



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

**Tuesday, April 22, 2014 – 7 p.m.**

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

## OPENING STATEMENT

### Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 8932**  
(File Ref. No. 12-8060-20-008932; RZ 12-611497) (REDMS No. 4166096)

### PH-7

[See Page PH-7 for full report](#)

**Location:** 11111 Williams Road

**Applicant:** Kulwinder Sanghera

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

**First Reading:** March 24, 2014

**Order of Business:**

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

Page

**Council Consideration:**

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9015.



2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9015**  
(File Ref. No. 12-8060-20-009015; RZ 12-619835 ) (REDMS No. 4164864)

**PH-21**

**See Page PH-21 for full report**

**Locations:** 7400, 7420 and 7440 Railway Avenue

**Applicant:** 664525 B.C. Ltd.

**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, to permit development of fourteen (14) two-storey townhouse units.

**First Reading:** April 22, 2013

**Order of Business:**

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

- |               |     |  |
|---------------|-----|--|
| <b>PH-106</b> | (a) | <b>Shui Dai Qui, 7788 Railway Avenue</b>                   |
| <b>PH-109</b> | (b) | <b>Eleen Chiu, 7473 Lindsay Road</b>                       |
| <b>PH-110</b> | (c) | <b>Major Grewal, 7521 McCallan Road</b>                    |
| <b>PH-111</b> | (d) | <b>R.C. Kobus, 7691 Lindsay Court</b>                      |
| <b>PH-112</b> | (e) | <b>Mable Yu, 7231 Lindsay Road</b>                         |
| <b>PH-113</b> | (f) | <b>Elsa Wong, 7711 Lindsay Court</b>                       |
| <b>PH-114</b> | (g) | <b>Laurie-Ann Stewart, 7440 Lindsay Road</b>               |
| <b>PH-115</b> | (h) | <b>Eric Hendrojuwond, 7551 Lindsay Road</b>                |
| <b>PH-116</b> | (i) | <b>David Yuen, 7491 McCallan Road</b>                      |
| <b>PH-117</b> | (j) | <b>Dai Deng c/o Lan Nguyen, 5028 Linfield Gate</b>         |
| <b>PH-118</b> | (k) | <b>Steve Latham, Remax Realty, 110-6086 Russ Baker Way</b> |
| <b>PH-119</b> | (l) | <b>S.H. Lawrence, 7631 McCallan Road</b>                   |
| <b>PH-120</b> | (m) | <b>Gerhuol Beichel, 5040 Lancing Road</b>                  |
| <b>PH-122</b> | (n) | <b>R. and Eileen Tate, 7520 Railway Avenue</b>             |
| <b>PH-123</b> | (o) | <b>Connie Lam, 7011 McCallan Road</b>                      |
| <b>PH-124</b> | (p) | <b>Xiao Min Mai, 7391 Lindsay Road</b>                     |

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PH-125

(q) Memorandum from the Director of Development dated April 17, 2014

3. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9015.



3. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9106 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9107**

(File Ref. No. 12-8060-20-009106 / 12-8060-20-009107; RZ 12-605038) (REDMS No. 4121861)

PH-126

See Page PH-126 for full report

**Location:** 7120, 7140, 7160, 7180, 7200, 7220, 7240, and 7260 Bridge Street and 7211, 7231, and 7271 No. 4 Road

**Applicant:** Yamamoto Architecture Inc.

**Purpose of Official Community Plan Bylaw 7100, Amendment Bylaw 9106:**

To re-designate the eastern 62 m of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street from “Residential, Historic” to “Residential, 2 ½ Storeys” in the existing Land Use Map in Schedule 2.10D (McLennan South Sub-Area Plan); and to amend the existing Character Area Key Map in Schedule 2.10D (McLennan South Sub-Area Plan) for the same portion of the site from “Single Family” to “Townhouse 2 ½ Storeys”.

**Purpose of Richmond Zoning Bylaw 8500, Amendment Bylaw 9107:**

To create “Town Housing (ZT70) – South McLennan”; to rezone the eastern portions of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street, and the lots at 7211, 7231 and 7271 No. 4 Road from “Single Detached, (RS1/F)” to “Town Housing (ZT70) – South McLennan”; and to rezone the western 28 metres of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street from “Single Detached, (RS1/F)” to “Single Detached (ZS14) – South McLennan (City Centre)”, to permit development of seven (7) single family lots fronting Bridge Street, and a 78-unit townhouse development on the balance of the site.

**First Reading:** March 10, 2014

**Page**

**Order of Business:**

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

**PH-206**

- (a) Memorandum from the Director of Development dated April 17, 2014
2. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9106 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9107.



4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9111**  
(File Ref. No. 12-8060-20-009111; RZ 13-643346) (REDMS No. 4144384)

**PH-208**

See Page **PH-208** for full report

**Locations:** 8400 General Currie Road and 7411/7431 St. Albans Road

**Applicant:** Zhao XD Architect Ltd.

**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “High Density Townhouses (RTH2)”, to permit development of 12 three-storey townhouse units.

**First Reading:** March 10, 2014

**Order of Business:**

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

**PH-232**

- (a) Memorandum from the Director of Development dated April 17, 2014
2. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9111.





**Page**

5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9112**  
(File Ref. No. 12-8060-20-009112; ZT 14-656053) (REDMS No. 4147794)

**PH-233**

[See Page PH-233 for full report](#)

**Location:** 10820 No. 5 Road

**Applicant:** Townline Gardens Inc.

**Purpose:** To amend the “Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)” zone to waive the requirement for 5% of the total residential floor area as affordable housing units for the proposed 144 market rental housing units with a total gross floor area of 8,487.35 m<sup>2</sup> in Building D on Lot C located at 10820 No. 5 Road as part of Phase 2 for the Townline Gardens (DP 13-641796).

**First Reading:** March 24, 2014

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9112.



6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9113**  
(File Ref. No. 12-8060-20-009113; ZT 13-650975) (REDMS No. 4151206)

**PH-250**

[See Page PH-250 for full report](#)

**Location:** 7117 Elmbridge Way

**Applicant:** 0800705 B.C. Ltd.

**Purpose:** To amend the “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district to remove Section 19.7.11.1 (Other Regulations) in order to apply the definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions) of Richmond Zoning Bylaw 8500.

**First Reading:** March 24, 2014

**Page**

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9113.

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7. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9129**  
(File Ref. No. 12-8060-20-009129; RZ 13-650300) (REDMS No. 4166693)

**PH-261**

**See Page PH-261 for full report**

**Location:** 9140 Dolphin Avenue

**Applicant:** Raman Kooner

**Purpose:** To rezone the subject property from “Single Detached (RS1/B)” to “Single Detached (RS2/K)”, to permit the property to be subdivided to create two (2) lots.

**First Reading:** March 24, 2014

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9129.

☐

**ADJOURNMENT**

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# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

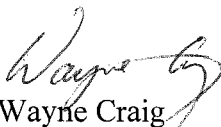
**Date:** March 3, 2014

**File:** RZ 12-611497

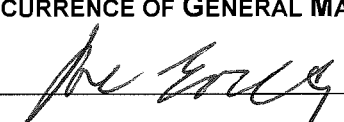
**Re:** Application by Kulwinder Sanghera for Rezoning at 11111 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, for the rezoning of 11111 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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

## **Staff Report**

### **Origin**

Kulwinder Sanghera has applied to the City of Richmond for permission to rezone the property at 11111 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from a rear lane. There is currently a single-detached dwelling on the subject site, which will be demolished. A map and aerial photo showing the location of the subject site is included in **Attachment 1**. A topographic survey and proposed subdivision plan of the property is included in **Attachment 2**.

### **Findings of Fact**

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

### **Surrounding Development**

Existing development immediately surrounding the site is as follows:

- To the north, across the existing rear lane, is a newer dwelling on a large lot zoned “Single Detached (RS1/E)”, fronting Seaton Road.
- To the east, are newer dwellings on lots zoned “Compact Single Detached (RC1)”.
- To the south, across Williams Road, are townhouses and a convenience store on a site that is split-zoned “Neighbourhood Commercial (ZC19) – Shellmont Area” and “Town Housing (ZT38) – Williams Road (Shellmont)”.
- To the west, are two (2) newer dwellings on lots zoned “Compact Single Detached (RC1)”.

### **Related Policies & Studies**

#### Official Community Plan

There is no Area Plan for this neighbourhood. The 2041 OCP Land Use Map designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

#### Arterial Road Policy

The Arterial Road Policy is supportive of compact lot single-family residential developments along arterial roads. The subject site is identified for “Arterial Road Compact Lot Coach House” on the Arterial Road Development Map included in the Official Community Plan (OCP) Bylaw 9000.

### Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of 1.00 ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite in the dwelling on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of the legal agreement is required prior to final adoption of the rezoning bylaw. 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/ft<sup>2</sup> of total building area of the single detached dwellings to be constructed (i.e., \$4,208).

### **Public Input**

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

### **Staff Comments**

#### Background

The subject property is located on the north side of Williams Road, between Shell Road and Seacote Road, in an established residential neighbourhood in the Shellmont Planning Area, which seen substantial redevelopment through rezoning and subdivision. This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot. Each new lot proposed would be approximately 10 m wide and 325 m<sup>2</sup> in area, consistent with the requirements of the proposed "Compact Single Detached (RC2)" zone. This proposal is consistent with the pattern of redevelopment already started along the north side of this block of Williams Road.

#### Trees & Landscaping

A Tree Survey and a Certified Arborist's Report have been submitted by the applicant. The Report identifies and provides recommendations on tree retention and removal relative to the proposed development. The Tree Survey identifies six (6) bylaw-sized trees on-site, two (2) undersized trees on-site, and two (2) bylaw-sized trees on City-owned property in the boulevard

in front of the subject site. The proposed tree retention plan is shown in **Attachment 4**. The species of trees identified on-site is also provided on the tree retention plan.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, has conducted on-site visual tree assessment, and provides the following comments:

- Four (4) trees at the rear of the property should be removed due to poor condition from previous topping for hydro line clearance (tags # 95, 297, 301, 302); and
- Two (2) bylaw-sized Cherry trees (tags # 298, 299) and one (1) undersized and Weeping Birch tree (untagged) at the front of the property along Williams Road should be removed. Although these trees are in good condition, the existing lot elevation is well below the minimum flood construction level that is required to be met with construction of the dwellings on the proposed lots (i.e. 0.3 m above the highest elevation of the crown of Williams Road). With the required increase in lot elevation at development stage, these trees will not survive and will be removed and replaced. To compensate for the loss of these highly visible trees:
  - two (2) larger deciduous and coniferous trees should be planted and maintained along the street frontage (i.e. 9 cm calliper or 5 m high), the value of which is estimated at a total of \$5,000 (\$2500/tree); and
  - a cash-in-lieu contribution in the amount of \$5,000 to the City's Tree Compensation Fund should be provided for the balance of the required ten (10) replacement trees that cannot be accommodated on-site (\$500/tree).

The City's Parks Department staff has conducted a site inspection to assess the two (2) trees on City-owned property in the boulevard along Williams Road (untagged). Parks staff concur with the Arborist's recommendation to retain the street trees due to good condition. Tree protection fencing is not required because the trees are located within a concrete sidewalk and are not anticipated to be impacted from proposed development on-site.

To ensure that the replacement trees (described above) are planted and that the front yards of the proposed lots are enhanced, the applicant is required to submit a Landscape Plan prior to final adoption of the rezoning bylaw. The Landscape Plan must be prepared by a Registered Landscape Architect, along with a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including proposed fencing, paving, and installation costs). The estimated value of the two (2) recommended large-sized replacement trees (i.e. \$5,000) must be included in the cost estimate and landscaping security provided by the Landscape Architect.

#### Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. The minimum flood construction level is at least 0.3 m above the highest elevation of the crown of the fronting road.

#### Site Servicing and Vehicle Access

There are no servicing upgrades required with rezoning.

Vehicle access to Williams Road is not permitted in accordance with Residential Lot (Vehicular) Access Regulation – Bylaw 7222. Vehicular access to the site at development stage is to be from the rear lane only. While this lane is operational to access the rear of the proposed lots and other lots in this block of Williams Road, the applicant will be required to upgrade a portion of the lane at subdivision stage, as described below.

### Subdivision

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.

The portion of the rear lane directly north of the subject site and beyond to the east was upgraded by the City to a partial standard in 2012 to include drainage, sand/gravel base, and asphalt pavement. At subdivision stage, the applicant will be required to enter into a standard Servicing Agreement for the design and construction of rear lane improvements along the entire north property line of the subject site, to include: curb and gutter and lane lighting. Note: the design is to include water, storm and sanitary connections for both lots.

### **Analysis**

The north side of Williams Road, between Shell Road and Seacote Road, has seen substantial redevelopment through rezoning and subdivision in recent years, consistent with the Arterial Road Policy. The subject proposal at the subject site is consistent with the recent pattern and character of redevelopment established in the area. The redevelopment proposal at the subject site complies with the Arterial Road Policy, which identifies the subject site for redevelopment to compact lots with access from a rear lane.

### **Financial Impact**

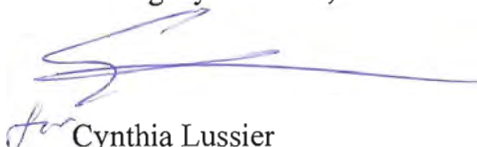
None.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) compact lots complies with applicable policies and land use designations contained within the Official Community Plan (OCP).

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

On this basis, staff recommends support for this application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 8932 be introduced and given first reading.



Cynthia Lussier  
Planning Technician (604-276-4108)

CL:blg

**Attachments:**

Attachment 1: Location Map/Aerial Photo

Attachment 2: Topographic Survey and Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

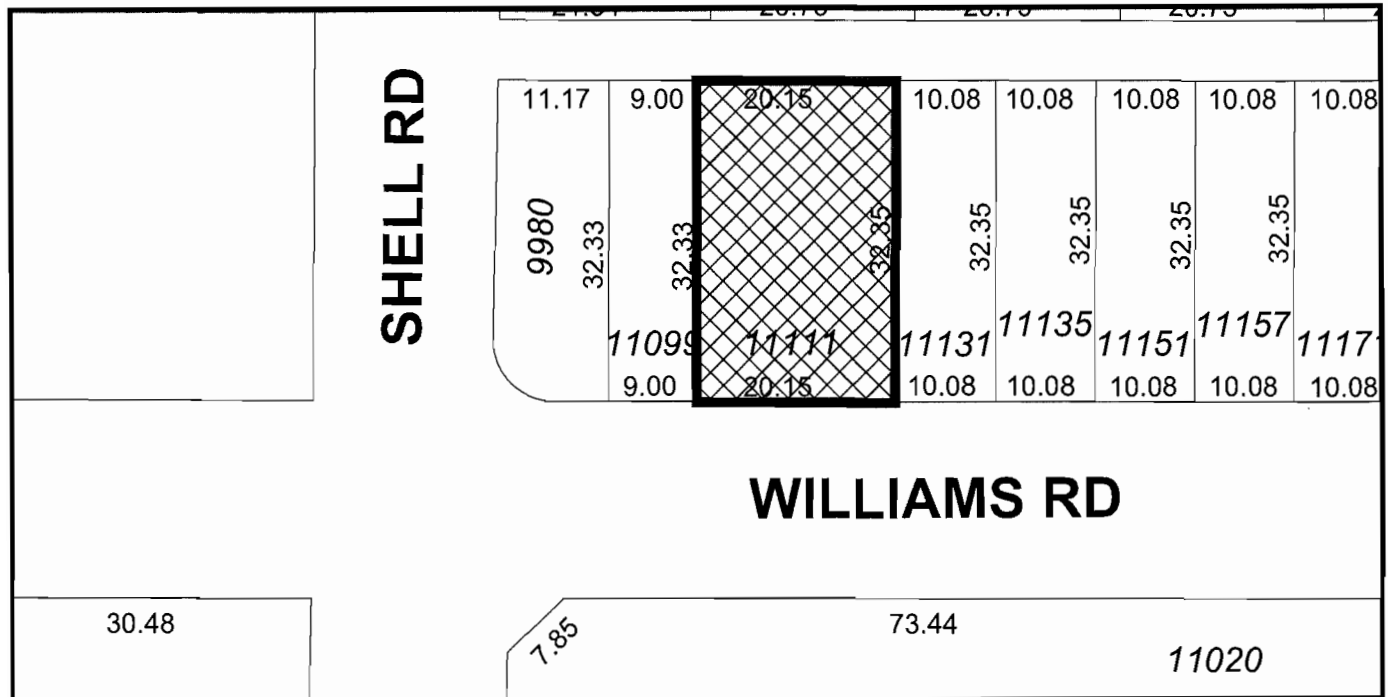
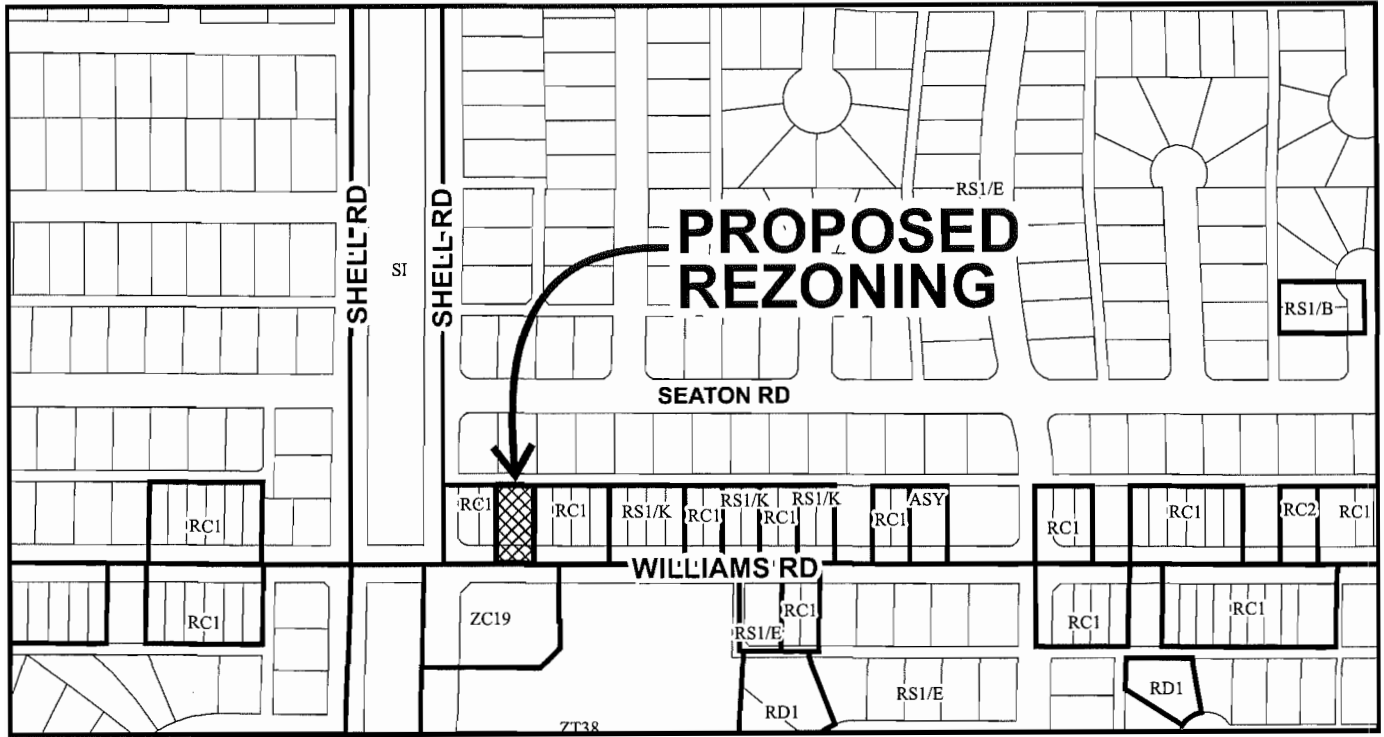
Attachment 4: Tree Retention Plan

Attachment 5: Rezoning Considerations Concurrence





# City of Richmond



## RZ 12-611497

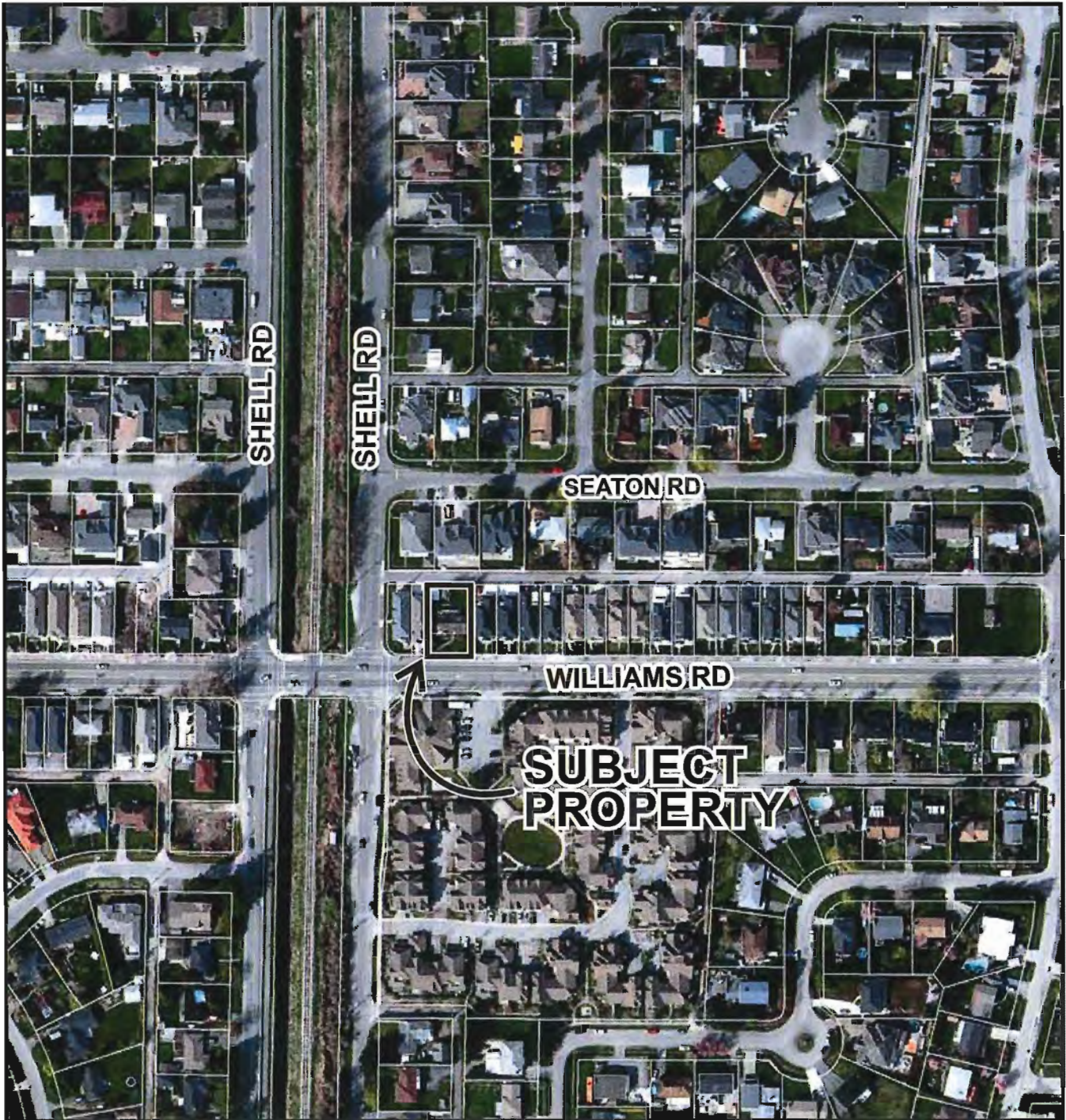
Original Date: 06/11/12

Revision Date: 03/03/14

Note: Dimensions are in METRES



City of  
Richmond



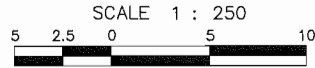
RZ 12-611497

Original Date: 06/11/12

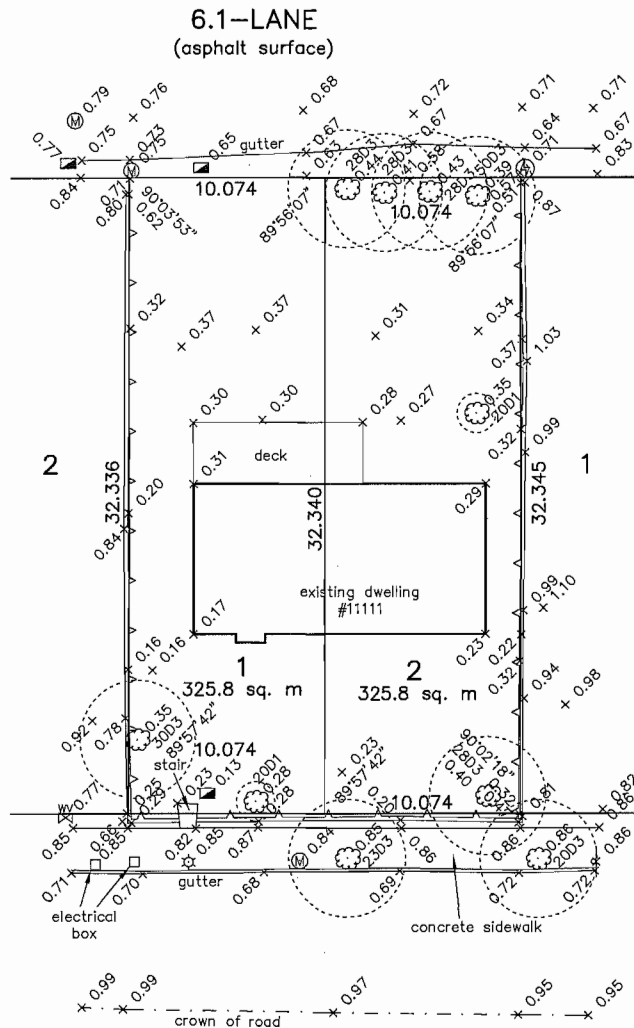
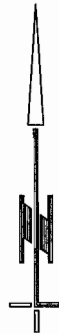
Revision Date: 03/03/14

Note: Dimensions are in METRES

**SURVEY PLAN OF LOTS 1 AND 2, CURRENTLY LOT 13  
BLOCK 2, SECTION 25, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 18935**



All distances are in metres.



**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on Geodetic Datum of Richmond and are derived from HPN #191 (02H2453) situated at the intersection of Riverside Drive and Featherstone Way. Elevation = 1.664 metres.
- All trees have been plotted as required by Tree Bylaw 8057.
- All elevations along curb lines are gutter levels.

- ⊕ denotes hydro pole.
- ☆ denotes lamp standard.
- tw denotes top of wall.
- bw denotes bottom of wall.
- Ⓜ denotes manhole
- denotes catch basin.
- denotes sign post
- ⊗ denotes tree.
- BC10  
└─ drip line radius (metres)  
└─ C=coniferous  
└─ D=deciduous  
└─ diameter (centimetres)

**CIVIC ADDRESS**

11111 WILLIAMS ROAD  
RICHMOND, B.C.

**ZONING:** RS1/E

CERTIFIED CORRECT.  
DATED THIS 20TH DAY OF MARCH, 2012

LOUIS NGAN

B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

4938 VICTORIA DRIVE  
VANCOUVER, B.C., V5P 3T6  
(604) 327-1535

**PH - 15**

FILE: RWI-11111TP

NTS



**RZ 12-611497**

**Attachment 3**

Address: 11111 Williams Road

Applicant: Kulwinder Sanghera

Planning Area(s): Shellmont

	Existing	Proposed
<b>Owner:</b>	Amrik Singh Sanghera Kulwinder Sanghera	To be determined
<b>Site Size (m<sup>2</sup>):</b>	651 m <sup>2</sup> (7,013 ft <sup>2</sup> )	Two lots, each approximately 325 m <sup>2</sup> (3,506 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) single-detached dwelling	Two (2) compact lots
<b>OCP Designation:</b>	Neighbourhood Residential (NRES)	No change Proposal complies
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Other Designations:</b>	The Arterial Road Policy designates this property for redevelopment to compact lots with access from the existing operational rear lane	No change Proposal complies

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Coverage – Building, structures, and non-porous surfaces	Max. 70%	Max. 70%	None
Lot Coverage – Landscaping with live plant material	Min. 20%	Min. 20%	none
Lot Size:	270 m <sup>2</sup>	325.8 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

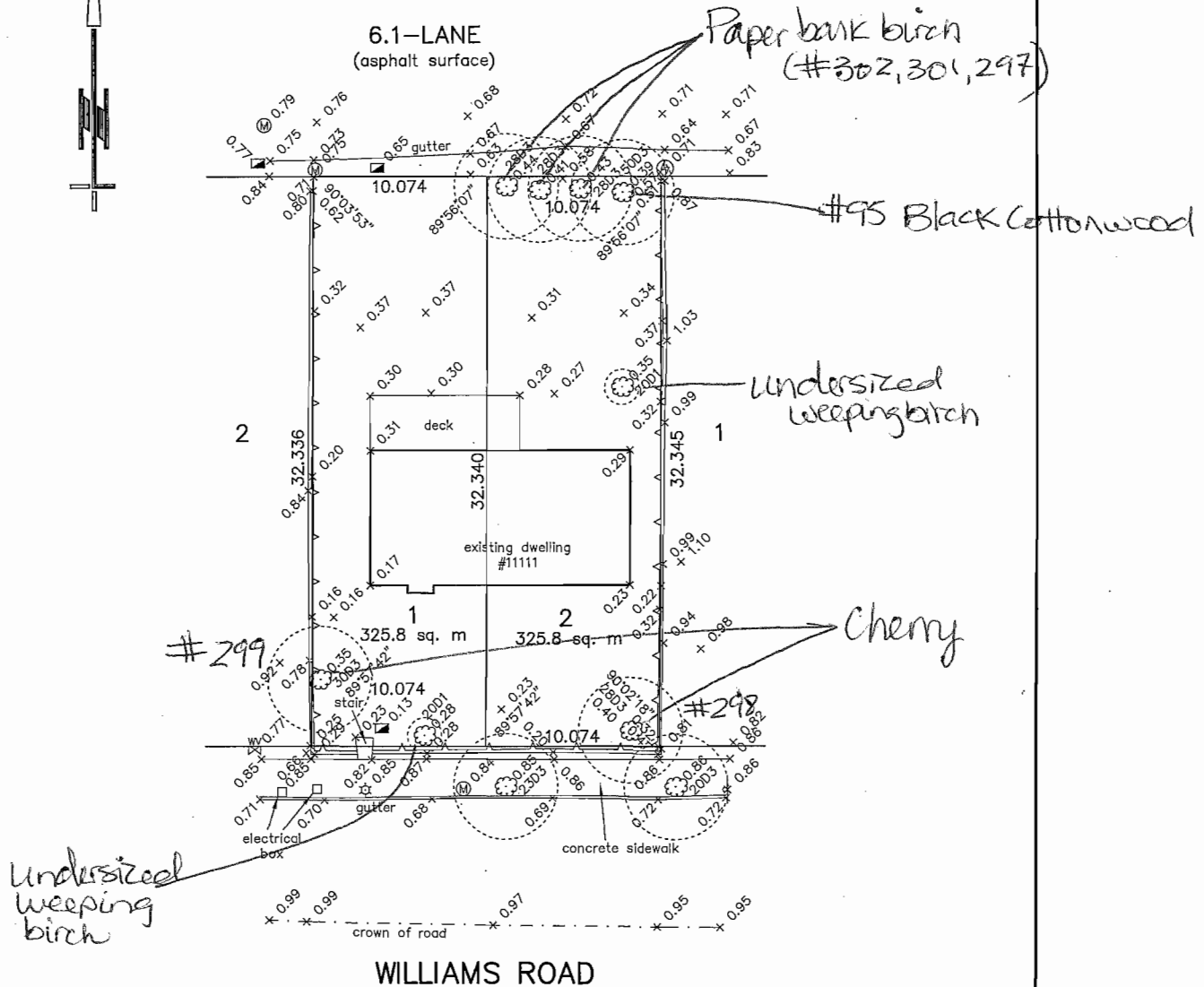
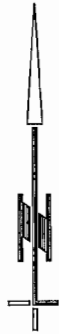
Other: Tree replacement compensation required for loss of bylaw-sized trees.



**SURVEY PLAN OF LOTS 1 AND 2, CURRENTLY LOT 13  
BLOCK 2, SECTION 25, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 18935**

SCALE 1 : 250  
5 2.5 0 5 10

All distances are in metres.



**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on Geodetic Datum of Richmond and are derived from HPN #191 (02H2453) situated at the intersection of Riverside Drive and Featherstone Way. Elevation = 1.664 metres.
- All trees have been plotted as required by Tree Bylaw 8057.
- All elevations along curb lines are gutter levels.

⊕ denotes hydro pole.

☆ denotes lamp standard.

tw denotes top of wall.

bw denotes bottom of wall.

Ⓜ denotes manhole

▣ denotes catch basin.

— denotes sign post

⊙ denotes tree.

8C10  
— drip line radius (metres)  
C=coniferous  
D=deciduous  
— diameter (centimetres)

**CIVIC ADDRESS**

11111 WILLIAMS ROAD  
RICHMOND, B.C.

**ZONING:** RS1/E

**CERTIFIED CORRECT.**

DATED THIS 20TH DAY OF MARCH, 2012

LOUIS NGAN

B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

4936 VICTORIA DRIVE  
VANCOUVER, B.C., V5P 3T6  
(604) 327-1535

**PH - 17**

FILE: RWI-11111TP

NTS



## Rezoning Considerations

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

**Address:** 11111 Williams Road

**File No.:** RZ 12-611497

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, the following items must be completed:**

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 fencing, paving, and installation costs). The landscape plan and cost estimate should:
  - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
  - Include a mix of coniferous and deciduous trees.
  - Include the two (2) required replacement trees with a minimum size of 9 cm calliper (deciduous) or 5 m high (conifer).
  - Include the estimated value of the two (2) recommended large-sized replacement trees (i.e. \$2,500/tree for a total of \$5,000).
2. City acceptance of the applicant's voluntary contribution in the amount of \$5,000 to the City's Tree Compensation Fund in-lieu of planting the balance of the required replacement trees on-site, for the planting of trees elsewhere within the City.
3. Registration of a flood indemnity covenant on Title
4. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,208) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Subdivision\* stage, the following items must be completed:**

- Entrance into a standard Servicing Agreement for the design and construction of rear lane improvements along the entire north property line of the subject site. Lane improvements are to include, but are not limited to: curb and gutter, and lane lighting. Note: the design is to include water, storm and sanitary connections for both lots.
- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fee.

**At Building Permit\* stage, the following items must be completed:**

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

**Note:**

**Note:**

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

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

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

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

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8932 (RZ 12-611497)  
11111 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. 010-441-671

Lot 13 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 8932"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

**MAR 24 2014**



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





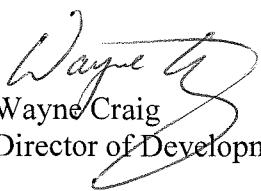
# City of Richmond

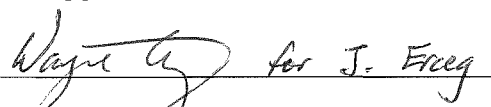
## Report to Committee Planning and Development Department

**To:** Planning Committee **Date:** March 6, 2014  
**From:** Wayne Craig  
Director of Development **File:** RZ 12-619835  
**Re:** Application by 664525 B.C. Ltd. for Rezoning at 7400, 7420 and  
7440 Railway Avenue from Single Detached (RS1/E) to Low Density Townhouses  
(RTL4)

### Staff Recommendations

1. That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.

  
Wayne Craig  
Director of Development  
WC:el

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

## Staff Report

### Origin

664525 B.C. Ltd. has applied to the City of Richmond for permission to rezone 7400, 7420 and 7440 Railway Avenue (**Attachment 1**) from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)” in order to permit the development of 14 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

To the North: Three (3) “Single Detached (RS1/E)” lots with a mix of newer and older homes fronting Railway Avenue; and then single-family lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/B)” fronting Linfield Gate.

To the South: Two (2) deeper “Single Detached (RS1/E)” lots with older homes; and then two (2) “Single Detached (RS1/B)” lots with newer homes and a temporary shared access from Railway Avenue to the unopened back lane; further south are six (6) more “Single Detached (RS1/E)” lots fronting Railway Avenue.

To the East: Three (3) “Single Detached (RS1/B)” lots with newer homes and one (1) “Single Detached (RS1/H)” lot, all fronting Lindsey Road.

To the West: Across Railway Avenue, Railway Corridor Greenway, then McCallan Road with a mix of newer and older, larger single-family dwellings on “Single Detached (RS1/E)” lots.

### Background

- A rezoning application to rezone the subject site to permit the development of 15 townhouse units was submitted to the City on September 5, 2012.
- A petition with 35 signatures from 33 households and 13 letters from residents within the immediate neighbourhood in opposition to the proposed 15 unit townhouse development were received in early 2013.
- An Open House for the 15 unit townhouse proposal was held on March 12, 2013. Three (3) residents from two (2) households attended the event.
- A Report to Committee was taken to Planning Committee on April 16, 2013 and then to Public Hearing on May 21, 2013.
- An additional eight (8) pieces of written submissions, including seven (7) letters and one (1) petition with 12 signatures from six (6) households in opposition to the 15 unit townhouse proposal, were received prior to the Public Hearing meeting on May 21, 2013. In addition, there were five (5) residents spoke in opposition and one (1) person spoke in favour of the 15 unit townhouse proposal at the Public Hearing.

- A mapping of households within the immediate neighbourhood in opposition to the proposed townhouse development can be found in **Attachment 4**.
- The following referral motion was carried at the Public Hearing:  
*“That Zoning Amendment Bylaw 9015 be referred to staff to have the applicant consult with the community as to an appropriate development for the site.”*
- The developer worked with staff to develop development options for the site.
- A second Open House was held on February 25, 2014; two (2) development options were presented. 20 residents from 10 households attended the event. Details on this Open House are provided in the next section.

### **Open House – February 25, 2014**

In response to Council’s referral, the applicant consulted with the neighbouring residents regarding the development of the subject site through an Open House held on February 25, 2014 at the Thompson Community Centre. An Open House flyer was delivered by the applicant to approximately 105 households including properties on McCallan Road, as directed by Council (see **Attachment 5** for a map of the Notification Area).

Two (2) options were presented at the Open House: a 14 unit townhouse development (**Attachment 2**); and a 10 unit fee-simple rowhouse development (**Attachment 6**). Further discussions on these two (2) development options are provided in the Analysis section.

