



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

Monday, March 19, 2012 - 7 p.m.

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

OPENING STATEMENT

Page

PH-7

1. **Zoning Amendment Bylaw 8812 (RZ 11-566870)**
(File Ref. No. RZ 11-566870) (REDMS No. 331570, 2942426, 3341651)

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

Location: 9780 Alberta Road

Applicant: Jaing Zhu

Purpose: To rezone the subject property from “Single Detached (RS1/F)” to “Town Housing (ZT60) – North McLennan (City Centre)”, to permit the development of a six (6) unit Townhouse complex.

First Reading: February 27, 2012

Order of Business:

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

Council Consideration:

1. Action on second & third readings of Bylaw 8812.



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- PH-31** 2. **Zoning Amendment Bylaw 8849 (RZ 11-594227)**
(File Ref. No. RZ 11-594227) (REDMS No. 3417674, 3444767)

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

Location: 10580 River Drive

Applicant: Jagtar and Shingara Kandola

Purpose: To rezone the subject property from “Single Detached (RS1/D)” to “Single Detached (RS2/C)” in order to create two (2) new single family lots.

First Reading: February 13, 2012

Order of Business:

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

Council Consideration:

1. Action on second & third readings of Bylaw 8849.



- PH-47** 3. **Zoning Amendment Bylaw 8852 (RZ 11-587549)**
(File Ref. No. RZ 11-587549) (REDMS No. 3424625, 3442639)

See Page **PH-47** for full report

Location: 11291 Williams Road

Applicant: Robert Kirk

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

First Reading: February 13, 2012

Order of Business:

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

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3. Submissions from the floor.

Council Consideration:

1. Action on second & third readings of Bylaw 8852.



- PH-59** 4. **Zoning Amendment Bylaw 8863 (RZ 11-594451)**
(File Ref. No. RZ 11-594451) (REDMS No. 3455139, 280247, 3466712)

See Page **PH-59** for full report

Location: 10180/10200 Finlayson Drive

Applicant: Yaseen Grewal, Balbir Randhawa, and Sarbjit Randhawa

Purpose: To rezone the subject property from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, to permit a subdivision to create two (2) single-family lots.

First Reading: February 27, 2012

Order of Business:

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

Council Consideration:

1. Action on second & third readings of Bylaw 8863.



- PH-73** 5. **Zoning Amendment Bylaw 8866 (RZ 11-587257)**
(File Ref. No. RZ 11-587257) (REDMS No. 3457297, 3463369)

See Page **PH-73** for full report

Location: 8631 Francis Road

Applicant: Harbinder Bahd

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Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Coach Houses (RCH)”, to permit the property to be subdivided into two (2) lots, each with a principal dwelling and coach house above a garage, with vehicle access from a new rear lane.

First Reading: February 27, 2012

Order of Business:

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

PH-85 (a) Harvey Gill, 8951 Cooper Road

PH-86 (b) Manfred Henschel, 8528 Robinson Place

3. Submissions from the floor.

Council Consideration:

1. Action on second & third readings of Bylaw 8866.



- PH-87** 6. **Zoning Amendment Bylaw 8868 (RZ 11-581552)**
(File Ref. No. RZ 11-581552) (REDMS No. 3465853, 3218459, 3466040)

See Page **PH-87** for full report

Location: 9500, 9520 and 9540 Granville Avenue

Applicant: Khalid Hasan

Purpose: To rezone the subject property from “Single Detached, (RS1/F)” to “Medium Density Townhouses (RTM2)”, to permit the development of a 16 unit Townhouse complex.

First Reading: February 27, 2012

Order of Business:

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

PH-106 (a) Odelia Liu, 7051 Ash Street

3. Submissions from the floor.

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Council Consideration:

1. Action on second & third readings of Bylaw 8868.



- PH-107** 7. **Zoning Amendment Bylaw 8869 (RZ 11-577322)**
(File Ref. No. **RZ 11-577322**) (REDMS No. 3444628, 3466239, 714236, 345172)

See Page **PH-107** for full report

Location: 4771 Duncliffe Road

Applicant: Pacific Coastal Homes Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/A)”, to permit development of two (2) single family lots.

First Reading: February 27, 2012

Order of Business:

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

Council Consideration:

1. Action on second & third readings of Bylaw 8869.



- PH-123** 8. **Temporary Commercial Use Permit Application (TU 11-595782)**
(File Ref. No. TU 11-595782) (REDMS No. 3485054, 3468443)

See Page **PH-123** for full report

Location: 8351 River Road and Duck Island (Lot 87 Section 21 Block 5 North Range 6 West Plan 34592)

Applicant: Firework Productions Ltd.

Purpose: To permit a Temporary Commercial Use Permit to allow for the operation of a night market event at 8351 River Road and Duck Island (Lot 87 Section 21 Block 5 North Range 6 West Plan 34592) in 2012, 2013 and 2014.

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Periods of validity shall be between May 18, 2012 to October 8, 2012 (inclusive), May 17, 2013 to October 14, 2013 (inclusive) and May 16, 2014 to October 13, 2014 (inclusive).

Days of operation shall be Friday, Saturday, Sunday and Statutory Holidays and on June 30, 2014.

Night market hours of operation shall be 7pm to midnight on Friday and Saturday and 6pm to 11pm on Sunday and Statutory Holidays with the exception that on Saturday during the months of July and August, event hours shall be 7pm to 1am.

First Reading: March 6, 2012

Order of Business:

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

Council Consideration:

1. That a Temporary Commercial Use Permit be issued to Firework Productions Ltd. for the property at 8351 River Road and Duck Island for the purposes of permitting an evening night market event between May 18, 2012 to October 8, 2012 (inclusive), May 17, 2013 to October 14, 2013 (inclusive) and May 16, 2014 to October 13, 2014 (inclusive) subject to the fulfillment of all terms, conditions and requirements outlined in the Temporary Commercial Use Permit and attached Schedules.

☐

ADJOURNMENT

☐



City of Richmond

Report to Committee

To: Planning Committee

Date: January 31, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-566870

Re: Jaing Zhu has applied to the City of Richmond for permission to rezone 9780 Alberta Road from Single Detached (RS1/F) to Town Housing (ZT60) – North McLennan (City Centre) in order to create six (6) Townhouse units.

Staff Recommendation

That Bylaw 8812, for the rezoning of 9780 Alberta Road from "Single Detached (RS1/F)" to "Town Housing (ZT60) – North McLennan (City Centre)", be introduced and given first reading.

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

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Affordable Housing

Y ☒ N ☐

Staff Report

Origin

Jaing Zhu has applied to the City of Richmond to rezone 9780 Alberta Road (**Attachment 1**) from “Single Detached (RS1/F)” to “Town Housing (ZT60) – North McLennan (City Centre)” in order to develop six (6) townhouse units (**Attachment 2**).

The development will share an access point from the neighbouring property to the east at 9800 Alberta Road by means of an access easement, which was registered at the time the property was going through their own rezoning process for a similar six (6) unit townhouse (RZ 04-277069).

Findings Of Fact

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

Surrounding Development

To the North: Across Alberta Road, part of a 98 unit, 2 storey townhouse complex at 6300 Birch Street, zoned “Town Housing (ZT32) – North McLennan (City Centre)”.

To the East: A six (6) unit, 3 storey townhouse complex at 9800 Alberta Road, zoned “Town Housing (ZT60) – North McLennan (City Centre)”.

To the South: A.R. MacNeill Secondary School, zoned “School and Institutional Use (SI)”.

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

Related Policies and Studies

Official Community Plan

Official Community Plan (OCP) designation: McLennan North Sub-Area Plan, Schedule 2.10C.

McLennan North Sub-Area Plan, Schedule 2.10C

OCP Sub-Area Land Use Map (**Attachment 4**): Residential Area 3, Two-Family Dwelling / 2 & 3-storey townhouses. Base FAR 0.65.

Floodplain Management Implementation Strategy

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

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located in Area 4 of the ANSD policy. As a residential use, the applicant will need to submit an acoustic report as part of their Development Permit application. The report is to provide recommendations that the design of the building will comply with the City’s Official Community Plan requirements for interior noise levels and the thermal condition standard

ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” for developments within the Aircraft Noise Sensitive Development area.

Affordable Housing Strategy

In accordance with the City’s Affordable Housing Strategy, the applicant will be providing a voluntary contribution to the Affordable Housing Reserve Fund. The contribution amount is detailed in a separate section of this report.

Public Input / Consultation

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

Since the application proposes to utilize an existing access easement registered on the property to the east at 9800 Alberta Road, the applicant volunteered to undertake an extensive consultation process with this six (6) unit complex to inform all the owners that the drive aisle they currently use was originally intended to be shared with the development to the west (subject site). The consultation and information sharing was done by the applicant’s lawyer, outlining the development proposal and the access easement. A response from one unit owner outlined a series of various questions that were forwarded to both the City and to the applicant’s Lawyer. The City invited the resident to City Hall to view the application and respond to their concerns, but no reply was received. The applicant’s lawyer forwarded the same questions to the project architect where they provided a response to the resident (**Attachment 4**).

The City has not heard anything further from this resident.

Staff Comments

Drawings for the proposed rezoning are enclosed for reference (**Attachment 2**). Separate from the rezoning process, the applicant is required and has submitted an application for a Development Permit which is currently being reviewed by City staff. No Servicing Agreement is required as the frontage improvements were completed in the 1990’s.

Analysis

The analysis is set out to clarify the proposed rezoning Bylaws.

Proposed Zoning to “Town Housing (ZT60) – North McLennan (City Centre)”

The proposal to develop townhouses on this parcel is in keeping with the McLennan North Sub-Area Plan, which identifies this area for 2 and 3 storey townhouses (**Attachment 5**). It allows the redevelopment towards higher density from a predominately single family area. No amendment is required to the OCP as the proposal meets the North McLennan Sub-Area Plan parameters as well as the designation of the Land Use Map (‘Residential, Townhouse up to 3 Stories’).

The size of the subject site does not meet the minimum lot size requirements of 2,000m² as indicated in the Neighbourhood Plan. Documents have been submitted to the City on the applicant’s attempts to acquire the property to the west at 9760 Alberta Road, but were unsuccessful. The resulting design of this single site, with the use of the existing access at 9800

Alberta Road removes the need for a separate driveway and internal drive aisle in favour of increased landscaping. The single site also provides for townhouse units that are of similar scale to the existing ones at 9800 Alberta Road and does not deter from any development potential of the adjacent lots.

Transportation and Parking

Access to the site is through an existing access easement registered prior to the adoption of the six (6) unit townhouse complex at 9800 Alberta Road. The purpose of this easement was to allow access to the subject site and provide opportunities for future street parking when it became ready for redevelopment. A separate pedestrian access from Alberta Road to the proposed units is along the western edge of the subject site which leads to a winding path along the west and granting access to the townhouse units.

To aid in the upgrades to the intersection lights at the corner of Alberta Road and No. 4 Road, the applicant has agreed to a contribution of \$15,000.00 to help facilitate this upgrade.

The submitted proposal meets the number of off-street parking stalls in accordance with the Off-Street Parking and Loading requirements of Zoning Bylaw 8500. A total of 14 stalls are being proposed, comprised of 12 resident and two (2) visitor stalls. The resident parking arrangement is within two car garages where vehicles will be set up side-by-side.

The removal of the existing driveway letdown to remove vehicle access to the existing site will be a part of a work order the City requires as part of the Building Permit process. The information contained with the application will include a new water service and information to replace the letdown to match the existing street frontage. Costs associated with this work will be from the developer and negates the need for a Servicing Agreement.

Trees

An Arborist Report and site survey (**Attachment 5**) was submitted for review to assess the existing trees on the site for possible retention of existing trees. The submitted report indicated that of the seven (7) trees currently on site, none were good candidates for retention as they were either in poor condition or located within the development footprint.

A detailed site review was conducted by City staff which confirmed with the report that of the seven (7) on-site trees, five (5) are in poor condition and will need to be removed. The remaining two (2) are considered in poor condition and cannot be retained or relocated as their present location is in the middle of the building envelope.

Also on the site are three (3) undersized trees that are in good condition and would be good candidates for retention and relocation to be a part of the final landscaping arrangement. The retention of these three trees will be reviewed at the Development Permit stage as part of their landscaping plan.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	7	-	-	-
To be removed due to poor health	7	2:1	14 (11 if the three undersized trees are incorporated into the landscape plan)	To be removed, due to conflicts with proposed building locations and poor health or structure of the trees.
Undersized trees for retention	3	-	-	Applicant to attempt to relocate these trees and incorporate them into the landscape plan as part of the DP.

One off-site City tree located adjacent to the subject site is in good condition and is to be retained and protected during construction.

Design

The three-storey proposal meets the intent and requirements of the neighbourhood plan. The applicant has made an application for a Development Permit and that is currently in circulation. More detail regarding the form and character of the proposal will follow during that process.

Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the strategy specifies that a voluntary cash contribution of two dollars (\$2.00) per buildable square foot to the maximum allowable FAR will be welcomed to the affordable housing reserve fund. The total payable contribution in this six (6) unit proposal would come to \$14,161.00.

Public Art

As the proposed development is under 10 units, providing or contributing to Public Art is not applicable in accordance with policy.

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. There are no requirements for the applicant to upgrade the existing storm sewer system.

Servicing Agreement

Frontage works were done in the late 1990's through the City's DCC program. No Servicing Agreement for this project is required.

Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

1. Submit a revised site plan to illustrate all existing trees (20cm calliper or greater) and noted if they are to be retained or removed.
2. Overall appropriateness of the landscaping plan, including how the proposed grades will ensure the survival of the three on-site trees that are to be retained.
3. Manoeuvrability of larger vehicles (SU-9) within the site.
4. Submit an Acoustical Report outlining noise mitigation measures to be taken to the building design to lessen the impact of aircraft noise as well as provide thermal conditions in accordance with ASHRAE 55-2004.

In addition to the standard Development Permit review.

Financial Impact

None.

Conclusion

The proposed six (6) unit townhouse development meets the land use requirements of the OCP as well as the zoning requirements set out in the "Town Housing (ZT60) – North McLennan (City Centre)" zone for the North McLennan neighbourhood plan. Staff contend that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommends that rezoning application RZ 11-566870 proceed to first reading.

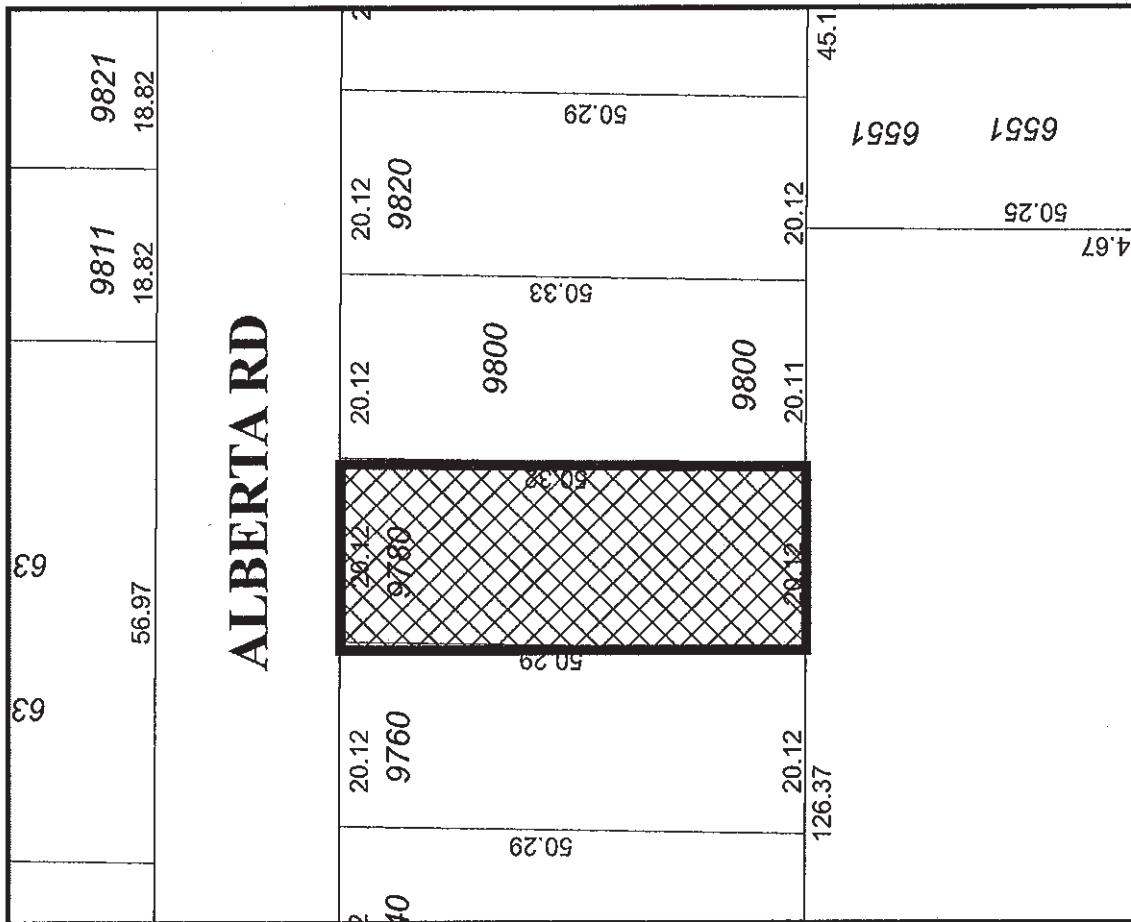


David Johnson
Planner 2
(604-276-4193)

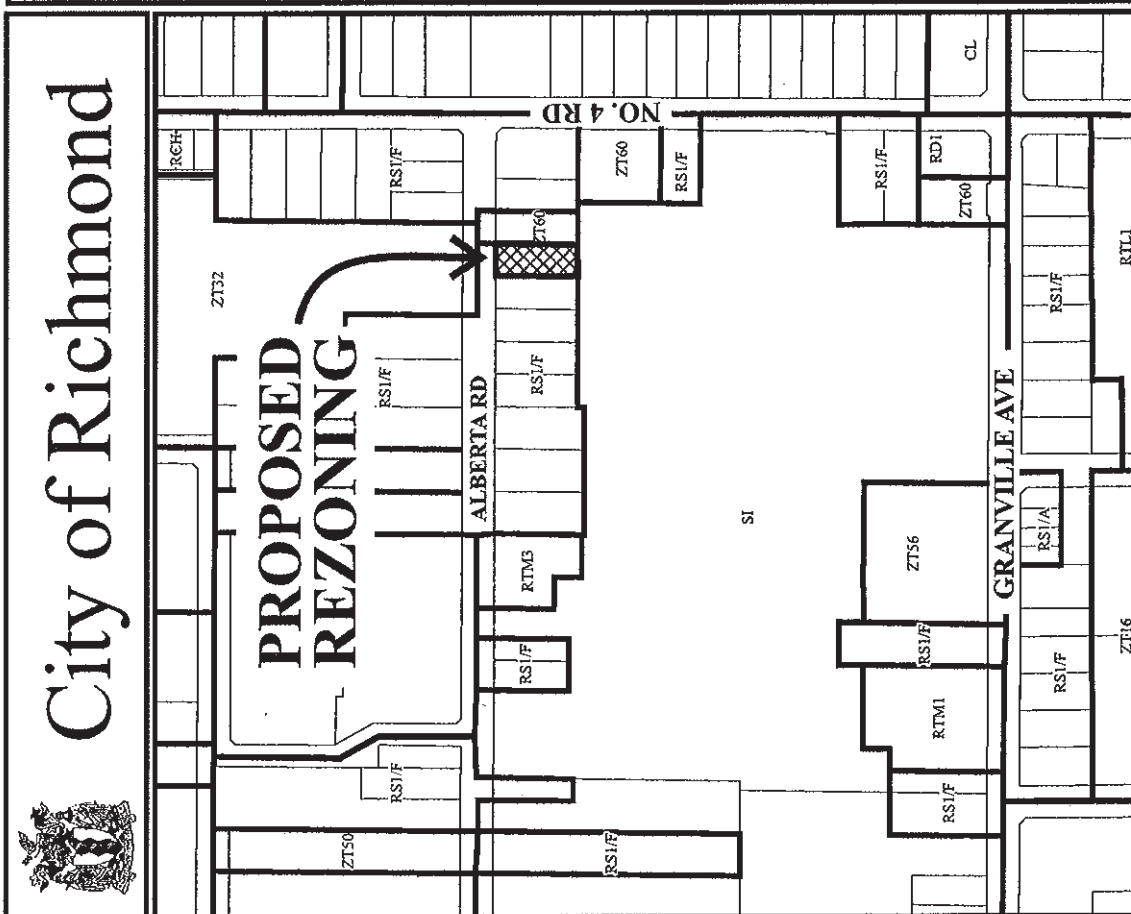
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List of Attachments

Attachment 1	Location Map, Zoning Site Map, Site Context and Aerial View of the Site
Attachment 2	Site Plan and Preliminary Architectural Drawings
Attachment 3	Development Application Data Sheet
Attachment 4	Resident questions to the development with Architect response
Attachment 5	McLennan North Sub-Area Land Use Map
Attachment 6	Arborist Report - Tree Survey Plan
Attachment 7	Conditional Rezoning Requirements



Original Date: 03/24/11
 Revision Date:
 Note: Dimensions are in METRES



RZ 11-566870



RZ 11-566870

Original Date: 03/24/11

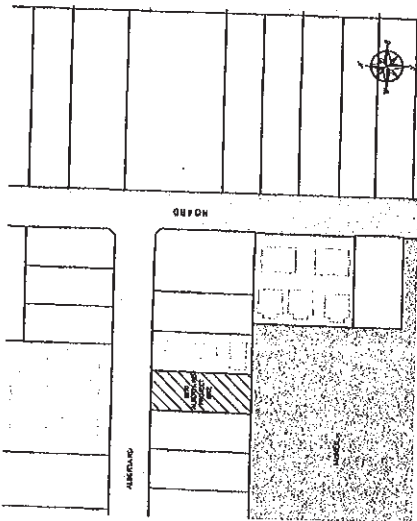
Revision Date:

Note: Dimensions are in METRES

PH - 14

TOWNHOUSE DEVELOPMENT AT 9780 ALBERTA ROAD, RICHMOND, BC

LOCATION PLAN



SITE CONTEXT PLAN



DRAWING LIST

ARCHITECTURAL:	
A0.0	LOCATION PLAN / PROJECT DATA
A1.0	SITE PLAN
A1.1	STREET ELEVATION
A2.0	LEVEL 1 AND LEVEL 2 FLOOR PLANS
A2.1	LEVEL 3 FLOOR PLAN / ROOF PLAN
A3.0	BUILDING "A" ELEVATIONS
A3.1	BUILDING "B" ELEVATIONS
A3.2	BUILDING "A" SECTIONS
A3.3	BUILDING "B" SECTIONS

LANDSCAPE:

L1 SITE PLANTING PLAN

SURVEY:

S1 TOPOGRAPHIC SURVEY PLAN

CIVIC ADDRESS	9780 ALBERTA ROAD, RICHMOND, BC
LEGAL DESCRIPTION	5 SEC 10 BLK 4N R66W PL 1712

PROJECT STATISTICS

ZONING	REQUIRED / ALLOWED	PROVIDED / PROPOSED
RS-1	RS-1	Z1-60
SITE AREA	1,012 SM (10,883.1 SF)	1,012 SM (10,883.1 SF)
LAND USES	SINGLE DETACHED	TOWNHOUSE
OCP DESIGNATION	NEIGHBORHOOD RESIDENTIAL	NEIGHBORHOOD RESIDENTIAL
AMOUNT OF UNITS	1	6
TOTAL FLOOR AREA		7,891.17 SF
FLOOR AREA RATIO	0.55	0.55
TOTAL BUILDING AREA		3,747.77 SF
LOT COVERAGE (BLDG ONLY)	40%	34.10%
SETBACK - FRONT YARD	6.0 M	6.1 M (20 FT)
SETBACK - SIDE YARD (WEST)	3.0 M	3.3 M (12.80 FT)
SETBACK - SIDE YARD (EAST)	3.0 M	6.1 M (20 FT)
SETBACK - REAR YARD	3.0 M	3.0 M (8.80 FT)
HEIGHT: (M)	12.0 M (39.37 FT)	9.57 M (31.40 FT)
OFF-STREET PARKING / VISITOR PARKING	12 @ 21 UNIT - 2 @ 0.21 UNIT	12 - 2
OFF-STREET PARKING / ACCESSIBLE	0	0
OFF-STREET PARKING / TOTAL	13	13
OUTDOOR AMENITY	26 SM @ 6 SM / UNIT	32.5 SM (350 SF)

BC BUILDING CLASSIFICATION

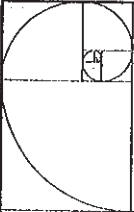
BUILDING	MAJOR OCCUPANCY	BUILDING AREA	BUILDING HT	GOVERNING SEC.
BUILDING "A"	GROUP C (RESIDENTIAL)	232.2 SM (2,495.6 SF) < 600 SM	3 STOREY	BCBC PART 9
BUILDING "B"	GROUP C (RESIDENTIAL)	108.8 SM (1,171 SF) < 600 SM	3 STOREY	BCBC PART 9

UNIT TYPE / BUILDING SIZE (FOR FSR CALCULATION) SUMMARY

UNIT TYPE	BLDG	UNIT LOCATION	UNIT FEATURE	UNIT SIZE	AMOUNT OF UNIT	SUBTOTAL FLOOR AREA (BY UNIT)	SUBTOTAL FLOOR AREA (BY BLDG)
TYPE A	BLDG "A"	MIDDLE UNIT	3 ED + DEN	2 CARS	1,154.82 SF	2 UNITS	2,309.64 SF
TYPE A1	BLDG "A"	END UNIT	3 ED + DEN	2 CARS	1,167.23 SF	1 UNIT	1,167.23 SF
TYPE A2	BLDG "A"	END UNIT	4 ED + DEN	2 CARS	1,201.70 SF	1 UNIT	1,201.70 SF
TYPE B	BLDG "B"	TYP. UNIT	4 ED	2 CARS	1,209.36 SF	2 UNITS	2,418.70 SF
TOTAL	2 BLDGS			6 CARS			7,091.17 SF (ENTIRE DEVELOPMENT)

CONTACT LIST

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FINDA CONSTRUCTION LTD.	
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RICHMOND, BC V6V 5A6	
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IMPERIAL ARCHITECTURE	
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VANCOUVER, BC V6P 4A5	
CONTACT: JANG ZHANG, M.A.B.C.	
TEL: 604-274-8829	
EMAIL: IMPERIALARCHITECTURE@SHAWCA	
LANDSCAPE ARCHITECT	
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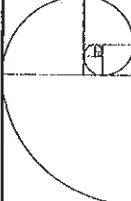
North Arrow



KEY PLAN

BLDG	UNIT	AREA	HT
BLDG "A"	UNIT A1	1,154.82 SF	3 STOREY
BLDG "A"	UNIT A2	1,167.23 SF	3 STOREY
BLDG "A"	UNIT A3	1,201.70 SF	3 STOREY
BLDG "B"	UNIT B1	1,209.36 SF	3 STOREY
BLDG "B"	UNIT B2	1,209.36 SF	3 STOREY

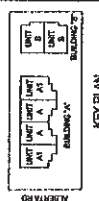
TOWNHOUSE DEVELOPMENT FOR FINDA CONSTRUCTION LTD. 9780 ALBERTA ROAD, RICHMOND, BC	
LOCATION / CONTEXT PLAN PROJECT DATA	
Scale: 1/8" = 1'-0"	North Arrow
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IMPERIAL ARCHITECTURE
DESIGNER OF RECORD FOR THIS PROJECT

ARCHITECT
 4500 16th Avenue SW
 Suite 100
 Richmond, BC V6X 2E6
 Tel: 604-273-1111
 Fax: 604-273-1112
 Email: info@imperialarch.com

KEY PLAN



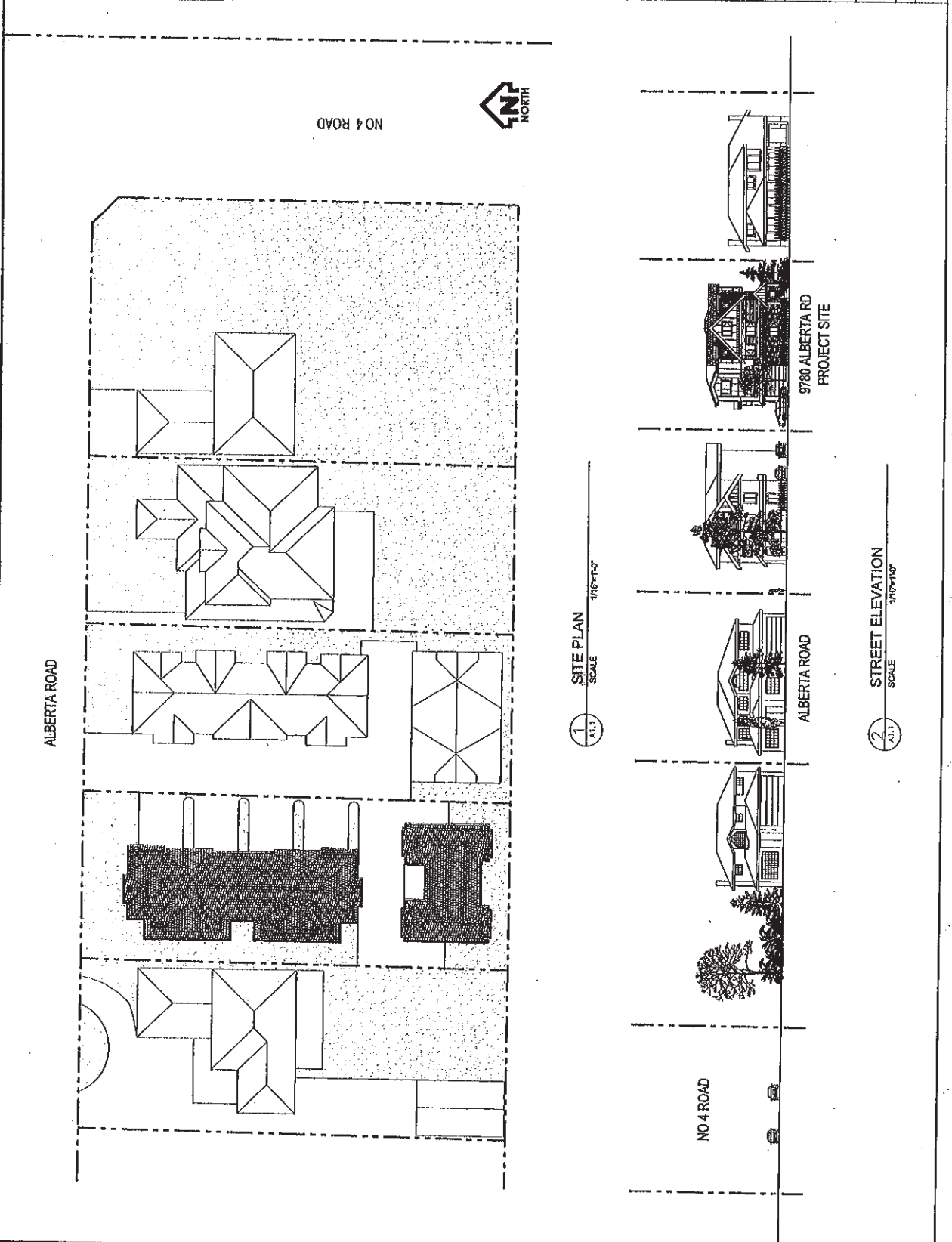
ALBERTA RD
 NO 4 RD

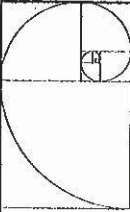
PROJECT INFORMATION

Project Name: TOWNHOUSE DEVELOPMENT
 FOR PUNSA CONSTRUCTION LTD.
 9780 ALBERTA RD.
 RICHMOND, BC

STREET ELEVATION

Project No: 46120
 Date: 1/15/17
 Scale: 1/16"=1'-0"





IMPERIAL ARCHITECTURE
BRIDGE OF ALBERTA CERTIFICATE OF PRACTICE
ALBERTA REG. NO. 12345
ARCHITECTURE
DESIGN
BUILDING

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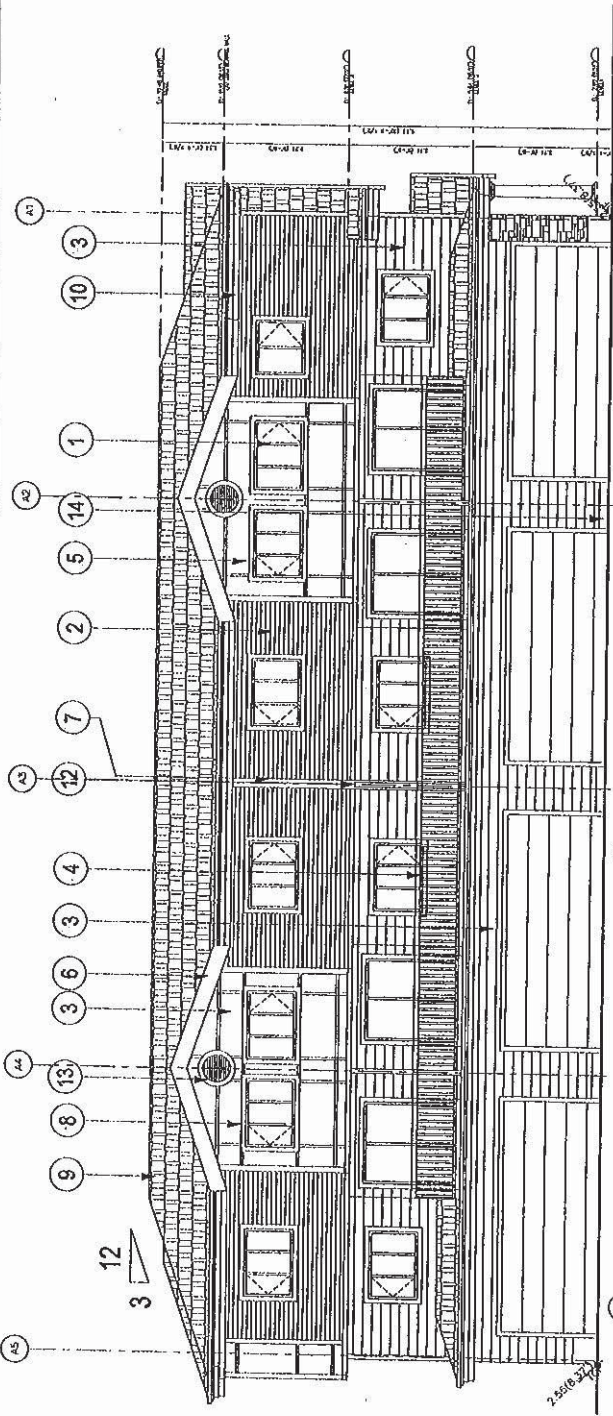


NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	FOUNDATION	1	SQ. FT.	10.00	10.00
2	FLOORING	1	SQ. FT.	20.00	20.00
3	CEILING	1	SQ. FT.	15.00	15.00
4	WALLS	1	SQ. FT.	30.00	30.00
5	ROOFING	1	SQ. FT.	25.00	25.00
6	MECHANICAL	1	SQ. FT.	10.00	10.00
7	ELECTRICAL	1	SQ. FT.	15.00	15.00
8	PAINTING	1	SQ. FT.	10.00	10.00
9	LANDSCAPING	1	SQ. FT.	10.00	10.00
10	TOTAL				145.00

TOWNHOUSE DEVELOPMENT
FOR FUNDIA CONSTRUCTION LTD.
5780 ALBERTA ROAD,
RICHMOND, BC

BUILDING "A" ELEVATIONS

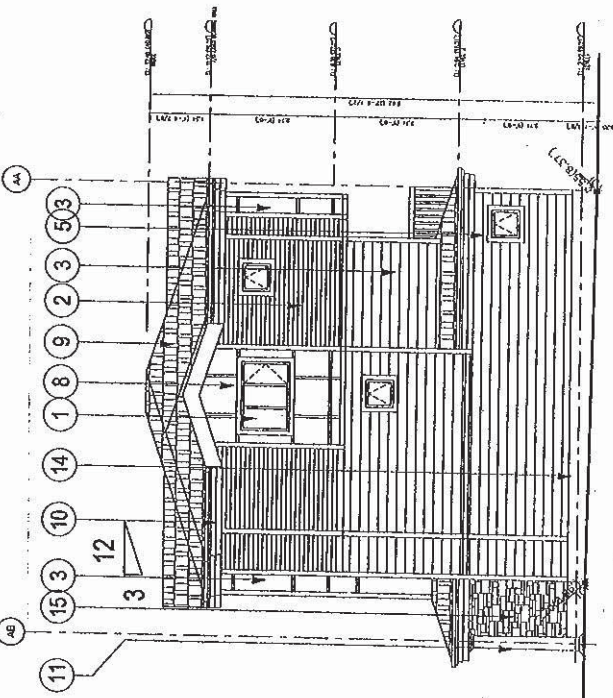
Project No. 28120 Date 1/4/14
Drawing No. A3.0



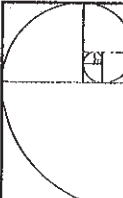
1 BUILDING "A" WEST ELEVATION
SCALE 1/4"=1'-0"

EXTERIOR FINISH SCHEDULE

- | | |
|--|---------------------------------------|
| 1. DOUBLE GLAZED WINDOWS IN VINYL FRAMES | 9. ASPHALT SHINGLES |
| 2. VINYL SIDING CW/ VINYL CORNER BATTERS | 10. PREFINISHED ALUMINUM GUTTER & RVL |
| 3. COMPOSITE SIDING CW/ 1X2 BATTERS | 11. ORNAMENTAL WOOD POST |
| 4. PREFINISHED ALUMINUM GUARDS | 12. PRIVACY SCREEN |
| 5. WOOD TRIM | 13. ALUM. ROOF VENT CW/ INSECT SCREEN |
| 6. 2X10 WOOD FASCIA BOARD | 14. SMOOTH EXPOSED CONC. FINISH |
| 7. 2X8 WOOD FASCIA BOARD | 15. LEDGE STONE CLADDING |
| 8. PREFINISHED ALUMINUM FLASHING | 16. 6X6 PLANTER WALL |




2 BUILDING "A" SOUTH ELEVATION
SCALE 1/4"=1'-0"



IMPERIAL ARCHITECTURE
DESIGNERS OF ARCHITECTURAL PRACTICE

KEY PLAN



ALBERTA REG. NO.

ALBERTA REG. NO.

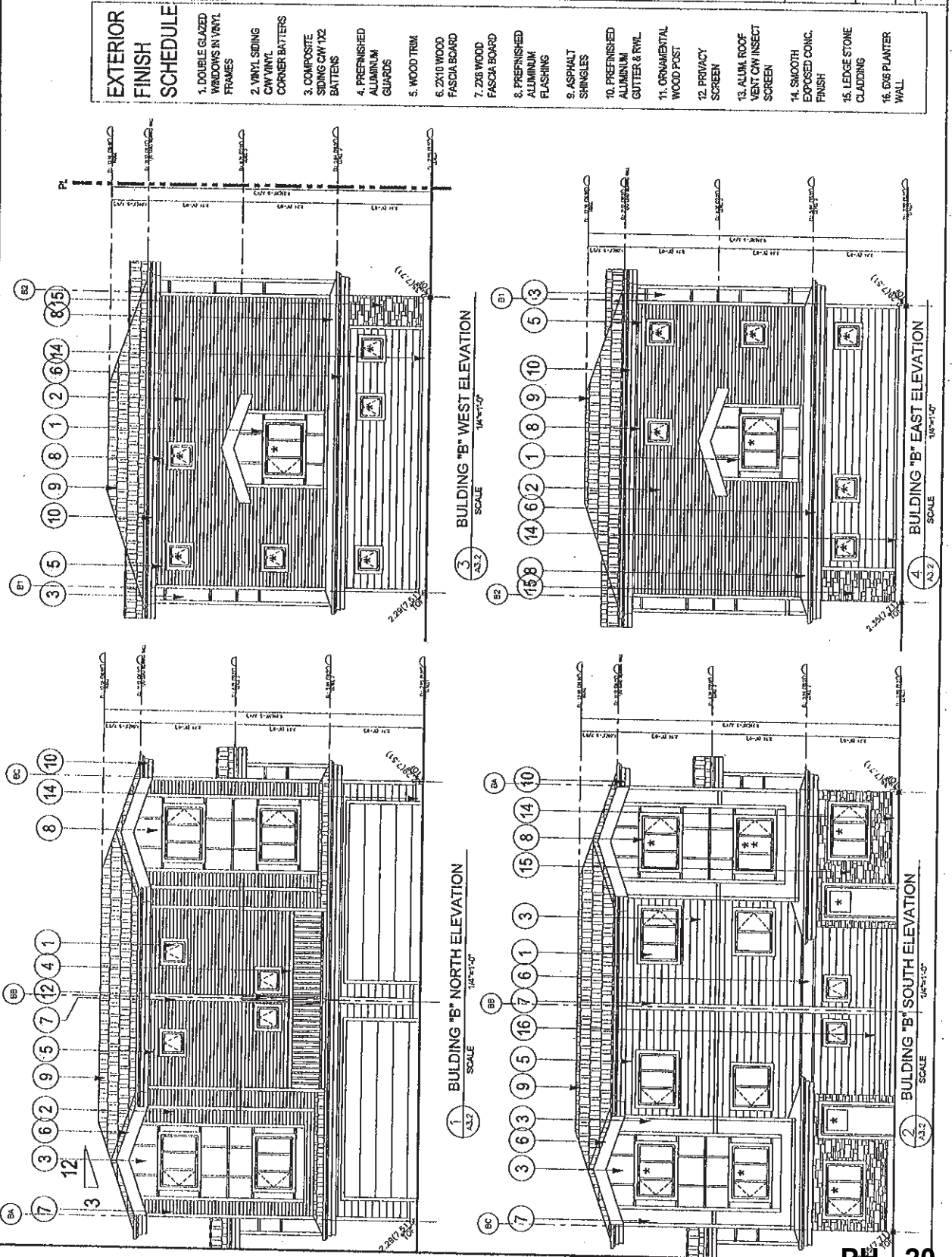
EXTERIOR FINISH SCHEDULE

1. DOUBLE GLAZED WINDOWS IN VINYL FRAMES
2. VINYL SIDING CW VINYL CORNER BATTERS
3. COMPOSITE SIDING CW 1X2 BATTERS
4. PREFINISHED ALUMINUM GUARDS
5. WOOD TRIM
6. 2X10 WOOD FASCIA BOARD
7. 2X8 WOOD FASCIA BOARD
8. PREFINISHED ALUMINUM FLASHING
9. ASPHALT SHINGLES
10. PREFINISHED ALUMINUM GUTTER & RVL
11. ORNAMENTAL WOOD POST
12. PRIVACY SCREEN
13. ALUM. ROOF VENT CW INSECT SCREEN
14. SMOOTH EXPOSED CONC. FINISH
15. LEDGE STONE CLADDING
16. GRS PLANTER WALL

TOWNHOUSE DEVELOPMENT FOR FONDA CONSTRUCTION LTD.
5780 ALBERTA ROAD, KIDDERHEAD, BC

BUILDING "B" ELEVATIONS

Sheet No. **A3.2** Date **1/1/10**




City of Richmond

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

**Development Application
Data Sheet**
RZ 11-566870

Address: 9780 Alberta Road

Applicant: Jaing Zhu

Planning

Area(s): City Centre – McLennan North Sub-Area (Schedule 2.10C)

	Existing	Proposed
Civic Address:	9780 Alberta Road	To Be Determined
Owner or Applicant:	Jaing Zhu	No Change
Site Size (m²):	1,012.0m ²	No Change
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses	No Change
Zoning:	Residential Single Detached, Subdivision F (RS1/F)	Town Housing (ZT60) – North McLennan (City Centre) Permits Townhouses at 0.65 F.A.R.
Number of Units:	1 Single-Family Dwelling per lot	6 Townhouse Units on a consolidated lot.

