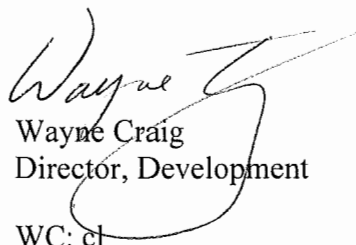
Date: February 6, 2019
File: RZ 16-745849

Re: Application by Zget Holdings Corp. for Rezoning at 6031 Blundell Road from
"Land Use Contract 128" to "Community Commercial (CC)"

Staff Recommendation

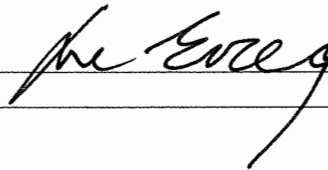
1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9891 to:
 - a) rezone 6031 Blundell Road from "Land Use Contract 128" to the "Community Commercial (CC)" zone; and
 - b) discharge "Land Use Contract 128", entered into pursuant to "Eugene Clarence Neumeyer and Mildred Neumeyer Land Use Contract By-law No. 3614 (RD81039)" from the title of 6031 Blundell Road;

be introduced and given first reading.


Wayne Craig
Director, Development
WC: cl
Att. 6

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Zget Holdings Corp. has applied to the City of Richmond for permission to rezone 6031 Blundell Road from “Land Use Contract 128” to the “Community Commercial (CC)” zone and to discharge “Land Use Contract 128”, entered into pursuant to “Eugene Clarence Neumeyer and Mildred Neumeyer Land Use Contract By-law No. 3614 (RD81039)” from the subject property, in order to permit a two-storey building of approximately 726 m² (7,818 ft²) in area, containing retail and office uses (Attachment 1).

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

Existing Site Condition and Context

A survey of the subject site is included in Attachment 3. The subject site is 1,537 m² in size and is located on the north side of Blundell Road, between No. 2 Road and Cheviot Place. The former one-storey pub building on the site was demolished in July 2018.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North are the rear portions of the properties at 7680 No. 2 Road and 6500 Chatsworth Road, zoned “Community Commercial (CC)” and “Single Detached (RS1/E)”, respectively. The property at 7680 No. 2 Road contains a surface parking lot associated with the Coast Capital Savings Credit Union immediately to the west of the subject site, while the property at 6500 Chatsworth Road contains a newer two-storey single-family dwelling.
- To the South, immediately across Blundell Road, is the Blundell Plaza neighbourhood shopping centre, which consists of a series of one-storey buildings on three properties zoned “Community Commercial (ZC14) – Blundell Road”, “Community Commercial (CC)”, and Land Use Contract 087 (6020, 6060, 6140 Blundell Road, 8100, 8120, 8140 and 8180 No. 2 Road).
- To the East is an existing non-conforming two-storey duplex at 6051/6071 Blundell Road on a property zoned “Single Detached (RS1/E)”.
- To the West is a one-storey building containing the Coast Capital Savings Credit Union at 7950 No. 2 Road on a property zoned “Community Commercial (CC)”.

Existing Legal Encumbrances

There are existing statutory right-of-ways (SRW) registered on title of the property for the sanitary sewer located on-site along the north property line and for a portion of the sidewalk along Blundell Road, which meanders around mature trees located in the boulevard on City-owned property (note: a portion of the SRW for the sidewalk will be dedicated as road prior to rezoning approval). Encroachment into the SRWs is not permitted.

The existing Land Use Contract (LUC) registered on title restricts the use and development of the property to a neighbourhood pub with a maximum seating and standard area of 123 m² (1,330 ft²), a maximum total building area of 276 m² (2,975 ft²), and for a maximum of 70 occupants. The LUC also specifies requirements for site planning, on-site parking, landscaping, and signage. The LUC is to be discharged from title prior to final adoption of the rezoning bylaw.

Related Policies & Studies

Official Community Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Service Centre”, which is intended to accommodate a mix of uses to serve area residents’ needs, including retail, commercial, office, and institutional uses. The proposed development is consistent with this land use designation.

Noise Management

To mitigate unwanted noise from commercial areas on residential properties, the OCP requires that new commercial redevelopment proposals within 30 m of any residential use demonstrate that:

- the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s noise bylaw (i.e., Public Health Protection Bylaw No. 6989); and,
- noise generated from rooftop HVAC units will comply with the City’s noise bylaw.

To secure these objectives, the applicant must register a legal agreement on title which includes a requirement for the submission of an acoustical report with recommendations prepared by an appropriate registered professional prior to the Development Permit application being forwarded to the Development Permit Panel for consideration, which demonstrates that the interior noise levels and the proposed noise mitigation measures to be incorporated into building construction comply with the City’s noise bylaw requirements.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis

Site Planning, Access and Transportation Improvements

The applicant has submitted conceptual development plans of the proposed development, as shown in Attachment 4. Further review of the plans will be undertaken as part of the Development Permit Application review process to ensure consistency with the design guidelines in the OCP.

The proposed concept plans show a two-storey building in the southwest portion of the subject site, with front yard and perimeter landscaping, and a surface parking area predominantly in the rear (north) portion of the site. The main floor of the building is proposed to contain commercial/retail space and a lobby entrance to access the second floor. The ground floor also contains mechanical, electrical, service areas, and long-term bike storage at the rear and sides of the building. The second floor contains office space and a small sundeck in the southwest corner.

Vehicle access to the site is proposed from Blundell Road at the existing driveway crossing location. Pedestrian access to the site is proposed from the sidewalk along Blundell Road via concrete pathways that connect to the lobby and the individual ground-floor unit entries.

On-site vehicle and bike parking is provided consistent with Richmond Zoning Bylaw 8500. Surface parking for a total of 17 vehicle parking spaces is proposed on-site, and a bike room that can accommodate long-term storage of two bikes for employees is proposed to be incorporated along the east side of the building. A bike rack for short-term visitor parking is proposed in front of the building near the entries to the commercial units.

The applicant is required to enter into a Servicing Agreement for the design and construction of boulevard improvements along Blundell Road, to include (but is not limited to): a 1.5 m wide concrete sidewalk at the new property line and a minimum 1.5 m treed/grassed boulevard. The existing mature trees in the Blundell Road frontage are proposed to be retained with the boulevard improvements. Further details on the scope of the improvements are included in Attachment 6. To accommodate the boulevard upgrades and to provide for future road widening, the applicant is required to provide a road dedication of 2.58 m along the entire south property line on Blundell Road.

A variety of upgrades to existing traffic signal infrastructure at the Blundell and No. 2 Road intersection as well as Transportation Demand Management (TDM) measures are associated with this proposal, including (but not limited to):

- a contribution by the applicant to the City prior to rezoning approval in the amount of \$95,600 for uninterruptible power supply, audible pedestrian signalization, LED street name signs and street light luminaires, traffic cabinet wrap, and new high definition traffic cameras; and
- upgrades to the bus stop located directly opposite the subject site on Blundell to current City and Translink Accessible Bus Stop standards (via the Servicing Agreement) and a contribution by the applicant to the City prior to rezoning approval in the amount of \$30,000 towards the purchase and installation of a bus shelter at this bus stop location.

Variances Requested

The proposed development, as illustrated in the conceptual development plans in Attachment 4, is generally in compliance with the “Community Commercial (CC)” zone, with the exception of the following requests by the applicant to vary the provisions to Richmond Zoning Bylaw 8500 at the Development Permit Application stage:

- 1) to reduce the minimum interior side yard from 6.0 m to 0.15 m for the west side yard;
- 2) to increase the maximum building height from 9.0 m to 9.6 m for rooftop mechanical equipment and screening; and
- 3) to allow eight small car parking spaces (50% of the required parking).

Staff is supportive of the variance requests for the following reasons:

- the reduced interior side yard setback enables the proposed building to be positioned in essentially the same location as the former pub building, immediately abutting the blank east façade of the Coast Capital Savings Credit Union building on the adjacent property to the west, which maintains the former large east side yard setback to the existing neighbouring residential property.
- the screening of the rooftop mechanical equipment is consistent with the design guidelines in the OCP to lessens its’ visual impact and to assist with noise mitigation; and
- Richmond Zoning Bylaw 8500 allows small car parking spaces (up to a maximum of 50%) only when more than 31 parking spaces are proposed on-site. Transportation Department staff support the proposed variance as the proposed eight small car parking spaces (50%) meets the intent of the Zoning Bylaw, as it would otherwise comply if the parking area contained more than 31 spaces.

Further review of the proposed variances will be undertaken as part of the Development Permit application review process.

Tree Retention/Replacement and Landscaping

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

- 14 bylaw-sized trees on the subject property (Trees # 43, 50 to 59, 74 to 76);
- Six trees on neighbouring properties (Trees # os1 to os6); and
- Two trees in the boulevard on City-owned property (Trees # ci1, ci2).

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

- Tree # 43 located on-site along the east property line is to be retained and protected, with a minimum 2.5 m tree protection zone.

- 13 trees located in the rear of the subject site along the north property line are in good condition and should be retained and protected as described in the Arborist's Report (Trees # 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 74, 75 and 76).
- Six trees located on neighbouring properties should be protected (Trees # os1, os2, os3, os4, os5 and os6).
- Tree protection fencing is required to be installed as described in the City's Tree Protection Information Bulletin Tree-03.

The City's Parks Department arboriculture staff has reviewed the Arborist's Report and support the Arborist's findings, with the following comments:

- Tree # ci1 within the Blundell Road boulevard on City-owned property is in fair condition but is a large significant tree, and is required to be retained. Tree protection is to be provided as described in the Arborist's Report and the City's Tree Protection Information Bulletin TREE-03. Tree protection measures will be incorporated into the Servicing Agreement design for the frontage improvements on Blundell Road.
- A survival security in the amount of \$9,400 is required to ensure the tree is not impacted by the proposed development.
- Since the critical root zone of Tree # ci2 is located outside of the proposed area of construction impact, no tree protection fencing or survival security is required.

Tree Protection

All 14 on-site trees are to be retained and protected, as are the off-site trees on neighbourhood properties and in the boulevard on City-owned property. The applicant has submitted a tree retention plan showing the trees to be retained and the measures to be taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
 - Tree survival securities in the amounts of \$9,400 for Tree # ci1, \$10,000 for Tree # 43, and \$55,000 for Trees 50 to 75 (which function as a single mature hedge with limited work proposed within its tree protection zone). The securities will be held until construction and landscaping on-site is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the trees have survived. A portion of the securities may be retained for a one-year period following construction to ensure that there is no subsequent decline associated with the redevelopment of the site.

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

Tree Replacement & Planting

The preliminary Landscape Plan in Attachment 4 illustrates that three 6 cm caliper Japanese Snowbell trees are proposed to be planted within the front yard. The Landscape Plan will be further refined as part of the Development Permit application review process. To ensure that the proposed trees are installed and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of 100% of a cost estimate prepared by the Registered Landscape Architect (including installation and a 10% contingency) prior to Development Permit issuance.

Site Servicing

Prior to rezoning, the applicant is required to enter into a Servicing Agreement and pay servicing costs associated with the design and construction of the required water, storm, and sanitary service connection works, as well as the required boulevard and transportation infrastructure upgrades, as described previously. The required works involve the granting of a SRW for the new water meter prior to rezoning approval.

Further details on the scope of the servicing improvements are included in Attachment 6.

Sustainability and Energy Step Code

The proposed commercial building is not subject to the energy efficiency requirements under the Energy Step Code as it does not contain a residential occupancy, is less than three-storeys, and has a site coverage of less than 600 m². The proposed commercial building must therefore meet the standard energy efficiency requirements under the BC Building Code (9.36).

Over and above the design guidelines for commercial buildings in the OCP, the applicant is proposing to provide one electric vehicle charging station on-site, to be secured through a legal agreement registered on title prior to rezoning approval, as well as to equip three parking spaces (17%) with 240-volt electrical outlets to accommodate electric vehicles.

Future Development Permit Application Considerations

A Development Permit application is required for the subject proposal to ensure consistency with the design guidelines for commercial buildings contained within the OCP, and to ensure continued consideration of the existing neighbourhood context.

Further refinements to the proposal will be made as part of the Development Permit application review process, including:

- Increasing the use of non-porous surface materials for on-site permeability and to create visual interest.

- Exploring additional opportunities for weather protection for pedestrians at the lobby entrance to the building.
- Additional design development to provide adequate building facade articulation and to create visual interest on exposed elevations.
- Review of the proposed colour palette and exterior building materials.
- Review of the applicant's design response to the accessibility guidelines in the OCP.
- Review of the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).
- Gaining a better understanding of the proposed sustainability features to be incorporated into the project.

Financial Impact

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

Conclusion

The purpose of this application is to rezone the property at 6031 Blundell Road from "Land Use Contract 128" to the "Community Commercial (CC)" zone and to discharge the LUC from the subject property, in order to permit a two-storey building containing retail and office uses.

This proposal is consistent with the land use designation for the subject site and applicable policies contained within the OCP.

The list of Rezoning Considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9891 be introduced and given first reading.



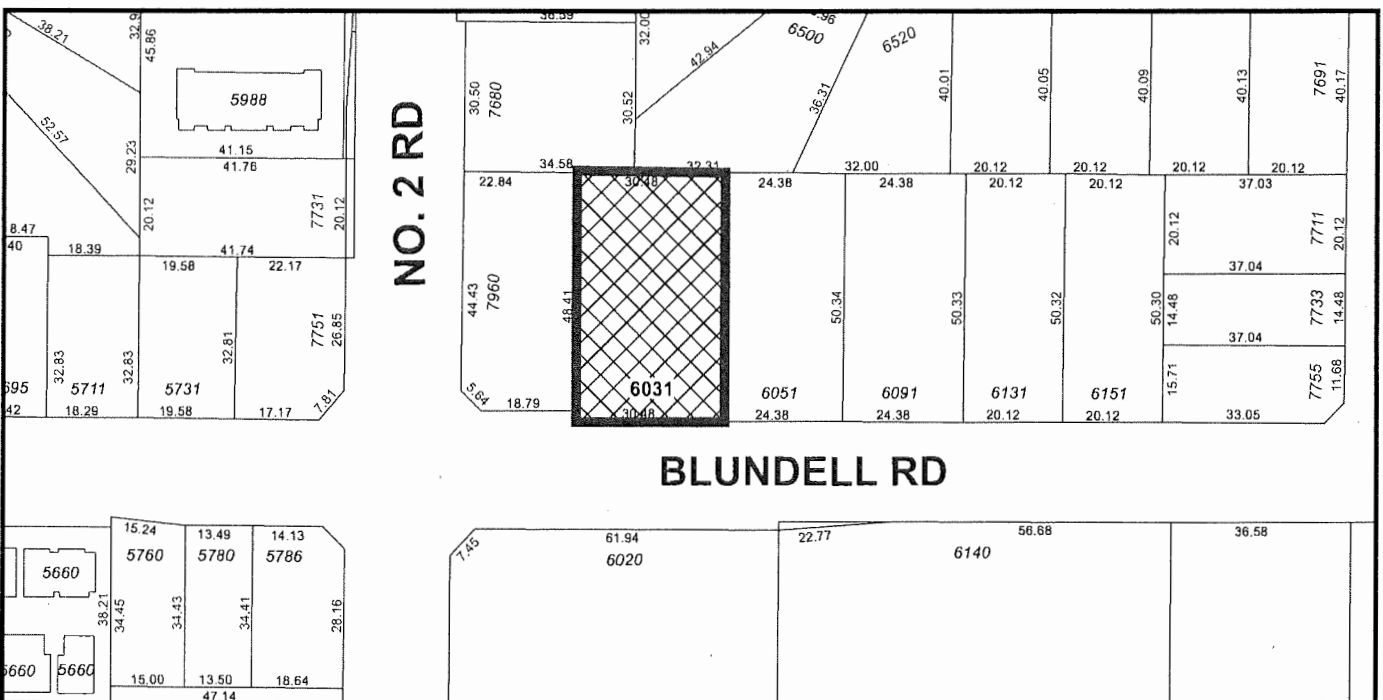
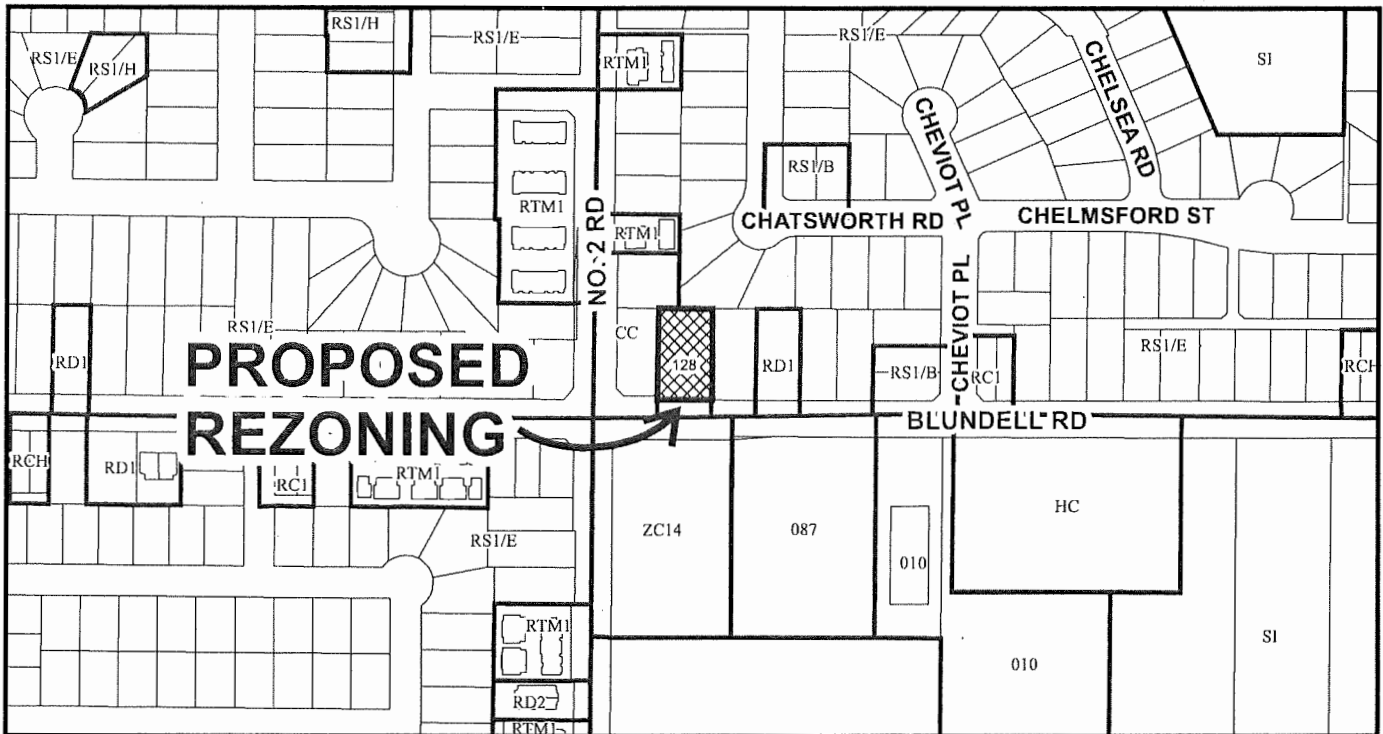
Cynthia Lussier
Planner 1

CL: rg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Site Survey
Attachment 4: Conceptual Development Plans
Attachment 5: Tree Retention Plan
Attachment 6: Rezoning Considerations



City of Richmond



RZ 16-745849

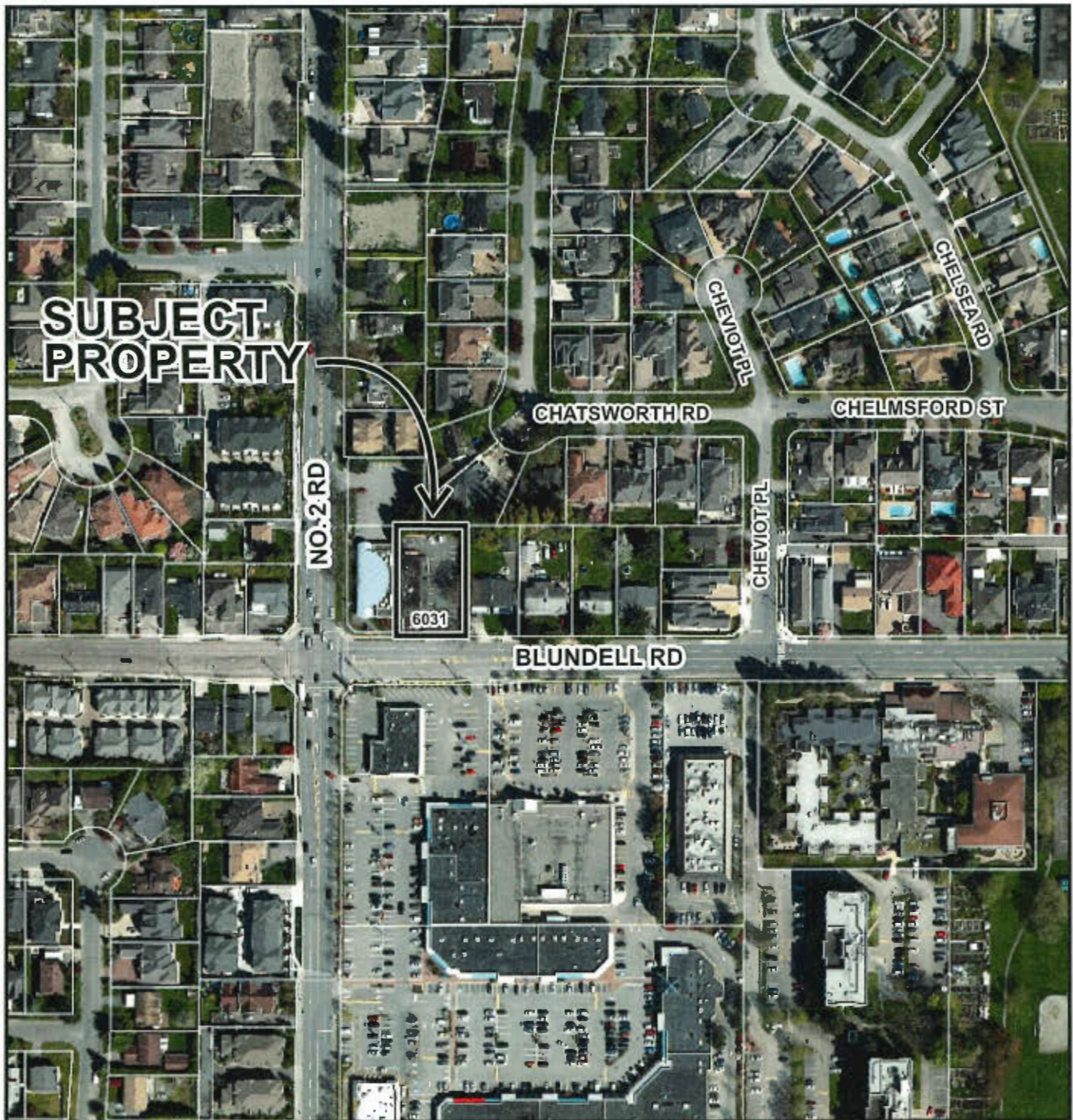
Original Date: 09/30/16

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 16-745849

Original Date: 09/30/16

Revision Date:

Note: Dimensions are in METRES



RZ 16-745849

Attachment 2

Address: 6031 Blundell Road

Applicant: Zget Holdings Corp.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Zget Holdings Corp.	No change
Site Size (m²):	1,537 m ²	1,457.8 m ² after 2.58 m wide road dedication along Blundell Rd
Land Uses:	Vacant Lot	2-storey Commercial Building
OCP Designation:	Neighbourhood Service Centre	No change
Zoning:	LUC 128	Community Commercial (CC)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.50	0.50	None permitted
Buildable Floor Area (m ²):	Max. 729 m ² (7,847 ft ²)	726 m ² (7,818 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 35%	Building: 30.8%	None
Lot Size (Min.):	N/A	1,457.8 m ²	None
Lot Dimensions (m):	N/A	Width: 30.50 m Depth: 47.83 m	None
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 6.0 m Side (west): Min. 6.0 m Side (east): Min. 6.0 m	Front: 3.7 m Rear: 18.05 m Side (west): 0.15 m Side (east): 12.25 m	To reduce the west side yard from 6.0 m to 0.15 m
Height (m):	9.0 m	<ul style="list-style-type: none"> 8.98 m to top of building roof parapet 9.59 m to top of rooftop mechanical equipment screening 	To increase the building height from 9.0 m to 9.6 m for rooftop mechanical equipment screening
On-site Parking Spaces:	19 spaces minus a 10% reduction (2 spaces) with TDM measures	17 spaces with TDM measures	None
Standard Spaces:	100%	8 spaces (50%)	To allow 8 small spaces (Max. 50%)
Small Spaces:	N/A	8 spaces (50%)	
Van Accessible Spaces:	2%	1 space (>2%)	None

**TOPOGRAPHIC SURVEY OF LOT 153 EXCEPT: THE EAST 80 FEET.
SECTION 18 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 29201**

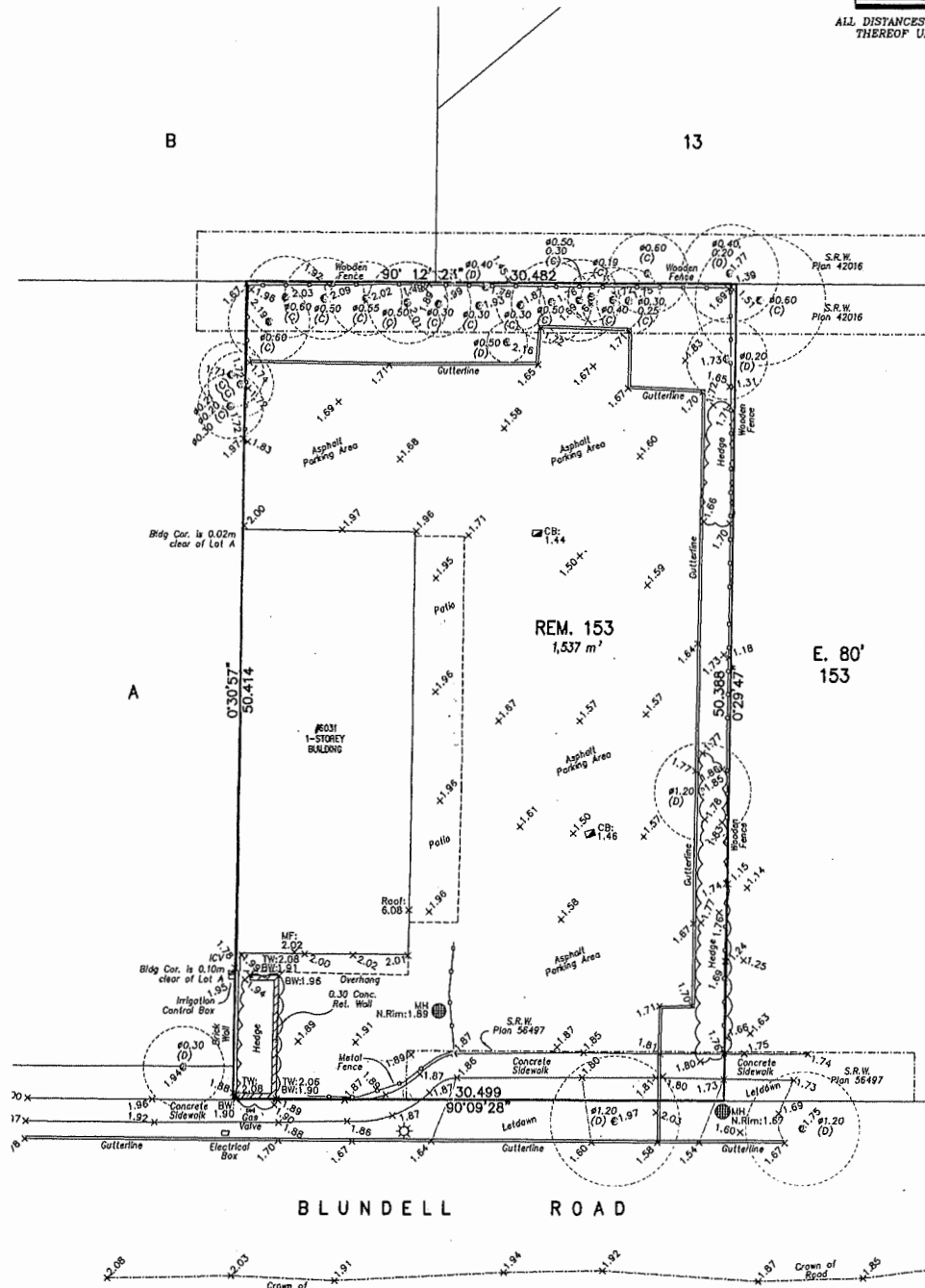
#6031 BLUNDELL ROAD,
RICHMOND, B.C.
P.I.D. 003-729-605

ATTACHMENT 3



SCALE: 1:200

0 5 10 15
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



LEGEND:

(C) denotes contour
(D) denotes deciduous
W denotes water valve
● denotes manhole
⊙ denotes lamp standard
MF denotes main floor
BW denotes bottom of retaining wall
TW denotes top of retaining wall

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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 6719
FB-308 P54-61
Drawn By: IO

NOTE:

Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #190
Control Monument 94H1624
Elevation: 2.353m
Benchmark: HPN #234
Control Monument 77H4891
Elevation: 1.125m

NOTE:

Use site Benchmark Tag #11 for
construction elevation control.

Not in aluminum
Tag #11
Site Benchmark
Elevation: 1.73m

PH - 16

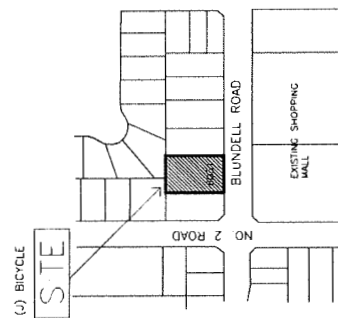
CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.
SEPTEMBER 13th, 2016.