20 residents from 10 households attended the event. Staff attended the Open House to observe the meeting and answer questions related to current city policies. Comment sheets were provided to all the attendees. 16 completed comment sheets from nine (9) households were received; in which,

- seven (7) attendees from three (3) households within the notification area and an additional three (3) attendees from two (2) households from the neighbourhood were in favour of the townhouse development option;
- no support for the row-housing development option is recorded; and
- six (6) attendees from four (4) households within the notification area oppose to either of the presented options and some of them recommend single-family development instead (i.e. 3 to 5 single detached lots).

Mapping of the comment sheet responses as well as the completed comments sheets and follow up letters from the residents can be found in **Attachment 7**. A copy of the Open House Summary prepared by the applicant can be found in **Attachment 8**.

Staff has also received two (2) petitions regarding this project after the February 25, 2014 Open House:

- a petition in opposition with 11 signatures from six (6) households within the immediate neighbourhood (**Attachment 9**); and
- a petition in favour with 34 signatures from 25 households within the Notification Area and an extra 14 signatures from other City of Richmond residents (**Attachment 10**).

## Public Input

Major concerns from the neighbourhood on the proposed townhouse development raised in all correspondences, petitions, and open house comment sheets received are summarized below with responses to each of the concerns identified in ***bold italics***.

1. The proposed townhouse development would generate more traffic. Traffic on Railway Avenue would be blocked by southbound vehicles turning left into the site. More vehicles would cut through this block of Railway Avenue via McCallan Road.

***(Transportation staff have reviewed the proposed townhouse development and confirmed that the proposed fourteen (14) unit townhouse development will result in a manageable increase in traffic over the existing three (3) single-family houses. This marginal increase is expected to have minimal impact to the surrounding road system and can be accommodated within the capacity and geometry of Railway Avenue including southbound movements into the site.***

***It is noted that the Railway Avenue corridor is designed for all road users including transit and pedestrians, as well as bicycle lanes in both directions. Transportation supports a direct access from Railway Avenue as shown on the conceptual development plans as full movement. The townhouse proposal reduces the number of access points on Railway Avenue from three (3) to just a single access for the site. )***

2. The proposed townhouse development would delay left turns at the Railway Avenue/ Linfield Gate intersection.

***(The proposed site access is over 130 m from Linfield Gate. It is not anticipated that site generated traffic will impact the operation of the Railway Avenue / Linfield Gate intersection as adequate separation between the two (2) locations is provided.)***

3. The proposed development would create a parking problem for the neighbourhood.

***(The original 15 townhouse unit proposal included two (2) side-by-side parking spaces per unit and a total of three (3) visitor parking spaces on site, which is in compliance with the bylaw requirement. Based on the public input, the developer has agreed to reduce the number of townhouse unit to 14 and provide an extra small car visiting parking stall for a total of four (4) onsite visitor parking provided. Staff and the applicant have also looked at opportunities to provide a fifth visitor parking stall onsite but are not recommending this currently as it would compromise the access, function, and openness to the outdoor amenity area. The provision of an additional visitor parking stall could be further reviewed at Development Permit stage.)***

4. Parking generated by the townhouse development would spill over to the residential neighbourhood on Linfield Gate, Lindsay Road and McCallan Road.

***(The proposed development meets the off-street parking requirement in the Zoning bylaw with two (2) parking spaces for each unit and exceeds the bylaw parking rate for Visitor spaces by providing one additional visitor stall on site. In addition, there is no direct internal connection from the single-family neighbourhood to this site. Linfield Gate is over 130 m from the propose site access with less likelihood for parking to spill over to the residential neighbourhood.***

*As well, the City's Traffic Control and Regulation Bylaw restricts parking in front of a residential house over three (3) hours. Residents experiencing parking issues are encouraged to contact the RCMP non-emergency line.)*

5. The proposed townhouse development would change the neighbourhood character.  
*(Two-storey ground oriented duplexes with traditional residential character are proposed to compliment surrounding single-family houses. High building quality details, materials and landscaping will enhance the streetscape. These proposed design features and landscaping will be controlled through the Development Permit.)*
6. The proposed development would add burden on the infrastructure in the area.  
*(Upgrades to the existing storm sewer along the Railway Avenue frontage is required as part of this townhouse development. There is no concern on sanitary and water main capacity. There are no other impacts to infrastructure expected from this proposal.)*
7. The proposed townhouse development would create privacy and overlook concerns.  
*(The developer has increased the setbacks where possible. Buildings will be set back a minimum 5.0 m from the rear property line and the second floor will be further set back to 6.0 m. Proposed side yard setbacks along the north and south property lines meet the bylaw required 3.0 m setback, which exceeds the typical minimum setback for single-family dwellings. A solid 1.8 m high wood fence is proposed along the property lines. Buildings will be limited to two-storeys with windows on upper floors oriented to minimize overlook. These proposed design features will be controlled through the Development Permit.)*
8. The proposed townhouse development would block the sunlight on the neighbouring back yards.  
*(The applicant has provided a shadow analysis (Attachment 11) and confirmed that shading on the neighbouring yards is nominal. Staff have reviewed the analysis and agreed with the developer's findings.)*
9. The proposed driveway along the north property line would have a disastrous effect on the neighbouring property.  
*(Based on the public input, the developer has relocated the entry driveway from the north edge of the site to the midpoint of the site frontage.)*
10. The proposed townhouse development would reduce the value of the neighbouring properties along Railway Avenue.  
*(The applicant advised that the project will feature high quality construction in terms of detailing, materials, and landscaping, which could be controlled through the Development Permit. In addition, as part of the development, the frontage of the development site will be improved with a new 1.5 m wide sidewalk and a 2.0 m wide grassed and treed boulevard. Seven (7) bylaw-sized trees in the front yard of the site will also be retained and protected. The proposed development will improve the appearance of the streetscape.)*

## **Related Policies & Studies**

### Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads as identified on the Arterial Road Development Map (Section 3.6 of Schedule 1 of Bylaw 9000). Although the subject site is not specifically identified for townhouse development, it meets the location criteria set out in the OCP for new townhouse areas:

- within 800 m (or 10 minute walk) of a City Community Centre (i.e., Thompson Community Centre at Granville and Lynas Lane);
- within 400 m (or 5 minute walk) of a Commercial Service use (i.e., retail stores at Blundell and McCallan); and
- within 400 m (or 5 minute walk) of a Park on City lands (i.e., Railway Corridor Greenway on the west side Railway Avenue).

### Floodplain Management Implementation Strategy

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

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will provide a cash contribution of \$2.00 per buildable square foot as per the strategy; making the payable contribution amount \$39,082.44.

## **Staff Comments**

### Site Servicing and Frontage Improvements

The existing 450 mm diameter storm sewer along the Railway Avenue frontage (from the north property line to the south property line of the proposed site with an approximate length of 70 meters) must be upgraded to a 600 mm diameter storm sewer.

A new 1.5 m sidewalk along the front property line, with a 2.0 m grass and treed boulevard (between curb & sidewalk) and street lighting (replacing the existing Hydro lease lights), extended south to the north property line of 7488 Railway Avenue is required.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel and enter into the City's standard Servicing Agreement to design and construct the required infrastructure upgrades described above and frontage beautification.

### Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 36 trees were identified and assessed (see Tree Preservation Plan in **Attachment 12**):

- 2 trees located on City property;
- 1 tree located on neighbouring property; and
- 33 trees located on site.

### *Tree Protection*

The developer is proposing to retain and protect seven (7) trees located along the Railway Avenue frontage and one (1) tree on the adjacent property to the east at 7373 Lindsay Road. Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the eight (8) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

### *Tree Removal*

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 23 trees as they are either dead, dying (sparse canopy foliage), or exhibit suppressed canopies due to competition, structural defects such as inclusions at the main branch union and co-dominant stems.

The developer is also proposing to remove three (3) additional trees that are in "moderate-good" condition due to its conflict with the proposed driveway and buildings. To compensate for the loss of three (3) large conifers along the street frontage, the City's Tree Preservation Coordinator recommends that three (3) new larger caliper conifer replacement trees be provided along the Railway Avenue frontage. These "specimen" replacement trees will be specified at Development Permit stage and exceed typical replanting size requirements. Staff will work with the landscape architect to explore additional tree planting opportunities and ensure the provision of the larger specimen trees on-site at the Development Permit stage.

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 and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$33,000 in total) to ensure the replacement planting will be provided.

### *Tree Replacement*

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 52 replacement trees are required for the removal of 26 trees. Considering the effort made by the applicant to retain the seven (7) trees on site, staff recommend seven (7) replacement trees be exempted. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 12 new trees on-site; size and species of replacement trees and overall landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$16,500 to the City's Tree Compensation Fund in lieu of planting the remaining 33 replacement trees should they not be accommodated on the site.

### *City Tree*

It is noted that two (2) city trees are located within the city boulevard in front of the site and may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works will be under arborist supervision. The arborist will assess the impact of the proposed works to the protected city trees at the Servicing Agreement stage, and will provide future recommendations to the City as part of the Development Permit process.

### Vehicle Access

One (1) driveway from Railway Avenue is proposed. The long-term objective is for the driveway access established on Railway Avenue to be utilized by adjacent properties to the north and south if they ultimately apply to redevelop. A Public Right of Passage (PROP) Rights of Way (ROW) will be secured as a condition of rezoning to facilitate this vision.

### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$14,000 as per the Official Community Plan (OCP) and Council Policy.

### Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements. Staff will work with the applicant at the Development Permit stage to ensure the configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

### **Analysis**

### Development Options

In determining the potential forms of redevelopment for the subject site, staff recommend looking at the development potential of the entire block (i.e., east side of Railway Avenue between Linfield Gate and Lancing Road), rather than individual development sites or properties. Two (2) types of housing forms on this block are supported by current City's Policies: Small Lot Single-Family; and Townhouses. As part of the neighbourhood consultation, the applicant proposed a third option: Fee-Simple Rowhouse Developments.



*Single-Family Development*

Currently, there is a mix of older and newer homes on single-family lots with frontage/lot width ranging from 14.85 m to 27.11 m on the east side of Railway Avenue between Linfield Gate and Lacing Road. Single-Family Lot Size Policy 5463 (adopted by Council on February 19, 1996, **Attachment 13**) permits properties fronting on Railway Avenue on this block to be rezoned and subdivided as per “Single Detached (RS1/E)” zone, which is the current zoning of most the properties on this block.

Policy 5463 also permits these properties to be rezoned and subdivided into “Single Detached (RS2/B)” lots (minimum 12 m wide) where a lane or internal road access is available. A sketch showing the potential single-family development pattern can be found in **Attachment 14**. It is noted that:

- The existing lot pattern of the block between Linfield Gate and Lacing Road will create some impediments regarding the ability to establish a lane along the rear of these properties.
- A recent subdivision and new house constructions on Linfield Gate render it impossible to create a new lane connecting to the side street (i.e., Linfield Gate).
- To allow developments of “RS2/B” lots on this block, a lane access point off Railway Avenue will be required.
- For properties between 7320 and 7440 Railway Avenue, there is potential for 2-lot consolidations to facilitate 3-lot-subdivisions; however, a lane connecting Railway Avenue and the back lane would be required.
- There is no subdivision potential at 7460 and 7480 Railway Avenue since these lots are too narrow (16.76 m wide) for subdivision; these lots are also much deeper than the adjacent properties; this eliminates the opportunity to extend the back lane to the south.
- 7488 and 7508 Railway Avenue have already been redeveloped into “RS1/B” lots with a temporary access off Railway Avenue and an unopened lane at the rear.
- There is no subdivision potential at 7520 and 7540 Railway Avenue since lane access is not available.
- There is no subdivision potential at 7560 and 7566 Railway Avenue since these lots are too narrow (14.86 m wide) for subdivision.
- 7580 Railway Avenue and 5111 Lancing Road, together, maybe rezoned and subdivided into three (3) “RS2/B” lots with a back lane connecting to Lancing Road.
- Dead-end lanes are not preferred by Transportation and Environmental Programs due to issues related to garbage and recycling pick up services on major arterial road and limited turn-around capability in the dead-end lane.
- The applicant advised that single-family developments would not be economically feasible on this site.

*Fee-Simple Rowhouse Development*

At the Open House on February 25, 2014, the applicant presented a Fee-Simple Rowhouse Development option (**Attachment 6**). Each lot would have a lot width of 6.0 m and a lot area of approximately 239 m<sup>2</sup> (2572.6 ft<sup>2</sup>). The proposed density would be 0.65 FAR and each dwelling would be approximately 155.35 m<sup>2</sup> (1,672.2 ft<sup>2</sup>). Units will be grouped into duplexes to maintain a single-family scale and character; the streetscape of the proposed development would appear to be five (5) single-family homes. Vehicle access to these lots would be from a new back lane that would daylight to Railway Avenue. Each unit would have a total of two (2) parking spaces – one (1) enclosed and one (1) surface parking.

This development option was not well received by the area residents as there is no support to this form of housing according to the result of the completed comment sheets received at the Open House.

*Multiple-Family Development*

This block of Railway Avenue between Granville Avenue and Blundell Road is within 800 m of Thompson Community Centre located at Granville Avenue and Lynas Lane, 400 m of retail stores at Blundell Road and McCallan Road, 400 m of Railway Corridor Greenway on the west side Railway Avenue, and is on a bus route; therefore, townhouse developments may be considered in accordance with the Arterial Road Policy. A sketch showing the potential townhouse development pattern for this area can be found in **Attachment 15**. It is noted that:

- 7320/7340/7360 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- Although the consolidated frontage of 7460 and 7480 Railway Avenue (approximately 33.5 m) does not meet the minimum width requirement for arterial road townhouse development, the consolidated site may be considered as an extension of the subject townhouse proposal; a conceptual development plan has been prepared by the applicant and is on file.
- The houses at 7488 and 7508 Railway Avenue are approximately 10 years old; staff do not envision any redevelopment in the near future. These properties would remain “as is” until redevelopment occurs. Should the owners wish to redevelop these properties into townhouses in the future, the back lane must be closed and consolidated to the development site.
- 7520/7540/7560/7566 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- The houses at 7580 Railway Avenue and 5111 Lancing Road are approximately 4 and 17 years old respectively; staff does not envision any redevelopment in the near future. However, future development on the consolidated site could be considered as an extension of the development at 7520/7540/7560/7566 Railway Avenue.

Staff recommend low-density multiple-family developments on this block of Railway Avenue between Linfield Gate and Lancing Road as this form of development would provide the City an opportunity to review and guide the development pattern including the location and number of vehicle access points, provision of on-site, as well as the character and massing of the future dwellings.

In addition, staff believe that small scale duplex units along Railway Avenue would be compatible with the existing single-family developments on the block. Two-storey massing, the potential for detached rear units, as well as rear yard setbacks similar to the setback required for single-family lots, would provide an appropriate interface with the neighbouring single-family homes and would alleviate concerns related to privacy and shading.

Staff are of the opinion that a low density townhouse development is an appropriate supportable form of development for this block due to close proximity to a community centre, public school, access to transit services, and Railway Avenue is a designated bicycle route.

#### Proposed 14 Unit Townhouse Development

The proposed development is generally consistent with the Development Permit Guidelines for arterial road townhouse developments contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings generally respect the massing of the existing one or two-storey single-family homes to the north, south and east. The 2-storey interface with single-family homes around the subject site also complies with the Arterial Road Guidelines for Townhouses in the OCP.

The proposed small scale duplex units along Railway Avenue fit well with the character of the existing single-family neighbourhood. The detached units along the rear property line provide a good transition between the duplex units along Railway Avenue and the single-family homes to the east. The increased rear yard setback (minimum 5.0 m on the ground floor and 6.0 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) provides appropriate private outdoor open space for the units at the back of the site and minimizes the impact of the proposed development on existing single-family houses to the east.

All units have two (2) vehicle parking spaces in a side-by-side double car garage. A total of four (4) visitor parking spaces, including one (1) accessible visitor parking space, are provided throughout the site. The number of visitor parking spaces proposed exceeds the bylaw requirement (i.e., 3 spaces including 1 accessible space).

The site grade within the backyards will be raised to approximately 1.40 m geodetic, which is approximately 0.6 m higher than the site grade at the adjacent properties to the east. Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development and will not impact the neighbouring properties.

#### Design Review and Future Development Permit Considerations

A Development Permit will be required for the proposed townhouse development to ensure that the development at 7400, 7420 and 7440 Railway Avenue is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development

Permit application is processed to a satisfactory level. As part of the Development Permit, the following issues are to be further examined:

- Compliance with the relevant Development Permit Guidelines for multiple-family projects contained in OCP Bylaw 9000.
- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Building form and architectural character, including separations between street fronting buildings, to ensure the proposal complements the existing single-family developments in terms of massing and scale.
- Provision of at least one (1) convertible unit and design of other units to include accessibility/aging-in-place features;
- Site grading to be designed to ensure the survival of protected on-site trees.
- Enhancement of the proposed landscaping design and provision of three (3) new larger caliper conifer replacement trees (in the range of 4.0 to 8.0 m tall) to compensate for the loss of three (3) large conifers along the street frontage.
- Design refinement of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

Additional issues may be identified as part of the Development Permit application review process.

#### Public Hearing Notification Area

Staff were directed by Council at the May 21, 2013 Public Hearing to expand the notification area for future public consultation regarding the redevelopment proposal to include residents on McCallan Road. In addition, a number of residents on the east side of Lindsay Road expressed concerns regarding the original 15 unit townhouse development. Therefore, the notification area for the Open House held on February 25, 2014 was expanded to include residents on a portion of Lindsay Road.

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 5** is proposed.

It is recommended that the Public Hearing notices be sent to the same notification area as the Open House held in February 25, 2014 to ensure that residents who were involved in the recent public consultation process are advised of the Public Hearing date.

#### **Financial Impact or Economic Impact**

None.

## Conclusion

The proposed 14-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 16**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9015 be introduced and given first reading.



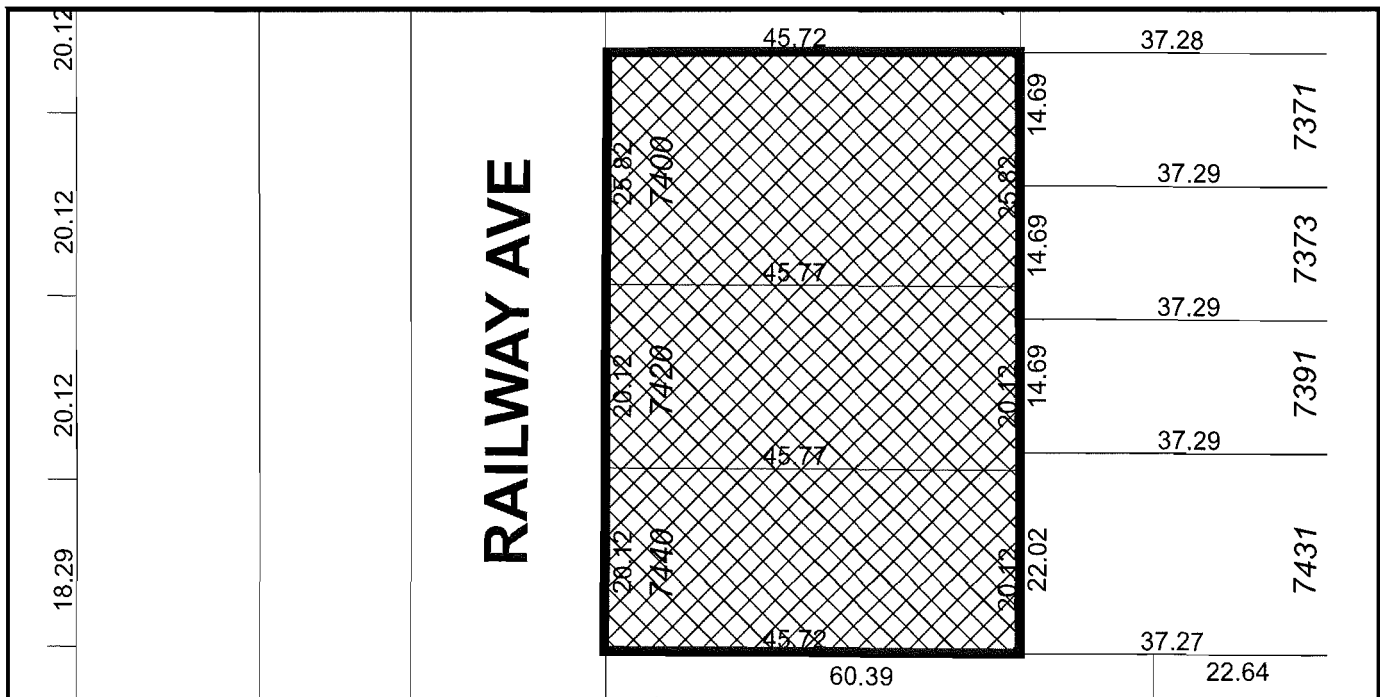
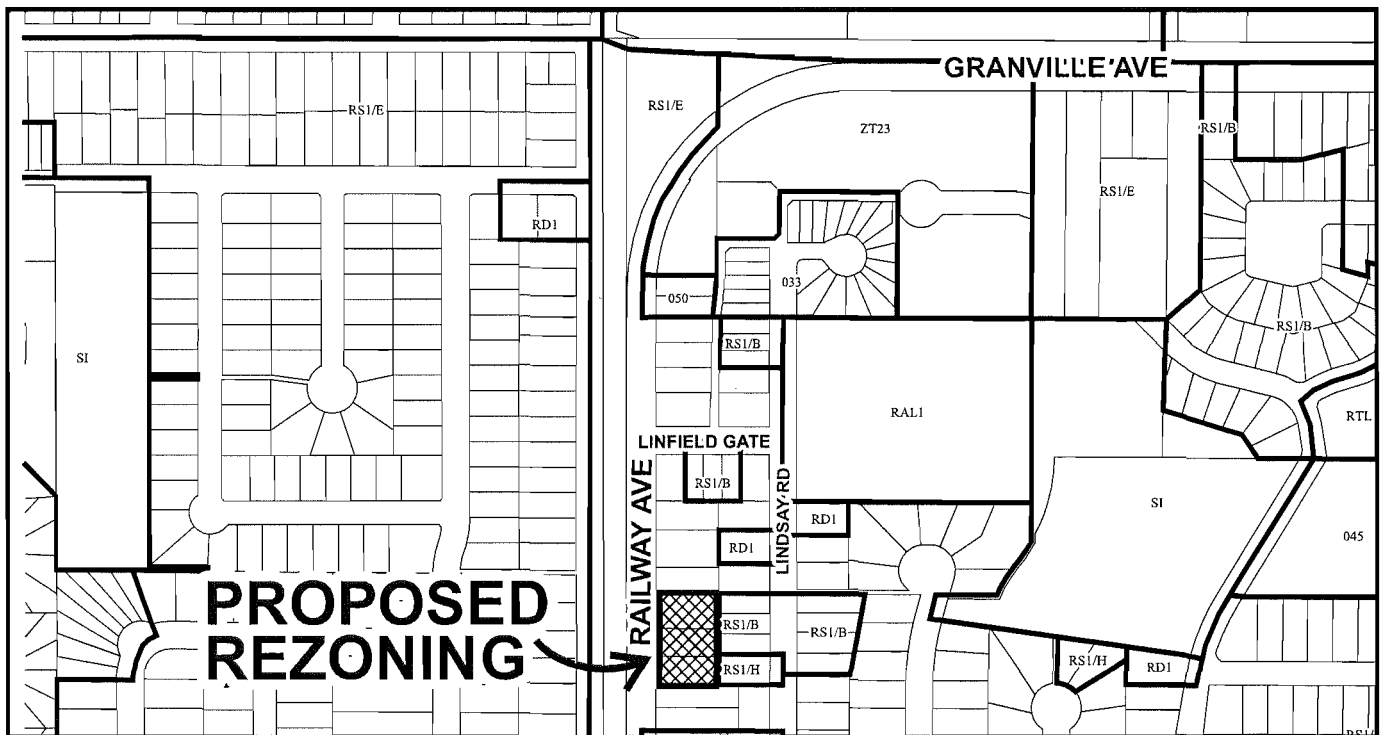
Edwin Lee  
Planning Technician - Design

EL:rg

- Attachment 1: Location Map
- Attachment 2: Proposed Townhouse Design
- Attachment 3: Development Application Data Sheet
- Attachment 4: Mapping of Opposition Letters and Petition Received Prior to Public Hearing Held on May 21, 2013
- Attachment 5: Open House Notification Area
- Attachment 6: Potential Fee-Simple Rowhouse Development Plan
- Attachment 7: Consultation Result – February 2014
- Attachment 8: Summary of the Open House Held on February 25, 2014
- Attachment 9: Petition in Opposition Received March 2014
- Attachment 10: Petition in Favour Received March 2014
- Attachment 11: Shadow Analysis
- Attachment 12: Tree Preservation Plan
- Attachment 13: Lot Size Policy 5463
- Attachment 14: Potential Development Pattern – Single Detached (RS2/B)
- Attachment 15: Potential Development Pattern – Low Density Townhouses
- Attachment 16: Rezoning Considerations



City of  
Richmond



RZ 12-619835

Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES





RZ 12-619835

Original Date: 09/20/12

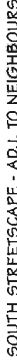
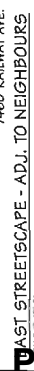
Amended Date:

Note: Dimensions are in METRES









12-11-2008 12:11:43 PM 5

For further information, contact the author at the address below or by e-mail at [marco@math.uni-bonn.de](mailto:marco@math.uni-bonn.de).



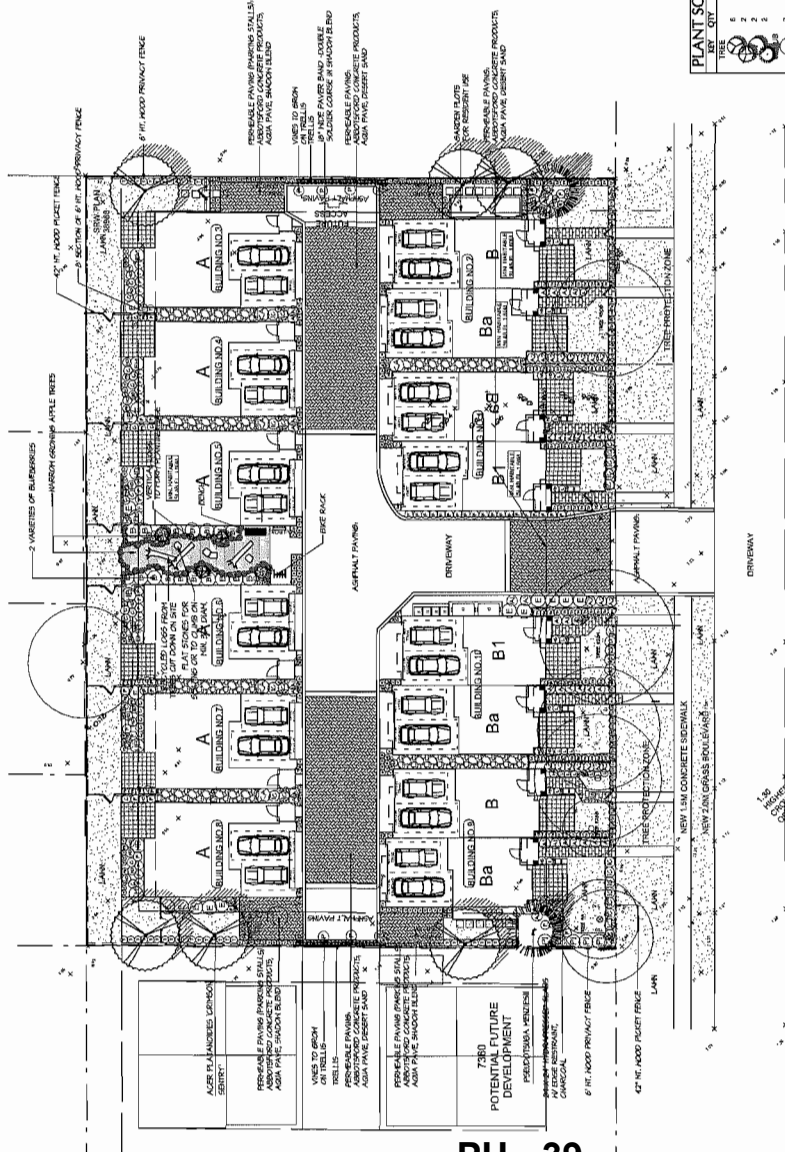
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**pmg**  
LANDSCAPE  
ARCHITECTS  
Suite C106 - 4185 588 Street, Suite C106  
Burnaby, British Columbia, V5C 6G3  
P: 604-294-0311 F: 604-294-0622

SCALE:

PH - 39



PLANT SCHEDULE			PMG JOB NUMBER: 13-011
PLANT	COMMON NAME	PLANTED PER FOOTING	
1	AKASHI KAWAII CHERRY	8M CAL - 2M STD 540	
2	AKASHI KAWAII CHERRY	8M CAL - 2M STD 540	
3	AKASHI KAWAII CHERRY	8M CAL - 2M STD 540	
4	AKASHI KAWAII CHERRY	8M CAL - 2M STD 540	
5	AKASHI KAWAII CHERRY	8M CAL - 2M STD 540	
6	AKASHI KAWAII CHERRY	8M CAL - 2M STD 540	
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100	AKASHI KAWAII CHERRY	8M CAL - 2M STD 540	

PROJECT:  
**15 UNIT TOWNHOUSE  
DEVELOPMENT**  
7480, 7430, 7440 BAYVIEW AVE.  
RICHMOND, B.C.

DRAWING TITLE:  
**LANDSCAPE  
PLAN**

DATE: 11/11/13  
DRAWING NUMBER:  
**L1**  
SCALE: 1/8" = 1'-0"  
DRAWN: MM  
CHECKED: MM  
DATE: 07/3

PMG PROJECT NUMBER:  
13011-011

**PROJECT DATA - TWO-STORY TOWNHOUSE****STATISTICS:****CIVIC ADDRESS:**

7400, 7420, 7440 RAILWAY AVE.

**PROPOSED ZONING:**

TOWNHOUSE (PROPOSED)

**LOT DIMENSIONS :**

45.78M (150.2') x 66.12M (216.9')

**LOT AREA :**

3,025.7 SQ.M. (32,568.7 SQ.FT. )

**SETBACKS:**

FRONT YARD:

6.0M (19.7')

REAR YARD:

5.0M (16.4') - GROUND FLOOR

SIDE YARD:

3.14M (10.30')

**LOT COVERAGE:**

32,568.7 SQ.FT. x 45% = 14,656.0 SQ.FT.

PROPOSED:

BUILDING:

14228 SQ. FT.

PORCH:

262 SQ. FT.

ELEC./GARB./REC.:

166 SQ. FT.

TOTAL:

14656 SQ. FT. (45.0%)

PROPOSED:

32,568.7 SQ.FT. x 60% = 19,541.2 SQ.FT.

19,541.2 SQ.FT. / 14 UNITS = 1,395.8 SQ. FT. AVG./UNIT

**BLDG. HTI:**

9.5M (2 STOREYS)

**PARKING:**

2 CAR GARAGE x 14 UNITS

= 28 SPACES (RESIDENTS)

OPEN VISITORS PARKING

= 4 SPACES (VISITORS)

TOTAL

= 32 SPACES

**AMENITY:**

INDOOR PROPOSED: NONE (CASH-IN-LIEU)

OUTDOOR PROPOSED: 95.3 SQ.M. (1,025.8 SQ.FT.) - 3.1%

**DESIGN RATIONALE: TWO-STORY TOWNHOUSE**

- 14 TOWNHOUSE UNITS PROPOSED
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FOUR SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- ALL TWO STOREY, SINGLE UNITS AT REAR TO MAXIMIZE PRIVACY
- MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- PLANT AND FENCE BUFEER TO ENHANCE PRIVACY TO NEIGHBOURING HOMES
- CENTRAL DRIVEWAY LOCATED TO MINIMIZE NOISE FOR NEIGHBOURS
- DRIVEWAY ENDS TREATED WITH HIGH FENCE AND TRELLIS
- 4 VISITOR PARKING SPACES PROVIDED (IN EXCESS OF CITY REQUIREMENTS)
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

PROJECT 14 UNIT TOWNHOUSE DEVELOPMENT		SUBMITTER TITLE KEY STATISTICS DESIGN RATIONALE	
Yamamoto Architecture Inc.		SUBMITTER NO. 0.0-TH	
DATE: 01/11/2017		DATE: 01/11/2017	
BY: [Signature]		BY: [Signature]	
CHECKED: [Signature]		CHECKED: [Signature]	
TOWN: 104-108 RAILWAY AVENUE		TOWN: 104-108 RAILWAY AVENUE	
WILLOWDALE, ONT.		WILLOWDALE, ONT.	



**RZ 12-619835**

**Attachment 3**

Address: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	SSB Homes Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	3,025.6 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	Single Detached (RS1/E) or Single Detached (RS2/B) with lane or internal road access. This policy is not applicable for multiple-family development.	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	3	14
<b>Other Designations:</b>	N/A	No Change

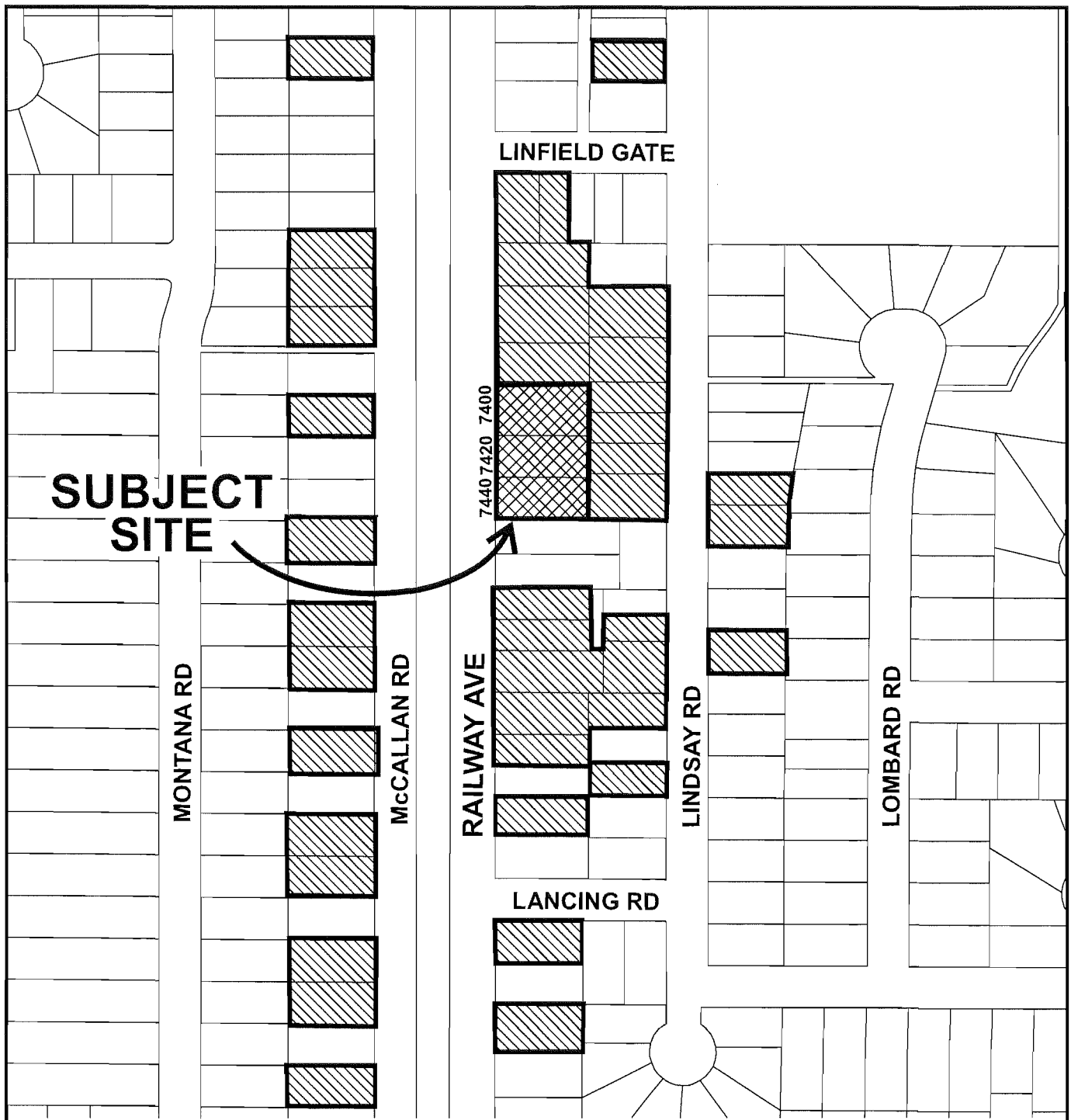
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	5.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	8.5 m (2 storeys)	none
Lot Width:	Min. 50.0 m	66.06 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.286 (V) per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	31	32	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (28 x Max. 50% = 14)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (32 x Max. 50% = 16)	14	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 15 units = 90 m <sup>2</sup>	95 m <sup>2</sup>	none

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



# City of Richmond



Mapping of Opposition Letters  
and Petition Received prior to  
Public Hearing on May 21, 2013  
RZ 12-619835