	Bylaw 8500 Requirements	Proposed	Variance
Density (FAR):	Site Area 1,012.0m ² x (0.65) = 657.8m ² (max.)	658.8m ² (0.65 FAR)	none permitted
Lot Coverage – Building:	40% Max.	34.1%	none
Lot Size:	1,012.0m ²	1,012.0m ²	none
Setback: Alberta Road:	6.15m	6.0m	none
Setback: Side and Rear Yard:	3.0m Min.	3.05m	none
Height:	12.0m and no more than 3 stories maximum	9.91m and 3 stories	none
Minimum off-street Parking Requirements:	9 Resident <i>plus</i> 2 Visitor 11 spaces minimum	12 Resident <i>plus</i> 2 Visitor 14 spaces	none
Tandem Parking Spaces:	No tandem parking for townhouses	None	none

	Bylaw 8500 Requirements	Proposed	Variance
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment totalling \$6,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 6 units = 36m ²	36.2m ²	none

APPENDIX 10

Ben L. Chen

From: Imperial Architecture [Imperial.architecture@shaw.ca]
Sent: January 25, 2011 10:50 AM
To: Ben L. Chen
Cc: 'Ava Yang'
Subject: #08120 - 9780 Alberta Rd, Richmond (Preliminary response to neighbor's concerns)

Hi, Linda,

Thank you for forwarding me letter from the concerning neighbor.

Please review my response below in *RED* and call me for more discussions.

Thanks.

Jiang Zhu, M.Arch, MAIBC, MRAIC, LEED®AP BD+C
Principal
Imperial Architecture
Tel: 604-721-6852
Email: imperial.architecture@shaw.ca

Hi Mr. Li,

I see your propose rezoning plan for the 9780 Alberta Rd Richmond.

I have some questions:

1. Driveway:

9800 only have 13 cars, but your propose plan show there are another additional 8 private visit parking, that means 9780 will be increase total 22 cars, it is too much and not fair to 9800, and also not safe for fire and emergency situation, so we do not agree for the 9780 additional 8 private visit parking, we only agree 14 cars in 9780, the total cars in 9800 and 9780 is 27 cars.

There will be only 14 parking stalls provided in 9780 development as per requirement in Richmond Parking By-law.

The current driveway of 9800 is only 6.7m - 7m width for max 12 cars of 6 units of 9800 Alberta Rd use only, if 9780 want share this driveway, there will be 27 cars of 12 units use this driveway, for the increased traffics and fire and emergency safety issue, 9780 should provide at least 2m additional driveway space to this driveway.

According requirements in 7.5.5 of Richmond Parking By-law (page 7-2), the minimum maneuvering aisle width of is 6.7m. This width requirement is irrelevant to amount of vehicles severed by the aisle.

PH - 23

Accordingly to 3.2.5.4 of BC Building Code, fire fighting access route is not required for either 9780 or 9800 site as any buildings on site is either no more than 3 storeys or no more than 600sm in building area. Even the fire fighting access route were required, 6.7m wide linear driveway is sufficient. (3.2.5.6.(1) (a) of BC Building Code - Access route width should not less than 6m.)

Although the existing 6.7meter driveway meets all requirements from Richmond Parking bylaw and BC Building Code considering the 27 vehicles it severs, we plan to add an addition 3 feet (1 meter) space to the west side of the existing driveway as per your request.

All cost of the driveway, fence and landscaping changes for the 9780 new development, should be paid by 9780 developer'.

Agreed.

The fence should not remove before all 9780 construction finished except the driveway.

Agreed.

9780 developer should also provide an easement for 9780 owner agree to share the cost driveway repair for the further.

Agreed.

By the easement, the length of easement from property north line for the 9780 Alberta Rd is only 38.5m.

Agreed.

2. Height:

All height of footing, roofing and building design at 9780 should not high than 9800 Alberta Rd for the flood and sun light block issue:

9800 roofing high: Building A (Forplex) roofing peak is 39.98'. Building B (duplex) roofing peak is 39.75' geodetic.

The proposed roof ridge height for both buildings is 40.08' geodetic which is only 1 to 2 inches higher than the buildings on 9800 site. As such a minor height difference is within the construction tolerance, we feel we have addressed your concerns on sunlight blockage issue properly.

9800 main floor elevation high: all building js 2.20m geodetic.

The finished floor grade for ground floor will be established later when the design is further developed. However the max height (roof ridge) of the new buildings are controlled as mentioned in the item above.

9800 storey high: all building storey height is 8' plus 2x10 structures.

It is the intention to use the similar construction method in 9780 development.

3. Garbage:

The garbage bin should far away to the 9800.

Agreed. Detailed location will be determined later when the design is further developed.

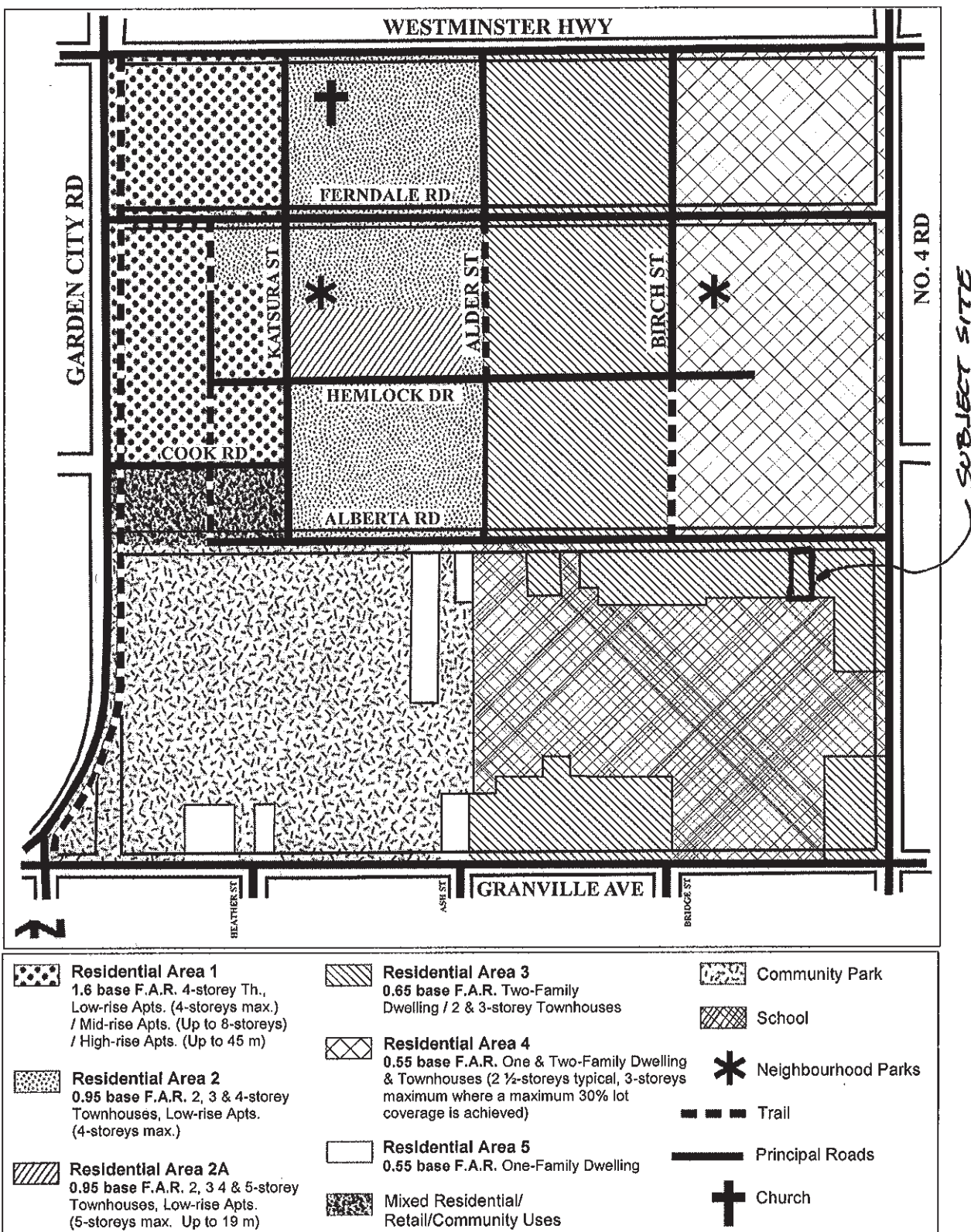
Thanks,

9800 Alberta Rd, Richmond

Fred Zhu

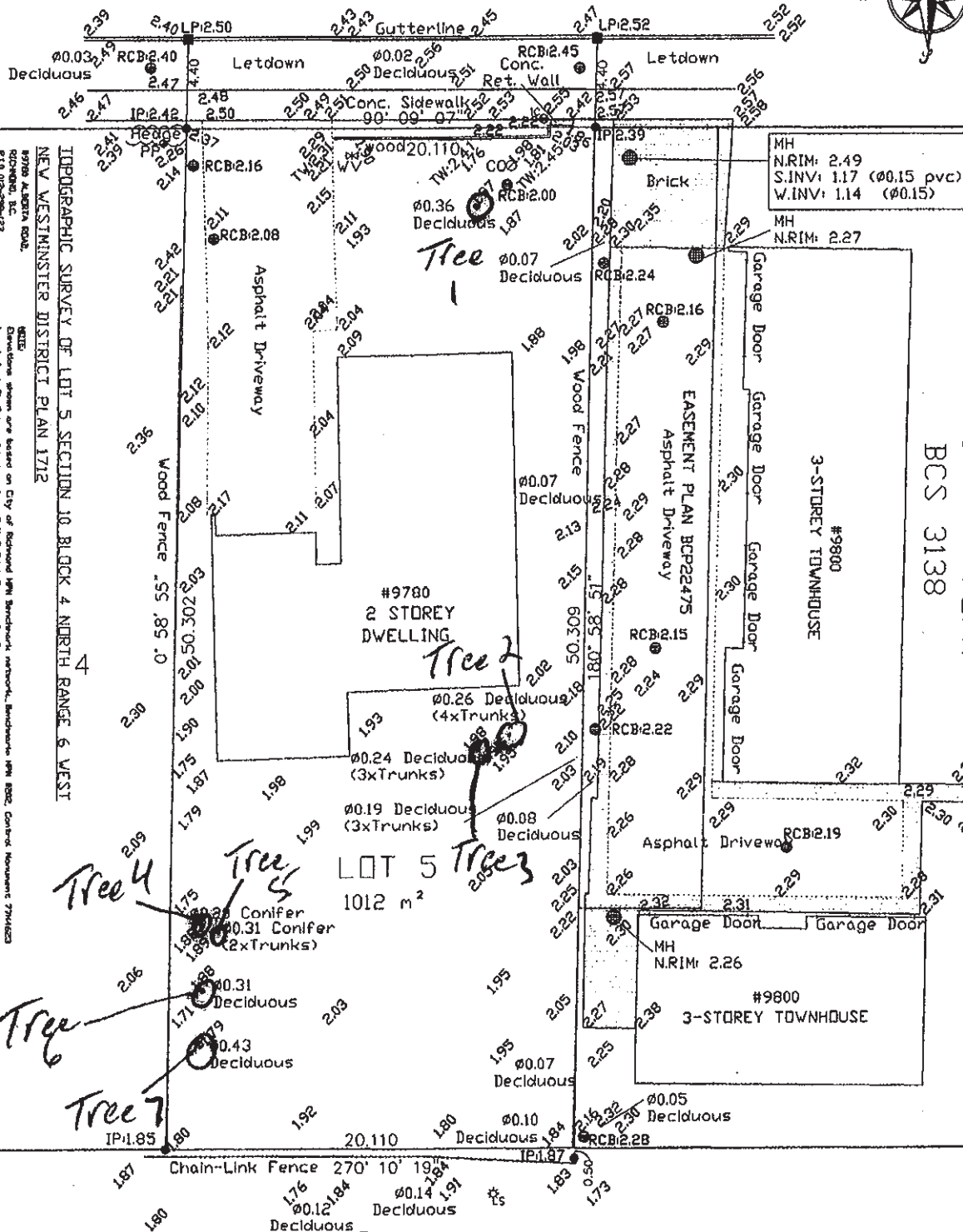
City of Richmond

Land Use Map

Bylaw 8630
2010/07/19

2-53 2-55 2-57 Crown of Road 2-58 2-61 2-64

ALBERTA ROAD



* ALL TREES IDENTIFIED ARE TO BE REMOVED

**Conditional Zoning Requirements
9780 Alberta Road
RZ 11-566870**

Prior to final adoption of Zoning Amendment Bylaw 8812, the developer is required to complete the following:

1. Registration of an aircraft noise sensitive use covenant on title.
2. Registration of an aircraft noise indemnity covenant on title.
3. Registration of a flood indemnity covenant on title.
4. Contribution of \$1,000.00 per dwelling unit (e.g. \$6,000.00) in-lieu of on-site indoor amenity space to go towards development of indoor public amenity space as determined by the Parks and Recreation Department.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$14,162.00) to the City's affordable housing fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development. Included with the standard submission, the drawings should provide information specific to:
 - a) Submit a revised site plan to illustrate all existing trees (20cm calliper or greater) and noted if they are to be retained or removed.
 - b) Manoeuvrability of larger vehicles (SU-9) within the site.
 - c) Submit an Acoustical Report outlining noise mitigation measures to be taken to the building design to lessen the impact of aircraft noise as well as provide thermal conditions in accordance with ASHRAE 55-2004.

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

1. Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.

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

Note:

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

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

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

Signed

Date



**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8812 (RZ 11-566870)
9780 Alberta Road**

The Council of the City of Richmond enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it **"Town Housing (ZT60) – North McLennan (City Centre)"**.

P.I.D. 012-298-123

Lot 5 Section 10 Block 4 North Range 6 West New Westminster District Plan 1712

2. This Bylaw is cited as **"Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8812"**.

FIRST READING

SECOND READING

THIRD READING

PUBLIC HEARING

OTHER REQUIREMENTS SATISFIED

ADOPTED

FEB 27 2012

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

MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee
Fast Track Application

To: Planning Committee
From: Brian J. Jackson
Director of Development
Date: January 11, 2012
File: RZ 11-594227
Re: **Application by Jagtar & Shingara Kandola for Rezoning at 10580 River Drive from Single Family (RS1/D) to Single Detached (RS2/C)**

Staff Recommendation

That Bylaw No. 8849, for the rezoning of 10580 River Drive from "Single Family (RS1/D)" to "Single Detached (RS2/C)", be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:es
Att.

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

Item	Details
Application	RZ 11-594227
Location	10580 River Drive
Owner	Jagtar & Shingara Kandola
Applicant	Jagtar & Shingara Kandola

Date Received	November 14, 2011
Acknowledgement Letter	November 25, 2011
Fast Track Compliance	January 4, 2012
Staff Report	January 11, 2012
Planning Committee	February 7, 2012

Site Size	1392.13 m ² (14,985.3 ft ²)
Land Uses	Existing – One (1) single detached dwelling
	Proposed – Two (2) single detached lots, each 696.1m ² (7,493 ft ²)
Zoning	Existing – Single Detached (RS1/D)
	Proposed – Single Detached (RS2/C)
Planning Designations	<ul style="list-style-type: none"> • Official Community Plan (OCP) Generalized Land Use Map designation – “Neighbourhood Residential”. • Bridgeport Area Plan Land Use Map – “Residential (Single-Family)”. • Lot Size Policy 5448 (adopted by Council in 1991) – permits rezoning and subdivision of lots fronting River Drive in accordance with the provisions of Single Detached (RS2/C) (Attachment 2). The current proposal would create two (2) lots, each approximately 696.1m² (7,493 ft²). • Aircraft Noise Sensitive Development Policy – The subject site is located within the Aircraft Noise Sensitive Development (ANSI) Policy Area within a designation (Area 2) that permits new single-family development that is supported by an existing Lot Size Policy. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness. <p><i>This application conforms with applicable land use designations and policies.</i></p>

Surrounding Development	<ul style="list-style-type: none"> • The subject property is located on the south side of River Drive, between McLennan Avenue and Shell Road, in an established residential neighbourhood consisting of predominantly older single detached dwellings on larger lots. • Development immediately surrounding the subject lot is as follows: <ul style="list-style-type: none"> ○ To the north across River Drive is a lot recently rezoned to "Residential Mixed Use Commercial (ZMU17)" and "School and Institutional Use (SI)" to develop a mixed use commercial/residential development consisting of duplexes, townhouses, and condominiums. ○ To the east is a single detached dwelling zoned "Single Detached (RS1/D)"; ○ To the south is a single detached dwelling zoned "Single Detached (RS1/D)" and a single detached dwelling zoned "Single Detached (RS1/B)"; ○ To the west is a single detached dwelling zoned "Single Detached (RS1/D)".
Staff Comments	<p><u>Background</u></p> <p>A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).</p> <p><u>Trees & Landscaping</u></p> <ul style="list-style-type: none"> • A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses: <ul style="list-style-type: none"> - Seven (7) bylaw-sized trees on the subject property; and - Two (2) bylaw-sized trees on neighbouring properties. • The City's Tree Preservation Coordinator reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to: <ul style="list-style-type: none"> - Remove and replace Trees #1, #4 & #7 as they are in very poor condition and exhibit significant structural defects.

Staff Comments (Continued)

- Remove and replace Trees #2 and #3 as they are in marginal condition, have grown together as a hedgerow, and are in conflict with the proposed development.

- Retain and protect the two (2) bylaw-sized trees on the neighbouring properties to the southwest (Trees # 8 and #9 located at 10475 and 10491 Gilmore Crescent). Tree protection fencing is required to be installed 1.2 m from the south and west property lines.

- In addition, the City's Tree Preservation Coordinator recommends the following:

- Retain and protect Trees #5 and #6, as they are both significant in size, in excellent condition, and are the tallest in the neighbourhood. The retention of these trees will have no impact on the building configuration of the western lot, however, any proposed building configuration on the eastern lot will require the rear half of the building to be set back a minimum of 5 m from the trees.

- Retain and protect the undersized Monkey Puzzle tree located in the front yard, which is in excellent condition.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

The final Tree Retention Plan is included in **Attachment 4**.

- Based on the 2:1 replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of ten (10) replacement trees are required to be planted and maintained on the future lots.
- Considering the effort to be taken by the applicants to retain Trees #5 & #6 which will affect the design of the dwelling on the proposed eastern lot, as well as the undersized Monkey Puzzle tree, staff recommend only six (6) replacement trees with the following sizes be required:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	9 cm		5 m
2	10 cm		5.5 m
2	11 cm		6 m

Staff Comments (Continued)	<ul style="list-style-type: none"> • A Landscaping Security in the amount of \$3,000 (\$500/tree) is required to ensure that the proposed number of replacement trees are planted and maintained. • To ensure the survival of protected trees, the applicant must submit the following prior to rezoning adoption: <ul style="list-style-type: none"> • A Contract with a Certified Arborist for on-site supervision of all works to be conducted at development stage within close proximity to the tree protection zones of trees to be retained. The Contract must include the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.), as well as a provision for the Arborist to submit a post-construction impact assessment report for the City to review; and • A Tree Survival Security to the City in the amount of \$4,000 (\$500/tree) to ensure that on-site trees (Trees #5 & #6 and the undersized Monkey Puzzle tree) and off-site trees (Trees# 8 & #9) will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection. <p><u>Affordable Housing</u></p> <ul style="list-style-type: none"> • Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications. • The applicant proposes to provide a cash-in-lieu contribution. The voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$6,996). • Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This agreement would be discharged from Title (at the initiation of the applicant) on the lot where the secondary
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Staff Comments (Continued)	<p>suite is not required by the Affordable Housing Strategy after the requirements are satisfied.</p> <p><u>Flood Management</u> Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.</p> <p><u>Site Servicing & Vehicle Access</u> There are no servicing concerns with rezoning.</p> <p>A covenant registered on title for the purpose of ensuring that the vehicular access and parking areas on the properties are designed in such a way that a vehicle may exit from the property without the necessity of backing into the street is required. The covenant will require a minimum front setback of 9 m to accommodate the above purpose.</p> <p><u>Subdivision</u> At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.</p>
Analysis	This redevelopment proposal is consistent with Lot Size Policy 5448 as the property is intended to be subdivided into two (2) lots, each approximately 14.28 m wide.
Attachments	<p>Attachment 1 – Location Map/Aerial Photo</p> <p>Attachment 2 – Lot Size Policy 5448</p> <p>Attachment 3 – Development Application Data Sheet</p> <p>Attachment 4 – Tree Retention Plan</p>
Recommendation	This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies and is consistent with the direction of redevelopment currently on-going in the surrounding area. On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:rg

Prior to final adoption of Zoning Amendment Bylaw 8849, the developer is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$3,000 (\$500/tree), for the planting and maintenance of six (6) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	9 cm		5 m
2	10 cm		5.5 m
2	11 cm		6 m

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of on-site trees to be retained (Trees #5 & #6 and the undersized Monkey Puzzle tree) and the off-site trees to be protected (Trees #8 & #9) located on the neighbouring properties (10475 & 10491 Gilmore Cr). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$4,000 to ensure that on-site trees (Trees # 5 & #6 and the undersized Monkey Puzzle tree) and off-site trees (Trees #8 & #9) are protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.
4. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (\$6,996) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

5. Registration of a covenant on title for the purpose of ensuring that the vehicular access and parking areas on the properties are designed in such a way that a vehicle may exit from the property without the necessity of backing into the street. The covenant will require a minimum front setback of 9 m to accommodate the above purpose.
6. Registration of a flood indemnity covenant on Title.
7. Registration of an aircraft noise sensitive covenant on Title.

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

- Install Tree Protection Fencing around trees to be retained on-site (Trees # 5 & #6 at 5 m from the base of the trees, as well as the undersized Monkey Puzzle tree at 1.2 m from the base of the tree) and around off-site trees to be protected (Trees # 8 & #9 at 1.2 m from the south and west property lines).

- Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

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

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

Signed

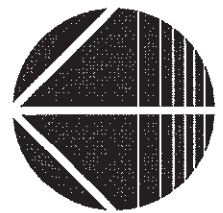
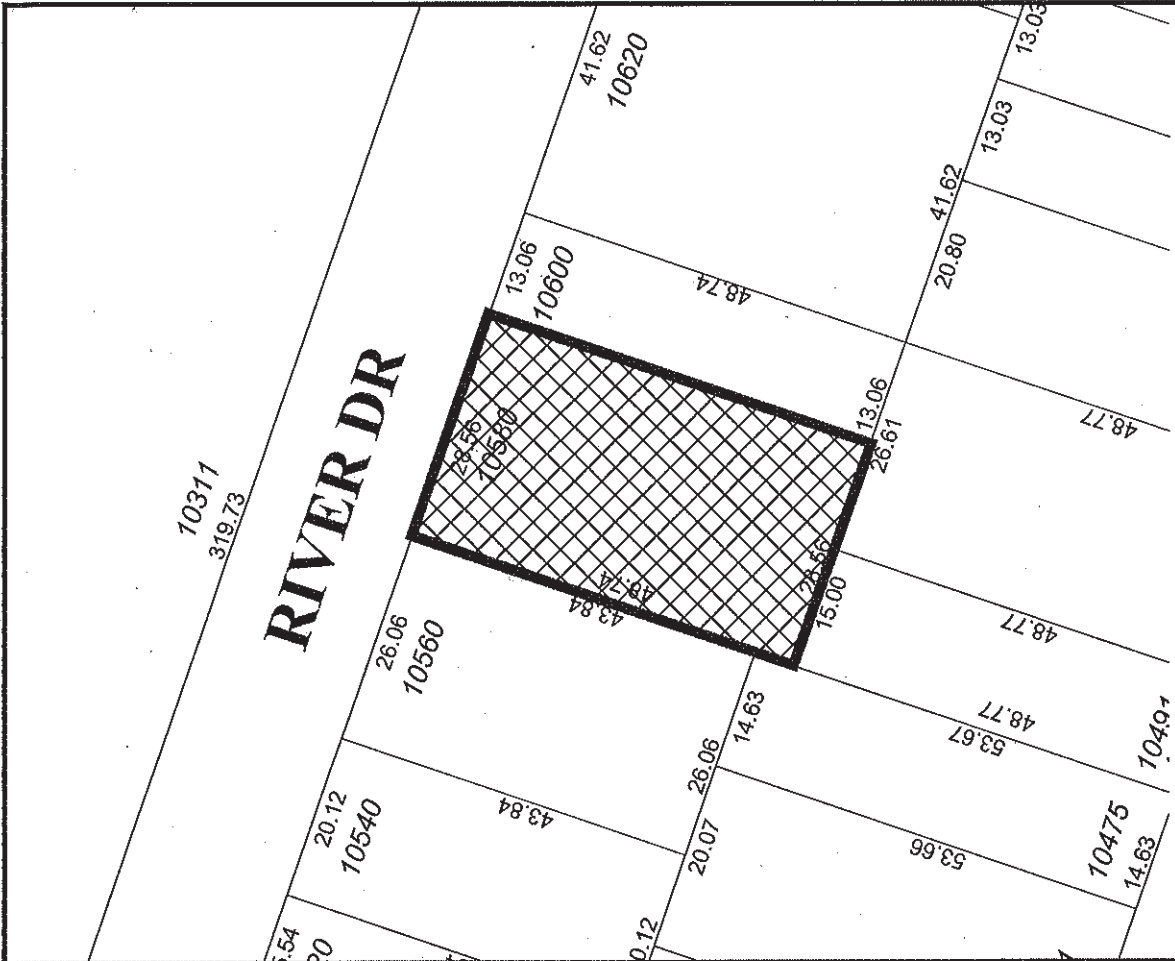
Date



City of Richmond

PROPOSED REZONING

North Arm Fraser River

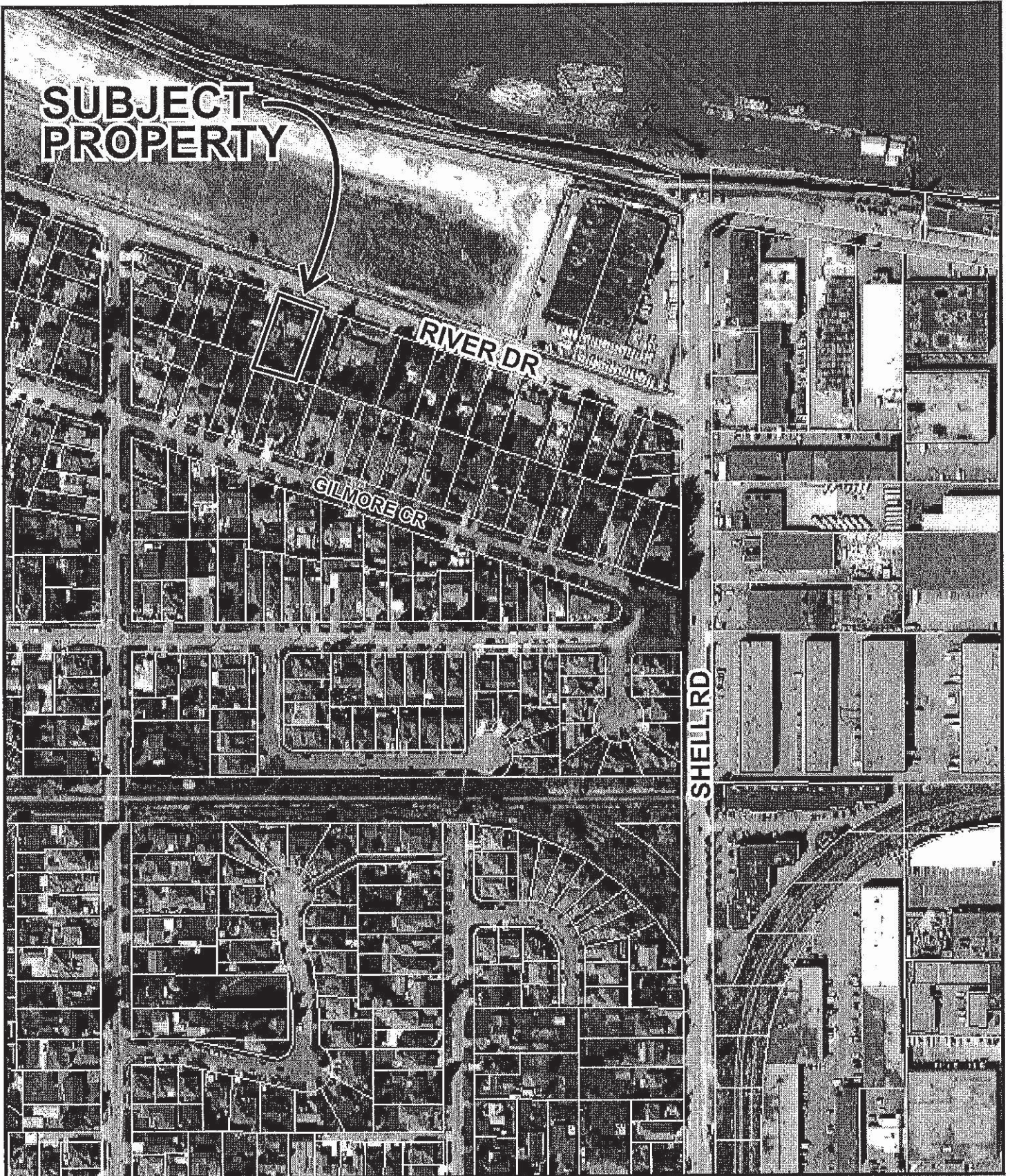


PH 39

RZ 11-594227

Original Date: 11/16/11
Revision Date: 11/21/11
Note: Dimensions are in METRES

**SUBJECT
PROPERTY**



RZ 11-594227

Original Date: 11/17/11

Amended Date:

Note: Dimensions are in METRES

PH - 40



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

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

POLICY 5448:

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

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

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

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



Subdivision permitted as per R1/B except:

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



POLICY 5448 SECTION 23, 5-6

Adopted Date: 09/16/91

Amended Date:



City of Richmond

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

Development Application Data Sheet

RZ 11-594227

Attachment 3

Address: 10580 River Drive

Applicant: Jagtar & Shingara Kanola

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Jagtar & Shingara Kanola	To be determined
Site Size (m²):	1392.13 m ² (14,985.3 ft ²)	Two (2) single detached lots, each 696.1m ² (7,493 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map -- Neighbourhood Residential 	No change
Area Plan Designation:	Bridgeport Area Plan Land Use Map -- "Residential (Single-Family)"	No change
702 Policy Designation:	Lot Size Policy 5448 (adopted by Council in 1991) -- permits rezoning and subdivision of properties fronting River Drive in accordance with the provisions of "Single Detached (RS2/C)".	No change
Zoning:	Single Detached (RS1/D)	Single Detached (RS2/C)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage -- Building:	Max. 45%	Max. 45%	none permitted
Lot Size (min. dimensions):	360 m ²	Two (2) lots, each approx. 696.1m ² (7,493 ft ²)	none
Setback -- Front Yard & Rear Yards (m):	Min. 6.0 m	6.0 m Min.	none
Setback -- Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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

not to be used to define boundaries

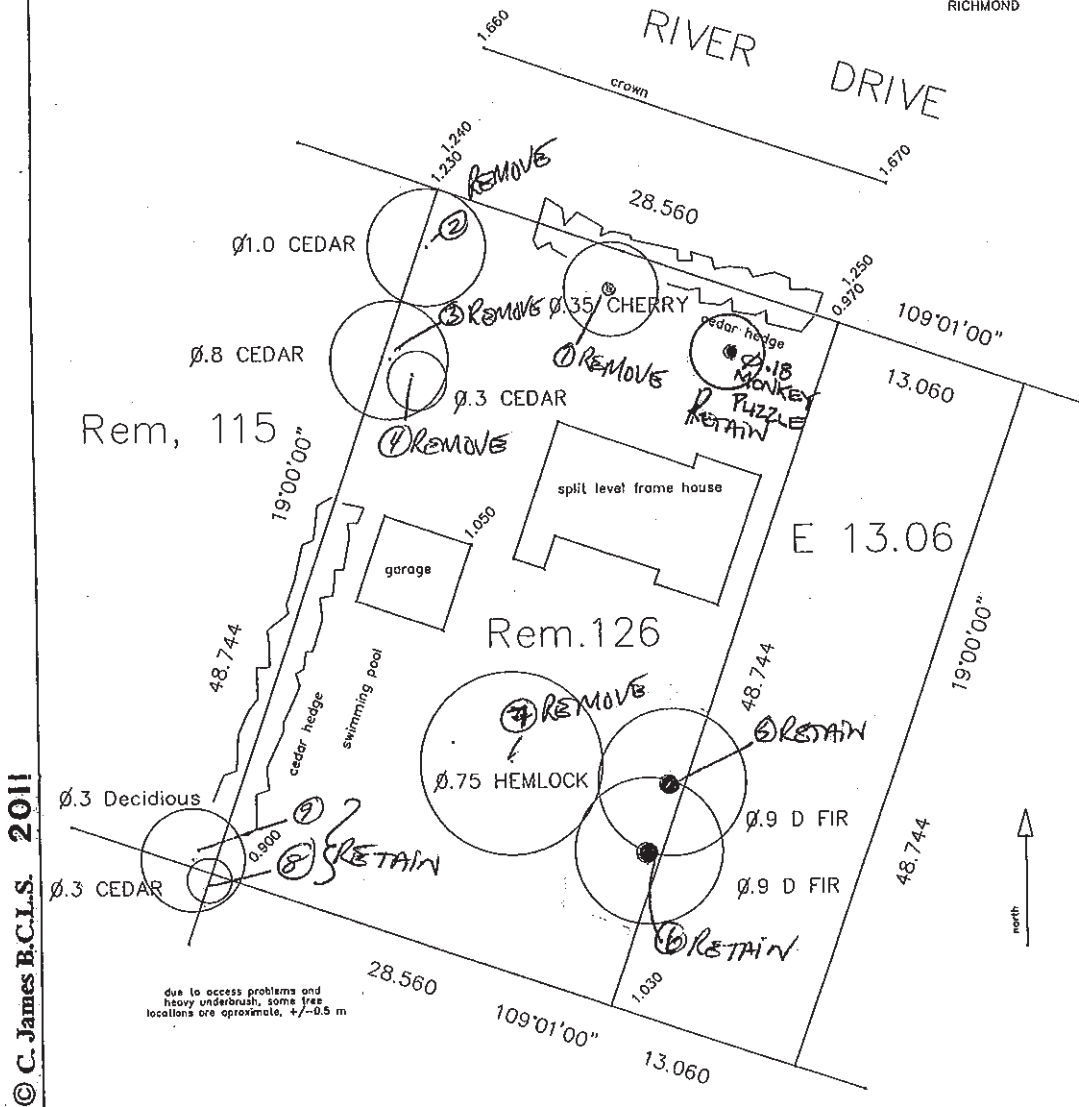
scale 1:400
METRESSurvey Certificate
for

ELEVATIONS AND TREES ON LOT 126

(except East 13.06m) TREE RETENTION PLAN

SECTION 23 B1k.5N Rge.6W

NWD PLAN 27707

civic address
10580 RIVER DRIVE
RICHMOND

© C. James B.C.L.S. 2011

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

certified correct

this 22 day of OCTOBER
2011

B.C.L.S.

this document is not valid unless originally signed and sealed

file 8912



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8849 (RZ 11-594227)
10580 RIVER DRIVE**

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

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

P.I.D. 008-924-961

Lot 126 EXCEPT: THE EASTERLY 13.06 METRES Section 23 Block 5 North Range 6
West New Westminster District Plan 27707

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8849"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

FEB 13 2012



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: January 4, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-587549

Re: Application by Robert Kirk for Rezoning at 11291 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Bylaw No.8852, for the rezoning of 11291 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

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

Staff Report

Origin

Robert Kirk has applied to the City of Richmond for permission to rezone 11291 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2) in order to permit the property to be subdivided into two (2) single-family lots with vehicle access from the existing rear lane (**Attachment 1**).

Findings of Fact

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

Surrounding Development

The subject property is located on the north side of Williams Road, between Shell Road and Seacote Road, in an established residential neighbourhood consisting of a mix of older single detached dwellings on larger lots and new single detached dwellings on small lots.

To the north, facing Seaton Road, are two (2) single detached dwellings zoned “Single Detached (RS1/E)”;

To the east, is a new single detached dwelling zoned “Compact Single Detached (RC1)”;

To the south, across Williams Road, are two (2) single detached dwellings zoned “Single Detached (RS1/E)”;

To the west, is a single detached dwelling zoned “Single Detached (RS1/K)”.

Related Policies & Studies

Official Community Plan (OCP) Designation

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

Lot Size Policy

The subject property does not fall within a Lot Size Policy area.

Staff Comments

Trees & Landscaping

A Certified Arborist’s Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- Two (2) bylaw-sized trees located on the subject property; and

- Two (2) bylaw-sized trees and one (1) undersized tree located on City-owned property along the Williams Road frontage.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment (VTA). The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to:

- Remove and replace the two (2) bylaw-sized trees (Tree #972 & #973) located on the subject property which are in poor condition. Tree #972 is located under a 3-phase power line and as a result, has been severely topped by BC Hydro contractors. Tree #973 has also been topped and as a result, has developed a large decay pocket at the main branch union. Replacement trees should be located away from the power lines.
- Retain the three (3) trees (Trees A, B & C) located on City property as they are all in good condition. As all three (3) trees are located in a concrete sidewalk, tree protection barriers are not required.

The final Tree Retention Plan is included in **Attachment 3**.

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

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	10 cm		5.5 m

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

Affordable Housing

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

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

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$4,207).

Floodplain Management

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road.

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

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

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

Subdivision

Prior to approval of the Subdivision, the developer will be required to pay Development Cost Charges (City and GVS & DD), cash-in-lieu for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

A 2 m utility Statutory Right-of-Way may be required along the entire frontage on Williams Road to accommodate storm inspection chambers and water meter boxes.

Analysis

This rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies since it is an infill development proposal on an arterial road with vehicle access to and from the proposed rear lane. The potential exists for other lots on this side of Francis Road to redevelop consistent with these policies.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies contained within the OCP, and is consistent with the established pattern of redevelopment in the neighbourhood.

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

On this basis, staff recommend support for the application.

A handwritten signature in black ink, appearing to read "Erika Syvokas".