DEVELOPMENT DATA

(A) CVC ADDRESS: 6031 BLUNDELL ROAD, RICHMOND, BC
(B) LEGAL DESCRIPTION: LOT 153, SECTION 18, BLOCK 4 NORTH, RANGE 6 WEST, NWD PLAN 29201
(C) LOT AREA: ORIGINAL LOT AREA 1537 SM; AFTER 2.58M ROAD DEDICATION 1457.6 SM 15695 SQ. FT
(D) ZONING USE: LAND USE CATEGORY 128

	CURRENT ZONING (LAND USE CONTRACT)	PROPOSED REZONING COMMUNITY COMMERCIAL	PROPOSED BUILDING
(E) FLOOR AREA RATIO	MAX 2875 SQ FT MAX 1330 SQ FT DINING AREA 60 SEATS AND 10 STANDING	0.50 729 SQ (0.50 X 15685 SQ. FT. = 7847 SF)	0.5 726.1 SM (7818 SQ. FT.)
(F) BUILDING COVERAGE:	NIL	MAX = 35% = 537.9 SM	30.8% (449.4 SM 4838 SQ. FT.)
(G) BUILDING HEIGHT:	NIL	MAX MAIN BUILDING HEIGHT = 9M	9.89M TO TOP OF BUILDING ROOF PARAPET 9.59M TO TOP OF HVAC SCREEN (VARIANCE REQUIRED)
(H) SETBACK:		FRONT YARD - 3M INTERIOR SIDE YARD - 6M REAR YARD - 6M	FRONT YARD 3.7M (12'2") WEST SIDE YARD 0.15M (6") (VARIANCE REQUIRED) EAST SIDE YARD 12.25M (40'2") REAR YARD 18.05M (59'3")
(I) PARKING:	17 PARKING	GLA RETAIL: 266.3 SM (2867 SQ. FT.) 3 CAR PER 100SM (1076SF) = 8 GLA OFFICE: 352.7 SM (3797 SQ. FT.) 3 CAR PER 100SM (1076SF) = 11 TOTAL 19 CAR	8 REGULAR PARKING 1 DISABLED VAN PARKING 8 SMALL PARKING (VARIANCE REQUIRED) TOTAL: 17 PARKING [CONTRIBUTION TO TRANSPORTATION DEMAND MANAGEMENT FOR 2 CARS (10%) REDUCTION ALLOWED]
	1 LOADING	GLA RETAIL: 266.3 SM (2867 SQ. FT.) UP TO 500SM= 1 UNDESIGNATED MEDIUM LOADING SPACE GLA OFFICE: 352.7 SM (3797 SQ. FT.) UP TO 500SM= 1 UNDESIGNATED MEDIUM LOADING SPACE	2 UNDESIGNATED MEDIUM LOADING SPACE
(J) BICYCLE		CLASS 1: 0.27 PER 100 SM GLA 0.27 X 619 /100 = 2 CLASS 2: 0.4 PER 100 SM GLA 0.4 X 619 /100 = 2	2 BIKE 3 BIKE



1 LOCATION MAP
NTS

DRAWING LIST

A1	DEVELOPMENT SUMMARY
A2	SITE PLAN 1/1"
A2A	PARKING PLAN
A3	2/F AND ROOF PLAN
A4	ELEVATIONS
A5	ELEVATIONS
A6	AREA DRAINAGE

2 BIKE

3 BIKE

RZ 16-745849

A1

REZONF

**PROPOSED BUILDING AT
6031 BLUNDELL ROAD
RICHMOND BC**

DEVELOPMENT SUMMARY

PROJ. EC NUMBER: 6-20
ISSUED: /24/2009
DRAWN BY: EL
CHECKED BY: EL
PER NAME: 16-20 GRS 160124-87 Dec

ISSUE	
1.	2014-06-22 FOR RECORDING APPLICATION
2.	2017-08-30 FOR RECORDING CHANGE OF SCHEME
3.	2018-05-24 FOR CITY RECORDING REVIEW
4.	2018-10-16 FOR CITY RECORDING REVIEW
5.	2019-01-24 FOR CITY RECORDING REVIEW

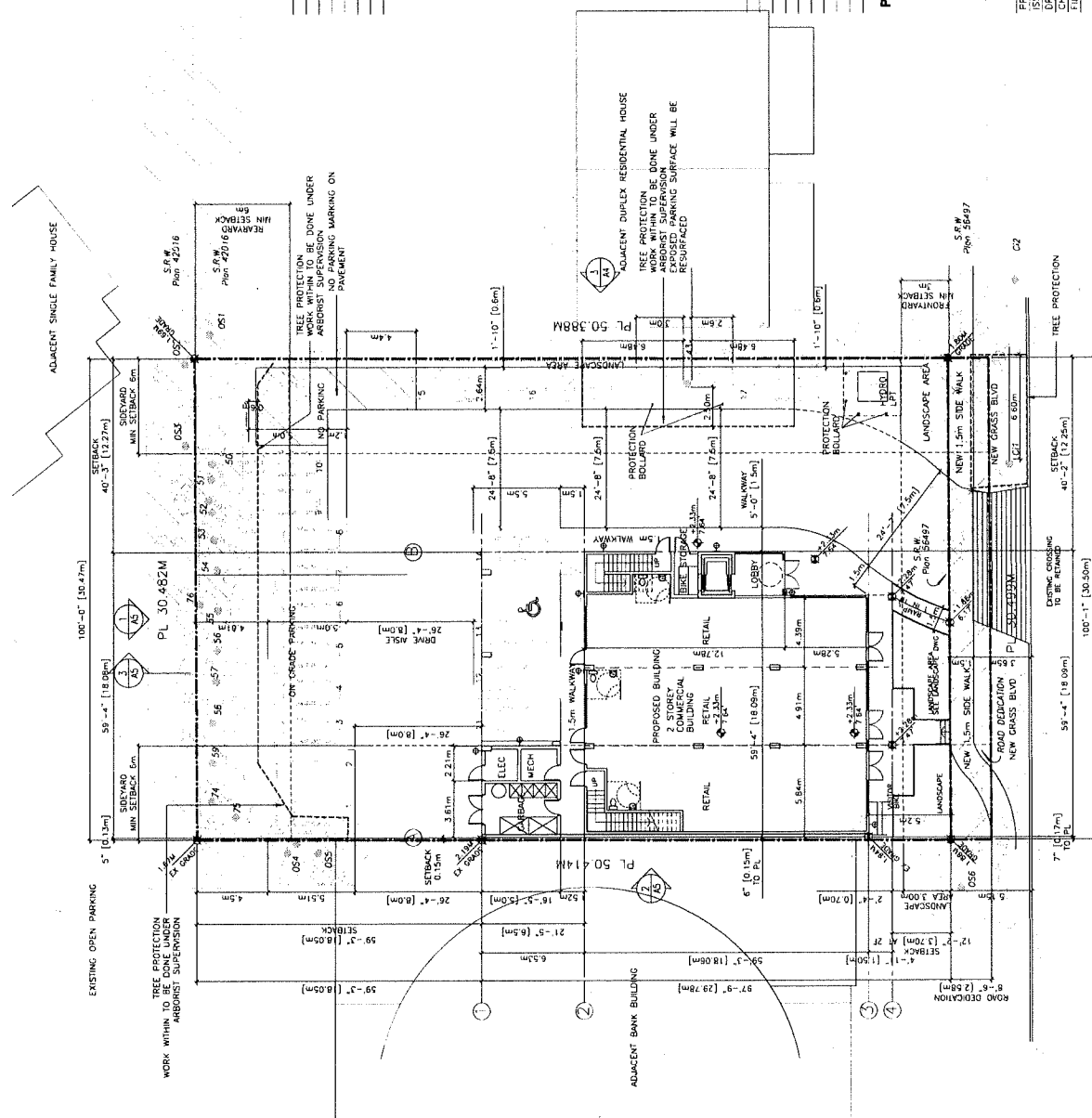
**PROPOSED BUILDING AT
6031 BLUNDELL ROAD
RICHMOND BC**

SITE PLAN - 1F

PROJECT NUMBER: 16-20
ISSUED: 1/24/2019
DRAWN BY: E.
CHECKED BY: E.
FILE NAME: 16-20 SR 190124 - RZ DWG

A2

REZONE



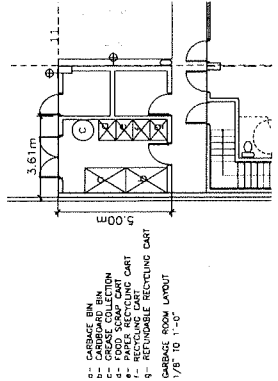
RZ 16-745849

BLUNDELL ROAD

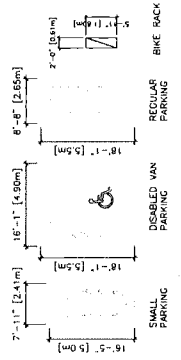
SITE PLAN 1/F



FINISH GRADE-		
NW LOT CORNER:	1.67	NE BLDG CORNER 2.33
NE LOT CORNER:	1.69	SE BLDG CORNER 2.33
SW LOT CORNER:	1.80	SW BLDG CORNER 2.33
NW LOT CORNER:	1.88	NW BLDG CORNER 2.33
	1.76	2.33
AVERAGE GRADE: 2.04 M (6.69')		
MAX CROWN OF THE ROAD: 2.03M		
BUILDING HEIGHT: 11.02M - 2.04M = 8.98M		
PVC SCREEN HEIGHT: 11.02M - 2.04M = 8.98M		



N O. 2 R O A D



SLIDE	
1.	2014-09-22 FOR RECORD APPLICATION
2.	2017-08-08 FOR RECORDING OF RECORD
3.	2018-05-24 FOR CITY RECORDING REVIEW
4.	2018-02-16 FOR CITY RECORDING REVIEW
5.	2018-01-24 FOR CITY RECORDING REVIEW

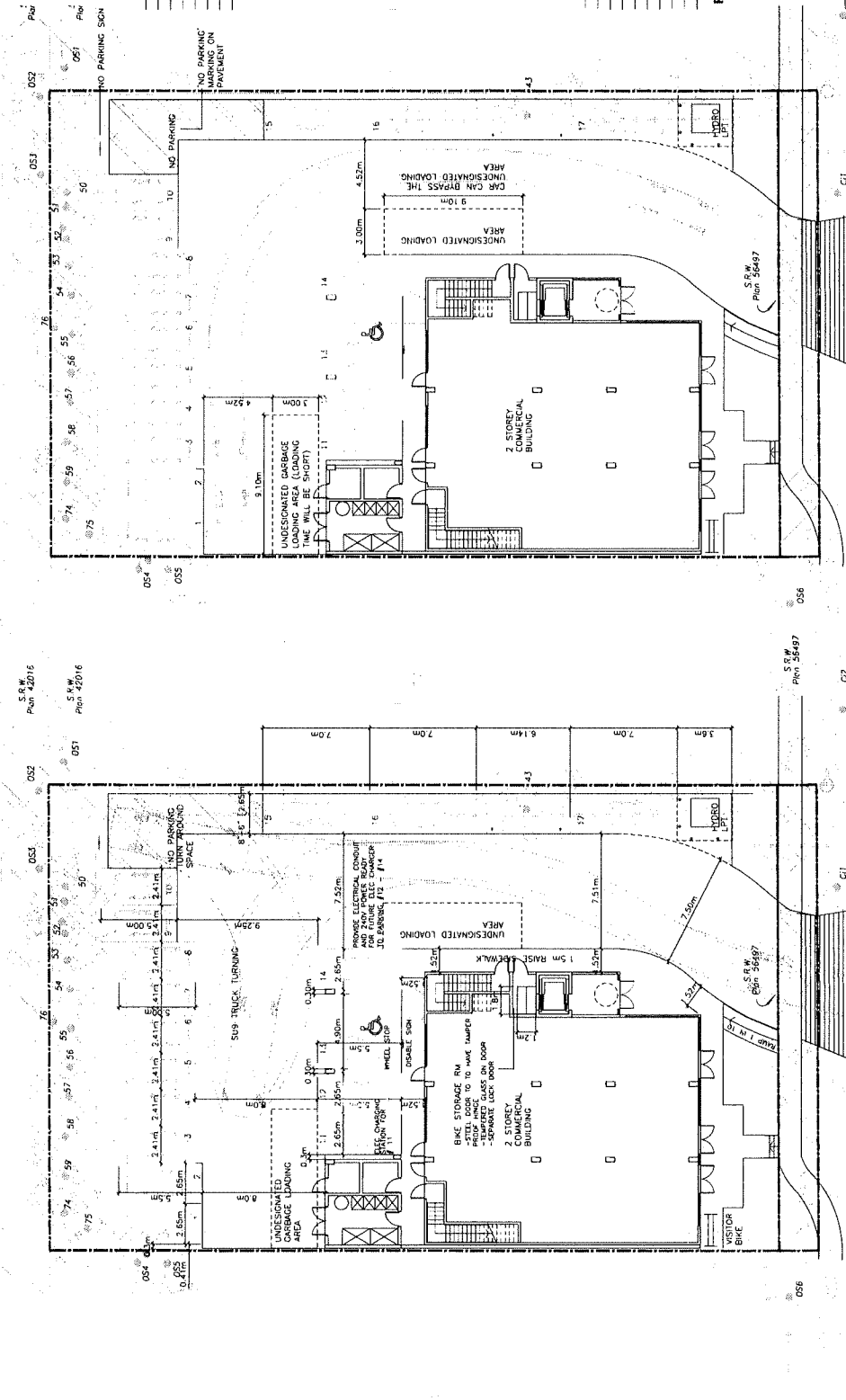
**PROPOSED BUILDING AT
6031 BLUNDELL ROAD
RICHMOND BC**

PARKING PLAN

PROJECT NUMBER: 6-20
ISSUED: 1/24/2019
DRAWN BY: E.L.
CHECKED BY: E.L.
FILE NAME: 16-20-S01_190124-RZ.DWG

A2A

REZONE

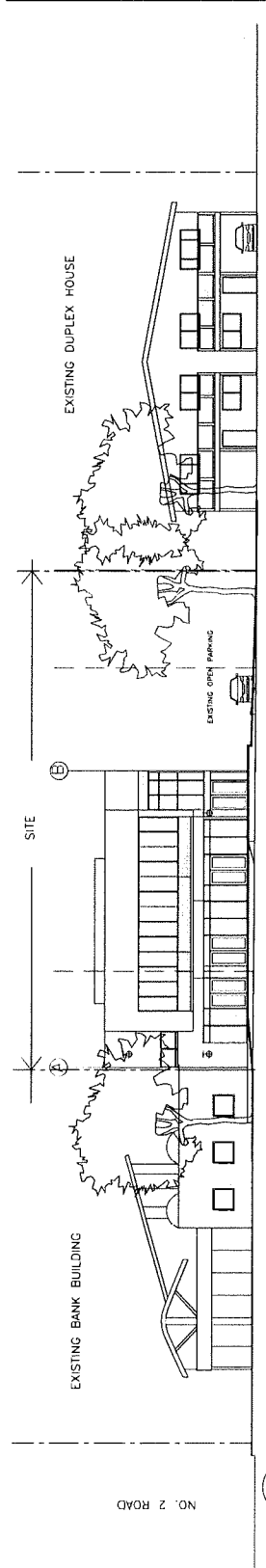


1 PARKING PLAN
- 3/32" TO 1'-0"

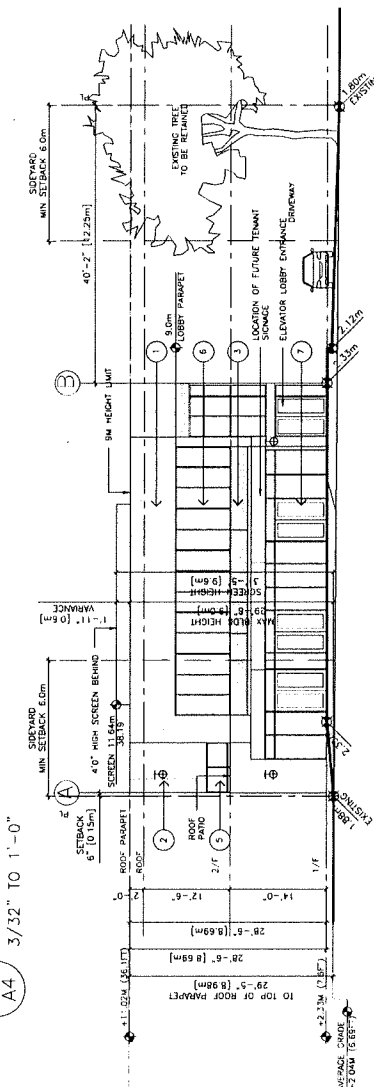
2
—

DIAGRAM SHOWING LOADING BYPASS
3/32" TO 1'-0"

RZ 16-145849

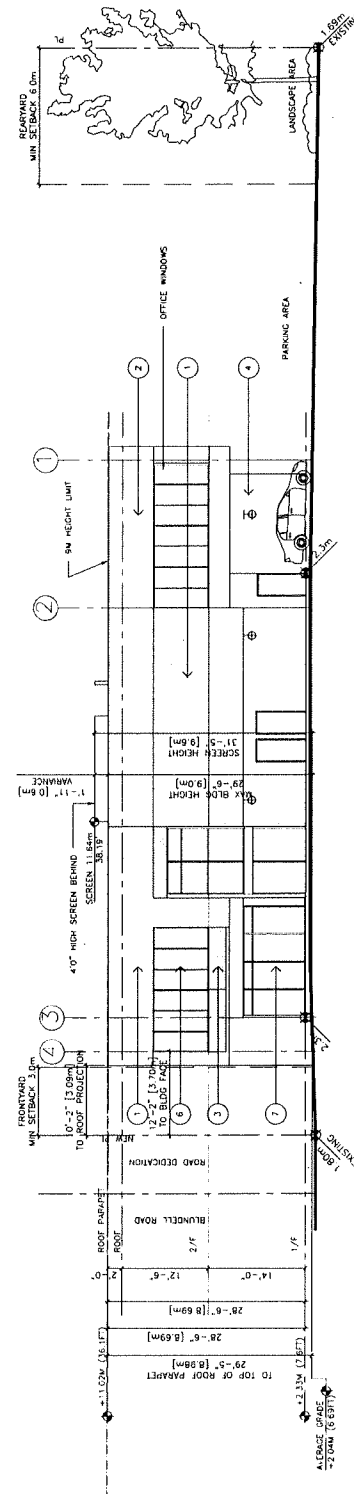


CONTEXT ELEVATION (FACING BLUNDELL)



2 SOUTH ELEVATION

1/8" TO 1'-0"



3 EAST ELEVATION

1/8" TO 1'-0"

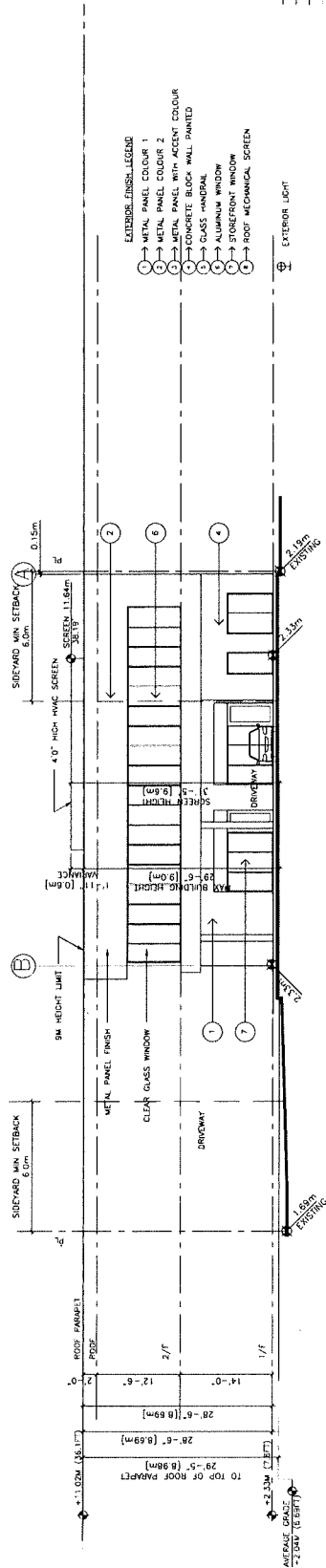
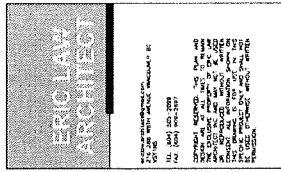
RZ 16-745849

REZONE

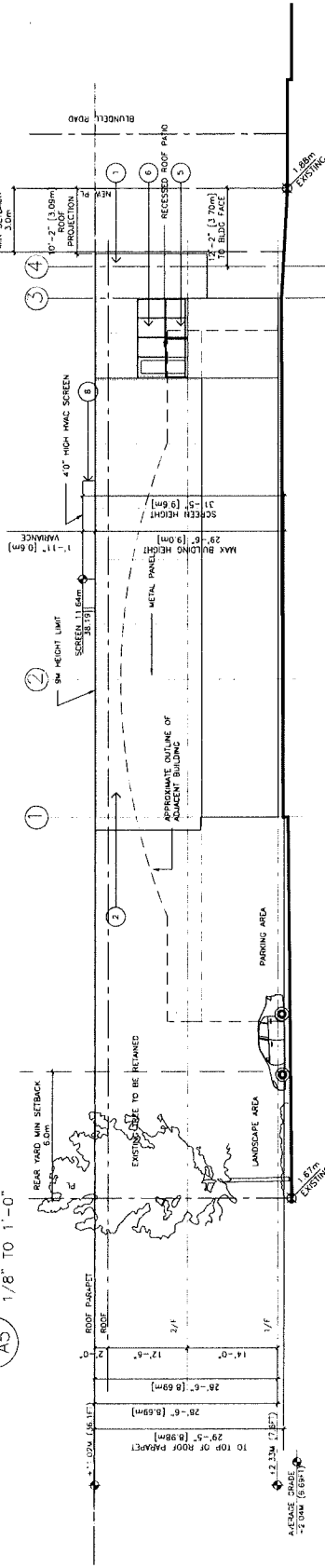
**PROPOSED BUILDING AT
6031 BLUNDELL ROAD
RICHMOND BC**

ELEVATIONS

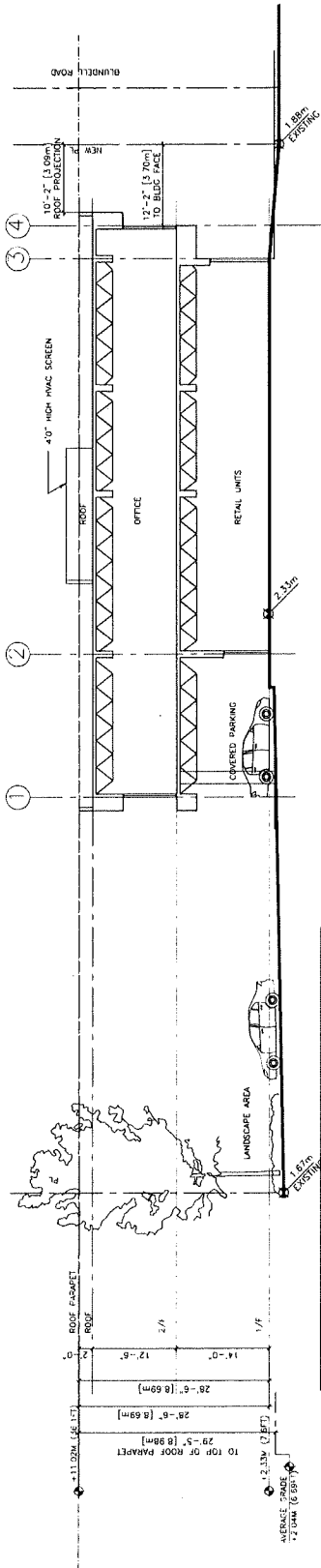
PROJECT NUMBER: 6-20
ISSUED: 1/24/2019
DRAWN BY: EL
CHECKED BY: EL
FILE NAME: 16-20_SDR_190124-RZ.DWG



1 NORTH ELEVATION
A5 1/8" TO 1'-0"



2 WEST ELEVATION
A5 1/8" TO 1'-0"



RZ 16-745849

A5

REZONE

PROPOSED BUILDING AT
6031 BLUNDELL ROAD
RICHMOND BC

ELEVATIONS

PROJECT NUMBER 16-20
ISSUED: 1/24/2019
DRAWN BY: EL
CHECKED BY: EL
DATE: 1/24/2019

1. 2018.12.18. REVISION TO ADDED CITY CHARTER
2. 2018.12.18. REVISION TO ADDED CITY CHARTER
3. 2018.12.18. REVISION TO ADDED CITY CHARTER
4. 2018.12.18. REVISION TO ADDED CITY CHARTER
5. 2018.12.18. REVISION TO ADDED CITY CHARTER
6. 2018.12.18. REVISION TO ADDED CITY CHARTER
7. 2018.12.18. REVISION TO ADDED CITY CHARTER
8. 2018.12.18. REVISION TO ADDED CITY CHARTER
9. 2018.12.18. REVISION TO ADDED CITY CHARTER
10. 2018.12.18. REVISION TO ADDED CITY CHARTER

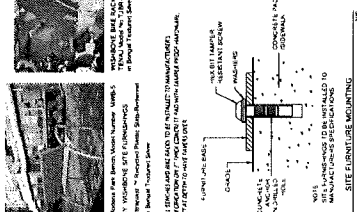
[illegible]

NOTE - All web applications needs to be installed with automatically negotiation to IIS 6.5. Standalone latest edition

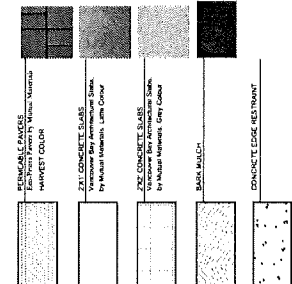
MATERIAL KEY



FURNITURE

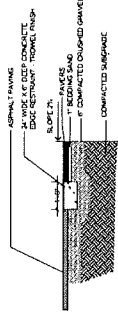
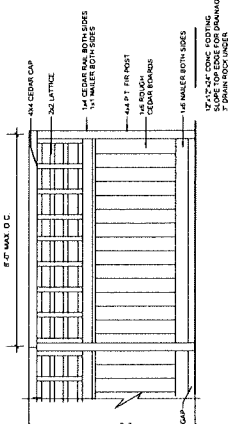
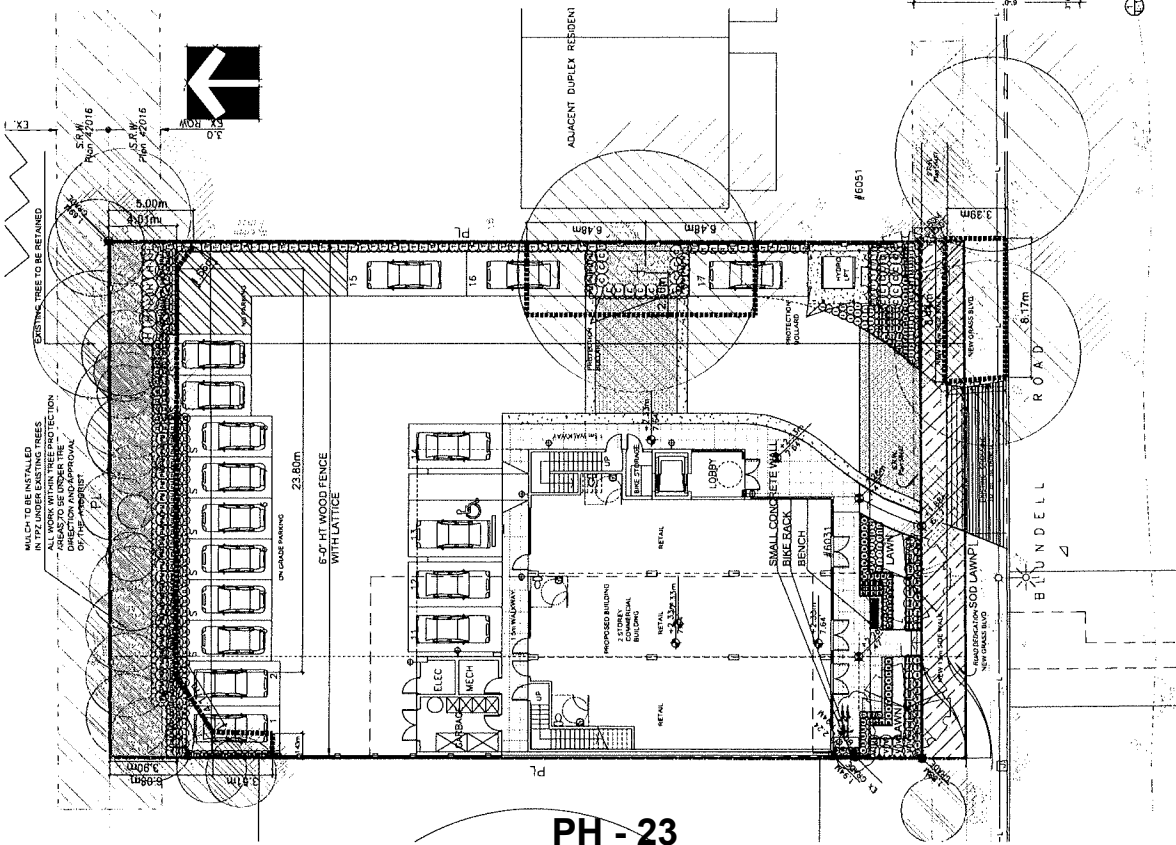


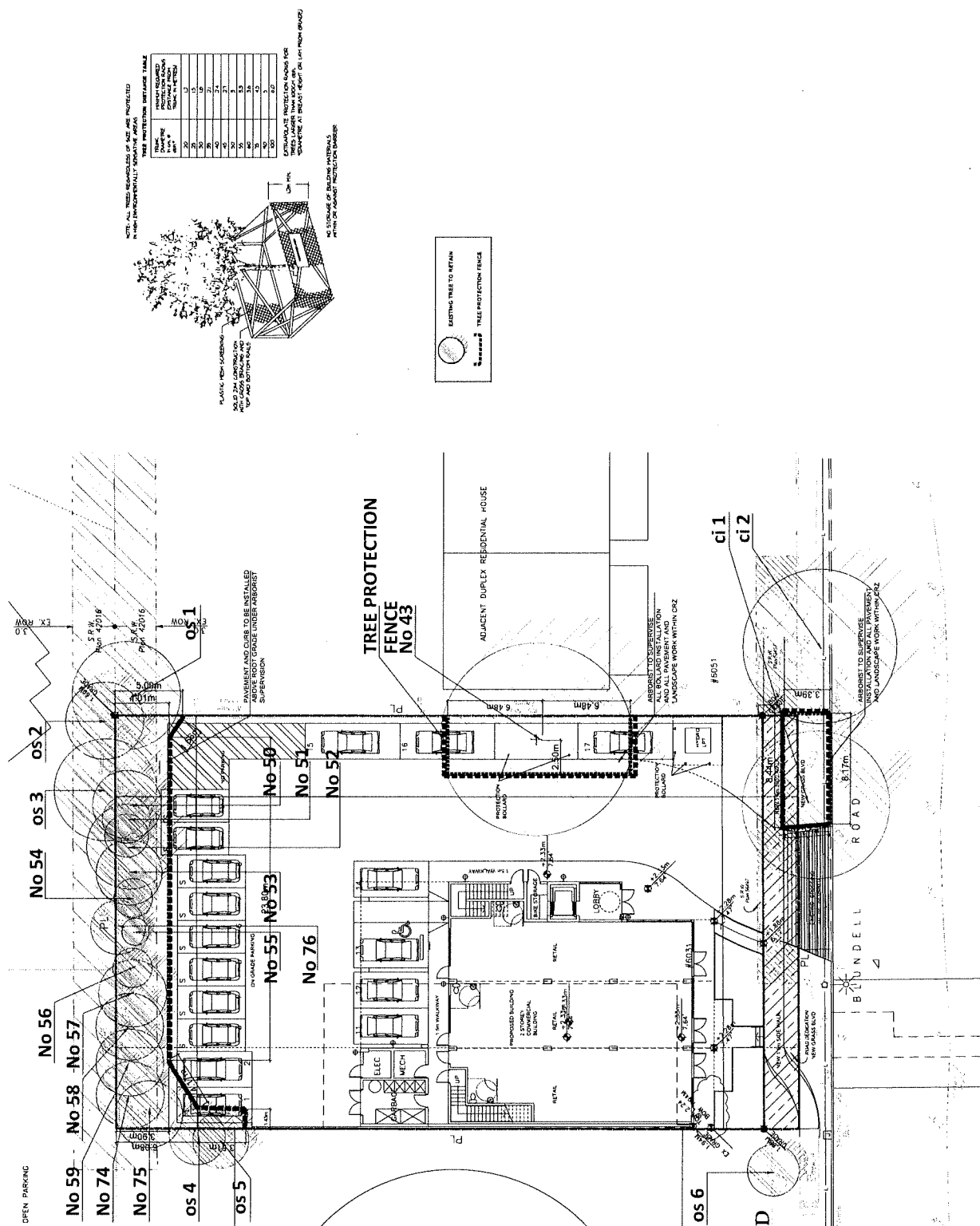
MATERIAL KEY

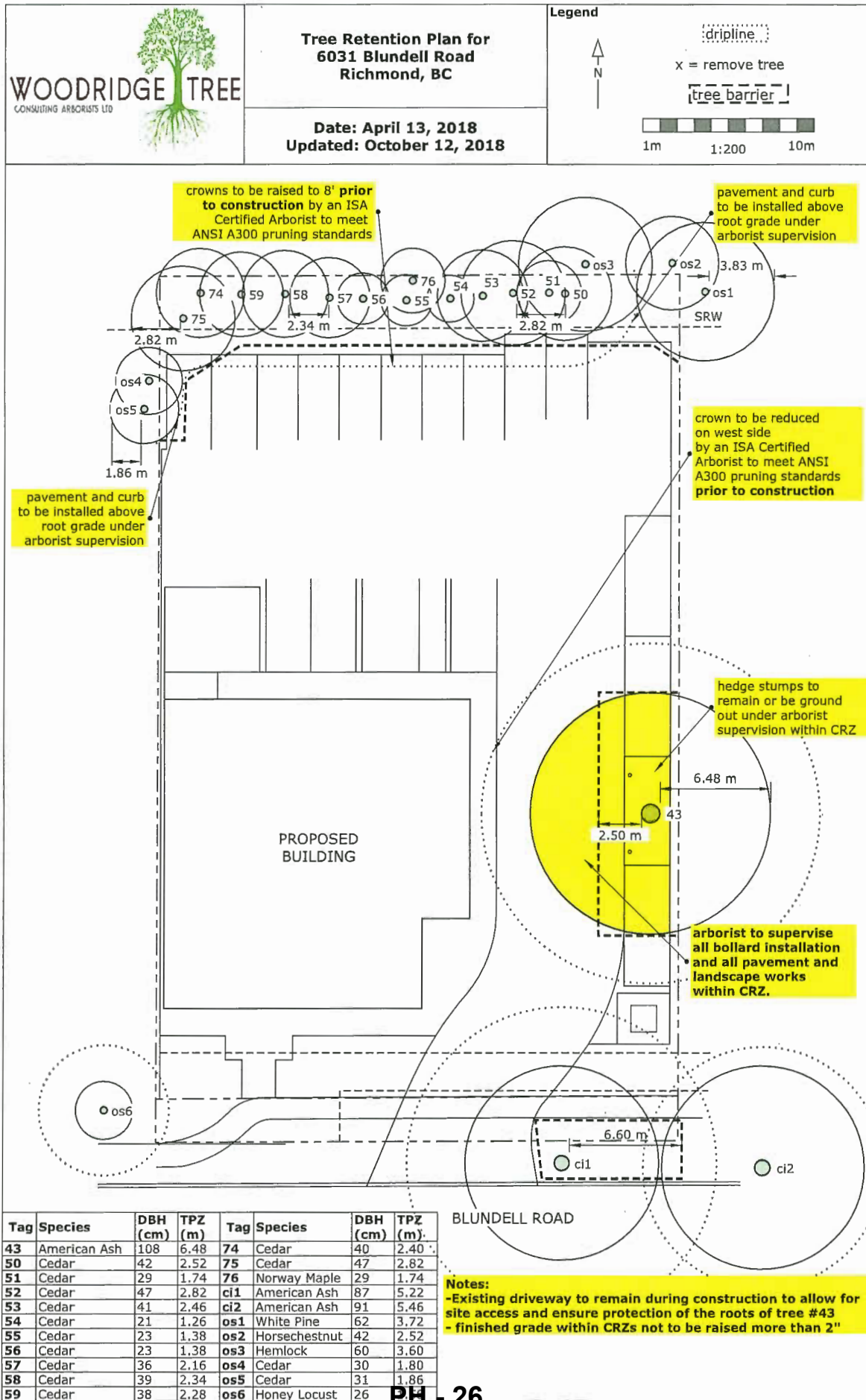


NOTES

- ALL JOISTS PRESSURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVATIVE

 CONCRETE EDGE RESTRAINT







**City of
Richmond**

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

Address: 6031 Blundell Road

File No.: RZ 16-745849

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9891, the applicant is required to complete the following:

1. 2.58 m wide road dedication along the entire Blundell Road frontage.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the trees to be retained (including all on-site and off-site trees, i.e., Trees # 43, 50 to 59, 74 to 76, os1 to os6, ci1). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (during on-site development and during upgrading of the frontage works on Blundell Road), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$65,000 for on-site trees to be retained and protected (\$10,000.00 for Tree # 43 and \$55,000.00 for Trees # 50 to 75). The security will be held until construction and landscaping on-site is completed, an acceptable post-construction impact assessment report from the project Arborist is received, and a site inspection is conducted to ensure that the trees have survived. A portion of the security may be retained for a one-year period following construction to ensure that there is no subsequent decline associated with redevelopment of the site.
4. Submission of a Tree Survival Security to the City in the amount of \$9,400 for Tree # ci1 to be retained and protected. The security will be held until construction and landscaping on-site is completed, an acceptable post-construction impact assessment report from the project Arborist is received, and a site inspection is conducted to ensure that the trees have survived. A portion of the security may be retained for a one-year period following construction to ensure that there is no subsequent decline associated with redevelopment of the site.
5. Voluntary contribution of \$30,000.00 as a Transportation Demand Management (TDM) measure to enhance transit accessibility, towards the purchase and installation of a bus shelter (Account No. 2350 - Developer Business Contributions and Project Code 55132 - Transit Shelter).
6. Voluntary contribution of \$95,600 towards the upgrade of the existing traffic signal infrastructure at the Blundell Road and No. 2 Road intersection, to include: Uninterruptible Power Supply (UPS), Audible Pedestrian Signals (APS), LED Street Name Signs, LED Street Light Luminares, Traffic Cabinet Protection Wrap, and High-Definition Traffic Cameras for traffic monitoring, Labour, Installation, and a 15% contingency (Account 3550-10-556-55135-0000).
7. Registration of a flood indemnity covenant on title.
8. Registration of a legal agreement on title to require that: the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw (i.e., Public Health Protection Bylaw No. 6989); and, noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
9. Registration of a legal agreement to secure the proposed electric vehicle charging station (parking space # 11) on the subject site.
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

11. Entrance into a Servicing Agreement* for the design and construction of servicing and off-site improvements (which includes the provision of a security based on the ultimate costs of the works). The scope of the works includes, but is not limited to the following:

- a) Upgrading of the existing bus stop located directly opposite the subject site on Blundell Road (eastbound Blundell Road just east of No. 2 Road, Bus Stop ID #56579) to current City and Translink Accessible Bus Stop standards, including (but is not limited to): a concrete landing pad (3.0 m x 9.0 m) for the installation of a bus shelter, bus bench, and garbage/recycling receptacles, including conduit pre-ducting for electrical connections.

Water Works:

- b) Using the OCP Model, there is 793.0L/s of water available at a 20 psi residual at the Blundell Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
- c) The Applicant is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii. Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals, as required.
 - iii. Provide a Statutory Right-of-Way (SRW) for the water meter. Minimum SRW dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact SRW dimensions to be finalized during Servicing Agreement design review process.
- d) At the Applicant's cost, the City is to:
 - i. Cut, cap, and remove the existing water service connection and water meter servicing the subject site.
 - ii. Install as replacement a new water service connection, complete with meter and meter box.