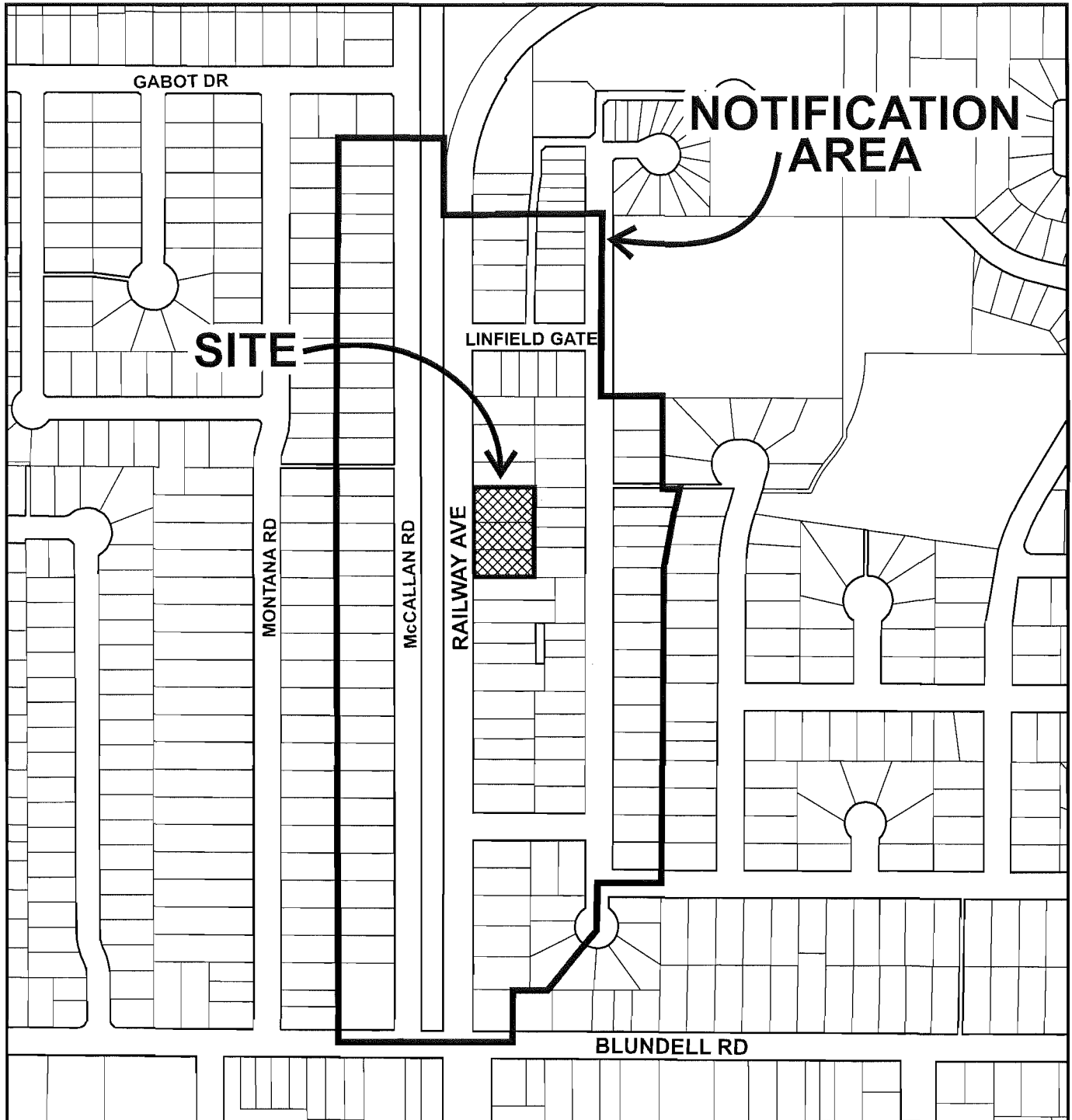
Original Date: 03/03/14

Revision Date: 03/05/14

Note: Dimensions are in METRES



City of  
Richmond



February 25, 2014,  
Open House  
Notification Area  
RZ 12-619835

PH - 44

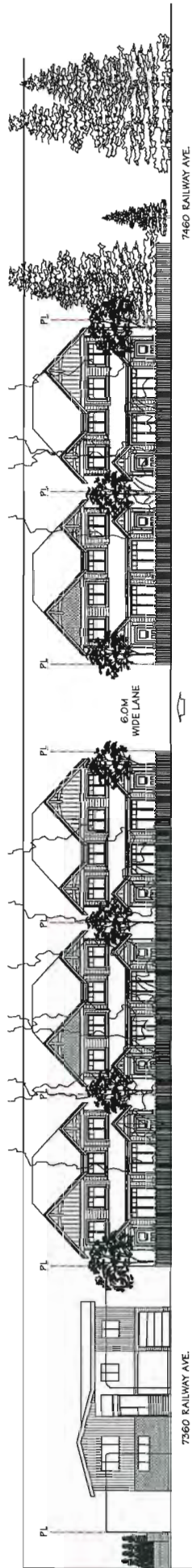
Original Date: 03/04/14

Revision Date: 03/05/14

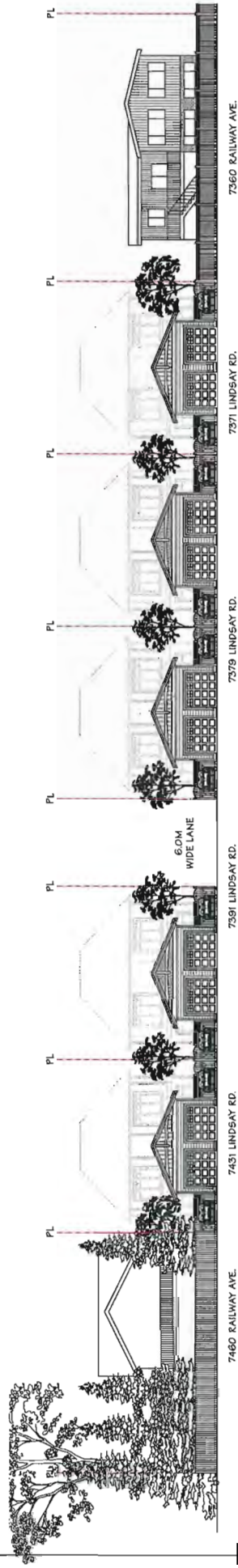
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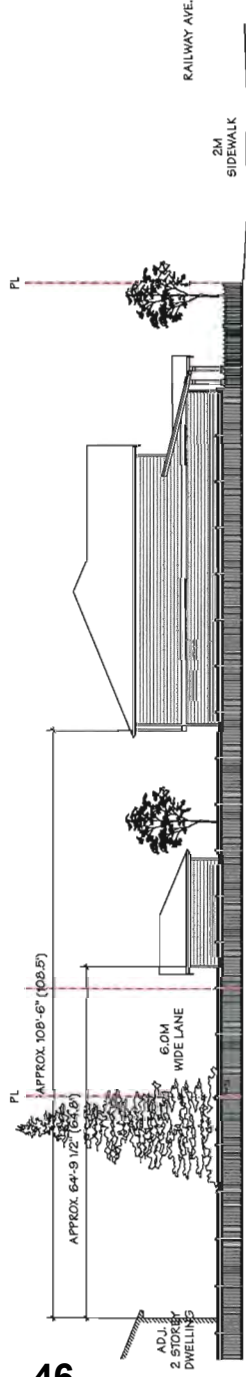




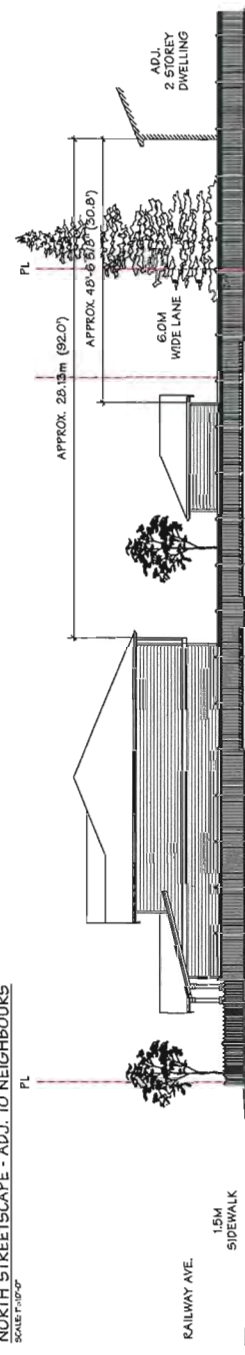
WEST STREETSCAPE - RAILWAY AVE.  
SCALE 1"=40'-0"



EAST STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1"=40'-0"



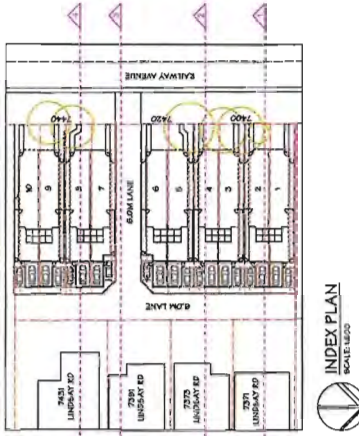
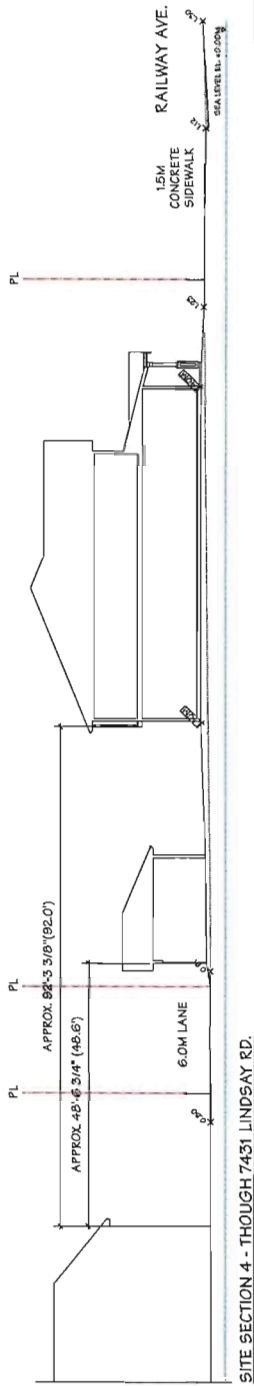
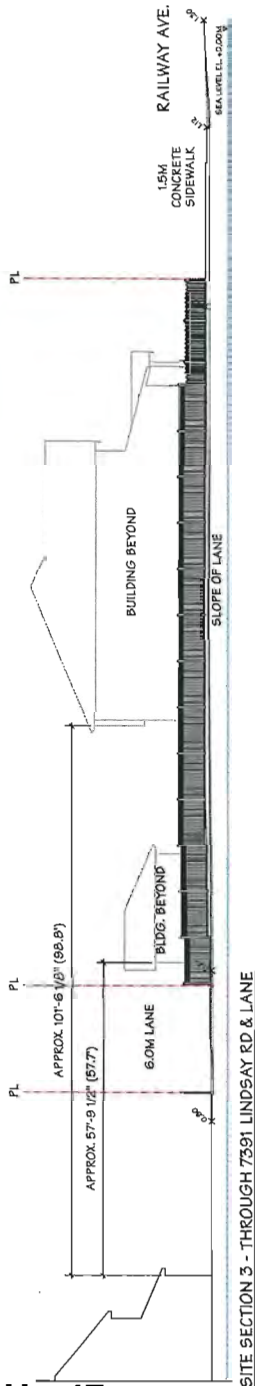
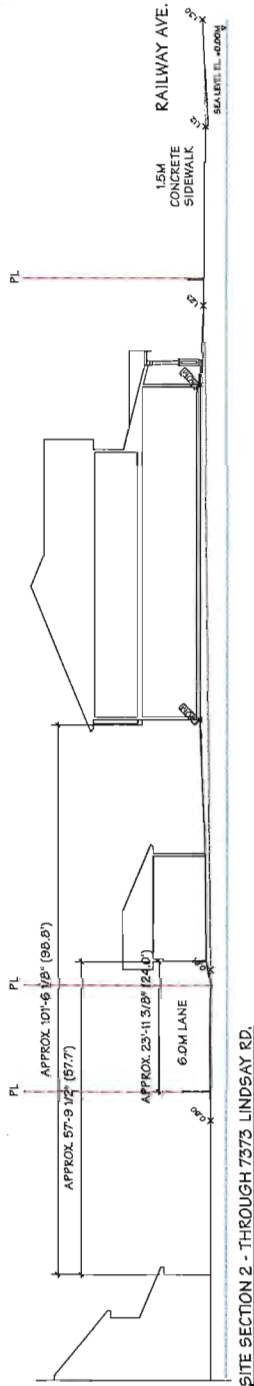
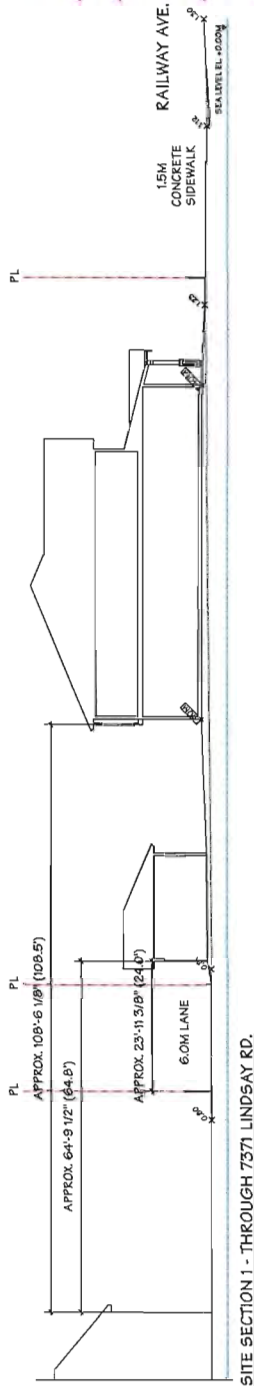
NORTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1"=40'-0"



SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1"=40'-0"

PROJECT		DRAWING TITLE	
10 LOT SUBDIVISION		STREETSCAPES	
Yamamoto Architecture Inc.		SHEET NO.	
1000 1000 1000 1000		2.0-R	
1000 1000 1000 1000		1000 1000 1000 1000	
1000 1000 1000 1000		1000 1000 1000 1000	
1000 1000 1000 1000		1000 1000 1000 1000	



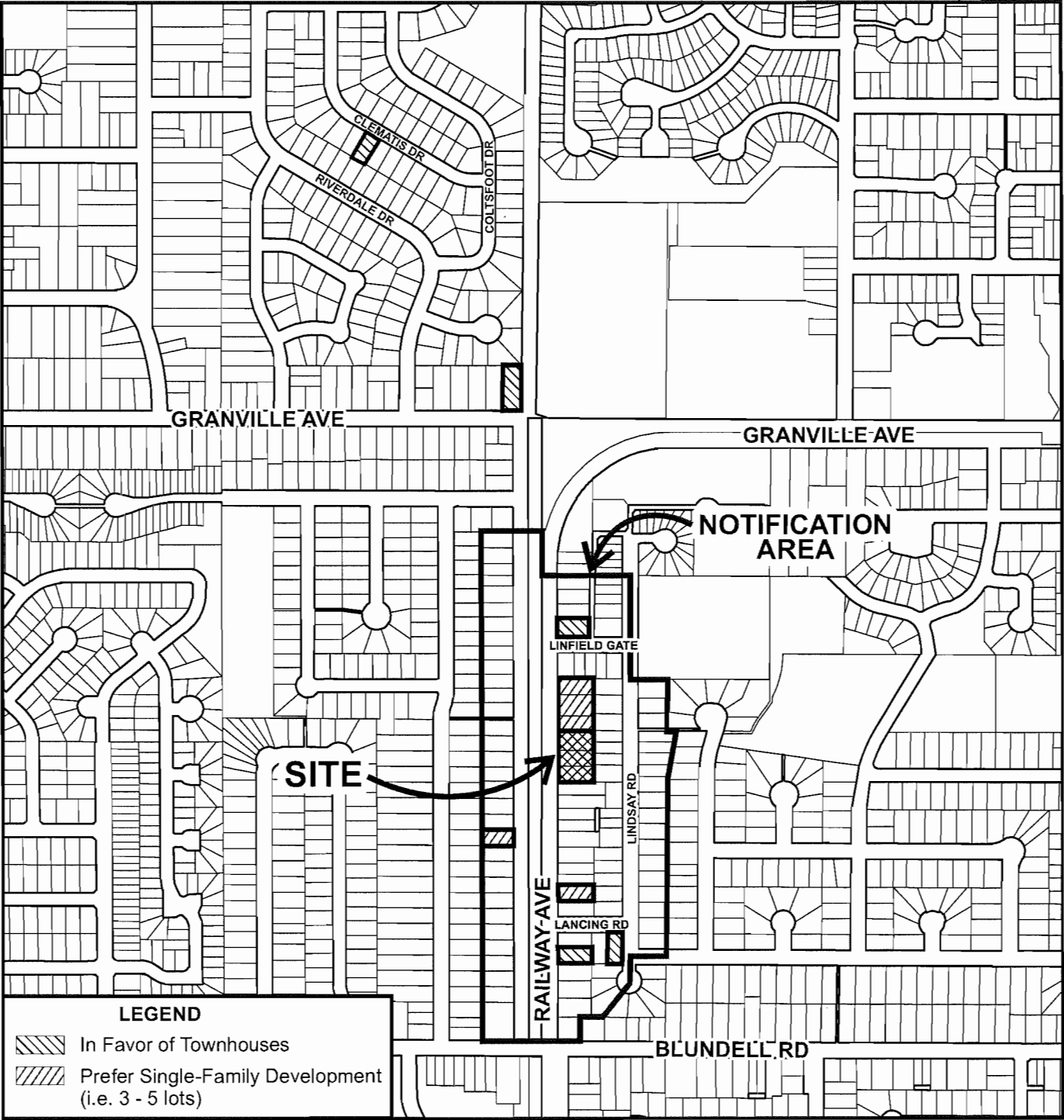


<b>PROJECT</b> 10 LOT BULKWATER		<b>DESIGNED TITLE</b> SITE SECTIONS	
<b>Yamamoto Architecture Inc.</b>		<b>SCALE</b> 1" = 10'-0" 3.0-R	
<b>DATE</b> 2023-10-10		<b>REVISIONS</b>	
<b>BY</b> J. YAMAMOTO		<b>CHECKED</b> J. YAMAMOTO	
<b>FOR THE CLIENT</b> 10 LOT BULKWATER		<b>FOR THE CLIENT</b> 10 LOT BULKWATER	





# City of Richmond



Open House Comment  
Sheet Responses  
RZ 12-619835

Original Date: 03/06/14

Revision Date: 03/10/14

Note: Dimensions are in METRES

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Burder Gill

Address: 7240 Railway

# SANDHILL HOMES LTD.

228 -- 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Sharen Gill

Address: 7240 Railway Ave

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒

Comments:

*It is okay I am in favour it*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: BALJINDE KHANGURA

Address: 7660 Railway Ave



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228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

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February 25, 2014

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒

Comments:

*I am in favour. It is ok*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: LAKHBIR S. KHANGURA

Address: 7660 Railway Ave.

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Comments:

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Sadaghi Dhandu

Address: 7631 Lindsay Road

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Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).



Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Narinder Patara

Address: 7631 Lindsay Road

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Comments:

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Darren Skulsky

Address: 7631 Lindsay Rd

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Comments:

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Harsit Sandhu 604-771-0299

Address: 6991 Clematis Drive

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Comments:

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: TJ Chung

Address: 6491 Clematis Dr

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Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tirath Sandhu

Address: 4757 Granville Row

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐

Comments:

*Not in support for following reasons.*  
*1) More congestion in area ie number of residences*  
*2) Out of character for current zoning in area. All new houses in area are large houses on large lots.*  
*3. Increased burden on infrastructure ie sanitary, storm roads.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

*Do not support for same reasons above.*  
*\* IN support of establishing the maximum number of single family residences (lots) for the area covered by 7400, 7420, 7440 Railway Ave.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tom Knowles

Address: 7320 RAILWAY AVE. Richmond.



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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO

Comments:

I am not in favour of (14) 2-storey townhouses. They are going to wreck the character of the tree lined street. Making left turn exiting out to Railway + left hand turn entering into our property is a challenge, especially Railway is a single lane both ways. It is even worse at rush hours. There are no townhouses all the way to Steveston + if this proposal is allowed it will destroy the appeal of Railway.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO

Comments:

I am not in favour of (10) units rowhouses (duplex). There is no visitor parking + no parking on Railway. Visitors are going to park on McAllum + other side streets. These duplexes are going to wreck the street appeal. I am in favour of detached single residential houses. Either have 3 houses or have 3 properties subdivided to provide 5 detached single family houses, which I feel is a fair compromise + still keep the appeal of Railway.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: BALJIT TAMANA

Address: 7340 RAILWAY AVENUE

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO

Comments:

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO

Comments:

Want single family detached homes only. Either 3 as is or 5 40ft lots but no townhouse or duplex. want neighbourhood w/ appeal

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

Baljit Tamara

Address:

7340 Railway Ave.

**Lee, Edwin**

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**From:** Baljit Tamana [btamana@hotmail.com]  
**Sent:** Tuesday, 25 February 2014 20:02  
**To:** Lee, Edwin  
**Subject:** 7400, 7420, 7440 Railway Ave Public Information meeting by Sandhill Homes

**Categories:** To Do

Hi Edwin,

I live at 7340 Railway Avenue and am the homeowner. I went to the public information meeting held by Sandhill Homes for the redevelopment of the site they own. I want to make sure you get my view on this project because the opinion form I was asked to fill out were taking by employees of Sandhill Homes and I want to make sure you and the City know my view.

First, the information meeting was very misleading showing the neighbours two options and the Sandhill staff making it sound like these are the only two options available when this is not true. Uninformed neighbours could easily think that they have to choose between these two options only and that no other options are available and the comment form reflected this by not providing a space to discuss another option and instead just saying which of these two options we want.

Secondly, I wrote I am against both options and am only in favour of DETACHED single residential homes. Either having 3 homes built on the 3 properties or the 3 properties being subdivided to provide for 5 DETACHED single family homes which I feel is a fair compromise.

Thank You,

Baljit Tamana

# SANDHILL HOMES LTD.

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February 25, 2014

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

*I am not in favor of fourteen (14) 2 storey townhouse units. This plunked in the middle of our surrounding block does not fit in. This is blockbusting which has been recorded at the May 21st 2013 meeting. This proposal affects residents in many different ways. For us at 7360 Railway left turns exiting our driveway onto Railway and left turns entering into our driveway is the problem especially at rush hour. Traffic backs up. For our busy 410 bus service drivers turning left hold up the buses. Because Railway is a two lane Rd. If this proposal is allowed a domino effect along Railway could happen. Single detached homes is a better option and will be more appealing.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

*With no visitor parking, this is unrealistic for anyone buying into this 10 units' rowhouse (duplex) proposal. With bicycle lanes on both sides along Railway Ave and no street parking, visitors will go to the surrounding streets. This is already happening. This proposal will have no street appeal.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Helen Sheardown

Address: 7360 Railway Ave.  
Richmond BC.  
V7C-3J9

PH - 64

604  
Phone 274-3181

# SANDHILL HOMES LTD.

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO - Not in Favor.

Comments:

*This proposed presentation of 14 - 2 storey townhouses is not any better than the first presentation submitted at the first public hearing at city hall on May 21st, 2013. My rejections to these townhouses are already recorded at the public hearing and should be available at the city clerk's office for viewing.  
These townhouses do not fit in with the overall character of the 7000 Block Railway Ave and surrounding streets.  
All my recorded concerns remain the same*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO - Not in Favor.

Comments:

*Other Builders at this time are constructing single family homes on our street and surrounding streets with respect to the character of our neighborhood.  
These (10) unit rowhouse (Duplex) with no visitor parking and no parking on Railway Ave is not acceptable.  
This type of rowhouse (Duplex) won't have any appeal to this neighborhood and will decrease the value of our property.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Mr. Glen Sheardown

Address: 7360 Railway Ave. Richmond, BC V7C-3J9 Phone 604-274-3181

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units. ☐

Comments:

I am totally against the idea to rezone this area, to allow townhouses. Apart from the traffic, parking problems, Railway Ave, as it is (two lanes only) cannot support, safely, any more traffic.  
My main concern is from all the people (myself included) who have invested millions of dollars to build single dwelling houses with the

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex). ☐

Comments:

sense of living on Railway Ave and not worrying about what type of structure was going up next door, to devalue our life long savings.  
There are many other places where this type of development is acceptable, certainly not on Railway.  
Put me down to 100% against this proposal.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: JASWANT MANN,

Address: 7580 RAILWAY AVE., RICHMOND

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Rather than either of the two options proposed, I believe you should consider the option presented in the following paragraphs, as it makes more sense within a "SINGLE FAMILY DWELLING" neighbourhood.

I would prefer the option of having 3 single family homes rather than either of the two proposed options.

First reason is that little or no visitor parking is provided with either of the two proposed options, which means that any persons visiting the new residences would probably park on McCallan Road since there is no parking allowed on Railway. This would result in more vehicle traffic on McCallan and further disrupt our "single family neighbourhood".

Second reason is that there are already a large number of vehicles on Railway as well as city buses. Many vehicles when heading west on Granville will turn onto McCallan rather than following the natural turn when Granville Avenue feeds into Railway. They do this because there is already a lot of traffic on Railway and there are no pullouts on Railway for the city buses and, therefore, traffic backs up on Railway. Many of these vehicles travel at a high rate of speed down McCallan (70-80km/hr) causing a safety hazard for the homeowners such as myself when we are pulling out of our driveways.

If there were only 3 single family homes built on the lots even if we assume 3 vehicles per house that would result in only 9 new vehicles being added to the existing traffic nightmare on Railway, whereas if either of the two proposed options were chosen it would result in upwards of 20 new vehicles being added. On top of this there would potentially be an exponential number of visitor vehicles looking for parking space on McCallan. Most single family homes have driveways large enough to accommodate a couple of visitor vehicles, which would eliminate a lot of the potential visitor parking issue caused by either of the two proposed options.

---

Your comments will be collected by the City and will become public record.

### Contact Information:

Name: KEVIN MASON

Address: 7531 McCALLAN RD., RICHMOND



**SANDHILL HOMES LTD.**

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

**Public Information Meeting**  
**Rezoning Application Number: RZ 12-619835**

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

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First reason is that little or no visitor parking is provided with either of the two proposed options, which means that any persons visiting the new residences would probably park on McCallan Road since there is no parking allowed on Railway. This would result in more vehicle traffic on McCallan and further disrupt our "single family neighbourhood".

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If there were only 3 single family homes built on the lots even if we assume 3 vehicles per house that would result in only 9 new vehicles being added to the existing traffic nightmare on Railway, whereas if either of the two proposed options were chosen it would result in upwards of 20 new vehicles being added. On top of this there would potentially be an exponential number of visitor vehicles looking for parking space on McCallan. Most single family homes have driveways large enough to accommodate a couple of visitor vehicles, which would eliminate a lot of the potential visitor parking issue caused by either of the two proposed options.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: PAT MASON

Address: 7531 McCallan Rd., Richmond

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

## **Public Information Meeting**

7400, 7420, 7440 Railway Avenue

**Purpose:** A proposed to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouses units or ten(10) units rowhouses (duplex) to be developed on the property.

When: February 25, 2014  
Time: 5:30 p.m. to 8:30 p.m.  
Where: Thompson Community Center  
(Boardroom)  
5151 Granville Avenue  
Richmond, BC V7C 1E6

## **Meeting Notice**

Notice of the meeting was distributed to all properties located within 100 meters (300 ft.) of the proposed project or subject site as specified distance from the city. The notice was sent on February 8, 2014, two weeks before the meeting date.

Please see enclosure (A) for the copy of Notice sent to the residents.

## **Time of the Meeting**

The meeting was held on February 25, 2014 at 5:30 p.m. to 8:30 p.m. The time provided for this meeting is long enough for the residents to take a look into details of the proposed project, ask questions, and give their comments. The hours are also very suitable for those who are working.

## **Location of the Meeting**

The meeting was held at Thompson Community Center's Boardroom which is very accessible and suitable location in close proximity of the project site. The parking and room is large enough to accommodate anticipated number of attendees.

## **Presentation and Information Supplied at the Meeting**

The meeting is open to the public or residents within 100 meters (300 ft.) of the proposed project. As attendees arrived, they were asked to log into the sign in sheet. Comment sheet were given to them to put their selected option, make comments, give suggestions, and write their concerns in the development of the proposed project.

# SANDHILL HOMES LTD.

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228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

The presentation was done as a group or families, after they signed on the sign in sheet, the attendees were advised about the two proposed options. They were allowed to look into the details. Sandhill Development Staff's guided families and informed them about the options and Arch. Taizo Yamamoto did the presentation, explanation, clarification, and answered inquiries for the two options presented.

Illustration board/display was used for the presentation of the proposed plan. The two Options presented were: *Option 1 – Fourteen (14) 2-storey townhouses units and Option 2 – Ten (10) units Rowhouses (duplex)*. A letter size copy of drawings was also given to attendees as they requested for it.

In our illustrations for both options we included:

- Project Data and Design Rationale
  - Proposed Zoning, Lot Dimensions, Lot Area, Setbacks, Lot Coverage, F.A.R., F.A.R. of all Lots, Building Height, Parking
- Site Plan and Context Plan
- Streetscapes
  - West Streetscape – Railway Avenue
  - East Streetscape – Adjacent to Neighbors
  - North Streetscape – Adjacent to Neighbors
  - South Streetscape – Adjacent to Neighbors
- Site Sections and Index Plan
- Context Plan showing the subject site, townhouse developments, and apartments.

Please see enclosure (B)

## *Other Materials:*

- Sign in Sheet for the attendees was prepared for the record of who attended the Public Information Meeting.
- Comment Sheet was provided to all the attendees where they can put their selected option, make comments, give suggestions, and write their concerns in

# SANDHILL HOMES LTD.

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the development of the proposed project. After the meeting all collected data was given to Mr. Edwin Lee.

Please see enclosure (C)

## City of Richmond Representative

Edwin Lee from the City Planning and Development Department was present in the meeting.

## Meetings Comments, Response, and Summary

In speaking with the attendees at the Public Information Meeting, it was found that the majority were in favour of the 14-unit townhouse proposal. Those who were non-supportive of either scheme had similar objections, as outlined below.

1. Neighbours who objected did not want anything other than single family homes, they did not want townhouses nor duplexes. The concern was with increasing the number of people in the neighbourhood, and preserving the area as a single family enclave.

### Response:

*In speaking with the neighbours, it was explained that the two options presented were schemes that were economically viable for the developer. The desire for 3-5 single family lots was not realistic given the cost of the individual lots purchased by the developer. It was also explained that the City is looking to increase density along major arterial roads, as this is the most logical place for new homes. By creating density along these roads, lower density and single family neighbourhoods can be preserved off of the arterials. Finally, the housing types offered by a townhouse development are a unit type that is affordable to many more families, as opposed to "monster" homes affordable only by the wealthy. As a result, the arterials provide housing for a more diverse population in close proximity to public transportation.*

2. Some neighbours had concerns about the increase in traffic that they felt would result from the townhouse development. They also noted that there was significant short-cutting of cars onto McCallan Road, many of which sped through the neighbourhood.

### Response:

*It was pointed out to the neighbours that single family lots within Richmond have the potential for secondary suites. With a potential subdivision of the subject site into 5 single family lots, each with secondary suites, the number of families within the site would be 10. The proposed townhouse development is for 14 families. The amount of additional traffic generated by this development would be negligible, especially when compared to the number of people that could be housed on five single family lots with*

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*secondary suites.*

*The City policy for both townhouse and single family subdivision is to reduce the number of driveways onto the arterial road. It was explained that even a single family subdivision would require a single access onto Railway, which would mean the introduction of a lane at the back of the property. In this way, the limited access onto Railway will minimize conflict of cars leaving and entering driveways and should improve the flow of traffic.*

*Finally, it was suggested that the neighbours bring their concerns about cars short-cutting through McCallan Road to the attention of the City so that potential traffic calming and traffic diverting measures can be considered.*

3. Some neighbours had concerns about visitor parking, and suggested incorrectly that neither scheme had any visitor parking.

*Response:*

*It is true that the rowhouse scheme did not include visitor parking, as this is consistent with the requirement for single family lots. The townhouse proposal does in fact propose 4 visitor parking stalls, which exceeds the requirements of the City Bylaw by 33%. A ratio of 0.2 visitor parking spaces is required for each unit which for 14 units results in a requirement of 2.8 stalls. With 4 stalls being proposed, the ratio is increased to 0.29. It was pointed out that there are no requirements for visitor parking on single family lots.*

4. Though few of the immediate neighbours attended the Public Information meeting, attendees had concerns about reduced privacy for the single family homes surrounding the development.

*Response:*

*It was pointed out that the minimum setback for single family homes is 6.0m. The proposed townhouse development has setbacks ranging from 5-6m on the ground floor and 6.0m on the upper floor. It was also explained that six, single units were proposed along the rear of the property so that out of the four homes backing onto the property from the east, only two would back onto the rear yards of two townhouse units. The other two homes would back onto the rear yards of one townhouse units. It was also explained that windows on upper floors would be minimized to reduce the potential for overlook, and that a landscape buffer would be planted to maximize planting.*

*As previously discussed, a single family alternative form of development would require a rear lane that would run along the length of the property. It was explained to the attendees that this could have a more negative impact to privacy as a public space would be introduced at the rear of the single family lots. To address issues of security*

# SANDHILL HOMES LTD.

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228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

*within the lane, it is likely that lighting would have to be installed, and this could have a negative impact to the privacy and livability of the rear yards of the adjacent homes.*

*Finally, it was explained that a townhouse development would be subject to a Development Permit, and that the neighbourhood would have more opportunity to provide input into how the townhouses were designed. With a single family subdivision, there would be no design review by the City or Design Panel, and there would be no opportunity for the neighbours to bring up any concerns with privacy and overlook resulting from the construction of large homes.*

5. Some attendees had concerns about the change in character resulting from the proposed townhouse development.

*Response:*

*It was difficult to get a clear definition from the attendees about what they meant by “character” beyond issues highlighted above (density, number of homes, traffic, etc.). It was explained that the design of four duplexes along Railway would appear to be four single family homes, and that high quality materials and finishes would be used. In addition, each of the duplexes would have entries facing the street to reinforce the “front door” appearance and enhance the streetscape. It would be possible to differentiate the design of each duplex to further emphasize the individual units, and to enhance the appearance of four single homes fronting the street.*

*With the City policy to reduce the number of private driveways on Railway, it was pointed out that the streetscape massing for a townhouse development and 4 - 5 single family homes would be virtually identical.*

*Again, it was outlined that the public would have more input into the design and aesthetic character of a townhouse development subject to Design Panel and Development Permit. Since this is not required for single family lots, the resulting streetscape is inconsistent with multiple styles, rooflines, and landscape treatments. The townhouse form could be varied if this is desired, but it could also be made more uniform and consistent to create a strong character and identity for the street.*

6. Some attendees suggested that their property values would go down as a result of a townhouse development.

*Response:*

*We feel that the opposite is true. For property owners along Railway, the*

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*potential for development in line with what is being proposed would increase their property value. For single family property owners backing onto the site, the City would have more control over what was built in the rear yards, and would ensure that privacy and livability concerns are addressed. The amount of wall that is proposed along all property lines is actually less than what might be possible for single family homes.*

7. Some attendees perceived an increased burden on infrastructure resulting from a townhouse development.

*Response:*

*We feel that densification along arterial roads, in line with City policy, establishes an efficient use of City infrastructure, including utilities, roads, and public transit. A wide, single family subdivision requires significantly more infrastructure per family and as a result would require higher taxes per family to maintain.*

## Sandhill Homes Ltd.

Land Development Residential & Commercial Construction

**Sandhill Homes** is hosting a Public Information meeting to discuss the properties located at 7400, 7420, 7440 Railway Avenue.

We would like to give you the opportunity to express your comments and voice your concerns, and participate in the public consultation process.

At the meeting you will be able to view two possible development options, and to provide your feedback on these two schemes. We hope you are able to attend and look forward to seeing you there.

**When:** Tuesday, February 25, 2014

**Time:** 5:30 p.m. – 8:30 p.m.

**Where:** Thompson Community Center  
(Boardroom)  
5151 Granville Avenue  
Richmond, BC V7C 1E6



**CONTEXT PLAN**  
SCALE: N.T.S.

SUBJECT SITE:  
7400, 7420, 7440  
RAILWAY AVE



**PROJECT DATA - TWO-STOREY TOWNHOUSE**

**STATISTICS:**

**CITY ADDRESS:** 7400, 7420, 7440 RAILWAY AVE.

**PROPOSED ZONING:**

TOWNHOUSE (PROPOSED)

**LOT DIMENSIONS:**

45.78M (150.2') x 66.12M (216.9')

**LOT AREA:**

3,025.7 SQ.M. (32,568.7 SQ.FT.)

**SETBACKS:**

FRONT YARD:

6.0M (19.7')

REAR YARD:

5.0M (16.4') - GROUND FLOOR

SIDE YARD:

6.0M (19.7') - SECOND FLOOR

3.14M (10.30')

**LOT COVERAGE:**

PROPOSED: 32,568.7 SQ.FT. x 45% = 14,656.0 SQ.FT.

PROPOSED:

BUILDING:

14228 SQ. FT.

PORCH:

262 SQ. FT.

ELEC./GAR.B./REC.:

166 SQ. FT.

TOTAL: 14656 SQ. FT. (45.0%)

**F.A.R.:**

PROPOSED: 32,568.7 SQ.FT. x 60% = 19,541.2 SQ.FT.

19,541.2 SQ.FT. / 14 UNITS = 1,395.8 SQ. FT. AVG./UNIT

**BLDG. HT.:**

PROPOSED: 9.5M (2 STOREYS)

**PARKING:**

PROPOSED: 2 CAR GARAGE x 14 UNITS =

28 SPACES (RESIDENTS)

OPEN VISITORS PARKING =

4 SPACES (VISITORS)

TOTAL

= 32 SPACES

**AMENITY:**

INDOOR PROPOSED: NONE (CASH-IN-LIEU)

OUTDOOR PROPOSED: 95.3 SQ.M. (1,025.8 SQ.FT.) - 3.1%

**DESIGN RATIONALE: TWO-STOREY TOWNHOUSE**

- 14 TOWNHOUSE UNITS PROPOSED
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FOUR SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- ALL TWO STOREY, SINGLE UNITS AT REAR TO MAXIMIZE PRIVACY
- MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- PLANT AND FENCE BUFFER TO ENHANCE PRIVACY TO NEIGHBOURING HOMES
- CENTRAL DRIVEWAY LOCATED TO MINIMIZE NOISE FOR NEIGHBOURS
- DRIVEWAY ENDS TREATED WITH HIGH FENCE AND TRELLIS
- 4 VISITOR PARKING SPACES PROVIDED (IN EXCESS OF CITY REQUIREMENTS)
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

Yamamoto  
Architecture Inc.