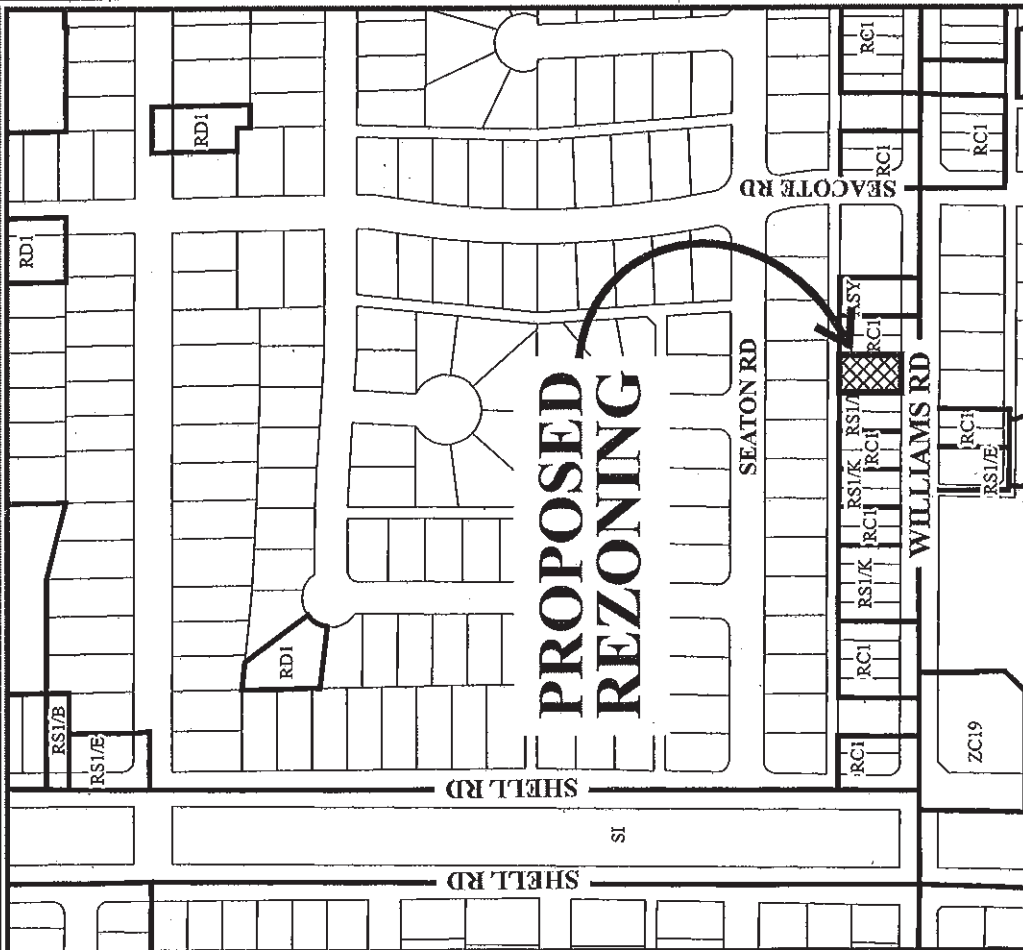
Erika Syvokas
Planning Technician
604-276-4108

ES:blg

- Attachment 1: Location Map/ Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Retention Plan
- Attachment 4: Rezoning Considerations Concurrence



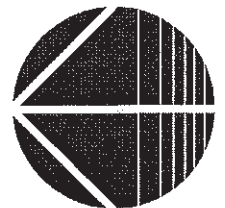
City of Richmond



32.31	20.73	20.73	20.73	21.30	32.31	32.31
10.08	10.08	10.08	10.08	10.08	10.08	20.12
32.33	11251	11271	11273	11311	11315	32.33
10.08	10.08	10.08	10.08	10.08	10.08	20.12
10.06	11260	11268	11280	11300	11320	20.12
53	54	54	53	53	53	53

WILLIAMS RD

RZ 11-587549

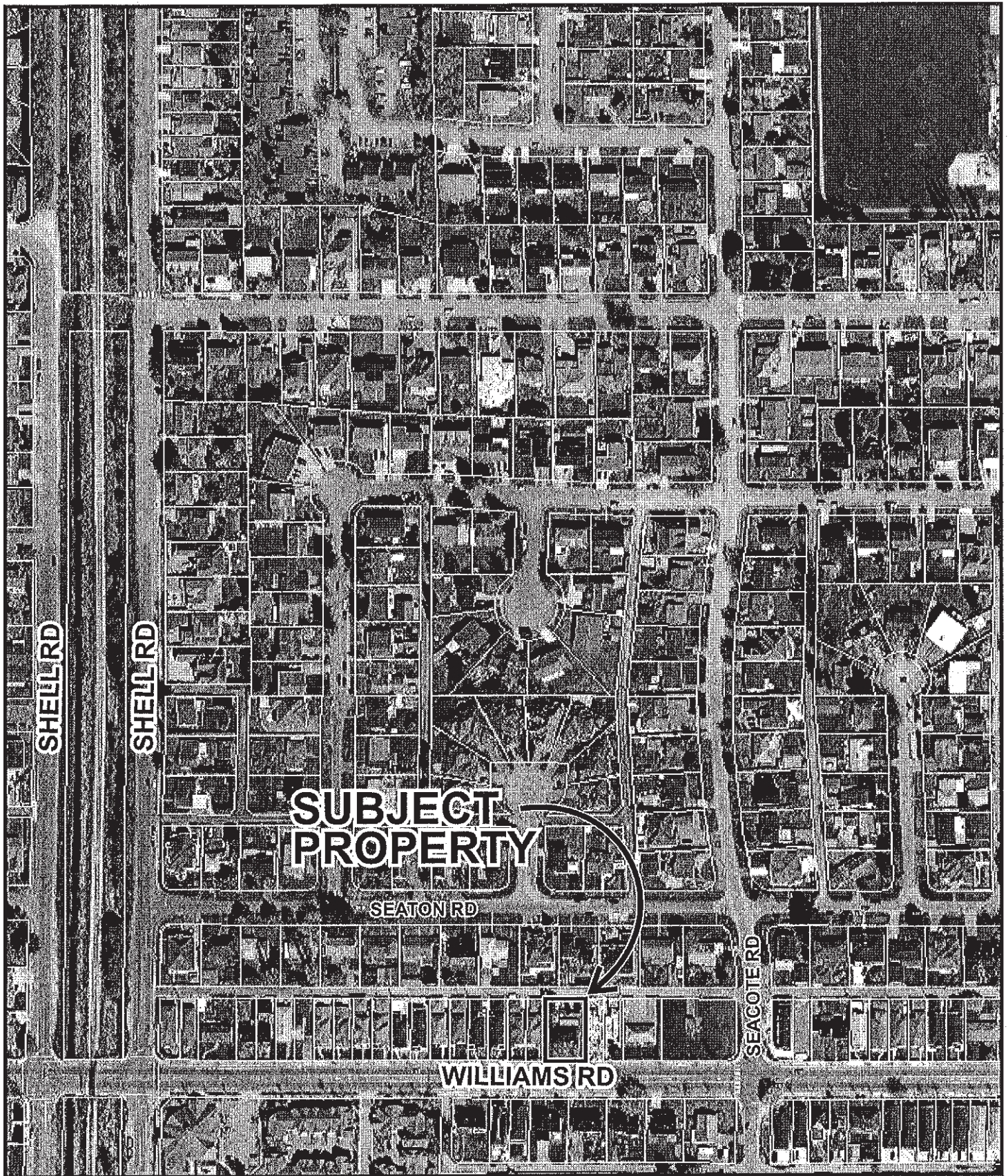


PH - 52

Original Date: 08/24/11

Revision Date:

Note: Dimensions are in METRES



RZ 11-587549

Original Date: 08/25/11

Amended Date:

Note: Dimensions are in METRES

PH - 53



RZ 11-587549

Attachment 2

Address: 11291 Williams Road

Applicant: Robert Kirk

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Vladimir & Irene Zachata	To be determined
Site Size (m²):	651.4 m ² (7,012 ft ²)	Two (2) lots each approx. 325.7 m ² (3,506 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none">Generalized Land Use Map – Neighbourhood ResidentialSpecific Land Use Map – Low-Density Residential	No change
Area Plan Designation:	None	NA
702 Policy Designation:	None	NA
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment where there is access to an existing operational rear lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Size (min. dimensions):	270 m ²	325.7 m ²	none
Setback – Front Yard & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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

SURVEY PLAN OF LOT 4 BLOCK 2 SECTION 25 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 18935

PARCEL IDENTIFIER (PID): 004-125-096

CIVIC ADDRESS

#11291 WILLIAMS ROAD
RICHMOND, B.C.

TREE RETENTION PLAN

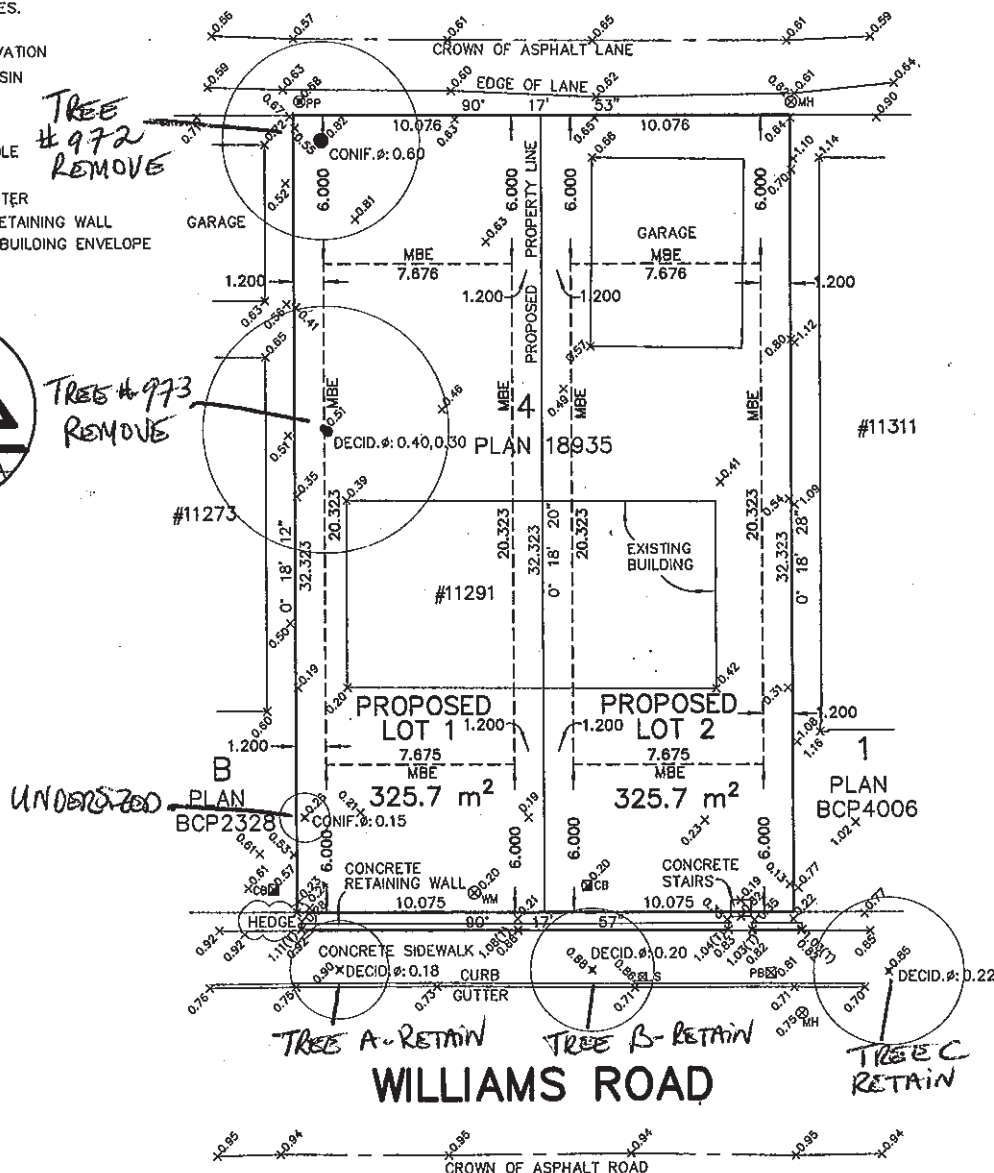
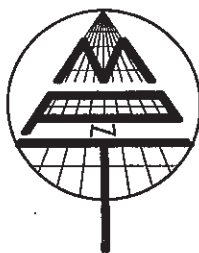
LEGEND

SCALE 1:200



ALL DISTANCES ARE IN METRES.

- x 0.84 INDICATES SPOT ELEVATION
- CB INDICATES CATCH BASIN
- MH INDICATES MANHOLE
- PB INDICATES PULLBOX
- PP INDICATES POWER POLE
- LS INDICATES SIGN
- WM INDICATES WATER METER
- (T) INDICATES TOP OF RETAINING WALL
- MBE INDICATES MAXIMUM BUILDING ENVELOPE



© COPYRIGHT

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137

CADFILE: 16755-001-TPG-001.DWG

NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #191 (02H2453) WITH AN ELEVATION OF 1.664 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY THE CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

CERTIFIED CORRECT
THIS 17TH DAY OF AUGUST, 2011

[Signature]
B.C.L.S.

PH - 55

DATE OF SURVEY: JUNE 16, 2011



City of Richmond

Rezoning Considerations

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

Address: 11291 Williams Road

File No.: RZ 11-587549

Prior to final adoption of Zoning Amendment Bylaw 8852, the developer is required to complete the following:

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

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	10 cm		5.5 m

2. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,207) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.
3. Registration of a flood indemnity covenant on title.

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

- Pay Development Cost Charges (City and GVS & DD), cash-in-lieu for future lane upgrading, School Site Acquisition Charge, Address assignment fee, and servicing costs.
- Register a 2 m utility Statutory Right-of-Way along the entire frontage on Williams Road to accommodate storm inspection chambers and water meter boxes.

Note:

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8852 (RZ 11-587549)
11291 WILLIAMS ROAD**

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

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

P.I.D. 004-125-096

Lot 4 Block 2 Section 25 Block 4 North Range 6 West New Westminster District Plan 18935

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8852"**.

FIRST READING

FEB 13 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee
Fast Track Application

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: January 31, 2012
File: RZ 11-594451
Re: Application by Yaseen Grewal, Balbir Randhawa and Sarbjit Randhawa for Rezoning at 10180/10200 Finlayson Drive from Two-Unit Dwellings (RD1) to Single Detached (RS2/B)

Staff Recommendation

That Bylaw No. 8863, for the rezoning of 10180/10200 Finlayson Drive from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

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

Staff Report

Item	Details	
Applicant	Yaseen Grewal, Balbir Randhawa & Sarbjit Randhawa	
Location	10180/10200 Finlayson Drive (Attachment 1)	
Development Data Sheet	See Attachment 2	
Zoning	Existing: Two-Unit Dwellings (RD1)	
	Proposed: Single Detached (RS2/B)	
OCP Designation	Official Community Plan (OCP) Generalized Land Use Map designation – "Neighbourhood Residential".	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Area Plan Designation	Bridgeport Area Plan Land Use Map – "Residential (Single-Family)".	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Lot Size Policy	Lot Size Policy 5448 (adopted by Council in 1991) – permits subdivision of properties in accordance with the provisions of "Single Detached (RS2/B)" (Attachment 3).	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Other Designations	Aircraft Noise Sensitive Development Policy Area 2 - permits new single-family development that is supported by an existing Lot Size Policy. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness.	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Affordable Housing Strategy Response	The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site.	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Surrounding Development	North: a park and school zoned "School & Institutional Use (SI)".	
	South: facing Finlayson Court, is a single detached dwelling zoned "Single Detached (RS1/D)".	
	East: a duplex zoned "Single Detached (RS1/B)".	
	West: is a single detached dwelling zoned "Single Detached (RS1/D)".	
Rezoning Considerations	See Attachment 5	

Staff Comments**Trees & Landscaping**

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- One (1) bylaw-sized tree shared between the subject property and the neighbouring property to the west (10160 Finalyson Drive);
- Two (2) bylaw-sized trees on the neighbouring property to the west (10160 Finlayson Drive); and
- Two (2) bylaw-sized trees on City-owned property.

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

- Remove and replace the bylaw-sized tree on the west property line (Tree #3) due to its poor condition and conflict with the future building envelope as well as the two (2) trees (Trees #4 & #5) on the neighbouring property to the west as their critical root zones will be impacted by the proposed development. Permission from the neighbour for removal of these trees has been obtained (on file).
- Remove and replace the two (2) bylaw-sized trees on City property (Trees #1 and #2). However, the applicant has opted to retain and protect these trees. Further investigation into the possibility of retaining these trees will be investigated at subdivision stage when driveway locations are determined.

The final Tree Retention Plan is included in **Attachment 4**.

Based on the 2:1 replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of six (6) replacement trees are required (**Attachment 5**).

To ensure the new trees are planted and maintained, the applicant is required to submit a landscaping security in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

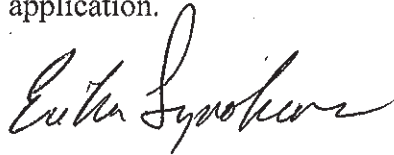
Site Servicing & Subdivision

There are no servicing concerns with rezoning.

At future Subdivision stage, the applicant will be required to pay cash-in-lieu for future road improvements and Servicing Costs. Note: DCC's (City & GVS & DD), School Site Acquisition Charge, and Address Assignment Fee are not applicable because of the existing duplex.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies and is consistent with the direction of redevelopment currently on-going in the surrounding area. The applicant has agreed to the list of rezoning conditions included in **Attachment 5**. On this basis, staff support the application.



Erika Syvokas
Planning Technician
(4108)

ES: blg

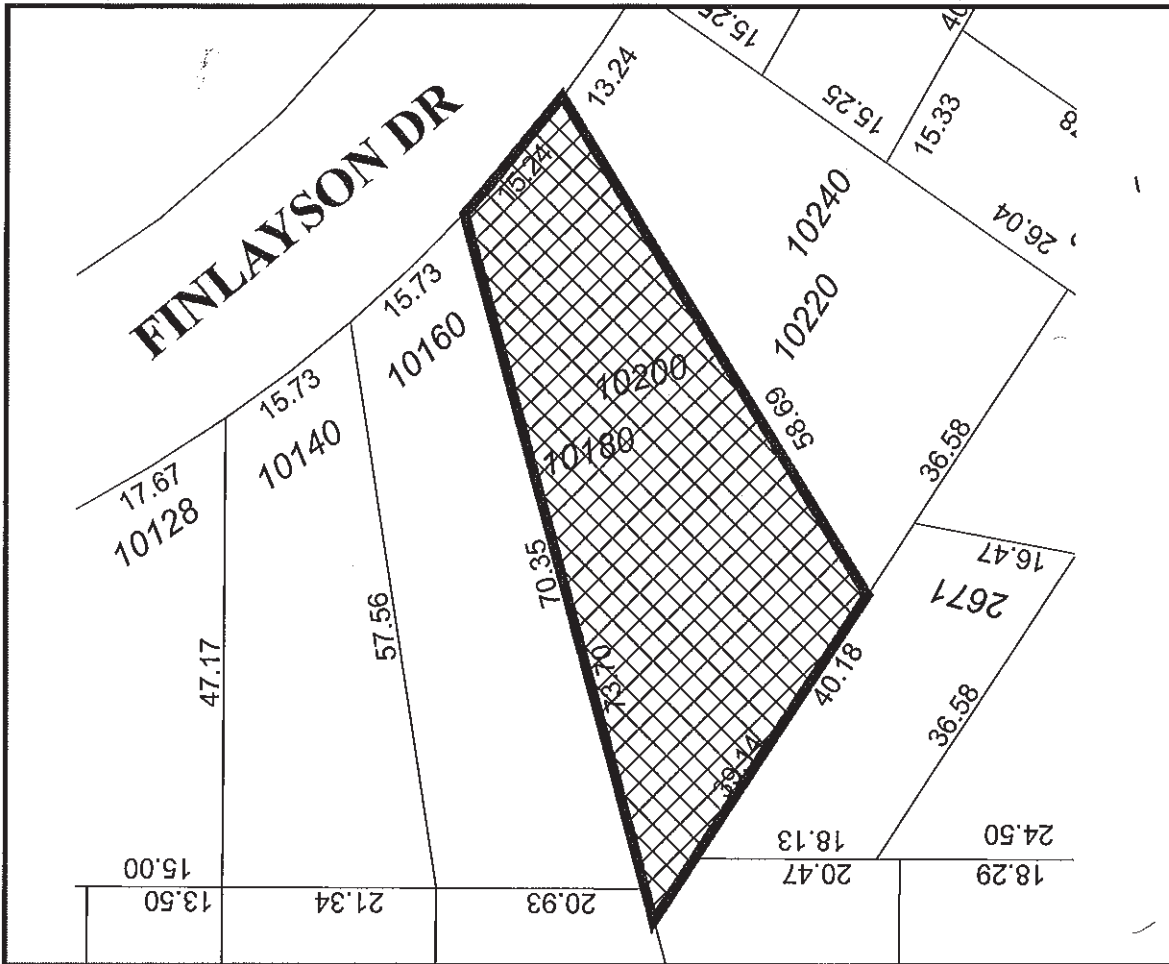
Attachments:

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5448
- Attachment 4: Tree Retention Plan
- Attachment 5: Rezoning Considerations



City of Richmond

PROPOSED REZONING



PH - 63

RZ 11-594451

Original Date: 11/29/11

Revision Date:

Note: Dimensions are in METRES



RZ 11-594451

Original Date: 11/29/11

Amended Date:

Note: Dimensions are in METRES

PH - 64



City of Richmond

Development Application Data Sheet Fast Track Application Development Applications Division

RZ 11-594451
Attachment 2

Address: 10180/10200 Finlayson Drive

Applicant: Yaseen Grewal, Balbir Randhawa & Sarbjit Randhawa

Date

Fast Track

Received: November 17, 2011

Compliance: January 31, 2012

	Existing	Proposed
Owner	Strata Lot 1 - Yaseen Grewal Strata Lot 2 - Balbir Randhawa & Sarbjit Randhawa	To be determined
Site Size (m²)	1,494.7 m ² (16,089.3 ft ²)	Lot A- 759.3 m ² (8,173 ft ²) Lot B- 735.4 m ² (7,916 ft ²)
Land Uses	One (1) two-unit dwelling	Two (2) single detached dwellings
Zoning	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
Number of Units	Two (2)	Two (2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m)	Min. 6.0 m	6.0 m Min.	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2.5 storeys	2.5 storeys	none
Lot Size	360 m ²	Lot A- 759.3 m ² Lot B- 735.4 m ²	none
Lot Width	Min. 12.0 m	Min. 13.6 m	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

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

POLICY 5448:

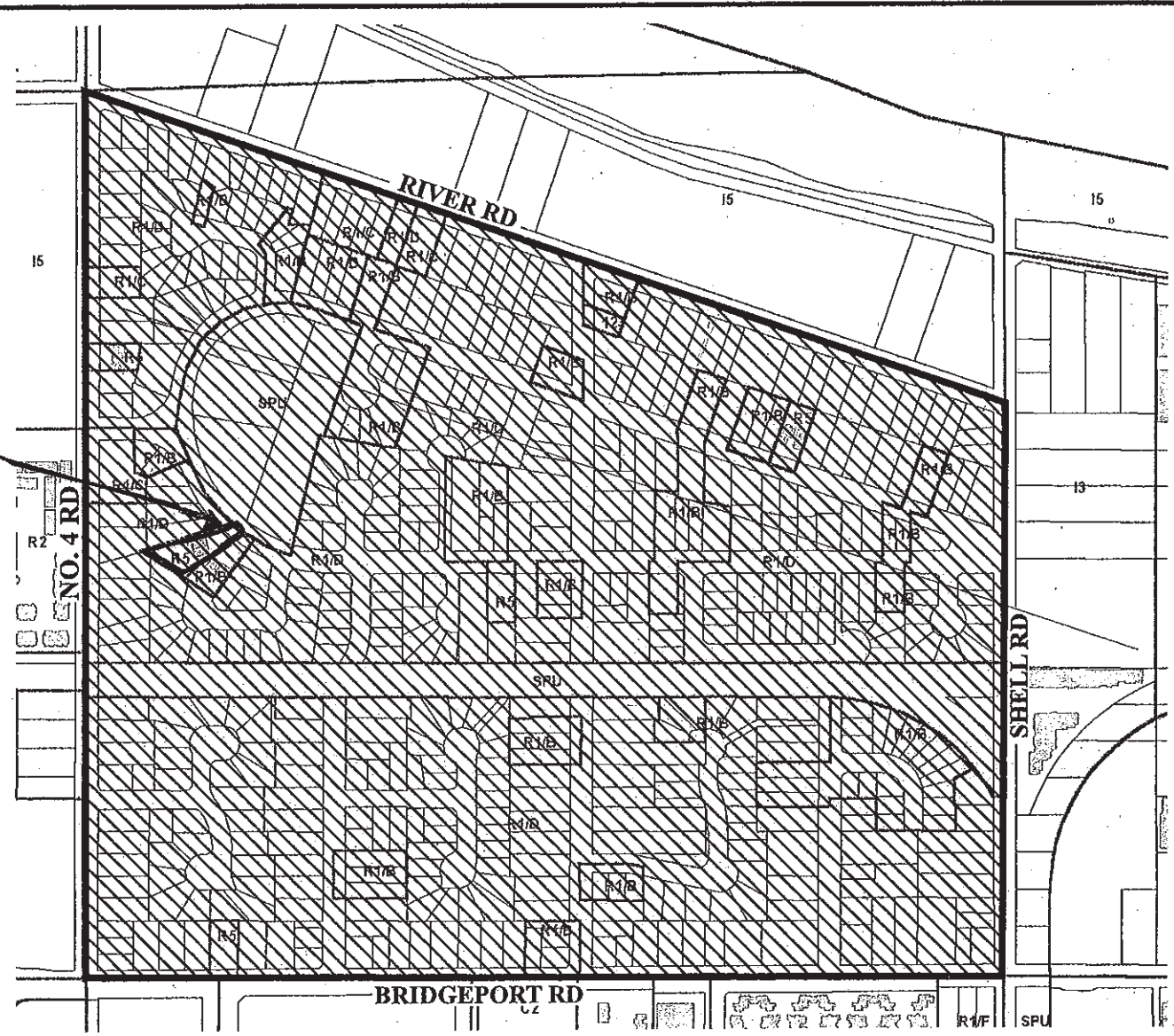
The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

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

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

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

SUBJECT
PROPERTY



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

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

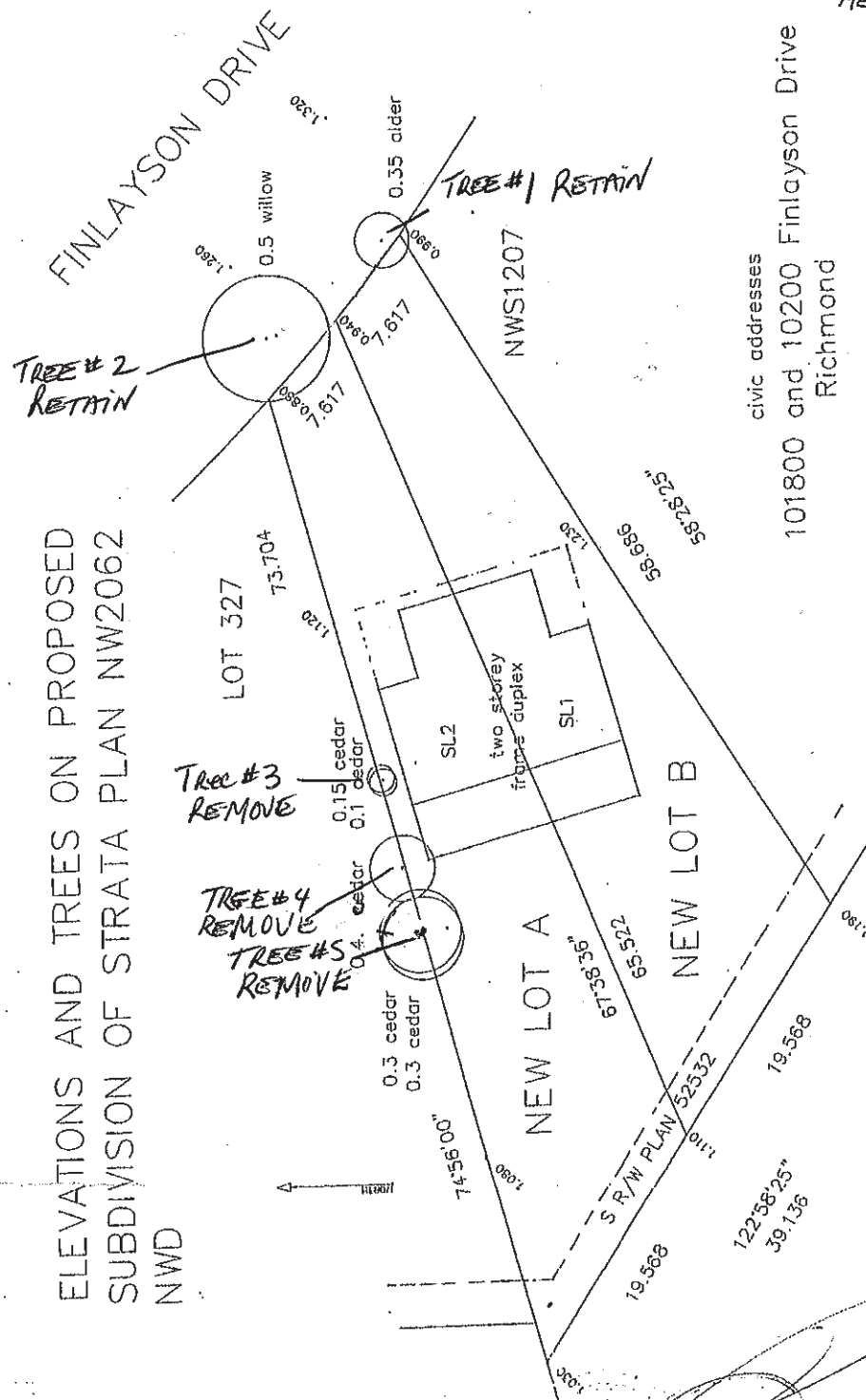


POLICY 5448 SECTION 23, 5-6

Adopted Date: 09/16/91

Amended Date:

scale 1:400
METRES




© C. James B.C.L.S. 2011

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

this document is not valid unless originally signed and sealed

certified correct


 B.C.L.S.
 this 14 day of NOVEMBER
 2011

file 8913



City of Richmond

Rezoning Considerations

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

Address: 10180/10200 Finlayson Drive

File No.: RZ 11-594451

Prior to final adoption of Zoning Amendment Bylaw 8863, the developer is required to complete the following:

1. Provincial Ministry of Transportation and Infrastructure approval.
2. Submission of a Landscaping Security in the amount of \$3,000 (\$500/tree) for the planting and maintenance of six (6) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
4	9 cm		5 m
2	11 cm		6 m

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

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$7,327) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

4. Confirmation to the City that Strata Plan NW2062 has been cancelled.
5. Discharge covenants RD168029 that currently exist on Title, which restrict the use of the property to a duplex.
6. Registration of a flood indemnity covenant on Title.
7. Registration of an aircraft noise sensitive covenant on Title.

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

- Install Tree Protection Fencing around Trees # 1 & #2 located on City-owned property. Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

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

- Pay cash-in-lieu for future road improvements and servicing costs.
- Confirm location of driveways for each new lot in order to determine potential for retention of Trees #1 & #2 located on City owned property. If trees cannot be retained, compensation in the amount of \$1,300 is required.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

Signed

Date



City of Richmond

Bylaw 8863

Richmond Zoning Bylaw 8500 Amendment Bylaw 8863 (RZ 11-594451) 10180/10200 FINLAYSON DRIVE

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

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

P.I.D. 002-277-760

Strata Lot 1 Section 23 Block 5 North Range 6 West New Westminster District Strata Plan NW2062 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 002-277-778

Strata Lot 2 Section 23 Block 5 North Range 6 West New Westminster District Strata Plan NW2062 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8863"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

FEB 27 2012

CITY OF RICHMOND
APPROVED by <i>[Signature]</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER

PH - 71



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** January 31, 2012
From: Brian J. Jackson, MCIP **File:** RZ 11-587257
Director of Development
Re: **Application by Harbinder Bahd for Rezoning at 8631 Francis Road from Single Detached (RS1/E) to Coach Houses (RCH)**

Staff Recommendation

That Bylaw No. 8866, for the rezoning of 8631 Francis Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

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

Staff Report

Origin

Harbinder Bahd has applied to the City of Richmond for permission to rezone 8631 Francis Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)" to permit the property to be subdivided into two (2) lots, each with a principal dwelling and coach house above a garage, with vehicle access from a new rear lane (**Attachment 1**).

Findings of Fact

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

Surrounding Development

To the north: Facing Cooper Road and Robinson Place, single-family dwellings on large lots zoned "Single Detached (RS1/E)";

To the east: Four (4) recently developed "Coach House (RCH)" lots;

To the south: Across Francis Road, single-family dwellings on large lots zoned "Single Detached (RS1/E)"; and

To the west: Older single detached dwellings on large lots zoned "Single Detached (RS1/E)".

Related Policies & Studies

OCP Designation

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

Lane Establishment and Arterial Road Redevelopment Policies

The rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies which encourages single-family residential and coach house development on properties along arterial roads where access to a fully-operational municipal lane is available.

Lot Size Policy

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

Staff Comments

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- Six (6) bylaw-sized trees located on the subject property; and
- One (1) bylaw-sized tree located on City-owned property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment (VTA). The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to:

- Remove and replace two (2) bylaw-sized trees (Tree # 632 & 633) located on the subject property due to conflict with the proposed lane dedication.
- Remove and replace three (3) bylaw-sized trees (Tree #634, #635, & #636) located on the subject property which are in very poor condition due to previous topping.
- Retain and protect one (1) tree (Tree A) located on City-owned property which is in good condition. Tree protection fencing must be installed to City standards prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.
- Relocate Tree #637 on site which falls within the middle of the proposed building envelope. As a result of the building envelope conflict, the tree's good condition and relatively small size, this tree should be relocated in the corner of one (1) of the proposed new front yards.

The final Tree Retention Plan is included in **Attachment 3**.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit:

- A Contract with a Certified Arborist for supervision of the relocation of Tree #637 and any works to be conducted within the Tree Protection Zone of Tree A to be retained located on City-owned property. The Contract must include the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review; and
- A Survival Security to the City in the amount of \$2,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure that Tree # 637 and Tree A will be retained and protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

Based on the 2:1 replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 10 replacement trees are required to be planted and maintained on the future lots. Considering the limited space in the yards of the future lots, and the effort to retain and relocate Tree #637, staff recommend that only eight (8) trees be required with the following minimum sizes:

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

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

Affordable Housing

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

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

Flood Management

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

Site Servicing & Vehicle Access

Prior to final adoption of the rezoning, the developer is required to do the following:

1. Dedicate 6 m of property along the entire north property line of the site for a proposed lane.
2. Enter into a Servicing Agreement for the design and construction of a lane extension, along the entire north property line of the site. A storm sewer extension is also required along the entire frontage on Francis Road. The lane is to include, but not limited to: storm sewer, sand/gravel base, roll curb and gutter, asphalt pavement, and lane lighting. Note: Design should also include water, storm and sanitary connections for both proposed lots.

Vehicular access to and from Francis Road is not permitted in accordance with Bylaw No. 7222. Access to the site at future development stage is to be from the new rear lane only.

Subdivision

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

Analysis

All the relevant technical issues can be addressed. The rezoning application also complies with the Lane Establishment and Arterial Road Redevelopment Policies, as it is a coach house development on an arterial road with vehicle access to and from the proposed rear lane.

Conclusion

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

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

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



Erika Syvokas
Planning Technician
(604-276-4108)

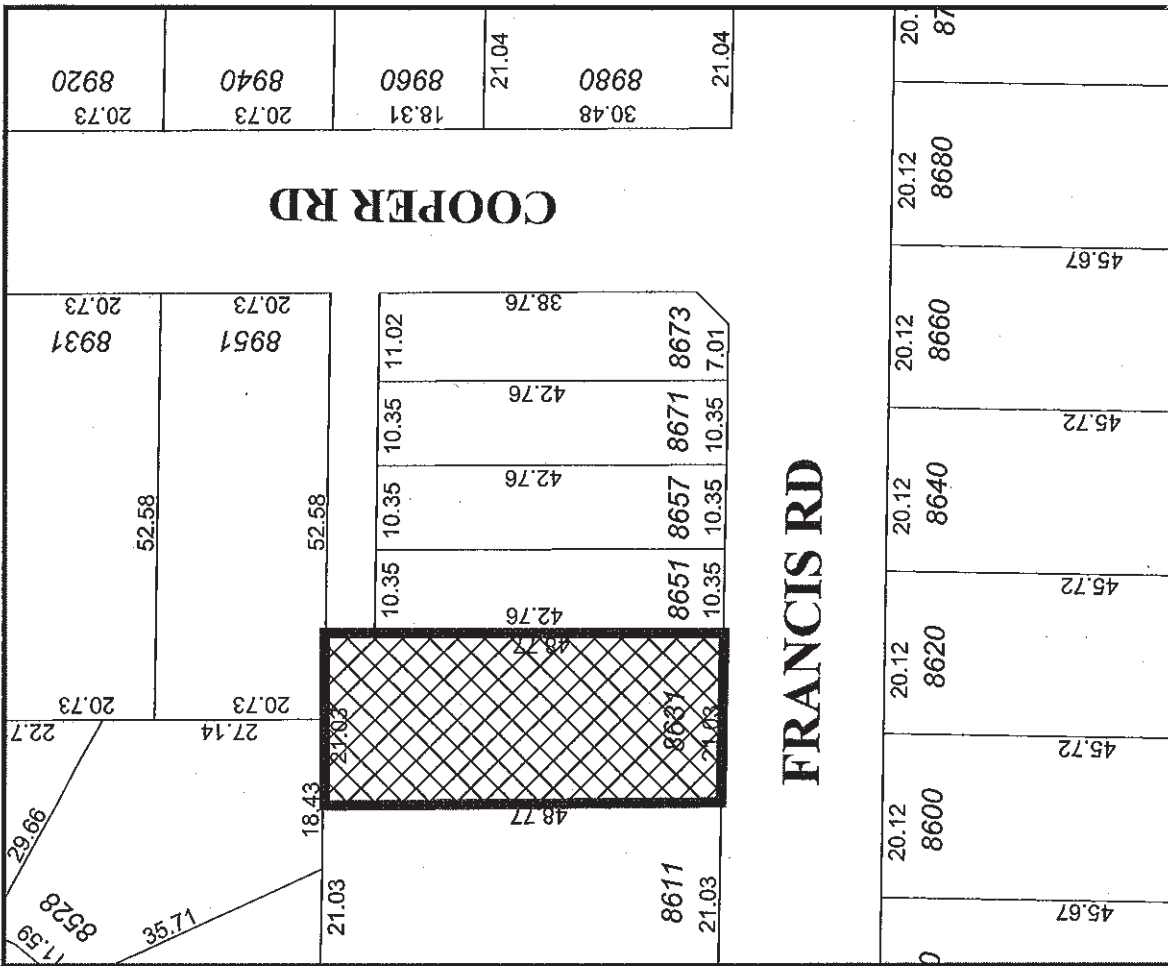
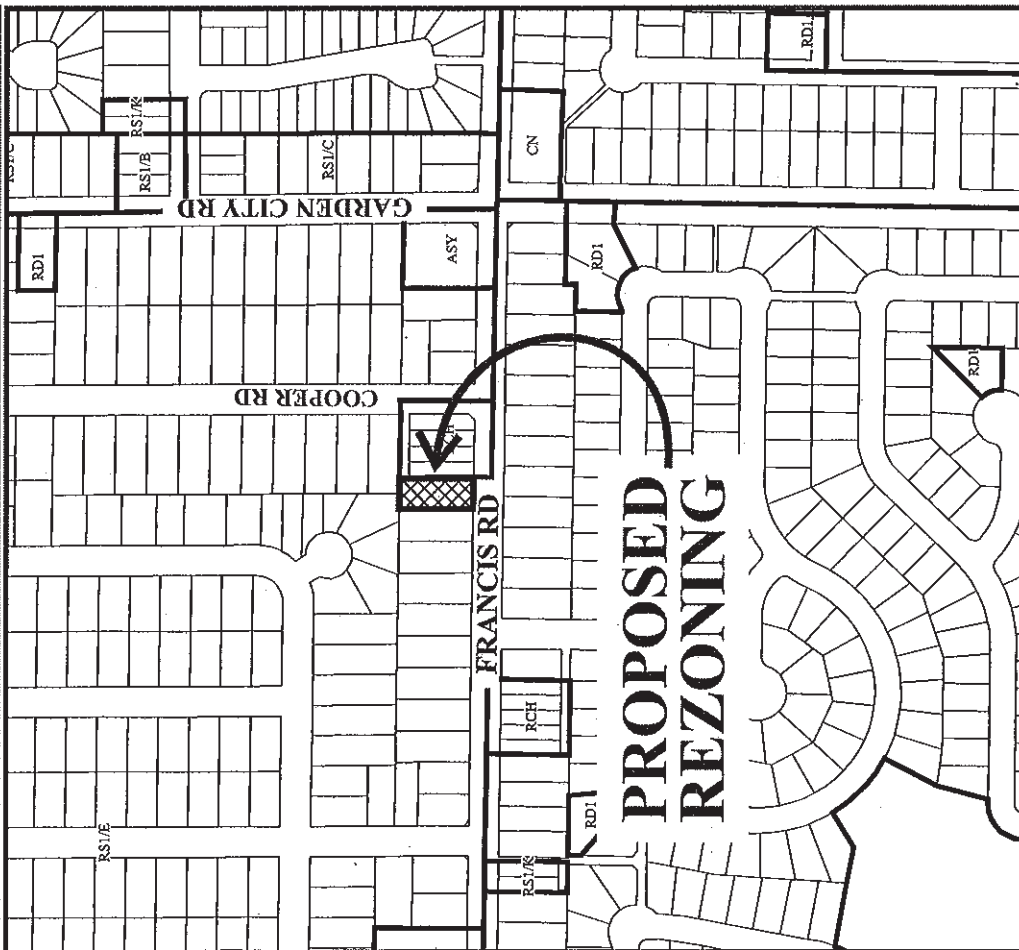
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Attachment 1: Location Map
Attachment 2: Development Application Data Sheet
Attachment 3: Tree Retention Plan
Attachment 4: Rezoning Considerations Concurrence

~~PH - 78~~



PROPOSED REZONING





RZ 11-587257

Original Date: 08/30/11

Amended Date:

Note: Dimensions are in METRES

PH - 79

**City of Richmond**

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

**Development Application
Data Sheet****RZ 11-587257****Attachment 2**Address: 8631 Francis RoadApplicant: Harbinder BahdPlanning Area(s): Broadmoor

	Existing	Proposed
Owner:	Harbinder Singh Bahd Harjinder Bahd	To be determined
Site Size (m²):	900 m ² (9,687.8 ft ²)	Two (2) lots each 450 m ² (4,843.9 ft ²)
Land Uses:	One (1) single-family residential dwelling	Two (2) single-family residential dwelling with one (1) coach house per lot
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential Specific Land Use Map – Low-Density Residential	No change
Area Plan Designation:	N/A	No change
702 Policy Designation:	N/A	No change
Zoning:	Single Detached (RS1/E)	Coach House (RCH)
Other Designations:	Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment along this arterial road.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	270 m ²	450 m ²	none
Setback – Front & Rear Yards (m):	6 m Min.	6 m Min.	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

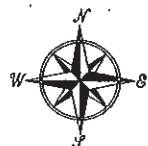
Other: Tree replacement compensation required for loss of significant trees.