Storm Sewer Works:

- e) At the Applicant's cost, the City is to:
 - i. Cut and cap the existing storm service connection STCN34102 located at the southeast corner of the site. The existing inspection chamber STIC1115 shall be retained to service 6051 Blundell Road.
 - ii. Install a new storm service connection off of the existing storm sewer within Blundell Road.

Sanitary Sewer Works:

- f) The Applicant is required to:
 - i. Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews. Also indicate this as a note on the site plan and Servicing Agreement design plans.
 - ii. Provide a Statutory Right-of-Way (SRW) for the proposed inspection chamber, if required.
- g) At the Applicant's cost, the City is to:
 - i. Cut and cap the existing sanitary service connection SCON14199 located at the northeast corner of the subject site. The existing sanitary inspection chamber SIC2098 shall be retained to service 6051 Blundell Road.
 - ii. Install a new sanitary service connection off of the existing sanitary sewer along the north property line, complete with an appropriately sized inspection chamber. If possible, install the new sanitary service connection off of the existing manhole at the northwest corner of the site.

Frontage Improvements:

- h) The Applicant is required to undertake the following improvements to upgrade the existing frontage to current City standards and for future road widening:
 - i. From the east edge of the driveway crossing to the east property line of the subject site:

- If the existing sidewalk on this portion of the Blundell Road frontage is less than 1.5 m wide, it must be widened in its current location northward to meet the current City standard (subject to tree protection measures for Tree # c11);
- ii. From the east edge of the driveway crossing to the west property line of the subject site:
 - Removal of the existing sidewalk along the Blundell Road frontage and construction of a new 1.5 m wide concrete sidewalk at the new property line.
 - Construction of a new 1.5 m wide grass boulevard with street trees next to the new sidewalk. The remaining boulevard width to the curb of Blundell Road is to be treated with grass without any tree planting.
- iii. The new sidewalk and boulevard are to transition to meet the existing treatments east and west of the subject site.
- i) The Applicant is required to review street lighting levels along all road and lane frontages, and upgrade as required.
- j) The Applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - i. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - ii. To underground overhead service lines.
 - iii. To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., Statutory Right-of-Way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Right-of-Ways (SRW) that shall be shown on the architectural plans/functional plan, the Servicing Agreement drawings, and registered prior to Servicing Agreement design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

General Items:

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

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

- Complete an acoustical report with recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.

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

- Installation of appropriate tree protection fencing around all trees to be retained on-site and off-site prior to any construction activities occurring on-site (Trees # 43, 50 to 75, os1, os2, os3, os4, os5, os6, cil). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 and must remain in place until construction and landscaping on-site is completed.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

* This requires a separate application.

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

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

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

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

[signed original on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9891 (RZ 16-745849)
6031 Blundell Road**

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

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

P.I.D. 003-729-605

Lot 153 Except: The East 80 Feet, Section 18 Block 4 North Range 6 West New Westminster District Plan 29201

2. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 128" ("Eugene Clarence Neumeyer and Mildred Neumeyer Land Use Contract By-law No. 3614" (RD81039)) from the following area:

P.I.D. 003-729-605

Lot 153 Except: The East 80 Feet, Section 18 Block 4 North Range 6 West New Westminster District Plan 29201

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9891"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

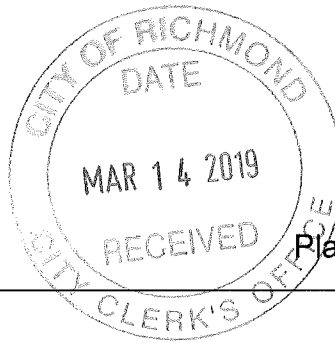
ADOPTED

FEB 25 2019



MAYOR

CORPORATE OFFICER



To: Mayor and Councillors

Date: March 13, 2019

From: Wayne Craig
Director, Development

File: RZ 18-827880

Re: **Application by Penta Builders Group for Rezoning at 7671 Acheson Road from "Single Detached (RS1/E)" to "Single Detached (RS2/A)" – Tree Assessment**

This memorandum provides additional information on the assessment of trees/hedges associated with the rezoning application at 7671 Acheson Road. This information is being provided in advance of the Public Hearing to clarify the state of existing trees/hedges on site.

The Staff Report, dated February 8, 2019, identified three on-site trees. Two trees (Trees 825 and 826) were noted to be in fair condition but in conflict with the proposed development, and one tree (Tree 827) was noted to be in good condition but in conflict with the required rear lane.

Upon further review of the Tree Management Report provided by the applicant's certified Arborist, an updated survey of the subject site (Attachment 1) and subsequent discussions with the applicant, the following is provided to Council for information:

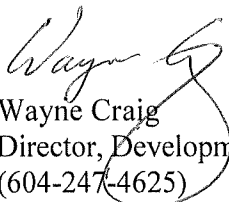
- Tree 825 was identified by the applicant's Arborist as having developed a poor structure as a result of historic pruning and topping. Further, during a wind storm on December 20, 2018, this tree was partially uprooted and leaning over the neighbouring property. Accordingly, the tree was determined to be hazardous and had to be removed.
- Tree 826 was historically topped at a height of 6.0 m above grade, resulting in the development of multiple replacement shoots with weak attachments and somewhat visibly decayed wounds and thus is not a good candidate for retention.
- Tree 827 is affected by the historic removal of a co-dominant stem on the south side which has resulted in a large, decayed wound at the base and thus is not a good candidate for retention.
- The hedge located in the northwest corner of the property is proposed to be removed due to conflict with the required lane and the proposed garage for the house to be located on the lot. The applicant has indicated that with substantial pruning, the hedge in the southwest corner of the site may be able to be retained. The applicant has committed to further assessing this hedge through the Building Permit process for the proposed home and to use their best efforts to retain the hedge. The applicant has also advised staff that they have attempted and will continue to attempt to contact the owner of the property to the west to advise them of their plans regarding the hedges.

March 13, 2019

- 2 -

The applicant is required to provide tree compensation at a rate of 2:1. Accordingly, six trees will be planted on the development site and a cash security will be taken as a condition of the rezoning to ensure the trees are planted.

The updated survey of the subject site (Attachment 1) identifies the location of the trees/hedges on the property, as well as the stump of Tree 825 that was subsequently removed following storm damage in December, 2018.


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

NC:blg
Att. 1

pc: Joe Erceg, General Manager, Planning and Development
James Cooper, Director, Building Approvals.

**SURVEY PLAN OF LOT 7 SECTION 17
BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 10313**

FOR CITY OF RICHMOND PERMIT APPLICATIONS

ATTACHMENT 1

PARCEL IDENTIFIER (PID): 001-990-411

CIVIC ADDRESS
#7671 ACHESON ROAD
RICHMOND, B.C.

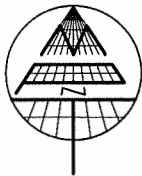
LEGEND

SCALE 1:100



ALL DISTANCES ARE IN METRES

- X1.19 INDICATES SPOT ELEVATION
- MH INDICATES MANHOLE
- ⊕ PP INDICATES POWER POLE
- WM INDICATES WATER METER
- (T) INDICATES TOP OF WALL
- PL INDICATES PROPERTY LINE
- IP INDICATES IRON POST
- LP INDICATES LEAD PLUG



NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #196 (7714970) WITH AN ELEVATION OF 1.793 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

HEDGE TABLE

TRUNK #	DIAMETER
T01	0.10, 0.06
T02	0.10
T03	0.15
T04	2X0.08
T05	0.08
T06	0.10
T07	0.10
T08	0.12
T09	0.10
T10	0.10
T11	0.10
T12	0.10
T13	0.08
T14	0.08
T15	0.08
T16	0.08
T17	0.12
T18	0.10
T19	0.10
T20	0.06
T21	0.10
T22	0.08
T23	0.12
T24	0.10
T25	0.10
T26	0.12
T27	0.08
T28	0.10
T29	0.08
T30	0.08
T31	0.06
T32	0.08
T33	0.06
T34	0.06
T35	0.06
T36	0.06
T37	0.08
T38	0.06
T39	0.08
T40	0.06
T41	0.08

NOTE: TREE NUMBERS 825, 826 & 827
COME FROM THE ARBORIST'S REPORT.

© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

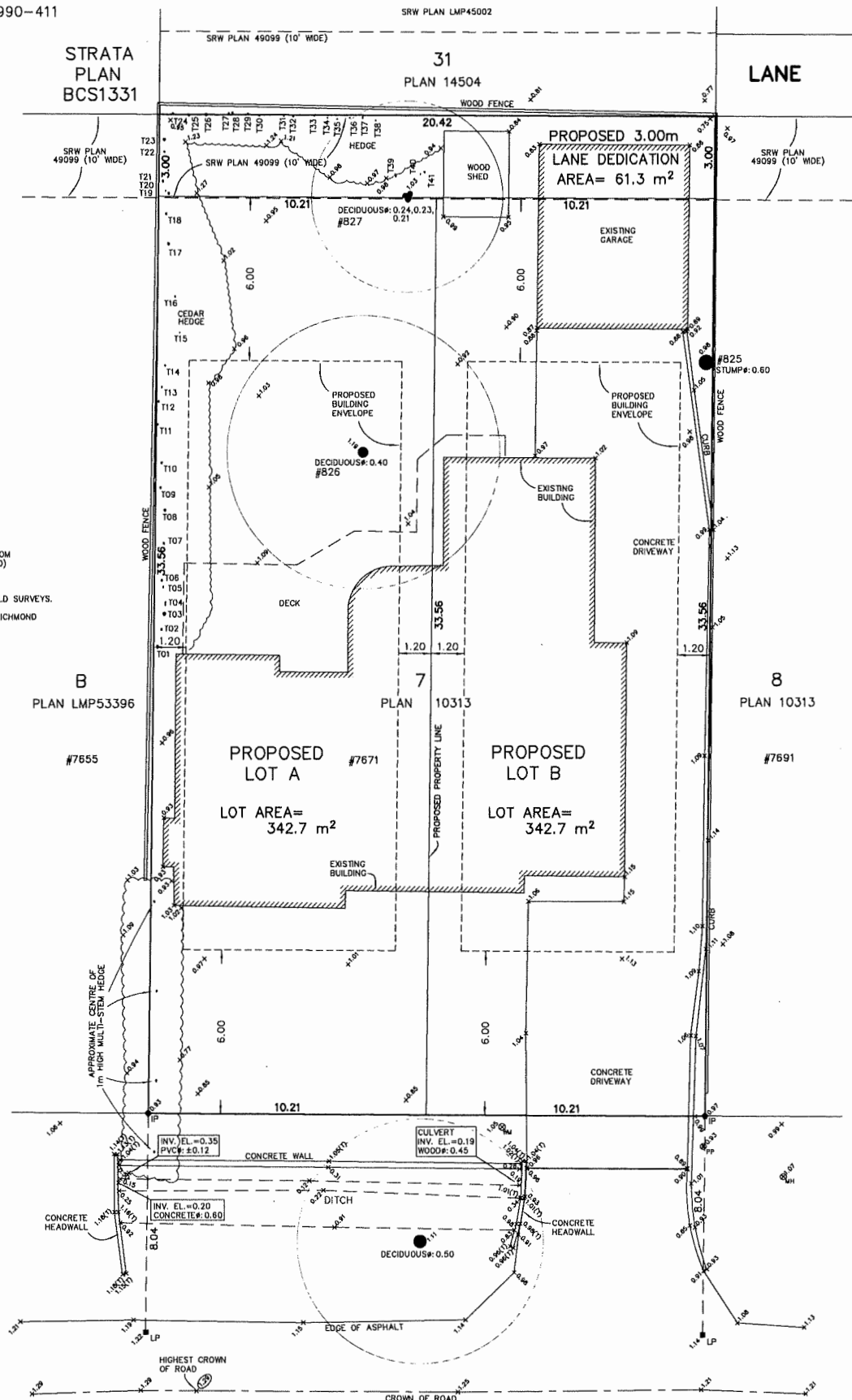
PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 18736-001-TPG-001.DWG

R-19-18736-TPG

CLIENT REF: PENTA BUILDERS GROUP



ACHESON ROAD

PH - 34

B.C.L.S.

MORE INFORMATION ADDED: MARCH 6, 2019
DATE OF SURVEY: MAY 11, 2018



City of Richmond

Report to Committee

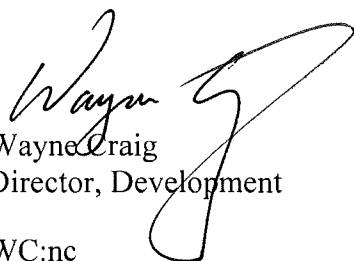
To: Planning Committee
From: Wayne Craig
Director, Development

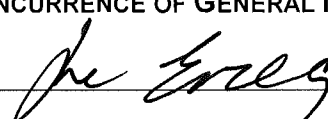
Date: February 8, 2019
File: RZ 18-827880

Re: Application by Penta Builders Group for Rezoning at 7671 Acheson Road from
Single Detached (RS1/E) to Single Detached (RS2/A)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9946, for the rezoning of 7671 Acheson Road from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.


Wayne Craig
Director, Development
WC:nc
Att. 5

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

Staff Report

Origin

Penta Builders Group has applied to the City of Richmond for permission to rezone 7671 Acheson Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/A)” zone, to permit the property to be subdivided to create two single family lots, each with a secondary suite and vehicle access from a rear lane (Attachment 1). The proposed subdivision plan is shown in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing single family dwelling on the property, which will be demolished. The applicant has indicated that the dwelling is currently rented and does not contain a secondary suite.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: A single family dwelling on a lot zoned “Infill Residential (RI1),” with vehicle access from Bennett Road.

To the South: Two front-to-back duplexes on lots zoned “Infill Residential (RI1),” with vehicle access from Acheson Road.

To the East: A single family dwelling on a lot zoned “Single Detached (RS1/E),” with vehicle access from Acheson Road.

To the West: Single family dwellings on lots zoned “Single Detached (RS1/A),” with vehicle access from Acheson Road.

Related Policies & Studies

Official Community Plan/City Centre Area – Acheson-Bennett Sub-Area Plan

The subject property is located in the Acheson-Bennett Sub-Area of the City Centre. It is designated “Neighbourhood Residential” in the Official Community Plan (OCP) and “Residential (Mixed Single-Family & Small Scale Multi-Family)” in the Acheson-Bennett Sub-Area Plan. The proposed rezoning and subdivision are consistent with these designations.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Existing Legal Encumbrances

There is also an existing 3.0 m wide Statutory Right-of-Way (SRW) on Title for lane dedication across the entire rear property line (# RD16556). Following dedication of the rear lane, the SRW would not apply to the property and should be discharged from Title prior to final adoption of the rezoning bylaw.

Tree Retention and Replacement

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

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

- Two trees located on site, one Douglas-fir (Tag # 825; 60" dia.) and one honey locust (Tag # 826; 42" dia.), are in fair condition but are in conflict with the proposed development – remove and replace.
- One pear tree (Tag # 827; 39" dia.) located on site is in good condition but is in conflict with the required rear lane – remove and replace.
- Replacement trees should be specified at 2:1 ratio as per the OCP.
- One hedge located on site along the north and west property lines is in conflict with the proposed lane and development, and will need to be removed.

The City's Parks Department has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One flowering cherry tree (Tag # 001; 65" dia.) located on City property is in fair health and condition and is to be retained. Provide Tree Protection Fencing and a \$2,000 Survival Security prior to any works on site.
- One hedge located at the southwest corner of the site is of low value but is in good health and condition. It is in conflict with the proposed development and the applicant will apply for removal.

Tree Replacement

The 2:1 replacement ratio would require a total of six replacement trees. The applicant has agreed to plant three trees on each lot proposed, for a total of six trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. Prior to final adoption of the rezoning bylaw, a Landscape Security in the amount of \$3,000 (\$500/tree) will be required to ensure that the replacement trees will be planted and maintained.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	8 cm	4 m
2	9 cm	5 m
2	11 cm	6 m

Tree Protection

One tree (Tag # 001) on City property is to be retained and protected. The applicant has submitted a tree protection plan showing the tree to be retained and the measures taken to protect it during development stage (Attachment 4). To ensure that the tree identified for retention is protected at development stage, the applicant is required to complete the following items:

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

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal

agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. The applicant has indicated that each suite is proposed to be approximately 440 ft² with one bedroom.

Site Access, Site Servicing and Frontage Improvements

Vehicle access is proposed from the rear lane. Construction of a rear lane in conjunction with this development will connect the existing lane constructed to the east of the site with the existing lane constructed west of the site. The property to the north, 7880 Bennett Road, was rezoned in 2000 to allow the site to be subdivided to create two single-family lots, and required registration of a 6.0m-wide statutory right-of-way (SRW) property right-of-passage (PROP) along its southern edge as a condition of rezoning. The SRW registered on the 7880 Bennett Road property permits the construction of a public lane by the developer of the subject site. The City collected cash-in-lieu for this future lane construction. Prior to the construction of the lane adjacent to both properties, the owner of the 7880 Bennett Road property will be notified and provided necessary information.

An approximately 3.0m-wide road dedication along the full north property line of the subject site is required to allow this extension of the lane to service the two proposed new lots. Prior to final adoption of the rezoning bylaw, the applicant must enter into a legal agreement to ensure that vehicle access to the proposed new lots will be from the rear lane only, with no vehicle access to Acheson Road permitted.

At Subdivision stage, the applicant must enter into a Servicing Agreement for the site servicing and off-site improvements listed in Attachment 5. These include, but may not be limited to:

- Construction of a 6m-wide rear lane to connect to the east and west portions of the lane complete with curb, lane drainage, and street lighting along the full frontage, within the new road dedication and existing statutory right-of-way (SRW). The City will contribute funds collected from property to the north (7880 Bennett Road) towards the construction of the lane.
- Removal of the existing driveway crossing, replaced with concrete curb and gutter, landscaped boulevard, and sidewalk through a cash-in-lieu contribution.

At Subdivision stage, the applicant is also required to pay DCC's (City & Metro Vancouver), School Site Acquisition Charges, Address Assignment fees, and the costs associated with the completion of the required site servicing works as described in Attachment 5.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this application is to rezone 7671 Acheson road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/A)" zone, to permit the property to be subdivided to create two single family lots, each with a secondary suite and vehicle access from a lane.

This rezoning application complies with the land use designations and applicable policies for the subject property contained in the OCP and Acheson-Bennett Sub-Area Plan.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9946 be introduced and given first reading.



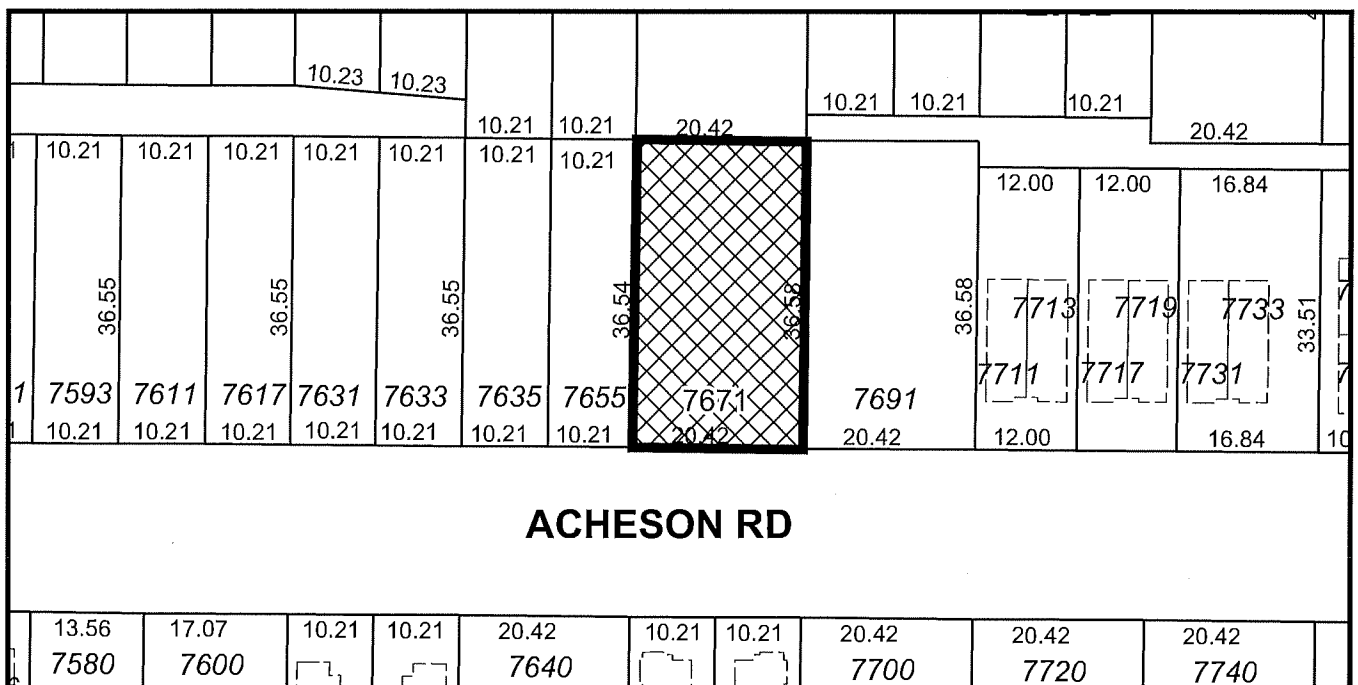
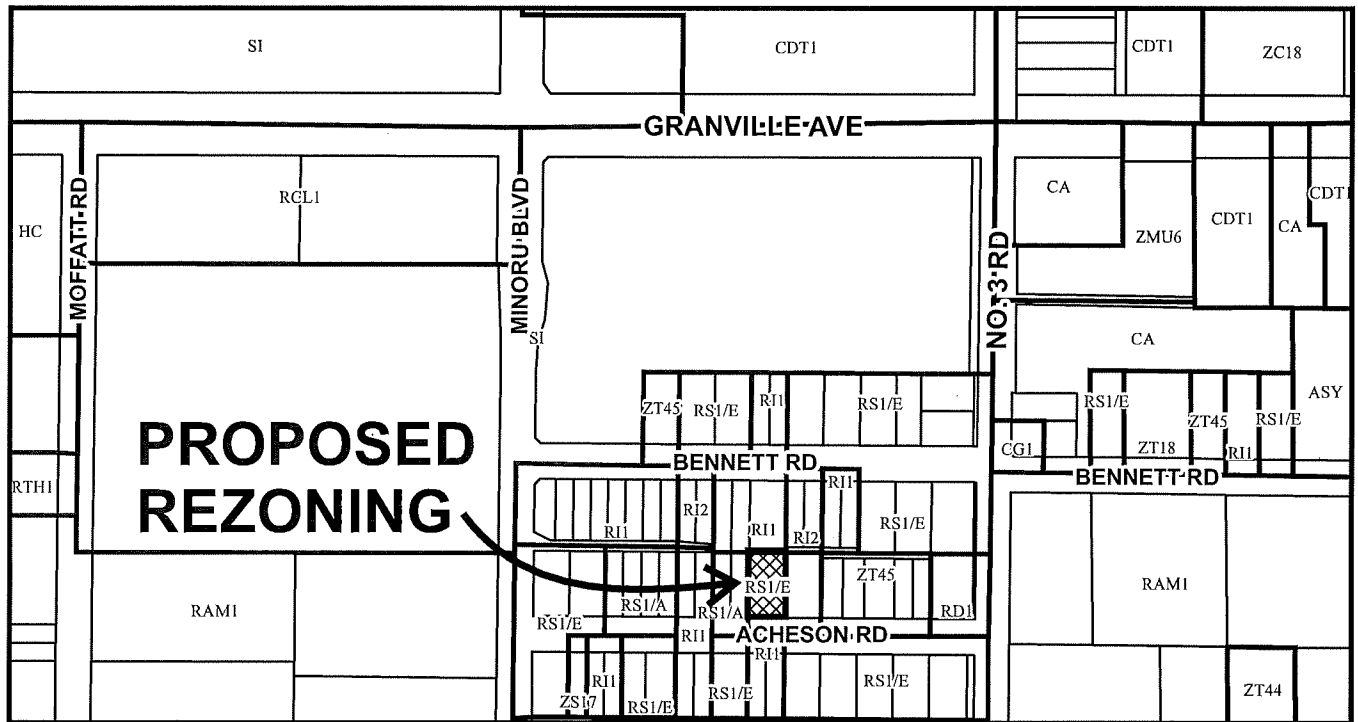
Natalie Cho
Planning Technician - Design

NC:rg

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



City of Richmond



RZ 18-827880

Original Date: 08/08/18

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 18-827880

Original Date: 08/08/18

Revision Date:

Note: Dimensions are in METRES

**SURVEY PLAN OF LOT 7 SECTION 17
BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 10313**

FOR CITY OF RICHMOND PERMIT APPLICATIONS

ATTACHMENT 2

PARCEL IDENTIFIER (PID): 001-990-411

CIVIC ADDRESS
#7671 ACHESON ROAD
RICHMOND, B.C.

LEGEND

SCALE 1:100



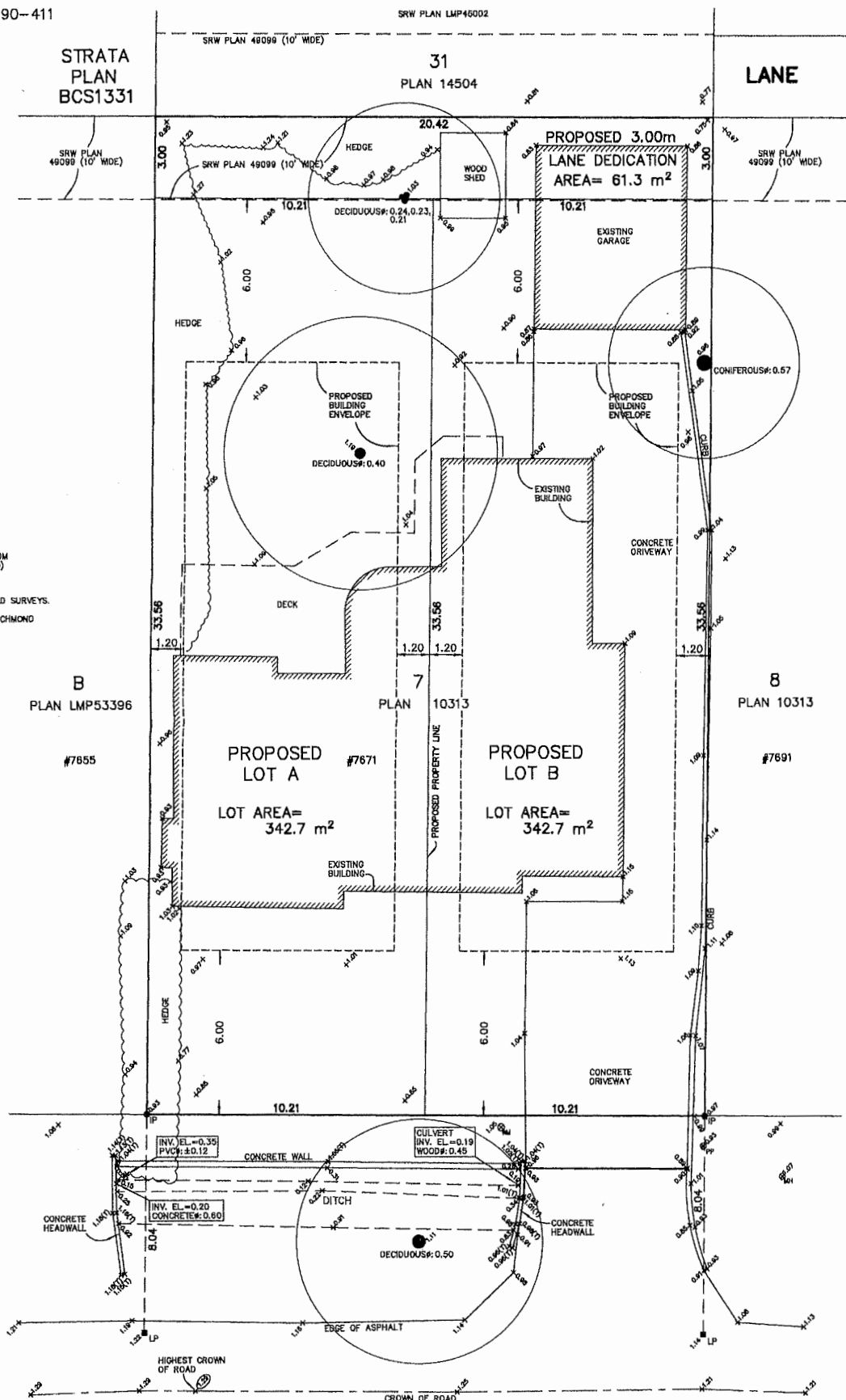
ALL DISTANCES ARE IN METRES

- INDICATES SPOT ELEVATION
- MH INDICATES MANHOLE
- ⊙ PP INDICATES POWER POLE
- WM INDICATES WATER METER
- (T) INDICATES TOP OF WALL
- IP INDICATES IRON POST
- LP INDICATES LEAD PLUG



NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #199 (7714970) WITH AN ELEVATION OF 1.793 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.



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SURVEYORS & ENGINEERS
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RICHMOND, B.C. V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 18736-001-TPG-000.DWG

ACHESON ROAD

PH - 43

St. Stephen
B.C.L.S.

DATE OF SURVEY: MAY 11, 2018



RZ 18-827880

Attachment 3

Address: 7671 Acheson Road

Applicant: Penta Builders Group

Planning Area(s): City Centre – Acheson-Bennett

	Existing	Proposed
Owner:	Perry Hoogveld	To be determined
Site Size (m²):	746.6 m ² (8,036.3 ft ²)	Lot A: 342.7 m ² (3,688.8 ft ²) Lot B: 342.7 m ² (3,688.8 ft ²)
Land Uses:	Single Family	No change
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Mixed Single-Family and Small Scale Multi-Family)	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/A)
Number of Units:	One single-family dwelling	Two single-family dwellings, each with a secondary suite

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²)*:	Max. 188.49 m ² (2,028.83 ft ²)	Max. 188.49 m ² (2,028.83 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	none
Lot Size:	Min. 270.0 m ²	342.7 m ²	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Width: 10.21 m Depth: 33.56 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none

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

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



Address: 7671 Acheson Road

File No.: RZ 18-827880

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9946, the developer is required to complete the following:

1. 3.0 m lane dedication along the entire north property line.
2. Submission of a Landscape Security in the amount of \$3,000 (\$500/tree) to ensure that a total of three replacement trees are planted and maintained on each lot proposed (for a total of six trees). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	8 cm	4 m
2	9 cm	5 m
2	11 cm	6 m

3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$2,000 for one tree to be retained.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on title ensuring that the only means of vehicle access is to the proposed back lane and that there be no access to Acheson Road.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. Discharge of SRW RD16556, which will no longer apply to the subject site following dedication of the rear lane.

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

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

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

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

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

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

Water Works:

- a. Using the OCP Model, there is 192.0 L/s of water available at a 20 psi residual at the Acheson Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b. At Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- c. At Developer's cost, the City will:
 - Install 2 new 25mm water service connections to serve each of the two newly subdivided lots at the proposed development, complete with meters and meter boxes.
 - Cut and cap, at main, the existing water service connection serving the development site.

Storm Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - Install approximately 22m of storm sewer for lane drainage in the proposed lane north of the property line, c/w appropriately spaced catch basins and manholes.
 - If ditch infill is desired on Acheson Road frontage, apply for a water course crossing permit in order to infill the ditch.
 - Install a new storm service lateral complete with inspection chamber and a dual service connection at the adjoining property line of the newly subdivided lots.
- b. At Developer's cost, the City will:
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- a. At Developer's cost, the City will:
 - Install a new sanitary service lateral complete with inspection chamber and a dual service connection at the adjoining property line of the newly subdivided lots.
 - Cut, cap, and remove the existing sanitary connection.

Frontage Improvements:

- a. At Developer's cost, the Developer is required to:
 - Coordinate with BC Hydro, TELUS and other private communication service providers:
 - When relocating/modifying any of the existing power poles, guy wires and above ground structures within the property frontages.
 - To determine if additional above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
 - Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$20,317.90 cash-in-lieu contribution for the design and construction of frontage upgrades as set out below:

○ Concrete Curb and Gutter (EP.0641)	\$4,288
○ Concrete Sidewalk (EP.0642)	\$4,288
○ Pavement Widening (EP.0643)	\$7,147

- Roadway Lighting (EP.0644) \$2,757
- Boulevard Landscape/Trees (EP.0647) \$1,838
- Construct a 6m wide rear lane to connect the east and west lanes, complete with curb, lane drainage, and street lighting. The City will contribute funds collected from property to the north (7880 Bennett Road) towards the construction of the lane.

General Items:

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

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9946 (RZ 18-827880)
7671 Acheson Road**

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

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

P.I.D. 001-990-411

Lot 7 Section 17 Block 4 North Range 6 West New Westminster District Plan 10313

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9946"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

FEB 25 2019

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

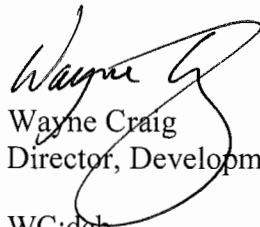
To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 12, 2019
File: ZT 18-835424

Re: Application by Kasian Architecture Interior Design and Planning Ltd. for a Zoning Text Amendment to the "Vehicle Sales (CV)" Zone to Increase the Floor Area Ratio to 0.94 at 13171 and a portion of 13251 Smallwood Place.

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9969, for a Zoning Text amendment to the "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.94 at 13171 and a portion of 13251 Smallwood Place, be introduced and given first reading.

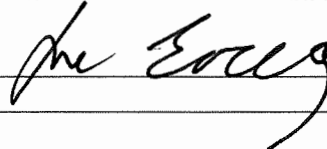


Wayne Craig
Director, Development

WC:dcb
Att. 8

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Kasian Architecture Interior Design and Planning Ltd. has applied for permission to amend the “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.94 at 13171, and a portion of 13251 Smallwood Place (Attachment 1).

The intent of the application is to construct a new 7,009 m² (57,361 ft²) Porsche dealership building on a site previously occupied by a KIA dealership in the Richmond Auto Mall. A small parcel of land is proposed to be subdivided off the neighbouring property at 13251 Smallwood Place and consolidated with the subject property to accommodate the proposed development.

The application proposes to construct a three storey structure with rooftop parking. The building will contain a vehicle showroom, vehicle service drive thru, vehicle workshop, vehicle inventory storage, customer and staff parking, vehicle detailing car wash, vehicle photo booth, dealership offices, staff change rooms and staff lounge. The conceptual development plans are provided in Attachment 2.

A separate Development Permit application (DP 18-870720) will be required prior to any construction. A separate Servicing Agreement will be required prior to the issuance of a Building Permit for off-site works including the upgrading of 150 m of storm sewer, installation of one new water service connection and water meter, removal and replacement of two street trees, etc.

Findings of Fact

The subject site is located in the East Cambie Planning Area (Attachment 3).

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

Surrounding Development

The main development property is located at 13171 Smallwood Place within the Richmond Auto Mall and is located near the entrance to the Auto Mall off Jacombs Road.

Development surrounding the subject site is as follows:

To the North: To the north across Smallwood Place road are two lots containing a Mazda dealership and a Mercedes dealership. Both properties are zoned “Vehicle Sales (CV)”. The lots are 0.95 ha (2.34 acres) 0.66 ha (1.64 acres) in size respectively.