PROJECT  
14 UNIT  
TOWNHOUSE DEVELOPMENT

DESIGN RATIONALE

KEY STATISTICS

14 UNIT  
TOWNHOUSE DEVELOPMENT

0.0-TH

0.0-TH

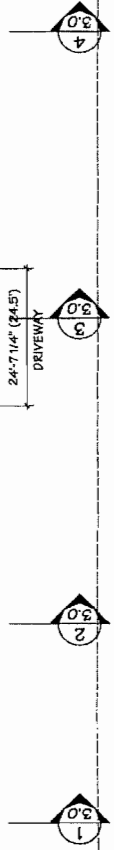


PROPOSED ZONING:	TOWNHOUSE (PROPOSED);
5'	3,025.7 SQ. FT. (32,568.7 S.F.T.)
LOT AREA:	

21,667 SQ.FT. / 14 UNITS = 1,548 SQ. FT. AVG. UNIT

2 CAR GARAGE x 14 UNIT	=	28 SPACES (RESIDENTS)
OPEN VISITOR PARKING	=	3 SPACES (VISITORS)
<b>TOTAL</b>	<b>=</b>	<b>31 SPACES</b>

AMENITY:  
INDOOR PROPOSED:  
OUTDOOR PROPOSED:  
NONE (CASH-IN-A-VEU)  
\$6.5 S.Q.M. (1.025 A.S.Q.F.T.) - 3.75



RAILWAY AVENUE

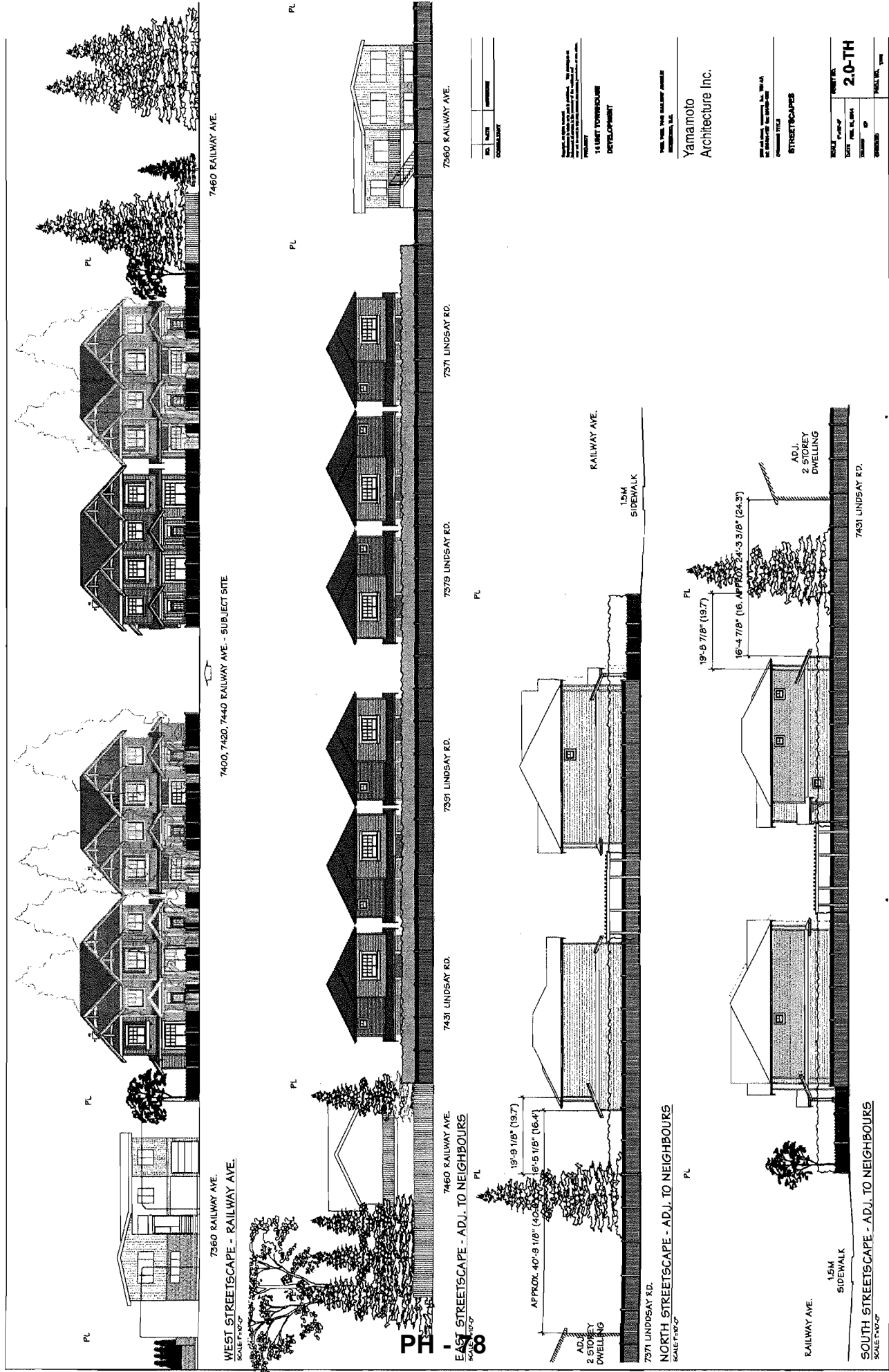
## SITE PLAN - TWO-STOREY TOWNHOUSE

Age Group	Percentage
0-10	10
11-20	15
21-30	25
31-40	20
41-50	15
51-60	10
61-70	5
71-80	2
81-90	1
91-100	0

EXISTING  
FIRE-HYDRANT

<p><b>Yamamoto Architecture Inc.</b></p> <p>1000 West 10th Street, Suite 200          Anchorage, Alaska 99501          Tel: 907-562-2222</p>	<p><b>14 UNIT TOWNHOUSE DEVELOPMENT</b></p>	<p><b>MARKETING TITLE</b></p>		<p><b>SITE PLAN - TOWNHOUSE STATISTICS</b></p>		<p><b>1.0 TH</b></p>
		<p><b>PROJECT</b></p>	<p><b>PERMIT NO.</b></p>	<p><b>PERMIT DATE</b></p>	<p><b>PERMIT NO.</b></p>	
		<p><b>OWNER</b></p>	<p><b>OWNER'S % OWN</b></p>	<p><b>OWNER'S TYPE</b></p>	<p><b>OWNER'S NAME</b></p>	
		<p><b>CONTRACTOR</b></p>				

NO.	DATE	REMARKS	REMARKS
	20 03 2002	RECEIVED FOR REVENUE AND	



7360 RAILWAY AVE.  
WEST STREETSCAPE - RAILWAY AVE.  
SCALE 1/8" = 1'-0"

7400, 7420, 7440 RAILWAY AVE. - SUBJECT SITE

7460 RAILWAY AVE.

7460 RAILWAY AVE.  
EAST STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8" = 1'-0"

7431 LINDSAY RD.

7391 LINDSAY RD.

7379 LINDSAY RD.

7371 LINDSAY RD.

7360 RAILWAY AVE.

7371 LINDSAY RD.  
NORTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8" = 1'-0"

7371 LINDSAY RD.

SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8" = 1'-0"

7431 LINDSAY RD.

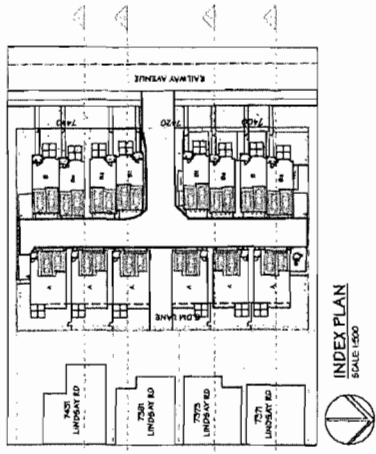
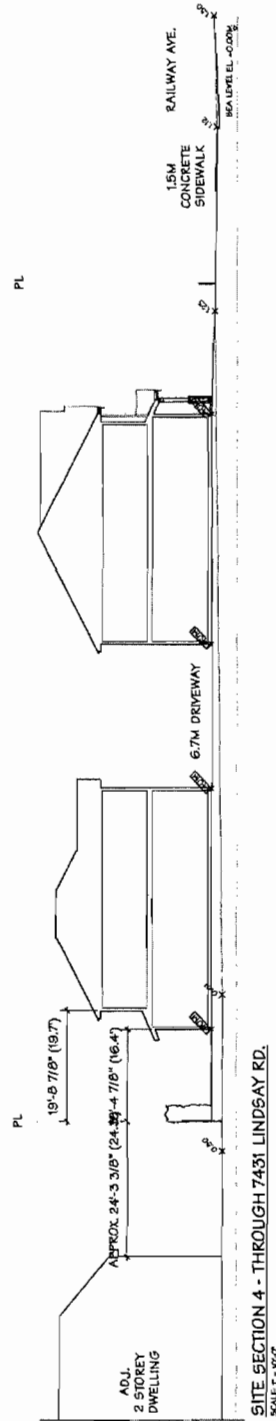
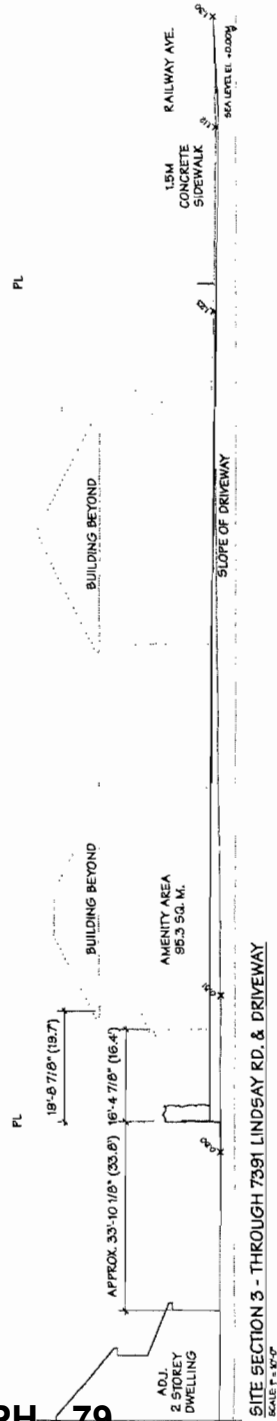
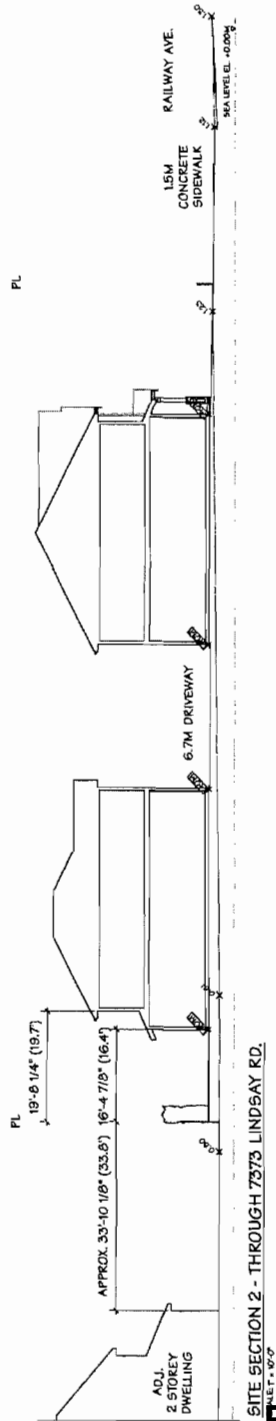
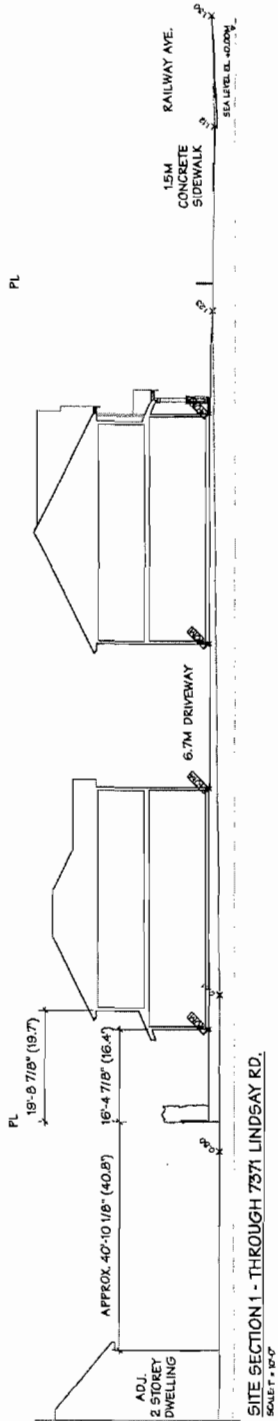
Table with 2 columns: NO., NAME, COMMENTS. Row 1: 1, 7360 RAILWAY AVE, COMMENTS.

NOTES: 1. SEE SITE PLAN FOR LOCATION OF SUBJECT SITE. 2. SEE SITE PLAN FOR LOCATION OF ADJACENT PROPERTIES. 3. SEE SITE PLAN FOR LOCATION OF RAILWAY AVE. 4. SEE SITE PLAN FOR LOCATION OF LINDSAY RD. 5. SEE SITE PLAN FOR LOCATION OF RAILWAY AVE. 6. SEE SITE PLAN FOR LOCATION OF LINDSAY RD. 7. SEE SITE PLAN FOR LOCATION OF RAILWAY AVE. 8. SEE SITE PLAN FOR LOCATION OF LINDSAY RD. 9. SEE SITE PLAN FOR LOCATION OF RAILWAY AVE. 10. SEE SITE PLAN FOR LOCATION OF LINDSAY RD.

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Architecture Inc.

STREETSCAPES

Table with 2 columns: NO., NAME, COMMENTS. Row 1: 1, 7360 RAILWAY AVE, COMMENTS.



PROJECT		16 LOT REDEVELOPMENT		SITE SECTIONS	
ARCHITECT		YAMAMOTO ARCHITECTURE INC.		DATE	
PROJECT NO.		16 LOT REDEVELOPMENT		3.0-TH	
SHEET NO.		16 LOT REDEVELOPMENT		3.0-TH	
DATE		16 LOT REDEVELOPMENT		3.0-TH	
SCALE		16 LOT REDEVELOPMENT		3.0-TH	
DRAWN BY		16 LOT REDEVELOPMENT		3.0-TH	
CHECKED BY		16 LOT REDEVELOPMENT		3.0-TH	
APPROVED BY		16 LOT REDEVELOPMENT		3.0-TH	

**PROJECT DATA - FEE SIMPLE ROWHOUSE**

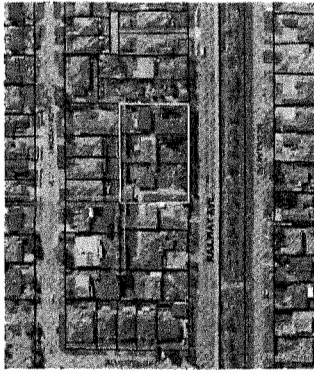
**STATISTICS (NO TYP. LOTS):**

<b>CIVIC ADDRESS:</b>	7400, 7420, 7440 RAILWAY AVE.
<b>PROPOSED ZONING:</b>	FEE SIMPLE ROWHOUSE (PROPOSED)
<b>LOT DIMENSIONS:</b>	6.0M (19.7') x 39.68M (130.2') PER LOT
<b>LOT AREA:</b>	239.0 SQ.M. (2,572.6 SQ.FT.) PER LOT
<b>SETBACKS:</b>	FRONT YARD: 6.0M (19.7') REAR YARD: 1.3M (4.26') + 6.0M LANE (20.0') SIDE YARD: 1.2M (4.0')
<b>LOT COVERAGE:</b>	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 214 SQ. FT. TOTAL: 1154.4 SQ. FT. (45.0%) - PER LOT
<b>F.A.R.:</b>	PROPOSED: 2,572.6 SQ.FT. x 65% = 1,672.2 SQ.FT. - PER LOT
<b>F.A.R. OF ALL LOTS:</b>	PROPOSED: 25,668 SQ.FT. x 65% = 16,684.2 SQ.FT.
<b>BLDG. HT:</b>	PROPOSED: 9.62M (2 STOREYS)
<b>PARKING:</b>	PROPOSED: 1 STANDARD CAR INDOOR PARKING STALL 1 SMALL CAR OUTDOOR PARKING STALL

**DESIGN RATIONALE: FEE SIMPLE ROWHOUSES**

- 10 ROWHOUSE UNITS PROPOSED ON 10 LOTS
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FIVE SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- LANEWAY AT REAR OF PROPERTY TO MINIMIZE OVERLOOK FROM UNITS INTO SINGLE FAMILY YARDS
- ONE STORY GARAGES ALONG LANE TO HAVE MINIMAL IMPACT ON VIEW FROM NEIGHBOURING HOMES
- NO IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS TO EAST AND SOUTH, MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOUR TO THE NORTH
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- LANEWAY TREATED WITH HIGH FENCE AROUND PERIMETER
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

Yamamoto Architecture Inc.		14 LOT SUBDIVISION		KEY STATISTICS DESIGN RATIONALE	
DATE: 10/10/2023		SCALE: 1/8" = 1'-0"		SHEET NO. 0.0-R	
DRAWN BY: [Signature]		CHECKED BY: [Signature]		DATE: 10/10/2023	
PROJECT NO. 2023-001		CLIENT: [Signature]		CITY: [Signature]	
PROJECT NAME: [Signature]		PROJECT ADDRESS: [Signature]		PROJECT NO. 2023-001	

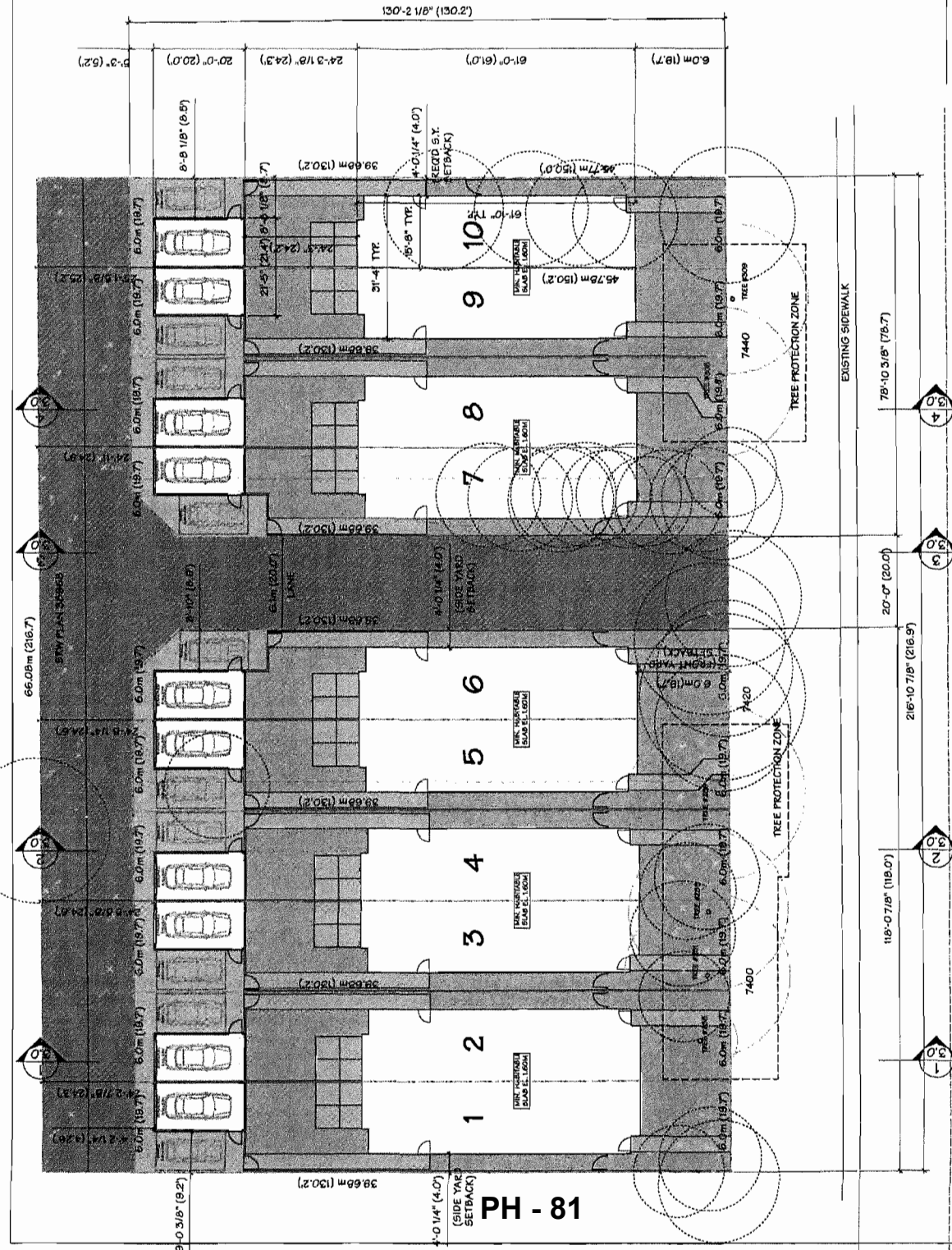


# CONTEXT PLAN

SCALE: N.T.S.

## STATISTICS (10 TYP. LOTS):

CIVIC ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
LEGAL DESCRIPTION:	FREE SIMPLE ROWHOUSE (PROPOSED)
PROPOSED ZONING:	NET 233.0 SQ.M. (237.6 SQ.FT.) PER 5 LOTS
LOT AREA:	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 204 SQ. FT.
LOT COVERAGE:	PROPOSED: 100% TOTAL: 100% (60.0%)
F.A.R. (PER LOT):	PROPOSED: LAND 0.56/LOT (10.0%)
PARKING:	PROVIDED: 1 STANDING CAR INDOOR PARKING SHALL 1 SMALL CAR OUTDOOR PARKING SHALL



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Architecture Inc.

RAILWAY AVENUE

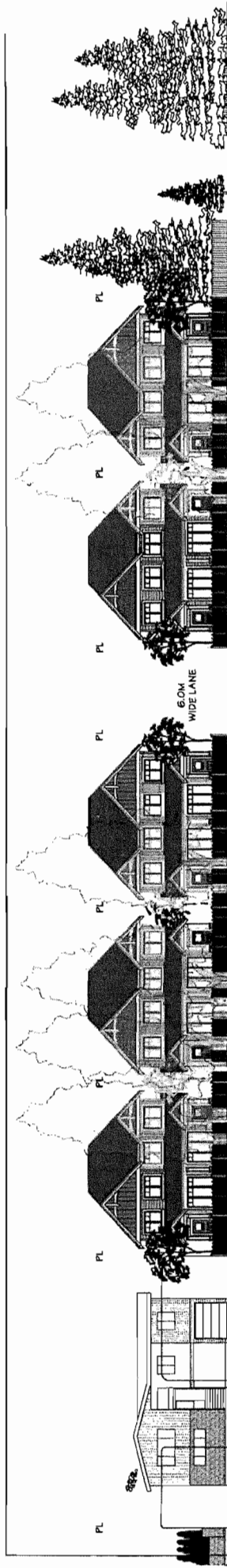
SITE PLAN - FREE SIMPLE ROWHOUSE

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

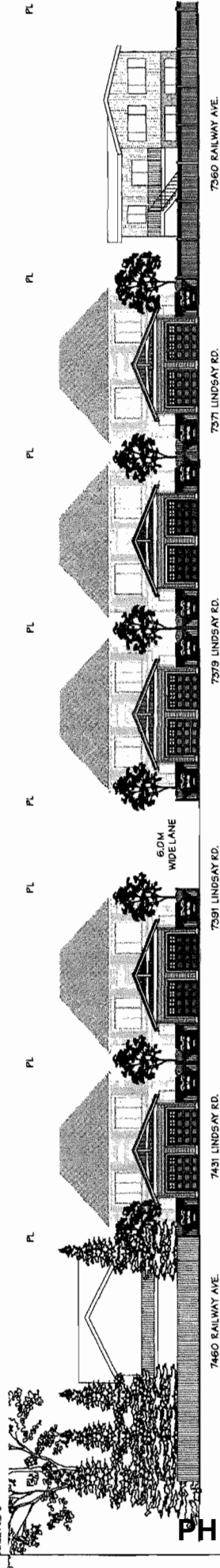


EXISTING  
FREE-ADJACENT

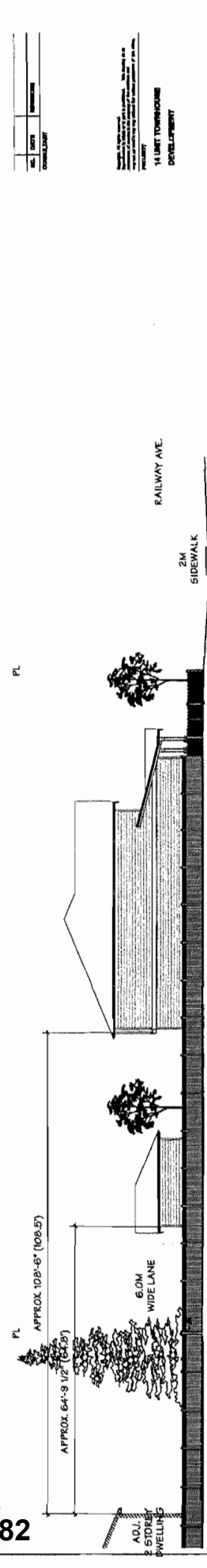
PROJECT:	10 LOT ROWHOUSE
DESIGNED BY:	YAMAMOTO ARCHITECTURE INC.
DATE:	2024.01.15
SCALE:	1/8" = 1'-0"
PROJECT NO.:	PH-81
PROJECT NAME:	FREE SIMPLE ROWHOUSE
PROJECT ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
PROJECT CITY:	MISSISSAUGA, ONT.
PROJECT PROVINCE:	ONTARIO
PROJECT COUNTRY:	CANADA
PROJECT YEAR:	2024
PROJECT TYPE:	RESIDENTIAL
PROJECT STATUS:	PROPOSED
PROJECT PHASE:	1.0-R
PROJECT NO.:	PH-81
PROJECT NAME:	FREE SIMPLE ROWHOUSE
PROJECT ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
PROJECT CITY:	MISSISSAUGA, ONT.
PROJECT PROVINCE:	ONTARIO
PROJECT COUNTRY:	CANADA
PROJECT YEAR:	2024
PROJECT TYPE:	RESIDENTIAL
PROJECT STATUS:	PROPOSED
PROJECT PHASE:	1.0-R



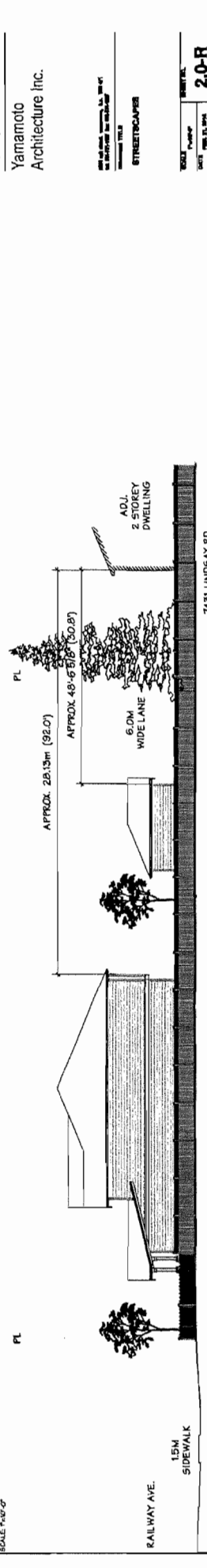
7460 RAILWAY AVE.  
WEST STREETSCAPE - RAILWAY AVE.  
SCALE 1:100



7431 LINDSAY RD.  
EAST STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100



7371 LINDSAY RD.  
NORTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100



7431 LINDSAY RD.  
SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100

PH 32

NO.	DATE	REVISION
1	10/10/10	Initial Design

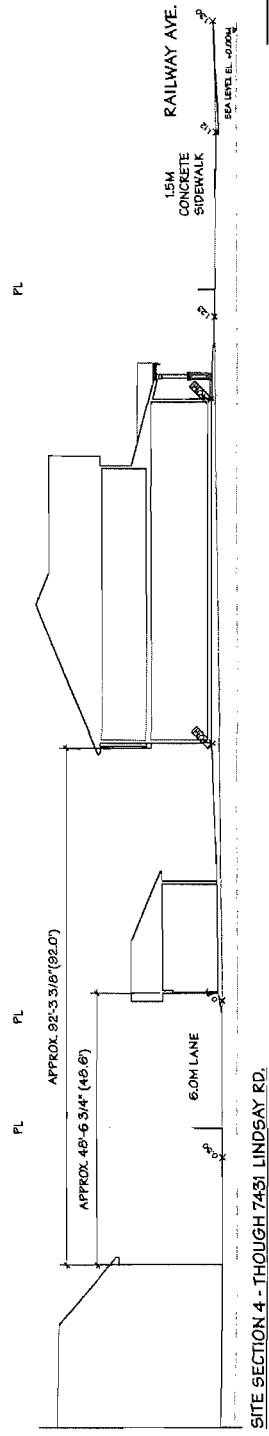
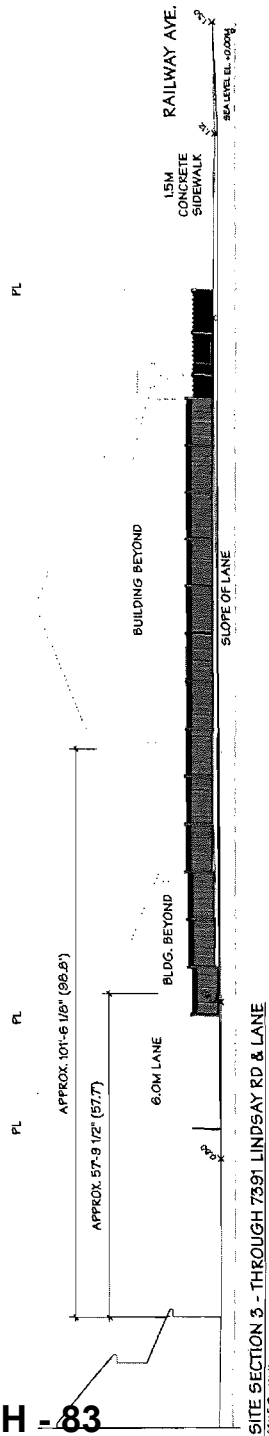
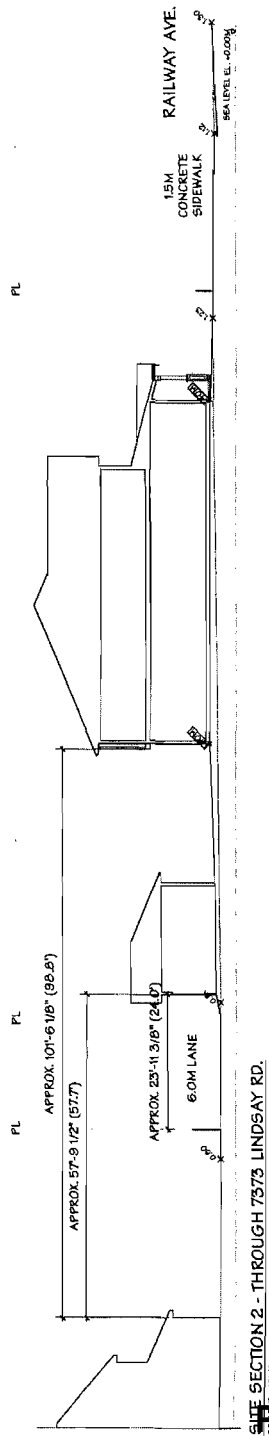
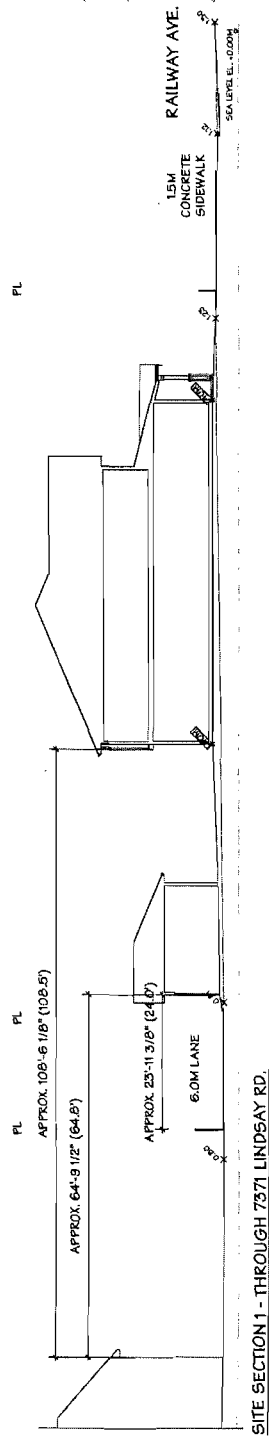
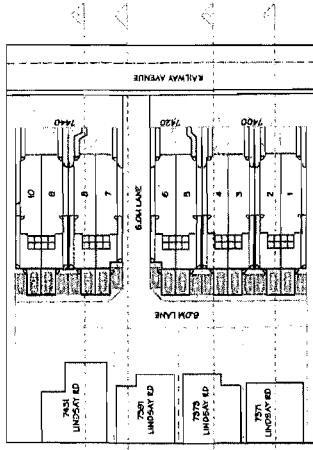
THIS IS A PRELIMINARY DESIGN AND NOT A FINAL DESIGN. IT IS NOT TO BE USED FOR CONSTRUCTION. IT IS FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE.

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Architecture Inc.

STREETSCAPES

NO.	DATE	REVISION
1	10/10/10	Initial Design





PROJECT		18 LOT SUBDIVISION		SHEET NO.	
ARCHITECT		YAMAMOTO ARCHITECTURE INC.		DATE	
SHEET NO.		3.0-R		DATE	
SHEET NO.		3.0-R		DATE	
SHEET NO.		3.0-R		DATE	



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

February 25, 2014

## Public Information Meeting Sign In Sheet

### Rezoning Application Number: RZ 12-619835

The Developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property.

Attachment C

No.	Name	Phone#	Address
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

Attachment C

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Your comments will be collected by the City and will become public record.

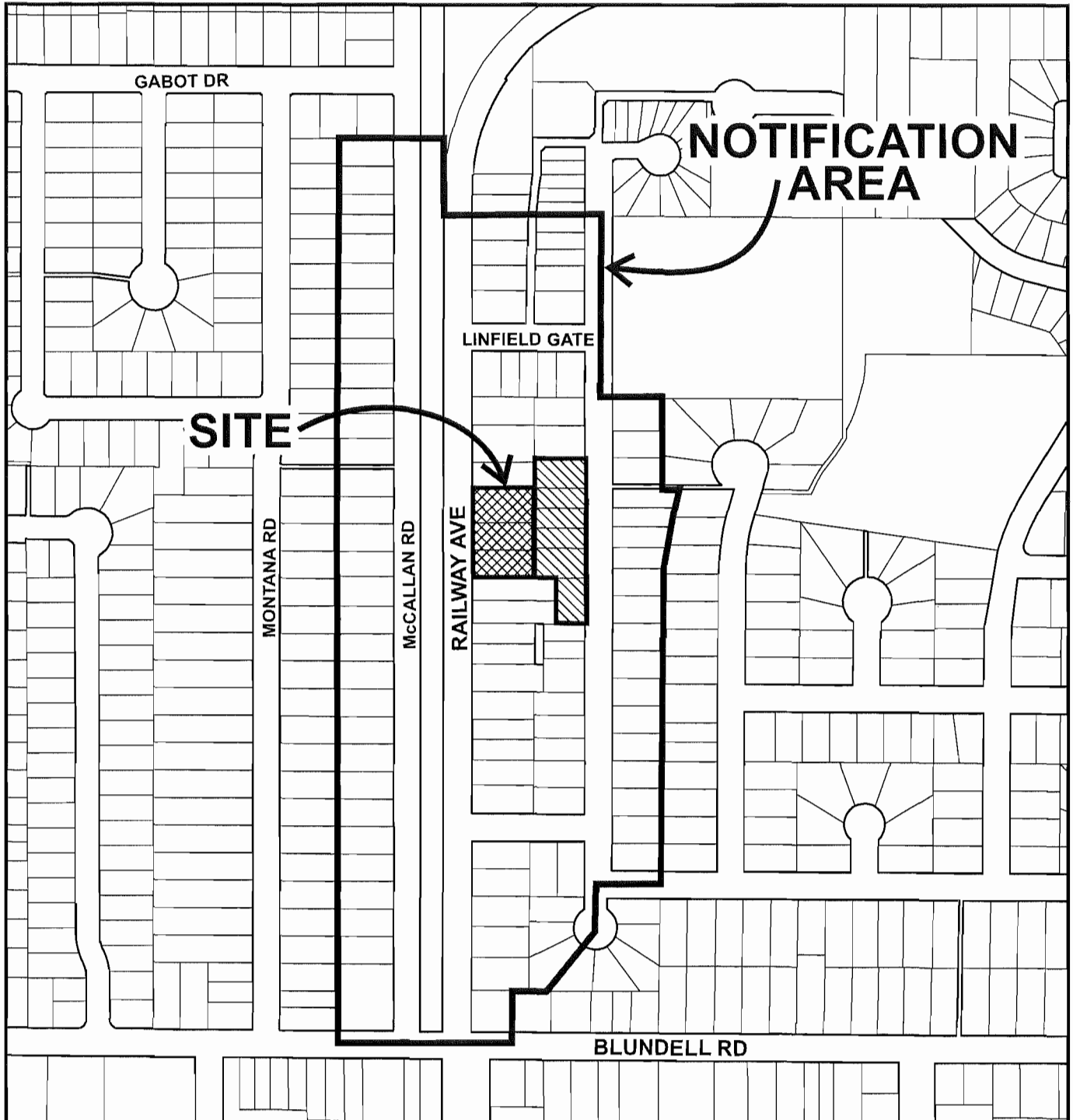
Contact Information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_



City of  
Richmond



Petition in Opposition  
received March 2014  
RZ 12-619835

PH - 87

Original Date: 03/04/14

Revision Date: 03/05/14

Note: Dimensions are in METRES

## ATTACHMENT 9

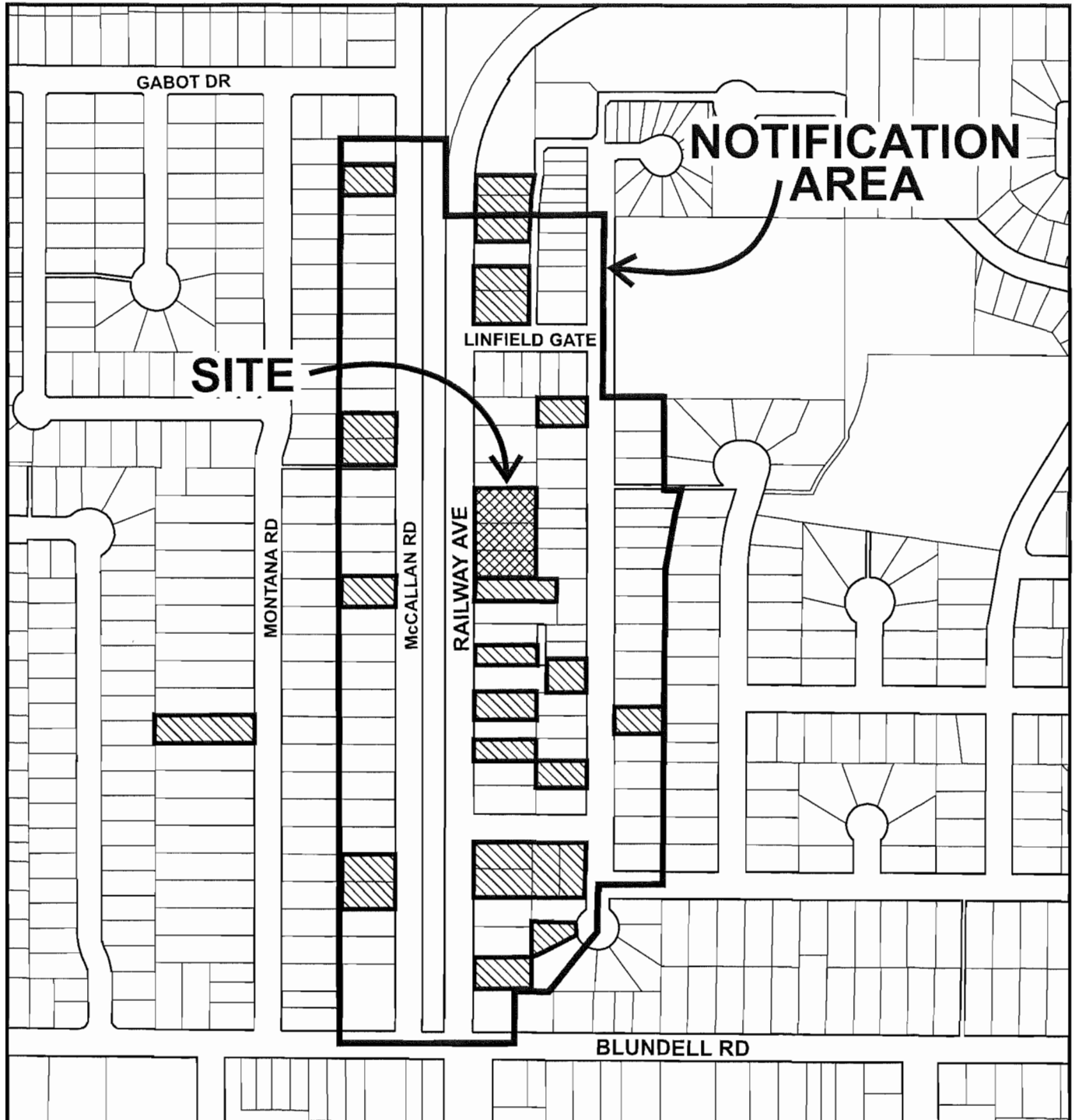
Only single family detached homes or the properties subdivided to provide for 5 single family detached homes on 40 ft lots would be acceptable to us. This would be a better option in the overall character of our neighborhood.