TREE RETENTION PLAN

ATTACHMENT 3

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 10 SECTION 21 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 13867

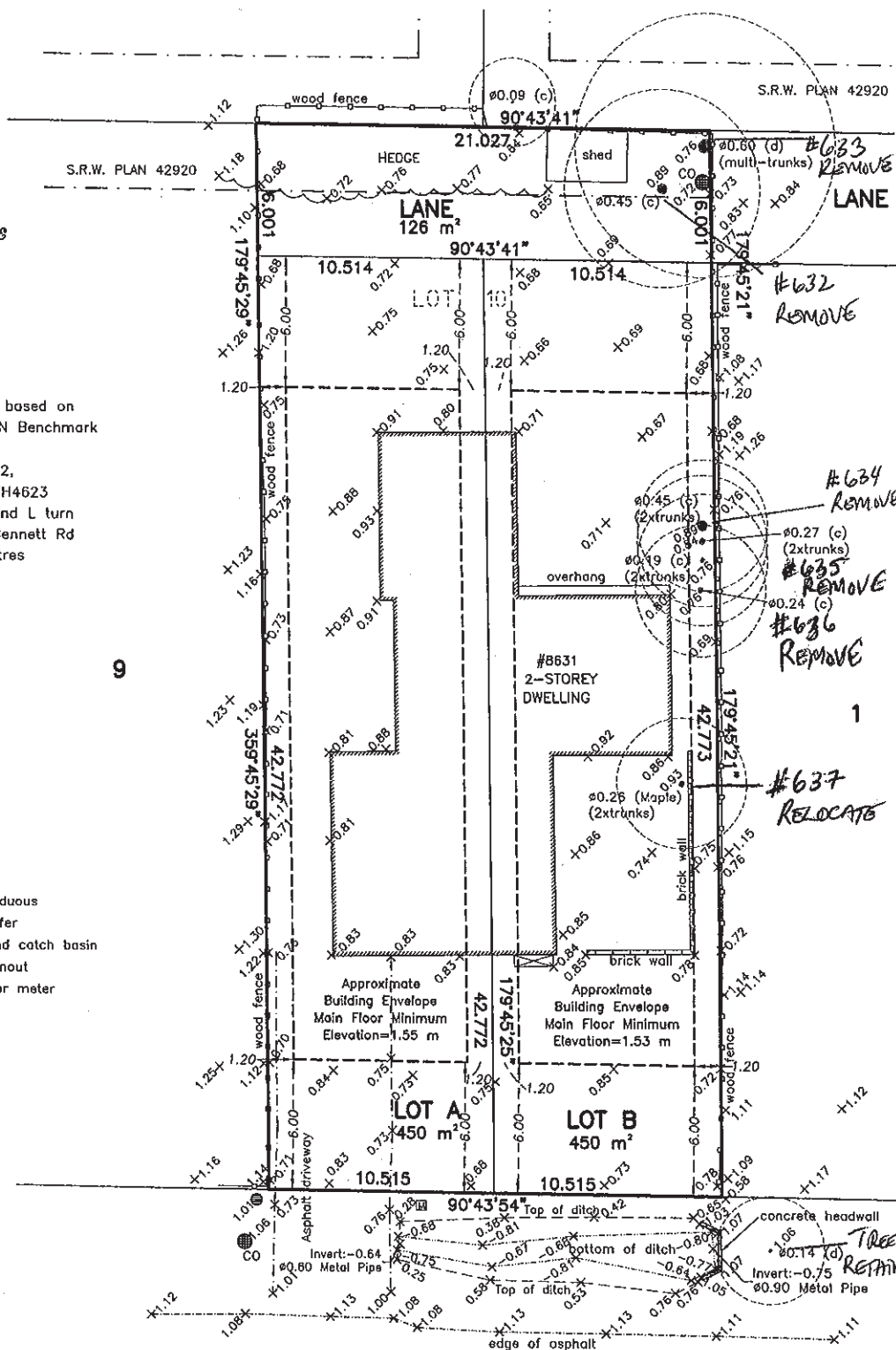
#8631 FRANCIS ROAD,
RICHMOND, B.C.
P.I.D. 007-213-913



NOTE:
Elevations shown are based on
City of Richmond HPN Benchmark
network.
Benchmark: HPN #202,
Control Monument 77H4623
Located at CL S bound L turn
lane @ No.3 Rd & Bennett Rd
Elevation = 1.452 metres

LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- ⊙ denotes round catch basin
- CO ⊙ denotes cleanout
- ⊠ denotes water meter



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4559
FB-187 P64-66
Drawn By: MY

FRANCIS ROAD

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

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

JULY 21st, 2011.

DWG No. 4559-TOPO

PH - 81

Rezoning Considerations

8631 Francis Road

RZ 11-587257

Prior to final adoption of Zoning Amendment Bylaw 8866, the developer is required to complete the following:

1. Registration of a 6 m lane dedication on Title along the entire north property line of the site for the proposed lane.
2. Enter into a Servicing Agreement* for the design & construction of a lane extension, along the entire north property line of the site. A storm sewer extension is also required along the entire frontage on Francis Road. The lane is to include, but not limited to: Storm sewer, sand/gravel base, roll curb & gutter, asphalt pavement, and lane lighting. Note: Design should also include water, storm and sanitary connections for both proposed lots.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees; and
 - Include the required eight (8) replacement trees with the following minimum sizes:

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

4. Submission of a Contract with a Certified Arborist for supervision of the relocation of Tree #637 and any works to be conducted within the Tree Protection Zone of Tree A to be retained located on City-owned property. The Contract must include the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
5. A Survival Security to the City in the amount of \$2,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure that Tree # 637 and Tree A will be retained and protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.
6. Registration of a Flood Indemnity Covenant on Title.

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

- Install Tree Protection Fencing for Tree A located on City-owned property according to City standard.

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

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee. Note: Servicing costs to be determined via the Servicing Agreement.

Note:

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

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

[Signed original on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8866 (RZ 11-587257)
8631 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 **COACH HOUSES (RCH)**.

P.I.D. 007-213-913

Lot 10 Section 21 Block 4 North Range 6 West New Westminster District Plan 13867

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8866"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

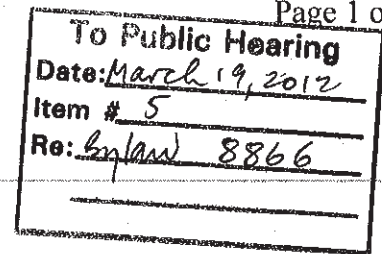
ADOPTED

FEB 27 2012



MAYOR

CORPORATE OFFICER

**MayorandCouncillors**

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: March 14, 2012 7:01 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #628)
Categories: 08-4105-20-2011587257 Development at 8631 Francis Rd

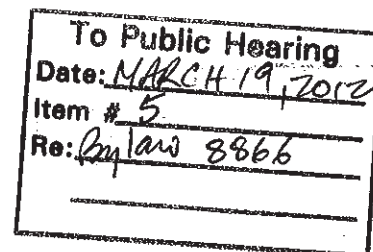
Send a Submission Online (response #628)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	3/14/2012 7:00:15 PM

Survey Response

Your Name:	Harvey Gill
Your Address:	8951 Cooper Road
Subject Property Address OR Bylaw Number:	8631 Francis Road (RZ 11-587257)
Comments:	<p>Dear Sir/Madam, The series of Coach Houses (RCH) along Francis Road have taken their toll on the trees in this area. A majestic Sequoia was cut down by developers to make room for the existing Coach Houses and this proposed new rear lane threatens another beautiful established tree. This tree does not need to be cut down, every effort has to be made to accommodate this tree and still give access to the lane. The tree is situated along the north side of the proposed lane right against the fence line. It can easily be paved around and its bottom branches trimmed without inhibiting access or affecting the proposed coach houses. Recently further down Francis by St. Albans other trees were cut down for similar development, this tree doesn't need to be downed in the same manner. I trust every effort will be made to work around this tree. We have set a poor example in our efforts to save large trees in this area, in the name of development. In this case we can avoid cutting down this tree and still gain access in the lane.</p> <p>Sincerely H. Gill 604-248-3498</p>

Custom Ornamental Iron Works



Date: March 15, 2012

Attention: Director

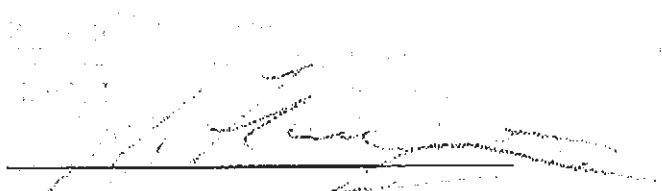
City Clerk's Office
6911 No. 3 Road
Richmond, BC V6Y 2C1

Re: Public hearing in regards to Zoning Amendment Bylaw 8866 (RZ 11-587257)

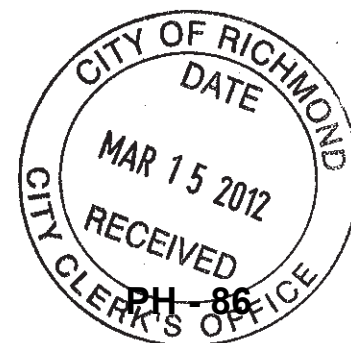
I have received the letter to rezone the property on Francis Road into coach homes. Unfortunately I am unable to attend the public hearing but feel it is extremely important to voice my concerns of this development proposal. My family will be affected by this proposed bylaw as my property backs right onto this dwelling. The noise concerns me, the invaded privacy concerns me, the additional traffic in the new lane concerns me, and simply I am not for this. I chose my lot for a specific reason when I bought this home years ago. We have a very large, private backyard which I make use of regularly. And the last thing I want is to have a road created directly behind me with coach homes looking over my backyard.

I hope that other neighbours express their concerns as well.

Thank you,


Manfred Henschel
8528 Robinson Place
Richmond, BC
(604) 273-6435

12020 Vulcan Way, Richmond, B.C. V6V 1J8 Canada
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Email: info@customironworks.com





City of Richmond

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: February 2, 2012
File: RZ 11-581552
Re: **KHALID HASAN** has applied to the City of Richmond for permission to rezone 9500, 9520 and 9540 Granville Avenue from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)" in order to develop a 16 unit 2 Storey Townhouse development.

Staff Recommendation

That Bylaw No. 8868 for the rezoning of 9500, 9520 and 9540 Granville Avenue from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

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

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

Staff Report

Origin

Khalid Hasan has applied to rezone 9500, 9520 and 9540 Granville Avenue (**Attachment 1**) from “Single Detached, (RS1/F)” to a “Medium Density Townhouses (RTM2)” to permit the construction of 16 residential townhouse units (**Attachment 2**).

Findings Of Fact

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

Surrounding Development

To the North: Across Granville Avenue, at 9451 Granville Avenue, a 32 unit – 3 storey Townhouse complex zoned “Medium Density Townhouses (RTM1)”.

To the East: Single Detached bungalow at 9560 Granville Avenue zoned “Single Detached (RS1/F)”.

To the South: An 18 unit, 2 storey townhouse complex at 7060 Ash Street zoned “Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)”.

To the West: Across Ash Street, a 40 unit, 3 storey townhouse complex at 7051 Ash Street zoned “Town Housing (ZT50) – South McLennan (City Centre)”.

Related Policies and Studies

Official Community Plan

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

McLennan South Sub-Area Plan

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

The applicant is proposing a density of 0.65 FAR, above the base density of 0.55 FAR as indicated in the OCP. To qualify for the additional density and to satisfy the requirements of the RTM2 zone, the applicant is providing frontage improvements to Granville Avenue, the retention of four (4) on-site trees, a voluntary contribution to the Affordable Housing Strategy reserve fund, the Public Art reserve fund, and a voluntary contribution toward improvements to a pedestrian crosswalk at the corner of Granville Avenue and Ash Street, benefiting pedestrians crossing Granville Avenue.

Floodplain Management Implementation Strategy

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

OCP Aircraft Noise Sensitive Development (ANSD) Policy

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

Public Input

A notice board is posted on the subject property to notify the public of the proposed development. A phone call from a resident on Granville Avenue expressed concern on the amount of traffic that is already occurring in the area, in particular during weekday morning drop-off and afternoon pick-up of children at Anderson Elementary School and A.R. McNeill Secondary School. The resident indicated that they would be forwarding a letter outlining their concerns, but none has ever been received. No further communication has been received to date. Should this application receive first reading, a public hearing will be scheduled.

Transportation has commented on the project stating the traffic generation is anticipated for a development proposal of this scale. The planned improvements to the existing crosswalk at the corner of Ash Street and Granville Avenue that will consist of a pedestrian crossing indicator, will improve pedestrian movement in the area by making the crossing safer.

Staff CommentsTransportation and Site Access

- Vehicular access to and from the site is off Ash Street.
- Off-street parking for the proposal is provided in each unit by two-car garages at grade with all garages providing side-by-side parking configurations. Visitor parking is supplied by four (4) visitor stalls scattered around the site, including one stall for handicapped parking. The number of stalls meet the requirements of Zoning Bylaw 8500.
- With the exception of the units that have direct pedestrian access to Granville Avenue, pedestrian access to the site is shared with the vehicular access point and then follows the internal drive-aisle to the individual units. To add an additional safety feature to pedestrians using the site, staff have asked the applicant to consider using methods to give a better sense of territory for pedestrians who use the site.
- An existing pedestrian crosswalk at the corner of Granville Avenue and Ash Street is due to be upgraded to improve the movement of pedestrians crossing Granville Avenue. As this site would benefit from this improvement, the applicant is making a voluntary contribution of \$10,000.00 toward this upgrade.
- To support the possible development of future townhouses to the east, a legal agreement is to be registered on the subject property to secure access along the internal driveway for the benefit of 9560, 9580 and 9584 Granville Avenue, or any consolidation thereof.
- A four (4) meter by four (4) meter triangular corner cut is to be dedicated for the purpose of road development.

Proposed Site Assembly

The applicant has done a good job to secure these three sites that meet the minimum site area requirements in accordance with policy.

With access to Ash Street, this 16 unit townhouse proposal is arranged in two and three unit clusters at the periphery of the site, with the internal drive aisle bisecting the units down the middle. The units fronting Granville Avenue provide direct pedestrian access to the street.

Trees

An Arborist Report and site survey (**Attachment 5**) was submitted to assess the existing trees on the site for possible retention of existing trees.

A detailed site review was conducted by City staff which identified that of the eleven (11) trees on-site, seven (7) are in poor condition and/or located within the development area and will need to be removed. Of the remaining, four (4) are listed in moderate to good health and are good candidates for retention.

There are two (2) trees on city property that were identified as having an impact on the site. One (1) is in good condition to be protected and retained while the other has been approved by City staff for its removal due to its poor condition. As compensation of this tree, the applicant is contributing \$1,300.00 towards the City's Tree Compensation fund.

A summary of the submitted arborist report and staff review is outlined in the following table:

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	11	-	-	-
To be removed due to poor health	7	2:1	14	To be removed, due to conflicts with proposed building locations, flood bylaw requirements and poor health or structure of the trees.
Trees for retention	4	-	-	Applicant to incorporate them into the landscape plan as part of the DP.
Trees located on City property	2	2:1	see comments	One tree is to be protected and retained while the other can be removed. A \$1,300 compensation for this removal is being provided by the applicant.
Trees for relocation within the site	0	-	-	-

Of the 7 trees that are to be removed, they would need to be replaced in accordance with the City's 2 for 1 replacement policy. A review of the new tree plantings will be conducted at the Development Permit stage where it will be determined if the number of trees proposed on the submitted landscape drawings meet the replacement requirements.

Amenity Space

The outdoor amenity space is located in a highly visible location at the northwest corner of the site. The space is intended for a children's play area, along with benches for sitting but little detail is provided at this time. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor space is being proposed, but a voluntary cash-in-lieu contribution of \$16,000.00 will be paid prior to final adoption of this application.

Analysis

Proposed Zoning to Medium Density Townhouses (RTM2)

The proposed rezoning from RS1/F to RTM2 represents an increase to density. The submitted information is in conformance with the South McLennan Sub-Area Plan in its transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of apartment and townhouse buildings. No amendment is required to the OCP as the proposal meets the South McLennan Sub-Area Plan parameters as well as the designation of the Land Use Map ('Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single Family. 0.55 base FAR') (**Attachment 4**).

The proposed increase in density from a 0.55 FAR base to the proposed 0.65 FAR in RMT2 is supported through a voluntary contribution to the affordable housing reserve fund and the public art reserve fund, as well as frontage improvements to Granville Avenue and a voluntary contribution toward the upgrade to the existing pedestrian crosswalk at the corner of Granville Avenue and Ash Street, benefiting pedestrians crossing Granville Avenue.

Design

The two-storey proposal meets the intent and requirements of the neighbourhood plan. More detail regarding the form and character of the proposal will follow during the Development Permit application process.

Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the strategy specifies that a voluntary cash contribution of two dollars (\$2.00) per buildable square foot will be welcomed to the affordable housing reserve fund. The total payable contribution in this 16 unit proposal would come to \$42,720.00.

Public Art

In response to the City's commitment to the provision of Public Art, the developer is considering providing a piece of public art to the site. Another option is for the developer to provide a voluntary contribution at a rate of \$0.75 per buildable square foot based on the maximum floor area ratio (0.65 FAR). This amount comes to \$16,012.50 for the entire project and is payable prior to the adoption of the rezoning application. Should the applicant choose to proceed with the provision of a piece of public art, they will need to contact the City's Public Art Coordinator to initiate the process.

Parking

The submitted proposal meets the number of off-street parking stalls in accordance with the Parking and Loading requirements of Zoning Bylaw 8500. A total of 36 stalls are being proposed with 32 proposed for residents and 4 visitor stalls. Bicycle parking is also being proposed to provide space for short and long term bicycle parking

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. They agree with the consultant that existing infrastructure for storm and sewer is adequate for the proposed development and that no

infrastructure for storm and sewer is adequate for the proposed development and that no upgrades are necessary. A water analysis is not required but a fire flow calculations are to be submitted at the time of applying for a Building Permit.

Servicing Agreement

A Servicing agreement will be required to ensure frontage works along the front of Granville Avenue are done to City standards. Frontage works along the Ash Street front were completed during the development of the 18 unit townhouse development to the south that was approved in 2006. The agreement will also identify how the site will be serviced to accommodate the 16 townhouse units. It will also ensure that all servicing work will not interfere with a street tree on Granville Avenue that is to be retained.

Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

1. Design of the outdoor amenity area, including the play area.
2. Overall appropriateness of the landscaping plan, including how the proposed grades will ensure the survival of the three on-site trees that are to be retained.
3. Manoeuvrability of larger vehicles (SU-9) within the site.
4. Form and Character of the townhouse units and how they address adjacent properties.

Financial Impact

None.

Conclusion

The proposed 16 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the Medium Density Townhouses (RTM2) zone for the South McLennan neighbourhood plan. Staff contend that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommends that rezoning application RZ 11-581552 proceed to first reading.



David Johnson
Planner
(604-276-4193)

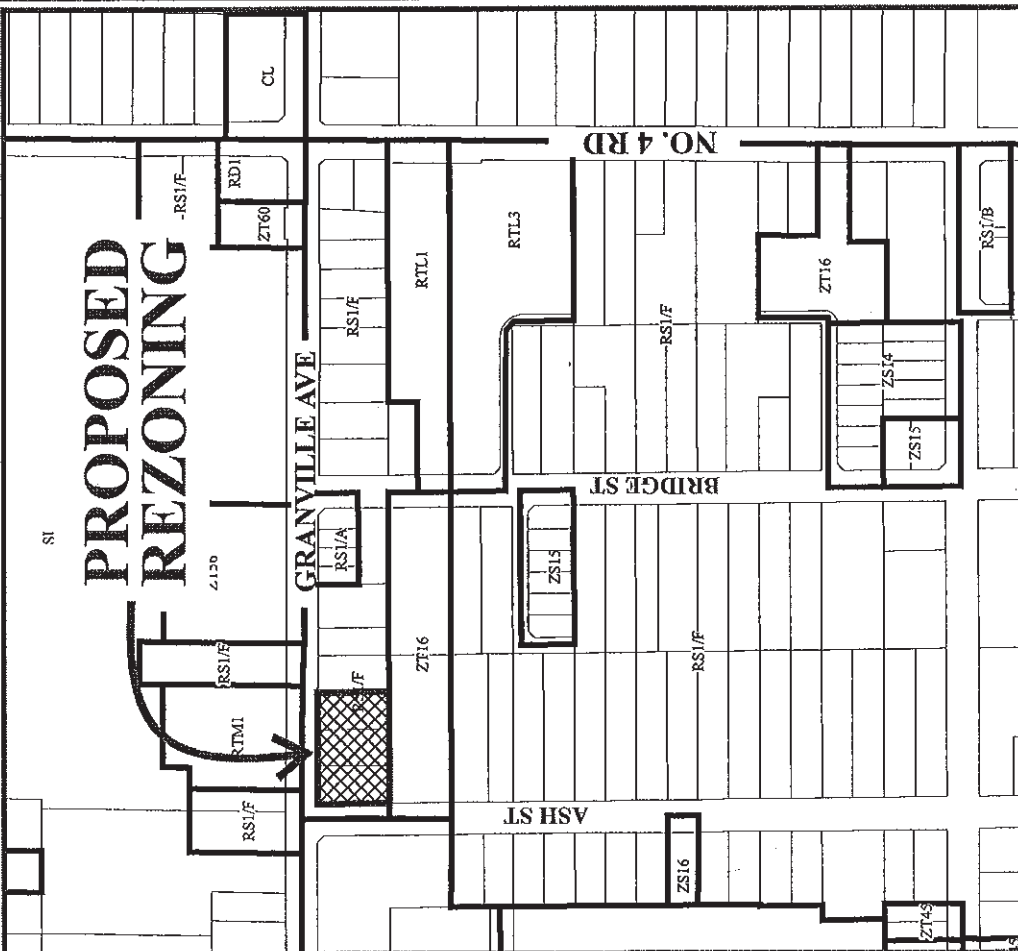
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List of Attachments

Attachment 1	Location Map, Zoning Site Map, Site Context and Aerial View of the Site
Attachment 2	Site Plan and Preliminary Architectural Drawings
Attachment 3	Development Application Data Sheet
Attachment 4	McLennan South Sub-Area Land Use Map
Attachment 5	Arborist Report - Tree Survey Plan
Attachment 6	Conditional Rezoning Requirements



PROPOSED REZONING



ASH

GRANVILLE AVE

9451

9451

9391

13.50

64.92

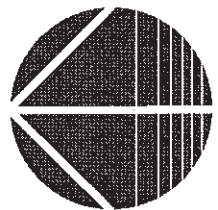
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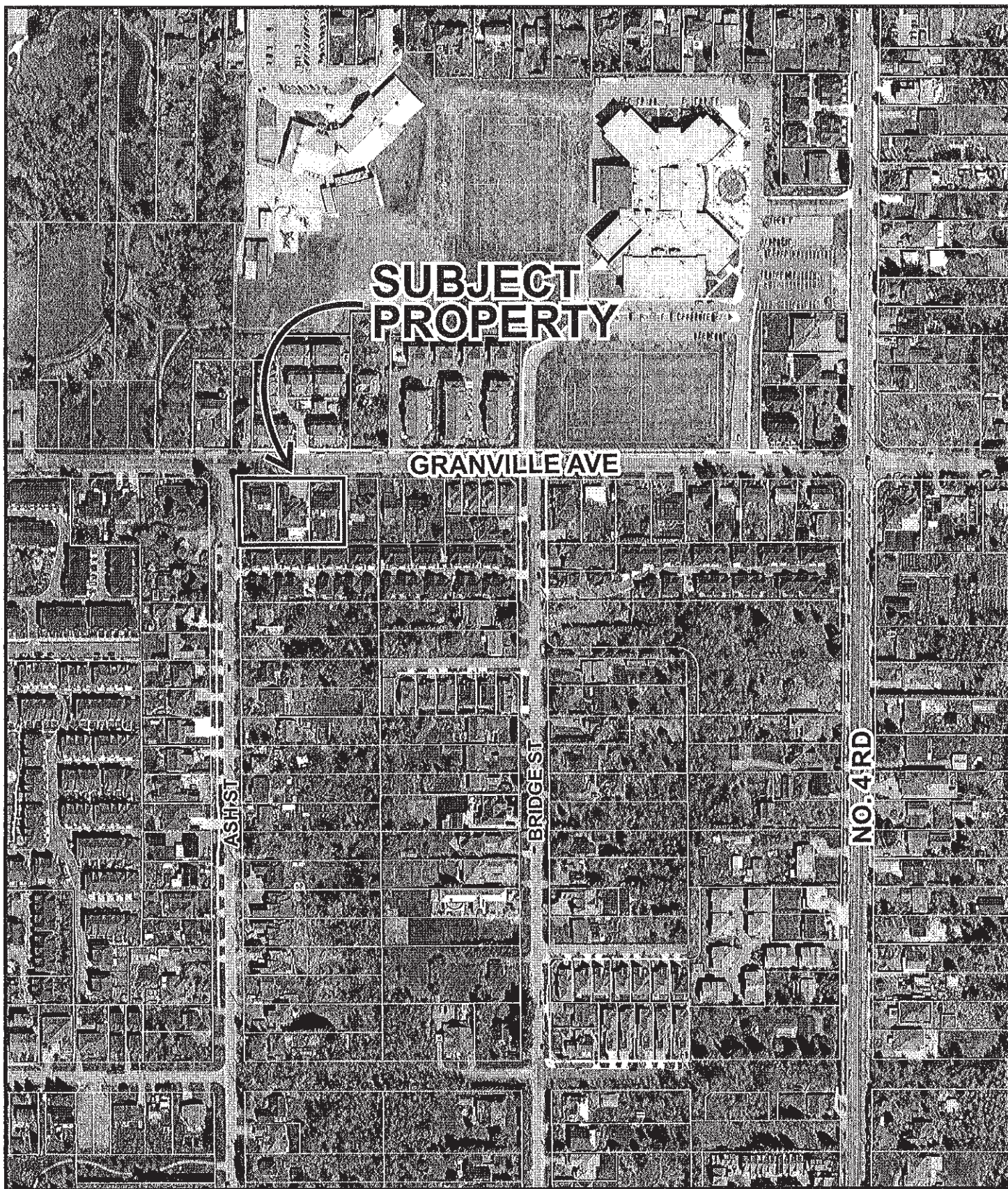
Revision Date:

Note: Dimensions are in METRES

RZ 11-581552



PH - 93



RZ 11-581552

Original Date: 06/15/11

Amended Date:

Note: Dimensions are in METRES

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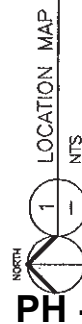
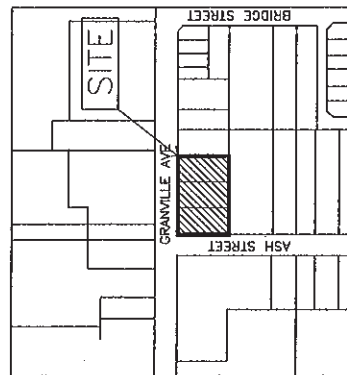
REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 9500-9540 GRANVILLE AVENUE, RICHMOND, BC

DEVELOPMENT DATA

- (A) CHMC ADDRESS: 9500-9540 GRANVILLE AVENUE, RICHMOND, BC
 (B) LEGAL DESCRIPTION: LOTS 1, 2 AND 3, ALL OF SECTION 15, BLOCK 4 NORTH RANGE 6 WEST
 NEW WESTMINSTER DISTRICT PLAN 14703
 (C) LOT AREA: 3,053 SM (32,962 SF) (EXCLUDING ROAD DEDICATION)
 (D) ZONING USE: CURRENT: RS1/F, PROPOSED: SITE SPECIFIC TOWNHOUSE ZONING

CURRENT ZONING (UNDER RS1/F ZONING)	PROPOSED REZONING (SITE SPECIFIC TOWNHOUSE USE)	ACTUAL
0.55 TO 454.5 SM 0.3 TO REST OF SITE AREA	0.65 TOTAL GROSS FLOOR AREA 0.65 X 3,053 SM = 1984.45 SM (21,360 SF)	0.65 21,359 SF NET GROSS FLOOR AREA
1 PER LOT MAX = 45%	16 UNITS MAX = 45%	16 UNITS 44.8% (INCLUDING COVERED ENTRANCE PORCH, COVERED BACKYARD PATIO, COVERED ELECTRICAL ROOM AND ASH STREET ENTRANCE FEATURE)

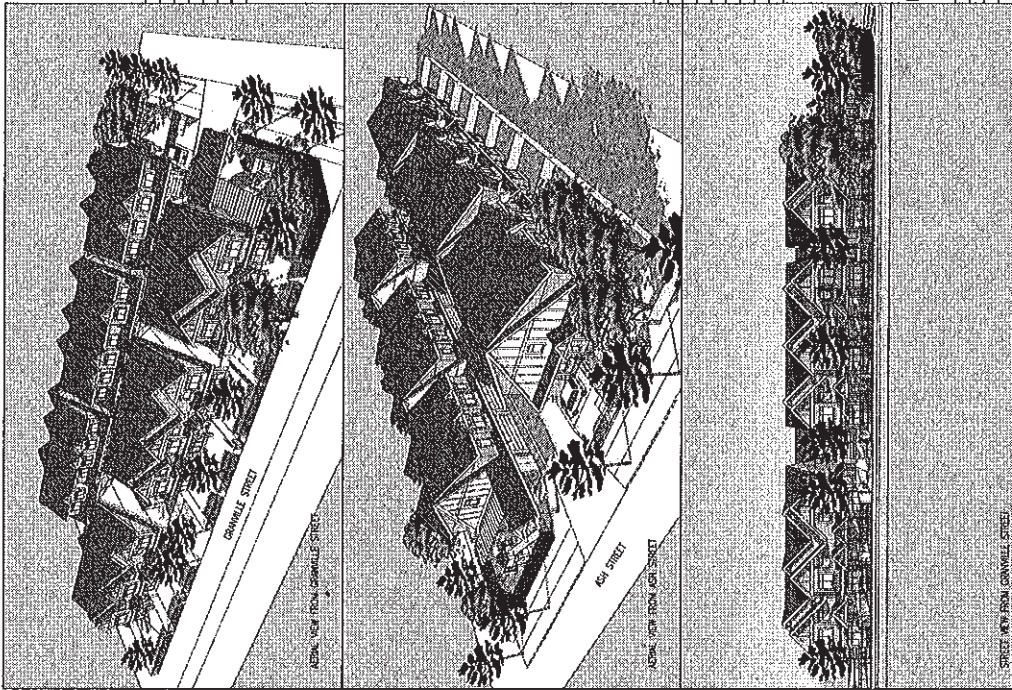
- (F) NUMBER OF UNIT: 16 UNITS
 (G) BUILDING COVERAGE: MAX = 45%
 (H) BUILDING HEIGHT: MAX HEIGHT - 9M
 (H) SETBACK: FRONTYARD - 6M
 SIDEYARD - 2M
 REARYARD - 6M
 (I) PARKING: 2 PER DWELLING UNIT
 0.5 VISITOR PARKING / UNIT X16 = 4
 TOTAL = 36 REQUIRED
 (50% PARKING CAN BE SMALL PARKING)
 VISITOR BICYCLE: 4
 VISITOR BIKE BACK: 8 (INSIDE GARAGE)
 TOWNHOUSE A: 12 (BIKE LOCKER AT BACKYARD)
 TOWNHOUSE B: 12 (BIKE LOCKER AT BACKYARD)



PH - 95

DRAWING LIST

- A1- DEVELOPMENT SUMMARY
 A2- SITE PLAN (1/F)
 A3- SITE PLAN (2/F)
 A4- UNIT PLANS
 A5- BUILDING ELEVATIONS



ERIC LAW ARCHITECT
 1100 WEST 10TH AVENUE, RICHMOND BC
 TEL: (604) 273-2888
 FAX: (604) 273-2887
 WWW.ERICLAWARCHITECT.COM
 1. PREPARED FOR THE CLIENT
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PROPOSED TOWNHOUSE
 9500-9540 GRANVILLE
 AVENUE RICHMOND BC
 DEVELOPMENT SUMMARY
 PROJECT NUMBER: 11-10
 ISSUED: 2/2/2012
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 11-10_A01_120025-022.mxd

A1

REZONING

2 MASSING STUDY
 NTS

ATTACHMENT 2

1. SITE PLAN, BASED ON EXISTING CONDITIONS
2. PRELIMINARY LAYOUT OF EXISTING CONDITIONS
3. PRELIMINARY LAYOUT OF EXISTING CONDITIONS

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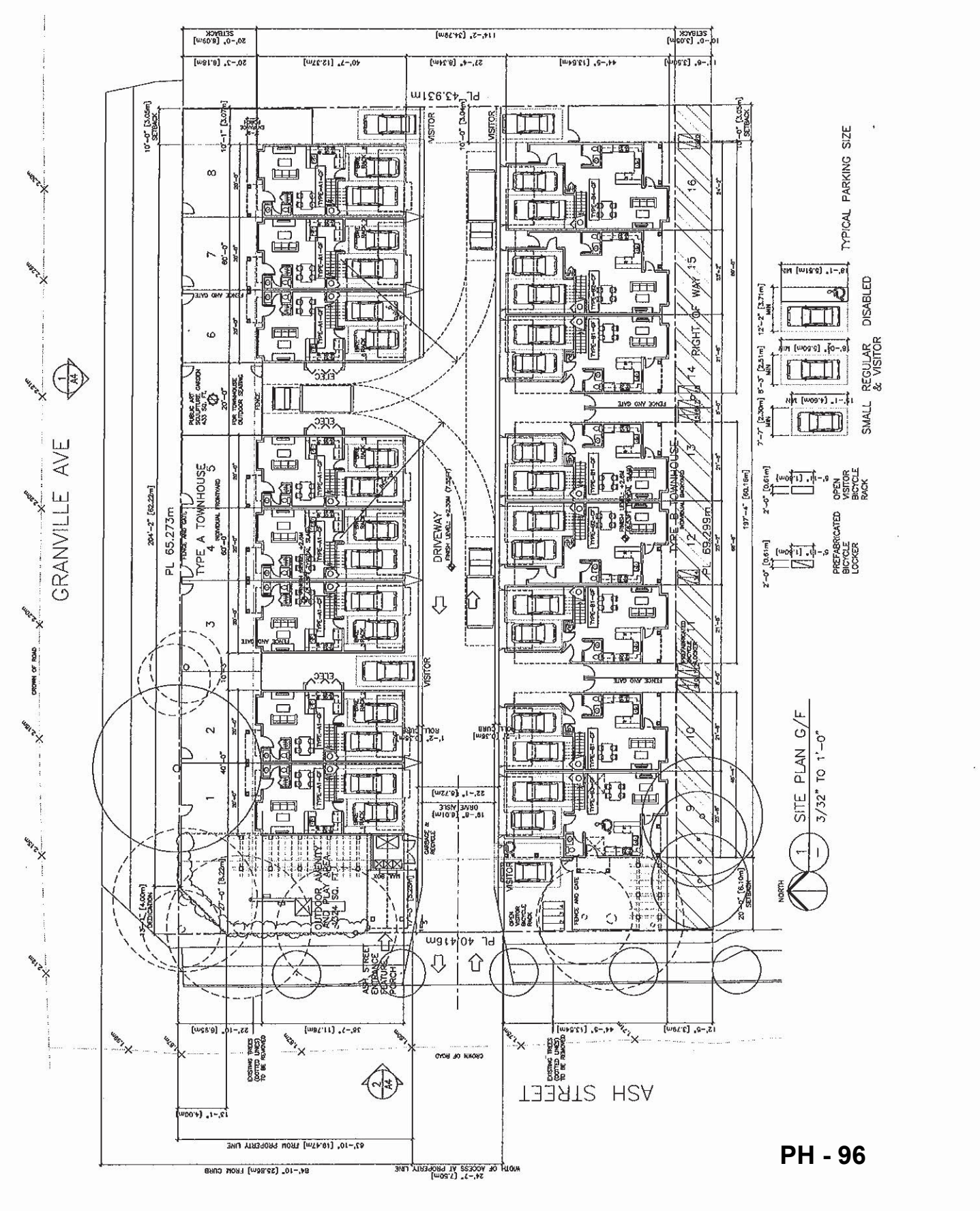
16. PRELIMINARY LAYOUT OF EXISTING CONDITIONS
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30. PRELIMINARY LAYOUT OF EXISTING CONDITIONS




City of Richmond

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

**Development Application
Data Sheet**
RZ 09-483465

Address: 9500, 9520, 9540 Granville Avenue

Applicant: Khalid Hasan

Planning

Area(s): City Centre – McLennan South Sub-Area (Schedule 2.10D)

	Existing	Proposed
Civic Address:	9500, 9520, 9540 Granville Avenue	To Be Determined
Owner or Applicant:	Khalid Hasan	No Change
Site Size (m²):	3,061.0m ²	3,053.0m ²
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single Family. 0.55 base FAR	No Change
Zoning:	Residential Single Detached (RS1/F)	Medium Density Townhouses (RTM2) Permits Townhouses at 0.65 F.A.R. with a contribution to the Affordable Housing reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	16 Townhouse Units on a consolidated lot.

	Bylaw 8500 Requirements	Proposed	Variance
Density (FAR):	Site Area = 3,053.0m ² (0.65) = 1,984.45m ² Max.	1,984.3m ² (0.65 FAR)	none permitted
Lot Coverage – Building:	40% Max.	44.1%	4.1% (125.1m ²)
Lot Width (Granville Avenue):	30.0m	69.27m	none
Lot Depth (Ash Street):	35.0m	44.17m	none
Lot Area:	No requirements	3,053.0m ²	none
Setback: Granville Avenue:	6.0m Min.	6.79m	none
Setback: Ash Street:	6.0m Min.	6.24m	none

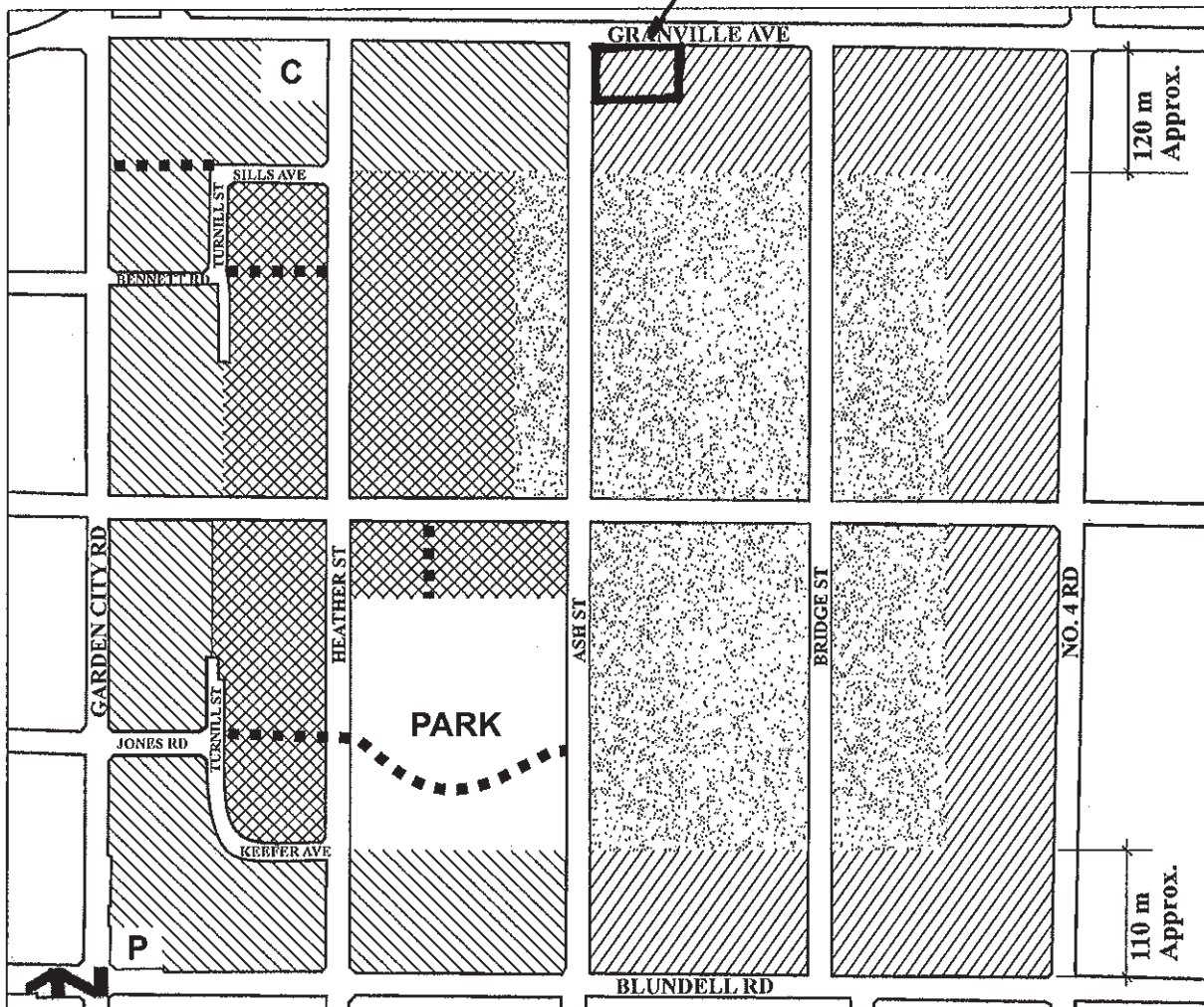
	Bylaw 8500 Requirements	Proposed	Variance
Setback (east)	3.0m Min.	3.05m	none
Setback (south)	3.0m Min.	3.36m	none
Height:	12.0m and no more than 3 stories maximum	9.3m and 2 stories	none
Minimum off-street Parking Requirements:	23 Resident <i>plus</i> 4 Visitor 27 spaces minimum	32 Resident <i>plus</i> 4 Visitor 36 spaces	none
Tandem Parking Spaces:	No tandem parking for townhouses	None	None
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment totalling \$16,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 16 units = 96.0m ²	147.1m ²	none


City of Richmond


Land Use Map


Bylaw 7892
2005/04/18


SUBJECT SITE



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

 Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 1/2 storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R, Lot size along Bridge and Ash Streets:

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

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■■■■ Trail/Walkway

C Church

P Neighbourhood Pub

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

Scale 1:500

XXX	XXXXXX
-----	--------

Our File: 11122

Date:	2 JUNE 2011
-------	-------------

Address: 9500, 9520, 9540 GRANVILLE AVE, RICHMOND

Client:	KLALID HASSAN
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ACL
Suite 200 - 3740 Chatham Street
Richmond, BC Canada V7E 2Z3
P 604 273 3464 F 604 273 9554
email: lres@orbotech.bc.ca

LEGEND -- TREE RETENTION

① denotes TREE NUMBER. Refer to tree inventory for type, size and condition data.

✕ denotes STUMP tree to be REMOVED.