To the South: Across Smallwood Place road is a new Open Road Toyota dealership (under construction). The Toyota dealership was originally approved under ZT 16-754143 and DP 16-741123 on October 23, 2017 for a two storey showroom with two levels of parking and inventory storage. Two new

applications (ZT 18-818765 and DP 18-818762) are currently under review that would allow an additional two storeys of vehicle inventory storage and customer/staff parking overtop of the previously approved building. The Zoning Text Amendment application received third reading at Public Hearing on January 21, 2019. Toyota's 1.59 ha (3.94 acres) property is zoned "Vehicle Sales (CV)".

To the East: An existing Volkswagen dealership on a 0.67 ha (1.65 acres) lot and a Hyundai dealership on a 0.86 ha (2.13 acres) lot. Both properties are zoned "Vehicle Sales (CV)".

To the West: Across Jacombs Road is the Richmond Nature Park. There is a small area along the perimeter of the park within the Jacomb's Road right of way that is designated as an Environmentally Sensitive Area (ESA).

Related Policies & Studies

Official Community Plan / East Cambie Area Plan

The subject site is designated "Commercial" in both the Official Community Plan (OCP) and the East Cambie Area Plan (Attachment 3). As a commercial use, the proposed auto dealership at the subject site is consistent with the OCP and Area Plan land use designations.

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the Zoning Text Amendment Bylaw. Flood Construction Level (FCL) within the East Cambie area is 2.9 m GSC. The applicant's proposal will meet the FCL criteria.

Aircraft Noise Sensitive Development Policy

The OCP's Aircraft Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the "Restricted Area (Area 1B)". The proposed auto dealership at the subject site is consistent with the ANSD Policy as it is not a residential use.

Registration on title of an aircraft noise indemnity covenant prior to Bylaw adoption is included in the Zoning Text Amendment Considerations (Attachment 8).

Ministry of Transportation and Infrastructure (MOTI) Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, the Zoning Text Amendment proposal was referred to the Ministry of Transportation and Infrastructure (MOTI) for review and comment. The Zoning Text Amendment Considerations (Attachment 8) include a requirement for MOTI approval prior to Bylaw adoption.

Ministry of Environment (MOE) Approval

As the Site Profile submitted by the applicant for the current application identified Schedule 2 activities having occurred on-site, the Site Profile was submitted to the Ministry of Environment (MOE) in accordance with the Provincial Contaminated Sites Regulation. MOE has subsequently provided a release letter dated September 12, 2018, covering both 13171 and 13251 Smallwood Place. The letter allows the City to proceed with approval of the subdivision, Zoning Text Amendment and Development Permit applications involving these properties.

Analysis

Built Form and Architectural Character

The proposed three story building will be positioned in the centre of the site. Pedestrian and vehicular access to the building will be from the south entry off Smallwood Place which is a one-way road. Proposed building height and other variances are provided later in this report (refer to the “Variances Requested” section).

The applicant has described the building as having two functionally defined spaces. The first will be a rectangular-shaped building section to house the workshop and storage areas. The second will be a curved façade section for the sales and administration areas.

The exterior is a curved aluminum façade complimented by a red Porsche log and black secondary lettering. Curved glazing at grade will allow the show room vehicles to be displayed to the exterior and also highlight the Porsche Centre entrance. High quality finishes will be used on all the building elevations.

Rooftop mechanical structures will be screened by rooftop parapets and additional screening if necessary. Screening requirements will be reviewed through the Development Permit.

The building will be placed facing the entrance to the Richmond Auto Mall off Jacombs Road making a distinctive impression for customers entering the area.

Sustainability Initiatives

The applicant has voluntarily designed the building to comply with the BCBC Part 10 Energy and Water efficiency provisions through ASHRAE 90.1.2010 ECB (Energy Cost Budget) compliance path. Their energy performance model has indicated that *“the energy performance of the proposed building is 15.2% better than the base line model”*.

The development will include the following sustainability measures:

- High efficiency plumbing fixtures;
- High efficiency condensing gas fired hot water tank;
- High efficiency HVAC equipment;
- Energy recovery units for washroom exhaust;
- Energy efficient light fixtures and controls, consisting of occupancy, vacancy and photocell sensors.

In addition, permeable pavers in the parking area for reduced rainwater run-off.

The plans also incorporate five plug-in vehicle charging stations installed around the site with conduit being laid for more future stations.

The owners have been advised that Council has recently passed a referral to staff to examine the potential of a comprehensive policy on solar panels, in particular including the options for incentives, and the environmental and economic impacts. The owners have considered the inclusion of Panels for this project but they have determined that the associated installation and maintenance costs substantially outweigh the benefits of a photovoltaic system in this instance. Based on their assessment they have determined that solar panels would not make for a successful business case. They have opted not to install any solar panels at the Porsche facility.

Existing Legal Encumbrances

A Title Summary prepared by Terra Law, dated October 5, 2018, was submitted for this application. The subject site carries a series existing legal encumbrances including

- Statutory rights of way agreements for utilities;
- Statutory building schemes with the Richmond Auto Mall Association; and
- A zoning regulation and plan under the Aeronautics Act imposing height restrictions and restricting use of the property for disposal or accumulation of any waste material or substance edible or attractive to birds.

Terra Law's Title summary report advises that:

1. Covenant Z21818 which limits use on the property to a previously approved development permit (DP 84-254) should be discharged from Lot H (13171 Smallwood Place), and;
2. Covenant Y26364 which limits use on the property to a previously approved development permit (DP 84-254) should be discharged from the 729.9 m² (7,856.58 ft²) portion of land to be subdivided from 13251 Smallwood Place.

Staff concur with Terra Law's recommendations and have included requirements for the two covenants to be released from the subject properties as appropriate through the Zoning Text Amendment Considerations. No other changes are required based upon the Title Summary report.

Transportation and Site Access

Site access is provided via a one way flow from the south to the north through the site. Forty (40) vehicle spaces will be located at grade, nineteen (19) customer parking spaces (including three (3) accessible spaces), six (6) staff spaces, eight (8) demonstration car spaces and seven (7) service parking spaces. The accessible spaces have been dimensioned in accordance with the recently modified requirements under the Zoning Bylaw No. 8500.

A valet parking service will be provided to bring customer vehicles to the top level parking area where another seventy-three (73) customer parking spaces will be located. Only staff will have

access to the upper parkade floors. Transportation staff have reviewed and accepted the proposed layout.

In order to achieve a more intensive use of the limited space available, the project includes thirty-three (33) vehicle stacker units on the third level of the parkade (refer to L3-Parking Plan DP-07). The stacking units allow one car to be lifted overtop of another car for inventory vehicle storage and vehicles waiting service.

In total the development will provide one hundred forty seven (147) vehicle spaces on-site for customer and staff, plus an additional thirty-two (32) spaces for vehicle inventory storage. The provided customer and staff parking full addresses the Zoning Bylaw parking requirements for the development.

Two (2) medium loading spaces and one (1) large loading space are proposed on-site. A variance will be requested to remove a second large loading space (refer to the “Variances Requested” section later in this report).

Nineteen (19) Class 1 (enclosed) bicycle spaces and twenty-four (24) Class 2 (outside) bicycle spaces will be provided through this proposal. This fully addresses the Zoning Bylaw No. 8500 requirements for the provision of bicycle spaces at the site.

As part of the Zoning Text Amendment Considerations (Attachment 8) the Developer is required to make a \$29,300 contribution towards the upgrade of the traffic signal at the Jacombs Road/Westminster Highway intersection. The signal upgrade works will include: APS (Audible Pedestrian Signal); LED street name signs; and LED street light luminaires. The contribution is required prior to Bylaw adoption.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report prepared by Mike Fadum and Associates Ltd (dated May 10, 2018, revised January 11, 2019); which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses nine bylaw-sized trees on the subject property, no trees on neighbouring properties, and ten street trees on City property. The report identifies one street tree to be removed to accommodate the vehicle access driveway.

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

- Nine trees (tag# 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651 and 1652) located on-site to be retained and protected.
- 10 street trees (tag# C1-C10) located on City property to be assessed by Parks Arborists.

The City’s Parks Arborists have assessed the street trees and determined that two trees (tag# C2 & C10) will be in conflict with the new driveway locations rather than the single tree noted in the Arborist’s report. Parks have further advised:

- Parks will authorize the removal of these 2 trees. \$2,600 in compensation is required for the approval to remove these trees.
- In addition, Parks requires replacement trees planted in the location of the two old driveways once they are removed.
- The other 10 trees (including two trees just beyond the subject site) are in good condition and do not conflict with the construction. They will have to be retained and protected. Parks has requested a tree survival security of \$5,000 per tree for the 10 trees. \$50,000 total.

The Zoning Text Amendment Considerations (Attachment 8) include the \$2,600 tree compensation contribution and the tree survival security of \$50,000 to be submitted prior to Bylaw adoption. The two replacement trees will be addressed through the servicing agreement.

Tree Protection

All of the on-site trees are proposed to be retained.

Ten street trees (tag# C1, C3, C4, C5, C6, C7, C8, C9, C11, C12) on City property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 2 see plans T1 and T2). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

Landscaping will be reviewed in more detail at the Development Permit stage.

Shadow Impact Analysis

The proposed building will be approximately 100 m (328 ft) to the east of the Richmond Nature Park. The applicant has submitted a detailed shadow impact analysis as part of the conceptual development plan set (Attachment 2 – DP14 through DP18). The shadow impact studies show the summer solstice (Jun. 21), winter solstice (Dec. 21) and the equinox date (Mar. 21 or Sep. 21). The timelines for the shadow studies prescribed are for 10am, 12pm and 2pm. During these times the study indicates that the building will not cast shadows on the nature park. Their detailed analysis showed that if the analysis is extrapolated beyond these times the building's shadow will shade the periphery of the park several times through the year but limited to early morning hours for a brief period (e.g. on the order of an hour after sunrise at the extremes).

Public Art

Based on a maximum buildable floor area of approximately 75,920.48 ft² commercial floor area, the recommended public art contribution based on Administrative Guidelines of \$0.45/ ft² (2018 rate) is approximately \$34,164.21.

As this project will generate a recommended public art contribution of less than \$40,000 and there are limited opportunities for locating public art on the site, as per Policy it is recommended that the public art contribution be directed to the Public Art Reserve for City-wide projects on City lands.

Ornithologist Assessment

Because of the proximity to the Richmond Nature Park, the applicant has submitted a report prepared by an ornithologist with CSR Environmental (report dated December 13, 2018 - see Attachment 7).

The report identifies a moderate risk of bird collision with the at grade glass surfaces on the western façade of the building. The report notes that the upper floors “will be clad in a composite metal panel system which will pose no collision risk”. The report makes a number of recommendations for mitigation and monitoring of bird collisions post construction. Mitigation measures include reviewing for appropriate landscaping in vicinity of the building, appropriate lighting strategies, possible window treatments. The landscaping and lighting strategies will be reviewed through the Development Permit plans. With regard to possible window treatments, the owners have agreed to implement a monitoring program that will lead to the determination of a final strategy to address collision risk.

The Zoning Text Amendment Considerations (Attachment 8) includes a requirement for the submission of a contract with a qualified environmental professional (QEP) to monitor the building for a minimum of 12 months post construction and submit a report outlining the results, recommended strategy and implementation measures for further actions, should they be necessary, to the satisfaction of the Director of Development. The submission of an acceptable contract is required prior to Bylaw adoption.

Property Subdivision and Consolidation

As noted earlier in this report a 729.9 m² (7,856.58 ft²) portion of land will be subdivided off 13251 Smallwood Place and consolidated with the main development site (13171 Smallwood Place) as part of this development. The Zoning Text Amendment Considerations (Attachment 8) include a requirement for the subdivision of the 729.9 m² parcel from 13251 Smallwood Place and consolidation with the subject property to be completed prior to Bylaw adoption.

The subdivision will result in an existing car wash on the neighbouring property (13251 Smallwood Place) being 0.98 m from the new property boundary and would not meet the required 3.0 m property line setback once the subdivision has been registered with Land Titles. Open Road representatives, who currently own both properties have expressed a strong interest in retaining the car wash for the Hyundai dealership that will operate on 13251 Smallwood Place.

Staff do not have an objection to the car wash location as it will be approximately adjacent to the proposed damaged car parts structure on the Porsche site and if torn down would likely need to be rebuilt elsewhere on the site.

To address the legal concerns related to the setback non-conformity, the Zoning Text Amendment Considerations (Attachment 8) includes a requirement for the registration of a covenant on 13251 Smallwood Place. The covenant will require the owners of 13251 Smallwood Place to apply for and be granted a setback variance within two years of the adoption of the Zoning Bylaw. Should the variance not be granted, then the owners of 13251 Smallwood Place must demolish the carwash structure. Submission of a demolition estimate and a security bond will be required prior to Bylaw adoption.

Variances Requested

Based on the proposed preliminary concept plans, the applicant will be requesting to vary the provisions of Richmond Zoning Bylaw 8500 at the Development Permit Application review stage to increase the maximum permitted building height.

The table below shows the requested height variances compared to the Bylaw requirements.

Area Affected	Bylaw Requirement	Variance
Elevator Overrun	12 m	20.33 m ** (rounded to 20.4 m)
Stairwell Roof	12 m	18.38 m ** (rounded to 18.4 m)
Rooftop Mechanical Equipment	12 m	17.26 m ** (rounded to 17.3 m)
Rooftop Parapet	12 m	16.25 m ** (rounded to 16.3 m)
Roof Deck	12 m	15.18 m ** (rounded to 15.2 m)

** Note: these figures are measured from the site's average finished grade which is below slab elevation. The values differ from the plan submission which shows measurements from slab height. The difference is approximately 0.730 m.

The owner's objective is to enclose the automobile display, repair and inventory and maximize the efficiency of the site as much as possible. The incorporation of the 33 stacker units to intensify the use of the site is a factor in the request for the height variance as the stacker units require additional floor to ceiling clearances to maximize the use of the space available.

The applicant has, however, sought to reduce the overall height by reducing the parapet height to the minimum code requirement of 1.07 m (3.5 ft.) keeping the parapet height in line with the proposed parapet height for the Toyota development across the street at 13100 Smallwood Place.

In addition to the above height variances, the applicant will also be requesting variances for the following elements through the Development Permit:

1. A reduction to the rear yard setback from 3.0 m to zero metres to allow a damaged car enclosure to be located behind the main building and adjacent to the eastern property boundary. The enclosure will partially abut an existing car wash building on the adjacent property at 13251 Smallwood Place referred to earlier in this report.
2. A reduction to the number of on-site loading spaces from 3 medium and 2 large spaces to 2 medium and 1 large space. Staff have reviewed this request and do not have any concerns as it is consistent with the general operations within the Richmond Auto Mall where vehicle deliveries are typically confined to early morning or late evening hours by the Richmond Auto Mall Association (RAMA). The owners have also advised that the provided loading spaces will fully meet their functional needs for the site.

The height variances are cloud outlined on plans DP-08, DP-09 and DP-10 in Attachment 2. The setback variance is cloud outlined on plan DP-04 in Attachment 2.

Each of these variances and the applicant's rationale for them will be reviewed through the Development Permit application (DP 18-810720).

The current proposal has been reviewed by the Richmond Auto Mall Association (RAMA) which has provided a letter (Attachment 5) in support of the proposed density increase to 0.94 FAR, as well as the requested variances. Note that RAMA's support letter references a rooftop parapet height of 16.68 m. Working with the proponent this height was subsequently reduced to 16.25 m.

Attachment 6 provides a table of Richmond Auto Mall Building Heights and Densities showing approved and proposed Floor Area Ratios (FAR) and building heights from approximately 60% of the Auto Mall's dealership properties.

Site Servicing and Frontage Improvements

Detailed site servicing and frontage improvements are provided in the Zoning Text Considerations shown in Attachment 8. These improvements will be addressed through a separate Servicing Agreement. The most significant elements include:

- Submission of a Fire Underwriter Survey or International Organization for Standardization fire flow calculations by a professional engineer;
- Removal of the existing water service connection and replacement with a new water service connection;
- Upgrading of approximately 150 m of storm sewer in Smallwood Place;
- Connecting all the existing storm connections and catch basins to the new storm sewer;
- Upgrading the existing sanitary service connection to a minimum 150 mm;
- Coordination with external service providers in terms of the locations of private utility structures.

Development Permit Review

The proposed development will be required to undergo a separate design review via Development Permit application DP 18-810720. Issues to be addressed will include the following:

- Compliance with the Official Community Plan (OCP) Development Permit Guidelines;
- Landscape selections, sizes, locations, irrigation and rationale;
- Submission of landscape securities;
- A review of exterior materials proposed, form and development of the building design;
- Compliance with the Zoning Bylaw – particularly related to vehicle and bicycle parking spaces;
- A review of any screening requirements for rooftop mechanical units;
- Possible agreements to secure EV charging stations and energy efficiency features intended to enhance the building's energy performance;
- Compliance with the tree replacement criteria under the OCP;
- A review of all requested variances;
- Assessment of the garbage and recycling facility to ensure its adequacy for the building.

Financial Impact or Economic Impact

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

Conclusion

Kasian Architecture Interior Design and Planning Ltd. has applied for permission to amend the "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.94 at 13171, and a portion of 13251 Smallwood Place. The intent is to accommodate construction of a new three storey Porsche vehicle dealership and service centre with vehicle inventory storage capabilities in the Richmond Auto Mall.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9969 be introduced and given first reading.



David Brownlee

Planner 2

DCB:dcB

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: East Cambie Land Use Map

Attachment 4: Development Application Data Sheet

Attachment 5: Letter from Richmond Auto Mall Association

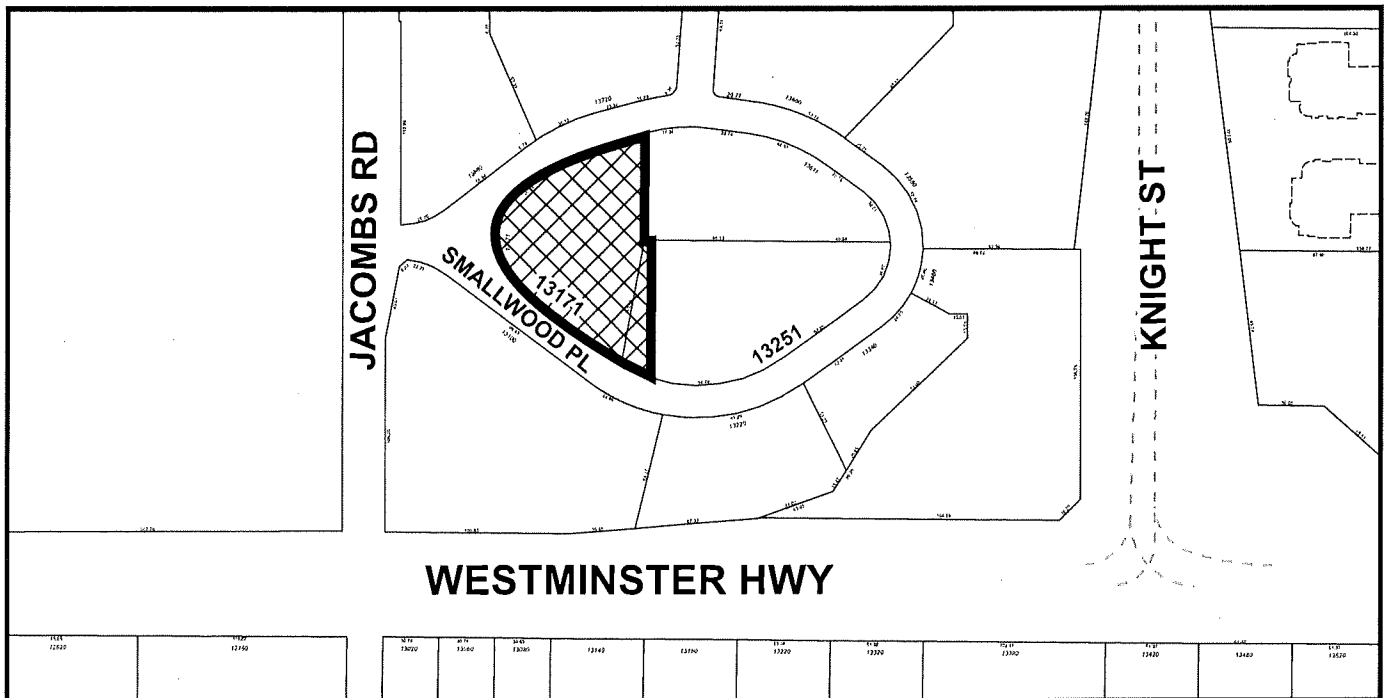
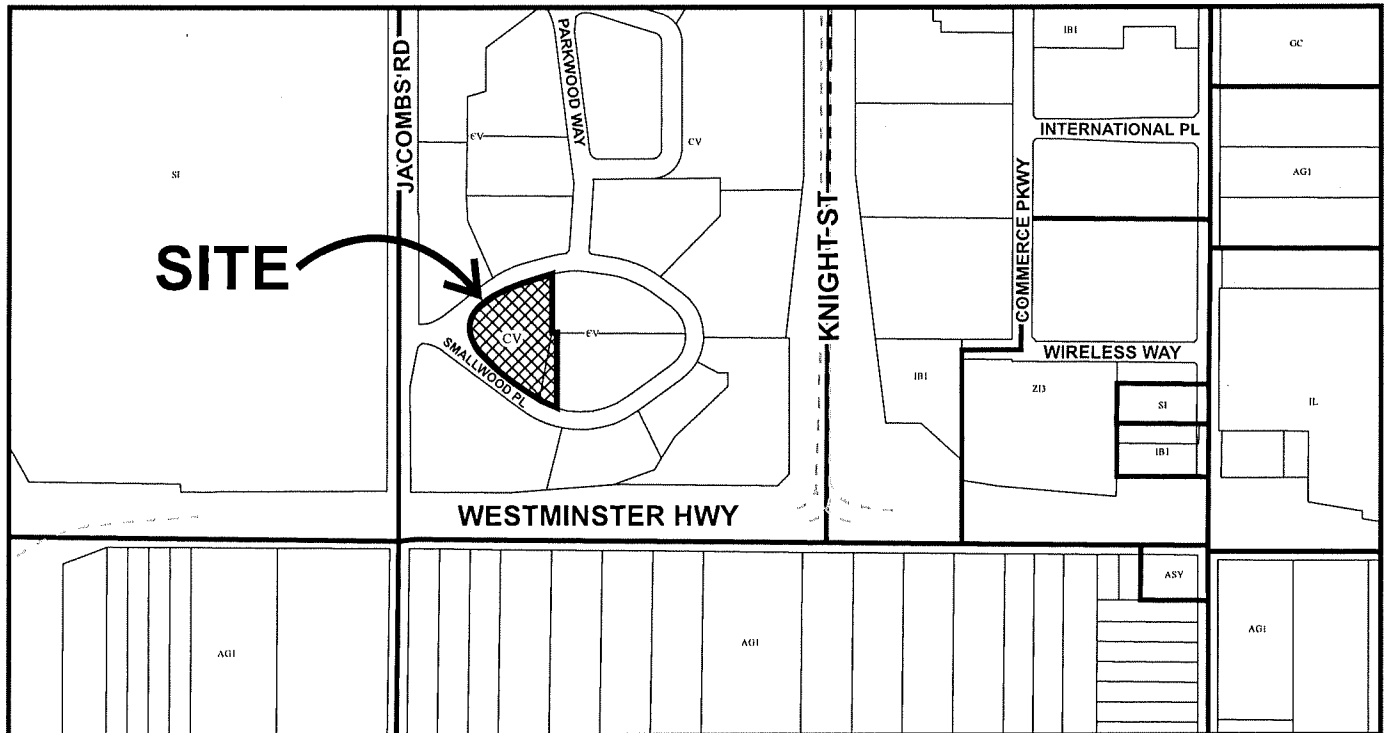
Attachment 6: Richmond Auto Mall Building Heights and Densities

Attachment 7: CSR Environmental Ornithologist Report

Attachment 8: Zoning Text Amendment Considerations



City of
Richmond



ZT 18-835424

Original Date: 09/14/18

Revision Date: 11/15/18

Note: Dimensions are in METRES



City of
Richmond



ZT 18-835424

Original Date: 09/14/18

Revision Date: 11/15/18

Note: Dimensions are in METRES

**13171 SMALLWOOD PLACE,
RICHMOND, B.C.**

PH - 63



PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

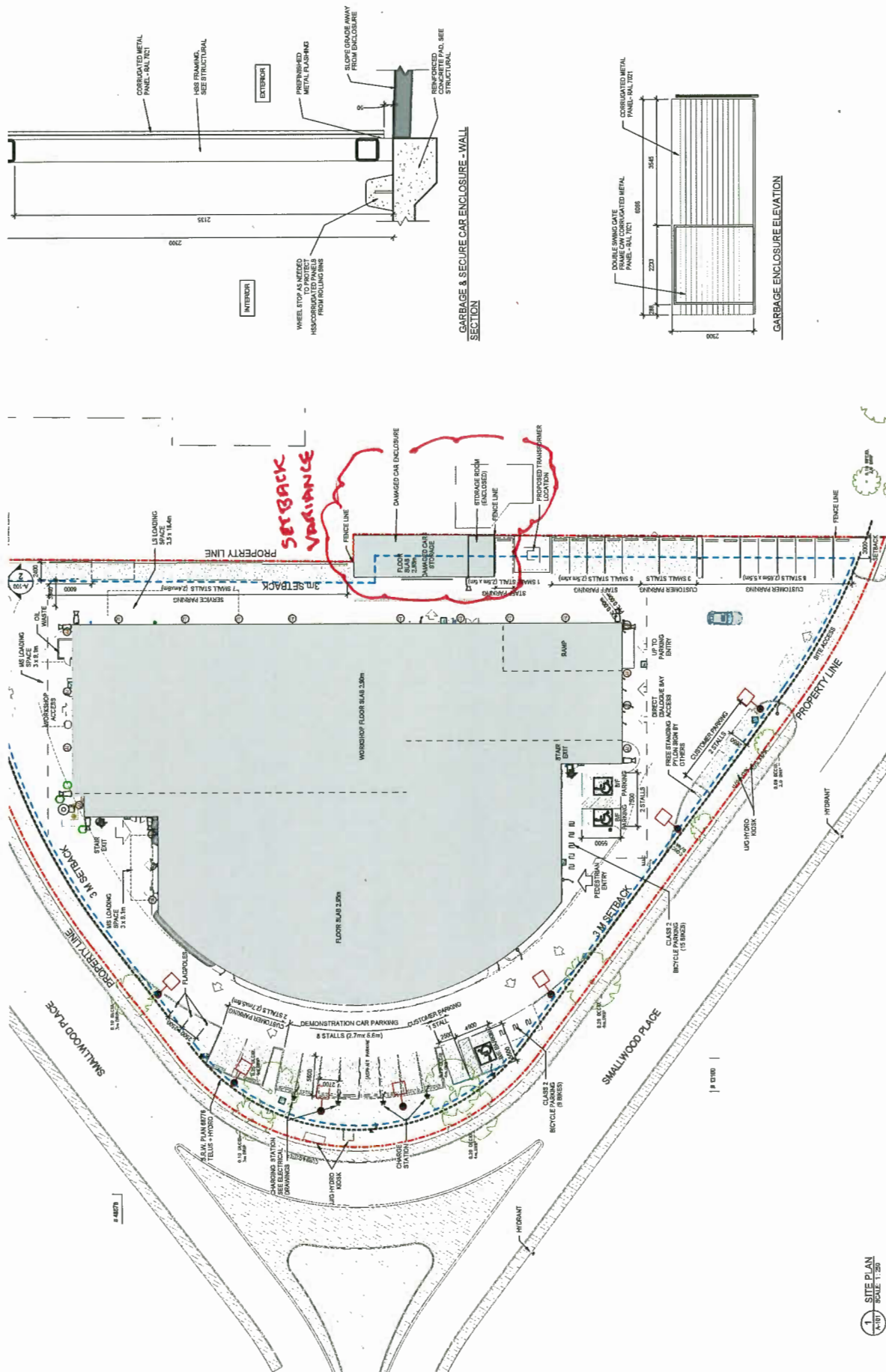
FEB. 12, 2019

200007

ATTACHMENT 2



*GLFA = Showroom + Offices are+Other uses *7,000m2



SITE PLAN / PROJECT DATA

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13171 SMALLWOOD PLACE,
RICHMOND, B.C.

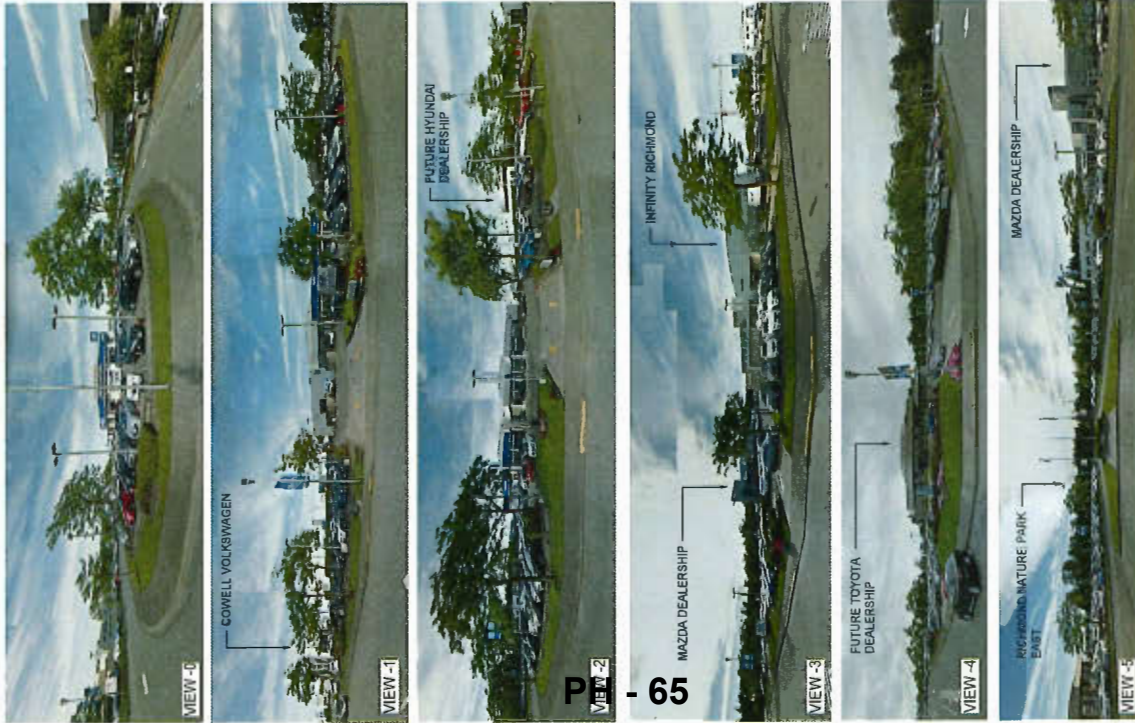
DP-04

FEB. 12, 2019

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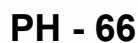


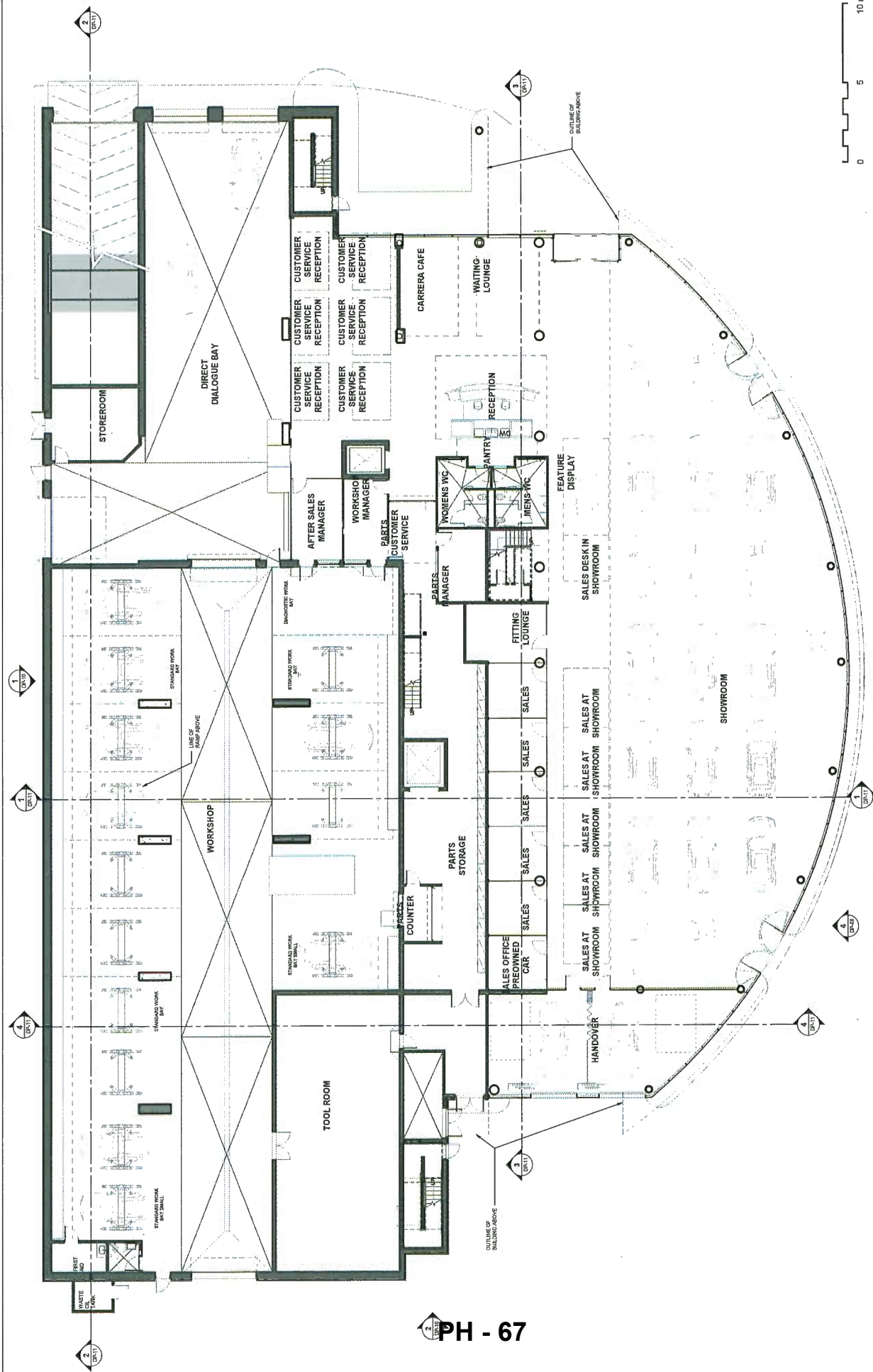
Kasia



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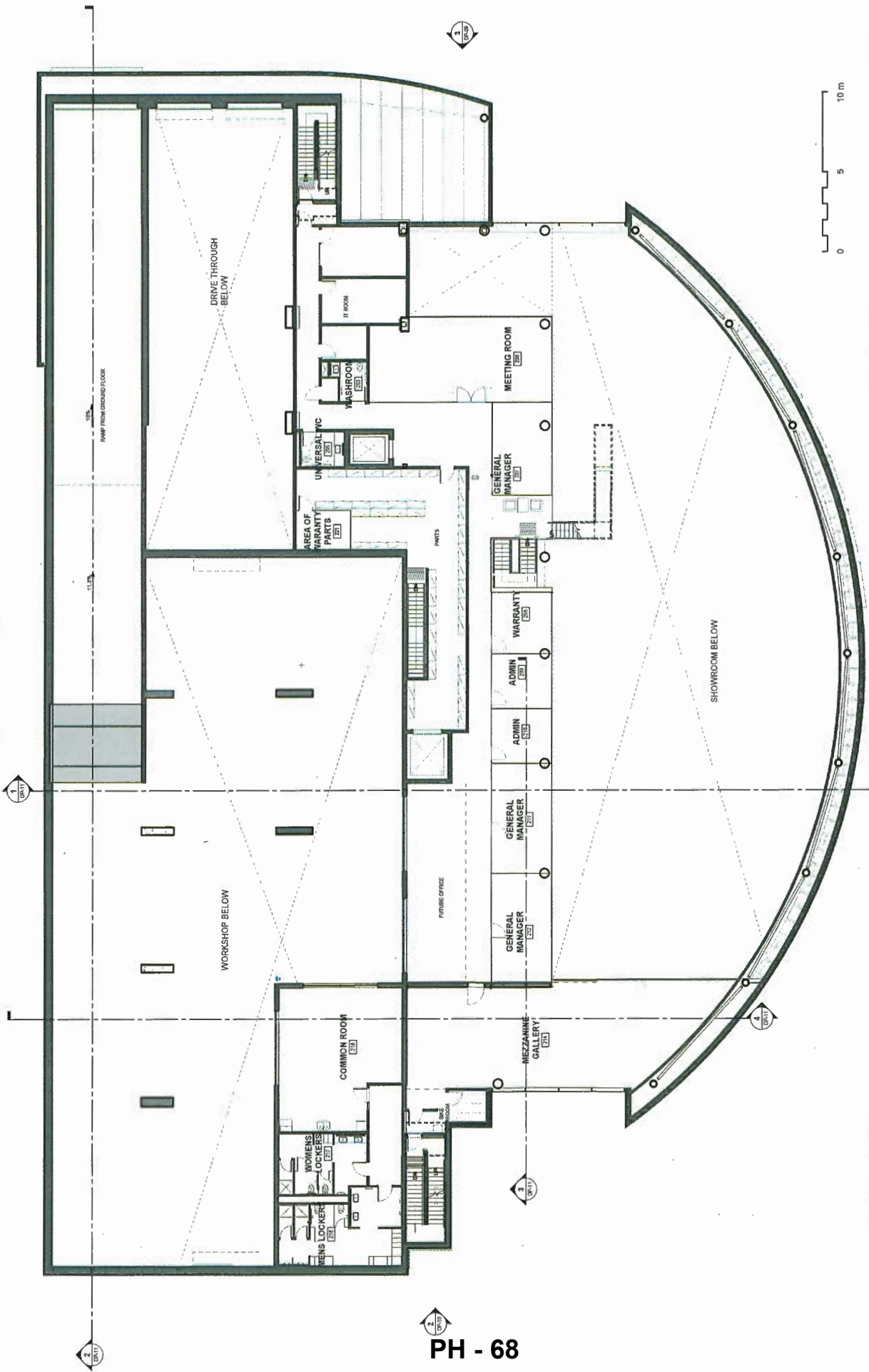
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FEB. 01, 2019

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RICHMOND, B.C.