Name	Address	Phone #	Signature
Hui Jun He	7373 Lindsay Rd	604 477 0629	[Signature]
Guo An Zhang	7373 Lindsay Rd. Richmond	1380194 5786	[Signature]
GEORGE WANG	7351 LINDSAY RD RICHMOND	(604) 272-4286	George Wang
DAVID WANG	7351 LINDSAY RD RICHMOND	(604) 272-7395	David WANG
Ming Jing Huang	7431 Lindsay Rd Richmond	778-886-886	[Signature]
Tian Wei Zhou	7431 Lindsay Rd Richmond	778-588-1185	Tianwei Zhou
Sun Tao	7371 Lindsay Rd	778-712-0928	[Signature]
Xiao Min Mai	7391 Lindsay Rd.	604-781-6810	[Signature]
Joe Lau	7391 Lindsay Rd.	604-767-7729	[Signature]
DIEGO CHUANG	7451 LINDSAY RD.	604-275-7272	[Signature]
CHUANG, CHUN-I	7451 LINDSAY RD.	604-275-7272	[Signature]

PH - 88



City of  
Richmond



Petition in Favor  
received March 2014  
RZ 12-619835

\*only showing residents/households within  
the immediate neighbourhood

Original Date: 03/04/14

Revision Date: 03/05/14

Note: Dimensions are in METRES

## PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Sharon Gill	7240 Railway Ave	604-557-1004	[Signature]
Gurdev Gill	7240 Railway Ave	604-278-1330	[Signature]
Hugo Pineda	7260 Railway Ave	604-561-7325	[Signature]
Marili Vosquez	7260 Railway Ave	604-561-7325	[Signature]
Penny Yin	7201 Lindsay Rd	604-340-2130	[Signature]
Eric Li	7251 Lindsay Rd	778-991-5507	
Guybert Mann	7491 Lindsay Rd.	604-720-0944	[Signature]
Abrahamani	7491 Lindsay Rd.	604-506-5546	[Signature]
Stanley Tsing	7540 Lindsay Rd.	604-396-4900	[Signature]
Emmale	5100 Landing Rd.	604-720-2649	[Signature]
Gertrud Beichel	5040 Landing	604-277-8878	[Signature]



## PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

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Name	Address	Phone #	Signature
N. Li	7460 Railway Rd.	778-385-1018	[Signature]
Dawn Sh	7478 Railway Ave	604-729-7962	[Signature]
[Signature]	7400 Railway Ave	604-353-0825	[Signature]
LAKEH BIRKING	7660 Railway Ave	778-895-1453	[Signature]
Sukhi Gosel	7240 Railway Ave	604-807-1513	[Signature]
WADHAI Dhillon	7220 Railway Ave	604-645-4209	[Signature]
Parvez Dhillon	7220 Railway Ave	778-575-5379	[Signature]
Jindal J. L.	7571 Lonsdale Rd		[Signature]
G. Jindal	7571 Lonsdale Rd		604-447-1991
Karen Duersch	7611 Lindsay Cir	604-270-0412	[Signature]
Manjany Hu	7162 Railway Ave		[Signature]
Uday Feroz	7160 Railway Ave	604-447-4078	[Signature]
Abdul Feroz	7160 Railway Ave	604-447-4078	[Signature]
Travis Quinn	7171 McCallan Rd	604-271-4559	[Signature]
[Signature]	7351 McCallan Rd	778-588-7777	[Signature]
FAZANIS M.	7371 McCallan Rd	604-272-9981	[Signature]
[Signature]	7671 McCallan Rd	604-448-9233	[Signature]
[Signature]	7601 McCallan Rd	604-231-5017	[Signature]
Azim Bhimani	7491 Lindsay Rd	604-649-1099	[Signature]

CU

## PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Navinder Dadas	9591 Potlerson Road	604-721-2192	Navinder Dadas
Steve Dhandy	11880 Railway Avenue	739-7-8383	Steve Dhandy
Darren Skullys	7631 Lindsay Road	604-219-6562	Darren Skullys
Jas Sandhu	7788 Railway Ave	604-274-1000	Jas Sandhu
Pam Sandhu	7788 Railway Ave	604-274-1000	Pam Sandhu
ZAKI KHAN	6800 GIBBONS DR	604-782-4146	Zaki Khan
Aneesha Hayer	4651 TITON RD.	604-339-7474	Aneesha Hayer
NABEEL KHAN	6800 GIBBONS DR.	604-782-4146	Nabeel Khan
Ashauna Jagpal	4651 Titon Rd.	778-889-7777	Ashauna Jagpal
LUTFOR KHAN	6780 GIBBONS DR.	604-782-4146	Lutfor Khan
PAUL SANDHU	7611 McCallan Rd	604-778-2339	Paul Sandhu
JASNEET ARORA	7551 Montana Road	604-215-9172	Jasneet Arora
Paul Arora	7551 Montana Road	604-215-9172	Paul Arora
Carl Zheng	8980 Demarest Dr.	778-855-8321	Carl Zheng
Allen Wang	7391 Petts Rd	604-561-9799	Allen Wang
Erick Wolf	#5-7760 Blundell Rd	604-808-3501	Erick Wolf
Wendi Robinson	H.S. 7760 Blundell Rd	(604) 808-3501	Wendi Robinson
Randy Nysym	#7566 Railway Ave	778-759-5317	Randy Nysym
Julia Shala	7540 Railway Ave	778-323-7607	Julia Shala
YANJIE HE	7488 RAILWAY AVE	778-994	Yanjie He
BALJINDER KAVR	7660 Railway Ave	778-383-6215	Baljinder Kavr
		604-272-1453	604-272-1453



10 AM - SEPTEMBER 23



12 PM - SEPTEMBER 23



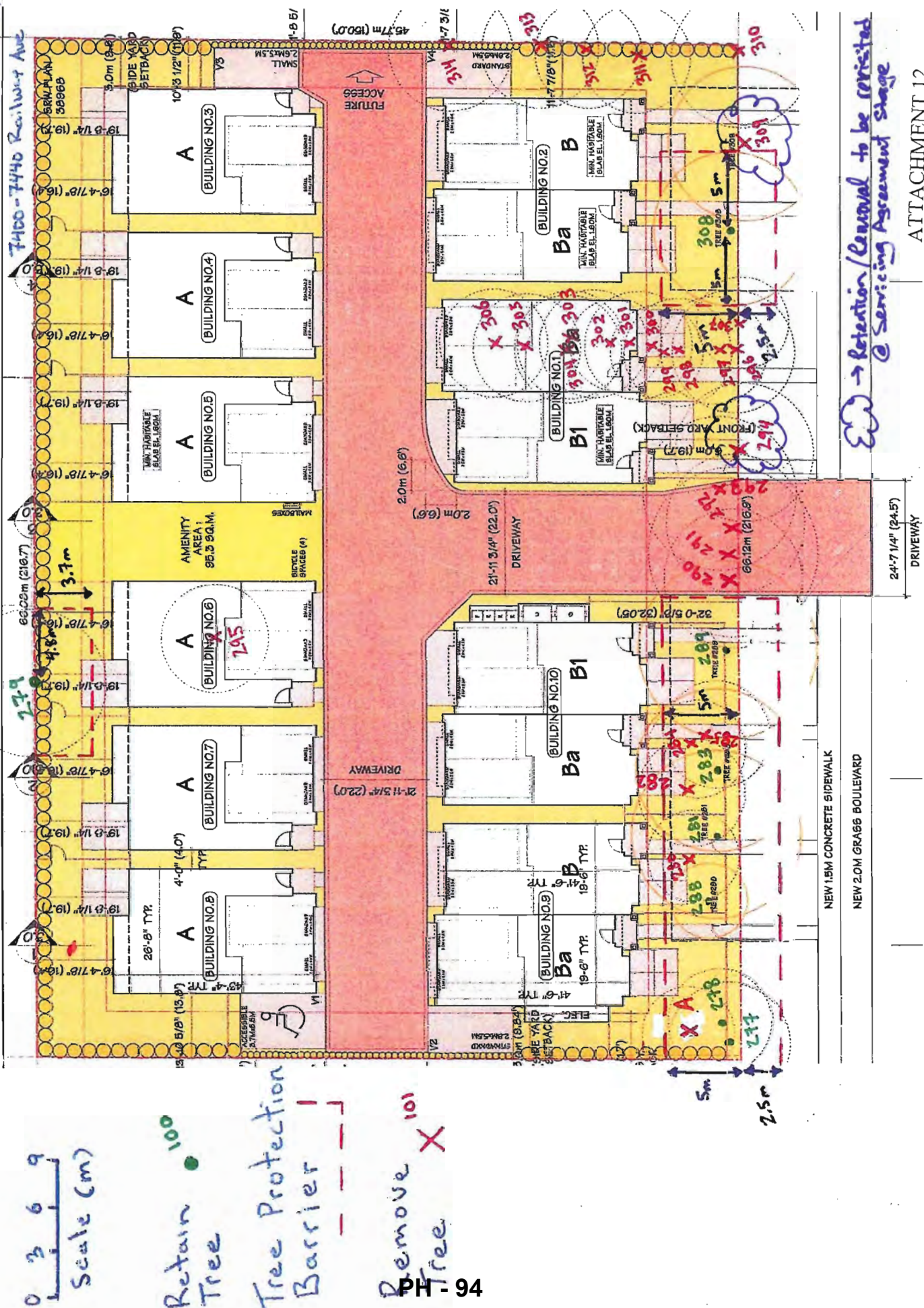
2 PM - SEPTEMBER 23

SHADOW ANALYSIS  
SCALE 1/8"=1'-0"

PROJECT		DRAWING TITLE	
Yamamoto Architecture Inc.		SHADOW ANALYSIS	
10 LOT SUBDIVISION		SCALE 1/8"=1'-0"	
		DATE 09-11-23	
		DRAWN BY 4.0-TH	
		CHECKED	
		PROJECT NO. 1001	



Tree Location + Protection Plan - Amend. #2 (March 3<sup>rd</sup> 2014)



## Tree Information for Tree Location & Protection Plan Amendment #2: 7400 – 7440 Railway Ave. Richmond, B.C.

Tree I.D.	Species Common Name ( <i>Botanical Name</i> )	DBH (cm)	Crown Radius (m)
277	Western Redcedar ( <i>Thuja plicata</i> )	32+30	4.0
278	Shore Pine ( <i>Pinus contorta</i> var <i>contorta</i> )	35	3.4
A	Juniper ( <i>Shrub</i> )	NA	3.0
279	Western Redcedar ( <i>Thuja plicata</i> )	65	4.8
280	Falsecypress ( <i>Chamaecyparis</i> )	28 + 12 x2	3.0
281	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	55	5.5
282	Western Redcedar ( <i>Thuja plicata</i> )	43	3.5
283	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	44	5.3
284	Western Redcedar ( <i>Thuja plicata</i> )	33+15	3.2
285	Shore Pine ( <i>Pinus contorta</i> var <i>contorta</i> )	24	3.5
288	Western Redcedar ( <i>Thuja plicata</i> )	14+13	2.5
289	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	50	5.8
290	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	28	4.5
291	European Birch ( <i>Betula pendula</i> )	37	5.5
92	Norway Spruce ( <i>Picea abies</i> )	40	4.2
293	Western Redcedar ( <i>Thuja plicata</i> )	44	5.0
294	Douglas-Fir ( <i>Pseudotsuga menziesii</i> )	50	4.5
295	Japanese Flowering Cherry ( <i>Prunus serrulata</i> )	30 x2	4.7
296	Western Hemlock ( <i>Tsuga heterophylla</i> )	34	4.0
297	Western Redcedar ( <i>Thuja plicata</i> )	15+18+20	3.5
298	Western Redcedar ( <i>Thuja plicata</i> )	28+18+10	3.5
299	Western Hemlock ( <i>Tsuga heterophylla</i> )	15 x2 + 13	3.0
300	Western Redcedar ( <i>Thuja plicata</i> )	20 x2 +24	3.5
301	Western Hemlock ( <i>Tsuga heterophylla</i> )	25	3.0
302	Western Redcedar ( <i>Thuja plicata</i> )	25+15	3.5
303	Douglas-Fir ( <i>Pseudotsuga menziesii</i> )	40	3.5
304	Western Redcedar ( <i>Thuja plicata</i> )	20 x4 + 15 x3 + 25	3.5
305	Western Redcedar ( <i>Thuja plicata</i> )	20 x3 + 15 x3	3.5
306	Western Redcedar ( <i>Thuja plicata</i> )	28+25 + 30 x2	3.5
307	Ponderosa Pine ( <i>Pinus ponderosa</i> )	40	3.0
308	Western Redcedar ( <i>Thuja plicata</i> )	40+45+ 20 x3	5.0
309	Ponderosa Pine ( <i>Pinus ponderosa</i> )	90	5.0
310	Ponderosa Pine ( <i>Pinus ponderosa</i> )	75	4.5
311	Japanese Flowering Cherry ( <i>Prunus serrulata</i> )	25+20	3.5
312	Western Redcedar ( <i>Thuja plicata</i> )	14 x2	3.5
313	Western Redcedar ( <i>Thuja plicata</i> )	26	3.8
314	Atlas Cedar ( <i>Cedrus atlantica</i> )	44	4.0





# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

**POLICY 5463**

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

## **POLICY 5463:**

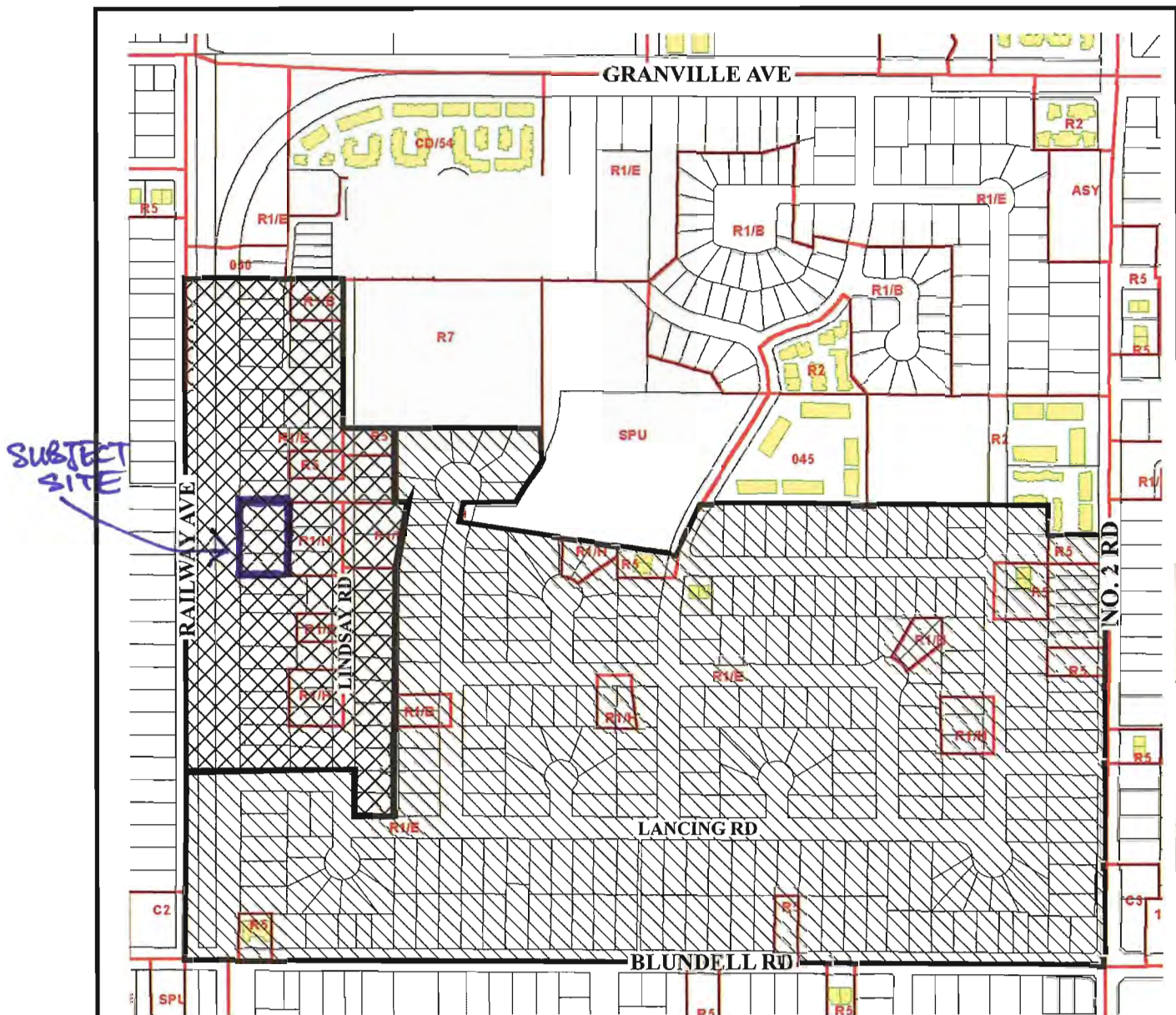
The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:



That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy 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 amended according to Bylaw No. 5300.





- |   |  |
|---|--|
|  | Subdivision permitted as per <b>R1/H</b> with the exception that <b>R1/B</b> applies to existing duplexes and <b>R1/E</b> applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access. |
|  | Subdivision permitted as per <b>R1/B</b> with the exception that <b>R1/E</b> applies to lots facing Railway Avenue that do not have a lane or internal road access.  |



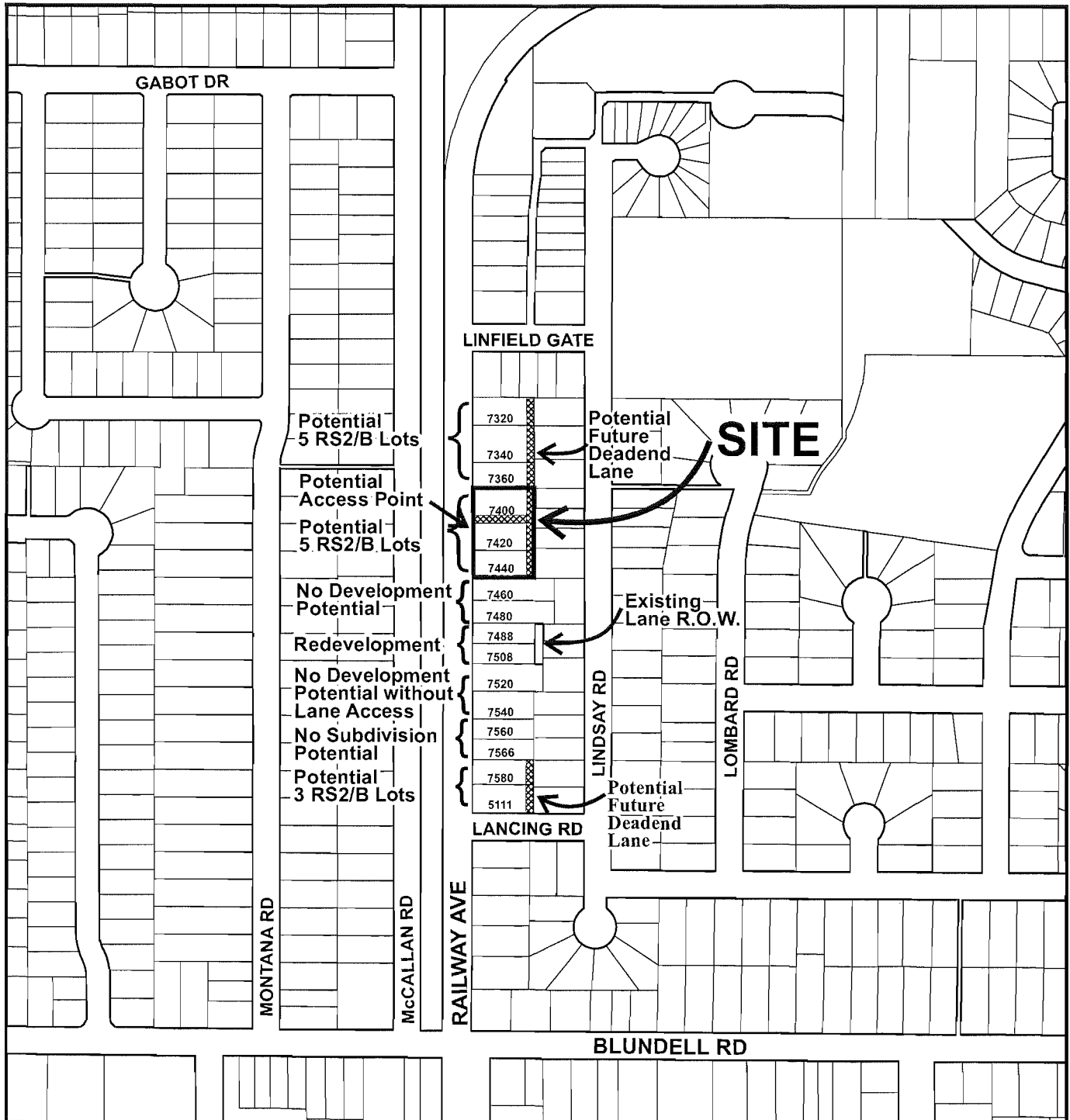
**POLICY 5463**  
**SECTION 13, 4-7**

Adopted Date: 02/19/96

Amended Date:



# City of Richmond



Potential Single-Family  
Redevelopment Pattern  
(Single Detached (RS2/B) with  
Lane Access)

Original Date: 03/04/14

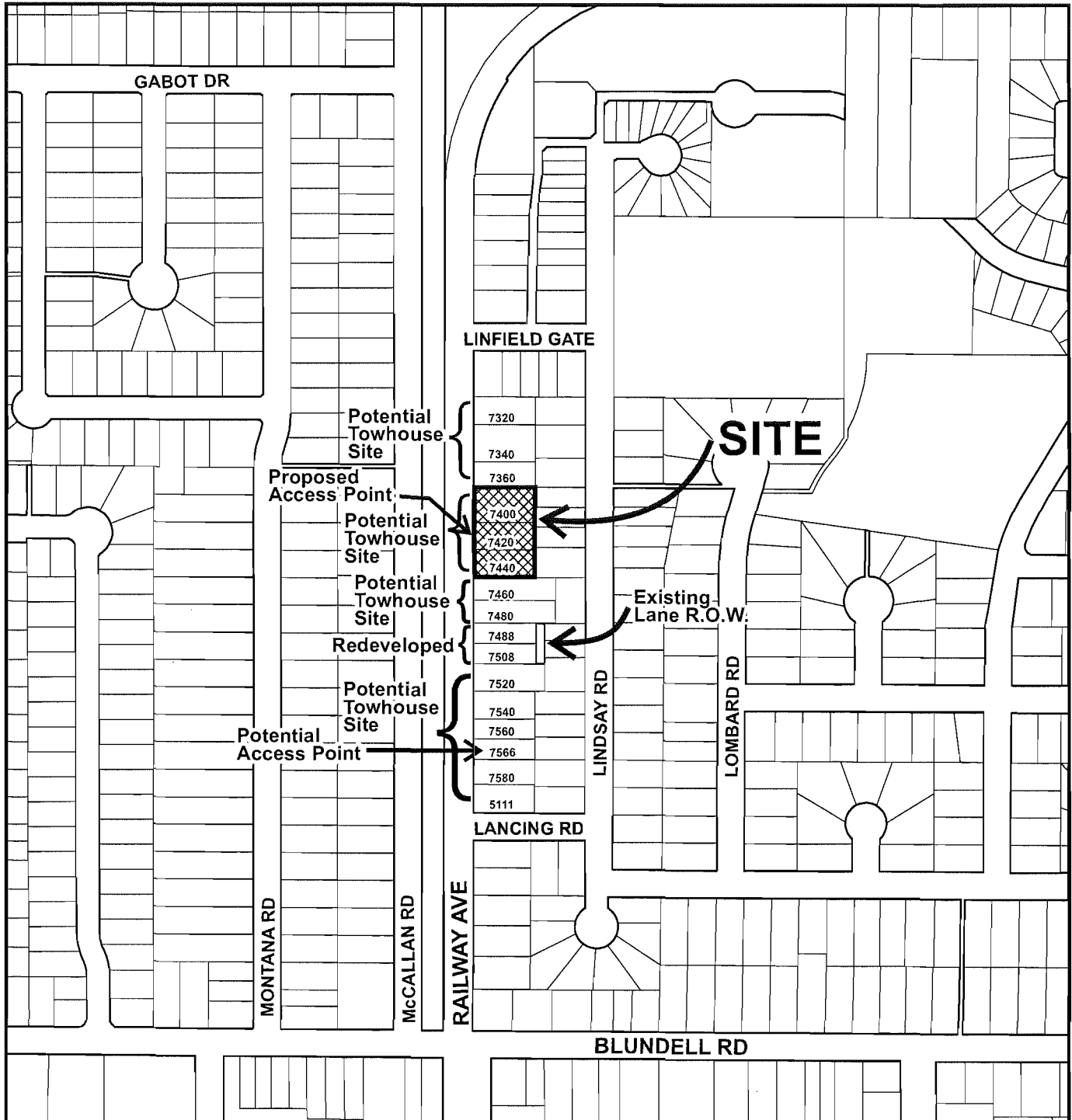
Revision Date: 03/06/14

Note: Dimensions are in METRES





# City of Richmond



## Potential Low Density Townhouse Development Pattern

Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES



## Rezoning Considerations

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

**Address:** 7400, 7420 and 7440 Railway Avenue

**File No.:** RZ 12-619835

**Prior to final adoption of Zoning Amendment Bylaw 9015 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), 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 future townhouse developments to the north and south. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. City acceptance of the developer's offer to voluntarily contribute \$16,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 12 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
5. Contribution of \$1000.00 per dwelling unit (e.g. \$14,000.00) in-lieu of on-site indoor amenity space.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$39,082.44) to the City's affordable housing fund.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement\* for the design and construction of frontage improvements along Railway Avenue. The frontage improvements to include, but not limited to:
  - a) Removal of the existing asphalt sidewalk, construction of a new 1.5 m concrete sidewalk and a 2.0 m grass boulevard (between existing curb and new sidewalk) extended south to the north property line 7488 Railway Avenue, and Street Lighting (replacing the existing Hydro lease lights).
  - b) Upgrade the existing 450 mm diameter storm sewer along Railway Avenue frontage to 600 mm diameter. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works must be under arborist supervision. The arborist must assess the impact of the proposed works to the protected trees at the Servicing Agreement stage or Development Permit stage (whichever comes first), and will conduct root pruning, if required. A summary report including future recommendations must be provided to the City as part of the Servicing Agreement or Development Permit process (whichever comes first).
  - c) Design to include water, storm & sanitary connections for the proposed Townhouse development.
    - i. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.
    - ii. The Water Connection to the proposed site is to be from the existing 300 mm diameter watermain at the west side of Railway Avenue. The existing 100 mm diameter AC watermain along the proposed site's Railway Avenue frontage on the east side of Railway Avenue is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section.

Note: DCC's (City & GVS&DD), School site acquisition charges and Utility Charges etc., will be paid at Building Permit stage.

RE: Item #7-B/LW/9015  
March 18, 2014  
Planning Committee  
Agenda

RE: Name Change  
Joe Erceg

# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

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

	DW	
	MJ	
	DB	

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

8060-20-9015  
X: 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

- TRAFFIC CONGESTION
- SAFETY OF FAMILIES LIVING AROUND THE NEIGHBORHOOD

- IT WOULD BE VERY ODD TO SEE MULTIFLEX HOMES ALONG SIDE BY SIDE WITH SINGLE HOMES. NEW HOMES ARE CURRENTLY IN CONSTRUCTION AND THE VIEW WOULD BE NOT APPEALING IF THIS PLAN WOULD PUSH THROUGH.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

- NO VISITOR PARKING IS UNACCEPTABLE  
~~ALMOST SAME RZ~~

- I HAVE THE SAME REASONS AS ABOVE AS WELL. THIS IS A NICE WEST SIDE OF RICHMOND & THE PROPERTIES ARE I BELIEVE VERY VALUABLE. IF THIS PLAN OF HAVING MULTIPLE HOMES ARE BUILT, THE "EXCLUSIVENESS" FEELING WON'T BE THERE ANYMORE AS THIS SIDE OF RAILWAY IS ONLY DESIGNED FOR SINGLE HOMES. WHERE WE ENJOY THE NEW GREEN WALK WAY. LETS

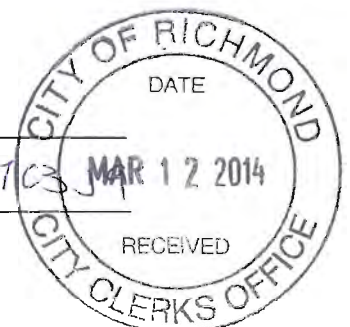
Your comments will be collected by the City and will become public record.

KEEP THIS GREEN!

Contact Information:

Name: DIVINA C. HIPOUITO

Address: 7560 RAILWAY AVE RICHMOND BC V7C3J3



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ no

Comments:

We just think *only* single house with 40 foot lot or three single houses would be acceptable. But not 14 townhouses.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ no

Comments:

I think it is no good to build ~~the~~ either townhouse or rowhouse in between single houses. It will cause potential troubles, like the traffic. It may make the already busy Railway worse to drive on. Anyway, we just want to keep our community along railway a single house area like it ~~is~~ is right now. Thank you for your consideration to our opinions.

**Option 3:** We prefer Single Houses in this area.

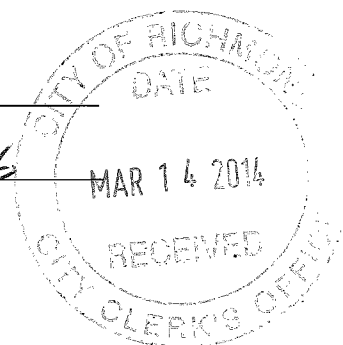
☒

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Jiun Zhang

Address: 7500 Lindsay Rd. Richmond, BC V6C3M6



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

*Its a bad plan. and the parking is a problem  
and its will block the traffic.  
we want a single homes. Besides me will  
build a single homes*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

*no visit parking is unrealistic. and could its  
could be turn out. a rental. I reject this  
idea. and its will lost the privacy.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

*GEORGE WANG*

Address:

*7351 LINDSAY RD RICHMOND*





# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.



Comments:

*We ask council to reject this option No 1  
Traffic and parking are already an issue.  
3 new homes are being built beside me.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).



Comments:

*We ask council to reject this option No 2  
Could this units end up being yestels.  
With our new Greenway why would our City Council  
plug Railway with townhouses?*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

*Gertrud Beichel*

Address:

*5040 Lancing Rd.*





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9015 (RZ 12-619835)  
7400, 7420 and 7440 Railway Avenue**

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

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

P.I.D. 002-372-088

Lot 8 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 008-823-511

Lot 7 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 001-923-927

Parcel Two (Reference Plan 16460) of Parcel One (Explanatory Plan 11037) of Lots "A" and "B" Section 13 Block 4 North Range 7 West New Westminster District Plan 8007

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9015**".

FIRST READING

APR 22 2013 MAR 24 2014

A PUBLIC HEARING WAS HELD ON

MAY 21 2013

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

<b>To Public Hearing</b>
Date: <u>April 22 2014</u>
Item # <u>3</u>
Re: <u>RZ 12-619835</u>
<u>Bylaw 9015</u>

6911 No. 3 Road,  
Richmond, BC V6Y 2C1  
www.richmond.ca

April 8, 2014  
File: 12-8000-01/2014

Finance and Corporate Services Department  
City Clerk's Office  
Telephone: 604-276-4007  
Fax: 604-278-5139

Shui Dai Qiu  
7788 Railway Avenue  
Richmond, BC V7C 3K1

Dear Shui Dai Qiu:

**Re: March 18, 2014 Planning Committee Agenda – Page “PLN-242”**

This is to acknowledge and thank you for your letter received on April 7, 2014 in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

Also, your letter has been forwarded to the Tuesday, April 22, 2014 Public Hearing as it relates to an item on the agenda – Rezoning Application RZ 12-619835 (Bylaw 9015 – 7400, 7420, and 7440 Railway Avenue).

For information purposes only, please note that staff have reviewed your letter and public records indicate that the names you highlighted on the petition were listed as owners of 7788 Railway Avenue when the rezoning process was initiated.

Thank you again for taking the time to make your views known.

Yours truly,

Hanieh Berg  
*Acting Manager, Legislative Services*

HB:aw

pc: Mayor and each Councillor (with letter)  
Joe Erceg, General Manager, Planning and Development  
Wayne Craig, Director, Development



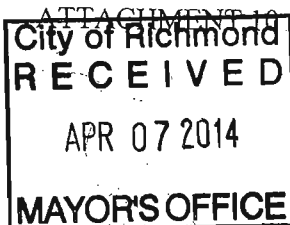
RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RT24) in order to construct 14 townhouse units.

To mayor Council:

I, Shuiden, Qiu, is the resident in 7788 Railway Ave.

I have been made aware of ~~the~~ two forgeries on our residential address. These fraudulent signatures must be dealt with the mayor <sup>by</sup> and Council.





## PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Narinder Pata	9591 Potlerson Road	604-721-2192	Narinder Pata
Steve Dhand	11880 Railway Avenue	778-7-8383	Steve Dhand
Darren Skully	7631 Lindsay Road	604-219-6562	Darren Skully
Jas Sandhu	7788 Railway Ave	604-274-1000	Jas Sandhu
Pam Sandhu	7788 Railway Ave	604-274-1000	Pam Sandhu
ZAKI KHAN	6800 GIBBONS DR	604-782-4146	Zaki Khan
Aneesha Hayer	4651 TITON RD.	604-339-7474	Aneesha Hayer
NABEEL KHAN	6800 GIBBONS DR.	604-782-4146	Nabeel Khan
Bhavana Jagral	4651 Titon Rd.	778-889-7777	Bhavana Jagral
LUTFOR KHAN	6780 GIBBONS DR.	604-782-4146	Lutfor Khan
RAVI SANDHU	7611 McCallan Rd	604-778-2339	Ravi Sandhu
JASNEET ANORA	7551 Montana Road	604-917-9172	Jasneet Anora
Paul Anora	7551 Montana Road	604-218-9172	Paul Anora
Carl Zheng	8980 Demarest Dr.	778-855-8321	Carl Zheng
Allen Wang	7391 Potts Rd	604-561-9799	Allen Wang
Erick Wolf	#5-7760 Blundell Rd	604-808-3551	Erick Wolf
Wendi Khosla	H/S 7760 Blundell Rd	(604) 808-3551	Wendi Khosla
Randy Nguyen	#7566 Railway Ave	778-754-5667	Randy Nguyen
Julie Shala	7540 Railway Ave	778-323-7607	Julie Shala
YANJIE HE	7458 Railway Ave	778-994-7788	Yanjie He
BALJINDER KAVR	7660 Railway Ave	778-383-6215	Baljinder Kavr
		604-272-1453	Helele

To Public Hearing
Date: April 22 2014
Item #3
Re: Bylaw 9015
RZ 12-619835

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

I am 100% against this proposal.

It does not fit in. Traffic is already an issue, for me left turns are always the most difficult.

This is not fair options for this area.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

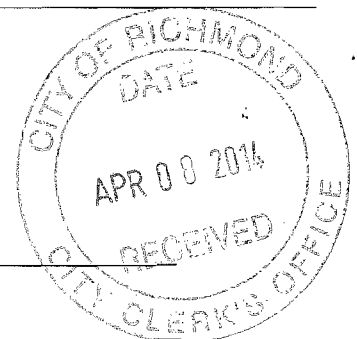
Only single family detached homes would be acceptable for us.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Elen Chiu

Address: 7473 Lindsay Road.



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing
Date: April 22 2014
Item # 2
Re: B/LW 9015
RZ 12-619835

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am <sup>not</sup> in favor of fourteen (14) 2-storey townhouse units. ☒

Comments:

I don't like the fact that this survey does not have an option to indicate that you are not in favor of either of these options. Also, since there is no parking on Railway Ave, I would like to be certain that there will be sufficient parking within the proposed development options. The city has just created the Greenway walking/cycling path which is fantastic but now I don't want cars from the proposed units parking on McCallan Road along the path.

**Option 2:** I am <sup>not</sup> in favor of ten (10) units' rowhouse (duplex). ☒

Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Major Grewal

Address: 7521 McCallan Road



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing
Date: April 22 2014
Item # 3
Re: Railway 9015
RZ 12-619835

		INT
	DW	
✓	MJ	
	DB	

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

No

Comments:

SINGLE FAMILY DEVELOPMENT ONLY FOR EXISTING LOTS

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

No

Comments:

FIVE SINGLE FAMILY HOMES ON 40 FOOT LOTS

Your comments will be collected by the City and will become public record.