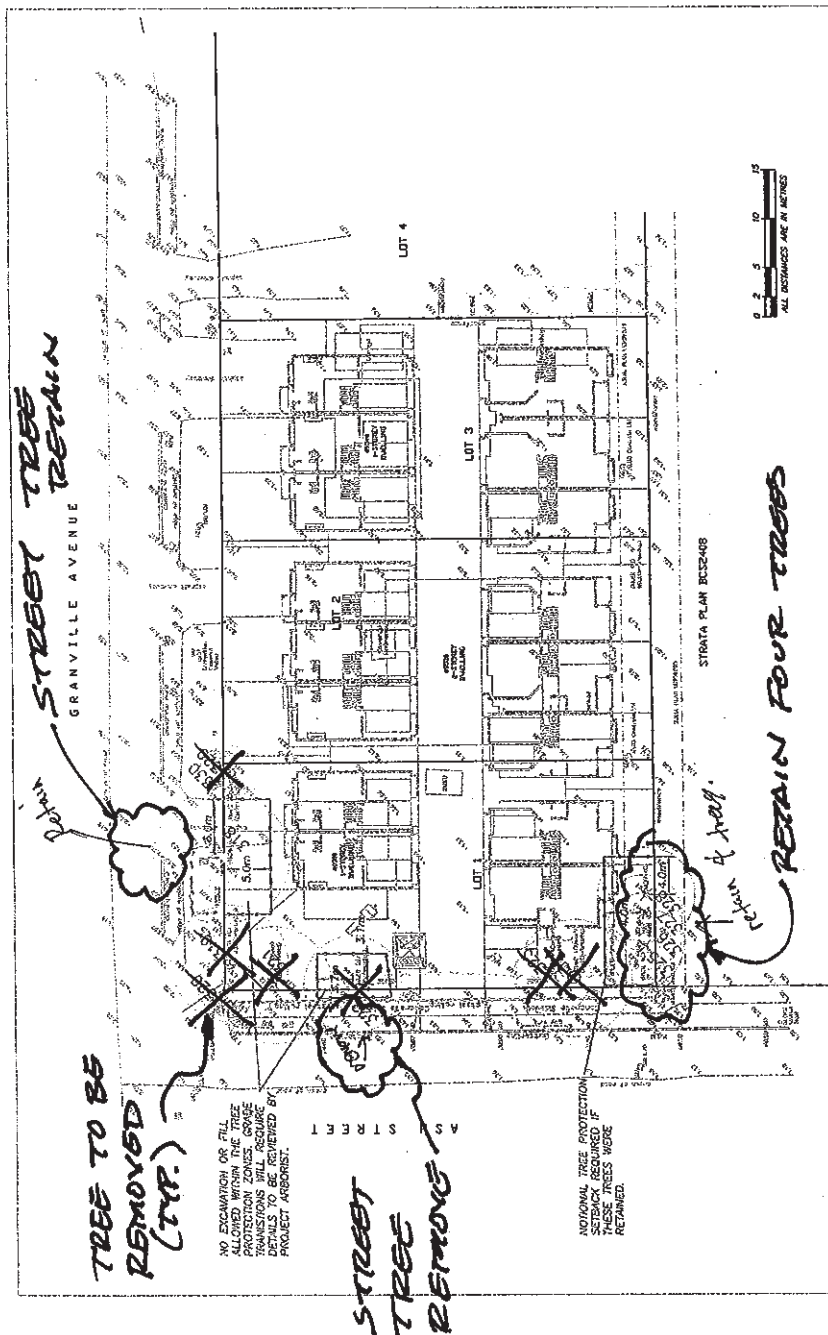
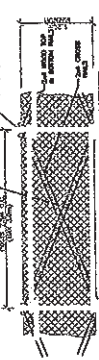
② denotes STUMP tree to be REMOVED.

③ denotes STUMP tree to be REMOVED for mitigation of HIGH RISK (CTRA).

④ denotes OFFSITE tree requiring REFERRAL to owner for approval to REMOVE.

— denotes TREE PROTECTION FENCE to be installed in Tree Retention Area (CTRA) limits.

TREE PROTECTION FENCE DETAIL

[illegible]

**Conditional Zoning Requirements
9500, 9520 and 9540 Granville Avenue
RZ 11-581552**

Prior to adoption of Zoning Amendment Bylaw 8868, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. City acceptance of the developer's offer to voluntarily contribute \$1,300.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Registration of a flood indemnity covenant on title.
4. A 4 meter by 4 meter triangular corner cut land dedication for road at the corner of Granville Avenue and Ash Street.
5. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 9560, 9580 and 9584 Granville Avenue or consolidation thereof.
6. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$16,012.50) to the City's public art fund.
7. City acceptance of the developer's offer to voluntarily contribute \$10,000.00 towards the upgrade of the existing pedestrian crosswalk at the corner of Granville Avenue and Ash Street (account number 1051-40-000-00000-0000).
8. Contribution of \$1,000.00 per dwelling unit (e.g. \$16,000.00) in-lieu of on-site indoor amenity space to go towards development of indoor public amenity space as determined by the Parks and Recreation Department.
9. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$42,720.00) to the City's affordable housing fund.
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development. Included with the standard submission, the drawings should provide information specific to:
 - a) Design of the outdoor amenity area, including the play area.
 - b) Overall appropriateness of the landscaping plan, including how the proposed grades will ensure the survival of the three on-site trees that are to be retained.
 - c) Manoeuvrability of larger vehicles (SU-9) within the site.
 - d) Form and Character of the townhouse units and how they address adjacent properties.
11. Enter into a Servicing Agreement* for the design and construction of off-site improvements along the entire Granville Avenue frontage to the limits of the subject site, including improvements to the land dedicated to the triangular corner cut listed in condition 5. Works include, but may not be limited to:
 - a) Granville Avenue road widening to 11.2 meters curb to curb.
 - b) Curb and gutter along the south edge of road widening noted above.
 - c) A 3.3 meter wide grass and treed boulevard (Willow Oaks), complete with Type 3 decorative street lights 150 watt HP sodium without banner arms, flower pot holders of receptacles, powder coated black.
 - d) A 1.75 meter wide concrete sidewalk is to be placed 1.25 meters north of the property line, permitting room for the existing pole line.
 - e) All utilities servicing the site are to ensure they do not interfere with a street tree that is to be retained along Granville Avenue.

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

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

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

Signed _____

Date _____



City of Richmond

Bylaw 8868

Richmond Zoning Bylaw 8500 Amendment Bylaw 8868 (RZ 11-581552) 9500, 9520 AND 9540 GRANVILLE AVENUE

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**MEDIUM DENSITY TOWNHOUSES (RTM2)**"

P.I.D. 004-931-416

Lot 1 Section 15 Block 4 North Range 6 West New Westminster District Plan 14703

P.I.D. 007-857-039

Lot 2 Section 15 Block 4 North Range 6 West New Westminster District Plan 14703

P.I.D. 009-994-416

Lot 3 Section 15 Block 4 North Range 6 West New Westminster District Plan 14703

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8868**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

FEB 27 2012



MAYOR

CORPORATE OFFICER

PH - 105

To Public Hearing	
Date:	<u>MARCH 19, 2012</u>
Item #	<u>6</u>
Re:	<u>Bylaw 8868</u>

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: March 14, 2012 11:27 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #627)

Send a Submission Online (response #627)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	3/14/2012 11:25:54 AM

Survey Response

Your Name:	Odelia Liu
Your Address:	7051 Ash Street Richmond
Subject Property Address OR Bylaw Number:	9500,9520 and 9540 Granville Ave (RZ 11-581552)
Comments:	There are some trees at 9500. (Some close to 7060 Ash St and some at the corner of Ash and Granville). They are very tall and must grow for many years. Please kindly keep them if rezone. Thanks.





City of Richmond
Planning and Development Department

Report to Committee
Fast Track Application

To: Planning Committee

Date: January 27, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-577322

Re: Application by Pacific Coastal Homes Ltd. for Rezoning at 4771 Duncliff Road
from Single Detached (RS1/E) to Single Detached (RS2/A)

Staff Recommendation

1. That Bylaw No. 8869, for the rezoning of 4771 Duncliff Road from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

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

Staff Report

Item	Details	
Applicant	Pacific Coastal Homes Ltd.	
Location	4771 Dunccliffe Road See Attachment 1	
Development Data Sheet	See Attachment 2	
Zoning	Existing: Single Detached (RS1/E)	
	Proposed: Single Detached (RS2/A) See Attachment 3	
OCP Designation	Generalized Land Use Map – Neighbourhood Residential	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Area Plan Designation	Steveston Area Plan (Schedule 2.4) – Single-Family	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Lot Size Policy	Lot Size Policy No. 5470 – permits rezoning and subdivision as per RS2/A See Attachment 4	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Other Designations	N/A	N/A
Affordable Housing Strategy Response	Cash Contribution	Complies Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Surrounding Development	North: Larger property recently rezoned to Single Detached (RS2/A) to facilitate a 2-lot subdivision (11900 Dunavon Place – RZ 10-546263/SD 11-584921)	
	South: Single Detached (RS1/A)	
	East: Single Detached (RS1/A)	
	West: Single Detached (RS1/A)	
Rezoning Considerations	See Attachment 5	

Staff CommentsTree Preservation

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 15 trees were identified and assessed. The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the Arborist's recommendations to remove 10 bylaw-sized trees on site (**Attachment 6**). Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 20 replacement trees are required for the removal of 10 bylaw-sized trees on site.

Due to the configurations of the future lots and building footprints, it is expected that only eight (8) replacement trees can be planted on site (see Rezoning Consideration in **Attachment 5** for minimum calliper sizes). The applicant has agreed to provide a voluntary contribution of \$6,000 to the City's Tree Compensation Fund in-lieu of planting the remaining 12 replacement trees.

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

Three (3) trees located on the neighbouring property to the north are identified to be retained and protected. Tree protection fencing is proposed on site (see Tree Retention Plan in **Attachment 7**).

Parks Operations staff have determined that a 9 m tall Katsura tree on the City boulevard in front of the subject site is to be protected. The edge of the proposed driveway must be set back 2.0 m from the protected tree. As a condition of rezoning, the applicant is required to submit a \$2,600 Tree Survival Security. The City will retain 50% of the security until final inspection of the Building Permits of the affected future lots are issued. The City will retain the remaining 50% of the security for an additional two years after the final inspection of the Building Permits to ensure that the protected tree has survived. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone must be submitted prior to final adoption of the rezoning bylaw.

Site Servicing/Subdivision

No servicing concerns with rezoning.

At future Subdivision stage, the developer will be required to pay DCC's (City & GVS&DD), School Site Acquisition Charge, Address assignment Fee, and Servicing Costs.

The developer has been advised of the existing 3 m sanitary sewer right-of-way (ROW) along the entire west property line and that there is no encroachment available into this side yard utility ROW.

Conclusion

This rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots. This rezoning application complies with all applicable land use designations and policies contained within the Official Community Plan (OCP). The applicant has agreed to the list of rezoning conditions included in **Attachment 5**. On this basis, staff recommends support of the application.



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

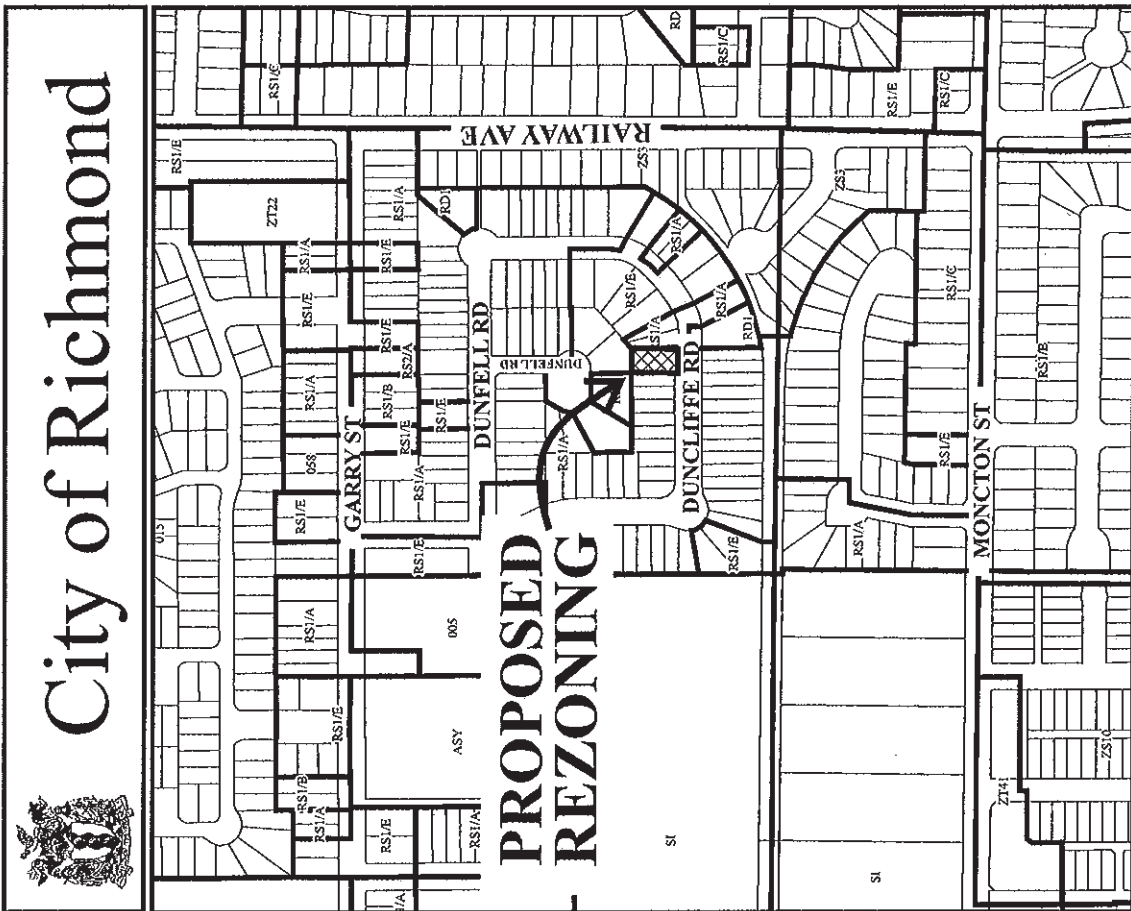
EL:blg

January 27, 2012

RZ 11-577322
Fast Track Application

Attachments:

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Proposed Subdivision Plan
- Attachment 4: Lot Size Policy No. 5470
- Attachment 5: Rezoning Considerations
- Attachment 6: Arborist Report Review
- Attachment 7: Tree Retention Plan



City of Richmond

PROPOSED
REZONING

DUNCLIFFE RD

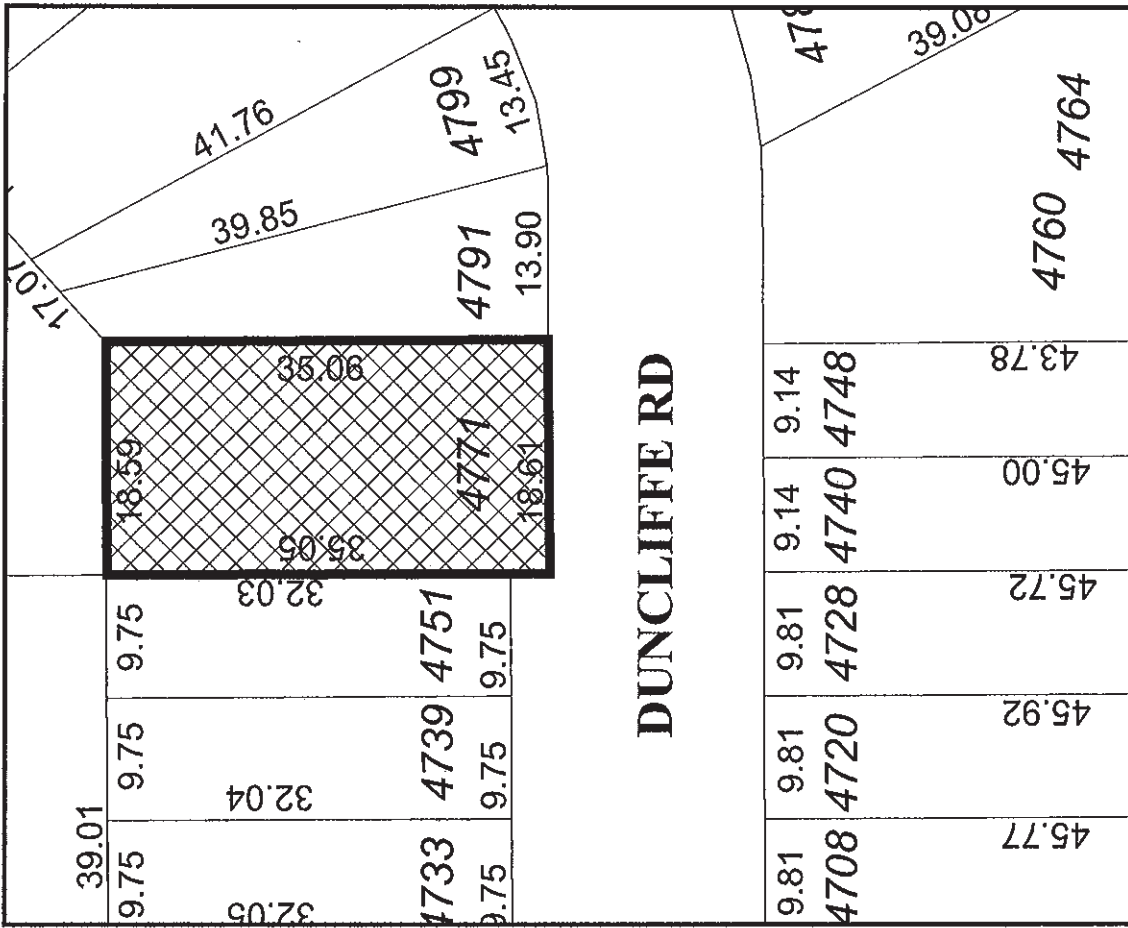
RZ 11-577322

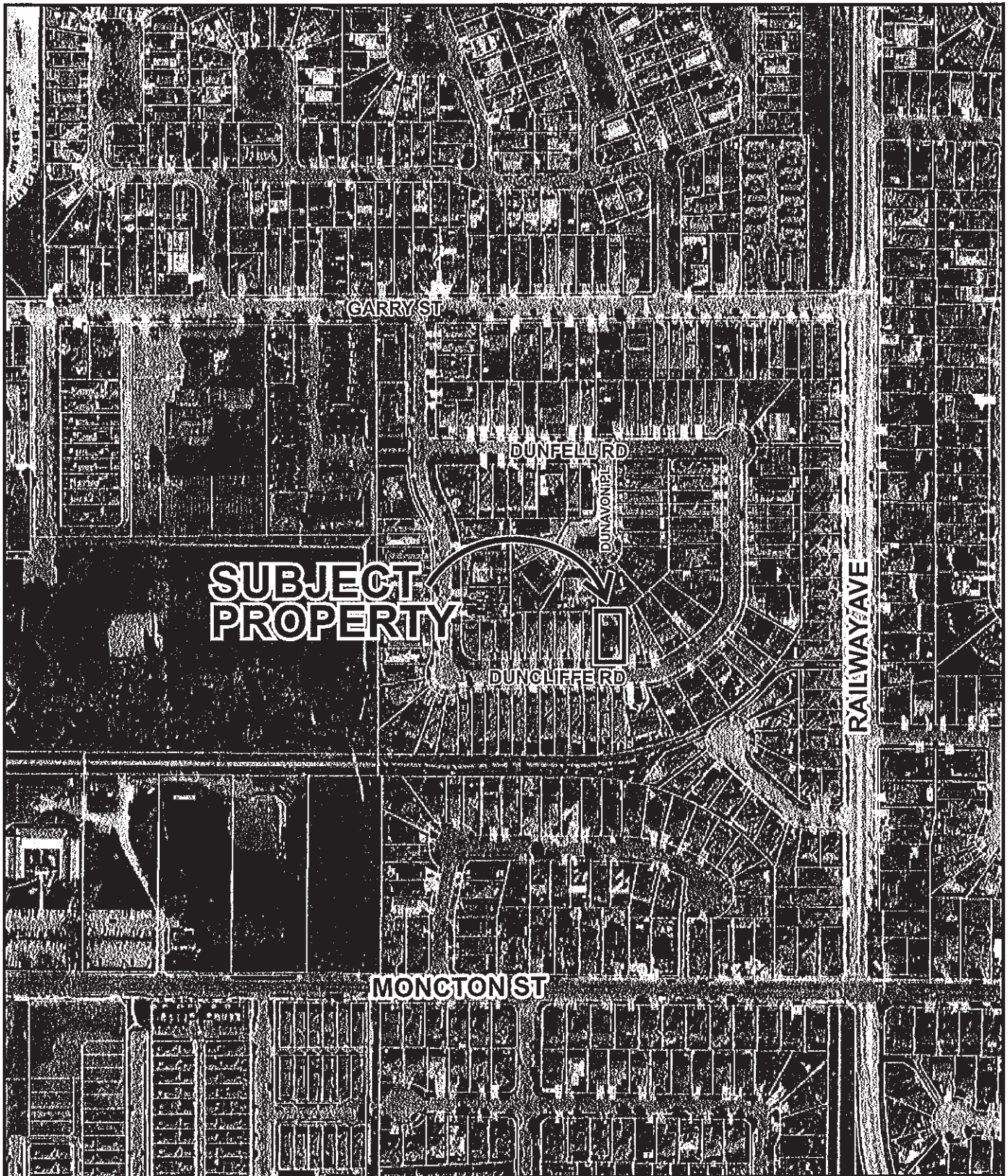


Original Date: 05/05/11

Revision Date:

Note: Dimensions are in METRES





RZ 11-577322

Original Date: 05/05/11

Revision Date:

Note: Dimensions are in METRES

**City of Richmond**

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

**Development Application
Data Sheet
Fast Track Application****RZ 11-577322****Attachment 2**

Address: 4771 Duncliffe Road

Applicant: Pacific Coastal Homes Ltd.

Date Received: April 29, 2011

Fast Track Compliance: December 20, 2011

	Existing	Proposed
Owner:	0808034 BC Ltd.	To be determined
Site Size (m²):	652 m ² (7,018 ft ²)	approximately 316 m ² (3,401 ft ²) and 336 m ² (3,617 ft ²)
Land Uses:	One (1) single-family residential dwelling	Two (2) single-family residential dwellings
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/A)
Number of Units:	One (1)	Two (2)

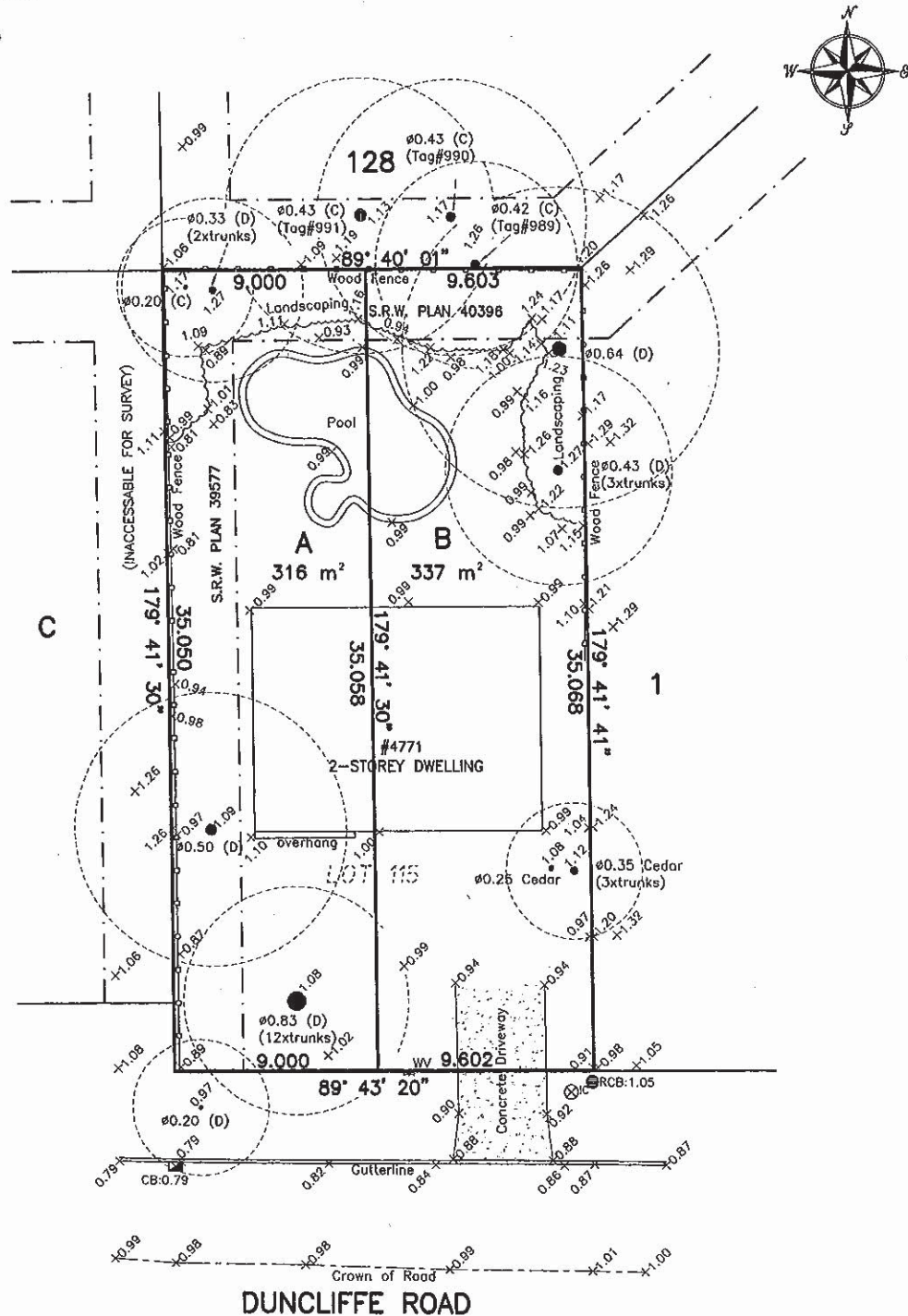
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 20%	Min. 20%	none
Setback – Front & Rear Yards (m):	Min. 6 m	6 m Min.	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none
Lot Size:	Min. 270 m ²	316 m ² Min.	none
Lot Width:	Min. 9.0 m	9.0 m Min.	none

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

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 115 SECTION 2 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 40395

#4771 DUNCLIFFE ROAD,
RICHMOND, B.C.
P.I.D 004-053-885

Attachment 3



SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4414
FB-182 P13-16
Drawn By: TH

LEGEND:

- (D) denotes deciduous
- (C) denotes coniferous
- RCB denotes round catch basin
- CB denotes catch basin
- ⊗ denotes inspection chamber
- WV denotes water valve

NOTE:

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

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

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

APRIL 12th, 2011

DWG No. 4414-TOPO



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: July 15, 2002

POLICY 5470

File Ref: 4045-00

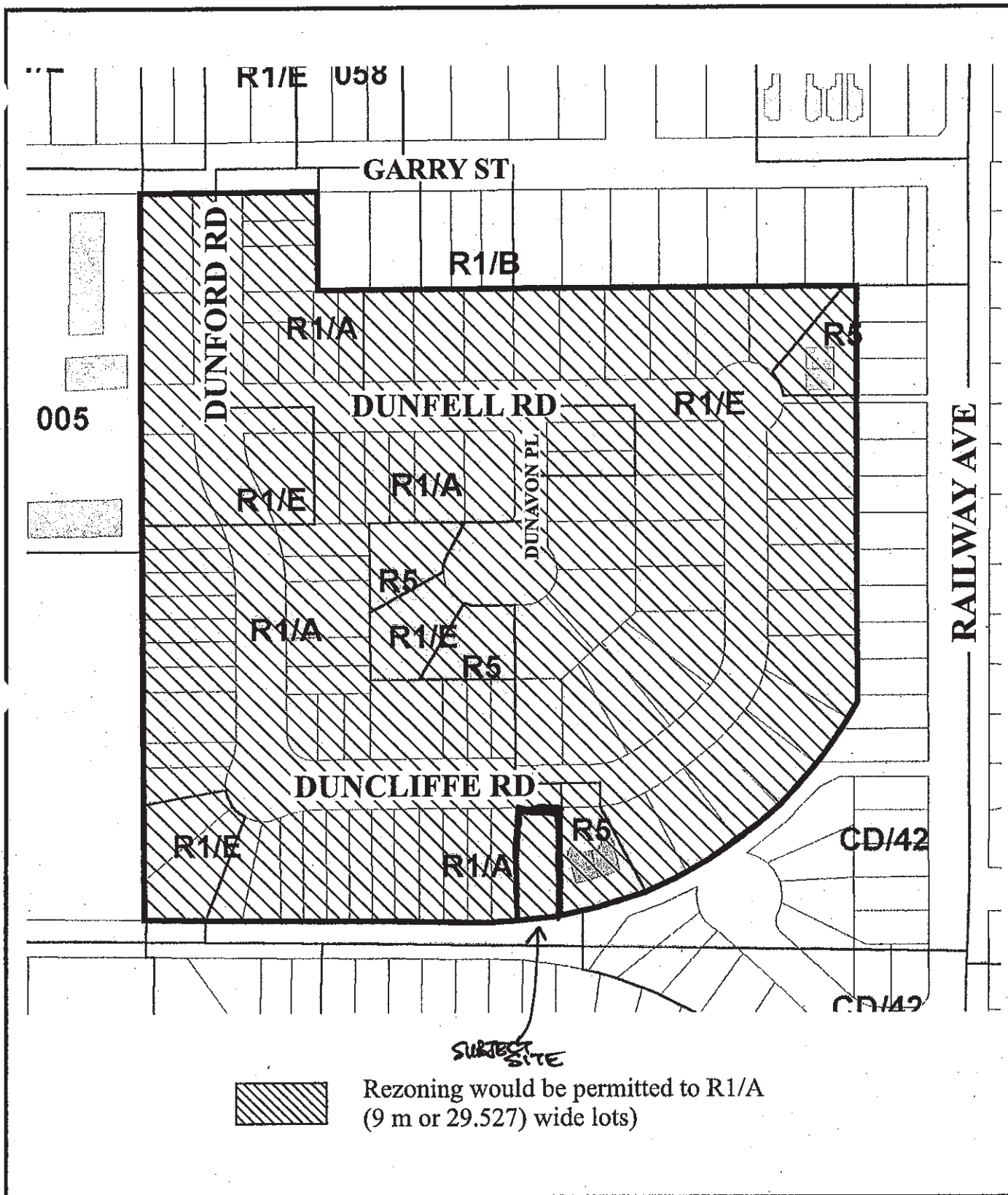
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER SECTION 2-3-7

POLICY 5470:

The following policy establishes lot sizes for properties within the area located along **Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place**, in a portion of Section 2-3-7:

That properties located along Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place, in the south-east quadrant of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area A (R1/A) zoning of the Zoning and Development Bylaw 5300.

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



Policy 5470 Section 02, 3-7

Adopted Date: 07/15/02

Amended:

Note: Dimensions are in METRES

Rezoning Considerations

4771 Dunccliffe Road
RZ 11-577322

Prior to final adoption of Zoning Amendment Bylaw 8869, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on Title.
2. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$3,860) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

3. City acceptance of the developer's offer to voluntarily contribute \$6,000 to the City's Tree Compensation Fund for the planting of 12 replacement trees within the City.
4. Submission of a Landscaping Security to the City of Richmond in the amount of \$4,000 (\$500/tree) for the planting and maintenance include eight (8) replacement trees with the following minimum sizes:

No. of Replacement/ New Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Trees
2	10 cm		5.5 m
2	9 cm		5.0 m
2	8 cm		4.0 m
2	6 cm		3.5 m

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security (i.e. \$10,000) to ensure the replacement planting will be provided.

5. Submission of a Tree Survival Security to the City in the amount of \$2,600 for the Katsura trees on the boulevard along Dunccliffe Road. 50% of the security will be released at final inspection of the Building Permits of the affected future lots and 50% of the security will be release two (2) years after final inspection of the Building Permits in order to ensure that the tree has survived.

6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site, on adjacent property to the north (11900 Dunavon Place) and on the City boulevard in front of the site. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

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

1. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

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

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

Note:

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

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

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

[Signed original on file]

Signed

Date

Arborist report review – G. Jaggs**4771 Duncliffe Road****RZ 11-577322****Dec 12, 2012****Att: Edwin Lee****cc: Steve Priest/Connor Sheridan**

Staff comments:

Tree inventory Summary:

11 trees located on site

1 tree located on City property

3 trees located on neighbouring property

Staff commentary

- 8 trees located on site, specifically, Tag# 77, 78, 79, 80, 81, 82, 84 and 85 are all in poor condition - either dead, dying (sparse canopy foliage), are infected with Fungal Blight or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. These trees should be removed and replaced.
- 1 tree (tag# 75) is a 45cm calliper Japanese Maple in excellent good condition, however this tree falls in the middle of the proposed driveway of one of the two 9m wide newly subdivided lots. In order to successfully retain this tree; a new front yard driveway would need to be located entirely on the adjacent sub-divided lot. Note: There is no lane access to this site. Remove and replace.
- 1 tree (Tag# 76) is a 50cm calliper Norway maple in fair condition; however, it has been heavily pruned due to its close proximity to the existing house. This tree will fall within the proposed building envelope. To successfully retain this tree, the new house would be required to be reduced in depth by 10m. Remove and replace.
- 1 tree (tag# 83) is 61cm calliper Cherry in fair condition and located in the northeast corner of the rear yard. This tree is identified to be retained and protected.
- 3 trees located on the neighbouring property to the north are identified to be retained and protected.
- 1 tree located on City property should be retained and protected in its current location.
Note: The proposed 6m wide driveway should be reduced down to a maximum of 4m to ensure a minimum of 2m of tree protection area between the street tree and the edge of the driveway.

Summary

10 trees (tag# 75, 76, 77, 78, 79, 80, 81, 82, 84 and 85) to be removed and replaced.

1 tree (tag# 83) to be retained and protected on site)

3 neighbouring trees to be protected as per Arborist report recommendation.

1 City tree to be retained and protected (minimum 2m tree protection zone from base of the tree to the edge of tree protection fence).

Replacement trees should be specified as 2:1 ratio as per the O.C.P.

ATTACHMENT 7



Remove free ~~#70~~

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

DWG No. 4414--TOPO



City of
Richmond

Bylaw 8869

**Richmond Zoning Bylaw 8500
Amendment Bylaw 8869 (RZ 11-577322)
4771 DUNCLIFFE 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. 004-053-885

Lot 115 Section 2 Block 3 North Range 7 West New Westminster District Plan 40395

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8869"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

FEB 27 2012



MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Acting General Manager, Planning and Development
Date: March 1, 2012
File: TU 11-595782
Re: **Application by Firework Productions Ltd. for a Temporary Commercial Use Permit at 8351 River Road and Duck Island (Lot 87 Section 21 Block 5 North Range 6 West Plan 34592) for 2012, 2013 and 2014**

Staff Recommendation

1. That the application of Firework Productions Ltd. for a Temporary Commercial Use Permit for property at 8351 River Road and Duck Island be considered at Public Hearing to be held on March 19, 2012 at 7:00 pm in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:

“That a Temporary Commercial Use Permit be issued to Firework Productions Ltd. for the property at 8351 River Road and Duck Island for the purposes of permitting an evening night market event between May 18, 2012 to October 8, 2012 (inclusive), May 17, 2013 to October 14, 2013 (inclusive) and May 16, 2014 to October 13, 2014 (inclusive) subject to the fulfillment of all terms, conditions and requirements outlined in the Temporary Commercial Use Permit and attached Schedules.”

2. That the Public Hearing notification area include all properties to the north of Bridgeport Road and west of Great Canadian Way as shown in **Attachment 4** to the original staff report dated February 9, 2012 from the Director of Development.

Brian J. Jackson, MCIP
Acting General Manager, Planning and Development

BJJ:ke
Att.

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

Staff Report

Origin

At the February 21, 2012 Planning Committee meeting, the following referral motion to staff was made:

That the application of Fireworks Production Ltd. for a Temporary Commercial Use Permit for property at 8351 River Road and Duck Island be referred to staff to examine:

- 1. Traffic issues as they apply to the application.*
- 2. Traffic management in the 8351 River Road and Duck Island area: and*
- 3. Parking issues as they relate to the proposed night market.*

This staff report responds to the February 21, 2012 Planning Committee referral and presents new information and analysis for Council's consideration of the Temporary Commercial Use Permit (TCUP) proposed at 8351 River Road and Duck Island (Lot 87 Section 21 Block 5 North Range 6 West Plan 34592)(the "subject site") for the purposes of operating a seasonal night market event during the specified periods for 2012, 2013 and 2014.

Findings of Fact

This report only presents new information and analysis on issues of concern identified in the Planning Committee referral. The traffic consultant's memorandum report is contained in **Attachment 1**. For reference, the original staff report considered at February 21, 2012 Planning Committee is contained in **Attachment 2**.

Responses to Referral and Additional Information

To respond to the referral, the event organizer's traffic consultant submitted a memorandum report (**Attachment 1**) to address concerns and identify solutions in response to traffic management and off-street parking issues related to the night market event. Transportation Division staff support the consultant's recommendations. With these recommended changes, Transportation Division staff conclude that the parking intrusion and traffic queues will be minimized to reduce impacts on surrounding businesses, land uses and City roads. The following sections detail new parking and traffic management provisions as recommended by the traffic consultant and supported by City staff.

Free Off-Street Parking on the Event Site

All of the off-street parking available on the event site for Parking Lot A (767 stalls) and Parking Lot B (738 stalls) will be free for the entire duration of the event (1,505 stalls). Three hundred stalls are required to be allocated to event vendors and employees, which leaves a remaining 1,205 total free parking stalls available for event attendees. These off-street parking requirements meet the City's minimum 1,150 of stalls required to be allocated to this event plus 300 stalls dedicated for vendors and market event employees.

The provision for free parking removes the requirement for pay booths to be situated on any portions of the event parking areas, thus increasing queuing lengths for vehicles on the site and minimizing northbound queuing on No. 3 Road as confirmed by the traffic consultant. The event organizer will also staff the parking lots with attendants assigned to direct traffic to increase parking lot circulation efficiencies, which also reduces potential vehicle queuing at the event site entrance.

Secondary Vehicle Access – West Road

As a back-up provision in the event of the occurrence of northbound queuing along No. 3 Road, the applicant proposes a secondary vehicle access at West Road. This alternative access route to the event entrance at No. 3 Road and River Road will be implemented if traffic queues materialize that impact the function of intersections south of the event site entrance along No. 3 Road. The Traffic Management Plan (TMP) and Traffic Control Persons (TCP's) will have radio communication and mechanisms in place to implement the secondary access quickly and effectively if needed. A diagram of the main vehicle access at No. 3 Road/River Road and secondary access provisions is contained in **Attachment 1**.

Information on Operations/Logistics of the Traffic Management Plan

An operational plan to detail the functioning and logistics of the TMP has been outlined by the consultant. This traffic management strategy provides information on various scenarios arising from traffic accessing and exiting the night market event site and provisions for communication amongst the Traffic Control Persons so that the TMP can be adjusted to address any queuing on City roads and implement the secondary access from West Road if required.

The TMP is subject to further review and monitoring by Transportation staff. Changes to the TMP can be made in consultation with attending RCMP members, professional Traffic Control Company staff and the event organizer, at the sole discretion of Transportation staff. All costs associated with implementation of the TMP is the responsibility of the event organizer.



All intersection locations identified as having Traffic Control Persons and signage is required to be implemented at the outset of the event and maintained until Transportation Division staff have the opportunity to monitor traffic management operations to determine if any revisions need to be made. Approval (including any revisions) of the TMP is at the sole discretion of Transportation Division staff.

Additional Parking Contingencies Being Explored by the Event Organizer

At the event organizer's own initiative, a potential contingency parking lot is being explored in the area of Bridgeport Road and No. 3 Road (Northwest corner) that would provide an additional measure to manage traffic and parking during peak operation periods. This initiative is an additional measure that goes beyond the referral requested by Planning Committee and is not a required component of the TMP approved by the City.

Conclusion

The event organizer's traffic consultant has submitted a memorandum report that responds to the February 21, 2012 Planning Committee referral related to traffic management and parking issues for the proposed night market event. Transportation staff have reviewed and support the traffic consultant's report and recommended strategies. Staff recommend approval of the Temporary Commercial Use Permit for a seasonal evening market event on the subject site from 2012 to 2014.



Kevin Eng
Planner 1

KE:ke

Attachment 1 – Traffic Consultant's Memorandum Report

Attachment 2 – Original TCUP Report Considered at February 21, 2012 Planning Committee



Memorandum

Client oriented.
Solution driven.
Since 1969

To:	Victor Wei, P.Eng. and Doug Newton, City of Richmond	R.F. Binnie & Associates Ltd.
Cc:	Raymond Cheung, Firework Productions Ltd.	205 – 4946 Canada Way
From:	Jonathan Ho, P.Eng., PTOE, Traffic Engineer	Burnaby, BC V5G 4H7
Date:	March 1, 2012	tel: 604.420.1721
Project #	11-420	File # 11-420-04
Re:	2012 Richmond Night Market – Traffic and Parking Assessment	fax: 604.420.4743
	Memorandum – Final Recommendations and Findings	www.binnie.com

1.0 BACKGROUND

R.F. Binnie & Associates Ltd. (Binnie) was retained by Firework Productions Ltd., the organizer of the proposed 2012 Richmond Night Market, to prepare a Traffic and Parking Assessment Memorandum for the event. Following a series of discussions with the City of Richmond (City) staff regarding the potential traffic and parking impacts generated by the proposed special event, the memorandum summarizes the final recommendations and findings now outlined in a detailed memorandum provided to the City separately.

2.0 MEMORANDUM FINDINGS AND RECOMMENDATIONS

2.1. FREE ON-SITE PARKING

The current layout of the site shows a total of 1,505 off-street parking stalls to be provided for the duration of the event in two main parking lots. The main entrance to the parking lot will be located on No. 3 Road north of River Road. Based on the on-going discussion between the event organizer and the City, the proposed parking facility will be free of charge.

Parking Lot 'A' will provide 767 parking stalls including handicapped parking stalls and a taxi loading zone. Parking Lot 'B' will provide 738 stalls including up to 300 stalls set aside for the vendors, employees and volunteers at the event. The event organizer has also secured a number of vacant properties located in the northwest quadrant of the No. 3 Road and Bridgeport Road intersection to be used as a potential contingency parking lot which is above and beyond the requirement set forth by the City. The usage of these properties, which are existing gravel lots and already leveled, is being sought after at the event organizer's own initiative should vehicles need to be distributed there in order to relief the queuing on No. 3 Road and only if the proposed parking lots are at capacity.

Previous traffic analysis found the 95th percentile queue length on No. 3 Road is approximately 70 m (up to Beckwith Road with approximately 180 m remaining before reaching Bridgeport Road) assuming that the facility is paid only and there will be fee collection booths set up at the entrance to the parking lots. Since the night market parking facilities will now be free of charge, the need for the fee collection booths is eliminated thus it also removes a significant "bottleneck" on No. 3 Road

entering the parking lots; therefore, the northbound queuing concern on No. 3 Road is greatly minimized.

Within the main parking lots, there will also be parking attendants equipped with radio communication working in the main night market parking lots to direct traffic to proceed to the next available stall in an efficient manner thus minimizing any blockage to the lot entrance. If required, the potential contingency parking lot on No. 3 Road will be used to help relief the queuing on No. 3 Road waiting to enter the event ground.