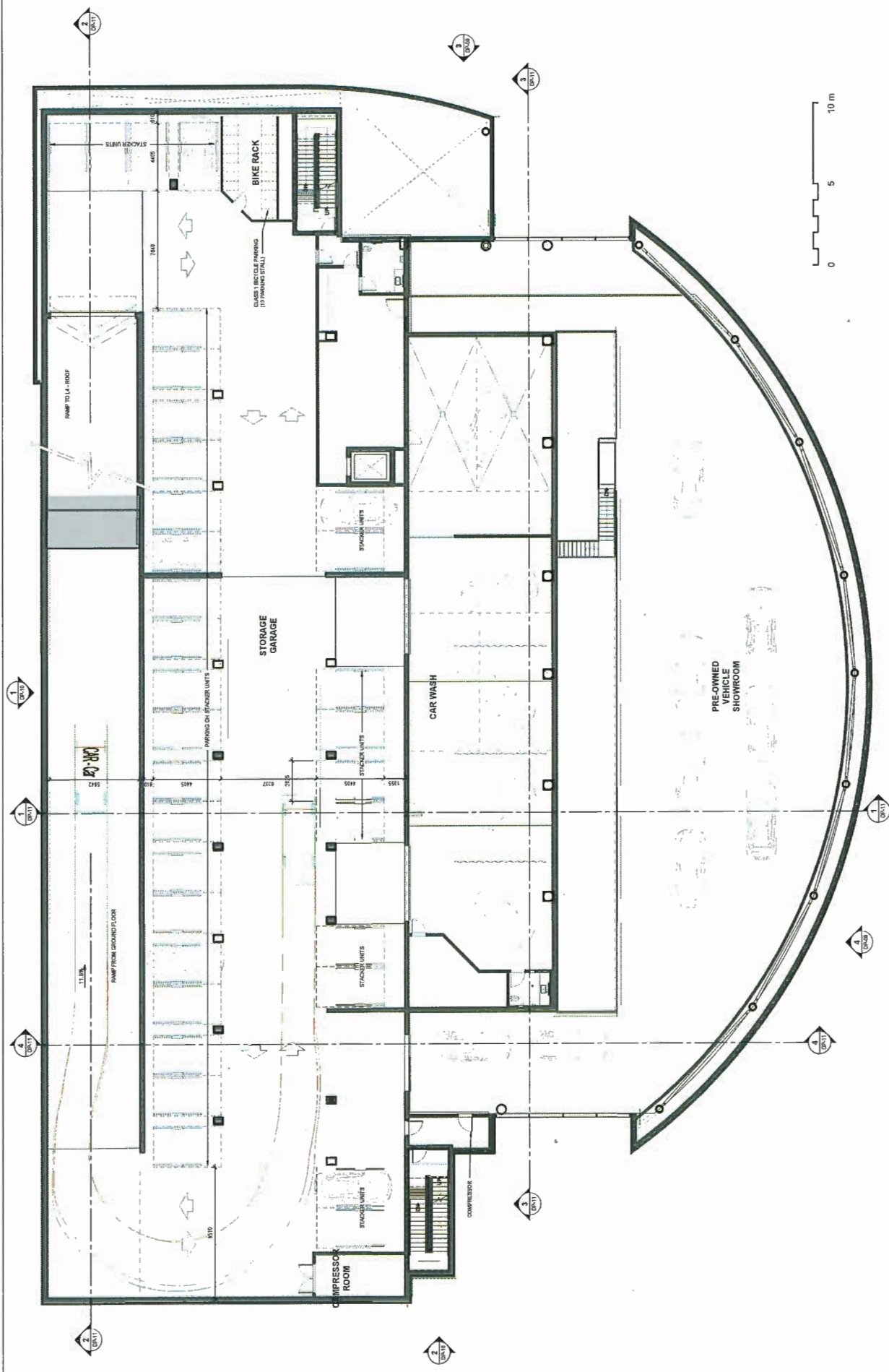
L1-GROUND FLOOR PLAN



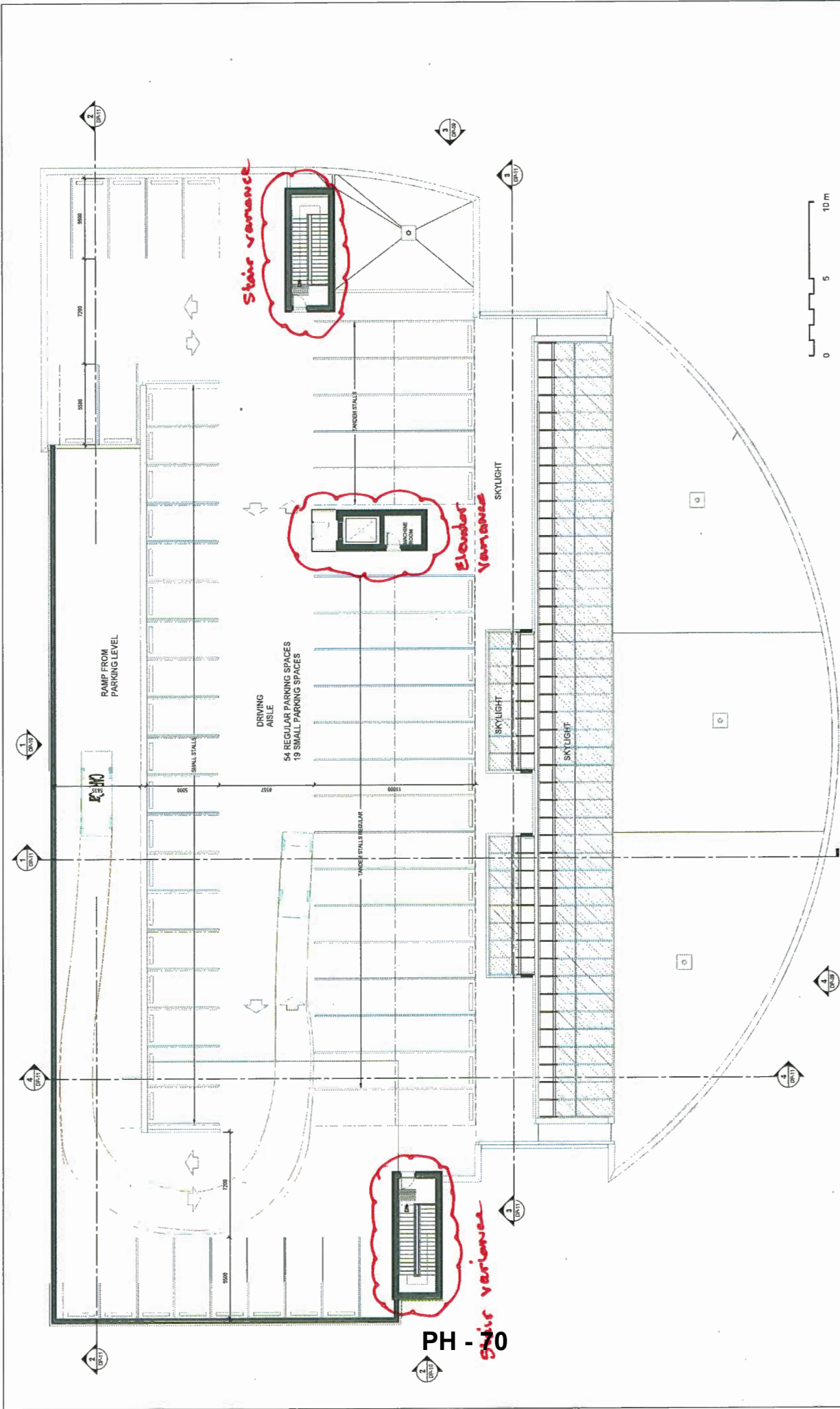


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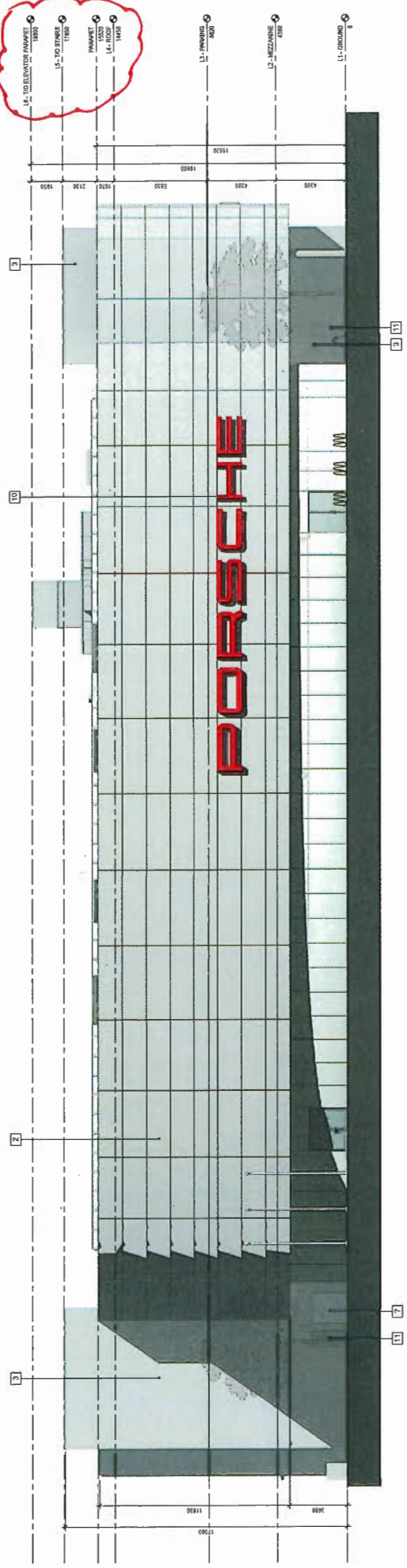




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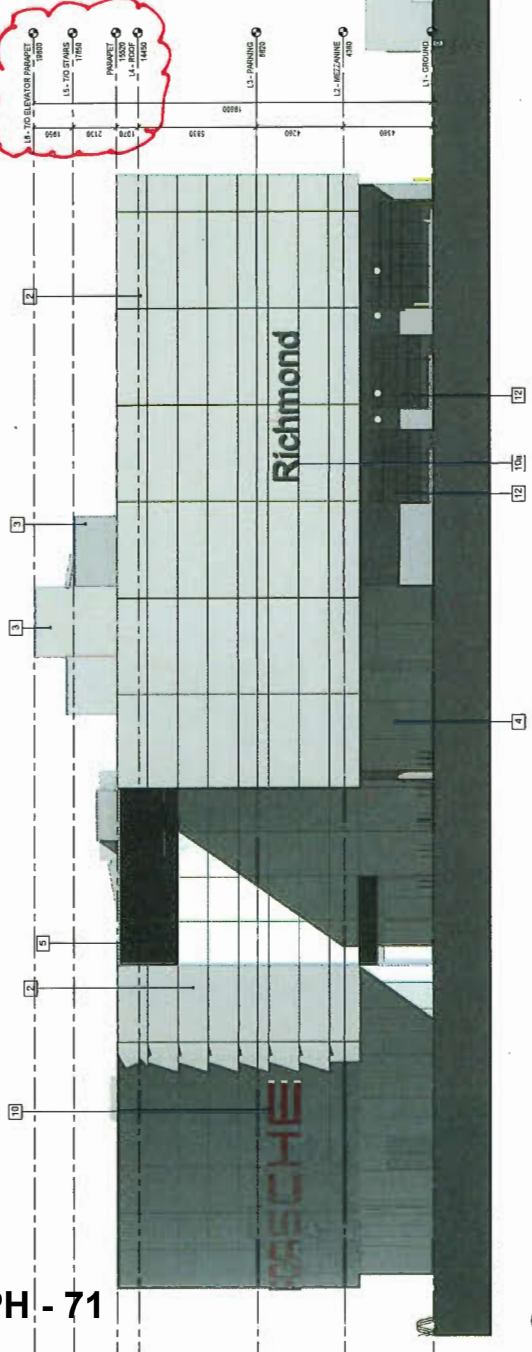
Height variance



WEST
FACADE
SCALE 1:100

PH - 71

Height variance



SOUTH
FACADE
SCALE 1:100

MATERIAL LEGEND

- 2 COMPOSITE METAL PANEL SYSTEM - RAL 9006 (WHITE ALUMINUM)
- 3 HORIZONTAL CORRUGATED METAL PANEL SYSTEM - RAL 7021 (BLACK GREY)
- 4 CLEAR LOW E GLAZING
- 5 SPANDREL GLAZING IN ANODIZED ALUMINUM CURTAIN WALL
- 6 CLEAR LOW E DOUBLE GLAZING W ALUMINUM FRAME - RAL 7021 (BLACK GREY)
- 7 GLAZING IN ANODIZED ALUMINUM CURTAIN WALL - RAL 7021 (BLACK GREY)
- 8 SIGNAGE - BLACK, PROVIDE 10mm PLYWOOD BACKING, (REFER TO SIGNAGE PERMIT)
- 10A METAL DOOR - RAL 7021 (BLACK GREY)
- 11 OVERHEAD DOOR - RAL 7021 (BLACK GREY)
- 12 150mm BOLLARD
- 13 150mm BOLLARD
- 20 1-81
- 21 1-81b

Average SITE GRADE IS 0.73m
BELOW SLAB. ADD 0.73m to
ELEVATIONS SHOWN FOR ACTUAL
HEIGHT PER ZONING BYLAW.



DP-09
200007

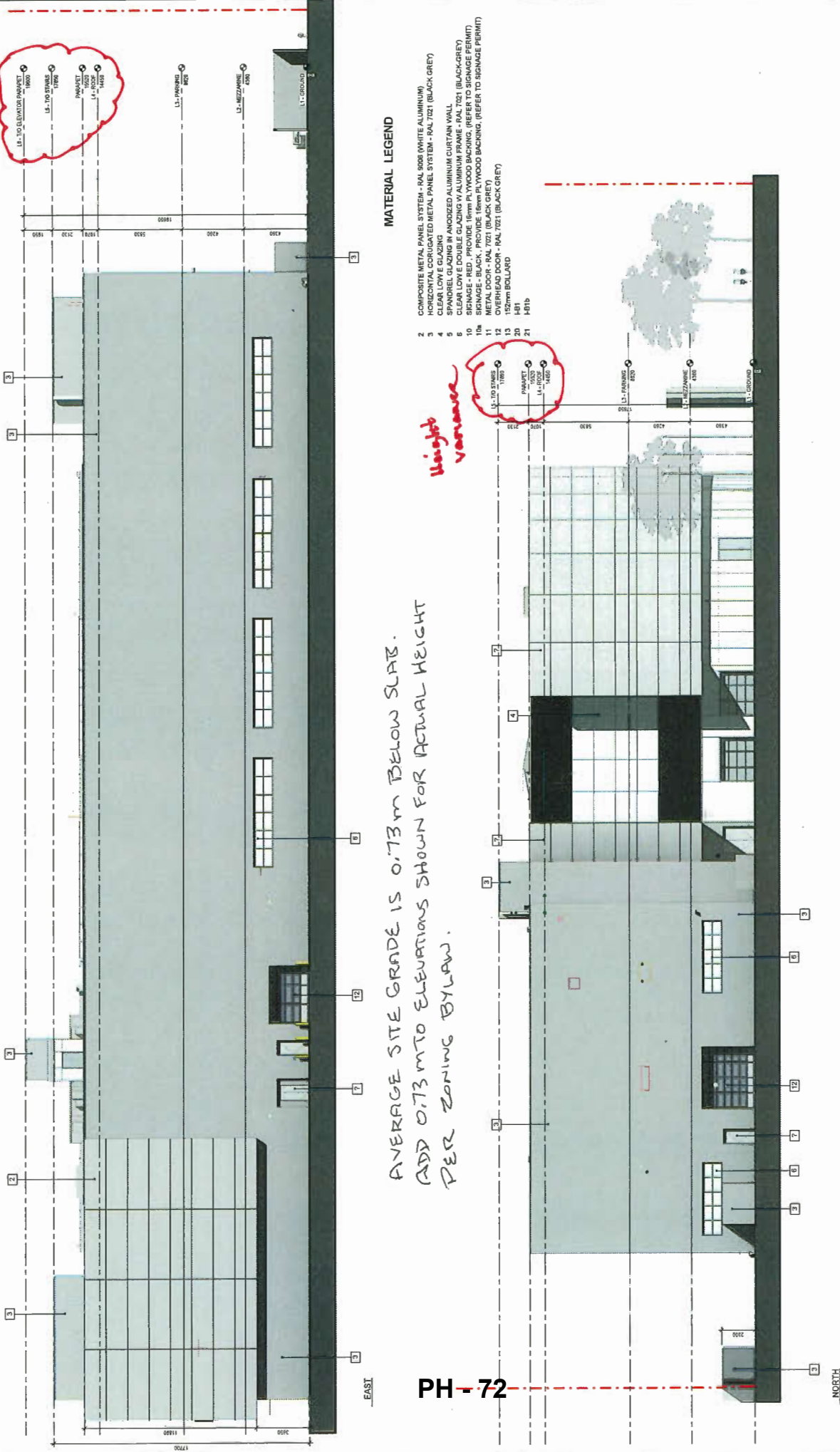
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PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

BUILDING ELEVATIONS



Height Variance



AVERAGE SITE GRADE IS 0.73 m BELOW SLAB.
ADD 0.73 m TO ELEVATIONS SHOWN FOR ACTUAL HEIGHT
PER ZONING BYLAW.

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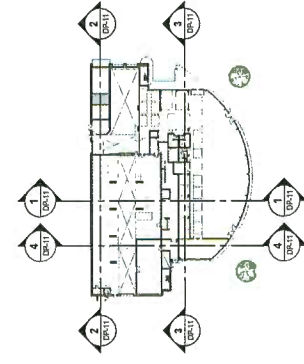
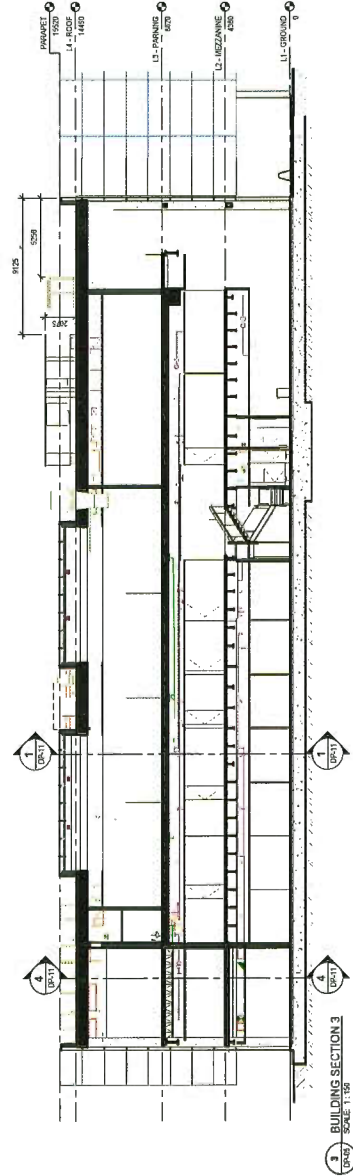
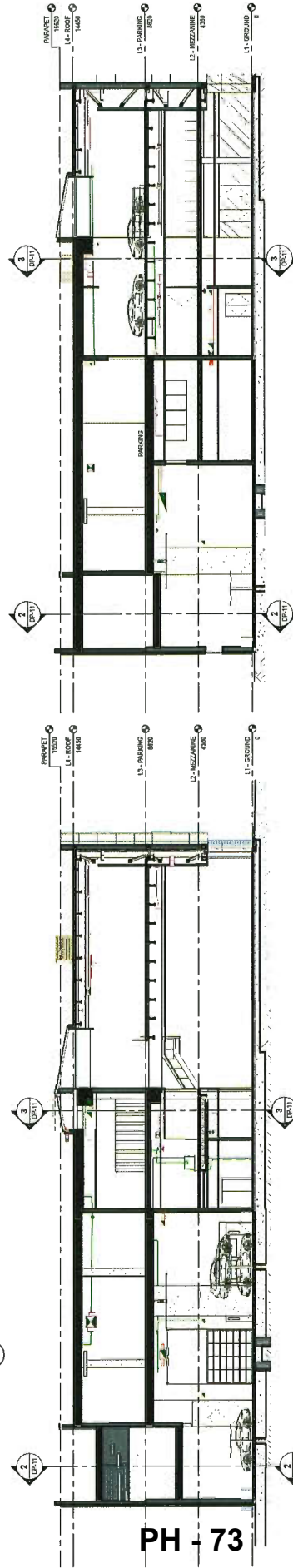
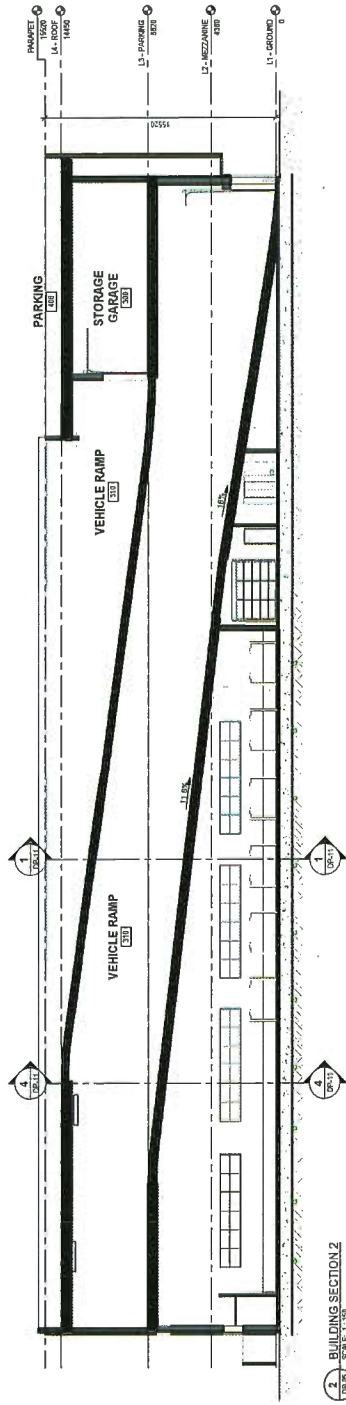
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PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

BUILDING ELEVATIONS





PH - 73



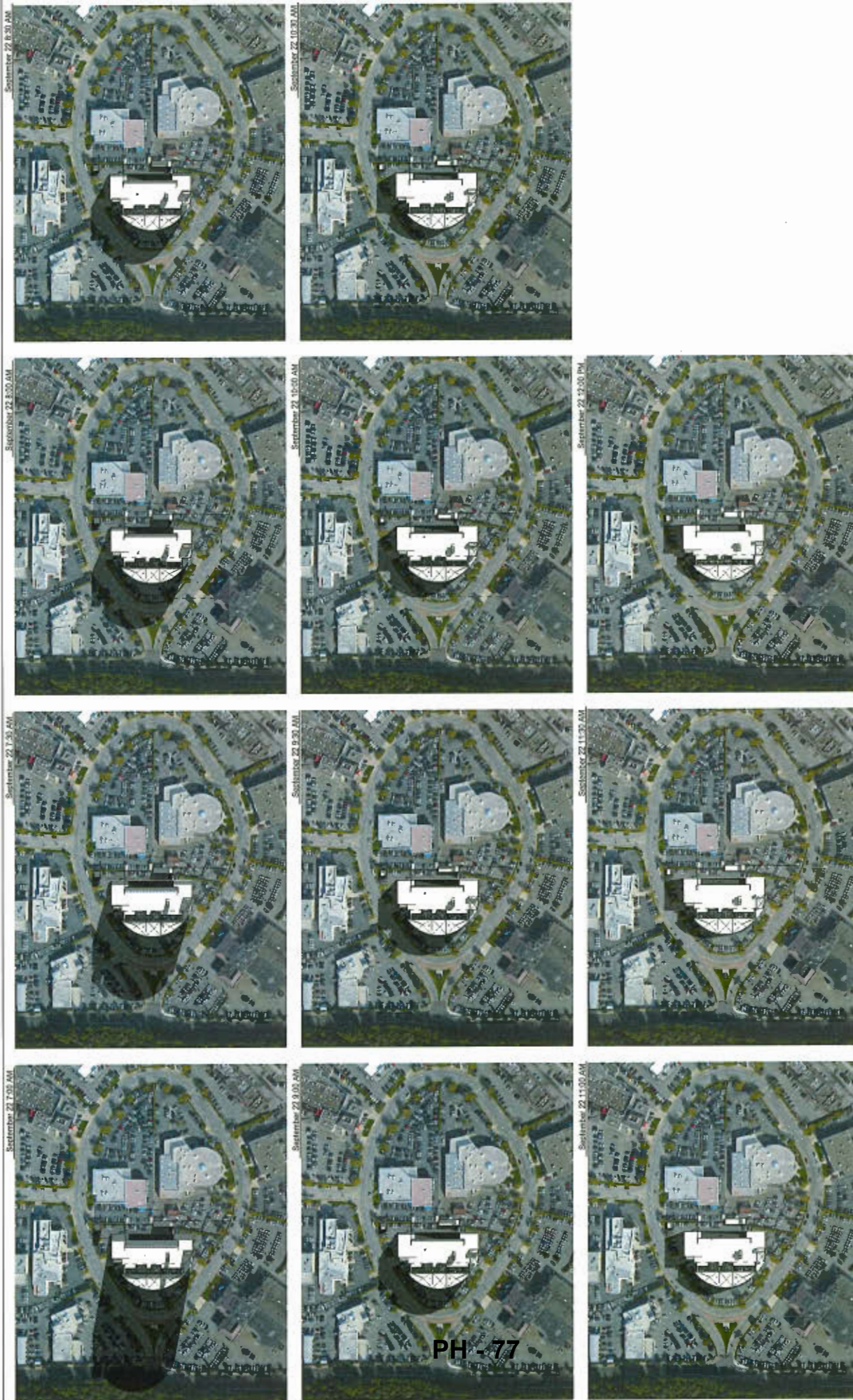
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PH - 75



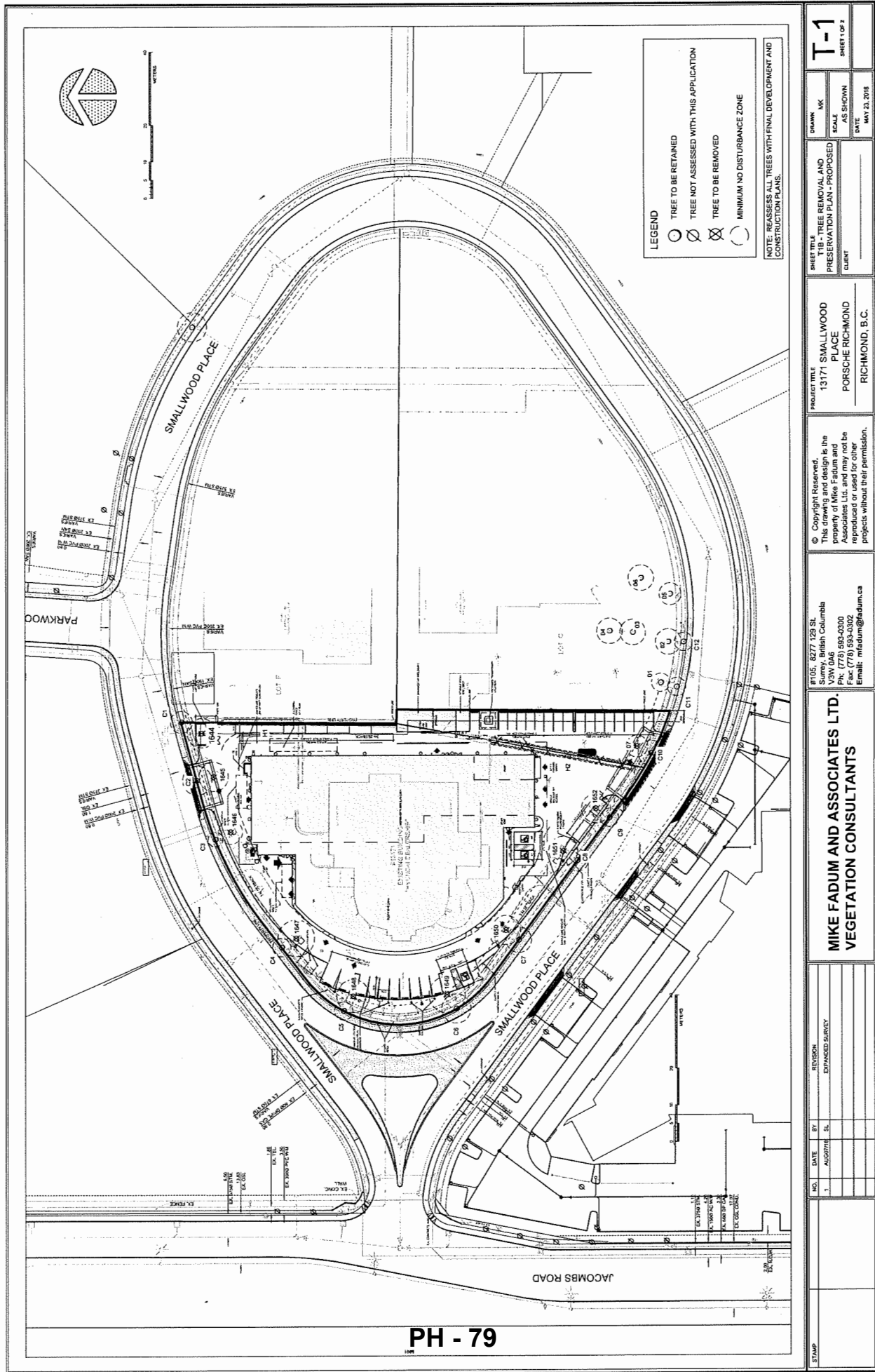
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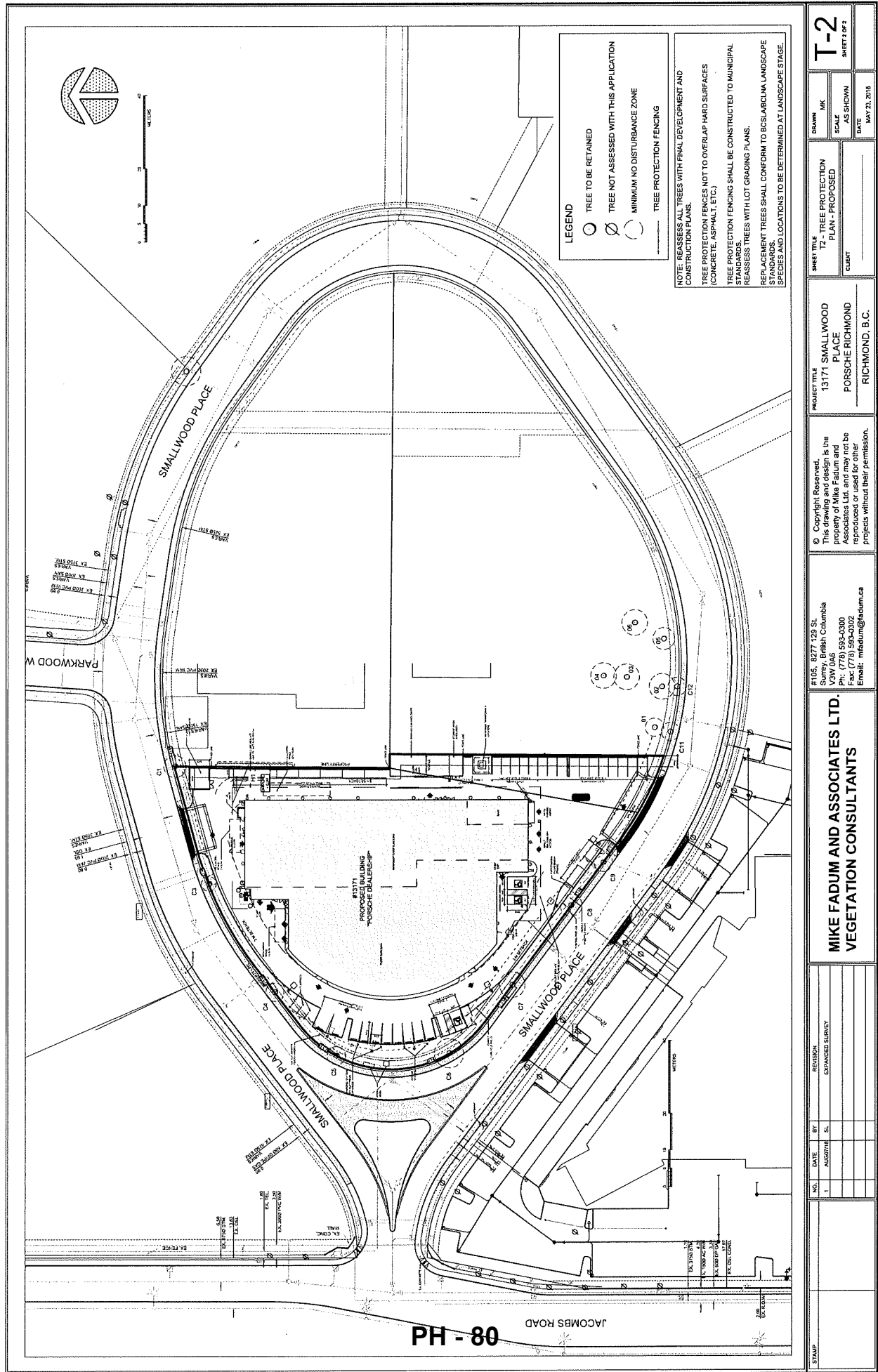