Contact Information:

Name: R. C. Kohun

Address: 7691 LINDSAY COURT V7C-5C6

PH - 111



# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4B7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing	
Date:	April 22 2014
Item #	3
Re:	Kayla 9015
	RZ 12-619835

		INT
DW		
MJ		
DB		

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

*Too much traffic on Lindfield gate. Not enough street parking on North end of Lindsay Rd. Too hard to make left turns*  
*Only single family detached homes. are suitable for this property.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

*I reject this proposed option #2 For same reason as option #1.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

*Mable Yu*

Address:

*7231 Lindsay Rd. Richmond*

PH - 112



# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing	
Date:	April 22, 2014
Item #	3
Re:	Bylaw 925
	RZ 12-619835

		INT
	DW	
✓	MJ	
	DB	

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

*No*

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

*No*

Comments:

*Only single detached houses please  
Traffic is a major concern because  
Railway has only one lane*

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Your comments will be collected by the City and will become public record.

Contact Information:

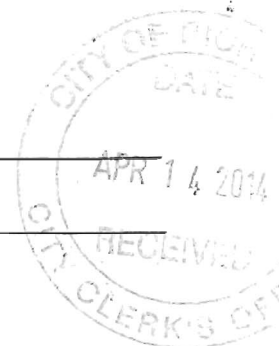
Name:

*Elsa Wong*

Address:

*7711 Lindsay Court*

PH - 113





# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing	
Date:	April 22 2014
Item #	3
Re:	611111 9215
	RZ 12-619835

		INT
	DW	
	MJ	
	DB	

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex) to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

**NO**

Comments:

We will end up with more traffic & parking <sup>people</sup> on Lindsay Rd. It is already difficult to get onto Railway and this will make it worse. There is already too much traffic going on to Railway with <sup>the</sup> houses & the apartments. This proposal is not supported. There is not enough room for more parking & there is too much traffic on Railway already. Drivers speed through our subdivision to avoid the traffic on Railway.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

**NO**

Comments:

same as above

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Laurie-Ann Stewart

Address: 7440 Lindsay Road Richmond

PH - 114





# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing
Date: April 22 2014
Item # 3
Re: B/LW 9015
RZ 12-619835

		INT
	DW	
✓	MJ	
	DB	

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

*I'm against the development of the townhouses. My main concern will be the congestion it will cause. Parking will also be an issue.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

*I'm against the development of the duplex as well. Detached single family home will be more suitable.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Eric Hendryuwono

Address: 7551 Lindsay Rd



# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing
Date: April 22, 2014
Item # 3
Re: BULKY 9015
RZ 12-619835

8/L 9015

		INT
	DW	
✓	MJ	
	DB	

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

I don't support! They are not congruous with the surrounding area. Besides, the proposal will increase the density of population which will in turn cause other problems, such as traffic.

So, what I would support is three detached houses.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

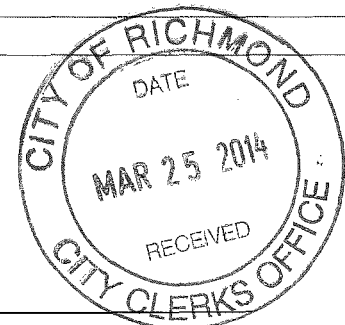
Same as above

Your comments will be collected by the City and will become public record.

Contact Information:

Name: DAVID YUEN

Address: 7491 McCallan Road, Richmond, BC.



March 17, 2014

To Public Hearing	
Date:	April 22 2014
Item #	3
Re:	B/L # 9015
	12-12-619835

B/L # 9015

		INT
	DW	
✓	MJ	
	DB	

To whom it may concern:

We reside at 5028 Linfield Gate. We are writing this letter to express our concerns with the proposed plan by Sandhill Homes Ltd. to re-zone 7400, 7420 and 7440 Railway Avenue to allow for the construction of either fourteen 2-storey townhouse units, or ten units of row houses. We feel that neither one of these options would work well.

The reason we are not in favour of such a proposal, is due to the lack of parking spaces that either one of these plans provide for. Currently there is no parking allowed on Railway Avenue. Suffice it to say, any such parking for visitors of either one of these two complexes, would have to come from Lindsay Road or Linfield Gate. This would not be favorable as there is limited parking available. More importantly, it would also draw a lot of traffic along the Lindsay Road corridor. There is little sidewalk space for pedestrians (except for a small stretch). On any given day, cars are already travelling along Lindsay Road well in excess of 50 km/h. This is a smaller road and drivers treat it like it is Railway Avenue (which is a much bigger and wider road) and speed along it, neglecting the safety of pedestrians. With a nearby elementary school (Donald McKay), it will make the walk home for children even more perilous once we introduce more traffic. I feel it would be an irresponsible decision to approve the proposal to build either one of these two "options". What would be a better solution would be to allow for three single dwelling homes to be built in the old location of 7400, 7420 and 7440 Railway Avenue instead.

Sincerely,



Dai Deng

(on behalf of my mother, Lan Nguyen)



[illegible]

**REALTOR®**

**WOLF**  
THE NEW  
**RE/MAX**  
Westcoast

110-6086 Russ Baker Way  
Richmond, BC,  
V7B 1B4  
Office: 604.273.2828  
Fax: 604.241.0445  
Email: info@stevellatham.ca

**604.220-9695**

Yours to  
—P. B.  
Thanks for your  
answer.

My Name is Steve Latham and I am a Realtor with Remax here in Richmond. This is the Plan for 7400,7420 and 7440 Railway. The developer is proposing 14 townhomes, 2 stories only and each unit has 2 parking spots. This is a first class project with strong street appeal. We are preparing a petition in favor of this great project and feel it will add value to the surrounding homes in community. Please contact me at 604-220-9695 to discuss this matter.

Respectfully,  
Steve Latham

RAILWAY →

Steve Latham

# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing	
Date:	April 22, 2014
Item #	3
Re:	Bylaw 9D15
	RZ 12-619835

		INT
	DW	
	MJ	
	DB	

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

To much traffic, Not enough Parking.  
Negates the value of the new GREENWAY.  
Dont want to die of poisoning by exhaust fumes.

I enjoy watching people using the Greenway.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

Not acceptable. possible mental problems.

only single family de-tached homes are acceptable to me in this area. This is the only acceptable option.

Your comments will be collected by the City and will become public record.

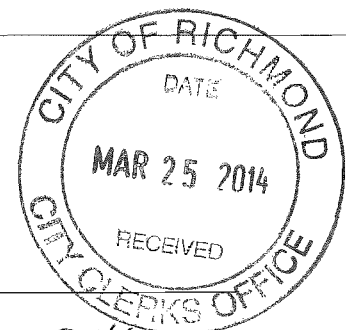
Contact Information:

Name:

AH/Almeida

Address:

7631 McCallan Rd. Richmond, BC V7C 2H6.





# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

*I am not in favor of any townhouse option*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

*same as above*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: *Gertrud Beichel*

Address: *5040 Lancing Rd.*

<b>To Public Hearing</b>	
Date:	April 22 2014
Item #	3
Re:	BL 9015
	RZ 12-619835

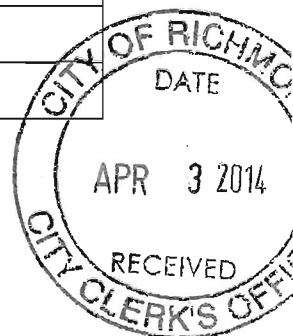
## PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Sharon Gill	7240 Railway Ave	604-557-1004	[Signature]
Gordon Gill	7240 Railway Ave	604-275-1330	[Signature]
Hugo Pineda	7260 Railway Ave	604-561-7325	[Signature]
Marili Vosquez	7260 Railway Ave	604-561-7325	[Signature]
Penny Yin	7201 Lindsay Rd	604-340-2130	[Signature]
Eric Li	7251 Lindsay Rd	778-991-5567	
Guybert Mann	7491 Lindsay Rd.	604-720-0944	[Signature]
Abraham	7491 Lindsay Rd.	604-506-5546	[Signature]
Stanley Tsing	7540 Lindsay Rd.	604-396-4900	[Signature]
Emmale	5100 Landing Rd.	604-720-2649	[Signature]
Gertrud Beichel	5040 Landing	604-277-8878	[Signature]
I was misled and want my name to be			
taken off this petition.			
		Gertrud Beichel	



# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7


Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing
Date: April 22 2014
Item # 3
Re: BL 9015
RZ 12-619835

February 25, 2014


## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

<sup>NOT</sup>  
**Option 1:** I am <sup>^</sup>in favor of fourteen (14) 2-storey townhouse units. 

Comments:

No.

<sup>NOT</sup>  
**Option 2:** I am <sup>^</sup>in favor of ten (10) units' rowhouse (duplex). 

Comments:

No

Refer to file RZ 12-619835 for arguments against.  
a "petition in favour" (attachment 10)  
is invalid

Your comments will be collected by the City and will become public record.

Contact Information:

Name: R. TATE & Eileen Tate

Address: 7520 Railway



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

To Public Hearing
Date: <u>April 22 2014</u>
Item # <u>3</u>
Re: <u>BL 9015</u>
<u>RZ 12-619835</u>

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ No

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ No

Comments: *I Oppose to the rezoning proposal because of traffic concern. Railway is only a one-lane road with buses travelling on it. If more people need to make a left turn into the townhouse complex, it will be jammed.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Connie Lam  
Address: 7011 McCallan Rd



# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

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

		INT
	DW	
✓	MJ	
	DB	

To Public Hearing	
Date:	April 22 2014
Item #	3
Re:	BL 9015
	RZ 12-619835

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

No

Comments:

We strongly oppose the rezoning 7400, 7420, 7440 Railway Avenue to build (14) 2-storey townhouse units. This proposed townhouse complex will be plunked right in the middle of our single house on both sides and behind the proposed townhome site. If it goes through will ruin the larger home character of the street and neighborhood. Traffic would be a major problem. Railway is the single lane street both ways and traffic would be blocked on the street going south since a large volume of cars.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

No

Comments:

We strongly oppose the rezoning 7400, 7420, 7440 Railway Avenue to build (10) units' rowhouse. From the site plan, it doesn't show any visitor parking for these (10) units' rowhouse and parking would be another concern since there is no street parking allowed on Railway Avenue. This would maybe ~~be another concern~~ the potential parking nightmare on streets behind the proposed ~~town~~ rowhouse.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: XIAO MIA MAI

Address: 2391 LINDSAY ROAD. RICHMOND B.C.





# City of Richmond

Planning and Development Department  
Development Applications

<b>To Public Hearing</b>
Date: <u>April 22 2014</u>
Item # <u>2</u>
Re: <u>RZ 12-619835</u>
<b>Memorandum</b>

Bylaw 9015

**To:** Mayor and Councillors  
**From:** Wayne Craig  
Director of Development

**Date:** April 17, 2014  
**File:** RZ 12-619835

**Re:** Rezoning Application by 664525 BC Ltd at 7400, 7420, 7440 Railway Ave  
Richmond Zoning Bylaw 8500, Amendment Bylaw 9015

## Origin

At the Planning Committee meeting held on March 18, 2014, the Committee had queries about the sustainability features proposed with the rezoning application by 664525 BC Ltd to develop 14 townhouses at 7400, 7420, and 7440 Railway Avenue (RZ 12-619835). In response to the Committee's queries, the applicant advised that they would work with City staff to explore the potential sustainability options available for the proposed development.

The purpose of this memo is to provide an update on the applicant's commitment to incorporating sustainability features into the development proposal at the subject site.

## Proposed Sustainability Features

The applicant has provided staff with a list of commitments that they are making regarding sustainability features proposed with development at the subject site. The applicant has committed to achieving an EnerGuide rating of 82 for the proposed development. The details of construction requirements needed to achieve the rating will be resolved as part of the Development Permit Application review process.

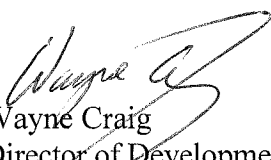
## Analysis of Energy Reductions

City staff in the Sustainability Division has reviewed the applicant's list of sustainability features and has identified that the commitment to achieve an EnerGuide rating of 82 for the proposed development yields the following rough per unit estimates of annual energy and greenhouse gas (GHG) savings (based on median amounts and averaged electric and natural gas units):

- Annual energy savings: 8.6 GJ (2,400 kWh) or 15%; and
- Annual GHG savings: 0.20 tonnes CO<sub>2</sub> emissions.

## Conclusion

City staff in the Development Applications Division and Sustainability Division has reviewed the list of sustainability features that the applicant has committed to incorporating into the proposed development and recommend support for the rezoning moving forward on this basis.

  
Wayne Craig  
Director of Development  
WC:cl



**To:** Planning Committee

**Date:** February 24, 2014

**From:** Wayne Craig  
Director of Development


**File:** RZ 12-605038

**Re:** **Application by Yamamoto Architecture Inc. for Rezoning at 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street, and 7211, 7231 and 7271 No. 4 Road from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)" and "Town Housing (ZT70) – South McLennan"**

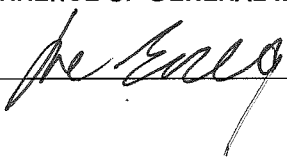
**Staff Recommendation**

1. That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9106, to:  
re-designate the eastern 62 m of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street from "Residential, Historic" to "Residential, 2 ½ Storeys" in the Land Use Map in Schedule 2.10D (McLennan South Sub-Area Plan); and to amend the Character Area Key Map in Schedule 2.10D (McLennan South Sub-Area Plan) for the same portion of the site from "Single Family" to "Townhouse 2 ½ Storeys", be introduced and given first reading;
2. That Bylaw 9106, having been considered in conjunction with:
  - The City's Financial and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;are hereby found to be consistent with said program and plans in accordance with Section 882 (3) of the Local Government Act;
3. That Bylaw 9106, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9107, to: create "Town Housing (ZT70) – South McLennan"; to rezone the eastern portions of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street, and the lots at 7211, 7231 and 7271 No. 4 Road from "Single Detached, (RS1/F)" to "Town Housing (ZT70) – South McLennan"; and to rezone the western 28 metres of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street from "Single Detached, (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)"; be introduced and given first reading.

  
Wayne Craig  
Director of Development

DJ/BK:blg  
Att.

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

## Staff Report

### Origin

Yamamoto Architecture Inc. has applied to create a new site-specific townhouse zone “Town Housing (ZT70) – South McLennan)” and to rezone the eastern portions of 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street, and the lots at 7211, 7231 and 7271 No. 4 Road from “Single Detached, (RS1/F)” to this new “Town Housing (ZT70) – South McLennan)” zone to permit a 78-unit townhouse complex on the east of site, extending to No. 4 Road. The applicant has also applied to rezone the western 28 m of the properties at 7120, 7140, 7160, 7180, 7200, 7220, 7240, and 7260 Bridge Street, from “Single Detached (RS1/F)” to “Single Detached (ZS14) – South McLennan (City Centre)”, to permit the creation of seven (7) single detached properties fronting Bridge Street(**Attachment 1**). An amendment to the McLennan South Sub-Area Plan, Schedule 2.10D of the Official Community Plan is also required.

### Findings of Fact

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

### Surrounding Development

To the North:

- At 9699 Sills Avenue, a 45-unit, two-storey townhouse complex, zoned “Low Density Townhouses (RTL3)”.
- At 7195 and 7191 No. 4 Road, Single-Family Dwellings zoned “Single Detached (RS1/F)”.

To the East: Across No. 4 Road, a Single Detached Dwellings zoned “Agriculture (AG1)”.

To the South:

- At 7280 and 7300 Bridge Street, two storey Single Detached Dwellings, zoned “Single Detached (RS1/F)”.
- At 7311 and 7315 No. 4 Road, Single Detached Dwellings zoned “Single Detached (RS1/F)”.
- At 7331 No. 4 Road, a 22-unit, two-storey townhouse complex, zoned “Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)”.

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

### Related Policies & Studies

#### Richmond Official Community Plan (OCP) – Schedule 1

The Richmond Official Community Plan (OCP) designates this subject site as “Neighbourhood Residential (NRES)” in its 2041 Land Use Map. This permits single-family, two-family and multiple family housing (specifically townhouses). The proposed development would be consistent with the “Neighbourhood Residential (NRES)” land use designation.

McLennan South Sub-Area Plan – Schedule 2.10D

The McLennan South Sub-Area Plan Land Use Map (**Attachment 3**) designates the land use of the subject properties as:

- Bridge Street properties: “Residential, Historic Single-Family”, 2 ½ storeys maximum 0.55 base floor area ratio (F.A.R.). Lot Size along Bridge and Ash Streets: Large-sized lots (e.g. 18 m/59 ft. minimum Frontage and 550 m<sup>2</sup>/ 5,920 ft<sup>2</sup> minimum area).
- No. 4 Road properties: “Residential, 2 ½ storeys” typical (3 storeys maximum), predominately Triplex, Duplex, Single Family 0.55 base F.A.R.

To support this proposal, an OCP Amendment is required to amend Schedule 2.10D; to amend the McLennan South Sub-Area Plan as follows:

**1. Redesignation of the rear portion of the site fronting onto Bridge Street from “Residential (Historic)” to “Residential (2 ½ Storeys)” and a related amendment to the Sub-Area Plan Land Use Map.**

The western portion (62 m) of the rear of the subject lots that front onto Bridge Street of the proposed townhouse project is currently designated in the Sub-Area Plan for single family use. To allow the proposed townhouse development to proceed, the land use designation of the area must be amended from “Residential (Historic)” to “Residential (2 ½ Storeys)”, and a map change is also required.

**2. Amendment to the Character Area Key Map to support the changes to the Land Use Map identified in (1).**

The Character Area Key map in the McLennan South Sub-Area Plan identifies the same portion of the site for single-family, duplex and tri-plex uses. An amendment to this map to reflect the proposed townhouse use is required.

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 ms above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on Title prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

In accordance with the City’s Affordable Housing Strategy, information to either building and supplying affordable housing units, or voluntary contributions to the Affordable Housing Reserve Fund have been forwarded to the applicant. Details on the applicant’s response to these requirements are provided later in this report.

Buffer to Agricultural Lands

In accordance with official Community Plan, a landscape buffer will be provided along the No. 4 Road frontage of the site, providing an interface to the lands on the east side of No.4 Road, which are located within the Agricultural Land Reserve (ALR) and are zoned “Agriculture (AGR)”. A 6.0 m setback is proposed for townhouse units on No. 4 Road, and details of the landscaping / buffering will be finalized through the Development Permit, including review of the proposed landscape plan for the buffer by the City of Richmond’s Agricultural Advisory Committee.



## Consultation

Official Community Plan (OCP): The proposed rezoning and OCP amendment is consistent with City policies regarding consultation. This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves 78 multiple-family housing units.

The proposed development site does not fall within an aircraft noise area, and therefore the application has not been referred to the Vancouver International Airport.

General Public: The applicant held a Public Information Meeting on December 18, 2013, at the nearby General Currie Elementary School. The proponent placed advertisements in four (4) consecutive editions of the Richmond Review on Dec 6th, 11th, 13th and 18<sup>th</sup>, 2013, and conducted a Canada Post mail drop to all of the McLennan South Sub-Area Plan area (approximately 4,600 residences), including the immediately surrounding neighborhood. Approximately 20 people attended the meeting. Concerns from those in attendance were largely related to on-street parking impacts arising from the additional density, traffic generation and improvements on Bridge Street. The applicant has provided a summary report of the Public Information Meeting (**Attachment 6**).

In response to the comments raised at the meeting, staff note that the eastern frontage of Bridge Street, including two lots not part of the application (at 7280 and 7300 Bridge Street) will be improved with gutter, curb, boulevard and sidewalk. Parking impacts should be minimal, as each unit features a side-by-side double garage and on-site visitor's parking spaces are provided in accordance with the requirements of the Richmond Zoning Bylaw 8500. The proposed development will see the construction of a new east-west connector road which will connect Bridge Street east to No. 4 Road. In addition, a new portion of LeChow Street will be constructed through the site, which will allow ready access to the east-west connector road. The bulk of traffic will likely use the connector to access No. 4 Road, rather than using streets to the west of the site. Those cars that do leave the site and move west will have little impact on existing single family lots to the west as Sills Avenue and Shields Avenue allow access to Granville Road and General Currie while bypassing the majority of adjacent single family lots.

Staff are of the opinion that the site design and transportation changes made since the public information meeting effectively address the concerns raised.

## Public Input

A notice board is posted on the subject property to notify the public of the proposed development. In addition to the comments provided at the open house, staff have received a number of responses from the public in relation to this application. Adjacent property owners have raised concerns regarding the land use change from single-family residential to townhouse.

In response to the notice board on the subject site, staff received written correspondence on two occasions from the owner of an adjacent lot at 7280 Bridge Street (**Attachment 6**). Primary

concerns of the resident are the proposed use and density of the townhouse site, and the changed character of the lots fronting onto Bridge Street. The resident specifically mentioned his concern that the lots on Bridge Street not be less than 18 m in width. The seven (7) proposed residential lots have a minimum width of 20.5 m and depth of 26.9 m. The resident also made specific comments regarding the transition from the proposed townhouses and single family lots on Bridge Street. The applicant has been made aware of these concerns and has made design revisions to the height and massing of proposed units which would be adjacent to this lot.

Staff also received an email from the resident at 7231 Bridge Street raising concerns with the proposed re-designation to townhouse to allow increased density, and resulting traffic and street parking concerns. The resident has also requested that the west side of Bridge Street be upgraded, but staff note that this is beyond the scope of this application, and upgrades to the west will be achieved when those lands re-develop.

Should this application receive first reading, a Public Hearing will be scheduled.

### **Analysis**

The application analysis is set out in two (2) parts to clarify the proposed amendments to the OCP and the proposed rezoning bylaw.

#### **PART 1 – OFFICIAL COMMUNITY PLAN (OCP) AMENDMENT TO THE MCLENNAN SOUTH SUB-AREA PLAN (SCHEDULE 2.10D) AMENDMENT (BYLAW 9106)**

The McLennan South Sub-Area Plan establishes a framework for the evolution of this area into an important City Centre residential neighbourhood. The plan aims to respect many of the area's features, including its traditional single-family character and mature landscape, while still providing opportunity for a variety of new housing types.

The current land use designations in the Sub-Area Plan would allow the single family homes on large lots on the west of the site – lots fronting onto Bridge Street – to remain, while providing for subdivision potential of the rear (east) of these properties, which would front onto a new road (LeChow Street) as identified in the Plan. The McLennan South Sub-Area Plan would allow townhouse development for the lands located between LeChow Street and No. 4 Road, with a new avenue to connect LeChow Street to No. 4 Road, providing access to townhouse sites.

**Attachment 3** provides the current land use designations and proposed road alignments in the area. The applicant will be constructing a full-width east-west connector road from LeChow Street to No. 4 Road, which will improve vehicle and pedestrian connectivity in the neighbourhood.

The extent of the applicant's proposed amendment to the Official Community Plan is illustrated in **Attachment 4**. The proposed development (**Attachment 5**) will require a designation change for the eastern 62 m portion of the lots fronting Bridge Street extending east toward the future alignment of LeChow Street. The applicant proposes the amendment to the Sub-Area Plan for an area of approximately 10,800 m<sup>2</sup> (116,315 ft<sup>2</sup>). The Sub-Area Plan designation for the western portion of the lands fronting onto Bridge Street (an area 28 m deep) will not be changed.

The proposed townhouse designation permits the on-site preservation of 9 trees, which would not likely be possible if the lands were to be rezoned and subdivided for single family lots, as single family lots have a larger permitted footprint on each lot and the required floor-proofing grade

change. The proposed re-designation of a portion of the site to permit townhouses allows for a more site specific building envelope, and the requirement for on-site outdoor amenity area provides the opportunity to preserve trees on the site. An indoor amenity area will be provided, and the applicant has offered that this amenity space will be heated and cooled by a geothermal system. Registration of a legal agreement to ensure this is a consideration of final adoption of the rezoning bylaw.

Maintaining the Single Family Designation on the lands fronting Bridge Street achieves a key objective of the McLennan South Sub-Area Plan: to ensure large single family lots are maintained on Bridge Street. In addition, the proposed townhouse design features two-storey units along the rear yards of the single family lots in order to enhance the interface between land uses.

Staff support the proposed re-designation, as the project would maintain a single-family interface to the west, and the townhouse designation is consistent with the overall goals of the McLennan South Sub-Area Plan.

**PART 2 – REZONING BYLAW 9107 TO REZONE THE WESTERN 28 M OF THE SITE FROM RS1/F TO SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE), AND REZONE THE EASTERN PORTION TO ZT70 FOR 78 TOWNHOUSE UNITS .**

Proposed Zoning to Single Detached (RS1/E) and Town Housing (ZT70) – South McLennan

The proposed rezoning from “Single Detached RS1/F” zone to “Single Detached (ZS14) – South McLennan (City Centre)” zone for the western portion of the lots fronting onto Bridge Street allows the subdivision of these properties to create lots with a minimum depth of 24 m. The current “Single Detached RS1/F” zone requires a minimum depth of 45 m, and the proposed resulting lots would not conform. Staff support the proposed rezoning, as the “Single Detached (ZS14) – South McLennan (City Centre)” lots would result in lots keeping in the general character of single-family lots in the area. The ZS14 Zone has been used to allow subdivision of a number of properties in the surrounding area.

The rezoning of the eastern portion of the site from “Single Detached RS1/F” zone to the proposed new “Town Housing (ZT70) – South McLennan)” zone would permit the proposed 78-unit townhouse project, and associated on-site amenity space. The “Town Housing (ZT70) – South McLennan)” zone has been based on the “Medium Density Townhouses (RTM3)” zone, with a minor increase in floor area ratio from 0.7 to 0.72, and minor reduction in required setbacks to public roads.

Transportation and Site Access

To support the implementation of the McLennan South Sub-Area Plan, the applicant has worked closely with staff to resolve transportation-related issues to arrive at a land use proposal and road concept consistent with the road network envisioned in the McLennan South Sub-Area Plan (**Attachment 5**).

*East – West Connector Road*

A new intersection will be created on No. 4 Road between Granville Avenue and Blundell Road, through the dedication and construction of an as-yet unnamed east-west connector road from No.4 Road west to LeChow Street. A full width road will be constructed and the intersection at No. 4 Road will feature a new traffic signal provided by the developer.

The proposed road alignment of this new east-west road has been designed to avoid impacts on the properties at 7191 and 7195 No. 4 Road, maintaining their development potential, as well as providing the required access to the proposed townhouse development. A dedication of 16.95 m along the northern edge of the site is required, and a Servicing Agreement will be entered into to secure full road construction, curb and gutter, grassed boulevard with street trees, and sidewalk all on the south side of the road dedication fronting the site. The applicant has agreed to provide a gravel path along the north side of the east-west connector road for pavement stability and additional setback, while maintaining the future redevelopment potential of 7191 and 7195 No. 4 Road. When these adjacent sites develop at higher densities in the future, final road dedication and required construction will be secured from those properties through a rezoning application and Servicing Agreement.

#### *LeChow Street*

The applicant has agreed to dedicate 10.65 m of land off for LeChow Street along the east portion of the site (the rear of the parent properties which currently front onto Bridge Street). The applicant has proposed an interim road design that will not include the standard grass and tree boulevard, but a sidewalk, curb and gutter and a road where the applicant will construct a road wide enough to support two-way traffic movement and a sidewalk within the dedicated lands, directly adjacent to the western edge of 7191 and 7195 No. 4 Road. The full road will be constructed when 7191 and 7195 No. 4 Road are re-developed.

The applicant has provided a final design and a cost estimate for the ultimate works to change the interim condition of the west side of LeChow Street to the City standard, and has agreed to provide a cash contribution in the amount of \$80,000 for these works. The City's Engineering Department has reviewed the cost estimate and agrees that its value is appropriate. The contribution will be payable prior to the adoption of rezoning.

LeChow Street will also be dedicated through the subject site extending south from the east-west connector road, and will be provided in a 12 m road dedication with curb and gutter, grass boulevard on the west side, and sidewalk on the west side. The dedication of this portion of LeChow Street is consistent with the road concept outlined in the McLennan South Sub-Area Plan.

#### *Shields Avenue*

A single parcel remains south of the proposed OCP amendment and rezoning, which is not included in the development proposal located at 7300 Bridge Street. The applicant has prepared a future development concept for this lot which illustrates that there is potential for a combination of two-storey townhouses and single-family lots for this parcel. In addition, the developer will provide a cash contribution of \$89,000 towards the future construction of the north portion of Shields Avenue, in recognition that the bulk of traffic on the future through road of Shields Avenue will be generated by the proposed townhouse project, and to further enhance the development potential of this adjacent parcel. The City's Engineering Department has reviewed the cost estimate and has agreed that the estimate is sufficient to proceed with the rezoning, but that final details regarding the deposit will be determined at the Servicing Agreement to the satisfaction of the Director of Engineering. This deposit will be payable prior to the adoption of rezoning.

### *Sills Avenue*

The applicant will construct a portion of Sills Avenue along the north property line of the site, completing the road construction that was partially completed as part of a previous townhouse redevelopment at 9699 Sills Avenue. During the rezoning stage of this development (RZ 05-319627), the applicant at the time dedicated 7.50 m and made a financial contribution to the City for the purpose of providing funds to a future developer to build the full width road and frontage works of LeChow Street.

### Engineering

The City's Engineering Department has determined the scope of upgrades to existing services and the extent of new services that are required to service the proposed development, as listed below. Further details will be specified at the Servicing Agreement stage.

### *Storm*

- Upgrade the existing storm sewer from the southern property line of 7280 Bridge Street to Sills Avenue.
- Construct a new storm sewer along the east-west connector road connecting to the new LeChow Street storm sewer and the existing system on No. 4 Road.
- Construct a new storm sewer along LeChow Street from Shields Avenue to the existing system at Sills Avenue.

### *Sanitary*

- The developer is responsible for constructing new sanitary sewers within road dedications as required to service the development site that will connect to the existing sanitary sewer system. Calculations for pipe sizing will be verified during the Servicing Agreement.

### *Water*

- The developer is responsible for constructing new water mains within road dedications as required to service the development site that will connect to existing water mains on Bridge Street, Shields Avenue and No. 4 Road.

The developer is also responsible for the burial of hydro wires on existing utility poles.

### Affordable Housing

The applicant will make a voluntary contribution to the Affordable Housing Reserve Fund consistent with the City's Affordable Housing Strategy. The voluntary contribution is based on \$2.00 per buildable square foot for townhouse units, and \$1.00 per buildable square foot for single family dwellings, calculated by the proposed Floor Area Ratio (FAR) of the townhouse units (0.7 FAR), and the allowed floor area ratio for the single family lots. The calculated contribution is \$217,610 for townhouse units and \$21,362 for single family dwellings, for a total affordable housing contribution of \$238,972, which is payable prior to the adoption of rezoning.

### Amenity Space

The applicant is proposing a 529 m<sup>2</sup> outdoor amenity area in the south-west corner of the site, which will include lawn area, play space and 100 m<sup>2</sup> indoor amenity building. The size of the outdoor amenity and the indoor amenity room both meet the minimum requirements of the OCP.

The area is intended to function as a central gathering space for the townhouse complex. The indoor amenity area will be heated and cooled by a geothermal system. A legal agreement to secure this facility is a condition of rezoning.

### Trees

The applicant has provided an arborist's report (**Attachment 7**) for the existing trees on the eleven (11) subject properties. A total of 241 on-site trees have been identified and assessed. A total of 9 trees will be retained through the proposed development, and the remainder of the trees will be removed. Of the 241 trees identified, 57 trees are located within required road dedication areas and are exempt from replacement requirements, and the balance of trees are either in poor condition, or in conflict with proposed building envelopes or with the internal roadways. Taking into account the 57 trees in road dedication areas and the nine (9) retained trees, a total of 175 removed trees require compensatory planting or cash-in-lieu of on-site trees.

The applicant proposes to retain a total of 9 trees on site, clustered around the outdoor amenity area at the south-west of the site. These trees are: 8 conifers (a mix of spruce and fir) and one sweetgum. Installation of protective tree fencing around these trees will be a condition of rezoning.

In addition to trees in conflict with roads and building envelopes, the City's flood proofing requirements require the applicant to raise building grades to a minimum flood construction level (FCL) of 2.9 m Geodetic Survey of Canada (GSC). This will require soil deposit / fill, which further impacts the ability to preserve trees on the site. The applicant is able to work with site grading around the proposed amenity area to save trees as there is flexibility with building locations and slab elevations that cannot be achieved elsewhere on the site. With the additional open space around the amenity building, the existing grade of approximately 1.7m GSC can be gradually interfaced with landscaping and grading to meet the overall site grade requirements for flood proofing to 2.9 m GSC, an minimize impacts on the trees.

With a 2:1 replacement ratio, a total of 350 replacement trees are required. There is insufficient space on the townhouse site and the proposed seven (7) single family lots to accommodate this number of trees. The applicant is proposing to replant 178 trees on the townhouse site and three trees per single family lot, for a total of 199 trees. A cash contribution in the amount of \$75,500 will be a condition of rezoning, as cash-in-lieu of required replacement trees.

### Discharge of Restrictive Covenant BB0681427

A restrictive covenant was registered on the Title of 7160 Bridge Street in 2008 as part of an earlier subdivision application to create the lot. This covenant specified a minimum flood construction elevation of 0.9 m Geodetic Survey of Canada (GSC) elevation. Since that time, the minimum flood construction elevation for this area is 2.9 m GSC. The new minimum flood construction level will be secured by a new legal agreement registered on Title, and the existing legal agreement should be discharged as a condition of rezoning approval.

### 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. An option is to provide a voluntary contribution at a rate of approximately \$0.77/ft<sup>2</sup> based on maximum FAR (\$83,780) to secure participation in the program. The voluntary contribution is payable prior to the adoption of the rezoning application. Provision of Public Art will be done through the coordination between the developer and the City's Public Art Coordinator.

### Universal Access

To assist in ensuring accessibility is an option for residents of the townhouse area, the applicant has notified the City that they will be identifying townhouse units for conversion to Universal access for wheelchair accessibility. These units will be identified and the design reviewed during the Development Permit review. Some of the items that are included during the construction of these units are:

- Providing wider doors to facilitate wheelchair movement through the unit.
- Set heights for accessing electrical outlets.
- Ensure greater clearances for easier access to items such as bathroom fixtures.
- Pull-out door and cabinets in kitchens.

All townhouse units are to provide aging in place features such as additional blocking in bathroom walls for the future installation of grab bars, lever door handles, and wide door openings to facilitate access for walkers and wheelchairs. Details on these features will be provided in on the Development Permit drawings.

### Form of Development

The developer proposes to construct a total of 78 townhouse units on the site: 33 two-storey units and 45 three-storey units, to be constructed around a combination of public and private roads. Including a new north-south alignment of LeChow Street through the site. The developer's proposed form of development generally conforms to the McLennan South Sub-Area Plan

Development Permit (DP) approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. At DP stage, among other things, the following will be addressed:

- Overall appropriateness to the form and character of the proposed townhouse units and the indoor amenity building.
- Detailed architectural, landscaping and open space design.
- Detailed design of road cross sections, including alignment of sidewalks, curbs, and boulevards.
- Referral of the landscape design to the City's Agricultural Advisory Committee for review of the No. 4 landscape scheme and buffering of lots in the Agricultural Land Reserve (ALR) on the east side of No. 4 Road.

In addition to the townhouses proposed, the western portion of the parent lots will be subdivided into seven (7) single-family lots under the "Single Detached (ZS14) – South McLennan (City Centre)" zone. A Development Permit is not required for these single-family lots.

The proposed development exceeds the bylaw requirement for on-site parking, by providing a side-by-side two-stall garage for every unit. The ultimate design of the roadways abutting the townhouse portion of the development have been widened to allow for parking on both sides of the street.

### **Financial Impact**

As a result of the proposed development, the City will take ownership of developer contributed infrastructure assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals.



The anticipated operating budget impact for the ongoing maintenance of these new infrastructure assets is estimated to be \$15,000, and this will be considered as part of the 2015 Operating budget, should these works be constructed and turned over to the City by 2015.

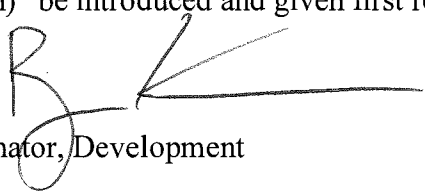
### **Conclusion**

The subject development is generally consistent with the intent and goals of the McLennan South Sub-Area Plan; for a higher density residential neighbourhood, serviced by a functional road network. The proposed re-designation of the east portion of the parent lots fronting onto Bridge Street maintains a single-family transition to the existing single-family lots to the west of the site, while the proposed townhouse portion of the development is consistent with other recent multiple-family residential projects in the area. The applicant has worked closely with staff to provide the required road dedications to meet the traffic and circulation needs of this area.

It is recommended that Richmond Official Community Plan Amendment 7100 Bylaw 9106 to amend the land use designations for the site from "Residential, Historic" to "Residential, 2 ½ Storeys" in the existing Alexandra Neighbourhood Land Use Map in Schedule 2.10D (McLennan South Sub-Area Plan); and to amend the existing Character Area Key Map in Schedule 2.10D (McLennan South Sub-Area Plan) for same portion of the site from "Single Family" to "Townhouse 2 ½ Storeys", be introduced and given first reading.

It is further recommended that Richmond Zoning Bylaw No. 8500 Amendment Bylaw 9107 to rezone the western 28 m of the site from "Single Detached, (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)"; to create "Town Housing (ZT70) – South McLennan)", and rezone the remainder of the site from "Single Detached, (RS1/F)" to "Town Housing (ZT70) – South McLennan)" be introduced and given first reading.