2.2. ALTERNATE ACCESS USING WEST ROAD

If the northbound queue on No. 3 Road becomes a concern, the trained Traffic Control Personnel (TCP) stationed at the intersection of No. 3 Road and Bridgeport Road will direct the traffic to access the night market via an alternate route using West Road and then River Road. The total length of this route is approximately 300 m, therefore allowing an additional 45 vehicles to be stored before re-joining the queue on No. 3 Road with the help of a TCP.

If the main parking lots for the night market are near capacity, the detoured traffic can also access the potential contingency parking lot directly from West Road without the need to re-enter No. 3 Road in order to avoid adding more traffic demand on it.

2.3. TRAFFIC MANAGEMENT STRATEGIES

The focus of the TCP is to ensure the northbound traffic queue on No. 3 Road does not spillback to either Bridgeport Road or Sea Island Way which will have significant negative effect on the through traffic movements. The TCP, which will maintain constant radio communication to relay information between intersections, will be instructed to undertake the following traffic management strategies as soon as potential queuing concerns are identified:

Scenario 1: Northbound queue on No. 3 Road becomes significant:

- The TCP stationed at the entrance to the night market parking facilities and at the Bridgeport Road intersection will maintain radio communication to identify any issues that exist.
- The TCP stationed at the Bridgeport Road intersection will direct traffic to proceed westbound and access the site via West Road and then River Road.
- The TCP stationed at the No. 3 Road and River Road intersection will assist the detoured traffic to rejoin the queue on No. 3 Road once the demand reduces.

Scenario 2: Northbound queue on No. 3 Road becomes significant due to parking facilities reaching capacity:

- The TCP stationed at the entrance to the night market parking facilities will notify the TCP stationed at the No. 3 Road and Bridgeport Road intersection to begin utilizing the potential contingency parking lot.

- Traffic on No. 3 Road will be distributed to park at the potential contingency parking lot and proceed to the event ground on foot along No. 3 Road.
- The potential contingency parking lot will continue to be used until parking stalls are once again available for use at the main parking facilities.

Scenario 3: Eastbound left-turn queue on Sea Island Way becomes spillback into the through lanes:

- The TCP stationed at the intersection of Bridgeport Road will begin stopping the westbound and southbound traffic in order to clear the queue within the short segment between Sea Island Way and Bridgeport Road.
- Once the queue on the short segment is cleared, the TCP stationed at the Sea Island Way intersection will stop all conflicting movements to allow the eastbound left-turn and through traffic to proceed.
- After the left-turn queuing issue is addressed, the traffic flow will revert back to normal at the Sea Island Way intersection.

Scenario 4: Westbound queue on Bridgeport Road becomes excessive:

- The TCP stationed at the intersection of Bridgeport Road will begin stopping the northbound traffic from allowing more vehicles to join the queue on No. 3 Road.
- The TCP will clear any blockage in the intersection immediately to all the westbound traffic to proceed through the intersection. The night market traffic will be directed to use West Road to access the night market by re-joining the queue on No. 3 Road with the help of the TCP stationed at the River Road intersection.
- If necessary, the detoured traffic can also access the potential contingency parking lot from West Road if the night market parking facilities are near capacity.

Under severe conditions, the existing signal at the intersection of No. 3 Road and Bridgeport Road may be overridden by the local detachment of the Royal Canadian Mounted Police (RCMP) and with their supervision and direction, the TCP may assume control of the intersection to direct traffic in an efficient manner to clear the northbound queues and to minimize the delay to the westbound through traffic on Bridgeport Road which may include people destined for the Vancouver International Airport to catch flights.

2.4. TRAFFIC FLOW USING NO. 3 ROAD AND WEST ROAD ONLY

Temporary guide signs installed on Bridgeport Road, Garden City Road and Sea Island Way will direct the night market traffic to use No. 3 Road, and West Road if necessary, to access the event ground; therefore, the previous concerns raised by the casino operator that traffic operations on River Road would be compromised is addressed. The event organizer and the City had explored further means of minimizing the night market traffic on Great Canadian Way and River Road by closing off the east approach of the No. 3 Road and River Road intersection; however, it was not recommended since it

will have negative effect on the casino traffic as they may arrive using No. 3 Road and realize that there is no right-turn access at River Road to reach the casino parkade.

For the outbound traffic, the TCP will direct the drivers to exit using No. 3 Road only. At the Bridgeport Road intersection, the southbound left-turn movement will be prohibited if necessary and the resultant traffic heading in the eastbound direction will make the left-turn at the Sea Island Way intersection to ensure that queues do not form on No. 3 Road north of Bridgeport Road. The proposed inbound and outbound traffic flows are summarized in **Figure 1**.

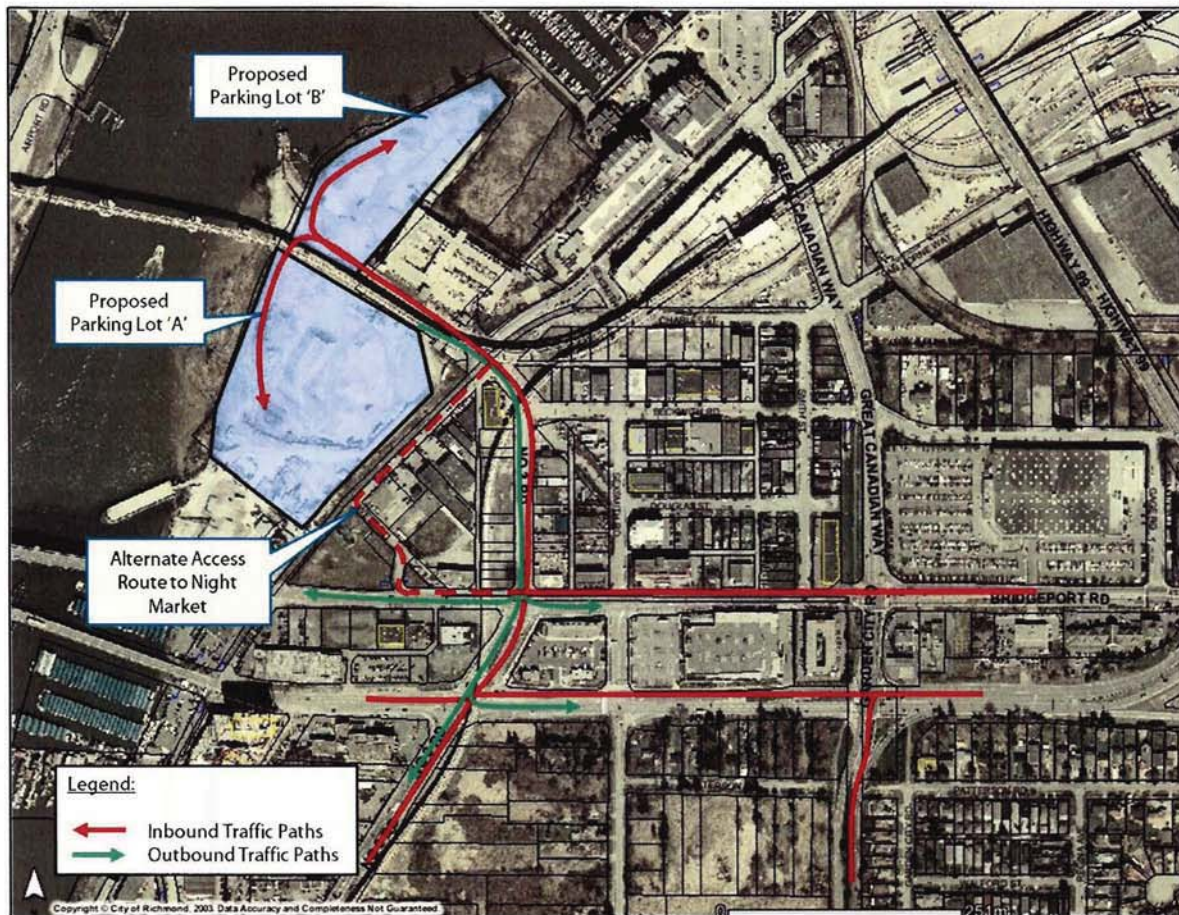


Figure 1 – Proposed Inbound and Outbound Traffic Flows (Source: City of Richmond GIS)

2.5. ACTIVE MONITORING AND TRANSIT INCENTIVES

The study recommends that the event organizer to monitor the traffic and parking operations continuously for the duration of the event throughout the summer period. The event organizer is encouraged to collect new demographic data of the attendees. It is also understood that a video data collection tool has been purchased for the event in order to collect the nightly attendance by walking and vehicular means.

The event organizer will also track the transit mode split to determine whether the 20% target can be met. It is understood that a number of the transit promotional strategies have been developed including the following:

- Transit ticket holders will receive promotional gifts from the night market event sponsors;
- A free entry to a draw for special gifts and prizes; and
- Promote the night market event location and its accessibility by transit through TV commercials, radio commercials and newspaper advertisement.

3.0 CONCLUSION

The five items summarized in this memorandum are to address the traffic and parking impacts that may be generated by proposed Richmond Night Market. After extensive discussions between the event organizer, Binnie and City staff, the latest traffic and parking strategies will adequately address the forecast concerns. The proposed traffic flows and TCP locations are shown in **Figure 2**.

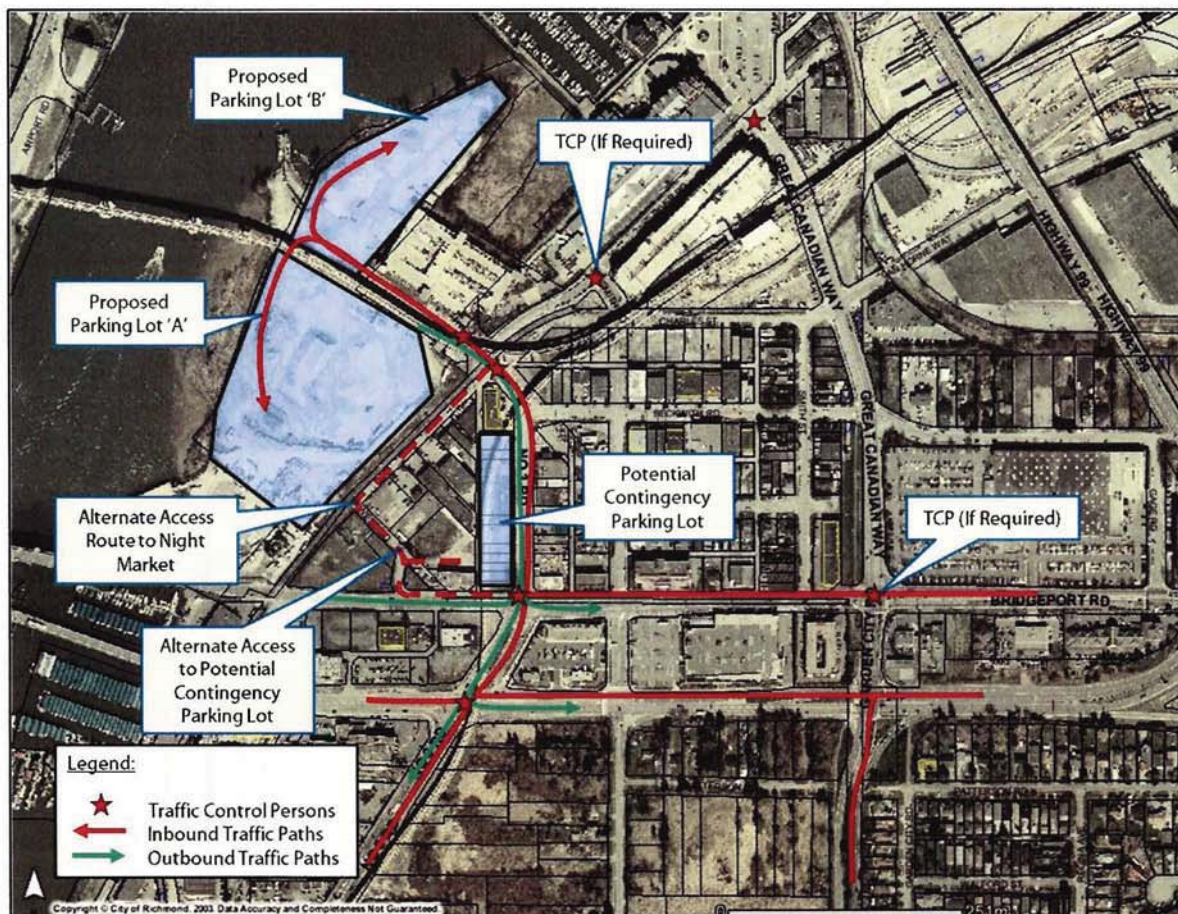


Figure 2 – Proposed Traffic Flows and Traffic Control Person Locations

Preliminary review has shown that the availability of the on-site parking is adequate and since the parking lots will be provided to the night market attendees free of charge, the concern regarding possible illegal parking at the adjacent casino parkade has been addressed. The overall road network will also be managed by a professional traffic control company based on the key management strategies outlined above, including the usage of West Road as an alternate access to the night market if No. 3 Road is congested. Since the fee collection booths no longer needs to be provided at the entrance to the night market parking lots, the potential queuing on No. 3 Road is greatly reduced. In addition, a potential contingency parking lot on No.3 Road has been sought by the event organizer to help relief the northbound vehicle queue on No. 3 Road if it becomes significant. It is noted that this potential contingency parking lot is above and beyond the request by the City staff to support the operations of the night market.

The event organizer has now provided the detail on transit promotional items such as special gifts and free draws. Data collection equipment will also be set up to monitor the traffic and parking operations continuously in order to make appropriate adjustments to the management plan as required.

Prepared by:

Jonathan Ho, P.Eng., PTOE
Traffic Engineer



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: February 9, 2012
File: TU 11-595782
Re: **Application by Firework Productions Ltd. for a Temporary Commercial Use Permit at 8351 River Road and Duck Island (Lot 87 Section 21 Block 5 North Range 6 West Plan 34592) for 2012, 2013 and 2014**

Staff Recommendation

1. That the application of Firework Productions Ltd. for a Temporary Commercial Use Permit for property at 8351 River Road and Duck Island be considered at Public Hearing to be held on March 19, 2012 at 7:00 pm in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:

"That a Temporary Commercial Use Permit be issued to Firework Productions Ltd. for the property at 8351 River Road and Duck Island for the purposes of permitting an evening night market event between May 18, 2012 to October 8, 2012 (inclusive), May 17, 2013 to October 14, 2013 (inclusive) and May 16, 2014 to October 13, 2014 (inclusive) subject to the fulfillment of all terms, conditions and requirements outlined in the Temporary Commercial Use Permit and attached Schedules."

2. That the Public Hearing notification area include all properties to the north of Bridgeport Road and west of Great Canadian Way as shown in **Attachment 4** to the staff report dated February 9, 2012 from the Director of Development.

Brian J. Jackson, MCIP
Director of Development

BJJ:ke
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Business Licences	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Community Bylaws	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Fire Rescue	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
RCMP	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Building Approvals	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Environmental Sustainability	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Firework Productions Ltd (Raymond Cheung) has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) at 8351 River Road and Duck Island (Lot 87 Section 21 Block 5 North Range 6 West Plan 34592)(the "subject site") for the purposes of operating a seasonal night market event during the specified periods for 2012, 2013 and 2014 (Please refer to **Attachment 1** for a location map).

A rezoning application (RZ 12-598104) has also recently been submitted that proposes a comprehensive development plan for the subject site. This site will remain generally in its current vacant state as processing of the rezoning occurs.

The event organizer (Raymond Cheung c/o Firework Productions Ltd.) has obtained authorization from the property owner to apply for a TCUP to operate a seasonal night market event on the subject site from 2012 to 2014 as an 'interim' use as it goes through the necessary development application processes.

Event Dates and Hours of Operation

	Opening and Closing Dates	Days of Operation	Hours of Operation
2012	May 18 to October 8	<ul style="list-style-type: none"> Friday, Saturday, Sunday and Statutory Holidays. 68 operation days proposed. 	<ul style="list-style-type: none"> May, June, September and October <ul style="list-style-type: none"> 7pm-12am: Friday and Saturday. 6pm-11pm: Sunday and Statutory Holidays. July and August (Peak Season) <ul style="list-style-type: none"> 7pm-12am: Friday. 7pm-1am: Saturday. 6pm-11pm: Sunday and Statutory Holidays.
2013	May 17 to October 14	<ul style="list-style-type: none"> Friday, Saturday, Sunday and Statutory Holidays. 71 operation days proposed. 	<ul style="list-style-type: none"> May, June, September and October <ul style="list-style-type: none"> 7pm-12am: Friday and Saturday. 6pm-11pm: Sunday and Statutory Holidays. July and August (Peak Season) <ul style="list-style-type: none"> 7pm-12am: Friday. 7pm-1am: Saturday. 6pm-11pm: Sunday and Statutory Holidays.
2014	May 16 to October 13	<ul style="list-style-type: none"> Friday, Saturday, Sunday and Statutory Holidays. June 30 (Monday preceding July 1 Canada Day). 72 operation days proposed. 	<ul style="list-style-type: none"> May, June, September and October <ul style="list-style-type: none"> 7pm-12am: Friday and Saturday. 6pm-11pm: Sunday and Statutory Holidays. 6pm-11pm: June 30. July and August (Peak Season) <ul style="list-style-type: none"> 7pm-12am: Friday. 7pm-1am: Saturday. 6pm-11pm: Sunday and Statutory Holidays.

Subject Site Background

The site was previously owned by Lehigh Cement, which operated a cement manufacturing plant. Due to the operations of the industrial use and related storage of aggregate materials (gravel and sand), a majority of the site was either occupied by buildings/structures/equipment or

was utilized for storage of gravel and sand. In 2011, demolition of existing structures and buildings was undertaken. Remaining portions of the 20 acre site were graded level and existing sand and gravel surface materials were compacted.

Surrounding Development

To the north: Fraser River and foreshore.

To the east: Fraser River and foreshore; River Rock Casino, hotel and parking facilities.

To the south: River Road and a closed rail line on property owned by the City. On the opposite side of River Road, Light Industrial (IL) zoned properties.

To the west: Bridgeport Road and bridge to Sea Island.

Findings Of Fact

Item	Existing	Proposed
Owner	Sanhurgon Investment Ltd.	No change
Applicant	Firework Productions Ltd. (Raymond Cheung)	No change
Site Size	78,424 sq.m (19.4 acres)	No change
Land Uses	<ul style="list-style-type: none"> Currently vacant gravel/sand lot that has been levelled and graded. Existing Canada Line airport route guide way. 	Proposed temporary evening market consisting of food/retail vendors, on-site entertainment, supporting services and dedication off-street parking stalls.
OCP Designation – General Land Use Map	Commercial and Park	No change proposed.
City Centre – Bridgeport Village Sub Area Plan Designation	Urban Centre (T5)	
Zoning	Light Industrial (IL)	No change

Comprehensive Rezoning Proposal for Duck Island – Potential Impacts to TCUP

Through the processing of the comprehensive rezoning application for Duck Island, a number of City requirements involving land transactions and dedications for various road, dike and park works and upgrades will likely be secured if approved by Council. Depending on the timing of rezoning application approval and completion of these land transactions, this may have an impact on the proposed night market event. Staff will review these rezoning requirements in conjunction with the night market event in the future to determine impacts to any granted TCUP to determine if it potentially requires additional approvals from Council.

Night Market Event at 12631 Vulcan Way (Lions Communication Inc.)

A TCUP application for 12631 Vulcan Way by Lions Communication Inc. has been recently submitted to the City (application received February 10, 2012) and proposes a market event on the site similar to previous years. The previous TCUP issued to Lions Communication for an event on 12631 Vulcan Way expired at the end of the 2011 season. Staff review of the application and required consideration by Council through the normal Temporary Commercial Use Permit process is required.

Temporary Commercial Use Permit – Duck Island Night Market Event Description (Fireworks Production Ltd.)

The following summarizes proposed uses, event configuration and operations:

- The site plan for the proposed market event and supporting off-street parking areas is contained in **Attachment 2**.
- 228 general retail vendor booths plus 80 food vendor booths (308 vendors total).
- The event market area consisting of the retail/food vendors, on-site entertainment and supporting uses (administrative areas, first aid, washroom trailers etc.) is situated on the southwest portion of the site.
- The event market and off-street parking area will be enclosed with a perimeter fence.
- Remaining portions of the subject site will be utilized for off-street parking.
- 1,458 parking stalls can be accommodated on the subject site. Transportation staff require:
 - 1,150 stalls for market attendees (maximum 500 stall allocated to pay parking).
 - 300 stalls dedicated to event vendors and staff.
- The vehicle access to and exit from the off-street parking areas on the subject site will be from No. 3 Road. Traffic control and management is outlined in the latter sections of this report.
- Surface treatment of the entire subject site will remain unchanged, except for portions of the food court that are required to be surfaced with an acceptable hard surface treatment for health, sanitation and food safety requirements. All other existing surfaces on the site generally consisting of compacted gravel and sand will be utilized in off-street parking and market event areas outside of the food court area.
- Pedestrian access will be from No. 3 Road along the southern edge of the site adjacent to River Road. This route will also serve as the primary emergency response route to the event market area. The pedestrian access and primary emergency access will be separated by fencing to ensure it remains unobstructed.

Event staffing provided by the proponent is summarized as follows (does not include traffic control personnel required by the Traffic Management Plan as approved by the City):

- Dedicated on-site security personnel.
- Janitorial staff.
- General operations, administrative and promotion staff.
- Dedicated staff patrolling and monitoring on-site parking lot areas
- Dedicated on-site first-aid attendants to respond to any immediate medical issues.

Local Government Act – Temporary Land Uses

The Local Government Act (LGA) enables municipalities the ability to:

- Designate areas where temporary commercial uses may be considered.
- Issue temporary use permits through Council resolution.
- Undertake public notification on the proposed temporary use.
- Specify terms and conditions applicable to the proposed temporary use.

Maximum time periods that a TCUP is valid for is 3 years. Upon expiration, a renewal can be applied for a maximum of 3 years (Note: The LGA was recently amended to increase the time

period of temporary use permits from 2 to 3 years). The proposed TCUP for a market event from 2012 to 2014 complies with the provisions of the LGA.

Related Policies and Land Use Designations

Official Community Plan – Temporary Use Permits

The subject site is designated for 'Commercial' and 'Park' uses in the Official Community Plan (OCP)-General Land Use Map and the City Centre Area Plan (Bridgeport Village Sub Area). Schedule 1 of the OCP permits TCUP's to be considered in a wide range of OCP land use designations, including commercially designated land. The event market area, containing all of the proposed temporary commercial uses, is contained on the 'Commercial' OCP designated portions of the site. Based on provisions of the Local Government Act and OCP regulations relating to temporary commercial uses, a TCUP for the proposed night market event can be considered on the subject site.

Environmentally Sensitive Area and Fraser River Foreshore

The subject site has an Environmentally Sensitive Area (ESA) designation in relation to its proximity to the foreshore of the Fraser River. The existing site has been extensively modified from the previous industrial land use. The proposed night market and parking uses are located on the already modified lands. Required paving associated with the location of the food court is outside of the ESA area. As a result of the minimal modification of land and temporary nature of structure/building associated with the night market event, no ESA Development Permit is required as part of the proposed TCUP. To mitigate any impact, parking areas will be fenced and setback from the existing foreshore habitat area based on the strategy developed by an environmental consultant and approved by Fraser River Estuary Management Program (FREMP) agencies. A comprehensive approach and mitigation/compensation program to addressing ecological habitat associated with the Fraser River Foreshore will be developed as part of the ultimate plans submitted in the rezoning application.

Official Community Plan – FREMP Approval

The OCP requires that all proposed land uses and construction activities outside of the dike require application to and approval from FREMP agencies. In conjunction with the environmental consultant working on the Duck Island site, City staff are communicating with FREMP agencies in their review of the proposed night market event and associated land uses on the subject site.

Public Consultation and Notification

Public Consultation Undertaken by Event Organizer

The event organizer has undertaken public consultation with properties in the surrounding area of the proposed event site. The organizer discussed the proposed event directly with people who were available and provided information handouts to property owners/tenants/residents for the area bounded between Bridgeport Road, Great Canadian Way and the Fraser River. A summary of the consultation feedback and materials is shown in **Attachment 3**. A majority of comments related to traffic, parking and vehicle access in and around the area during event operations. Concerns raised through the public consultation completed by the event organizer are addressed in latter sections of the report.

Public Hearing and Notification by the City of Richmond

Processing of the Temporary Commercial Use Permit requires that the land use application be forwarded to a Public Hearing for comments and a decision by Council. A public hearing notification area generally bounded by Bridgeport Road to the south, Great Canadian Way to the East and Fraser River to the west and north is recommended by staff (refer to **Attachment 4** for a notification area map).

Public Correspondence and Dialogue with Surrounding Businesses

The River Rock Casino has discussed the proposed event with the proponent and met with City staff to communicate concerns and comments on the night market event. The primary concern of the River Rock Casino relates to the impact of increased traffic and parking demand as a result of the proposed event and the potential impacts this will have on the casino's operations and existing parking facilities. The River Rock Casino has noted that the proposed night market event hours and days of operation correspond directly with their expected peak business periods. A letter from River Rock Casino summarizing their concerns is contained in **Attachment 5**. Concerns raised by the River Rock Casino are addressed in the 'Examination of Issues' section of this report.

City Staff and Stakeholder Comments

Transportation

Transportation staff have also worked with the applicant and their consultant to develop a Traffic Management Plan (TMP), which addresses the routing of vehicles to and from the site and any personnel, signage and traffic control to be implemented to support the plan. Details of the TMP are discussed in latter sections of this report. A list of transportation requirements is contained in **Attachment 6** and discussed in greater detail in the "Examination of Issues" section of the report.

City staff have also forwarded information to Ministry of Transportation and Infrastructure (MOTI) staff on the event and supporting TMP as some of the intersections with proposed traffic control are under MOTI jurisdiction. MOTI is currently reviewing the proposal. Any comments or requirements from the Ministry will be incorporated into the TMP proposed for applicable intersections.

RCMP

Based on previous night market events held in Richmond and the resulting large numbers of attendees, a minimum of 2 RCMP members are required to be present at all times during the hours of operation of the night market. As in previous events, the role of the RCMP members will be to provide a policing presence, oversee event attendees and vendor operations, monitor operation of the TMP and intervene if necessary. Having RCMP on-site during event hours also facilitates a quick response in the event of an emergency. RCMP member attendance at the night market event will be in addition to the existing RCMP deployment in Richmond, with the proponent responsible for all costs of RCMP members dedicated to the night market event. A summary of RCMP costs is contained in the "Financial Impact" section of this report.

Community Bylaws

Community Bylaw officers are required for the purposes of monitoring and enforcing on-street parking and related City roadway regulations around the night market event site (i.e., blocking fire hydrant or emergency vehicle access routes; blocking driveways). Dedicated Community Bylaw officers to patrol the surrounding night market event area are recommended to be a minimum of six hours of bylaw officer patrol during all event hours of operation, which would provide sufficient coverage. The proponent is responsible for the costs of the 6 hours of Community Bylaw officer(s) patrol each night the event is in operation, with scheduling of hours at the discretion of Community Bylaws staff. A summary of Community Bylaw costs is contained in the "Financial Impact" section of this report.

Richmond Fire Rescue

Richmond Fire Rescue (RFR) staff have reviewed the market event site plan and parking area to ensure that provisions for primary and secondary means of emergency access is available and general provision of safety and firefighting requirements are met.

The primary emergency response route will be from the event site's main access point from No. 3 Road along a secured, unencumbered drive-aisle that runs along the south edge of the site and entire east adjacent to the market event area. Provisions for a secondary emergency access located at the intersection of River Road and West Road is also required in the event of a blockage at the primary event access location. This also facilitates RFR access to water hydrants situated at River Road and West Road for firefighting provisions within the market event area.

Submission and approval of a Fire Safety Plan by RFR staff is required prior to the night market event opening that includes fire safety provisions associated with the general event operations, fire safety measures for retail and food vendors and compliance with applicable Building Code and Fire Code for all buildings, structures and appliances (hot water tanks, cooking equipment, electrical appliances and machinery etc.).

Engineering

Minimal change to the subject site's permeable compacted gravel and sand surface is proposed. The site servicing approach to handle storm water on the subject site is to grade the site to minimize any pooling of water and implement minor drainage works (small conveyances and drainage pipes to diffuse water across the large site that is primarily surfaced with permeable sand and gravel). Therefore, no connection to a City storm sewer system is required, as existing permeable surfaces will remain unchanged.

Based on the previous industrial operations, the site has existing water and sanitary sewer service. Existing connection points to water and sanitary sewer service will be utilized to service the night market event. Water and sanitary service are primarily required for the food vendors and washroom trailers. The proponents on-site servicing design drawing (including water and sanitary connections) is required to be reviewed and approved by Engineering and Building Approval's staff. All connections to City servicing is at the proponent's cost.

The proposed location of the secondary emergency access at the intersection of River Road and West Road (**Attachment 2** – Market event site plan) to enable emergency vehicle access to market event area is required to go over the existing Dike right-of-way (ROW) structure that is situated on the subject site. As a result, a bermed ramp is required to be constructed from

River/West Road intersection over the City road allowance containing the closed rail line and over the Dike ROW structure. To implement the required secondary emergency access at this location, the following is required:

- Design submission of the emergency access by the proponent's consulting engineer for review and approval by Engineering and Transportation staff.
- Forwarding the emergency access design to the Provincial Diking Authority for review and approval (preliminary discussions have been undertaken with Ministry staff who have noted no concerns with the proposal so long as there is no decrease in dike elevation and construction activities do not disturb the existing dike.
- The construction of the approved emergency access design to be undertaken through the appropriate process (i.e., City Work Order or other process) prior to issuance of the building permit(s) and/or on-site servicing permit for the night market event.
- Entering into an appropriate agreement between the City and proponent that covers typical issues related to construction, removal (upon conclusion of the event), maintenance and right of access prior to issuance of the building permit(s) and/or on-site servicing permit for the night market event.
- All costs for the design, construction, maintenance and removal of the secondary emergency access is the event organizer's responsibility.

Minor works on or across City roads/properties to implement asphalt walkways, temporary crosswalks and driveway crossings (for secondary emergency access) to service the proposed event on the site is required to be completed based on an approved City design through a City Work Order (or other approved process) at the event organizer cost.

Building Approvals

Building permits are required for all buildings and structures proposed for the event site. Temporary and mobile buildings also require building permits to ensure they are sufficiently tied down and secured to the ground and ensure that the mobile buildings adhere to the City's Building Regulation Bylaw and BC Building Code. The Flood Plain Designation and Protection Bylaw requires permanent buildings to be constructed at the required Flood Construction Level (FCL)(4.35m for the subject site as it is outside the Dike). Buildings and structures that are considered temporary if they are not utilized for a period of more than 12 months and removed from the event site sometime during the off-season are not required to be constructed to an FCL of 4.35 m. Prior to issuance of the building permit(s) and/or on-site servicing permit for the night market event, completion of a legal agreement will be a requirement of the TCUP to:

- Identify that the subject site containing the night market event area and off-street parking is outside of the dike and susceptible to flooding.
- Release and indemnify the City for any damage to building, structures, property, equipment and servicing on the subject site in the event of flooding.

Site servicing and plumbing permits are also required for all on-site water and sanitary sewer service provided for the food court vendors and any other buildings/structures that require water and sanitary sewer service. The site servicing permit will confirm provisions for on-site drainage and diffusion depending on the extent of works proposed by the event's engineering consultant, including provisions for the capture and diffusion of storm water from the proposed hard-surfaced area of the food court.

Council approval of the TCUP for the subject site is required prior to issuance of any building or site servicing permits related to the night market event.

Business Licensing

All commercial retail and food vendor booths operating at the night market event are required to apply for and obtain Business Licenses to operate. The event proponent (Raymond Cheung C/O Firework Productions Ltd.) is also required to obtain an appropriate Business License for the purposes of operating the night market event. Each vendor at the night market is required to obtain a Business License for each year of operation.

Vancouver Coastal Health (Richmond)

All vendors involved in the selling or handling of food and beverage product at the event are required to obtain appropriate permits to operate from Vancouver Coastal Health (VCH) to ensure compliance with food safety, sanitation and food handling requirements. VCH will determine requirements associated with provisions for food vendors having access to water (hot and cold), access to appropriate refrigeration and food safety measures that the event organizer and each food vendor booth is responsible for compliance.

Upon preliminary review, VCH staff have noted the requirement for the site to have sufficient power supply to ensure that food vendor booths are provided with refrigeration and provisions for hot water. The proponent has engaged an electrical consultant to confirm the available power supply to food vendor booths and are working to address VCH comments on the proposal. VCH has an application and inspection process to ensure compliance with their regulations, which they implement prior to food vendors opening at the event. Any deficiencies or infractions are required to be resolved by the food vendors or event proponent prior to opening of the food court.

Environmental Sustainability – Foreshore Habitat

The subject site is currently outside the crest of the dike. Foreshore habitat areas are located along the site's Fraser River adjacency. The proposed temporary land use proposal involves minimal modification of the site. Furthermore, the property is subject to a rezoning application that will require an application to FREMP whereby all associated agency approvals for the foreshore and Fraser River are coordinated.

On this basis, the proponent has engaged an environmental consultant to recommend a strategy minimizing any impacts to foreshore habitat associated with the proposed temporary uses of a night market event (i.e., minimum setback of night market activities from the high-water mark; fencing to ensure no encroachment into setback areas; no change in existing surface treatments). The environmental consultant is discussing this approach to protect the foreshore area from the temporary uses with FREMP agencies to identify a site configuration that conforms to applicable foreshore setbacks and other agency requirements. City staff and the environmental consultant for Duck Island are in the process of liaising with FREMP agencies and will provide updates to Council as information becomes available.

The night market event is required to comply with all components of the consultant's strategy to protect the foreshore along with requirements identified by FREMP agencies as outlined in the Terms and Conditions associated with the TCUP.

Examination of Issues

Public Transit – Canada Line and Bus Service

The location of the night market event site has the benefit of being in close proximity to a major piece of public transit infrastructure. The Bridgeport Station for the Canada Line is situated approximately 500 m walking distance from the station to the entrance to the market event area and has the potential to serve as a main means of public transportation to and from the event for attendees across the region. Furthermore, Bridgeport Station also serves as a main terminus for bus service, which can also assist in providing transit options for night market attendees. The Bridgeport Station and related bus service terminus is a significant positive feature of the night market site's location and provides an opportunity of reducing vehicle dependency.

The organizer is also planning promotions and marketing incentives aimed at encouraging attendees to take public transit including:

- Providing discounted transit tickets for night market attendees during the late night periods (after 8:30pm) on the weekends to improve transit trips to the site and also to improve transit rider ship during the time which demands are generally low.
- Providing small reimbursements to night market attendees if valid transit tickets are shown.
- Offering promotional gifts to the night market attendees if valid transit tickets are shown.
- Discussing with future vendors to offer discounted food or drink items if customers can show valid transit tickets.
- Setting up special gift draws to be entered only by the attendees with valid transit tickets.
- Promoting the night market event location and its accessibility by transit through TV commercials, radio commercials and newspaper advertisements.

Transportation Division staff approval of the marketing and promotion plan to encourage use of public transit by attendees is required prior to opening day of the event.

Transportation Requirements

A consolidated list of transportation requirements associated with the night market TCUP is contained in **Attachment 6**.

Off-Street Parking

A total of 1,450 off street parking stalls are provided on the subject site. 1,150 stalls are required to be dedicated to market attendees of which a maximum of 500 of these stalls can be pay parking and the remaining 650 stalls are required to be free. The remaining 300 stalls are to be allocated to night market vendors and event staff, which are also to be free parking. In summary, a total of 950 free parking stalls are required to be maintained on the subject site. The night market event site can provide the required number of off-street parking stalls identified by City staff.

The maximum 500 pay parking stalls are required to be situated as close to the market event area (southwest portion of parking lot "A" – see **Attachment 2**). Pay booths for the pay parking area are also required to be located as far into parking lot "A" as possible to maximize the queue length for vehicles entering the site. The Transportation Division supports these off-street parking requirements for the night market event. Based on the estimated yearly operational bond amounts required from the event organizer, the following are the additional amounts based on 20% required contingency fund:

3468443

- 2012 – \$30,000.
- 2013 – \$31,000.
- 2014 – \$32,000.

Refer to the “Financial Impact” section of the report for information on the total operational bond amount required from the event organizer.

Contingency Fund

A 20% contingency fund is required in addition to the yearly operation bond amount required for the night market event. This contingency fund will be utilized to implement additional traffic control and monitoring and roadway improvements if deemed necessary by City Transportation staff in consultation with impacted stakeholders in the area.

Traffic Management Plan (TMP) Vehicle Routing - Operations and Logistics

The TMP has been prepared by a professional traffic control company (ATC Traffic Management Ltd.) to develop a TMP for applicable to traffic routes to and from the event site that includes provisions for staffing by trained professional traffic control staff and placement of directional/warning signage.

City staff support the provisions of the TMP prepared for the night market event (refer to **Attachment 7** for a copy of the TMP). If the night market is approved, monitoring of the TMP by City staff, the event organizer and traffic control company will occur along with consultation and feedback from stakeholders (i.e., surrounding businesses). The TMP can be revised through the provisions of the TCUP based on the above referenced monitoring, stakeholder feedback and approval by City Transportation staff. All costs for implementation of the TMP is the responsibility of the event organizer.

The TMP includes provisions for signage throughout the area to direct night market event traffic in the area and warn vehicles of traffic control persons or traffic pattern changes. A majority of the required traffic control persons are stationed at the access point to the event site at No. 3 Road and River Road. Traffic personnel are stationed at this location to facilitate traffic movement into the event site parking area, pedestrian movements across No. 3 Road and monitor the vehicle entrance to the River Rock Casino parkade, pedestrian/vehicle safety and ensure night market patrons are not parking at in River Rock Casino parking facilities. The other main location for dedicated traffic personnel is at the intersection of River Road and Sexsmith Road, which is the main pedestrian crossing point from the Bridgeport Canada Line Station to the night market event area. Traffic personnel at this location will ensure safe crossing for pedestrians going between the Canada Line station, night market site and Casino.

The TMP also includes provisions for ‘stand-by’ traffic control personnel at main intersections that may be impacted during peak event hours. If these intersections function normally and are not adversely impacted by traffic, additional personnel will not be required. However, if congestion at these intersections does occur, on-site RCMP and/or the on-site supervisor of the traffic control company can require deployment of the traffic personnel in accordance with the provisions of the TMP. The three ‘stand-by’ locations are at the No. 3 Road/Bridgeport Road, No. 3 Road/Sea Island Way and Bridgeport Road/Great Canadian Way intersections.

Pedestrian Movements

Increased pedestrian traffic is expected in between the event market site, Bridgeport Canada Line station and River Rock Casino. This is accounted for in the TMP as signage and personnel will be stationed to guide pedestrians safely to and from the event site. At the subject site's No. 3 Road entrance, works are being proposed to install a temporary asphalt walkway as a continuance of the sidewalk treatment along River Road and implementation of a temporary crosswalk across No. 3 Road to gain access to the main pedestrian walkway along the south of the subject site. The TMP proposes personnel at the No. 3 Road entrance to coordinate vehicle movements to and from the site with pedestrian crossings.

Strategy to Mitigate Event Traffic and Parking Impacts to Surrounding Businesses

Trash/Litter Removal

The event organizer is proposing the following provisions to address trash and litter in the areas surrounding the event site:

- Scheduled litter/garbage removal by the night market event staff on an hourly basis along the pedestrian routes between the night market site, Canada Line station and River Rock Casino. Garbage bins will also be placed along these routes by the organizer upon commencement of the event and removed at the conclusion of each night. Garbage bins are required to be regularly emptied by night market staff.
- At the conclusion of each evening, night market staff will undertake garbage removal in the surrounding area of the event site.

Access for Employees/Clients of Existing Businesses

A parking pass system will be implemented where special passes are distributed by the event organizer to businesses that operate in the surrounding area so that vehicles with these passes can be identified by traffic control personnel to facilitate access to and from businesses.

Product Counterfeiting (Canadian Anti-Counterfeiting Network)

The event organizer has developed a strategy to address the retailing of illegal counterfeit goods that includes the following components:

- Liaise with agencies involved with intellectual property rights (Canadian Anti-Counterfeiting Network – CACN) to develop and communicate their strategy.
- Include specific provisions in vendor contracts that prohibit retailing of counterfeit, pirated and other illegal products with clauses on vendor booth termination and removal from the event and product seizure and turnover to the RCMP or Intellectual Property representatives if illegal goods are found.
- Partner with RCMP and Intellectual Property representatives to undertake education with vendor booth operators to ensure they are aware of the counterfeit good restrictions and related consequences (i.e., vendor booth contract termination).
- Have dedicated, trained night market staff to inspect and monitor retailers to ensure no counterfeit or pirated products are being sold.

The comprehensive strategy to deter and prevent the retailing of illegal counterfeit goods is designed to put the responsibility on the event organizer to police and enforce with the oversight of Intellectual Property representatives and the RCMP commercial crimes unit. Based on this approach, staff recommend that a contingency fund be added to the operational bond to cover any enforcement and inspections undertaken by RCMP to address this issue. The contingency fund amount is based on the average dollar amount of RCMP resources (approximately \$5,000 in

2011) dedicated to previous night market events in Richmond to combat or investigate counterfeit retailers. If the event organizer polices this matter effectively during event operations and there is no need for intervention by RCMP commercial crimes staff, the contingency fund amount will be returned to the organizer.

Financial Impact

Cost Recovery – City and RCMP Expenses

The proposed night market is a privately operated event that is open to the general public. Due to the significant popularity of past events hosted on other sites in Richmond and increasing draw of attendees from across the region and visiting tourists, presence from RCMP members, Community Bylaw Officers and various staff from other divisions is required with costs to be paid by the event organizer. This enables existing service levels for policing and bylaws across the City to be maintained. In summary, a cost recovery model relating to City and RCMP expenses is applied for the proposed night market event.

Operational Security Bond Requirements

Based on a cost recovery model, City staff have undertaken a detailed examination of known and anticipated City costs to be incurred from the proposed event for 2012, 2013 and 2014. The estimated costs for each year will be submitted prior to Council consideration of the TCUP at Public Hearing (March 19, 2012) for the first year of operation and one month in advance of the event opening date for subsequent years (2013 and 2014). A breakdown of the costs and expenses to the City is as follows and forms the basis for the operational security bond required to be submitted to the City.