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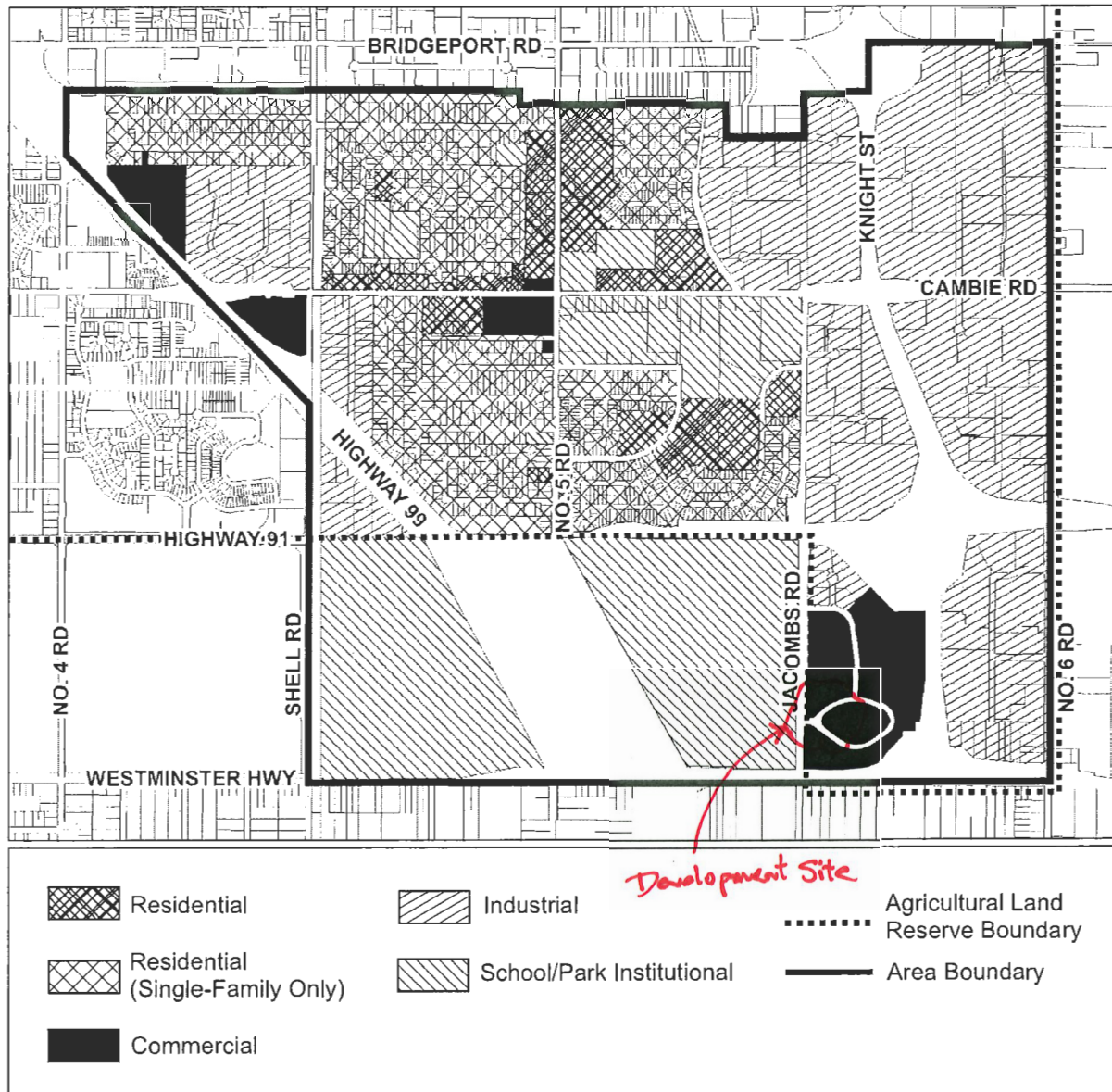




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	NO.	DATE	BY	DATE	BY	
	1					
MIKE FADUM AND ASSOCIATES LTD. VEGETATION CONSULTANTS						
P105, 8277 125 St. Surrey, British Columbia V3W 0A6 Ph: (778) 593-0300 Fax: (778) 593-0302 Email: mifadum@fadum.ca						
Copyright Reserved. This drawing and its contents are the property of Mike Fadum and Associates Ltd. and may not be reproduced or used for other projects without their permission.						
PROJECT TITLE 13171 SMALLWOOD PLACE PORSCHE RICHMOND RICHMOND, B.C.			DRAWN BY SCALE AS SHOWN		SHEET TITLE T2 - TREE PROTECTION PLAN - PROPOSED	
			DATE MAY 22, 2018		SHEET NO. T-2	
					SHEET 3 OF 2	

City of Richmond

Land Use Map

 Bylaw 8948
2016/10/24




ZT 18-835424

Attachment 4

Address: 13171 and a portion of 13251 Smallwood Place

Applicant: Kasian Architecture Interior Design and Planning Ltd.

Planning Area(s): East Cambie Planning Area

	Existing	Proposed
Owner:	OpenRoad Auto Group Limited, Inc. No. 283339	Same
Site Size (m²):	6,773.55 m ² (1.67 ac)	7,503.45 m ² after consolidation with a 729.9 m ² portion of 13251 Smallwood Place
Land Uses:	Vehicle Sales and Service	Same
OCP Designation:	Commercial	Same
Area Plan Designation:	Commercial	Same
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV) with increased FAR to 0.94 at 13171 and a portion of 13251 Smallwood Place

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.94	none permitted
Buildable Floor Area (m ²):*	7,009 m ² after ZT Amendment	7,009 m ²	none permitted
Lot Coverage (% of lot area):	50%	45.5%	None
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 3.0 m	Front: Min. 3.0 m Rear: Min. 0 m	Variance (for an accessory building. The Main building is setback more than 3.0 m)
Height (m):	12.0 m	- Elevator over-run: 20.33 m. - Stairwell Roof: 18.38 m - Mechanical Equipment: 17.3 m - Parapet: 16.25 m. - Roof Deck: 15.18 m.	Variance
Off-street Parking Spaces – Staff and Visitor:	147	147 (includes 3 accessible spaces)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Vehicle Inventory Spaces:	N/A	32	none
Small Car Spaces	50% maximum	24% (35/147 spaces)	none
Loading Spaces	3 medium 2 large	3 medium 1 large	Variance
Bicycle Spaces	Class 1: 19 Class 2: 23 Based on Sales and Office Components only.	Class 1: 19 Class 2: 24	None



February 1, 2019

MEMO TO: Christian Chia, Porsche Richmond

FROM: RAMA Board of Directors

RE: Porsche Richmond Development Permit Application

Dear Christian,

This letter is to inform you that your revised building design application submitted January 2019 for the new Porsche Richmond dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

Building Height Variances:

Area Affected	Bylaw Requirement	Variance
Elevator Overrun	12 m	20.33 m ** (rounded to 20.4 m)
Stairwell Roof	12 m	18.38 m ** (rounded to 18.4 m)
Rooftop Parapet	12 m	16.68 m ** (rounded to 16.7 m)
Roof Deck	12 m	15.18 m ** (rounded to 15.2 m)

East P/L Setback Variance

Area Affected	Bylaw Requirement	Variance
Rear Yard Setback (east side)	3.0 m	0 m

Loading Spaces Variance

Area Affected	Bylaw Requirement	Variance
On-site Loading Spaces	3 medium 2 large	2 medium 1 large

Based on the variances granted on the recent Toyota, Audi and Jaguar LandRover applications, the Board has also approved the variances on your application.

If you have any questions, please don't hesitate to call. On behalf of the Directors and myself, we wish you the very best with your new facility.

Kind regards,



Gail Terry

General Manager, Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval

Richmond Auto Mall Building Heights and Densities*

Dealership	Address	Application	Status	FAR	Parapet Height	Built or Max Height**
Acura	5580 Parkwood Cr	DP14-669686	Issued	0.33	8.24 m	11.79 m
Audi	5600 Parkwood Cr	DP14-676613	Issued	0.78	12.8 m	14.5 m
Honda	13600 Smallwood Pl	DP14-677729	Issued	0.35	7.16 m	10.06 m
Jaguar Land Rover	5600 Parkwood Cr	DP14-676613	Issued	0.78	12.8 m	14.5 m
		ZT09-462526				
		DP09-472843				
Lexus	5631 Parkwood Way	DV10-529985	Issued	0.75	10.8 m	14.40 m
Mazda	13800 Smallwood Pl	DP10-539427	Issued	0.15	N/A	10.85 m
		DP05-302568				
Nissan	13220 Smallwood Pl	DP05-307245	Issued	0.385	7.5 m approx.	11.3 m
		ZT18-818765				
Toyota	13100 Smallwood Pl	DP18-818762	Third Reading Jan 21 2019	0.82	16.2 m	19.9 m
			Public Hearing			
Volkswagen	5660 Parkwood Way	ZT18-818164	Feb 19 2019	0.84	13.72 m	16.00 m
		ZT18-835424				
Porsche (Subject Site)	13171 Smallwood Pl	DP18-810720	Planning Committee	0.94	16.25 m	20.33 m

* Data only includes sites with recent applications

** Built or Maximum Height includes elevator over runs, stair covers, ramp covers, etc.

All properties are zoned "Vehicle Sales (CV)"

February 12, 2019



*Your Project
Meets the
Environment*

CSR ENVIRONMENTAL LTD.
113 – 408 E. Kent Avenue S.
Vancouver, BC, V5X 2X7
Phone: 604.559.7100
www.csrenviro.com

December 13, 2018

Multiland Pacific Holdings Ltd.
c/o Mr. Moe Saboune, Director, Project Development
2040 Burrard Street
Vancouver, BC V6J 3H5

Attention: Mr. Moe Saboune
Director, Project Development
VIA EMAIL: moe.saboune@openroadautogroup.com

Reference: Avian Mitigation Measures
13171 Smallwood Place, Richmond, BC

Dear Mr. Saboune,

1.0 INTRODUCTION

CSR Environmental Ltd. (CSR Environmental) has been retained by Open Road Auto to provide a summary of potential strategies for avian mitigation in regard to the proposed development for Porsche Richmond (the Project) at 13171 Smallwood Place in Richmond, BC (the Site). The summary provides professional recommendations for best practices to avoid and mitigate impacts to birds inhabiting nearby environmentally sensitive areas (ESAs) and parks.

1.1 BACKGROUND

The Site occurs at the legal address Lot H Section 5 Block 4 North Range West New Westminster District Plan 70848. An adjacent natural area, the Richmond Nature Park East, occurs approximately 100 meters (m) west of the Project. A Development Variance is required for the Project to address building height and on-site loading areas. Demolition of an older building is currently ongoing. Although the Site does not include an ESA designated by the City of Richmond's 2041 Official Community Plan (OCP), the risk of bird collisions with glass windows on the west façade of the first floor of the Project are a concern. The information provided herein will facilitate the selection of the most suitable mitigation measures given the level of risk.

On December 7, 2018, CSR Environmental conducted a Site visit. We identified moderate risk of bird collision with glass surfaces on the west façade of the building (see Figures 1 and 2).

1.2 APPLICABLE FEDERAL AND PROVINCIAL LEGISLATION

The following legislation prohibits unintentional injury or mortality to birds in British Columbia:

- BC Wildlife Act (§ 34);
- Migratory Birds Convention Act (§ 5 (a)); and
- Species at Risk Act (§ 32 (1)).

2.0 THREATS TO BIRDS AND ENVIRONMENTALLY SENSITIVE AREAS

CSR Environmental has identified the following threats to birds at the Project: window collisions, lighting, and open pipes and ventilation.

Building collisions account for the second highest human-caused mortality rate for birds in Canada, nearly 25 million birds annually¹. The problem is widespread, occurring at both commercial and residential buildings throughout the year. Fortunately, a variety of cost-effective mitigation options exist. Strategies to address this problem during the design stage of development is known as bird-safe design.

Birds collide with buildings because they either do not see glass or see vegetation reflected in glass rather than the surface of the glass. Collisions with glass occur during both day and night and can occur throughout the year. The highest risk of window collisions at the Site occur along the west façade of the building, at large, untreated windows. These reflective glass surfaces occur within 100 m of the Richmond Nature Park East. CSR Environmental recommends that bird-safe design be used on these surfaces to minimize risk of collisions. Factors that contribute to bird collisions with windows include: type of glass used in construction, the two-dimensional area of glass windows at or below tree canopy height (i.e. the first floor of the Site), and vegetation reflected in glass.

CSR Environmental expects low risk of bird collision for glass surfaces on the north, east, and south aspects of the building facing Smallwood Place and adjacent lots. We do not recommend mitigation for these surfaces, but we do recommend ongoing monitoring at these sites. If avian mortality is detected, post-construction mitigation options are available.

Placement of upward facing light can cause light pollution and may negatively influence nocturnal bird migration. Open pipes and ventilation are small openings that can trap birds and cause mortality.

3.0 MITIGATION STRATEGIES

The City of Vancouver Planning and Development Services has a document titled *Bird Friendly Design Guidelines – Considerations for Development Permit*, adopted by City of Vancouver Council in January

¹ Machtans, C. S., Wedeles, C. H. R., and Bayne, E. M. 2013. A first estimate for Canada of the number of birds killed by colliding with building windows. *Avian Conservation and Ecology* 8(2): 6. <http://dx.doi.org/10.5751/ACE-00568-080206>

2015, effective April 24, 2015². The City of Richmond manages biodiversity values as part of the *Ecological Network Management Strategy* introduced by the Richmond 2041 OCP. National and international best practices in bird-friendly design are published by the American Bird Conservancy (ABC) and BirdSafe®, an initiative of the Fatal Light Awareness Program (FLAP). Mitigation strategies drawn from these reference materials are outlined in the following subsections.

3.1 WINDOWS

For the purpose of preventing bird collisions with windows, the use of untreated reflective glass on the west façade of the proposed development is not recommended. The first floor of the Project has reflective glass planned around the showroom floor. The upper floors will be clad in a composite metal panel system (RAL 9006; White Aluminum color), which will pose no collision risk.

The west façade of the Project is described by line C1 in the project architectural drawings (see Figures 1 and 2). The façade area of glass includes 38 panels measuring approximately 1.55 m wide by 3.60 m tall and four glass doors measuring approximately the same dimensions. The total area of glass with untreated glazing is approximately 234 square meters (m²), which is approximately 23% of the surface area of the west façade of the proposed development. CSR Environmental recommends adding visual markers to this surface to minimize potential impacts to birds. Approximate surface areas occupied by glass on the west façade is presented here:

Approximate total façade area of the west façade:	1,038 m ²
• Untreated glazing:	234 m² (22.5% of façade area with glass)
• Composite metal:	804 m ² (77.5% of façade area without glass)

Visual markers should be placed on the outside surface of the glass in the form of frit, etching, or ultraviolet treatments, in order to disrupt the reflection of light from the glass surface. Markers should be spaced to increase visibility to birds: maximum 2 inches (in) or 5 centimetres (cm) of horizontal distance and 4 in or 10 cm of vertical distance between markers. Markers should be lines or dots of at least 0.25 in or 0.64 cm in width and should provide enough contrast to be visible under varying light conditions. Markers should cover the entire glass surface. Additional recommendations are available in the City of Vancouver's *Bird Friendly Design Guidelines – Considerations for Development Permit*.

CSR Environmental recommends using a product that is tested and authorized by the American Bird Conservancy Bird Smart Glass Program. The program provides ratings for glass products based on tests to quantify each product's visibility to birds. Based on our understanding of the purpose of the building, CSR Environmental recommends the following bird-safe products for mitigation at the Project:

² City of Vancouver. 2015. *Bird Friendly Design Guidelines – Considerations for Development Permit*. Retrieved from <https://vancouver.ca/files/cov/appendix-a-bird-friendly-design-guidelines-rt-10847.pdf>.

- **Ultraviolet markers:** This product is visible to birds but nearly invisible to humans. An ultraviolet reflective coating is applied to the interior surface of double glazed and laminated products. The product does not reduce surface reflections, but performs well during bird-safe product testing.
 - Recommended product: *ORNILUX® Mikado*.
 - Available from: *Arnold Glas*.
- **Ceramic frit:** This product is highly visible to birds and disrupts surface reflections, providing superior mitigation qualities when best practices for marker spacing are maintained. Highly durable glass enamel is applied to the outside surface of the glazing prior to installation.
 - Recommended product: *Superneutral® Series SNX-L 62/34 HT*
 - Available from: *Garibaldi Glass*.
- **Acid etching:** This product is highly visible to birds and disrupts surface reflections, providing superior mitigation qualities when best practices for marker spacing are maintained. Decorative textures and patterns are available.
 - Recommended product: *AviProtek® Bird Friendly Acid-etched Glass*
 - Available From: *Walker Glass*.
- **Exterior laminates:** These options are **not** recommended for commercial applications due to poor longevity of materials. Avian collision risk will remain constant through the life of the building, and as such, the mitigation option selected needs to last for the life of the building. Exterior laminates are suitable for post-construction mitigation only.

CSR Environmental recommends manufactured ultraviolet markers for this application to strike a balance between environmental risk and Project requirements. Specifically, the ORNILUX® Mikado product is rated "Effective" by the ABC Bird Smart Glass Program. The ultraviolet reflective coating can be applied for multiple glazing types, including insulating glass with low emissivity or solar control. The product has been used successfully at car dealership and retail showrooms in other municipalities. Ultraviolet laminate products are not recommended.

Where visual markers are not possible or cost prohibitive, physical structures can be used in front of reflective surfaces to mitigate collision risk. Metal cladding, architectural grillwork or decorative grills could be installed in front of windows with traditional glazing and reflective properties.

3.2 LIGHTING

The City of Vancouver Outdoor Lighting Strategy³ contains recommendations for placement of lighting to improve outdoor environment during nighttime, including to minimize ecological impacts. We recommend that upward facing lighting be limited for the Project. Further, lighting spillover to adjacent environmentally sensitive areas should be prevented. Lighting can be shielded to effectively light desired areas without adversely affecting nearby areas. Light can be used judiciously to maintain nighttime safety while minimizing impacts to wildlife.

³ City of Vancouver. 2018. *Outdoor Lighting Strategy Consultation Paper*. Retrieved from <https://vancouver.ca/files/cov/outdoor-lighting-strategy-consultation-paper.pdf>.

3.3 LANDSCAPING

Natural vegetation between the proposed development and Richmond Nature Park East should be minimized to limit vegetation corridors which lead between the Site and nearby natural areas. To facilitate this, CSR Environmental does not recommend planting any vegetation over 30 cm within 10 m of windows of the proposed development to limit bird activity near glass surfaces. The amount of natural vegetation on the development property along the sidewalk on Smallwood Place, west of the Site, should be reduced to limit movement of birds across Jacombs Road. CSR Environmental also recommends refraining from use of ornamental plants inside the building that are visible from the outside, such as potted trees and indoor vegetation which can entice birds to fly toward windows.

3.4 PIPES AND VENTILATION

CSR Environmental recommends caps and screen on open pipes and ventilation systems to limit wildlife entry. Voids greater than 2.5 in or 7 cm square should be covered.

4.0 MONITORING

Mitigation measures must be monitored to ensure success. Bird collisions occur throughout the year, although in southwestern BC collisions peak during fall, winter, and spring. Daily monitoring of glass surfaces by an independent biologist would be cost prohibitive. Hence, we recommend an Open Road Auto Group representative at the Site conduct weekly monitoring to document any bird mortality between September 15th through May 1st each year. Monitoring should involve a visual search of the ground underneath glass surfaces around the entire building to a distance of 8 meters from the building. The location of all mortalities should be documented (using GPS or by noting a unique window identifier). Although collision risk is highest along the west and northwest aspects, the entire building should be monitored for the first season. CSR Environmental will review the monitoring findings every three-months and revise the monitoring plan if warranted. If the total number of detected bird mortality events exceed five in any week, CSR Environmental will be contacted. All events will be submitted to the Global Birds Collision Mapper⁴.

CSR Environmental will also conduct an annual follow-up Site visit to review avian protection activities, effectiveness of mitigation measures, and results of the weekly monitoring activities.

5.0 CLOSURE

In summary, bird collisions with windows at the Project are possible considering proximity to ESAs. Although no ESAs occur on Site, birds from Richmond Nature Park East, a regional ecological hub, may be adversely impacted by the Project. Contiguous bird habitat occurs approximately 100 m from the west façade of the Project. We believe risk of bird collision at the Project is moderate. Our assessment is based on a brief Site visit and reviewing the architectural drawings. A more robust risk assessment may

⁴ BirdSafe and FLAP Canada. 2018. Global Bird Collision Mapper [Geographical information system]. Retrieved from <https://birdmapper.org/app/>.


be requested from FLAP Canada, which involves a quantitative model based on 50 risk factors (e.g. vegetation, distance, type of glass, etc.). Alternatively, CSR Environmental can provide a Bird Collision Threat Rating (BCTR) and interpretation based on the U.S. Green Building Council LEED Credit for Bird Collision Deterrence (SSpc55).

CSR Environmental recommends installing bird-safe products for all glass on the west façade, which will reduce the risk of bird collision through the use of markers such as ceramic frit, acid etching, or ultraviolet treatments. Placement of lighting, strategic landscaping, and protecting openings to pipes and ventilation Environmental and conducting regular monitoring of mitigation measures should reduce potential impact to birds and nearby ESAs.

We trust this letter satisfies your requirements at this time. Should you have questions regarding this summary or require our assistance on other tasks, please do not hesitate to contact me at 604.559.7100 or via email at mamoud@csrenviro.com at your convenience. Thank you.

Yours sincerely,

CSR Environmental Ltd.

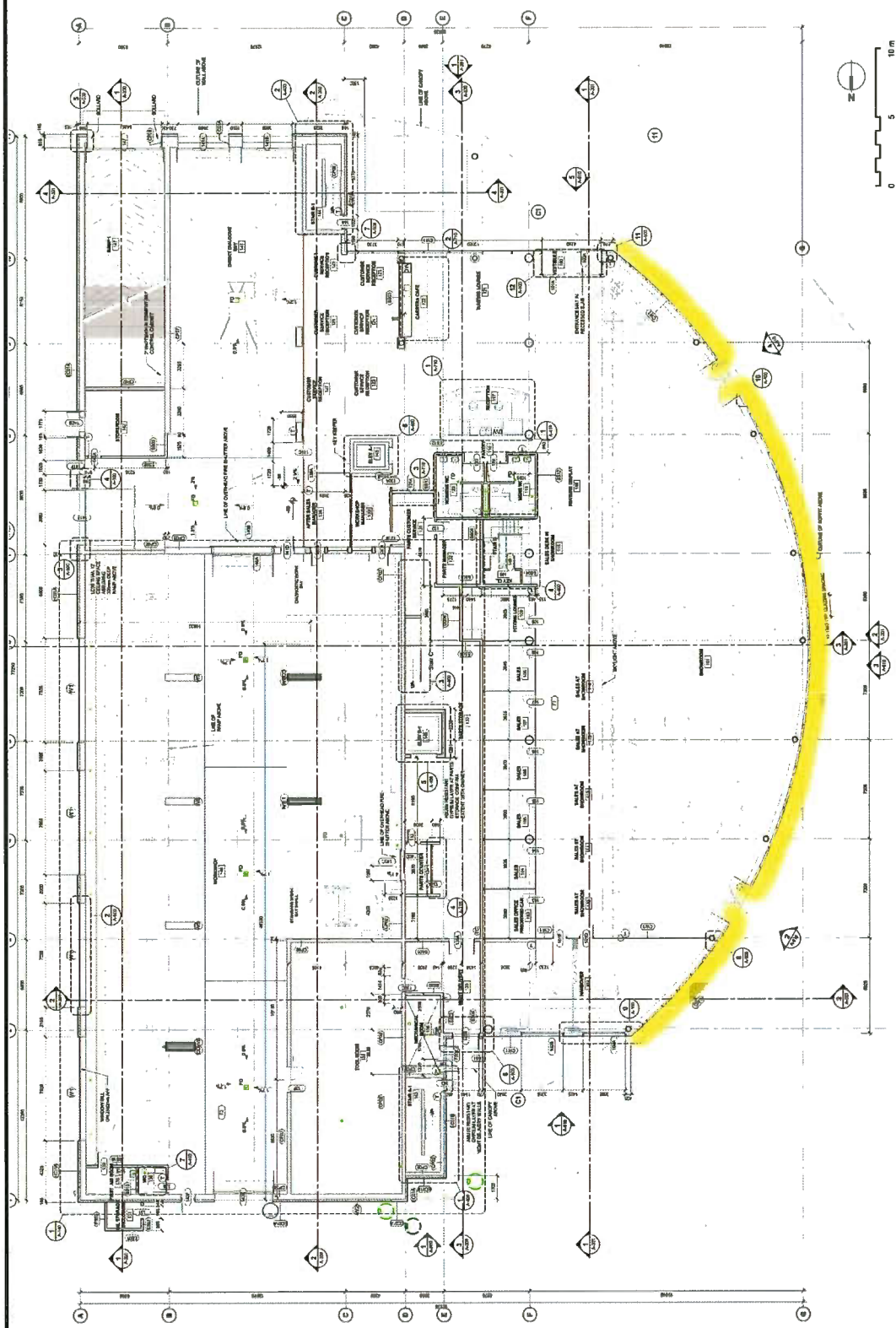


Patrick Burke, BA
Avian Biologist



Mamoud G. Bashi, MBA, PEng
Principal and Environmental Engineer

FIGURES



SCALE: 1:100

BASE DRAWING FROM KASIAN ARCHITECTURE, INTERIOR DESIGN, AND PLANNING, LTD.

Project:

AVIATION MITIGATION MEASURES

Job No.:

2018-138-04

Drawing No.:

FIGURE 1

Drawn By:

PB

Checked By:

MB

Address:

**13171 SMALLWOOD PLACE
RICHMOND, BC**

Drawing Title:

**RISK OF BIRD COLLISION WITH WEST ASPECT OF
BUILDING, PLAN VIEW**

Dwg Scale:

1:100

Date:

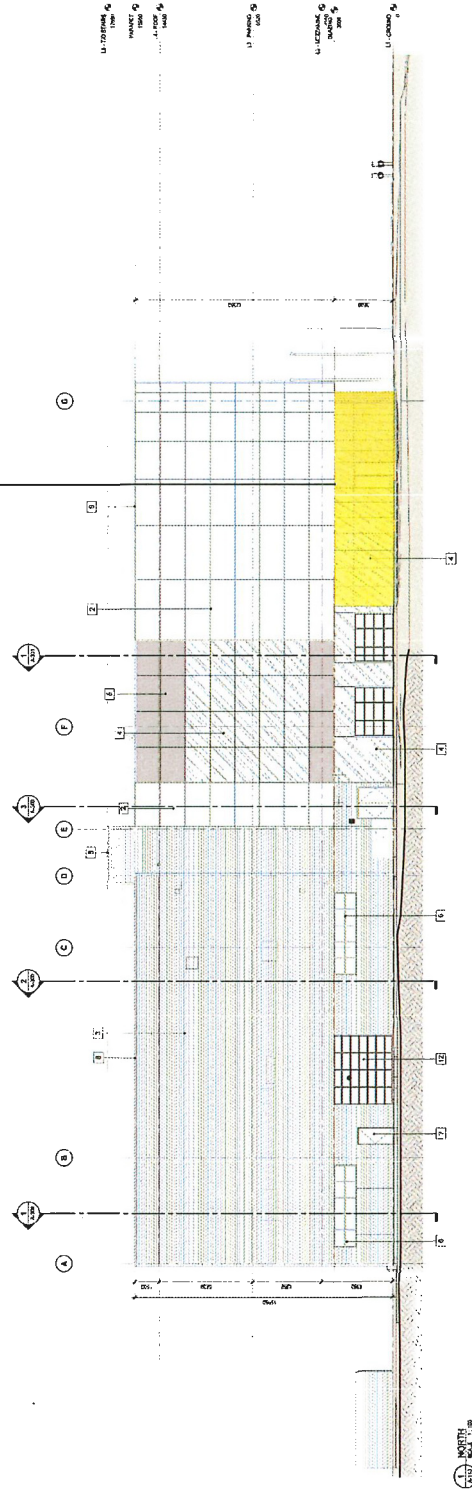
2018/12/12

Client Name: **KASIAN ARCHITECTURE, INTERIOR DESIGN, AND PLANNING, LTD.**



113 - 408 East Kent Avenue South
Vancouver, BC, V5X 2X7
TEL: 604-559-7100
www.cstenviro.com

GLASS SURFACES ON THE WEST
FACADE OF THE PROJECT
SHOULD BE TREATED TO MINIMISE
RISK OF BIRD COLLISION



BASE DRAWING FROM KASIAN ARCHITECTURE, INTERIOR DESIGN, AND PLANNING, LTD.

Project:

AVIATION MITIGATION
MEASURES

Address:

13171 SMALLWOOD PLACE
RICHMOND, BC

Drawing No.:

2018-138-04

Drawn By:

PB

Checked By:

MB

Drawing Title:

RISK OF BIRD COLLISION WITH WEST ASPECT OF
BUILDING, CROSS SECTION VIEW FROM NORTH



113 - 408 East Kent Avenue South
Vancouver, BC, V5X 2X7
TEL: 604-559-7100
www.cstenviro.com

FIGURE 2



Address: 13171 and a portion of 13251 Smallwood Place

File No.: ZT 18-835424

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9969, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Subdivision of a portion of 13251 Smallwood Place (approximately 729.9 m² in area as per plan EPP87240) and Consolidation with 13171 Smallwood Place into one development parcel (which will require the demolition of any buildings or structures straddling the new property boundary).
3. Registration of a legal agreement over 13251 Smallwood Place. The covenant will require the owners of 13251 Smallwood Place to apply for and be granted a setback variance within two years of the adoption of the Zoning Bylaw. Should the variance not be granted, then the owners of 13251 Smallwood Place must demolish the carwash structure within 30 days of Council's decision. Submission of a demolition estimate and a security bond will be required prior to Bylaw adoption. If the demolition has not completed within the two year period the City shall have the right to cash the security, access the property and demolish the structure.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of \$2,600 tree compensation contribution for the removal of two street trees (tag C2 & C10).
6. Submission of a Tree Survival Security to the City in the amount of \$50,000 for the 10 street (tag C1 – C12 less C2 & C10) trees to be retained. Once construction has completed a post construction assessment by a Certified Arborist should be submitted to the City for consideration of any remedial actions and possible release of the security.
7. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. Registration of an aircraft noise indemnity covenant on title.
9. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC. This site is in East Cambie.
10. Registration of a legal document to discharge Covenant Z21818 from Lot H (13171 Smallwood Place). The Covenant limits use on the property to a previously approved development permit (DP 84-254) and should be discharged.
11. Registration of a legal document to discharge Covenant Y26364 from the portion of land to be subdivided from 13251 Smallwood Place as identified in EPP87240. The Covenant limits use on the property to a previously approved development permit (DP 84-254) and should be discharged.
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
13. City acceptance of the developer's offer to voluntarily contribute \$0.45 per buildable square foot (e.g. \$34,164.21) to the City's public art fund.
14. City acceptance of a \$29,300 contribution towards the upgrade of the traffic signal at the Jacombs Road/Westminster Highway intersection. The signal upgrade works will include: APS (Audible Pedestrian Signal); LED street name signs; and LED street light luminaires. (The entire amount of the Developer contribution is to be deposited in Account 3132-10-550-55005-0000).

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and

proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to the works outlined below:

ZT 18-835424 - 13171 Smallwood Pl - Engineering Servicing Requirements:

Scope: KASIAN ARCHITECTURE INTERIOR DESIGN AND PLANNING LTD has applied to the City of Richmond for a Zoning Text amendment to the Vehicle Sales (CV) zone to increase the maximum Floor Area Ratio for 13171 Smallwood Place and a portion of 13251 Smallwood Place.

A servicing agreement is required to design and construct the following works.

1. Water Works:

- a. Using the OCP Model, there is 551.0 L/s of water available at a 20 psi residual at the Smallwood Place frontage. Based on your proposed development, your site requires a minimum fire flow of 200.0 L/s.
- b. At Developer's cost, the Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - ii. Provide a right-of-way for the water meter and meter chamber (unless meter is to be located in a mechanical room), at no cost to the City. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- c. At Developer's cost, the City is to:
 - i. Cut, cap, and remove the existing water service connection and meter serving the development site.
 - ii. Install one new water service connection, meter to be located onsite in a right of way.

2. Storm Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - i. Upgrade approximately 150 m of storm sewer in Smallwood Place to minimum 600 mm, from manhole STMH6755 to manhole STMH6749 along the property's north frontage.
 - ii. Perform a capacity analysis to size the proposed storm sewers. The analysis shall be included in the servicing agreement design drawings.
 - iii. Install one new storm service connection, complete with inspection chamber, off of the proposed storm sewer.
 - iv. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- b. At Developer's cost, the City is to:
 - i. Cut and cap all existing storm service connections to the development site.
 - ii. Reconnect all existing storm connections, catch basins, and lawn basins to the proposed storm sewer.
 - iii. Complete all tie-ins for the proposed works to existing City infrastructure.

3. Sanitary Sewer Works

- a. At Developer's cost, the City is to:
 - i. Upgrade the existing 100 mm sanitary service connection to minimum 150 mm, per City specifications.

4. Frontage Improvements:

- a. The Developer is required to:

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

5. General Items:

- a. The Developer is required to:
 - i. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii. Provide a video inspection report of the existing storm and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

6. Street Tree Replacement:

- a. Two replacement trees are to be planting in the location of the two old driveways (one tree at each driveway) once the driveways are removed. These are replacements for trees tagged C2 & C10 to address the OCP requirement of 2 for 1 replacement.
- b. Note the tree survival security taken under the Zoning Text considerations above (see item 6).