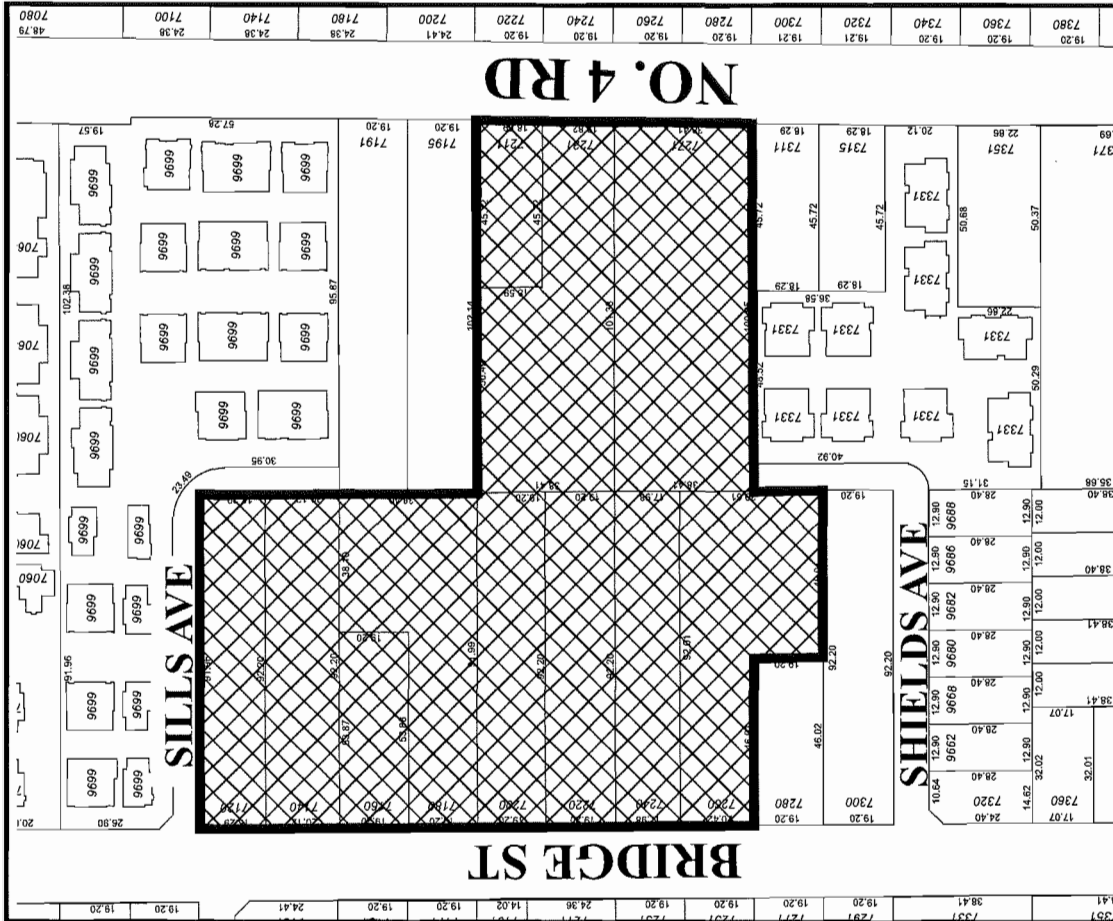
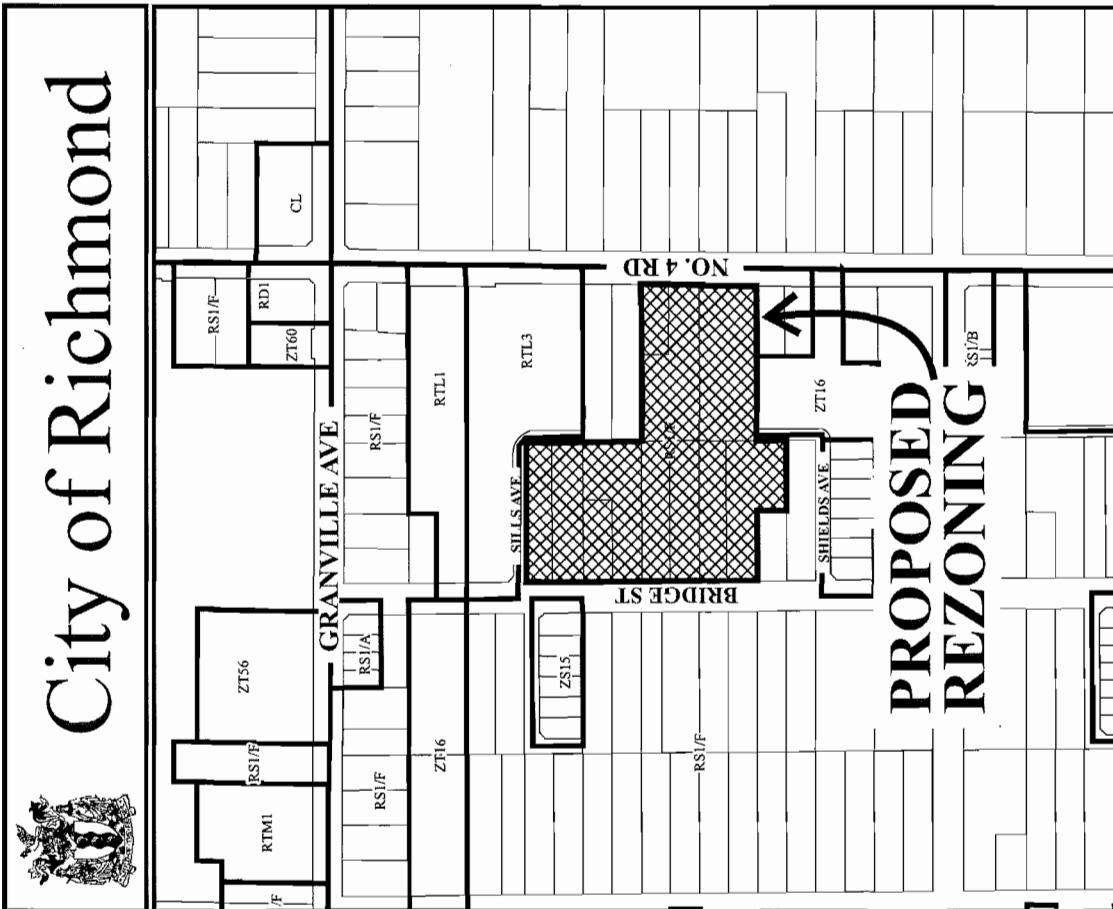
Barry Konkin  
Program Coordinator, Development  
(604-276-4138)



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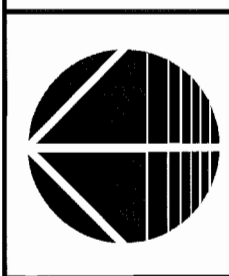
### Attachments:

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Existing McLennan South Sub-Area Plan Land Use Map
- Attachment 4: Proposed OCP Amendment Map
- Attachment 5: Conceptual Development Plans
- Attachment 6: Public Information Meeting – Summary Information and Other Public Correspondence
- Attachment 7: Arborist's Report – Tree Survey Plan
- Attachment 8: Conditional Rezoning Requirements

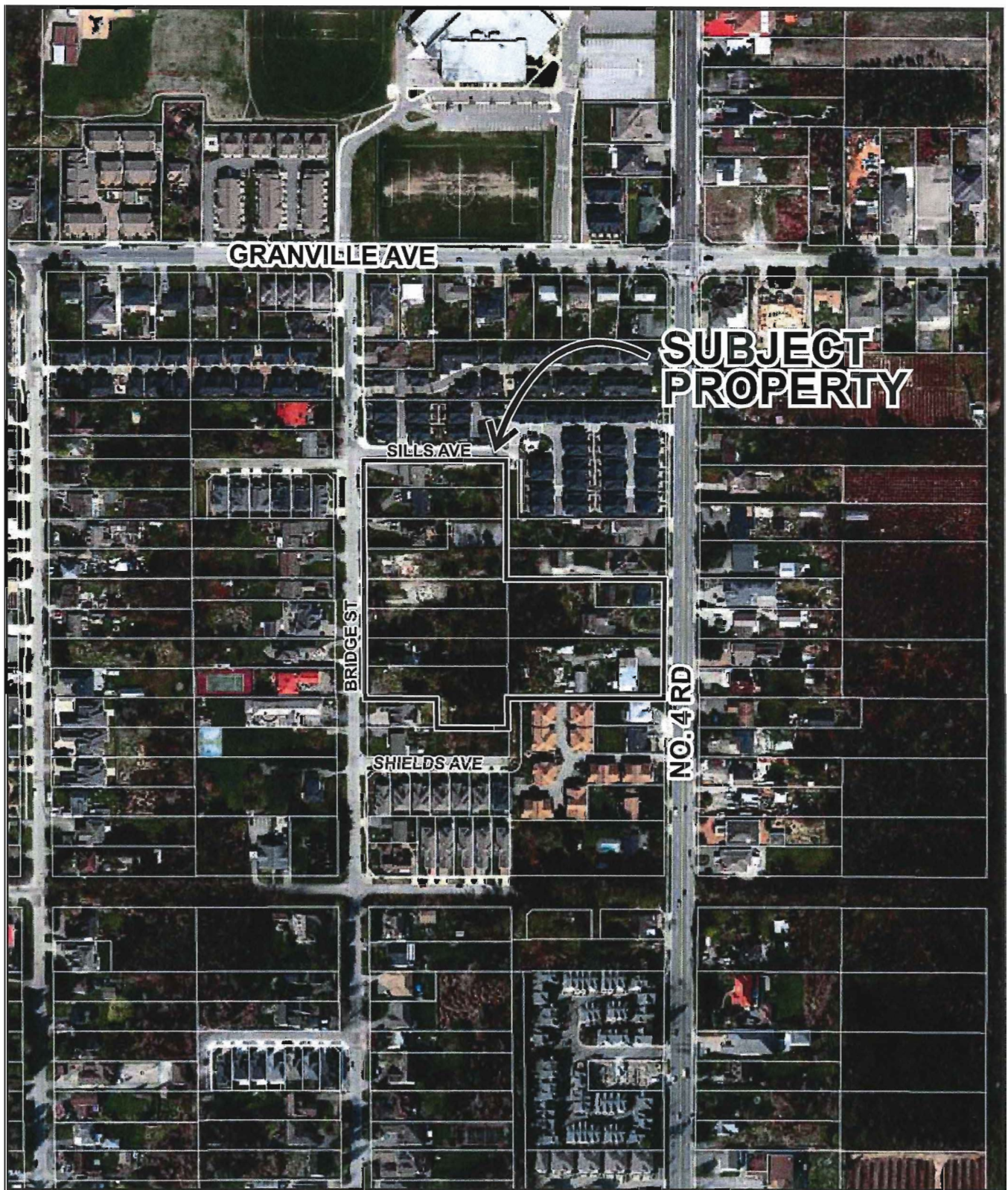


Original Date: 05/04/12  
 Revision Date: 07/25/13  
 Note: Dimensions are in METRES

RZ 12-605038







RZ 12-605038

Original Date: 05/04/12

Amended Date: 07/25/13

Note: Dimensions are in METRES



**City of  
Richmond**

## Development Application Data Sheet

Development Applications Division

**RZ 12-605038**

**Attachment 2**

Address: 7120, 7140, 7160, 7180, 7200, 7220, 7240, 7260 Bridge Street and  
7211, 7231, 7271 No. 4 Road

Applicant: Yamamoto Architecture Inc.

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

	Existing	Proposed
<b>Owner:</b>	Hui Yuan Investments (Canada) Ltd. & Mao Hua Chen	
<b>Site Size (m<sup>2</sup>):</b>	18,293 m <sup>2</sup> overall site	14,440 m <sup>2</sup> townhouse site 3,906 m <sup>2</sup> for single-family lots
<b>Land Uses:</b>	Single Detached	Single Detached and Townhouses
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Residential, Historic and Residential 2 ½ Storeys	Re-designation of a portion of the site from Residential, Historic to Residential 2 ½ Storeys
<b>Zoning:</b>	Single Detached (RS1/F)	Single Detached (RS1/E) and Town Housing (ZT70)
<b>Number of Units:</b>	One Dwelling per Lot	7 Single Detached Lots 78 Townhouse Units

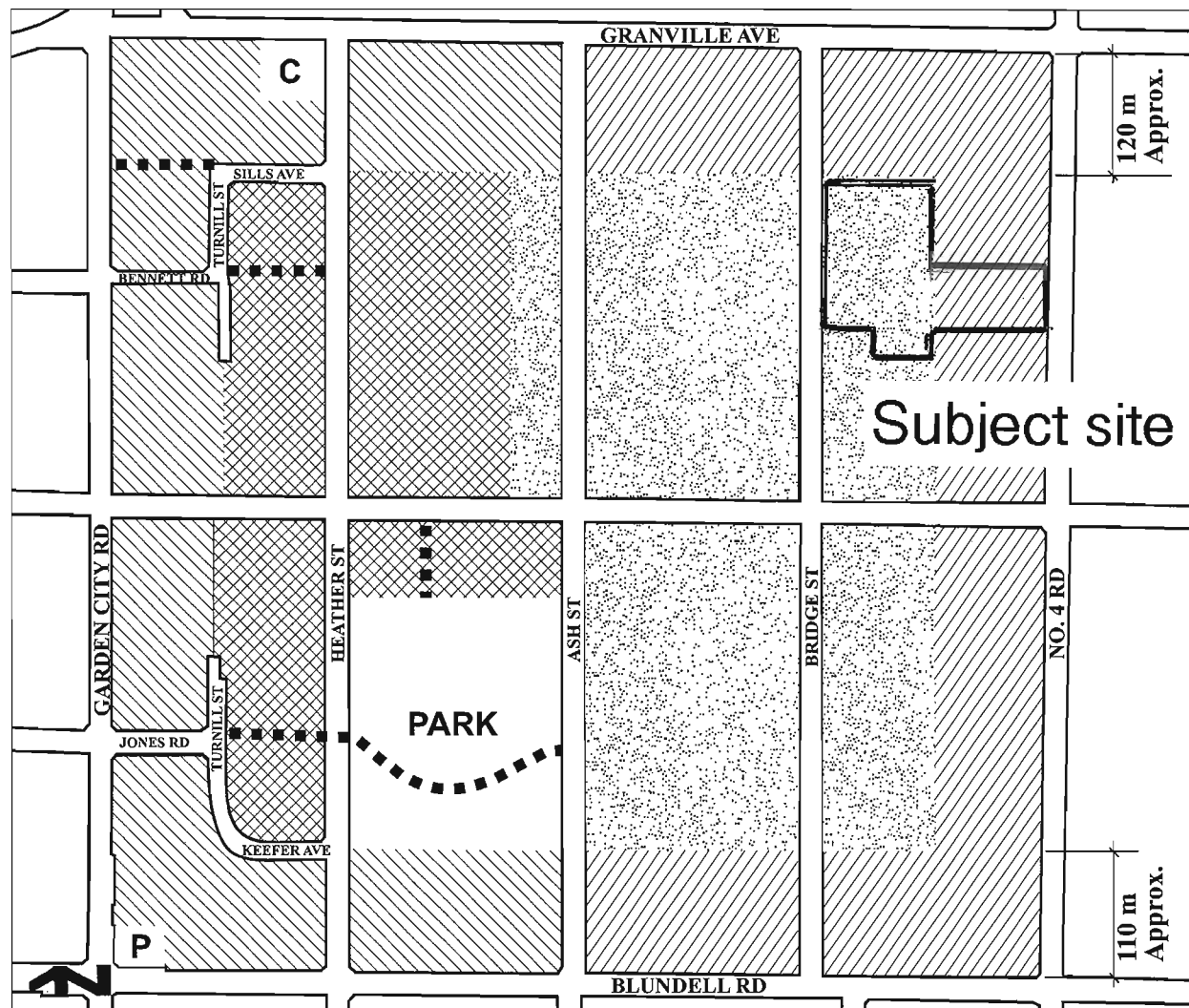
Proposed Single Detached Lots (RS1/E Zone)	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	18.0 m width 24.0 m depth 550 m <sup>2</sup> area	None	none
Proposed Townhouses (Proposed ZT 70 Zone)	Bylaw Requirement	Proposed	Variance
Density (FAR):	0.72	0.70	none permitted
Lot Coverage – Building	40% (maximum)	40%	none
Lot size	No minimum	No minimum	none
Setback – No. 4 Road:	Min. 6.0 m	Min. 6.0 m	none
Setback – Sills Avenue:	Min. 4.5 m	Min. 4.5 m	none
Setback – LeChow Street:	Min. 3.0 m	Min. 3.0 m	none
Setback East-West connector road:	Min. 3.0 m	Min. 3.0 m	none
Setback – Rear (west) yard:	Min. 3.0 m	Min. 3.0 m	none
Setback – Side (South) yard:	Min. 3.0 m	Min. 3.0 m	none
Height (m):	12.0 m (maximum)	12.0 m	none

<b>Proposed Single Detached Lots (RS1/E Zone)</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2.0 (R) and 0.2 (V) per unit	none
Amenity Space – Indoor:	100 m <sup>2</sup> (minimum)	100 m <sup>2</sup>	none
Amenity Space – Outdoor:	6.0 m <sup>2</sup> per unit (minimum)	6.78 m <sup>2</sup> per unit	none



# Land Use Map

Bylaw 7892  
2005/04/18



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

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

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

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

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m<sup>2</sup>/ 5,920 ft<sup>2</sup> min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m<sup>2</sup>/ 3,444 ft<sup>2</sup> 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.

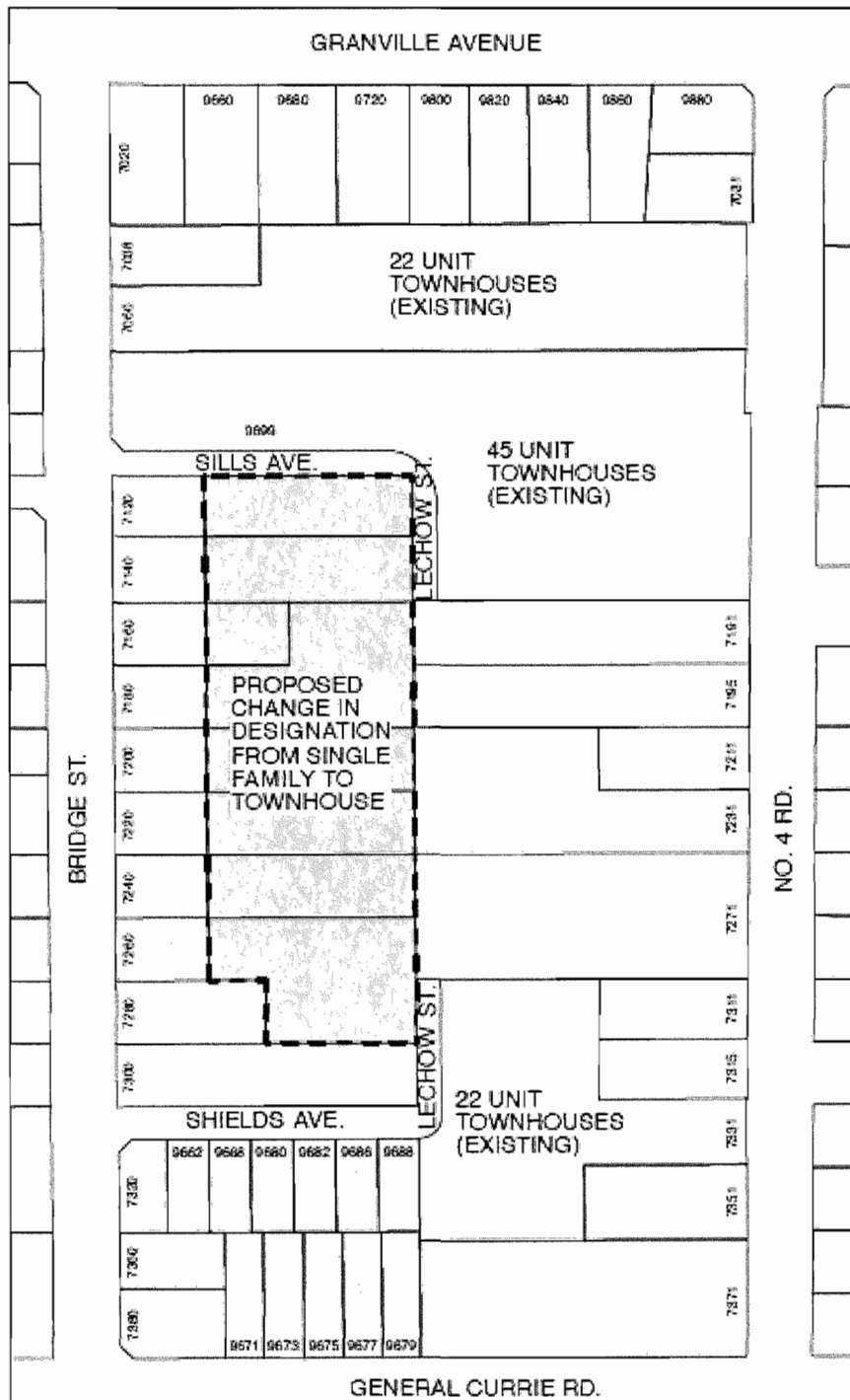
■ ■ ■ ■ Trail/Walkway

**C** Church

**P** Neighbourhood Pub

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

## Proposed OCP Amendment



PROPOSED OCP PLAN AMENDMENT  
PURPLE INDICATES CHANGE IN LAND USE FROM  
SINGLE FAMILY TO TOWNHOUSE



STATISTICS:

CIVIC ADDRESS: 7211 - 7271 NO. 4 ROAD & 7120 - 7260, 7300 BRIDGE STREET

LEGAL DESCRIPTION:

ZONING: CD

LOT AREA:

GROSS: 246,119 SQ. FT. (22,865 SQ.M.)  
NET: 155,884 SQ. FT. (14,482 SQ.M.)

MAX. LOT COVERAGE:

155,884 SQ. FT. x 40% = 62,354 SQ. FT.

PROPOSED:

59392.5 SQ. FT.	(BUILDINGS)
1052.0 SQ. FT.	(AMENITY BUILDING)
100.0 SQ. FT.	(ELECTRICAL ROOMS)
TOTAL	
60794.5 SQ. FT.	(38.9%)

MAX. BUILDING HEIGHT :

12.0 M (THREE STOREYS)  
11.9 M (THREE STOREYS)

PROPOSED :

SETBACKS:

WEST PORTION OF SITE:

PROPOSED:

FRONT YARD SETBACK (EAST - LECHOW ST): 4.0 M  
SIDE YARD SETBACK (EAST - LECHOW ST): 3.0 M  
EXT. FRONT YARD SETBACK (NORTH - SILLS AVE): 6.0 M  
EXT. SIDE YARD SETBACK (NORTH - SILLS AVE): 4.5 M  
SIDE YARD SETBACK (SOUTH): 7.5 M  
SIDE YARD SETBACK (WEST): 3.0 M

EAST PORTION OF SITE:

PROPOSED:

FRONT YARD SETBACK (WEST - LECHOW ST): 3.0 M  
EXT. SIDE YARD SETBACK (NORTH - E-W CONNECTOR): 4.5 M  
REAR YARD SETBACK (SOUTH): 4.5 M  
SIDE YARD SETBACK (SOUTH): MIN. 3.0 M  
REAR YARD SETBACK (EAST - NO. 4 ROAD): 6.0 M

F.A.R. :

PROPOSED FLOOR AREA: 108,470 SQ. FT. (0.695 FAR)  
MAX. ALLOWED GARAGE AREA: 538.2 SQ. FT. x 78 UNITS = 41,878.6 SQ. FT.

PROPOSED FLOOR AREA :

FLOOR AREA					
UNIT A 16 AS (3 BRS + DEN)	1450.0 SQ. FT.	x	33	UNITS	= 47850.0 SQ. FT.
UNIT B (3 BRS)	1100.0 SQ. FT.	x	9	UNITS	= 9900.0 SQ. FT.
UNIT C (13 BRS)	1395.0 SQ. FT.	x	38	UNITS	= 53010.0 SQ. FT.
SUBTOTAL			78	UNITS	= 108714.0 SQ. FT. (89.3%)

ADDITIONAL AREA:

ELEC. ROOMS :	=	356.0 SQ. FT.
TOTAL	=	109470.0 SQ. FT. (89.5%)

TOTAL NET AREA = 108,114 SQ. FT.

TOTAL SALEABLE = 115,970 SQ. FT.

PARKING:

REQUIRED :	2.0 SPACES x 78 UNITS	=	156	SPACES (RESIDENTS)
	0.2 SPACES x 78 UNITS	=	15.6	SPACES (VISITORS)
	TOTAL	=	171.6	SPACES
PROVIDED :	2 CAR GARAGES x 78 UNITS	=	156	SPACES (RESIDENTS)
	OPEN VISITORS PARKING	=	16	SPACES (VISITORS)
	TOTAL	=	172	SPACES

NOTE : 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

REQUIRED BICYCLE 1.25 SPACES x 78 UNITS	=	97.5	SPACES (CLASS 1)
0.2 SPACES x 78 UNITS	=	15.6	SPACES (CLASS 2)
TOTAL	=	113.1	SPACES

PROVIDED BICYCLE 2 SPACES x 20 GARAGES	=	40	SPACES (CLASS 1)
1 SPACE x 58 GARAGES	=	58	SPACES (CLASS 1)
BICYCLE RACK	=	16	SPACES (CLASS 2)
TOTAL	=	114	SPACES

AMENITY AREA

REQUIRED	INDOOR	:	MIN. 100 SQ.M. (1076 SQ. FT.)
	OUTDOOR	:	468 SQ.M. (5037 SQ. FT.)
PROVIDED	INDOOR	:	100 SQ.M. (1076 SQ. FT.)
	OUTDOOR	:	529 SQ.M. (5700 SQ. FT.)

PRIVATE OUTDOOR SPACE: MIN. 30 SQ.M. PER UNIT

Yamamoto  
Architecture Inc.

PROJECT  
TOWNHOUSE DEVELOPMENT

DRAWING TITLE  
STATISTICS

SCALE	SHEET NO.
DATE: FEB. 26, 2014	A0.1
DESIGNER	TY
CHECKED	

7211 - 7271 NO. 4 ROAD & 7120 - 7260,  
7300 BRIDGE ST. MICHIGAN, U.S.A.  
7211-7271-001  
DATE: FEB. 26, 2014  
DRAWN BY: YAMAMOTO ARCHITECTURE INC.  
PROJECT NO.: 111



	TOWNHOUSE LOTS	SINGLE FAMILY LOTS	DEDICATIONS
	155,884 SF - 63 %	41,512 SF - 17 %	48,723 SF - 20 %

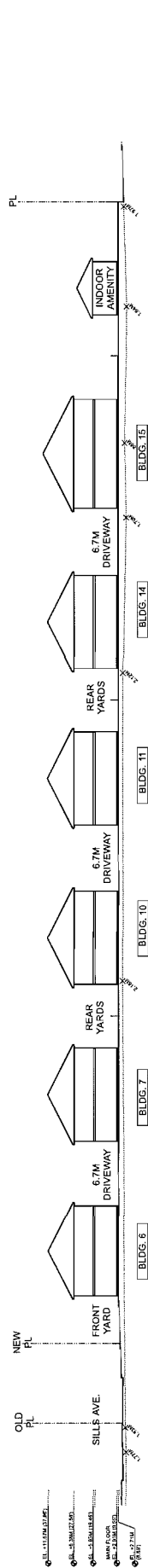
GROSS SITE AREA;	246,119 SF
NET SITE AREA OF S.F. & T.H.:	197,396 SF

**SITE AREA OVERLAYS**  
SCALE: 1/32"=1'-0"

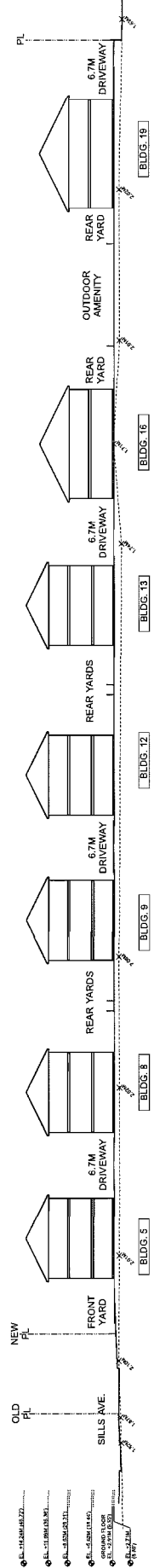
SHIELDS AVENUE

Yamamoto  
Architecture Inc.

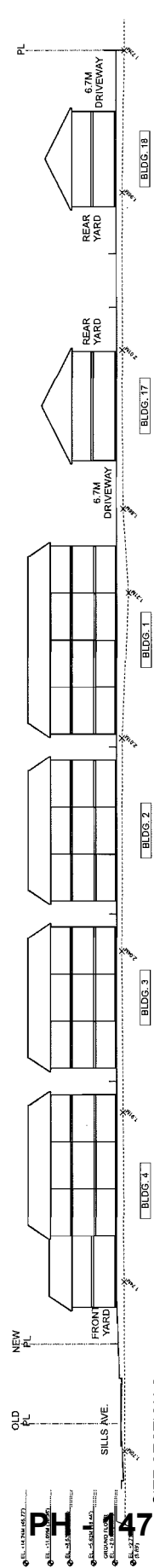
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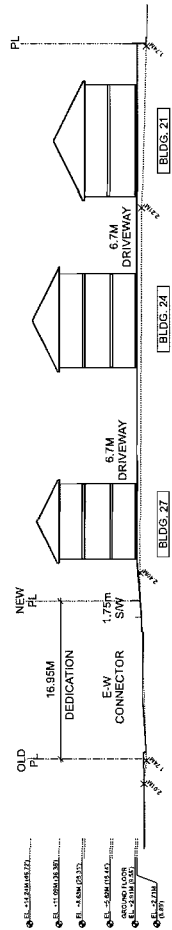
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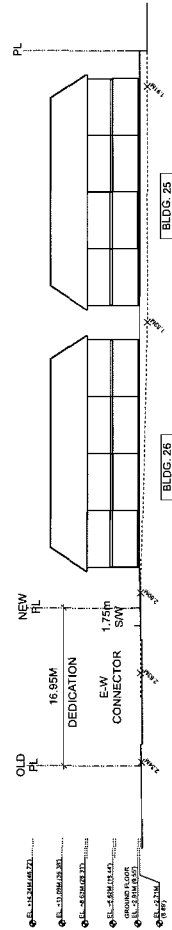
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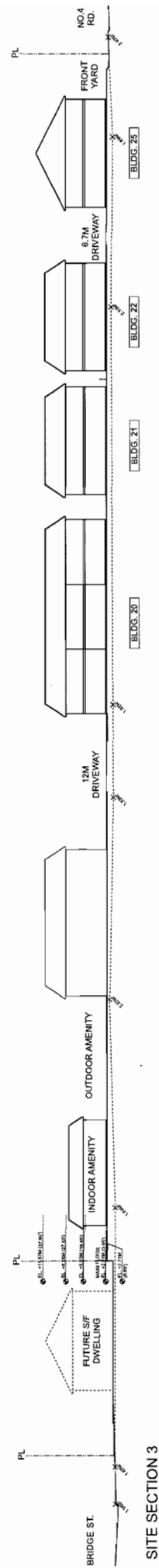
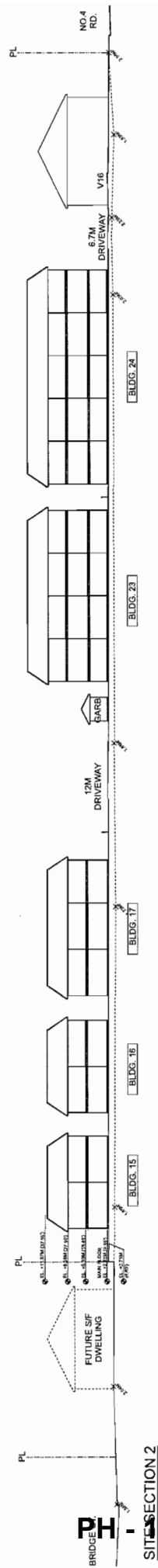
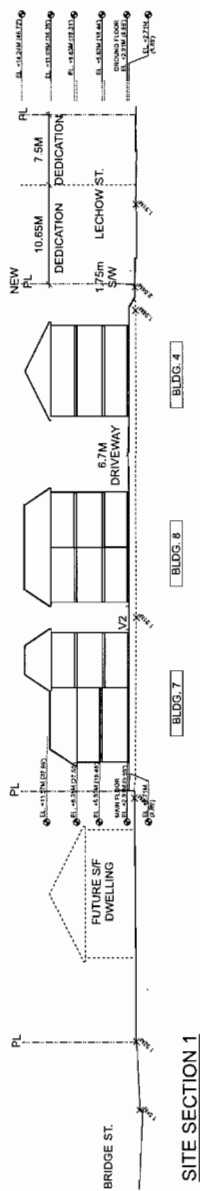
## SITE SECTION C



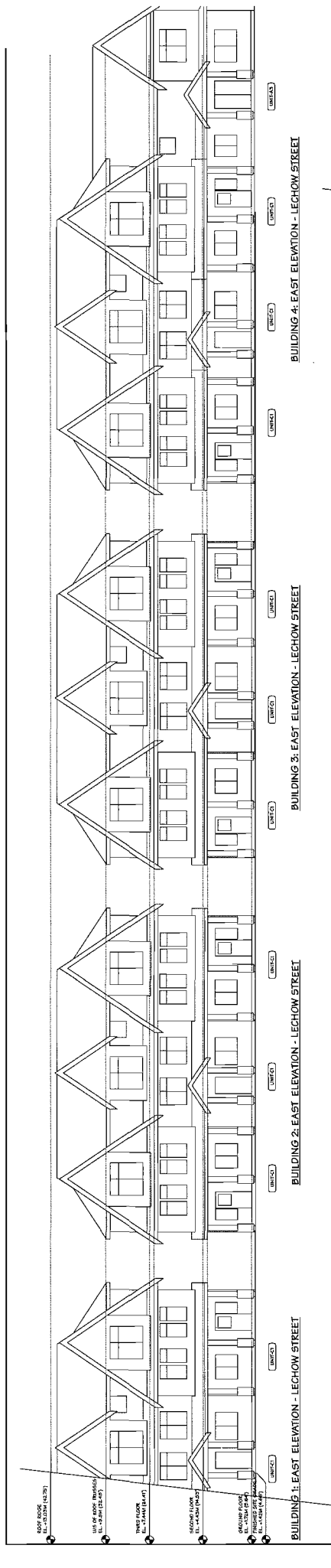
## SITE SECTION D

SITE SECTION E

PROJECT		DRAWING TITLE																	
TOWNHOUSE DEVELOPMENT		SITE SECTIONS																	
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DRAWN BY	EXP												
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1711-1731 BOLA RD. S. TOWN-2704, 1900 BROAD ST. ROCKFORD, ILL.		1711-1731 BOLA RD. S. TOWN-2704, 1900 BROAD ST. ROCKFORD, ILL.											
1711-1731 BOLA RD. S. TOWN-2704, 1900 BROAD ST. ROCKFORD, ILL.		1711-1731 BOLA RD. S. TOWN-2704, 1900 BROAD ST. ROCKFORD, ILL.											



2	APR. 24, 2013	GENERAL REVISION
1	JAN. 29, 2013	PT SUBMISSION
NO.	DATE	REVISIONS
CONSULTANT		

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architect and shall not be used to represent the architect or this office.

PROJECT

TOWNHOUSE

DEVELOPMENT

NOA & MEDICAL ST.  
RICHMOND, B.C.

Yamamoto  
Architecture Inc.

2200 W. 10th Street, Van., B.C.  
V6H 4J1 Tel: 781-1827 Fax: 781-1827

SCALE	1/8" = 1'-0"	A4.1	SHEET NO.
DATE	FEB. 20, 1973		
DRAWN BY	KP		
CHECKED			PROJ. NO. 1169

ROOF ELEVATION  
EL. -15.27M (A1.75)

1ST FLOOR ELEVATION  
EL. -15.27M (A1.75)

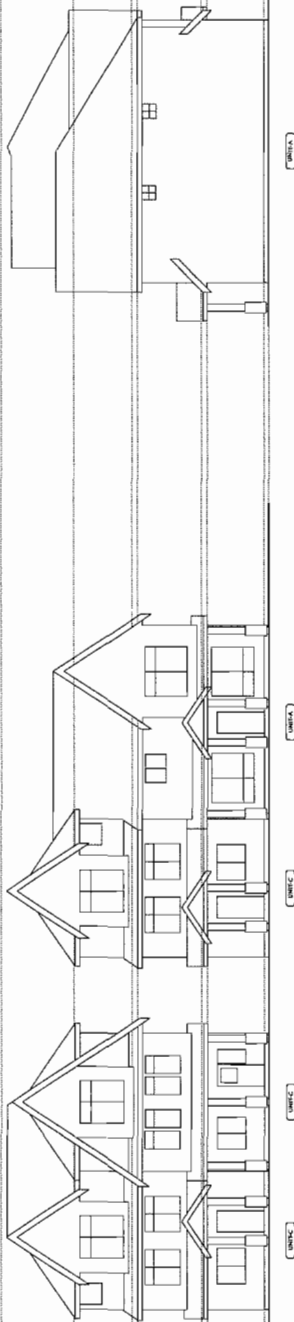
2ND FLOOR ELEVATION  
EL. -14.40M (A1.47)

3RD FLOOR ELEVATION  
EL. -13.53M (A1.24)

4TH FLOOR ELEVATION  
EL. -12.66M (A1.01)

5TH FLOOR ELEVATION  
EL. -11.79M (A0.78)

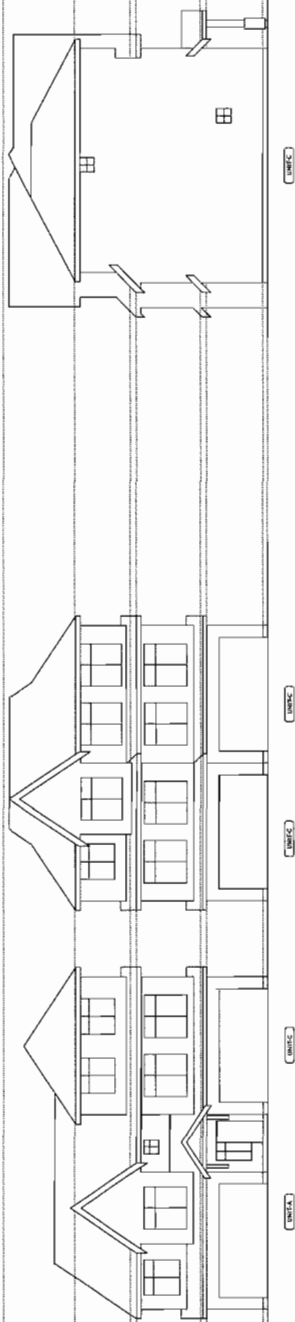
6TH FLOOR ELEVATION  
EL. -10.92M (A0.55)



TYP. SIDE ELEVATION

BUILDING 6

NORTH ELEVATION - SILLS AVENUE



TYP. SIDE ELEVATION

BUILDING 6

SOUTH ELEVATION - INTERNAL DRIVEWAY

NO.	REV.	DATE	DESCRIPTION
1	1	10/10/2017	INITIAL DESIGN
2	1	10/10/2017	FINAL DESIGN
3	1	10/10/2017	REVISION

PROJECT  
TOWNHOUSE  
DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.  
ARCHITECTS

Yamamoto  
Architecture Inc.