- 2 RCMP members assigned to the night market event each day of operation and during all hours of operation at the applicable overtime rate (commute time to and from the event is included).
- RCMP commercial crimes unit resources and staff hours to supplement event organizer policing and enforcement of counterfeit products and other illegal goods.
- Community Bylaws – 6 hours (based on the applicable overtime rate) of dedicated patrol by Community Bylaw Officers for each day of operation for the night market event (scheduling of hours is at the discretion of Community Bylaws).
- A 20% contingency fund in addition to the base operational security bond for each year of event operation.
- Attendance by City staff to oversee and monitor implementation of the TMP and general event operations.
- Production, posting and takedown of night market directional signage by City staff.
- Night market days of operation for each year.

Security bond requirements are as follows:

- 2012 – \$148,000 (base amount) + \$30,000 (20% contingency) = **\$178,000**.
- 2013 – \$156,000 (base amount) + \$31,000 (20% contingency) = **\$187,000** (Adjusted for additional days of operation and anticipated wage increases).
- 2014 – \$159,000 (base amount) + \$32,000 (20% contingency) = **\$191,000** (Adjusted for additional days of operation and anticipated wage increases).

Upon conclusion of the night market event for each year, any surplus is required to be returned to the event proponent. Provisions are also included in the TCUP to require monies outstanding (in excess of the estimated security bond amount) to be paid in full for the event to operate.

The Procedure Bylaw for Council consideration of Temporary Commercial Use Permits (Bylaw 7273), requires that security bonds be submitted prior to Council consideration of the of the TCUP at Public Hearing. As a result, the following security bond submission deadlines dates apply to the propose night market TCUP:

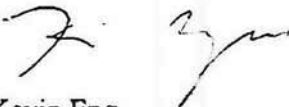
- For 2012 – \$178,000 to be submitted prior to March 19, 2012 as the initial security bond amount.
- For 2013 – \$187,000 to be submitted prior to April 19, 2013.
- For 2014 – \$191,000 to be submitted prior to April 18, 2014.

Terms and Conditions

All requirements associated with the night market TCUP are contained in the TCUP Terms and Conditions, attached to the TCUP (reference **Schedule "A"** attached to the permit). These Terms and Conditions have been reviewed and agreed to by the event organizer. In the event that the Terms and Conditions of the Temporary Commercial Use Permit for the proposed night market event on the subject site are not complied with, the permit is considered void and no longer valid.

Conclusion

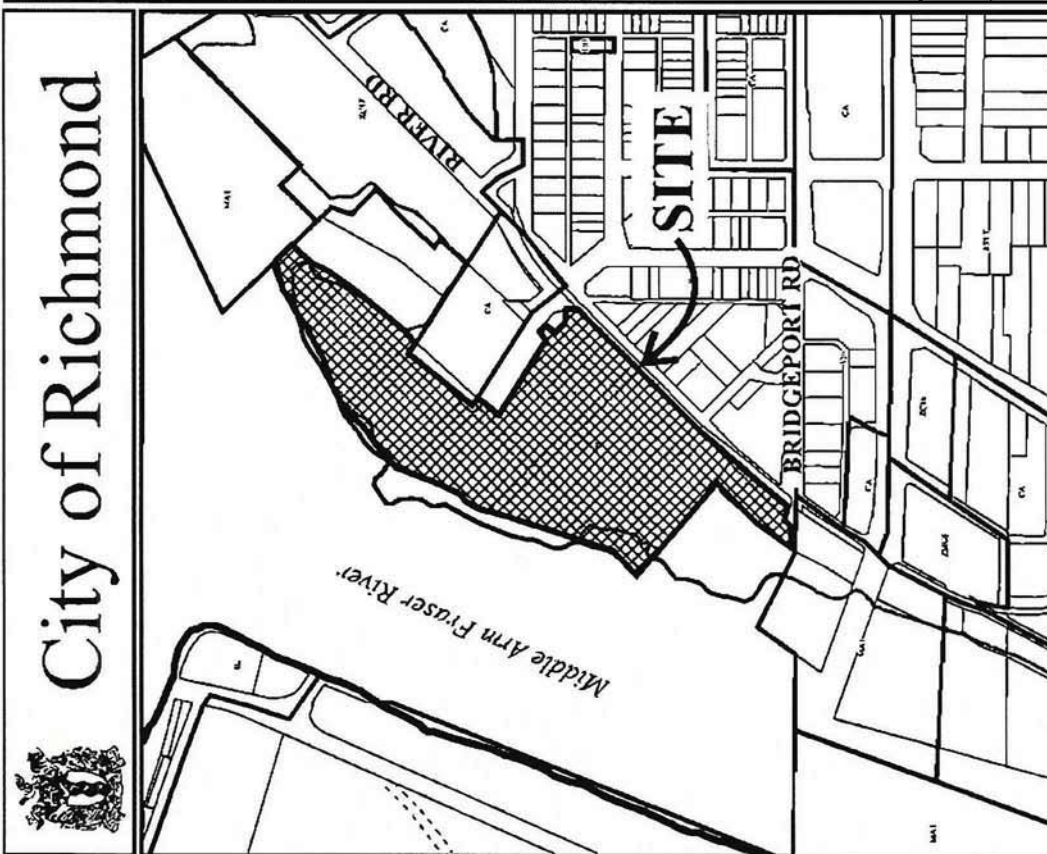
The proposed night market event on the 20 acre subject site has addressed all technical components and met all City requirements related to hosting a seasonal event on this site from 2012 to 2014. The subject property is well serviced by public transit and the event organizer has also provided the required amount of off-street parking and traffic management measures to support the night market. Staff recommend approval of the Temporary Commercial Use Permit for the subject site.



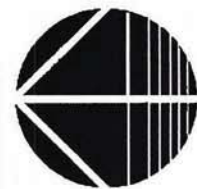
Kevin Eng
Planner 1

KE:cas

- Attachment 1 – Location Map
- Attachment 2 – Night Market Site Plan
- Attachment 3 – Consultation Summary by Event Organizer
- Attachment 4 – Public Hearing Notification Area Map
- Attachment 5 – Correspondence from River Rock Casino
- Attachment 6 – Transportation Requirements
- Attachment 7 – Traffic Management Plan



TU 11-595782





TU 11-595782

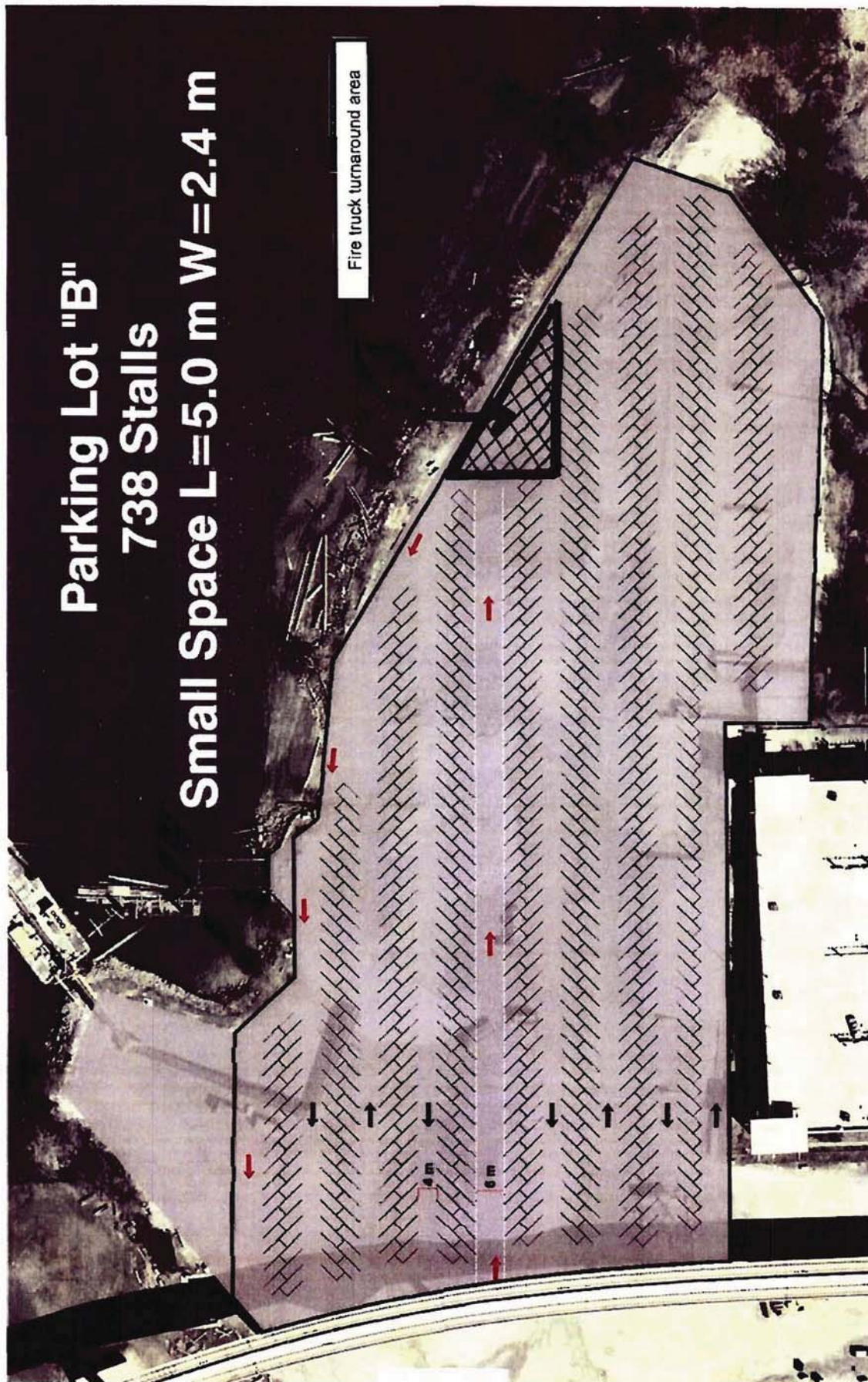
Original Date: 02/10/12

Amended Date:

Note: Dimensions are in METRES

ATTACHMENT 2





Summary of Neighbour Consultation Schedule D

ATTACHMENT 3

	Name of Street	Unit/ Building	Company	Contact Person	Phone No.	Comments	Support (S)	Not-support (NS)
1	No. 3	2561A	Hans	Kevin Nielsen	6042785232	No comment	S	
2	No. 3	2651	Auto Body One	Paul Chan	6042707123	Suggested to provide more chairs at the site	S	
3	No. 3	2651 #3	Top Tech	Deepak Oberoi	6043041111	Considering sponsoring the event	S	
4	No. 3	2700	Bridgeport collision	Russ	6042732766	No Concerns	S	
5	No.3	2780		Darrell	6042782939	No Concerns	S	
6	No.3	2800	Store Closed		6049988609	Left Neighbour Consultation Letter to contact us		
7	No.3	2800	Houstone Enterprises	Carmen Lo	7782976398	Request "Special Event Parking Pass" from us	S	
8	No.3	2820	Vacant	For sale				
9	No.3	2840	Express Lube & Tune	Steve Lewis	6042781018	No Concerns	S	
10	No.3	2880		Al Nortman	6042781737	No Concerns	S	
11	No.3	2920		Al Nortman	6042781731	No Concerns	S	
12	No.3	2980	A.B.C. Traders Ltd.	Al Nortman	6042781731	No Concerns	S	
13	River Road	8480	Shaw Cable	Jerry	N/A	Suggest to have wifi on site	S	
14	River Road	8500	Wing Moulding	N/A	N/A	Staff to inform owner/No Comment	S	
15	River Road	8520	Canada Post	Wayne	N/A	Staff to inform superior/No Comment	S	
16	River Road	8540	Don Dickey Supplies	Thomas Fairbrother	6042737112	Suggested on-site pay parking at lower rate	S	
17	River Road	8560	The Barn	Jayker Holdings Ltd.	6042441106	Request garbage removed from its front yard nightly	S	
						Chain to block its front parking after shop closed		
						Interested in joining our Crafters Section		
18	River Road	8570	Juan's Auto Service	N/A	6042412848	No Concerns	S	
19	Bridgeport Road	8571	MJ Fashions Ltd	Candelia Yip	6042739233	Suggested free on-site parking/Traffic jam		NS
						Visitors might park at its front parking area		
20	Bridgeport Road	8611	Hampton Inn	George Tu	6042325505	No Concerns	S	

Summary of Neighbour Consultation Schedule D

	Name of Street	Unit/ Building	Company	Contact Person	Phone No.	Comments	Support (S)	Not-support (NS)
21	Beckwith Road	8711		Arbulus	6043221059	No Concerns	S	
24	Beckwith Road	8791	Store Closed			Left Neighbour Consultation Letter to contact us		
25	Beckwith Road	8811	Store Closed			Left Neighbour Consultation Letter to contact us		
26	Beckwith Road	8820	J&R	Kim Langton	6042470337	No Concerns	S	
27	Beckwith Road	8851	Canadian Pacific Seafood	N/A	N/A	No Concerns	S	
28	Beckwith Road	8860		No Answer		Left Neighbour Consultation Letter to contact us		
29	Beckwith Road	8888	Bouchard Projects Ltd	Cindy Lee	6042779890	No Concerns	S	
30	Beckwith Road	8931	A&A Engine	No Answer				
31	Beckwith Road	8960 #120	Richmond Quilting	Angela	N/A	Very supportive/so happy that she is near us	S	
32	Beckwith Road	8960 #220	Lucy's Creative Designs	Lucy Quinn	N/A	Parking Concern	S	
33	Beckwith Road	8960	Excel Custom Cabinets	No Answer		Left Neighbour Consultation Letter to contact us		
34	Beckwith Road	8971	Triton Environmental Consultant	John Rihaler	6042792093	No Concerns	S	
35	Beckwith Road	9051	Enterprise rent a car	Kyle Chatterley	6043031117	No Concerns	S	
36	Beckwith Road	9094	Household	No Answer		Left Neighbour Consultation Letter to contact us		
37	Beckwith Road	9111	Household	N/A	N/A	No Concerns	S	
38	Beckwith Road	9131	Household	No Answer		Left Neighbour Consultation Letter to contact us		
39	Beckwith Road	9151	Household	No Answer		Left Neighbour Consultation Letter to contact us		
40	Beckwith Road	9231	Starry Night	N/A	7782975399	Staff to inform owner/No Comment	S	
41	Smith	2630	Household	N/A	N/A	No comment	S	
42	Smith	2640	Household	No Answer				
43	Smith	2651	Household	N/A		No comment	S	
44	Smith	2680	Household	Mike	N/A	No comment	S	
45	Smith	2680	Household	Marina	N/A	No comment		

Summary of Neighbour Consultation

Schedule D

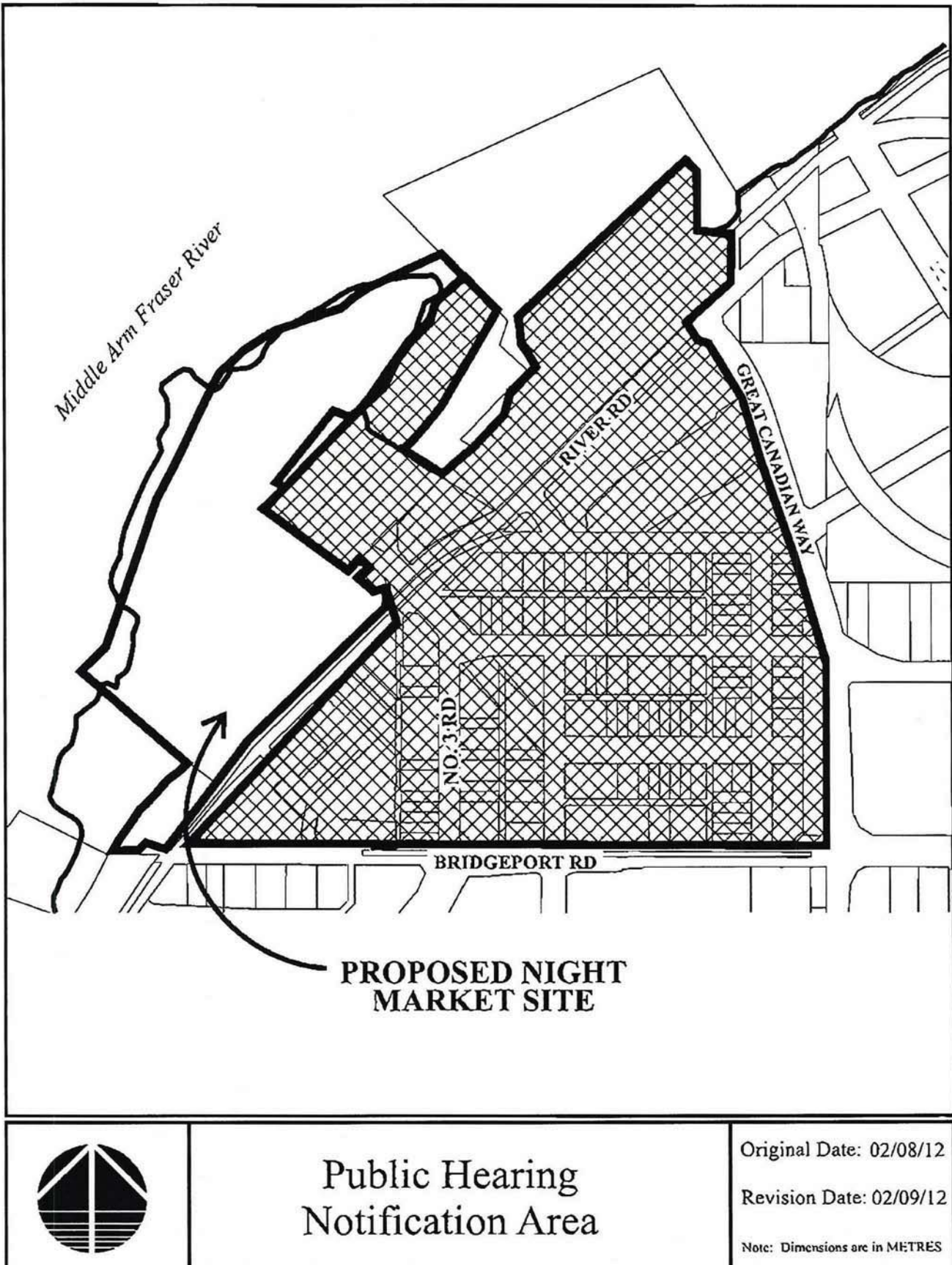
	Name of Street	Unit/ Building	Company	Contact Person	Phone No.	Comments	Support (S)	Not-support (NS)
46	Smith	2691	Household	No Answer		Left Neighbour Consultation Letter to contact us		
47	Smith	2711	Household	No Answer		Left Neighbour Consultation Letter to contact us		
48	Smith	2720	Household	Dominion	6042768231	No comment	S	
49	Smith	2731	Household	Vacant -For lease				
50	Smith	2751	Boss Automotive Ltd	Danny	N/A	Very happy to have Night Market & very supportive	S	
51	Smith	2900	Island Carpet Sales Ltd	Brad Dolchuk	6042305212	Staff to inform owner/No Comment	S	
52	Smith	2900 #4	Toxik design lab	Toxik Harold	8042727840	Interested in renting a retail booth	S	
53	Smith	2900 #5	Higmore Sports	Eric	N/A	No Comment	S	
54	Smith	2900 #8	BPG Tuning	Jason	6042784142	Interested in renting a retail booth and sponsorship	S	
55	Smith	8980	No Answer			Left Neighbour Consultation Letter to contact us		
56	Smith	9011	YOGA	No Answer		Left Neighbour Consultation Letter to contact us		
57	Sexsmith	2840	Days Inn Vancouver Airport	Ravindra Jadhav	6042078000			
58	Sexsmith	2851	A.B.C. Traders Ltd.	Al Nordman	6042781731	No Concerns	S	
59	Sexsmith	2891	A.B.C. Traders Ltd.	Al Nordman	6042781731	No Concerns	S	
60	Sexsmith	2971	A.B.C. Traders Ltd.	Al Nordman	6042781731	No Concerns	S	
61	Sexsmith	2971	Household	Coan	6048210040	No Concerns	S	
62	Sexsmith	8771	Store Closed					
63	Douglas	8851	Household	N/A	N/A	Looking forward to it	S	
64	Douglas	8940	Household	N/A	N/A	No Concerns	S	

Summary of Neighbour Consultation

Schedule D

	Street Name	Unit/Building	Contact Person	Phone No.	Comments	Support(S)	Not-Support(NS)
1	BeckWith	5971			No Answers/ Off business hour		
2	BeckWith	8931	Yoshi Yanagitan/ A&A	604-278-4289	Visitors park at its parking area	S	
3	BeckWith	Unit 220-8911	Easy Way Trading Ltd	604-278-7489	No comment	S	
4	BeckWith	Unit 230-8911	Alex Wang/ Notary Public	604-270-8384	No Comment	S	
5	Smith	2571			No Answers/Off business hour		
6	Smith	2611	Drobdsch	604-273-3423	Concern noise level, visitors park at their parking area & garbage		NS
7	Douglas	8960	Household		No Comment	S	
8	Douglas	8970			No Answers/Off business hour		
9	Bridgeport	8971	Kevin Smith/ Fountain Tire	604-273-3751	No comment	S	

*Note: No access to a household on Douglas Street(Could not get house number)





GREAT CANADIAN GAMING CORPORATION

February 9, 2012

Mr. Victor Wei
Director, Transportation
Transportation Division
City of Richmond
6911 No.3 Road
Richmond, BC V6Y 2C1

BY EMAIL: wei@richmond.ca

Dear Mr. Wei:

Thank you for the recent opportunity to address our concerns related to the proposed Night Market to be located immediately west of our River Rock Casino property.

We had the opportunity to meet with the Night Market proponents on January 6th and 13th, we have reviewed the information they have filed with the City and we have had an opportunity to review the memo they commissioned through R.F. Binnie & Associates.

After doing so, our concerns have escalated to a point where we felt compelled to outline our most material concerns, recognizing that the City is reviewing the merits of the Night Market application at this juncture.

Prior to doing so, it is worth noting that we sincerely want to work with the Night Market proponents and that we welcome development in the surrounding neighbourhood that may be synergistic with the River Rock Casino. We remain unconvinced at this time, however, that this is a realistic outcome based on what we know today about the proposed nature of the Night Market operation. Despite this overriding belief, we have attempted to compile a list of concerns and suggested consequent actions to mitigate those concerns:

- Some quantification of the number of parking stalls available on their site for their visitors after their plan has been reviewed and endorsed by City staff. In other words, we are concerned the current parking plan is unrealistic for reasons better outlined by Bunt & Associates in their report dated February 8th.

- Similarly, some quantification of the expected visitation pattern and how that reconciles with the number of parking stalls offered on their site for their visitors. To date, we do not have an approximation as to how many daily visitors the Night Market is expecting and whether their on-site parking is sufficient to accommodate.
- The nature of their on-site parking needs to be substantially the same as what we offer in our two parkades; namely, it is free, of a firm surface (particularly for inclement weather days) if not paved, lit, convenient to negotiate, and offers more than one entrance/exit point. If not, we strongly believe that it will be virtually impossible to avoid a material impact on the use of our parkades by Night Market visitors.
- Of particular importance to the factors cited above, on-site parking for Night Market visitors needs to be free of any charge. That differs from the notion of some area of the on-site parking be reserved for some type of charge, but we struggle to appreciate how that might be practical, and will only further compromise the Night Market's attempts to provide enough on-site parking for their visitors without relying on neighbouring facilities like the River Rock parkades.
- Any queuing on to River Road needs to be avoided. If not, a natural chokepoint could easily develop immediately in front of our west parkade, which will only further invite potential abuse of its use by non-River Rock visitors.
- Moreover, we are alarmed by Binnie's suggestion that westbound traffic generated by the Night Market should be directed up Great Canadian Way and across River Road; in other words, right past the main entrance point for River Rock and its two parkades. Again, this could cause a natural chokepoint for our operations and lead to further abuse of the parkades.
- Similarly, we are very alarmed by Binnie's reference to the belief that Night Market visitors will have the "option" of using our south parkade. That is absolutely not the case- we are bound by contract with Translink for the restricted use of that parkade- and this was explicitly discussed in our meetings of January 6th and 13 with Night Market representatives. Similarly, it is important to note that documentation submitted to the City by the Night Market representatives makes a similar claim, and we have been contacted by at least one prospective Night Market vendor who was informed that Night Market visitors will have use of our south parkade. Respectfully, these continued misrepresentations cause us significant concern.
- Several proposed measures are suggested in the Binnie report related to restricting access to our west parkade to mitigate Night Market visitors from utilizing it. As stated

in the Bunt report, we don't feel those are practical, but regardless, we feel it should be the Night Market proponent's obligation to work with us on a plan that we deem acceptable in addressing our concerns (acting reasonably) that minimizes abuse of both parkades, not just the west one.

- What actions can be taken to ensure any qualifying commitments relative to the traffic management and parking plan are delivered upon (or not)? This is also a material concern for us, recognizing that the application is deemed a "temporary" event by definition, and thus, the application process is theoretically less rigorous. Again, respectfully, we do not deem this a temporary event when one considers the fact the Night Market is proposed for up to three years, almost six months per year, and three days a week during our prime operating periods.

Again, we appreciate the opportunity to address our concerns and we are committed to working with the City and the Night Market proponents to mitigate the impact of the Night Market as currently proposed. We have experience with similar events conducted adjacent to some of our other properties, and because of this, we don't feel we are embellishing the potential consequences on River Rock. Our two parkades are near capacity now during our prime operating periods, and any decrease in visitation because of a lack of parking or perceived traffic congestion will compromise business levels, which includes the stream of revenue the City currently receives from the operation.

Sincerely,

GREAT CANADIAN GAMING CORPORATION

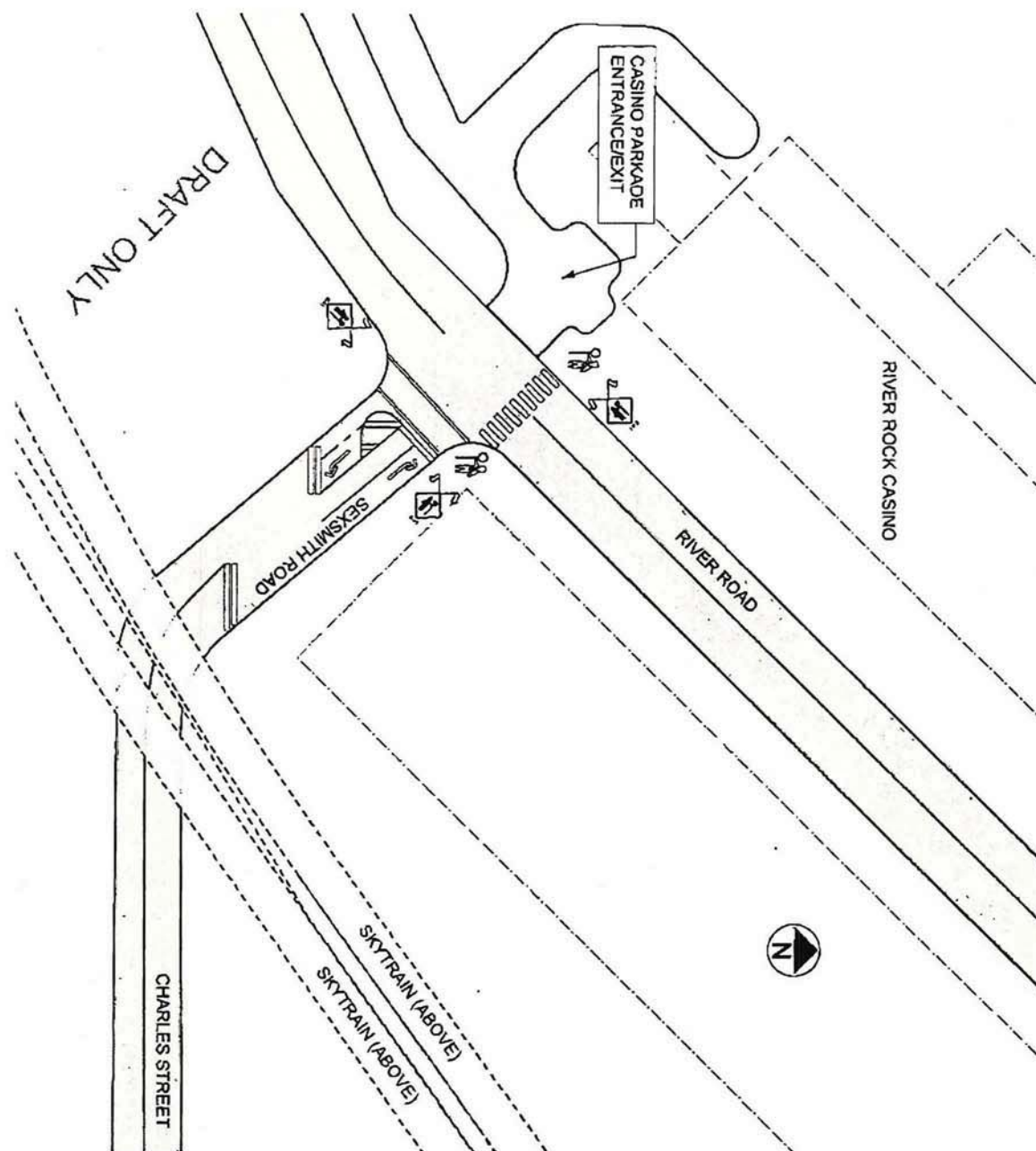


Chuck Keeling
Executive Director, Stakeholder Relations

2012 Richmond Night Market

Transportation Requirements

- A maximum of 500 spaces of Lot "A" located at the south end closest to the event entrance maybe identified as pay parking with all the remaining parking available for free. Or, provide a written agreement with the River Rock Casino outlining a mutually acceptable arrangement for the event parking;
- A 20% contingency to be applied to the amount of the bonding fee;
- A minimum of 1150 parking stalls for night market attendees and additional parking required for vendors (300) and event staff. Total of 1450 stalls;
- Provide on-site bicycle parking facilities for a minimum of 50 bicycles;
- Detailed plan required to address parking intrusion into nearby businesses (Casino Parkade & Park Ride) and residential areas as outlined in the attached TMP drawings;
- Traffic control and operations during the event is to be in accordance with the TMP approved by the City's Transportation Division outlined in the attached TMP drawings;
- Operation of the TMP is to be undertaken by a professional Traffic Control Company with the appropriate trained and certified staff. Costs associated with operations and running of the TMP is the responsibility of the event organizer;
- The TMP is to be monitored by the City's Transportation Division in consultation with on-site RCMP and Community Bylaws staff and is subject to revision and changes (i.e., alteration of the plan; additional Traffic Control staff) should the need arise. All at the cost of the applicant;
- Posting of signage and erection of barricades and road markings will be undertaken based on the TMP and is to be at the cost of the event organizer;
- The Event organizer is required to implement a marketing and promotion strategy (approved by Transportation Division staff) that encourages night market patrons to take public transit to the event. Specific initiatives to be undertaken by the event organizer is as follows:
 - Discounted transit tickets for night market attendees during the late night periods (after 8:30pm) on the weekends to improve transit trips to the site and also to improve transit rider ship during the time which demands are generally low.
 - Provide small reimbursements to night market attendees if valid transit tickets are shown.
 - Offer promotional gifts to the night market attendees if valid transit tickets are shown.
 - Discuss with future vendors to offer discounted food or drink items if customers can show valid transit tickets.
 - Set up special gift draws to be entered only by the attendees with valid transit tickets.
 - Promote the night market event location and its accessibility by transit through TV commercials, radio commercials and newspaper advertisements.



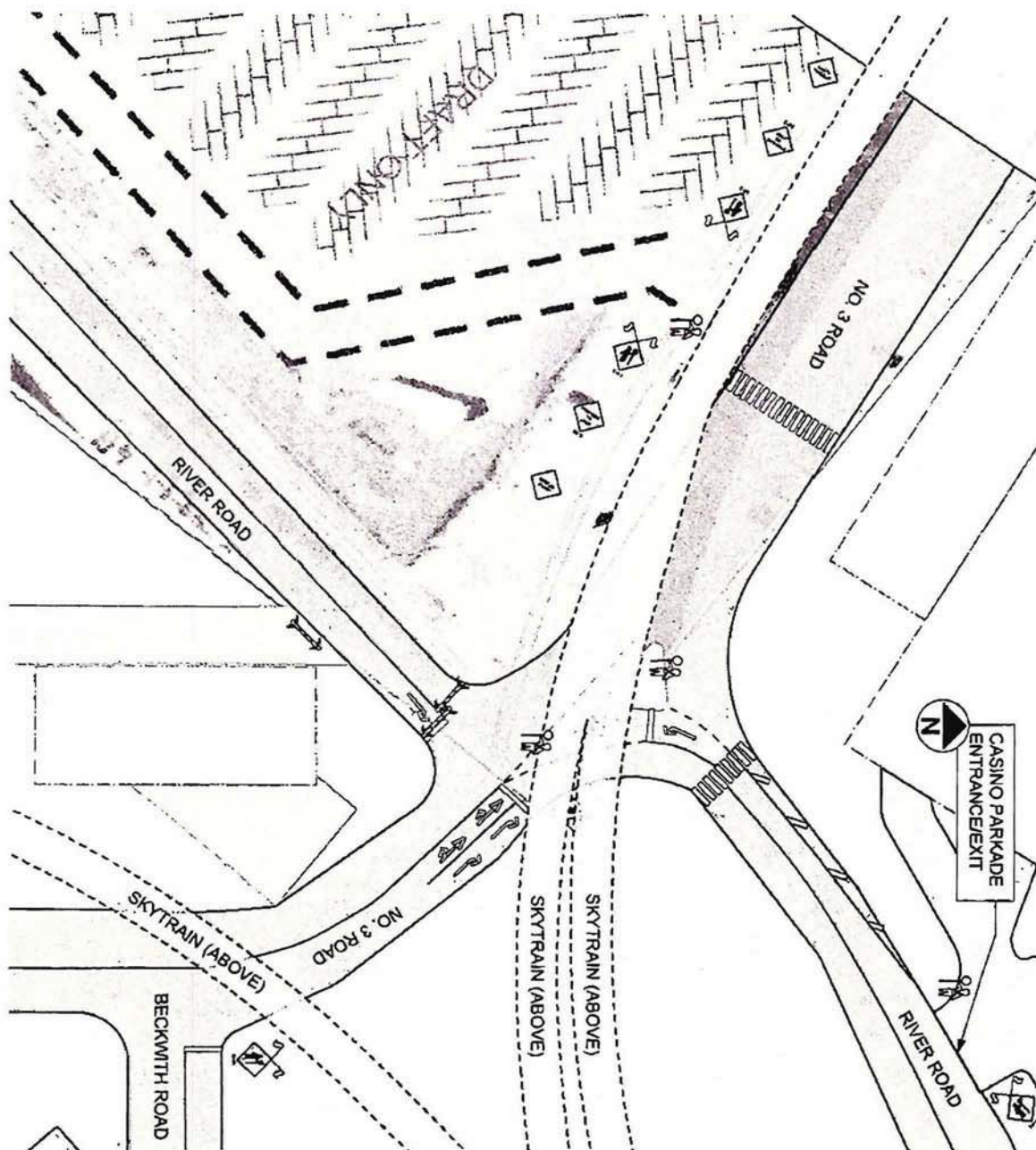
CLIENT: FIREWORK PRODUCTIONS
LOCATION: RICHMOND, BC
TRAFFIC MANAGEMENT REQUIRED: 1T6P

DRAWING TITLE: PROPOSED 2012 NIGHT MARKET SITE
[LOCATION: RIVER ROAD & SEXSMITH/CHARLES STREETS]

DATE: JANUARY 9TH, 2012
SCALE: NTS
DRAWN BY: TR
CHECKED BY: LP

TMP-05

THIS DRAWING HAS BEEN PREPARED FOR SNC LAVALIN ENVIRONMENT TO MEET THE STANDARDS AND REQUIREMENTS OF THE APPLICABLE PUBLIC AGENCIES. ATC TRAFFIC MANAGEMENT LTD., ITS EMPLOYEES AND AGENTS ACCEPT NO RESPONSIBILITY TO ANY OTHER PARTY, INCLUDING CONTRACTORS, SUPPLIERS, CONSULTANTS AND STOCKHOLDERS OR THEIR EMPLOYEES OR AGENTS FOR LOSS OR LIABILITY INCURRED AS A RESULT OF THEIR USE OF THESE DRAWINGS.



CLIENT: FIREWORK PRODUCTIONS
LOCATION: RICHMOND, BC
TRAFFIC MANAGEMENT REQUIRED: 1T6P

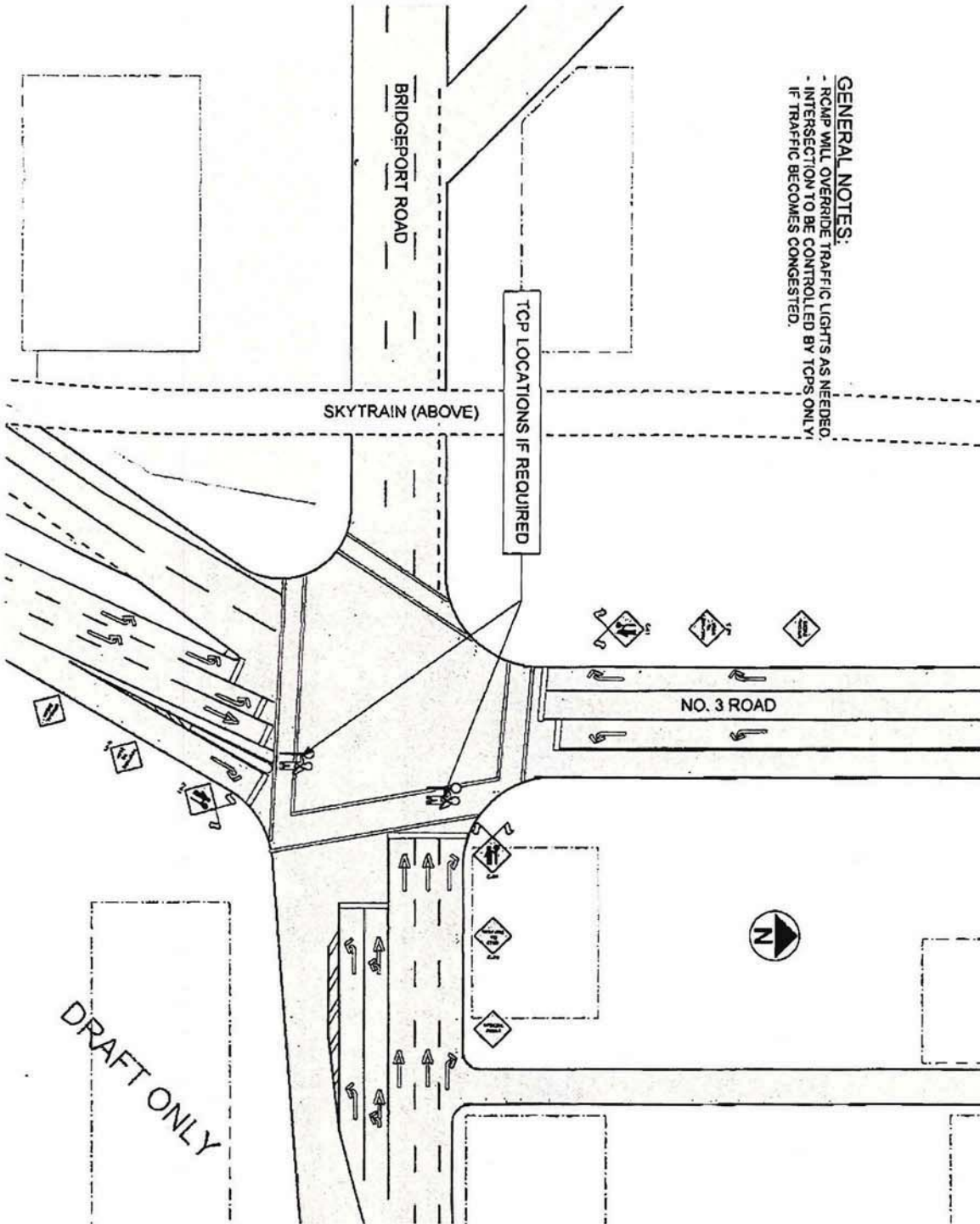
DRAWING TITLE: PROPOSED 2012 NIGHT MARKET SITE
[LOCATION: NO. 3 AND RIVER ROAD] -

DATE: JANUARY 9TH, 2012
SCALE: NTS
DRAWN BY: TR
CHECKED BY: LP
TMP-04

THIS DRAWING HAS BEEN PREPARED FOR SNC LAVALIN ENVIRONMENT TO MEET THE STANDARDS AND REQUIREMENTS OF THE APPLICABLE PUBLIC AGENCIES. ATC TRAFFIC MANAGEMENT LTD., ITS EMPLOYEES AND AGENTS ACCEPT NO RESPONSIBILITY TO ANY OTHER PARTY, INCLUDING CONTRACTORS, SUPPLIERS, CONSULTANTS AND STOCKHOLDERS OR THEIR EMPLOYEES OR AGENTS FOR LOSS OR LIABILITY INCURRED AS A RESULT OF THEIR USE OF THESE DRAWINGS.

PLN - 51

PH - 161



GENERAL NOTES:
 - RCMP WILL OVERRIDE TRAFFIC LIGHTS AS NEEDED.
 - INTERSECTION TO BE CONTROLLED BY TCPS ONLY IF TRAFFIC BECOMES CONGESTED.