Note:

- * This requires a separate application.

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9969 (ZT18-835424)
13171 and a Portion of 13251 Smallwood Place**

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

1. Richmond Zoning Bylaw 8500 section 10.7 entitled "Vehicle Sales (CV)" is amended by appending the following to subsection 10.7.4.1.

- e) 0.94
13171 Smallwood Place
PID 002-886-171
Lot H Section 5 Block 4 North Range 5 West

And a portion of 13251 Smallwood Place
PID 002-886-138
Lot G Section 5 Block 4 North Range 5 West New Westminster District Plan
70848,
approximately 729.9 m² in area as outlined on plan EPP87240

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9969**".

FIRST READING

FEB 25 2019

PUBLIC HEARING

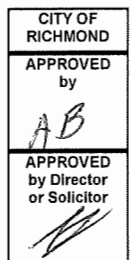
SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

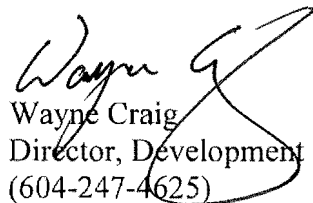
To: Planning Committee
From: Wayne Craig
Director, Development

Date: January 30, 2019
File: RZ 18-814702

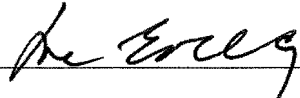
Re: Application by Eric Stine Architect Inc. for Rezoning at 8600, 8620, 8640 and 8660 Francis Road from "Single Detached (RS1/E)" Zone to "Low Density Townhouses (RTL4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9986, for the rezoning of 8600, 8620, 8640 and 8660 Francis Road from "Single Detached (RS1/E)" zone to "Low Density Townhouses (RTL4)" zone, to permit the development of 18 townhouse units with vehicle access from Francis Road, be introduced and given First Reading.


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

WC:jr
Att. 6

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

Staff Report

Origin

Eric Stine Architect Inc. has applied to the City of Richmond for permission to rezone 8600, 8620, 8640, and 8660 Francis Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, to permit the development of 18 two-storey and three-storey townhouse units with vehicle access from Francis Road. A location map and aerial photo is provided in Attachment 1.

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 2. Conceptual development plans are provided in Attachment 3.

Existing Condition and Site Context

The subject site is 3,668.28 m² (39,485 ft²) in size and is located on the south side of Francis Road, between Garden City Road and Wagner Gate. The existing dwellings are accessed via four driveway crossings to Francis Road.

Existing Housing Profile

The subject site currently consists of four lots; each containing a single-family dwelling. The applicant has indicated that all four of the dwellings were owner-occupied, and none contain a secondary suite. Each of the dwellings will be demolished at a future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North, across Francis Road, are four single-family dwellings with coach houses on lots zoned “Coach Houses (RCH)”, and a lot undergoing redevelopment to create two single-family dwellings with coach houses as per the adopted rezoning (RZ 11-587257).
- To the South, are single-family dwellings on lots zoned “Single Detached (RS1/E)”, with vehicle access from Wagner Drive.
- To the East and West, are single-family dwellings on lots zoned “Single Detached (RS1/E)”, with vehicle access from Francis Road. These lots are designated for townhouse development in the Arterial Road Policy.

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) registered on Title of the properties for the sanitary sewer located in the rear yard. This SRW will not be impacted by the proposed rezoning or redevelopment. The applicant is aware that encroachment into the SRW is not permitted.

Related Policies & Studies

Official Community Plan

The subject site is located in the Broadmoor planning area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP), which permits single-family, duplex, and townhouse development (Attachment 4). The proposed rezoning is consistent with this designation.

Arterial Road Policy

The subject site is designated “Arterial Road Townhouse” in the Arterial Road Housing Development Map. The proposed rezoning is consistent with this designation.

Affordable Housing Strategy

As per the City’s Affordable Housing Strategy, townhouse rezoning applications are required to provide a cash-in-lieu contribution of \$8.50 per buildable square foot towards the City’s Affordable Housing Reserve Fund. The applicant proposes to make a cash-in-lieu contribution of \$201,373.50, which is consistent with the Affordable Housing Strategy.

Public Art Program Policy

The applicant will be participating in the City’s Public Art Program by making a voluntary contribution to the City’s Public Art Reserve fund for City-wide projects on City lands. Since this rezoning was received in 2018, the applicable rate for the contribution is \$0.85 per buildable square foot; for a total contribution in the amount of \$20,137.35. This voluntary contribution is required to be submitted to the City prior to final adoption of the rezoning bylaw.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Site Planning

The applicant proposes 8 three-storey townhouse units and 10 two-storey townhouse units arranged on a T-shaped central drive aisle. Conceptual development plans are included in Attachment 3.

The proposed site layout consists of:

- Two three-storey buildings, each containing four three-storey units and one two-storey unit, for a total of ten units, fronting Francis Road; and
- Six two-storey buildings, containing a total of eight units, along the south end of the site.

The units fronting Francis Road are arranged in two clusters, bisected by the entry drive aisle. Each cluster presents an articulated façade to Francis Road, including projecting gable ends over unit entrances and recessed second storey balconies. Private outdoor space is located in the front yard, and each unit has access to a second storey balcony for additional outdoor space. Building massing is stepped down to two storeys along each side yard interface to provide a transition between the townhouse development and existing single-family dwellings. Convertible units are proposed in these two-storey end units, for a total of two convertible units in the development.

The units along the south end of the site are two-storeys. Two duplex clusters and four stand-alone units are proposed. This arrangement suggests a collection of small single-family houses. Unit entrances are paired around a landscaped area containing a variety of shrubs, grasses, and trees. Living space is oriented toward the rear yard, and each unit includes a second storey balcony. Approximately half of the ground floor is set back 6.05 m from the rear lot line, with the remaining portions of the ground floor set back 5.45 m. The building face of the second storey is set back 7.64 m from the rear property line, and the balcony is set back 6.05 m. These setbacks are consistent with the requirements for arterial road townhouse development in relation to interface with single-family dwellings.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site, at a rate of \$1,600 per unit as per the OCP. The total cash contribution required for this 18-unit townhouse development is \$28,800.

A common outdoor amenity space is proposed between the unit clusters on the south end of the site, directly across from the entry drive aisle. This location is highly visible and centrally located. The proposal includes landscaping, bench seating, a ping pong table, and a play structure suitable for young children.

Further refinement of the site plan, architectural character, outdoor amenity space, and convertible unit features of the proposed development will occur through the Development Permit process.

Transportation and Site Access

Vehicle access is proposed via a single driveway crossing to Francis Road located in the middle of the site frontage. The proposed driveway is located approximately 100 m from Wagner Gate, which is consistent with the requirements for arterial road townhouse development.

The drive aisle is designed to provide vehicle access to future developments to the east and west of the site. Prior to final adoption of the rezoning bylaw, the applicant must register an SRW for public-rights-of-passage (PROP) across the entire driveway and drive aisle for this purpose.

Pedestrian access to the site is proposed via a walkway beside the driveway and a walkway on the west edge of the site.

Parking is provided on site for the townhouse units and visitors at rates consistent with Richmond Zoning Bylaw 8500. Each unit includes a garage with two parking spaces, for a total of 36 residential spaces. Parking spaces in the three-storey units are in a tandem arrangement, and the two-storey units feature side-by-side vehicle parking. Four visitor parking spaces are located at the ends of each arm of the drive aisle, including one larger accessible space.

Class 1 bicycle parking is provided in the garage of each three-storey unit, and in a bank of bike lockers on the west edge of the site along the pedestrian walkway. Class 2 bicycle parking is provided adjacent to the driveway.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 12 bylaw-sized trees and three hedges located on the subject site, and three trees located on neighbouring properties.

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

- 12 trees (Tag # 6-10, 12- 18) located on the development site are either dead, dying, infected with Fungal Blight, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- Three hedges (Tag # 4, 5, and 11) located on-site are either in poor condition or low value. These hedges should be removed.
- Three trees (Tag # 1-3) located on adjacent neighbouring properties are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the Official Community Plan (OCP).

Tree Replacement

The applicant wishes to remove 12 on-site trees (Tag # 6-10, 12-18). The 2:1 replacement ratio would require a total of 24 replacement trees. The applicant has agreed to plant 24 replacement trees in the development. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	11 cm	6 m
8	10 cm	5.5 m
2	9 cm	5 m
4	8 cm	4 m
4	6 cm	3.5 m

Tree Protection

Three trees (Tag # 4, 5, and 11) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

BC Energy Step Code

On July 26, 2018, Council adopted BC Energy Step Code requirements for all new residential developments. The proposed development consists of townhouses that staff anticipates would be designed and built in accordance with Part 9 of the BC Building Code. As such, this development would be expected to achieve Step 3 of the Energy Step Code for Part 9 construction (Climate Zone 4).

Site Servicing and Frontage Improvements

The applicant is required to enter into a Servicing Agreement at Building Permit stage for the design and construction of the required site servicing and frontage improvements, as described in Attachment 6. Frontage improvements include, but may not be limited to, the following:

- Removal and replacement of existing water and storm sewer lines in the property frontage.
- Undergrounding of existing overhead transmission lines.
- Removal of the existing sidewalk and boulevard and replacement with new 1.5 m wide concrete sidewalk at the property line, minimum 1.5 m wide landscaped boulevard with street trees and lighting, and 0.15 m concrete curb.
- Removal of the four existing driveways and replacement with frontage works as described above.
- Construction of a new driveway to the development site.

Development Permit Application

A Development Permit application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape, and urban design will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with the Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP.
- Refinement of the proposed building form and architectural character to achieve an engaging streetscape along Francis Road.
- Review of the size and species of on-site trees to ensure bylaw compliance and to achieve a mix of coniferous and deciduous species.
- Design of the common outdoor amenity space, including choice of play equipment and other features to ensure a safe and vibrant environment for children's play and social interaction.
- Review of accessibility features, including aging-in-place features in all units, and the provision of two convertible units.
- Review of a sustainability strategy for the development proposal, including steps to achieve Step 3 of the Energy Step Code for Part 9 construction (Climate Zone 4).

Financial Impact

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


Conclusion

The purpose of this application is to rezone 8600, 8620, 8640, and 8660 Francis Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, to permit the development of 18 two- and three-storey townhouse units with vehicle access from Francis Road.

The rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9986 be introduced and given First Reading.



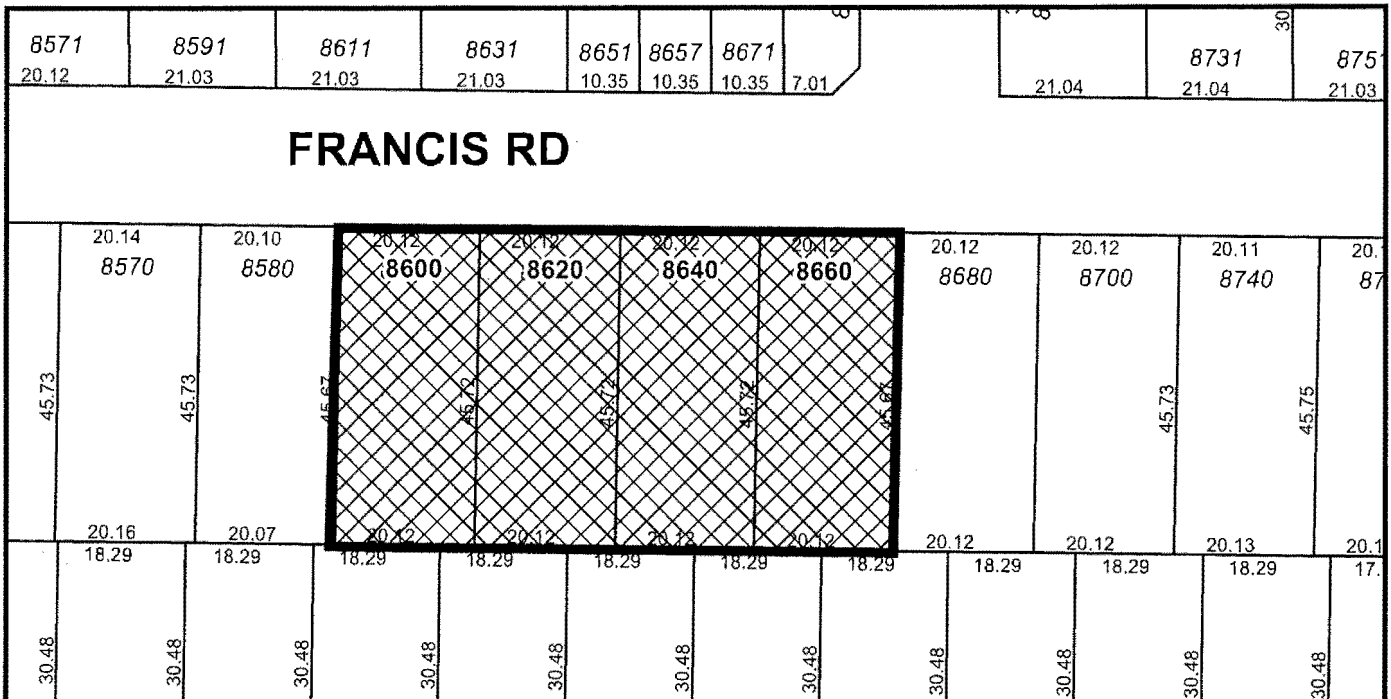
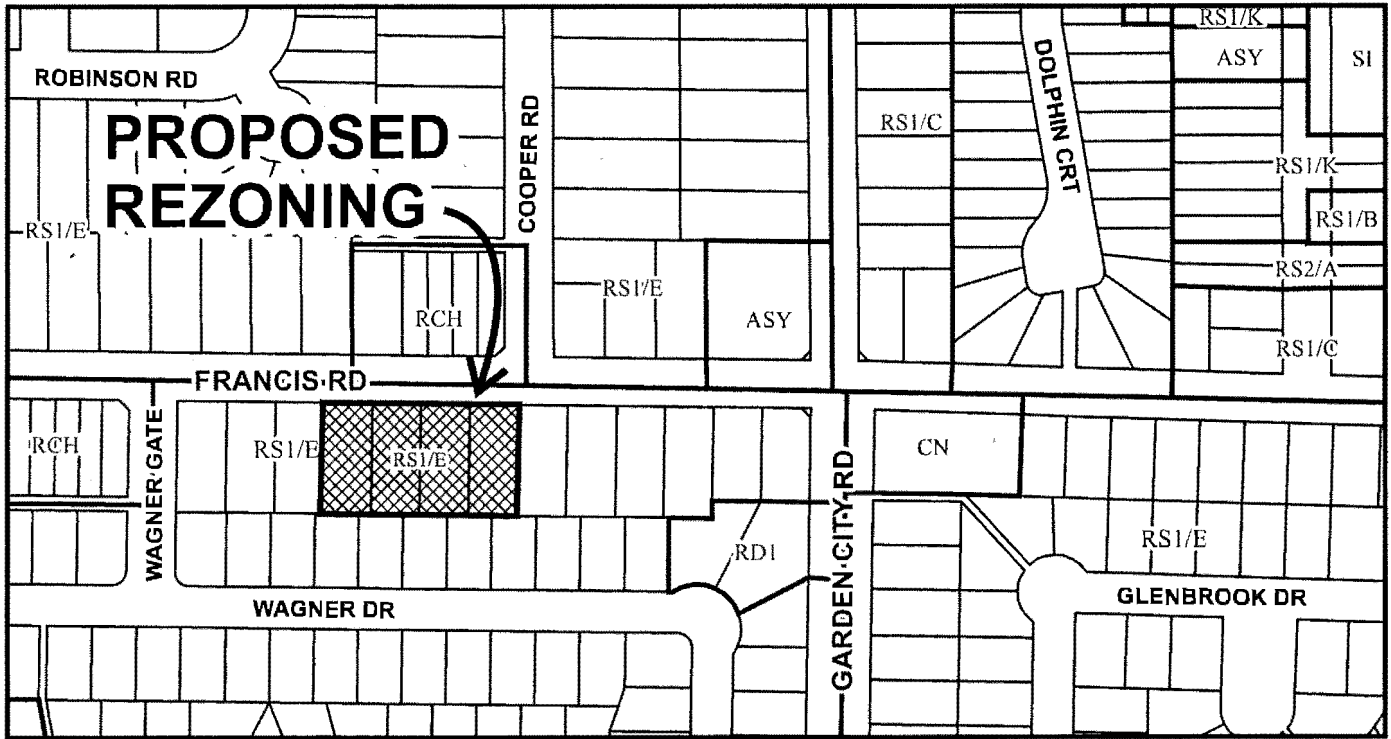
Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Development Plans
- Attachment 4: Broadmoor Neighbourhood Land Use Map
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations



City of Richmond



RZ 18-814702

Original Date: 03/15/18

Revision Date: 01/14/19

Note: Dimensions are in METRES



City of Richmond



RZ 18-814702

Original Date: 03/19/18

Revision Date: 01/14/19

Note: Dimensions are in METRES



RZ 18-814702

Attachment 2

Address: 8600, 8620, 8640 and 8660 Francis Road

Applicant: Eric Stine Architect Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Mavic Properties Ltd.	To be determined
Site Size (m²):	3,668.28 m ²	No change
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	Four single detached dwellings	18 townhouse dwellings

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Buildable Floor Area (m ²):*	Max. 2,201 m ² (23,691 ft ²)	2,196.2 m ² (23,639.7 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 40% Non-porous Surfaces: Max. 65% Landscaping: Min. 25%	Building: 35.9% Non-porous Surfaces: 62.2% Landscaping: Min. 25%	none
Lot Size:	N/A	3,668.28 m ²	none
Lot Dimensions (m):	Width: 50.0 m Depth: 35.0 m	Width: 80.42 m Depth: 45.72 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 3.0 m Side: Min. 3.0 m	Front: 6.0 m Rear: 5.45 m West Side: 3.45 m East Side: 4.06 m	none
Height (m):	12.0 m (3 storeys)	11.97 m (3 storeys)	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22 (V) per unit	none
Off-street Parking Spaces – Total:	36 (R) and 4 (V)	36 (R) and 4 (V)	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required residential spaces	16 (i.e. 44%)	none
Small Car Parking Spaces:	Permitted – Maximum of 50% of total required spaces	12 (i.e. 33 %)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Bicycle Parking Spaces – Class 1:	1.25 per unit (i.e. 23)	26	none
Bicycle Parking Spaces – Class 2:	0.2 per unit (i.e. 4)	4	none
Amenity Space – Indoor:	Min. 50 m ² or \$1,600/unit cash-in-lieu (i.e. \$28,800)	\$28,800 cash-in-lieu	none
Amenity Space – Outdoor:	6 m ² per unit (i.e. 108 m ²)	136.2 m ²	none

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

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

8600 / 8660 FRANCIS ROAD - REZONING



PH - 113

1 Aerial From Street



2 Aerial From Backyard

A REVIEWED FOR REZONING 19-11-09

1 FOR REZONING		19-11-09
DATE	BY	19-11-09
ERIC STINE ARCHITECT INC 1 HALL LANE VANCOUVER, BC V6V 1A1 TEL: (604) 731-1205 FAX: (604) 731-1401		
<small>The drawings are prepared for the purpose of the submission of the application for rezoning. The drawings are not to be used for any other purpose without the written consent of the architect. The architect is not responsible for the accuracy of the information provided by the client or for the results of the rezoning process. The architect is not a lawyer and does not provide legal advice. The architect is not responsible for the results of the rezoning process. The architect is not a lawyer and does not provide legal advice.</small>		
PROJECT	DATE	JULY 2009
NEW TOWNHOUSES REZONING 8600 / 8660 Francis Road VANCOUVER, BC V6V 1A1		
COVER PAGE		
SCALE		0.00
DRAWN BY		PH - 113

8600 / 8660 FRANCIS ROAD



1 Rear Buildings - Amenity Area Sideyard

PH - 115



3 Rear Building Backyards



2 Rear Building Entrances



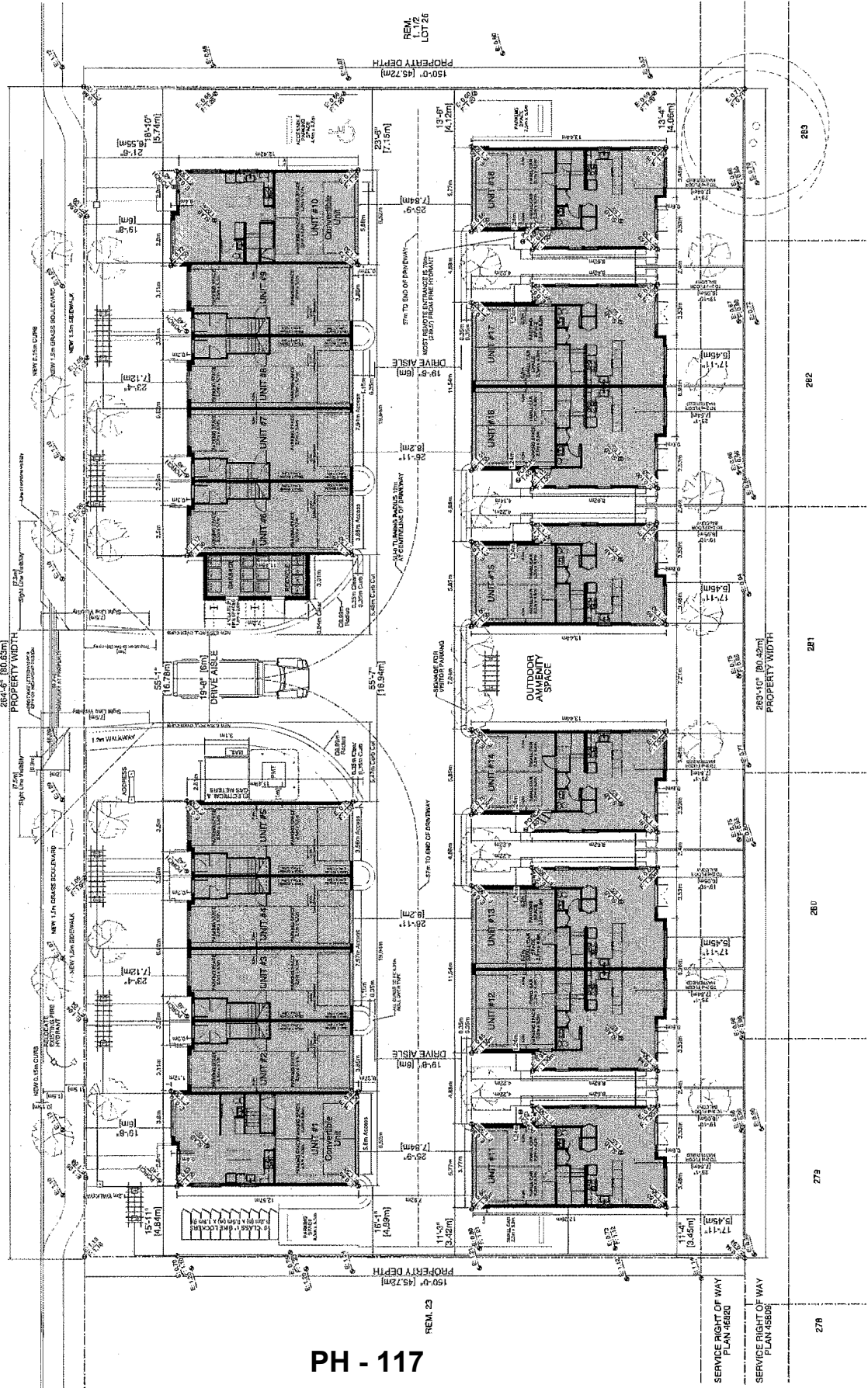
4 Rear Buildings - Drive Aisle

A REVIEWED FOR REDLINING 16-11-18

1 FOR REDLINING	16-11-18
NO DATE	NO DATE
ERIC STINE ARCHITECT INC 1184 GLENN AVE CANADA VICTORIA B.C. V8N 4G1 TEL: (250) 775-4070 FAX: (250) 775-4070	
<small>The Architect and Engineer are not responsible for the accuracy of the information provided in this document. The Architect and Engineer are not responsible for the accuracy of the information provided in this document. The Architect and Engineer are not responsible for the accuracy of the information provided in this document.</small>	
DATE: 16 JULY 2018	DATE: 16 JULY 2018
PROJECT: NEW TOWNHOUSES	PROJECT: NEW TOWNHOUSES
LOCATION: 8600 / 8660 FRANCIS ROAD	LOCATION: 8600 / 8660 FRANCIS ROAD
PREPARED BY: ERIC STINE ARCHITECT INC	PREPARED BY: ERIC STINE ARCHITECT INC
3D VIEWS	3D VIEWS
0.02	0.02
REVISIONS	REVISIONS

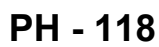
8600 / 8660 FRANCIS ROAD

FRANCIS ROAD



PH - 117

ERIC STINE ARCHITECT INC. 1000 AVENUE VANCOUVER, BC CANADA V6J 1G6 TEL: (604) 278-1111 FAX: (604) 278-1111	
PROJECT: 19-002 DATE: JAN 2019	SHEET: 19-002 DATE: JAN 2019
NEW TOWNHOUSES REZONING 8600 / 8660 Francis Road VANCOUVER, BC	
SITE PLAN - GROUND FLOOR	
A0.1 DRAWING DATE: 19-002	

$$z -$$


1984-1985

ERIC STINE
ARCHITECT INC

1-1664 W. 1ST AVE.
VANCOUVER, BC
CANADA V6J 1G5
TEL: (604) 733-0546
FAX: (604) 734-4690

[illegible]

MAILED JUL 20 1968

Scale 1° to 10°

NEW TOWNHOUSES

REZONING

AT

8600 / 8660 Francis Road

Source: *U.S. Census Bureau, Current Population Reports*.

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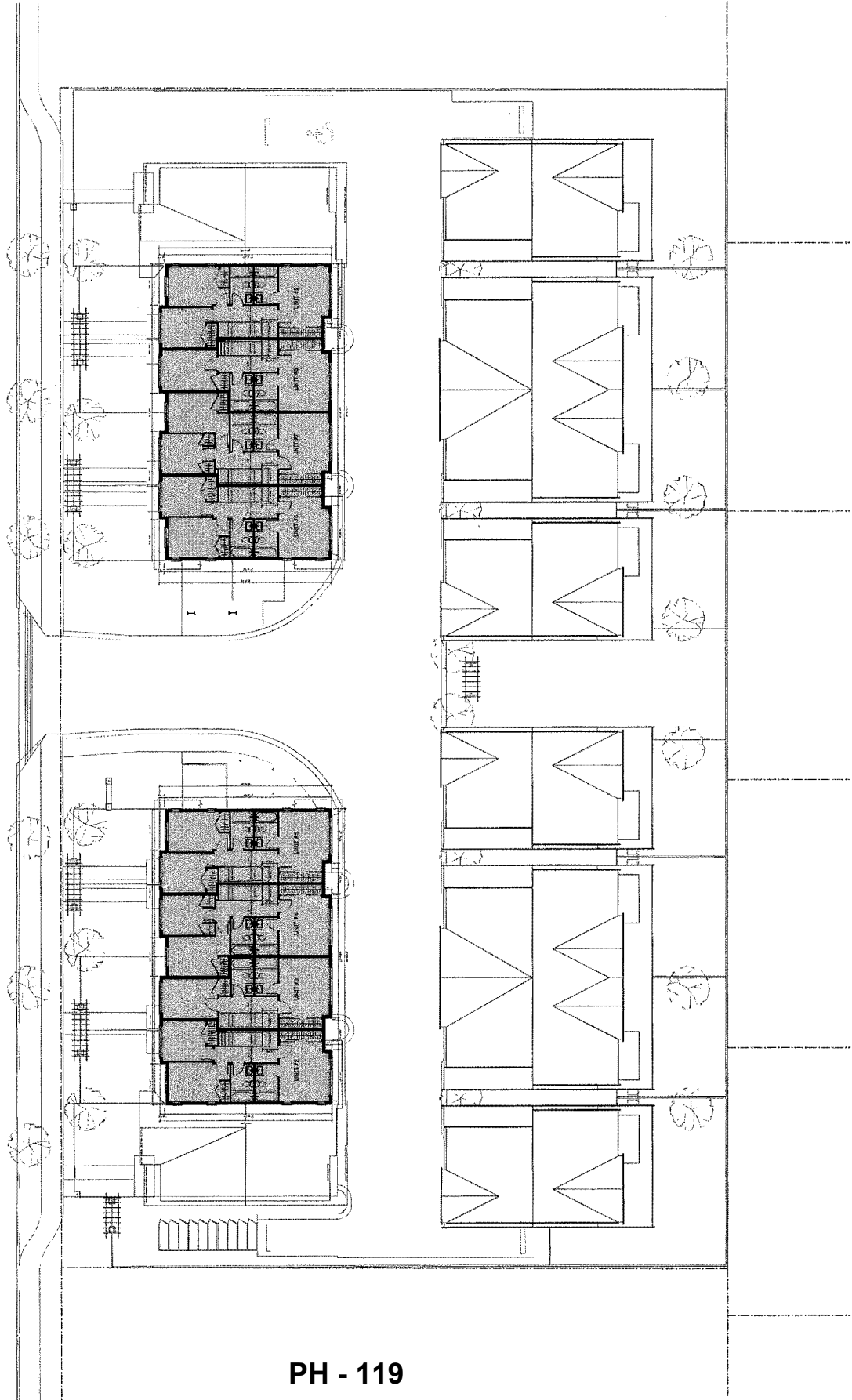
SITE PLAN - SECOND FLOOR

WILEY-INTERSCIENCE

100

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8600 / 8660 FRANCIS ROAD



PH - 119

A. REVISED FOR REDON3 19-11-19

1. PERMITTING	DATE: 19-11-19
2. DESIGN	DATE: 19-11-19
3. CONSTRUCTION	DATE: 19-11-19
4. OCCUPANCY	DATE: 19-11-19
5. MAINTENANCE	DATE: 19-11-19
6. DEMOLITION	DATE: 19-11-19
7. REPAIRS	DATE: 19-11-19
8. RENOVATIONS	DATE: 19-11-19
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99. REPAIRS	DATE: 19-11-19
100. RENOVATIONS	DATE: 19-11-19

ERIC STINE
ARCHITECT INC

1000 AVENUE
VANCOUVER, BC
V6C 1A5
TEL: (604) 781-1111
FAX: (604) 781-1111

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DATE: JULY 2019

NEW TOWNHOUSES
REZONING

8600 / 8660 Francis Road

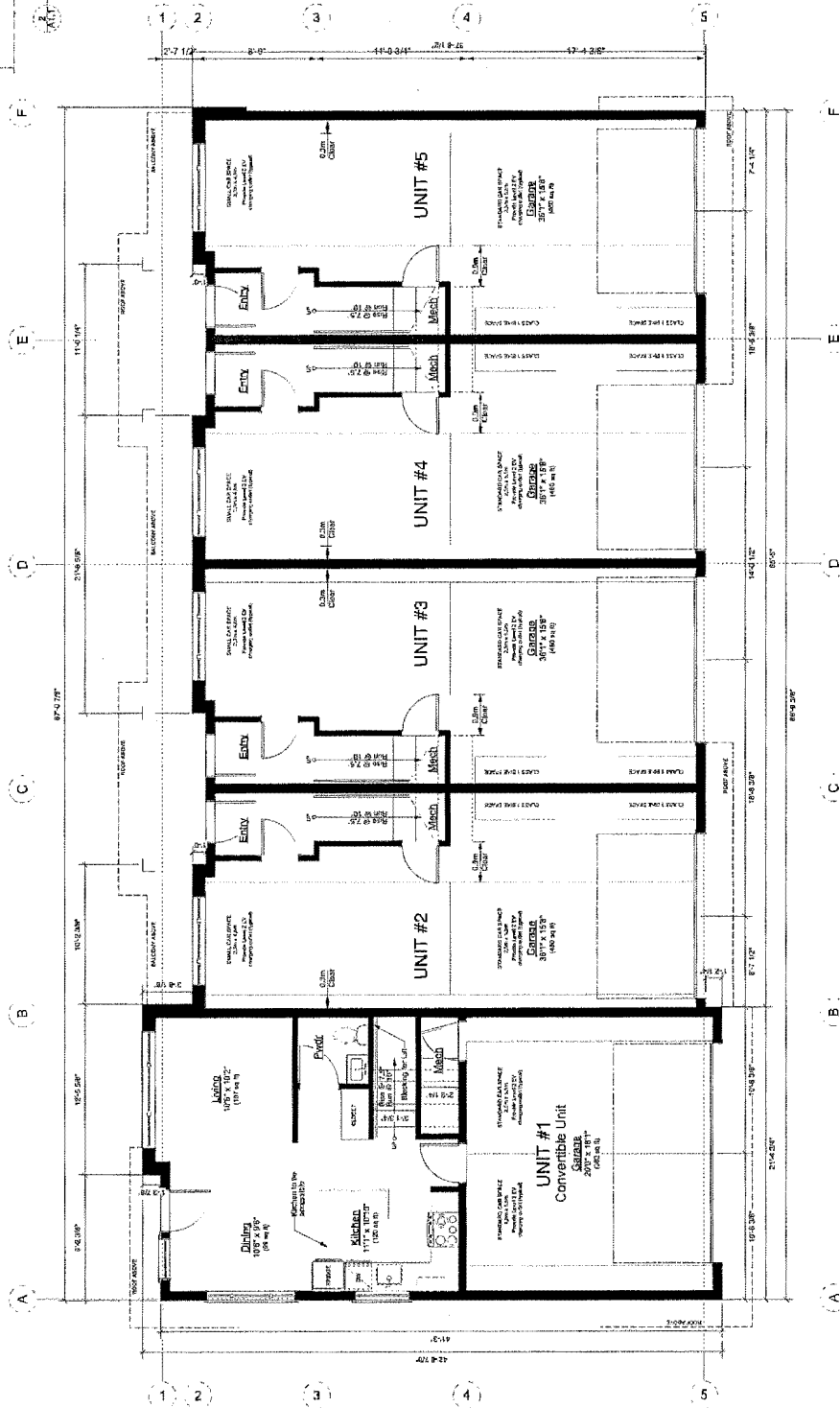
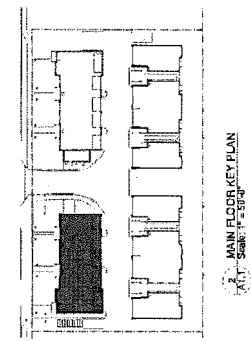
DATE: 19-11-19