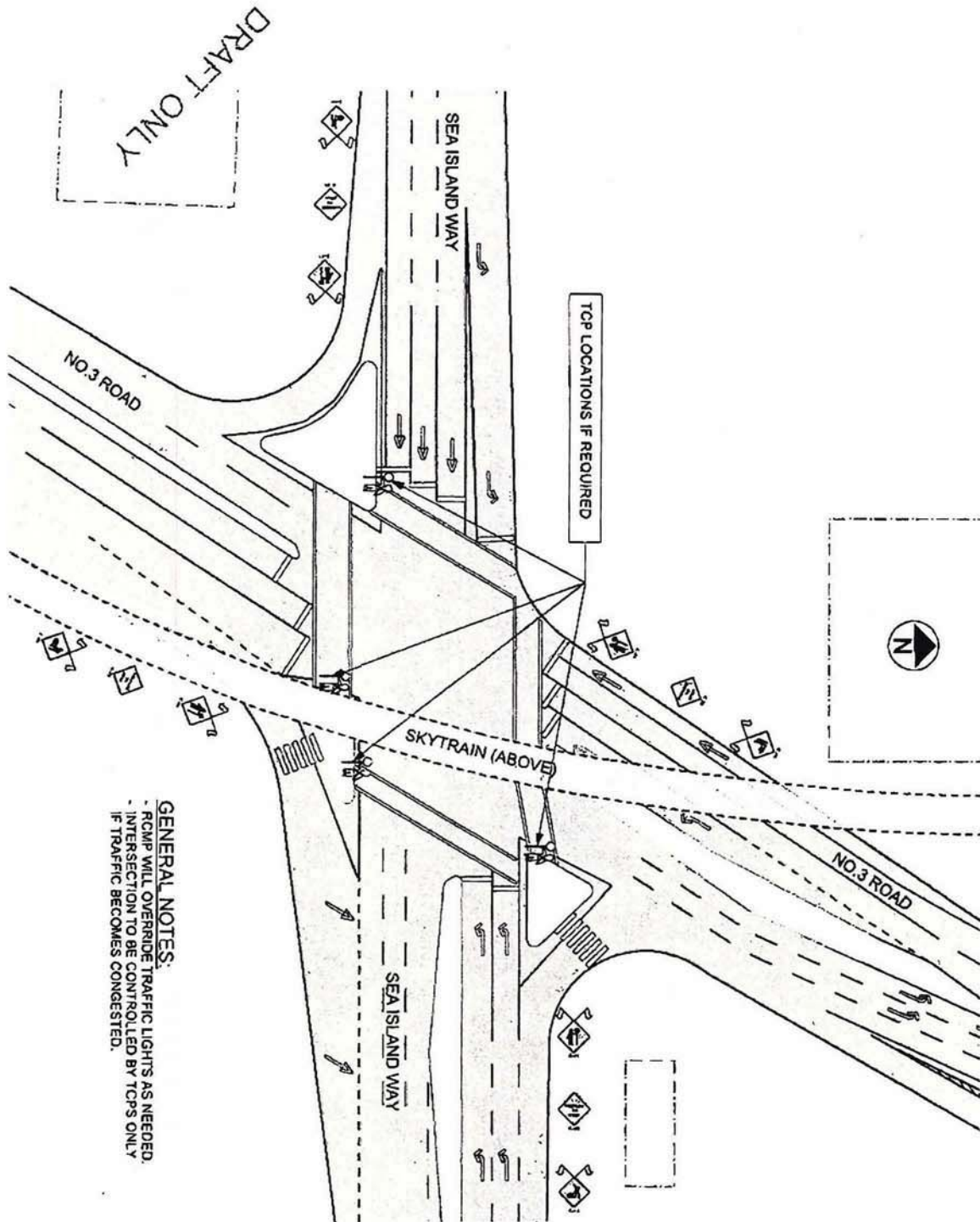
CLIENT: FIREWORK PRODUCTIONS
 LOCATION: RICHMOND, BC
 TRAFFIC MANAGEMENT REQUIRED: 1T6P
 DRAWING TITLE: PROPOSED 2012 NIGHT MARKET SITE
 [LOCATION: BRIDGEPORT AND NO. 3 ROAD]

DATE: JANUARY 9TH, 2012
 SCALE: NTS
 DRAWN BY: TR
 CHECKED BY: LP
 TMP-01

THIS DRAWING HAS BEEN PREPARED FOR SMC LAVALIN ENVIRONMENT TO MEET THE STANDARDS AND REQUIREMENTS OF THE APPLICABLE PUBLIC AGENCIES ATC TRAFFIC MANAGEMENT LTD. ITS EMPLOYEES AND AGENTS ACCEPT NO RESPONSIBILITY TO ANY OTHER PARTY, INCLUDING CONTRACTORS, SUPPLIERS, CONSULTANTS AND STOCKHOLDERS OR THEIR EMPLOYEES OR AGENTS FOR LOSS OR LIABILITY INCURRED AS A RESULT OF THEIR USE OF THESE DRAWINGS

PLN - 52

PH - 162



CLIENT: FIREWORK PRODUCTIONS
LOCATION: RICHMOND, BC
TRAFFIC MANAGEMENT REQUIRED: 1T6P

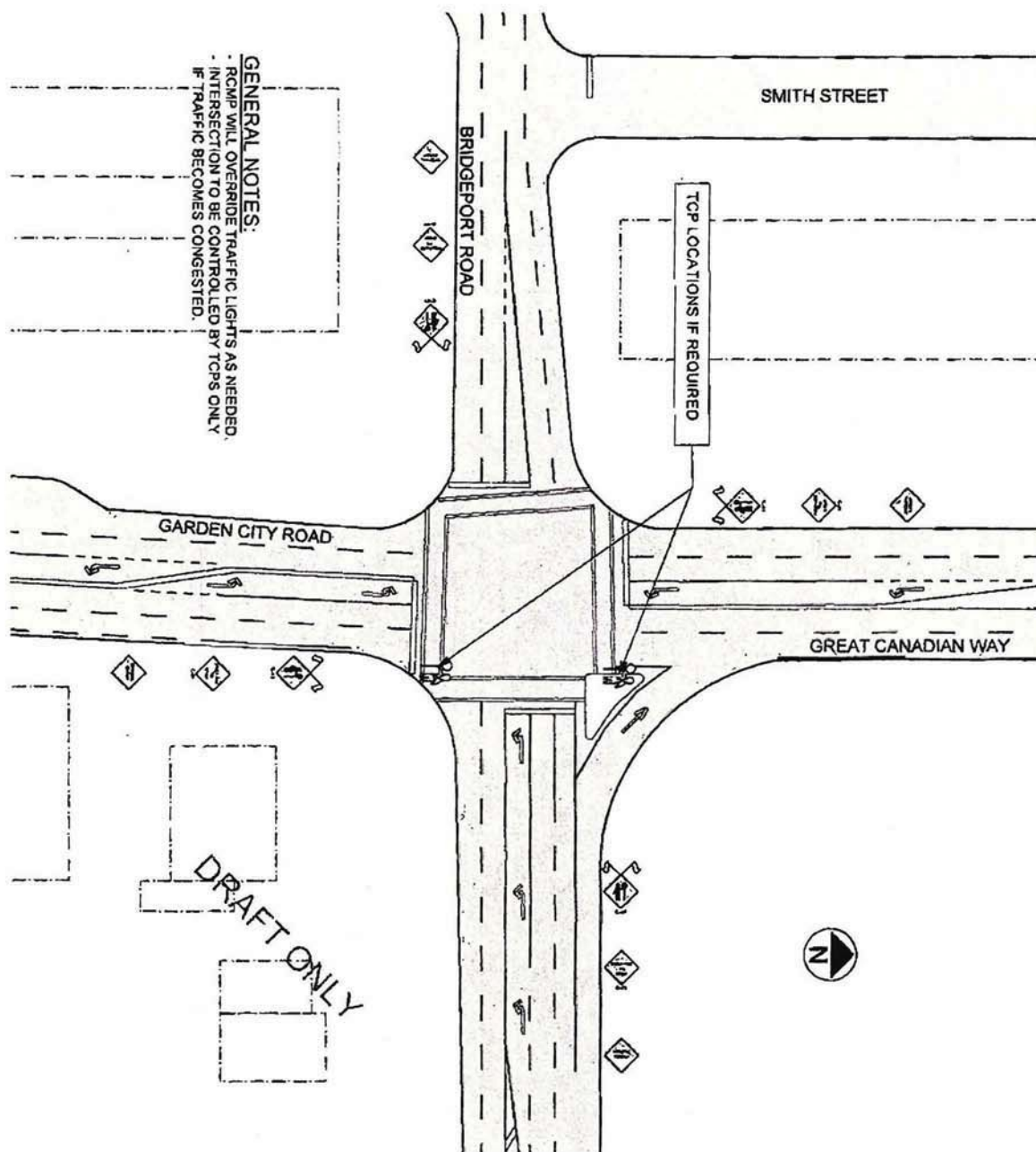
DRAWING TITLE: PROPOSED 2012 NIGHT MARKET SITE
[LOCATION: SEA ISLAND WAY & NO. 3 ROAD]

DATE: JANUARY 9TH, 2012
SCALE: NTS
DRAWN BY: TR
CHECKED BY: LP
TMP-06

THIS DRAWING HAS BEEN PREPARED FOR SNC LAVALIN ENVIRONMENT TO MEET THE STANDARDS AND REQUIREMENTS OF THE APPLICABLE PUBLIC AGENCIES. ATC TRAFFIC MANAGEMENT LTD., ITS EMPLOYEES AND AGENTS ACCEPT NO RESPONSIBILITY TO ANY OTHER PARTY, INCLUDING CONTRACTORS, SUPPLIERS, CONSULTANTS AND STOCKHOLDERS OR THEIR EMPLOYEES OR AGENTS FOR LOSS OR LIABILITY INCURRED AS A RESULT OF THEIR USE OF THESE DRAWINGS.

PLN - 53

PH - 163



CLIENT: FIREWORK PRODUCTIONS
LOCATION: RICHMOND, BC
TRAFFIC MANAGEMENT REQUIRED: 1T6P

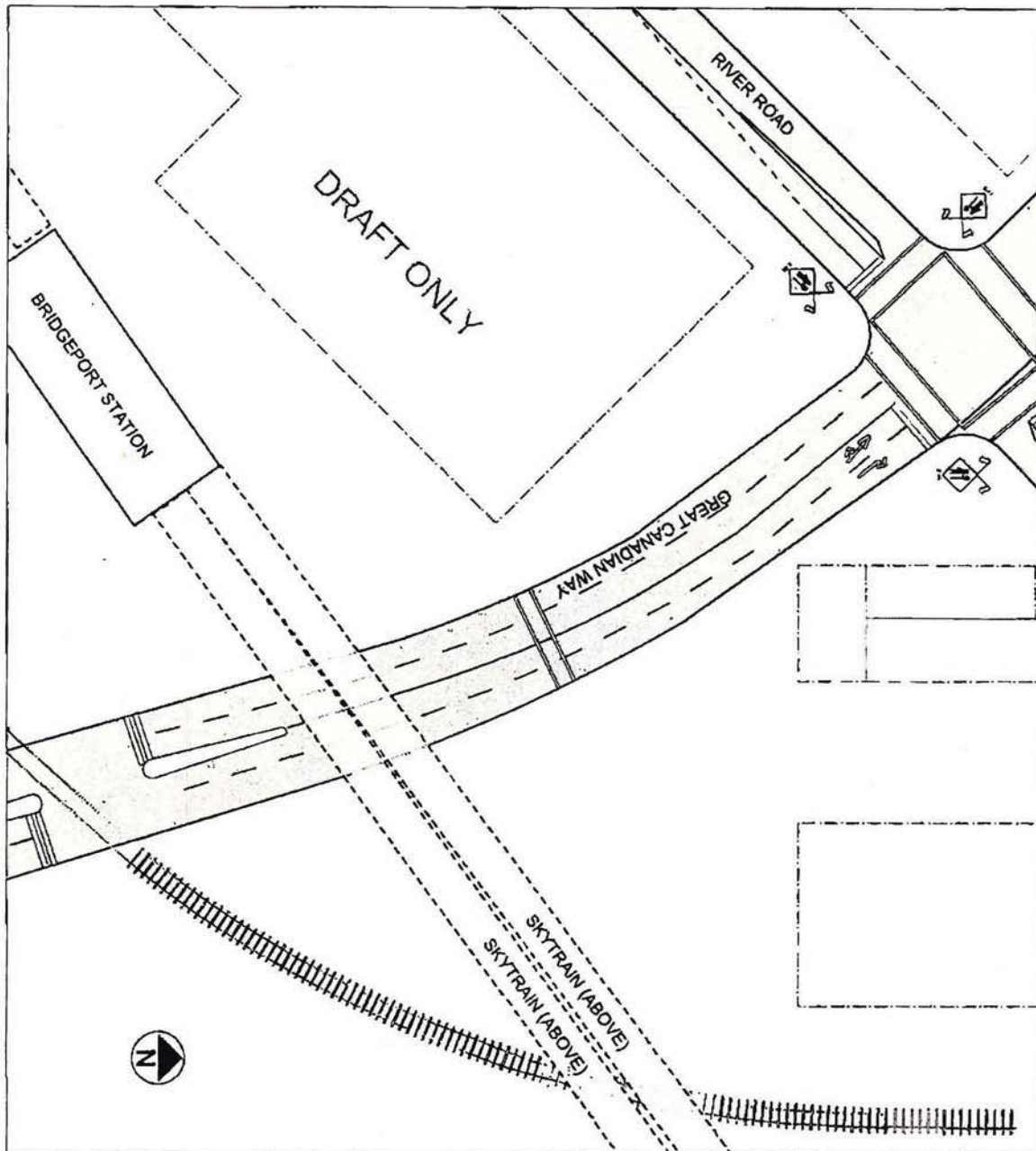
DRAWING TITLE: PROPOSED 2012 NIGHT MARKET SITE
[LOCATION: BRIDGEPORT AND GARDEN CITY.]

DATE: JANUARY 9TH, 2012
SCALE: NTS
DRAWN BY: TR
CHECKED BY: LP
TMP-02

THIS DRAWING HAS BEEN PREPARED FOR SNC LAVALIN ENVIRONMENT TO MEET THE STANDARDS AND REQUIREMENTS OF THE APPLICABLE PUBLIC AGENCIES. ATC TRAFFIC MANAGEMENT LTD., ITS EMPLOYEES AND AGENTS ACCEPT NO RESPONSIBILITY TO ANY OTHER PARTY, INCLUDING CONTRACTORS, SUPPLIERS, CONSULTANTS AND STOCKHOLDERS OR THEIR EMPLOYEES OR AGENTS FOR LOSS OR LIABILITY INCURRED AS A RESULT OF THEIR USE OF THESE DRAWINGS.

PLN - 54

PH - 164



CLIENT: FIREWORK PRODUCTIONS
LOCATION: RICHMOND, BC
TRAFFIC MANAGEMENT REQUIRED: 1T6P

DRAWING TITLE: PROPOSED 2012 NIGHT MARKET SITE
[LOCATION: GARDEN CITY TO GREAT CANADIAN WAY.]

DATE: JANUARY 9TH, 2012
SCALE: NTS
DRAWN BY: TR
CHECKED BY: LP

TMP-03

THIS DRAWING HAS BEEN PREPARED FOR SNC LAVALIN ENVIRONMENT TO MEET THE STANDARDS AND REQUIREMENTS OF THE APPLICABLE PUBLIC AGENCIES. ATC TRAFFIC MANAGEMENT LTD., ITS EMPLOYEES AND AGENTS ACCEPT NO RESPONSIBILITY TO ANY OTHER PARTY, INCLUDING CONTRACTORS, SUPPLIERS, CONSULTANTS AND STOCKHOLDERS OR THEIR EMPLOYEES OR AGENTS FOR LOSS OR LIABILITY INCURRED AS A RESULT OF THEIR USE OF THESE DRAWINGS.

PLN - 55

PH - 165



City of Richmond
Planning and Development Department

**Temporary Commercial
Use Permit**

No. TU 11-595782

To the Holder: Firework Productions Ltd.
Sanhurgon Investment Ltd., Inc. No. BC908774

Property Address: 8351 River Road and Duck Island (Lot 87 Section 21 Block 5
North Range 6 West Plan 34592)

Address: C/O Mr. Raymond Cheung
3063 – 8700 McKim Way
Richmond, B.C. V6X 4A5

1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Temporary Commercial Use Permit is issued subject to compliance with all the items outlined on the attached Schedule "A" to this permit.
3. Should the Holder fail to adhere and comply with all the terms and conditions outlined in Schedule "A", the Temporary Commercial Use Permit Shall be void and no longer considered valid for the subject site.
4. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "B" to this permit.
5. The subject property may be used for the following temporary commercial uses:

A night market event on the following dates:

- May 18, 2012 to October 8, 2012 inclusive (as outlined in the attached Schedule "C" to this permit); and
- May 17, 2013 to October 14, 2013 inclusive (as outlined in the attached Schedule "C" to this permit).
- May 16, 2014 to October 13, 2014 inclusive (as outlined in the attached Schedule "C" to this permit).

The night market event dates and hours of operation shall be in accordance with the attached Schedule "C" to this permit.

The night market event shall be in accordance with the site plan as outlined in Schedule "D" to this permit.

To the Holder: Firework Productions Ltd.
Sanhurgon Investment Ltd., Inc. No. BC908774

Property Address: 8351 River Road and Duck Island (Lot 87 Section 21 Block 5
North Range 6 West Plan 34592)

Address: C/O Mr. Raymond Cheung
3063 – 8700 McKim Way
Richmond, B.C. V6X 4A5

6. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
7. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the temporary commercial use permitted by this permit within the time set out herein and comply with all the undertakings given in Schedule "A" attached hereto, the security shall be returned to the Holder.
 - A cash security (or acceptable letter of credit) in the amount of \$178,000 must be submitted prior to March 19, 2012 for the purposes of operating an evening market event during the specified dates set out in Schedule "C" in 2012.
 - A cash security (or acceptable letter of credit) in the amount of \$187,000 must be submitted prior to April 19, 2013 for the purposes of operating an evening market event during the specified dates set out in Schedule "C" in 2013.
 - A cash security (or acceptable letter of credit) in the amount of \$191,000 must be submitted prior to April 18, 2014 for the purposes of operating an evening market event during the specified dates set out in Schedule "C" in 2014.
8. Should the Holder fail to provide the cash security by the dates specified in this permit, the Temporary Commercial Use Permit shall be void and no longer considered valid for the subject site.
9. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

To the Holder: Firework Productions Ltd.
Sanhurgon Investment Ltd., Inc. No. BC908774

Property Address: 8351 River Road and Duck Island (Lot 87 Section 21 Block 5
North Range 6 West Plan 34592)

Address: C/O Mr. Raymond Cheung
3063 – 8700 McKim Way
Richmond, B.C. V6X 4A5

10. Monies outstanding and owed by the Holder to the City of Richmond for costs associated with the previous evening market event must be paid in full by the following dates:

- All monies outstanding from the 2012 event must be paid in full prior to April 19, 2013.
- All monies outstanding from the 2013 event must be paid in full prior to April 18, 2014.

Should the Holder fail to provide any outstanding monies by the date specified in this permit, the Temporary Commercial Use Permit shall be void and no longer considered valid for the subject site.

11. This Temporary Commercial Use Permit is valid for the dates specified in Schedule "C" for 2012, 2013 and 2014 only.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR

CORPORATE OFFICER

Schedule "A"

In consideration of the City of Richmond issuing a Temporary Commercial Use Permit (TCUP) for the purposes of operating a night market event for 2012, 2013 and 2014 on the subject site, the event organizer (Firework Productions Ltd. c/o Raymond Cheung) acknowledges and agrees to the following terms and conditions:

Traffic Management Plan (TMP)

- Traffic control and operations during the event is to be in accordance with the TMP approved by the City's Transportation Division.
- Operation of the TMP is to be undertaken by a professional Traffic Control Company with the appropriate trained and certified staff. Costs associated with operations and running of the TMP is the responsibility of the event organizer.
- The TMP is to be monitored by the City's Transportation Division in consultation with on-site RCMP and Community Bylaws staff and is subject to revision and changes (i.e., alteration of the plan; additional Traffic Control staff) should the need arise.
- Approval of the TMP, including any necessary revisions, is at the sole discretion of Transportation Division staff.
- Posting of signage and erection of barricades and road markings will be undertaken based on the TMP and is to be at the cost of the event organizer.
- The Event organizer is required to implement a marketing and promotion strategy (approved by Transportation Division staff) that encourages night market patrons to take public transit to the event and is required to include the following provisions:
 - Providing discounted transit tickets for night market attendees during the late night periods (after 8:30pm) on the weekends to improve transit trips to the site and also to improve transit rider ship during the time which demands are generally low.
 - Providing small reimbursements to night market attendees if valid transit tickets are shown.
 - Offering promotional gifts to the night market attendees if valid transit tickets are shown.
 - Discussing with future vendors to offer discounted food or drink items if customers can show valid transit tickets.
 - Setting up special gift draws to be entered only by the attendees with valid transit tickets.
 - Promoting the night market event location and its accessibility by transit through TV commercials, radio commercials and newspaper advertisements.

Off-Street Parking

- 1,450 total off-street parking stalls required for the night market event under the following provisions:
 - All off-street parking stalls provided on the event site is required to be free.
 - A minimum of 300 parking stalls is required to be allocated to night market vendors and employee staff.

City of Richmond and RCMP Staffing

- A minimum of 2 RCMP members must be in attendance for each night the event is being held during the hours of operation for the purposes of providing a police presence and overseeing the TMP and general event operations (Note: Implementation and operation of the TMP is required to be undertaken by a professional traffic control company with appropriate trained and certified staff).
- Six (6) hours of dedicated patrol by Community Bylaw Enforcement Officers is required for each day the event is in operation with scheduling at the discretion of Community Bylaws.
- Periodic attendance by Transportation Division and City staff to monitor and oversee the operations of the event and TMP.
- All costs for RCMP members and City staffing at the applicable rates is the responsibility of the event organizers.

Implementation of Works on City Property

- Any works on City property is required as a result of the night market event must comply with the following requirements:
 - Works include, but are not limited to construction of asphalt walkways, temporary pedestrian crosswalks and a secondary emergency access to the market event area.
 - Design for works to be undertaken by the appropriate professional and approved by the City.
 - Construction of works to be undertaken through a City Work Order or other appropriate process prior to issuance of the building permit(s) and/or on-site servicing permit for the night market event.
 - All costs associated with the design, construction, maintenance and removal (if required) of works is the responsibility of the event organizer.
 - Enter into the appropriate agreements where necessary for the above referenced works prior to issuance of the building permit(s) and/or on-site servicing permit for the night market event.

Required Approvals from External Agencies

Approval from the following external agencies is required prior to operating a night market event on the subject site:

- FREMP/DFO and PMV – The night market event will be required to comply with all components of the consultant's strategy to protect the foreshore along with any requirements/conditions identified by FREMP stakeholders, DFO and PMV. The night market site plan is subject to revision based on the developed strategy and any additional FREMP/DFO/PMV requirements.
- Approval from the Provincial Diking Authority for the secondary emergency access.
- Approval from the Ministry of Transportation and Infrastructure (MOTI) for traffic control provisions identified in the TMP for intersections under MOTI jurisdiction.

Flood Construction Level (FCL) Requirements

- All buildings and structures on the subject site must be temporary and cannot be utilized for a period of more than 12 months and must be removed from the event site sometime during the off-season.
- If these criteria are met, temporary buildings and structures are not required to comply with the minimum FCL of 4.35 m.

- Buildings and structures that do not meet these criteria are required to be constructed at a minimum FCL of 4.35 m.

Required Legal Agreements

- Completion of a legal agreement will be a requirement of the TCUP to:
 - Identify that the subject site containing the night market event area and off-street parking is outside of the dike and susceptible to flooding.
 - Release and indemnify the City for any damage to building, structures, property, equipment and servicing on the subject site in the event of flooding.
 - This legal agreement is required to be completed prior to issuance of a building permit(s) and site servicing permit for the night market event.

Required Permits/Licenses from the City of Richmond and Stakeholders

- Building Permits and on-site servicing permits.
- Business Licenses for all commercial/food vendors to operate at the night market event (including the event operator).
- Vancouver Coastal Health (VCH) permits and licenses for the overall food court area and all food and beverage vendors to operate at the night market event, including inspection approval by VCH staff.

Richmond Fire Rescue (RFR) Requirements

- Implementation of a primary emergency response route for access to the event market area. This response route is required to remain clear and unimpeded at all times.
- Implementation of a secondary emergency access at a location approved by Richmond Fire Rescue (i.e., intersection of River Road and West Road) to facilitate access for emergency vehicles, personnel and equipment.
- Implementation of a dedicated approved emergency response route for RFR truck access and turnaround to facilitate access to the proposed parking lot “B” as shown in the night market site plan attached as **Schedule “D”** to the TCUP. This fire access lane is required to be designed to support the expected loads imposed by firefighting equipment to permit accessibility under all climatic conditions.
- Submission and approval of a Fire Safety Plan by Richmond Fire Rescue for the night market event.

Night Market Site Plan

- Implementation of the event in accordance to the night market site plan as shown in the TCUP report and attached as **Schedule “D”** to the TCUP.
- Amendments to the night market site plan can be considered if they are required/deemed necessary by City staff or other external agencies/stakeholders (FREMP/DFO/PMV; Provincial Diking Authority; MOTI). Any changes to the night market site plan approved by the City of Richmond will be considered the approved site attached to and forming part of the TCUP.

Night Market Operations

- The event organizer is required to provide dedicated event security, parking lot patrollers, event liaison staff and certified first aid staff.

- The event organizer is responsible for providing adequate means of communication amongst event staffing, security, first aid, traffic control personnel, RCMP members and Community Bylaw Officers.
- Clean up and litter removal before, during and after the evening market event each night of operation. Clean-up and litter removal is to be conducted by the event organizers and is to include the subject property as well as surrounding areas impacted by the evening market event.

Night Market Event Cancellation Procedure

- In the event of an evening market event closure on any identified operational day, event organizers are responsible for notifying appropriate City staff and RCMP members a minimum of 24 hours prior to the start of the event. Should event cancellation notification be within the 24 hour time period, staffing costs will be incurred based on minimum call out times.
- The event organizer is responsible for notifying all vendors of any event cancellation.

Security Bond Requirements

- The event organizer is required to submit an operational security bond to the City in accordance with the terms and conditions identified in the TCUP.
- The operation security bond is required to cover City costs and expenses as a result of the night market event, which includes a contingency fund to address any issues arising during event operations.
- The event organizer is required to pay for additional City costs, in the event that costs exceed the amount submitted in the operational security bond.

General Provisions

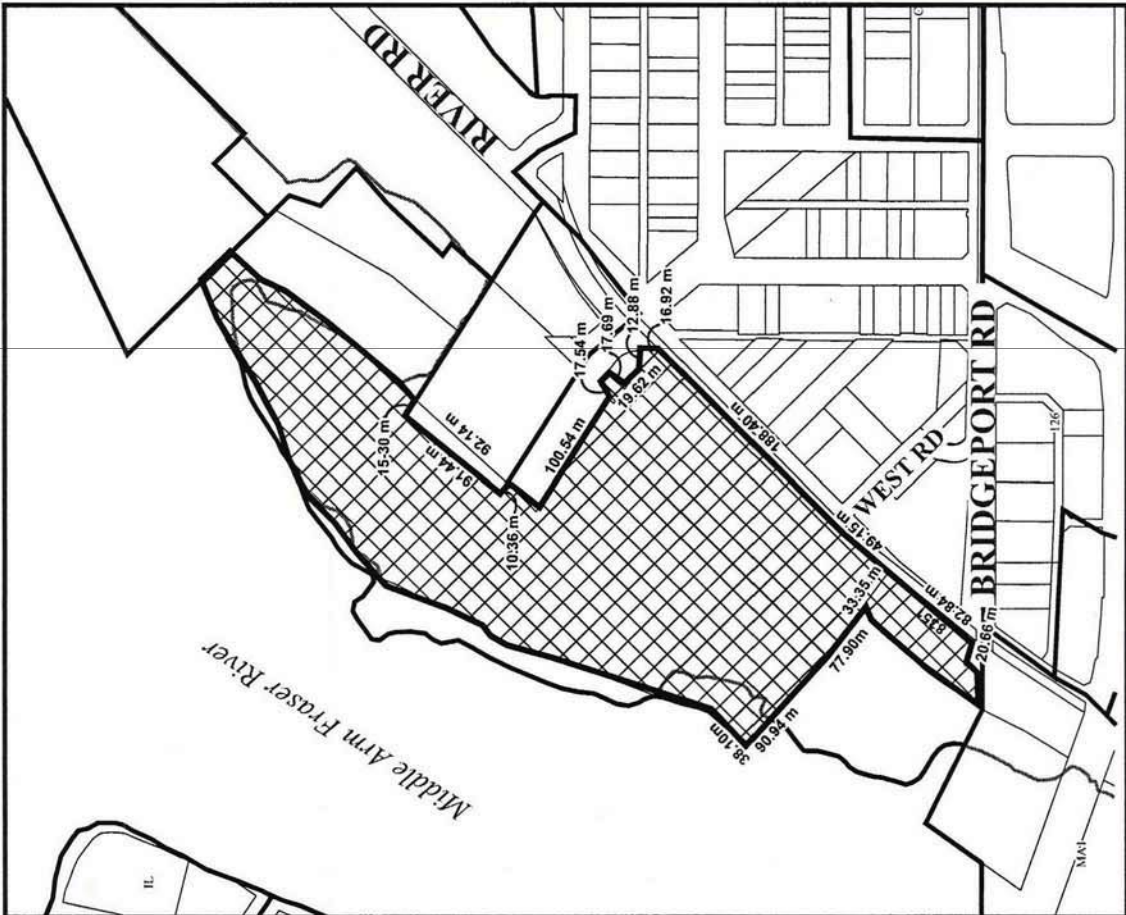
- At the conclusion of each event operation day, any road modifications (temporary signage, barriers, cones) associated with the TMP must be removed and original road conditions restored to the satisfaction of the Transportation Division staff.
- Upon expiration of this permit or cessation of the permitted use, whichever is sooner, the following shall be completed:
 - The property described in **Schedule "B"** shall be restored to its original condition.
 - Adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond.

Undertaking

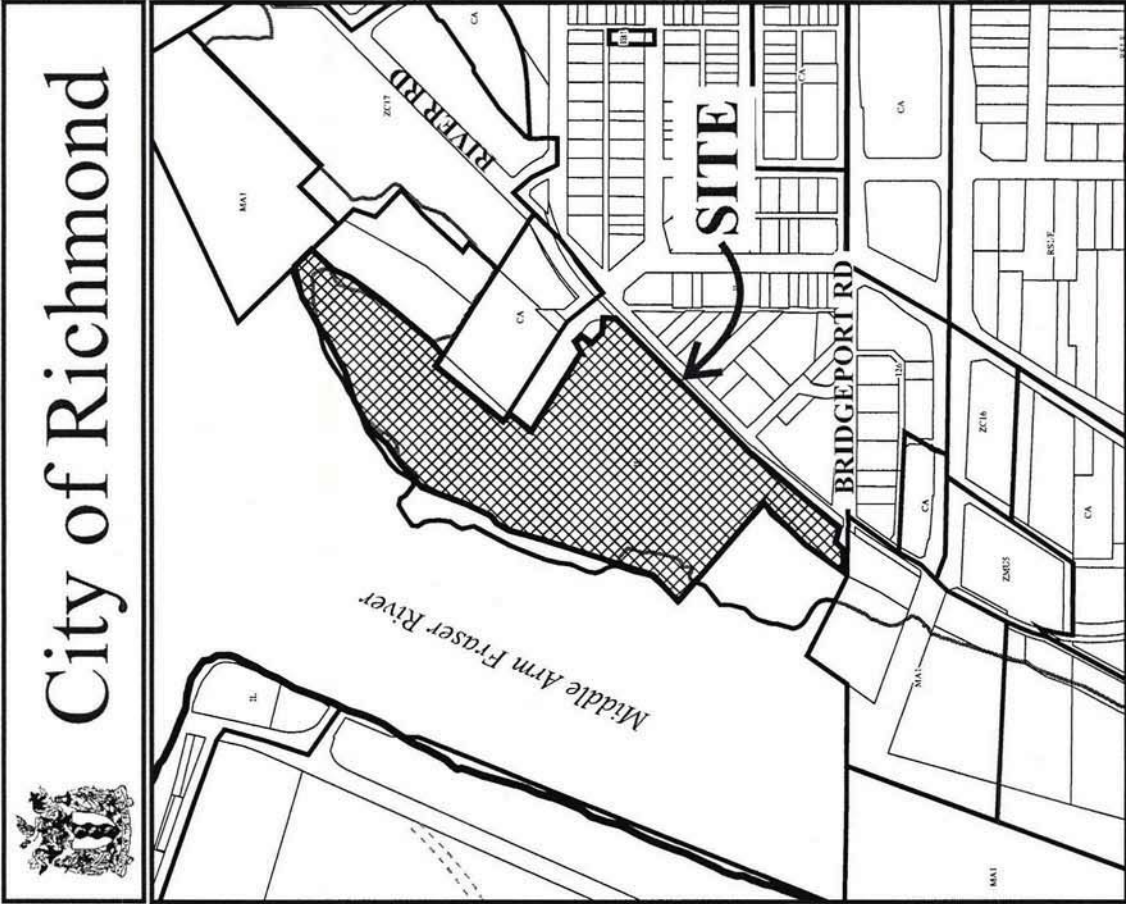
- In consideration of the City of Richmond issuing the Temporary Commercial Use Permit, we the undersigned hereby agree to demolish or remove any temporary buildings, structures and signs; to restore the land described in **Schedule "B"**; and to maintain and restore adjacent roads, to a condition satisfactory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

Firework Productions Ltd.
by its authorized signatory

Raymond Cheung
Firework Productions Ltd.



Original Date: 02/06/12
Revision Date: 02/08/12
Note: Dimensions are in METRES



City of Richmond



TU 11-595782

Schedule "C"

Evening Market Event Schedule of Dates for 2012

Month	Day	Event Hours	Month	Day	Event Hours
May (7 Days)	18	7pm-12am	June (14 Days)	1	7pm-12am
	19	7pm-12am		2	7pm-12am
	20	6pm-11pm		3	6pm-11pm
	21	6pm-11pm		8	7pm-12am
	25	7pm-12am		9	7pm-12am
	26	7pm-12am		10	6pm-11pm
	27	6pm-11pm		15	7pm-12am
				16	7pm-12am
				17	6pm-11pm
				22	7pm-12am
		23		7pm-12am	
		24		6pm-11pm	
		29		7pm-12am	
		30		7pm-12am	
July (14 Days)	1	6pm-11pm	August (14 Days)	3	7pm-12am
	2	6pm-11pm		4	7pm-1am
	6	7pm-12am		5	6pm-11pm
	7	7pm-1am		6	6pm-11pm
	8	6pm-11pm		10	7pm-12am
	13	7pm-12am		11	7pm-1am
	14	7pm-1am		12	6pm-11pm
	15	6pm-11pm		17	7pm-12am
	20	7pm-12am		18	7pm-1am
	21	7pm-1am		19	6pm-11pm
	22	6pm-11pm		24	7pm-12am
	27	7pm-12am		25	7pm-1am
	28	7pm-1am		26	6pm-11pm
	29	6pm-11pm		31	7pm-12am
September (15 days)	1	7pm-12am	October (4 Days)	5	7pm-12am
	2	6pm-11pm		6	7pm-12am
	3	6pm-11pm		7	6pm-11pm
	7	7pm-12am		8	6pm-11pm
	8	7pm-12am			
	9	6pm-11pm			
	14	7pm-12am			
	15	7pm-12am			
	16	6pm-11pm			
	21	7pm-12am			
	22	7pm-12am			
	23	6pm-11pm			
	28	7pm-12am			
	29	7pm-12am			
	30	6pm-11pm			
Total Number of Event Operation Days - 68					

Evening Market Event Schedule of Dates for 2013

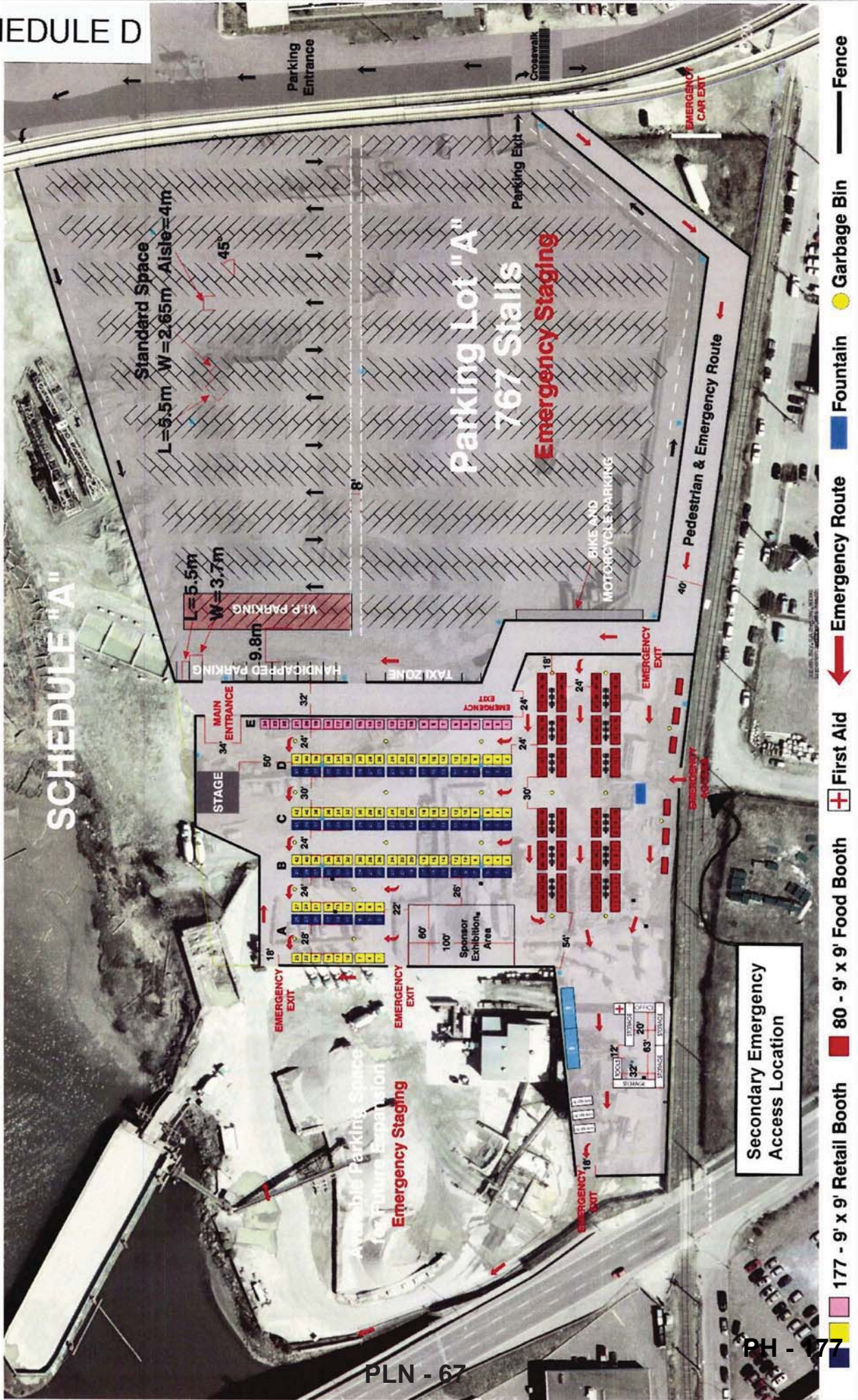
Month	Day	Event Hours	Month	Day	Event Hours
May (8 Days)	17	7pm-12am	June (14 Days)	1	7pm-12am
	18	7pm-12am		2	6pm-11pm
	19	6pm-11pm		7	7pm-12am
	20	6pm-11pm		8	7pm-12am
	24	7pm-12am		9	6pm-11pm
	25	7pm-12am		14	7pm-12am
	26	6pm-11pm		15	7pm-12am
	31	7pm-12am		16	6pm-11pm
				21	7pm-12am
				22	7pm-12am
		23		6pm-11pm	
		28		7pm-12am	
		29		7pm-12am	
		30		6pm-11pm	
July (13 Days)	1	6pm-11pm	August (15 Days)	2	7pm-12am
	5	7pm-12am		3	7pm-1am
	6	7pm-1am		4	6pm-11pm
	7	6pm-11pm		5	6pm-11pm
	12	7pm-12am		9	7pm-12am
	13	7pm-1am		10	7pm-1am
	14	6pm-11pm		11	6pm-11pm
	19	7pm-12am		16	7pm-12am
	20	7pm-1am		17	7pm-1am
	21	6pm-11pm		18	6pm-11pm
	26	7pm-12am		23	7pm-12am
	27	7pm-1am		24	7pm-1am
	28	6pm-11pm		25	6pm-11pm
		30		7pm-12am	
		31		7pm-1am	
September (14 days)	1	6pm-11pm	October (7 Days)	4	7pm-12am
	2	6pm-11pm		5	7pm-12am
	6	7pm-12am		6	6pm-11pm
	7	7pm-12am		11	7pm-12am
	8	6pm-11pm		12	7pm-12am
	13	7pm-12am		13	6pm-11pm
	14	7pm-12am		14	6pm-11pm
	15	6pm-11pm			
	20	7pm-12am			
	21	7pm-12am			
	22	6pm-11pm			
	27	7pm-12am			
	28	7pm-12am			
	29	6pm-11pm			
Total Number of Event Operation Days - 71					

Evening Market Event Schedule of Dates for 2014

Month	Day	Event Hours	Month	Day	Event Hours
May (9 Days)	16	7pm-12am	June (14 Days)	1	6pm-11pm
	17	7pm-12am		6	7pm-12am
	18	6pm-11pm		7	7pm-12am
	19	6pm-11pm		8	6pm-11pm
	23	7pm-12am		13	7pm-12am
	24	7pm-12am		14	7pm-12am
	25	6pm-11pm		15	6pm-11pm
	30	7pm-12am		20	7pm-12am
	31	7pm-12am		21	7pm-12am
				22	6pm-11pm
				27	7pm-12am
				28	7pm-12am
		29		6pm-11pm	
		30*		6pm-11pm	
July (13 Days)	1	6pm-11pm	August (16 Days)	1	7pm-12am
	4	7pm-11am		2	7pm-1am
	5	7pm-12am		3	6pm-11pm
	6	6pm-11pm		4	6pm-11pm
	11	7pm-12am		8	7pm-12am
	12	7pm-1am		9	7pm-1am
	13	6pm-11pm		10	6pm-11pm
	18	7pm-12am		15	7pm-12am
	19	7pm-1am		16	7pm-1am
	20	6pm-11pm		17	6pm-11pm
	25	7pm-12am		22	7pm-12am
	26	7pm-1am		23	7pm-1am
	27	6pm-11pm		24	6pm-11pm
				29	7pm-12am
		30		7pm-1am	
		31		6pm-11pm	
September (13 days)	1	6pm-11pm	October (7 Days)	3	7pm-12am
	5	7pm-12am		4	7pm-12am
	6	7pm-12am		5	6pm-11pm
	7	6pm-11pm		10	7pm-12am
	12	7pm-12am		11	7pm-12am
	13	7pm-12am		12	6pm-11pm
	14	6pm-11pm		13	6pm-11pm
	19	7pm-12am			
	20	7pm-12am			
	21	6pm-11pm			
	26	7pm-12am			
	27	7pm-12am			
28	6pm-11pm				
Total Number of Event Operation Days - 72					

2012 RICHMOND NIGHT MARKET PROPOSED SITE PLAN

SCHEDULE "A"



Parking Lot "B"
738 Stalls
Small Space L=5.0 m W=2.4 m

Fire Truck
Turnaround Area