SITE PLAN - THIRD FLOOR

DATE: 19-11-19

A0.3

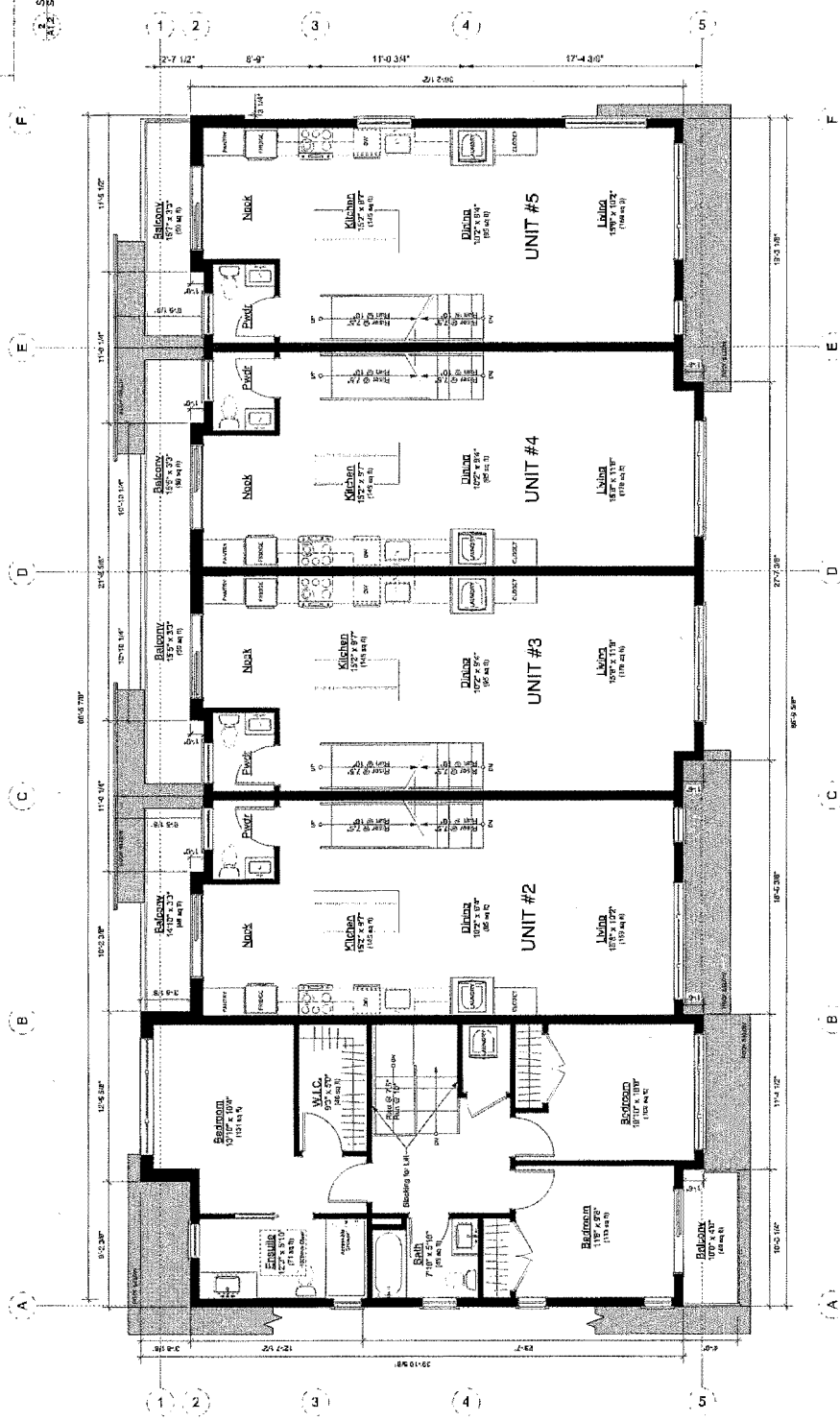
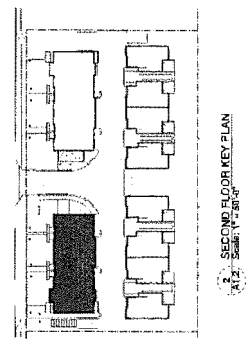
REVISIONS



NOTE: UNITS 1-5 ARE MIRROR IMAGE

UNITS 1-5 - MAIN FLOOR
Scale: 1/4" = 1'-0"

1. PROJECT NAME		NEW TOWNHOUSES	
2. SITE		REZONING	
3. ARCHITECT		ERIC STINE ARCHITECT INC.	
4. PROJECT LOCATION		10000 N. 10th Ave. TAMPA, FL 33613	
5. PROJECT DATE		JULY 2018	
6. PROJECT TYPE		TOWNHOUSES	
7. PROJECT ADDRESS		8600 / 9160 Francis Road	
8. PROJECT PHONE		727-888-1100	
9. PROJECT FAX		727-888-1100	
10. PROJECT EMAIL		eric@ericstine.com	
11. PROJECT WEBSITE		www.ericstine.com	
12. PROJECT DESCRIPTION		UNITS 1-5 GROUND FLOOR	
13. PROJECT SCALE		A1.1	



NOTE: UNITS 1-5 ARE MIRROR IMAGE

UNITS 1-5 - SECOND FLOOR
 SCALE: 1/8" = 1'-0"

A. PROJECT FLOOR PLAN 10-15-11

1. PROJECT NAME	NEW TOWNHOUSES
2. PROJECT ADDRESS	8800 / 1860 Francis Road
3. PROJECT CITY	MISSISSAUGA
4. PROJECT STATE	ON
5. PROJECT COUNTRY	CANADA
6. PROJECT PHONE	(905) 880-1860
7. PROJECT FAX	(905) 880-1860
8. PROJECT EMAIL	info@ericstine.com
9. PROJECT WEBSITE	www.ericstine.com
10. PROJECT ARCHITECT	ERIC STINE ARCHITECT INC.
11. PROJECT DATE	10-15-11
12. PROJECT SCALE	1/8" = 1'-0"
13. PROJECT SHEET	A1.2
14. PROJECT TOTAL SHEETS	1



2

UNITS 1-5 - THIRD FLOOR
A13: Scales: 1/4" = 1'-0"

UNITS 1-5 - THIN
A13: Scale: 1/4" = 1'-0"

Journal of

100-443887-100

ERIC STINE
ARCHITECT INC

1-184 W. 157 AVE.
VANCOUVER, BC
CANADA V6J 1T5
TEL: (604) 732-4485
FAX: (604) 736-0479

[illegible]

DATE	TIME	BY
11/10/11	11:00	11/10/11

[illegible]

NEW TOWNHOMES

NEW! JOINING BEGINNING

AT
PARTIAL

3500 / 3660 Francis Road

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UNITS 1-5 THIRD FLOOR

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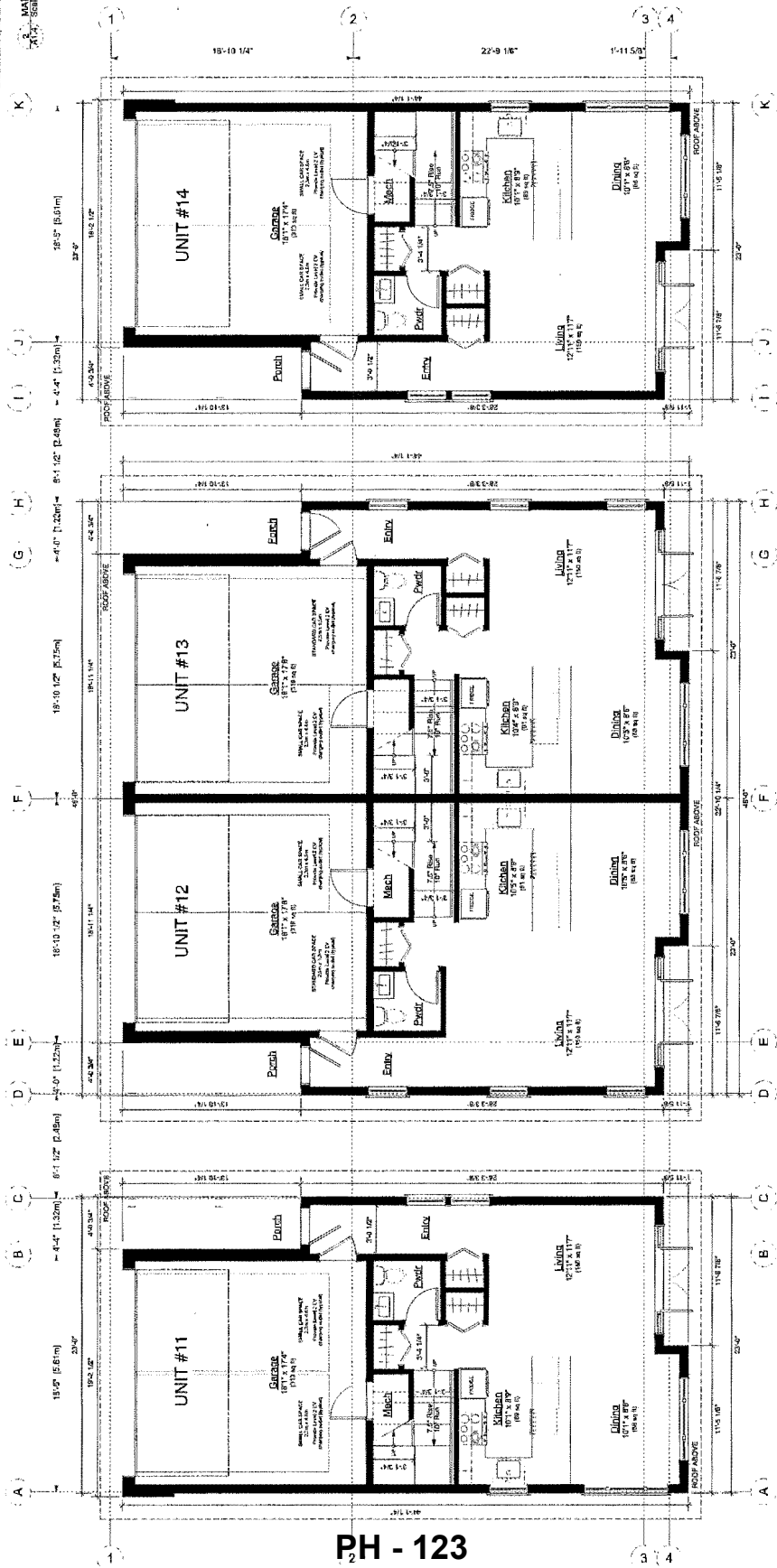
© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 103–110

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PH - 122



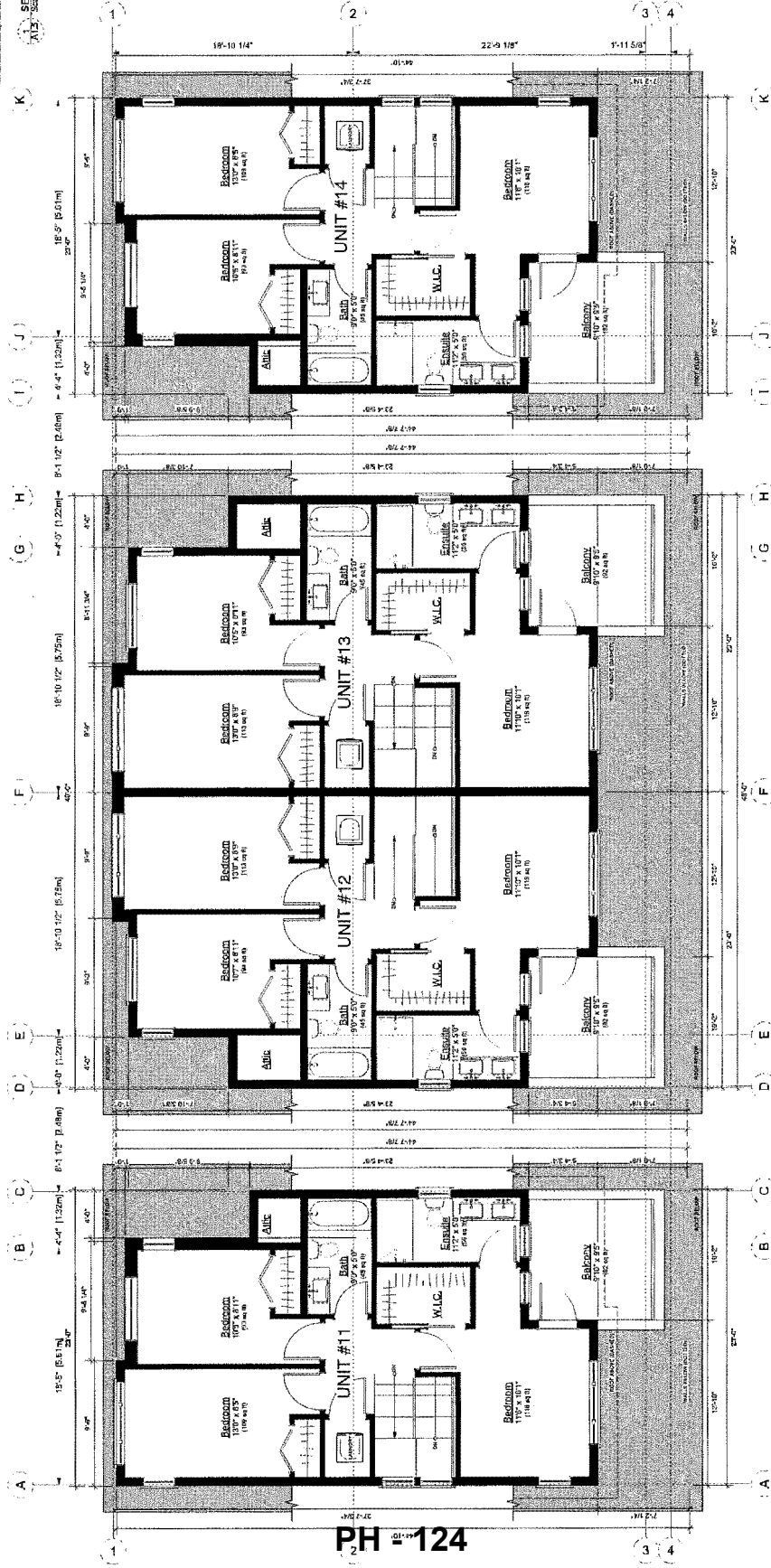
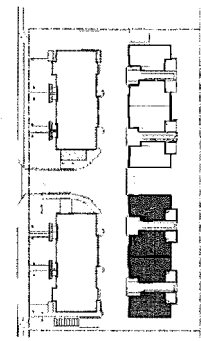
2. MAIN FLOOR KEY PLAN
A14. Scale: 1" = 50'-0"



NOTE: UNITS 15-18 ARE IDENTICAL TO UNITS 11-14

UNITS 11-14 / 15-18 - GROUND FLOOR

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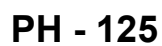


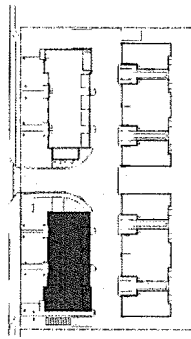
NOTE: UNITS 11-14 ARE IDENTICAL TO UNITS 11-14

2. UNITS 11-14 / 15-18 - SECOND FLOOR
Scale: 1/4" = 1'-0"

A. REVISED FOR REZONING 15-18

1. FOR REVISION	15-18
NO. DATE	15-18
ERIC STINE ARCHITECT INC.	
1500 BAYVIEW AVE.	
SCARBOROUGH, ONTARIO M1S 1B7	
CANADA TEL: (416) 291-1111	
FAX: (416) 291-1111	
The drawings are prepared in accordance with the Ontario Building Code and the National Building Code of Canada. The drawings are not to be used for any other purpose without the written consent of the architect. The architect is not responsible for the construction of the building or for the safety of the building. The architect is not responsible for the design of the building or for the safety of the building. The architect is not responsible for the design of the building or for the safety of the building.	
DESIGNED BY	ERIC STINE
DRAWN BY	ERIC STINE
NEW TOWNHOUSES REZONING	
8880 / 8860 Francis Road	
SCARBOROUGH, ONTARIO	
UNITS 11-14 SECOND FLOOR	
PROJECT NO. 15-18	
A1.5	

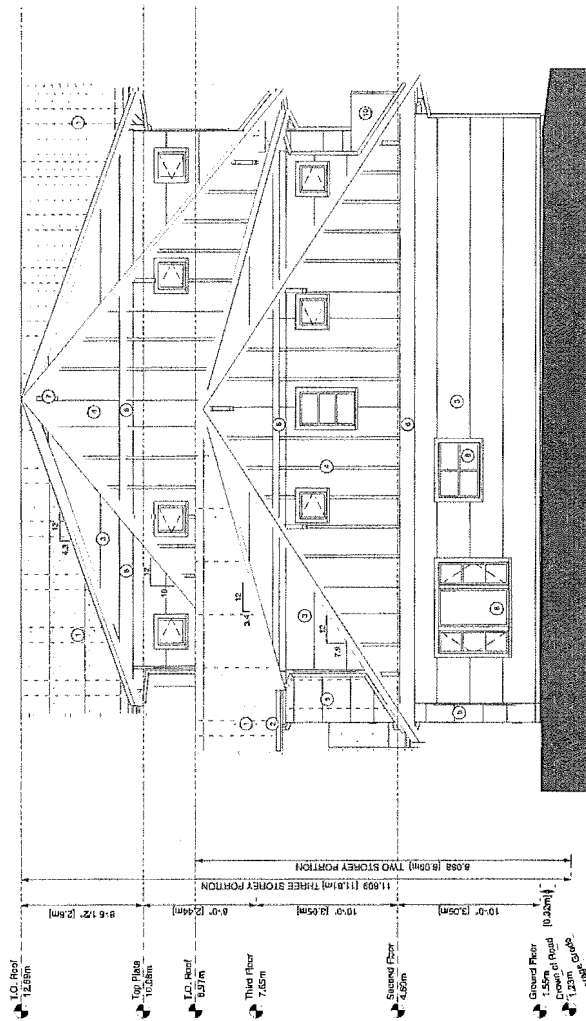




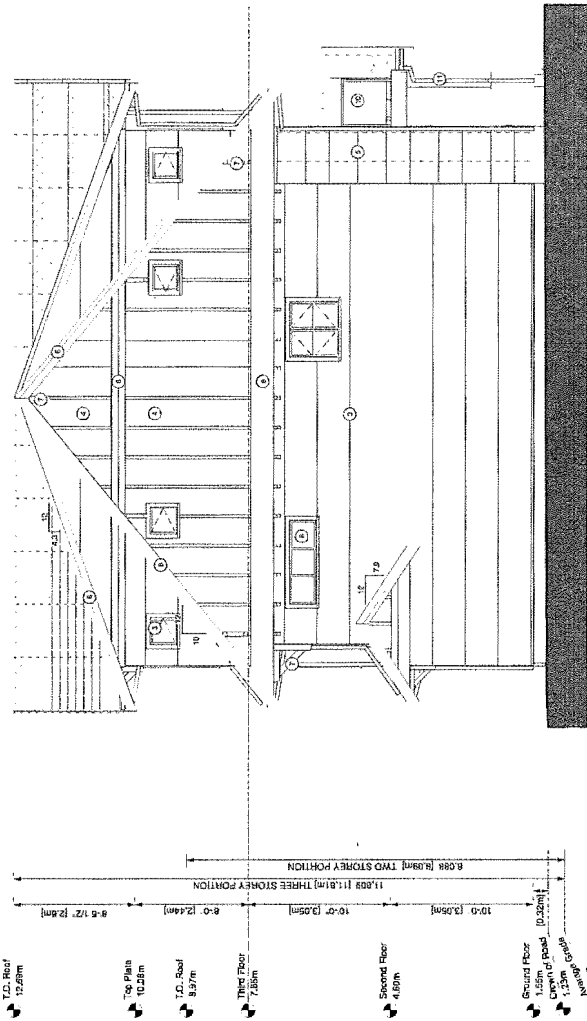
MAIN FLOOR KEY PLAN
Scale: 1/4" = 1'-0"

EXTERIOR FINISHES

- 1 ASPHALT/FLYING SHINGLES
- 2 1/2" POLYSTYRENE INSULATION
- 3 PLANK CLADDING
- 4 BARGE & RANTEN CLADDING
- 5 BRICK CLADDING
- 6 1/2" POLYSTYRENE INSULATION
- 7 PAINTED WOOD BRACKETS
- 8 VINYL WINDOWS
- 9 VINYL SIDING
- 10 METAL AND GLASS RAILINGS
- 11 WOOD COLUMNS
- 12 1/2" POLYSTYRENE INSULATION
- 13 PAINTED WOOD BRACKETS



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

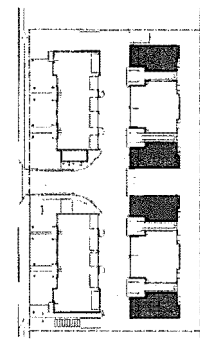


2 EAST ELEVATION
Scale: 1/4" = 1'-0"

A. NOTED FOR REZONING 14-11-02

1. FOR REZONING	NAME
NO. 1000	1000
ERIC STINE ARCHITECT INC.	1. 1000 AVE
	2. 1000 AVE
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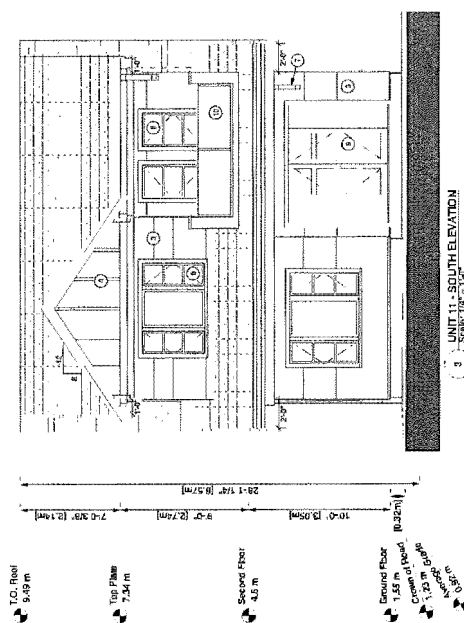
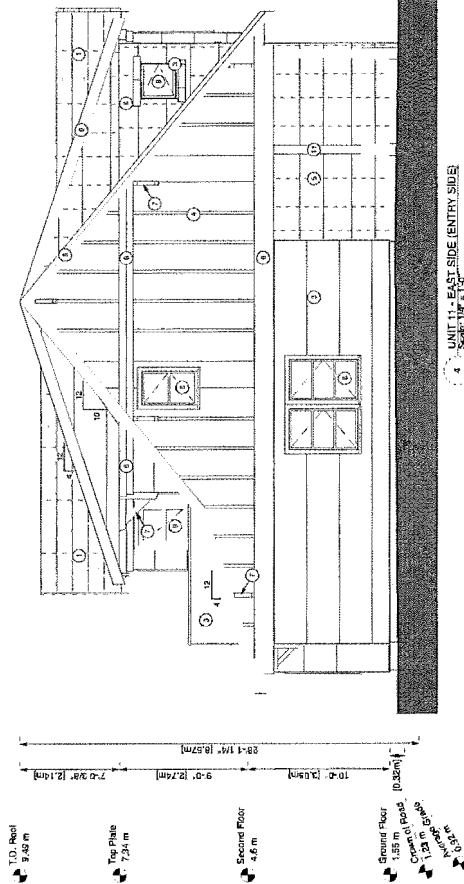
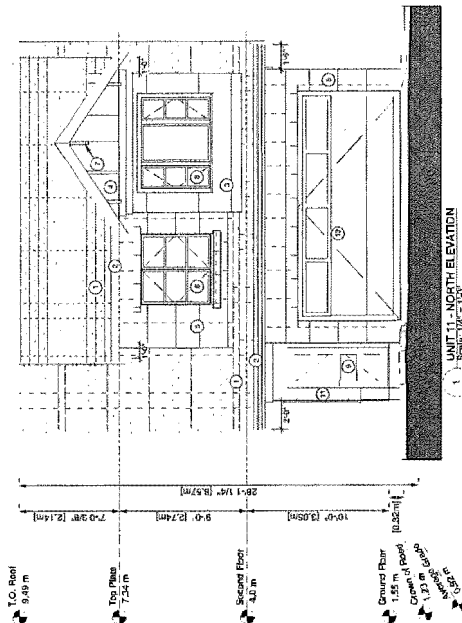
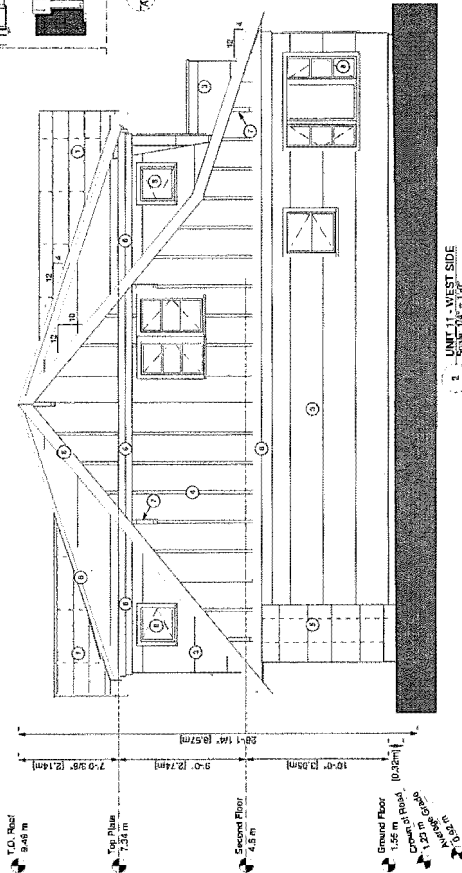
NOTE: UNITS 6-10 ARE MIRROR IMAGE



MAIN FLOOR KEY PLAN
Scale: 1/8" = 1'-0"

EXTERIOR FINISHES

- 1 ASPHALT/FLYING SHINGLES
- 2 1/2" x 6" x 8" T&G Siding
- 3 PLANK CLADDING
- 4 BEAMS & BATTEN CLADDING
- 5 BRICK CLADDING
- 6 1/2" x 6" x 8" T&G Siding
- 7 PAINTED WOOD BRACKETS
- 8 VINYL WINDOWS
- 9 PAINTED BRICK LINTELS AND BALANCED BAMES
- 10 METAL AND GLASS RAILINGS
- 11 WOOD COLUMNS
- 12 1/2" x 6" x 8" T&G Siding
- 13 RAIN WATER LEADER



A. REVISED FOR REZONING 16-1-20

1. FOR REZONING	16-1-20
2. FOR REZONING	16-1-20
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ERIC STINE
ARCHITECT INC

1. 1000 EAST AVE
SUITE 100
VANCOUVER, BC
V6C 2E8
TEL: 604.681.1111
FAX: 604.681.1112

NEW TOWNHOUSES
REZONING
AT
8800 / 8800 FRANKLIN ROAD
VANCOUVER, BC
V6C 2E8

UNIT 11 ELEVATIONS

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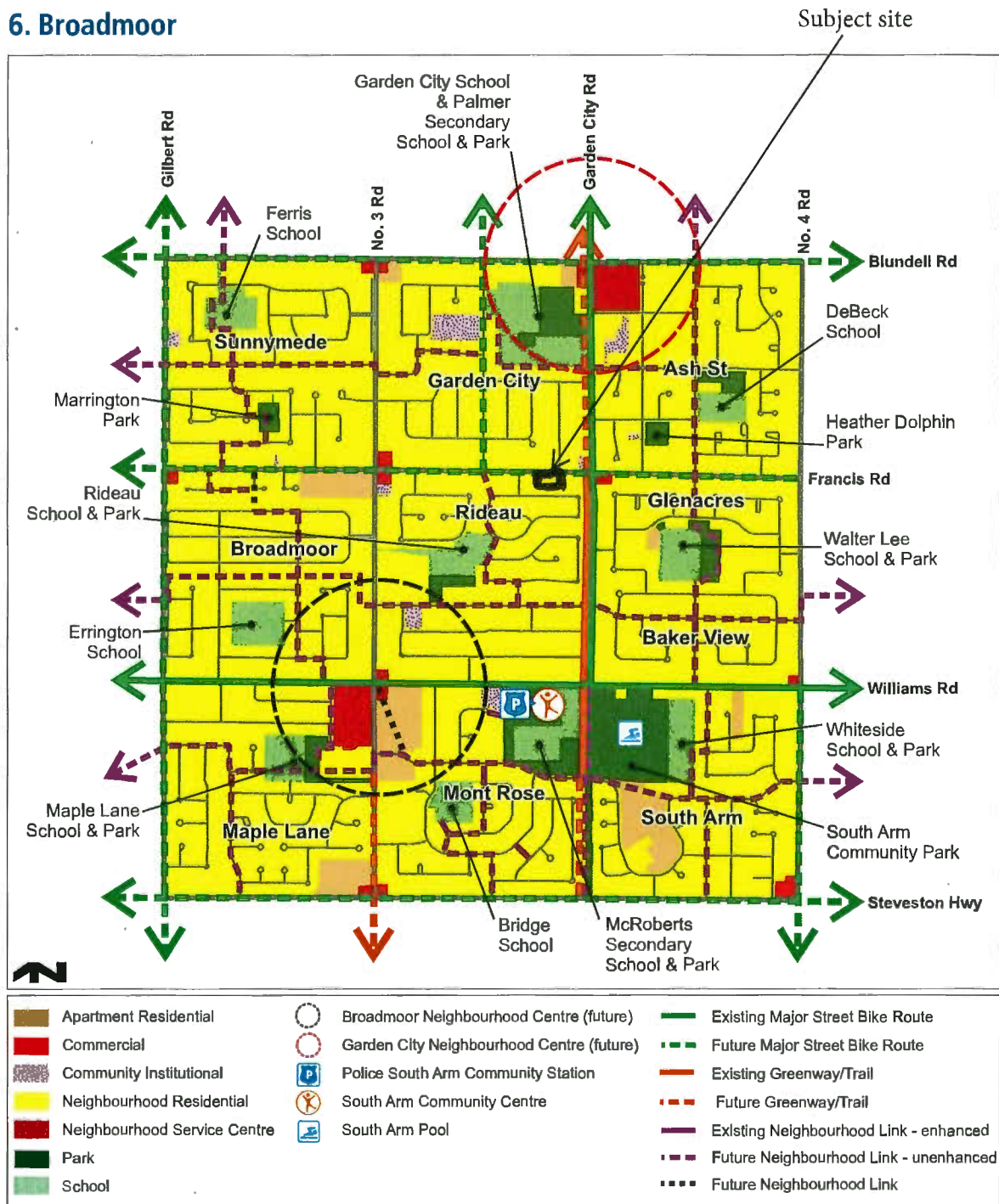
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NOTE: UNITS 14, 15 AND 16 ARE IDENTICAL TO UNIT 11

REV. 23

6. Broadmoor







Address: 8600, 8620, 8640, and 8660 Francis Road

File No.: RZ 18-814702

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9986, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Contribution of \$1,600 per dwelling unit (i.e. \$28,800) in-lieu of on-site indoor amenity space to go towards development of City facilities.
4. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (i.e. \$201,373.50) to the City's Affordable Housing fund.
5. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (i.e. \$20,137.35) to the City's Public fund.
6. Registration of a flood indemnity covenant on title.
7. Registration of a legal agreement on title prohibiting the conversion of tandem parking areas into habitable space.
8. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entire area of the proposed driveway entry from Francis Road and the internal drive aisle, in favour of future residential development to the east and west. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Landscape Plan and cost estimate, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 24 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
6	11 cm	6 m
8	10 cm	5.5 m
2	9 cm	5 m
4	8 cm	4 m
4	6 cm	3.5 m

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards, in compliance with the City's Official Community Plan and BC Energy Step Code.

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

1. Submission of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and a 10% contingency.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site. Should the developer wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Removal Permit (Rezoning in Process – T3).
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
5. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 483.0 L/s of water available at a 20 psi residual at the Francis Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- At Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Replace approximately 90 m of 300 mm AC water main with PVC in the roadway on Francis Road, complete with fire hydrants per City spacing requirements.
 - Remove the existing AC water main and legally dispose offsite.
 - Provide a right-of-way for the water meter and meter chamber (unless meter is to be located in a mechanical room), at no cost to the City. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- At Developer's cost, the City is to:
 - Reconnect all existing water service connections and hydrant leads to the new water main.
 - Cut, cap, and remove all existing water service connections and meters to the development site.
 - Install one new water service connection, meter to be located onsite in a right of way.
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

- At Developer's cost, the Developer is required to:
 - Perform a capacity analysis to size the proposed storm sewer in Francis Road. The analysis shall consider both the existing condition and the 2041 OCP condition. Storm sewers shall be interconnected where possible. Minimum pipe size shall be 600 mm.

- Install approximately 95 m of new storm sewer in Francis Road, sized via the required capacity analysis. The new storm sewer shall be located in the roadway.
- Remove the existing 300 mm storm sewer.
- Install one new storm service connection, complete with inspection chamber. Inspection chamber to be located in a right-of-way onsite.
- Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- At Developer's cost, the City is to:
 - Cut and cap all existing storm service connections to the development site and remove inspection chambers.
 - Reconnect all existing storm connections, catch basins, and lawn basins to the proposed storm sewer.
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works

- At Developer's cost, the Developer is required to:
 - Not start onsite excavation or foundation construction prior to completion of rear-yard sanitary works by City crews.
- At Developer's cost, the City is to:
 - Install one new sanitary service connection, complete with inspection chamber.
 - Cut and cap all existing service connections to the development site, and remove inspection chambers.

Frontage Improvements:

- At Developer's cost, the Developer is required to:
 - Return the existing Hydro lease lights and replace with City standard street lighting.
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To relocate/underground the existing overhead lines and poles to prevent conflict with the proposed sidewalk.
 - To underground overhead service lines.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - To locate all proposed underground structures (e.g. junction boxes, pull boxes, service boxes, etc.) outside of bike paths and sidewalks.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 1.0 x 1.0 m
 - Traffic signal UPS – 2.0 x 1.5 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

- Provide other frontage improvements as per Transportation's requirements, including
 - Removal of the existing sidewalk and boulevard and replacement with new 1.5 m wide concrete sidewalk at the property line, min. 1.5 m wide landscaped boulevard with street trees and lighting, and 0.15 concrete curb;
 - Removal of the four existing driveways and replacement with frontage works as described above;
 - Construction of a new driveway to the development site; and
 - All works to tie-in to existing condition to the east and west of the development site.

General Items:

- At Developer's cost, the Developer is required to:
 - Not encroach into the rear-yard sanitary right-of-way with proposed trees, retaining walls, non-removable fences, or other non-removable structures. No fill may be placed within the right-of-way without the City's review and approval.
 - Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - Provide a video inspection report of the existing storm and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection report after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) is required to assess the condition of the existing utilities and provide recommendations. Any utilities damaged by the pre-load, de-watering, or other development-related activity shall be replaced at the Developer's cost.
 - Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

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

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

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

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

that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9986 (RZ 18-814702)
8600, 8620, 8640, 8660 Francis Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“LOW DENSITY TOWNHOUSES (RTL4)”**.

P.I.D. 003-840-301

Lot 24 Except: Firstly: Part Subdivided by Plan 25175, Secondly: Part Subdivided by Plan 42395, Section 28 Block 4 North Range 6 West New Westminster District Plan 12559

P.I.D. 003-823-997

Lot 81 Section 28 Block 4 North Range 6 West New Westminster District Plan 25175

P.I.D. 000-474-011

Lot 79 Section 28 Block 4 North Range 6 West New Westminster District Plan 24547

P.I.D. 003-555-658

Lot 25 Except: Firstly: Part Subdivided by Plan 24547, Secondly: Part Subdivided by Plan 42395, Section 28 Block 4 North Range 6 West New Westminster District Plan 12559

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9986”**.

FIRST READING

FEB 11 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