DATE: 10/10/2017  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
ELEVATIONS

SCALE: 1/4" = 1'-0"  
DATE: 10/10/2017  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
ELEVATIONS



ROOF ELEVATION  
EL. 13.250' (4.397')

1ST FLOOR ELEVATION  
EL. 8.000' (2.590')

2ND FLOOR ELEVATION  
EL. 12.440' (4.411')

3RD FLOOR ELEVATION  
EL. 16.880' (5.542')

4TH FLOOR ELEVATION  
EL. 21.320' (6.996')

BUILDING 25: EAST ELEVATION - NO. 4 ROAD

BUILDING 26: EAST ELEVATION - NO. 4 ROAD

ROOF ELEVATION  
EL. 13.250' (4.397')

1ST FLOOR ELEVATION  
EL. 8.000' (2.590')

2ND FLOOR ELEVATION  
EL. 12.440' (4.411')

3RD FLOOR ELEVATION  
EL. 16.880' (5.542')

4TH FLOOR ELEVATION  
EL. 21.320' (6.996')

BUILDING 25 & 26: WEST ELEVATION - DRIVEWAY

TYP. SIDE ELEVATION

PH - 151

NO.	DATE	DESCRIPTION
1	JAN 25, 2023	2D DRAWINGS
2	JUL 14, 2023	3D RENDERING

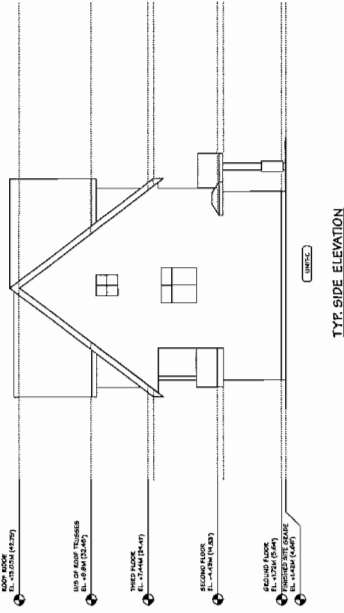
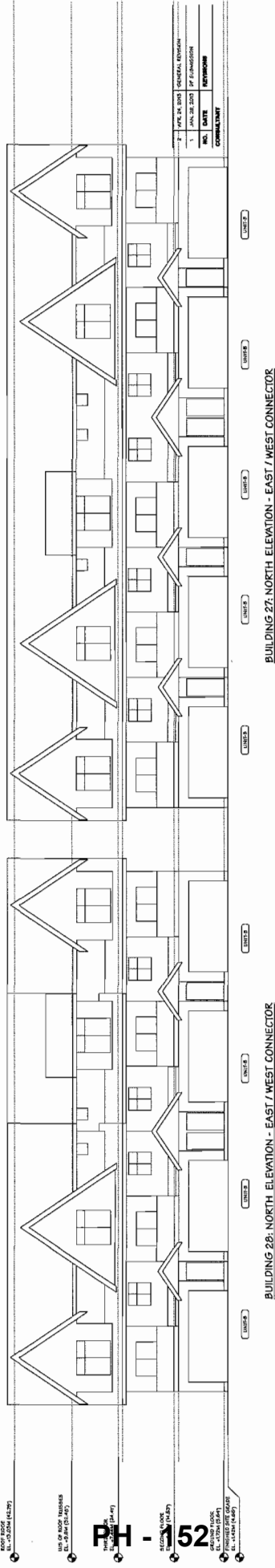
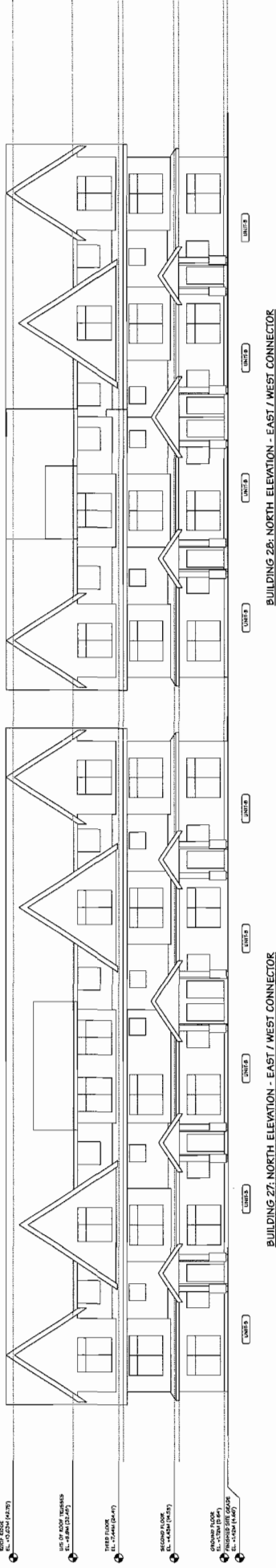
PROJECT  
TOWNHOUSE  
DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.

Yamamoto  
Architecture Inc.

DATE: JUL 14, 2023  
DRAWING TITLE: ELEVATIONS

SCALE: 1/8" = 1'-0"	SHEET NO.
DATE: JUL 14, 2023	A4.3
DRAWN BY: YP	CHECKED BY: YP
PROJECT NO.	151



CONSULTANT		
NO.	DATE	REVISIONS
1	JAN. 28, 2013	PP SUBMISSION
2	MAY 24, 2013	GENERAL REVISION

PROJECT  
TOWNHOUSE  
DEVELOPMENT

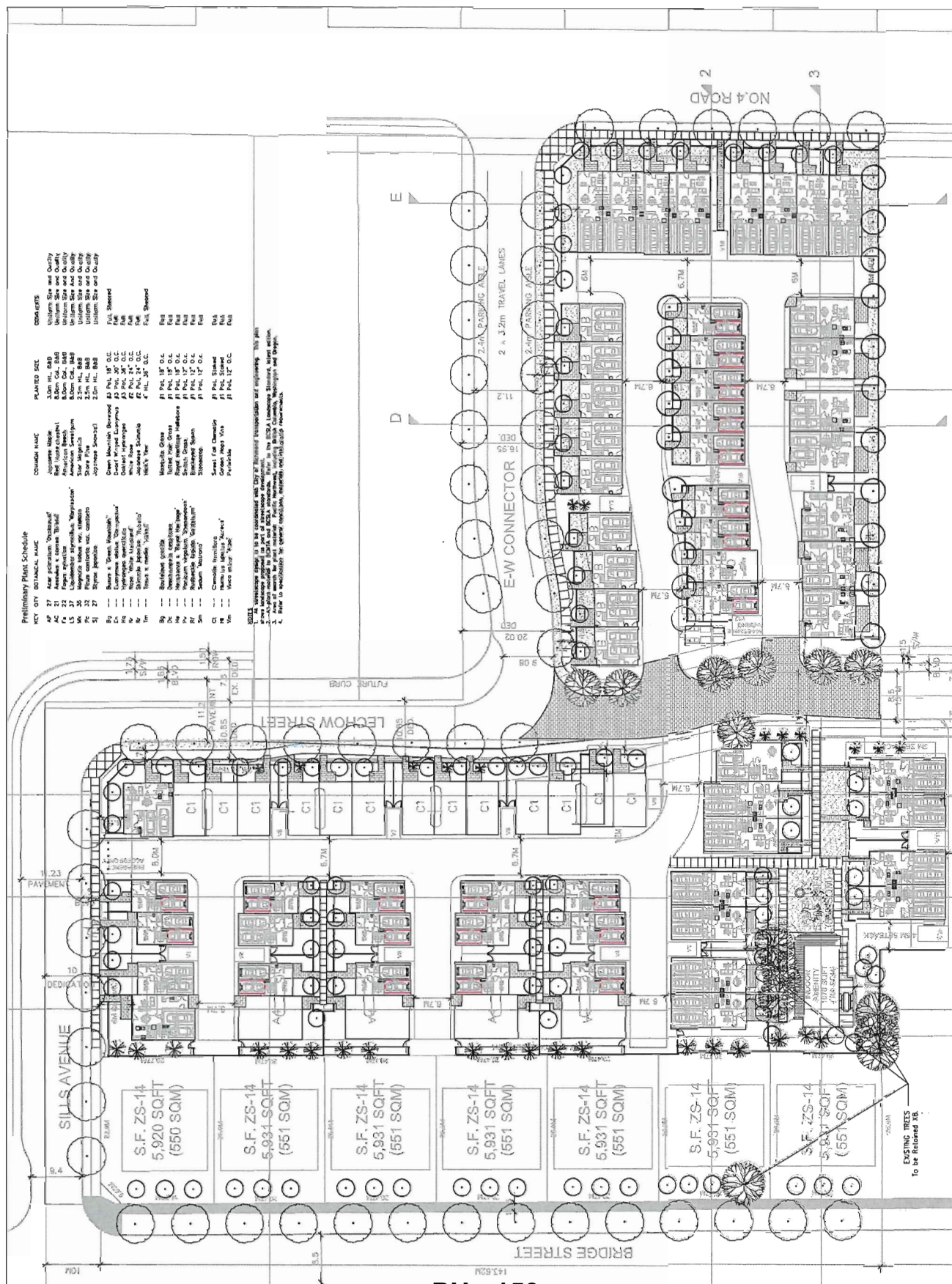
WALL & WINDOW EC  
ARCHITECTURE, LLC

Yamamoto  
Architecture Inc.

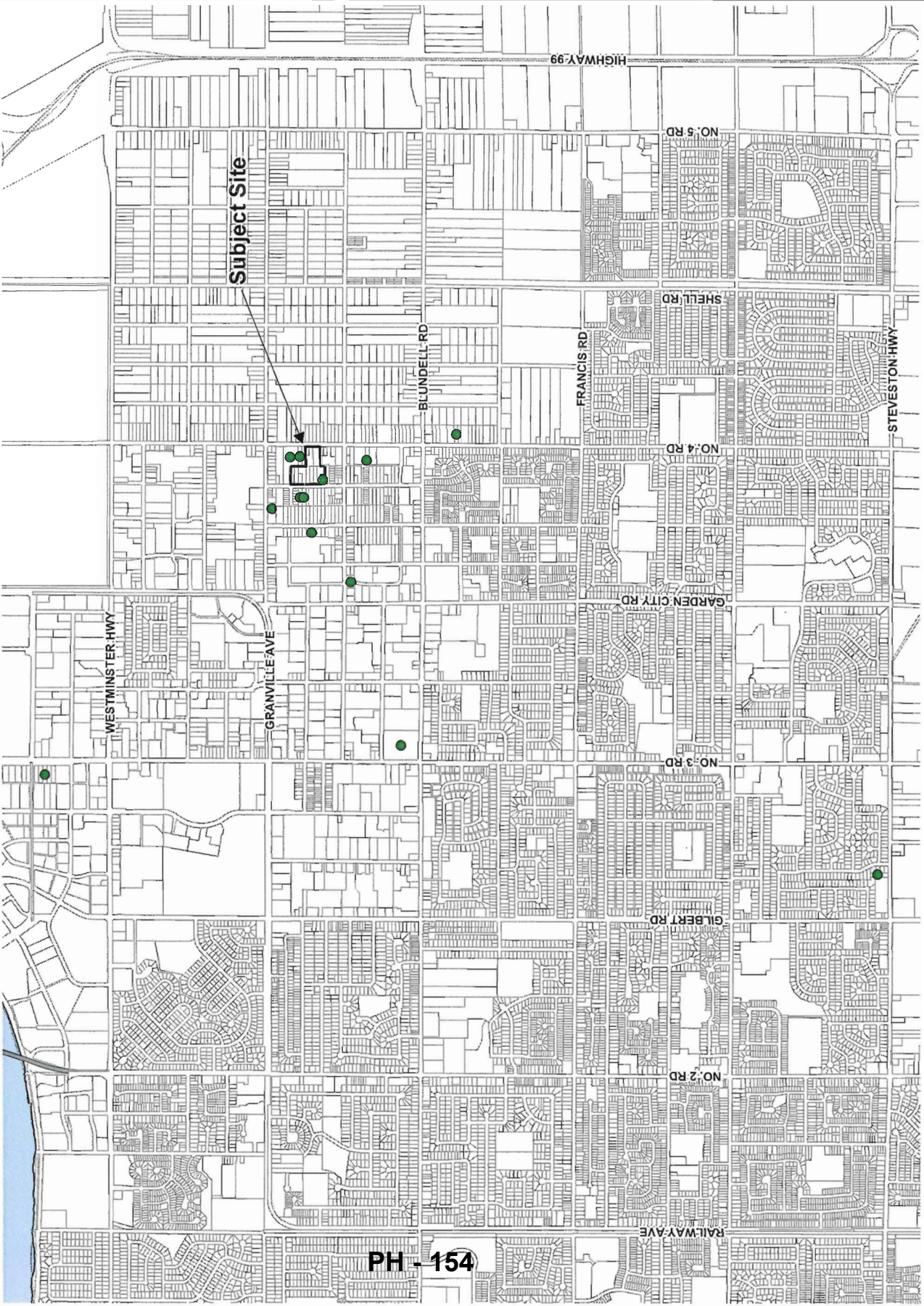
DATE  
01/18/2023  
DRAWN BY  
PP F. JANDSON  
CHECKED BY  
PP F. JANDSON

SCALE  
1/8" = 1'-0"  
DATE  
01/18/2023  
DRAWN BY  
PP F. JANDSON  
CHECKED BY  
PP F. JANDSON

SHEET NO.  
A4.4  
PROJECT  
TOWNHOUSE  
DEVELOPMENT  
PP F. JANDSON  
1/18



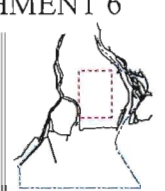




**Legend**  
 ● Attendees

February 21, 2014  
 Prepared by Oskar Beller

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## Konkin, Barry

---

**From:** Aydin Kilic [unimageltd@gmail.com]  
**Sent:** Monday, 17 February 2014 02:01  
**To:** Konkin, Barry  
**Subject:** Updated Public Consultation Summary  
**Attachments:** No4\_Bridge\_PC Feedback\_Dec 2013.pdf; Postal Report.pdf; Tear Sheet\_Richmond Review RIRN131206\_A11 (1).pdf; MailOut Final Proof public\_notice-20131127-12x6-03.pdf

Hi Barry,

As follows:

---

Location:

General Currie Elementary School (Gymnasium)  
8220 General Currie Road  
Richmond, B.C. V6Y 1M1

Time:

5pm-8pm on December 18<sup>th</sup>

### **Public Consultation Event Summary:**

*The developer provided a Q+A format with 2 sets of about 8 boards displayed in the gym. Refreshments were offered for all attendees, and included vegetarian sandwiches, noodle boxes, a variety of baked goods, and water and coffee. Present were Aydin Kilic (Development Manager), Taizo Yamamoto (Architect), David Kozak (Civil Engineer), Joseph Fry and Tawab Hlimi (Landscape Architects ) David Johnson was in attendance on behalf of the City of Richmond.*

### **Attendance**

15 attendees signed in. However it seemed as if there were 20-25 attendees pass throughout the duration of the event. It was apparent not all attendees signed in. The first attendees arrived at right at 5pm, approximately 6 people not appearing to be one group. This number increased to over 10 shortly. Approximately half of all attendees arrived within the first hour, after which people started leaving. There was a lull in attendance between 6-7pm, after which the remaining half of attendees arrived steadily through the course of the event until the end.

### **Comments from the Developer:**

The team representing the developer attempted to explain the proposed OCP amendment, no one contested this, with the exception of Shawn Sandhu towards the end of the event. However Mr. Sandhu did not follow up with a written response. Verbally most people were concerned with parking on the street because of the influx of more vehicles, however we advised that with all units having side-by-side parking, each unit would truly have 2 parking stalls (in tandems people typically only park one car and use the rest for storage, and park their second car on the street creating spill over). All attendees seemed to appreciate the proposed development did not includes any homes with tandem parking units, and also that approximately 40% of the townhomes were 2 story units. One individual was concerned about who would pick up the leaves from all the extra trees being planted as part of the landscaping plan. The developer advised the strata would be responsible for on-site maintenance, and the City would be responsible for public areas.

### **Written feedback:**

4 written letters were submitted by attendees and received by City Hall. The most common comment was that residents expected Bridge St. to be upgraded as part of this development (which of course the relevant portions thereof the developer is required to do), the other main concern was the additional traffic and concern for the impact of higher density on street parking (again all units have 2 car garages, so the typical impact on street parking in tandem parking townhome projects do not apply here). None of the comments objected the proposed OCP amendment.

### **Presentation Content:**

Along with the architectural site plan and color landscape plan, the functional road layout was also displayed. The following introduction and proposal summarized the context of the consultation for attendees:

#### **INTRODUCTION**

The purpose of this Open House is to inform you about a development proposal in the McLennan South Sub-Area Plan and to receive your feedback through a comment sheet.

Our proposal will require an amendment to the McLennan South Sub-Area Plan as well as a rezoning application to allow the proposed single family and townhouse development. A Public Hearing will be required before the project can be approved.

The proposed project is located at:

7120, 7141, 7160, 7180, 7200, 7220, 7240, and 7260 Bridge Street; and 7221, 7195, 7211, and 7231 No.4 Road

Reference number is RZ 12-605038.

The proposed development on this site will supply:

1. Seven Single Family Lots fronting Bridge Street;
2. 78 townhouses to the east of the Single Family Lots to No.4 Road; and
3. Roads to provide access from Bridge Street to No.4 Road, and to the proposed townhouse site.

Your comments will be presented to Council as part of the Rezoning Application

#### **PROPOSAL**

Our proposal will require amendments to the neighbourhood plan to change the land use designation in the McLennan South Sub-Area Plan on the rear portion of the existing single family lots fronting on Bridge Street from Residential Historic Single Family to Residential Townhouse to allow for the development of townhouses. The second amendment is to change the North-West connection of LeChow Street through the site from a dedicated street to a Right-Of-Way.

If our application is approved by Richmond City Council, we will be creating:

7 Single Family Lots

78 Townhouse Units

### **Public Notification:**

#### **Newspaper (Richmond Review):**

Ads were run in 4 consecutive editions of the Richmond Review on Dec 6<sup>th</sup>, 11<sup>th</sup>, 13<sup>th</sup> and 18<sup>th</sup>. The information includes a rezoning application summary and the proposed OCP amendment, along with the time, date and location of the public consultation. A tear-sheet is attached.

#### **Mail (Canada Post):**

The information included a rezoning application summary and the proposed OCP amendment, along with the time, date and location of the public consultation.

A notice on 6"x9" flyer stock was distributed along all of the mail routes that pass through the mapped area identified in the McLennan South Sub-Area Plan, plus all addresses along the mail routes portion that extended past McLennan South boundaries. This is visually represented on page 2 of the Canada Post report (and shown below).

**From:** Konkin, Barry [<mailto:BKonkin@richmond.ca>]  
**Sent:** Friday, February 07, 2014 3:43 PM  
**To:** 'Aydin Kilic'  
**Subject:** Public consultation summary

Location  
Time  
Number of people attending  
Comments provided  
Any written comments received.

Barry Konkin  
Program Coordinator, Development  
City of Richmond  
6911 No. 3 Road



## letters

## Rats meet cats

## Editor:

Re: "Fight against rats is a 'never-ending battle,'" *Richmond Review*, Nov. 29.

Let me pen an encomium to my dear, dear friend Nicolette. I have known this youngster for just over eight years now.

An inquisitive, affectionate dear little creature, she patrols our backyard in her never-outdated, stylish, black and white fur coat.

Athletic from birth, she would, I recall, lift her arm and casually snatch a fly as it went by. She would catch it with no difficulty at all.

She had an unpleasant habit, it's true, of popping it straight into her mouth.

But I digress. I remember vividly the day my husband asked, "How long has that been there?", indicating the lifeless body of *rattus rattus* on the rug's edge and carefully guarded by Nico. Sometimes the bodies were alive (mice, thankfully, not rats) and it was clear she was trying her utmost to train us. Or at least, to give us some of the fun of the chase. But in the end, it is Nico who is the best of our family at rodent control. The other three cats don't "do" rat! Though they are happy to do "mouse."

All hail to *felis catus*! Why don't more of us use them for what they were domesticated to do?

Richmond

## Herring sale was a great idea

## Editor:

This year I had a privilege to donate to B.C. Children's Hospital by buying herrings in Steveston. What an amazing idea.

I just would like to thank you to all fishermen, organizers, sponsors and very hard working volunteers for very well organized event and job very well done. Amazing job.

Chimwack

## Time to deal with epidemic rat problem

## Editor:

Having read Mr. Campolongo's comments about the "never ending battle" with rats in the city it is yet time the city was held up as one of the worst offenders at creating the problem and doing nothing in the way of prevention.

Let's start looking at some hard facts, ugly though they may be.

The city ripped out all of the vegetation and shrubs along Railway to create the new bike trail—all of the ditches and shrubs along that route were homes for our ugly little friends and where do you think those rats went? Into the adjacent neighbourhoods looking to set up new homes.

Walk along the seawall at Garry Point at twilight and the rocks are alive with rats. The city has built community gardens all over Richmond, but when the sun goes down those gardens are setting out a feast for every rat in the city.

We drop old houses and dig up those properties, driving all the little creature that have set up

housekeeping in them into all of the surrounding neighborhoods and yet, after everything the city has set before these nasty vermin as food and fodder the city does nothing but refer you to a pest control company when you call with concerns. There is absolutely no rodent control program in the City of Richmond despite all of the underlying health concerns rats create.

We have a problem, an epidemic of rats. Our city can fund sending a posse of councillors and friends off on another "Sister City" trip half way round the world but can't seem to find the funds nor the interest to do anything about the very significant rat issue this city has and will face in ever increasing amounts. This is part of the ugly side of any city, but most cities don't choose to sweep it under the rug like Richmond does, and we are now starting to reap the rewards of years of not addressing this issue and it is only going to get worse.

Richmond

## Invitation to Attend a Public Open House - South McLennan Area

Hui Yuan Investments (Canada) Inc. is hosting and invites you to attend the following Open House to learn about and comment on its proposed project involving 78 Townhouses and seven (7) new Single Family Lots.

<b>Purpose of Open House:</b>	To inform the public regarding a proposed project involving: (1) 78 Townhouses, and (2) seven new Single Family Lots To ask the public to complete a public survey
<b>Date:</b>	Wednesday, December 18, 2013
<b>Time:</b>	5pm to 8pm
<b>Location:</b>	General Currie Elementary School Gymnasium 8220 General Currie Road, Richmond, BC

### Open House Agenda:

5pm - Start, mingle, review information,  
6pm - 7pm - A short presentation by Developer, followed by a Q and A session,  
7pm - 8pm - Mingle, ask more questions, public asked to complete Survey,  
8pm - Closing

Note: City staff will be attending the Open House, as technical observers

### Location of Proposed Development:

The Affected Development Sites are:

- Bridge Street: 7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260
- No 4 Road: 7211, 7195, 7211 and 7231

### Project Details:

- The Project Rezoning Reference is RZ 12-605038
- The project will require amendments to the South McLennan Sub-Area Plan and Zoning Bylaw
- A Public Hearing will be required before the project is approved.
- The public survey findings will be presented to Council as part of the rezoning application.
- The proposed project involves the above 12 properties (e.g., over 5.5 acres), existing houses that are not currently occupied, and consolidating and re-subdividing properties.



### For information, please contact:

For Hui Yuan Investments: Aydin Kilic, email: unimageltd@gmail.com,  
Tel: 778-883-4774  
For City Staff: David Johnson, email: djohnson@richmond.ca,  
Tel: 604-276-4193

PH - 158

## Better Grades Happier Kids



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## Backstage Pass

NEWS FROM  
BEHIND THE SCENES



## Settling the Score in *The King and I*

In Gateway's upcoming production of *The King and I*, Musical Director Christopher King will bring the gorgeous score to life. Beyond his talents in the orchestra pit, Christopher is also a huge musical theatre buff who knows plenty of little known facts about the show.

Here are Christopher's top three insider stories about the music in *The King and I*:

### The Magic of Orchestration

Though Rodgers and Hammerstein wrote the songs, it's orchestrator Robert Russell Bennett who selected the specific instruments to be played in particular moments. Chris beams: "he used traditional sounds mixed with Asian influences to great effect."

### Why Anna Sings (Almost) All the Songs

The famous actor Gertrude Lawrence read "Anna and the King of Siam" and asked her lawyer to get Rodgers and Hammerstein to adapt it into a musical for her. This is why the story is so heavily focused on Anna and why she sings almost every song. Anna's songs also have limited vocal range because Gertrude had "a nasty penchant for singing out of tune"—the limited range minimized the risk of notes going awry.

### It Holds All the Hits

*The King and I* holds the greatest number of hits in one show. "Getting to Know You," "Shall We Dance?" and "Whistle a Happy Tune" are instantly recognizable.

To hear the beloved music live at Gateway, book your tickets to *The King and I*! Tickets available at [tickets.gatewaytheatre.com](http://tickets.gatewaytheatre.com).

Rodgers & Hammerstein's

## The King and I

DECEMBER 5-31, 2013

Buy Tickets! Box Office 604.270.1812  
[www.gatewaytheatre.com](http://www.gatewaytheatre.com)



GATEWAY  
THEATRE

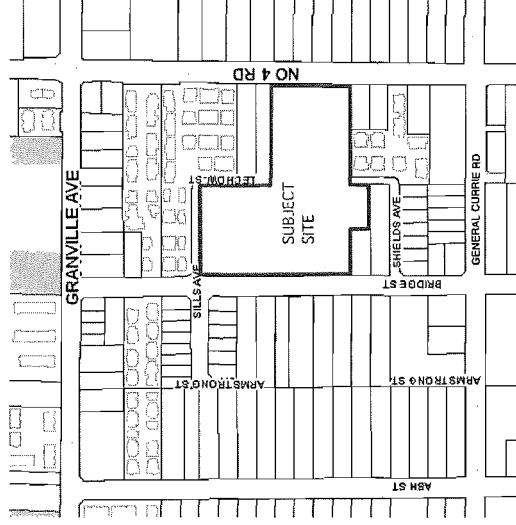
# Invitation to Attend a Public Information Meeting for a proposed Official Community Plan amendment and rezoning application at 7120, 7140, 7160 7180, 7200, 7220, 7240 and 7260 Bridge Street and 7211, 7195, 7211 and 7231 No. 4 Road

Hui Yuan Investments (Canada) Inc  
invites you to attend the meeting  
to review:

City of Richmond Rezoning  
Application: RZ 12-605038

The goal of this proposed development is to complement the existing single and multi-family dwellings in the neighborhood, and create the infrastructure required to support this increased density.

1. The proposed OCP amendment would change the back of the lots between Bridge Street and the planned LeChow Street from Single Detached to support townhouses.
2. 7 new single family homes on Bridge Street; and
3. A proposed 78 unit townhouse development.



The proposed site includes 12 existing properties over 5.5 acres with existing homes on these lands are not currently occupied. The lands will be consolidated and re-subdivided to allow the proposed development.

This development will include the required construction of roads to access the proposed townhouse site.

Date: Wednesday, December 18th  
Time: 5pm-8pm  
Location: General Currie Elementary School Gymnasium,  
8220 General Currie Road, Richmond, BC, V6Y 1M1

Please attend the public house on Wednesday,  
December 18, 2013 from 5-8pm at General Currie  
Elementary School Gymnasium.

# Your Targeting Report

## Mailing Campaign Details

12-03-2013



Mailing ID 2JI9V17425133719026

Thank you for taking advantage of our targeting service - a one stop solution designed to help you get the most out of your direct mail campaigns.

- Anonymous Precision Targeter users will have their reports saved and accessible for 30 days from the day the report has been generated.
- Signed-In Precision Targeter users will have their reports saved and accessible for 13 months from the day the report has been generated.

Inside, find comprehensive insight into your selected trade area, including:

Address Attributes	Houses, Apartments and Farms
Number of Mail Pieces	4767
Urban / Rural	All
Estimated Delivery Cost	\$ 763.13
Delivery Mode (Route Type)	Letter Carrier (LC), Rural Route (RR), Suburban Service (SS), General Delivery (GD), Lock Box (LB), Call For (CF), Motorized Route (MR), Direct (DR)
Valid for Mailings From	13-11-15 To 13-12-12
Householder Types	Consumer's Choice

Not only does the attached report provide an in-depth look at your chosen trade area, it also harnesses the power of data analytics to help maximize your return on investment (ROI) by providing you with:

- A Route Ranking report that prioritizes your postal route selections based on your demographic criteria, enabling you to deliver your message to the people most likely to respond;
- A Postal Station Summary report that indicates the facilities responsible for your mailing;
- Maps, Impact Assessment, and many other campaign-enhancing resources.

Do you want to further improve your direct mailings? Take advantage of our suite of data and targeting solutions:

LIST SERVICES
With access to over 13 million addresses, Canadian Post offers one of the most comprehensive lists of accurate Canadian addresses. Also, choose one of two new list selects: New Addresses and New Occupants - and you can even time your mailings to the recency of the actual move date with Hotline selects!

DATA SERVICES
With the help of Smart Data Cleaner you can improve your address accuracy, identify movers and suppress duplicate records to ensure clean, current and accurate mail files - in doing so you will have less undeliverable mail and improved ROI.

ANALYTICS
Our analytics experts will work with you to ensure your consumer data delivers optimal results. For example, we can help identify highest-potential customers and prospects through penetration analysis, location intelligence, segmentation, modeling and profiling.

Questions? Contact your Canada Post Sales Representative or our Commercial Service Network at 1-866-757-5480.

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Source: Derived from Statistics Canada, 2006 Census Profile (94-568-X) and 2006 Census Dissemination Area Boundary File (91-169-X).

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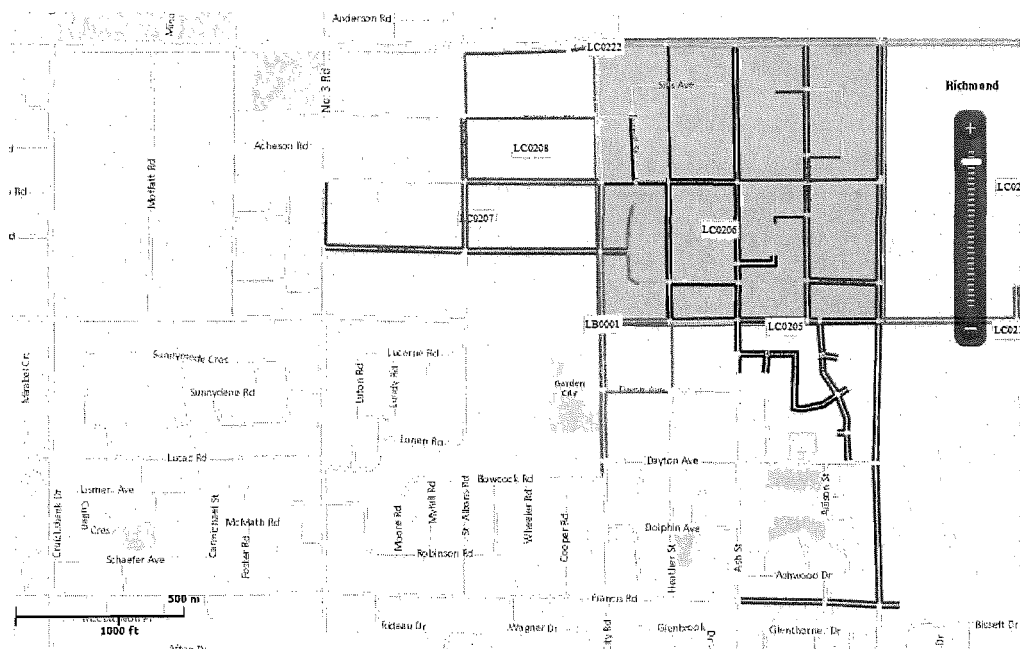
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# Your Targeting Report

## Route Ranking Report

CANADA POST POSTES CANADA  
From anywhere... to anyone

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



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Source: Derived from Statistics Canada, 2006 Census Profile (94-568-X) and 2006 Census Dissemination Area Boundary File (91-169-X).

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# Your Targeting Report

## Route Ranking Report



Below you will find your Route Ranking Report, which provides you with a tabular view of the routes within your trade area ranked according to the value of the selected demographic variable(s). By looking at the "Cumulative Penetration" and the "Cumulative Points of Call" columns, you can easily determine which routes you need to target in order to meet your desired quota.

FSA	Delivery Mode (Route)	Depot	All Points Of Call	Cumulative Points of Call	High Demand (HD)
V6Y	LC0207	RICHMOND LCD 22	1399	1399	
V6Y	LC0208	RICHMOND LCD 22	1201	2600	
V6Y	LC0206	RICHMOND LCD 22	964	3564	
V6Y	LC0205	RICHMOND LCD 22	575	4139	
V6Y	LC0217	RICHMOND LCD 22	346	4485	
V6Y	LC0219	RICHMOND LCD 22	267	4752	
V6Y	LB0001	RICHMOND RPO GARDEN CITY	15	4767	

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Source: Derived from Statistics Canada, 2006 Census Profile (94-568-X) and 2006 Census Dissemination Area Boundary File (91-169-X).

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# Your Targeting Report

## Postal Station Summary



To avoid transportation charges, you may want to deposit your Unaddressed Admail™ directly at each postal station responsible for your mailing. The table below provides you with a list of post offices where you need to induct your mailing, and how many pieces must be deposited at each location.

HOUSES	APARTMENTS	FARMS	BUSINESSES	TOTAL POINTS OF CALL
--------	------------	-------	------------	----------------------

RICHMOND LCD 22 , 8520 RIVER RD RICHMOND BC V6Y 3K0

<b>TOTAL</b>	2666	2086	0	0	4752
--------------	------	------	---	---	------

RICHMOND RPO GARDEN CITY , 180-8780 BLUNDELL RD RICHMOND BC V6Y 3Y0

<b>TOTAL</b>	15	0	0	0	15
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<b>GRAND TOTAL</b>	2681	2086	0	0	4767
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Source: Derived from Statistics Canada, 2006 Census Profile (94-568-X) and 2006 Census Dissemination Area Boundary File (91-169-X). No confidential information about an individual, family, household, organisation or business has been obtained from Statistics Canada

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Public Open House - South McLennan Neighbourhood  
December 18, 2013

Name	Address
Jim Davis	9560 GRANVILLE AVE.
Anthony Pfitzenmaier	7191 No. 4 RD.
Audrey Pfitzenmaier	" " "
GORDIAL S Dale BATH	7251 ASH ST.
S. McBurney	7171 Bridge
David Yu	7151 BRIDGE
Dave Jew	7511 #4 ROAD
GARY Honigsmad	5755 No. 3 RD
DENIS WUNDERLICH	8160 No. 4 ROAD
SHAWN SANDHU	7280 BRIDGE ST. PMD
M Honigsmann	7191 #4 RD.
VIEGI DER	9100 GENERAL CURRIE DR.
KEN DER	10891 BAMBERTON DR.



Public Open House – South McLennan Neighbourhood  
December 18, 2013

[illegible]

**Johnson, David (Planning)**

---

**From:** Erika Stiegelmar [erika.stiegelmar@shaw.ca]  
**Sent:** Monday, 23 December 2013 12:04  
**To:** Johnson, David (Planning)  
**Subject:** Proposals for the South McLennan Neighbourhood - comments

Dear Sir,

As an owner of 7191 Bridge Street I wish to make these comments:

Because the proposed development on the East side of Bridge Street will be higher density than the

west side and therefore create more traffic and parking on both sides of Bridge Street I feel the developer

should cover the cost of ALL street improvements for both East and West sides of the street.

Yours sincerely,                      Rudolf Stiegelmar

## Johnson, David (Planning)

---

**From:** Lal, Sangita [RH] [Sangita.Lal@vch.ca]  
**Sent:** Monday, 23 December 2013 10:51  
**To:** Johnson, David (Planning)  
**Subject:** Proposed amendment to south McLennan area plan

We own property in the above mentioned area and we are directly across the street, on bridge road, from the empty lots where there will be houses and townhouses built. We have no problem with the plans, but we would like the developement across our place to take care of the street and sidewalk construction. The people who own the empty lots across the street from our house have caused us a lot of worry in the past because of the squatters who lived there and the houses went on fire numerous times as well as accumulating junk outside their houses. Bridge street has to be improved as the street has many bumps and uneven foundation and I think it will be pointless to build new homes with such a terrible road in front of it. Our parking is already very limited and having so many new people live in this area, I would like to see better parking plans. Thank you for taking the time out to listen to our comments. We live on 7211 bridge street, our names are Raj and Sangita Lal. Our telephone number is 604-313-8555 if you need to contact us. My email is [sangita.lal@vch.ca](mailto:sangita.lal@vch.ca).

December 18, 2013  
Allan and Sandra McBurney  
7171 Bridge St.  
Richmond, B.C. V6Y 2S6

December 23, 2013

City of Richmond  
6911 No. 3 Road  
Richmond, B.C. V6Y 2C1

Attention: David Johnson

Re: Public information meeting December 18, 2013  
Proposed changes to South McLennan Area Plan

As requested, we are writing to set out our concerns regarding the proposed development on the east side of Bridge Street.

While the proposed access to No. 4 Road should help, it probably goes without saying that the increased density will also mean more traffic on Bridge Street. We also feel that with the proposed change in zoning for the east side of Bridge Street, there will be more need of parking for the new development. Not only do we expect that residents and visitors to this sizeable townhouse complex will be using Bridge Street for extra parking, but the single family owners along the east side of Bridge will have minimal setback for driveway, and so will need to make more use of Bridge Street for parking than the existing properties on the west side with much larger set-backs and more parking for vehicles on our lots.

We believe that the ones who are mostly going to be using the parking on the west side of Bridge Street will be the owners of these townhouses and new single family dwellings. We therefore feel that the developer for these properties should pay for the improvements on both sides of Bridge Street. The developer is getting a significant bonus in being allowed to build townhouses where the area plan said that none would be built, the city is getting the higher density that it desired when the area plan was introduced, but all that the existing residents are getting is more traffic, more competition for street parking when needed, and cars chewing up our grass boulevards. Plus, should we choose to develop the back portion of our properties (and the City has made clear that this will not be for townhouses), we will be expected to pay for the sidewalk and improvements to the west side of Bridge Street, which the buyers of our back lots will have no direct benefit from whatsoever. The users should pay, and the users will mostly be the buyers of properties in this new development across the street.

We also feel that 5 days is not enough time to have this comment form returned, especially at this time of year. It is not right that the developer call this meeting a week before Christmas and then expect to have all comments back within 5 days. After all, the developer has owned most of these properties for many years and never shown any concern for the residents of the area. Now all of a sudden the developer would like everything pushed through.

Allan and Sandra McBurney

Public Open House--South McLennan Neighbourhood  
December 18, 2013

The Purpose is to seek your opinion on the proposed amendments to the South McLennan Area plan and the Zoning Bylaw of the subject properties.

Name: Maria Honigman

Address: 7191 Number 4 Road, Richmond

Do you own property within the South McLennan area? Yes

Comments:

City of Richmond Rezoning Application: RZ 12-605038

I have concerns about the E-W Connector, or New Avenue depending on which map you look at and Lechow Road. In the past, during the community meetings regarding other developments in the area, there was repeated mention of a Ring Road, which included Lechow, Sills and Shields Avenues. During those meetings, it was stated that none of the roads should connect to Number 4 Road. For that reason there are a number of emergency access roads in place now in the more recent developments to the North of this proposal with chains across to prevent drivers from accessing Number 4 Road. Because this developer, Hui Yuan Investments, was not willing to acquire properties that would include land where the Ring road would be located, they simply changed the road to access Number 4 Road. Because they were not willing to acquire land bordering Lechow how are they now able to simply narrow Lechow Road and wait for future developments to widen the road to an acceptable width? And when will that be? I know for a fact that 7195 Number 4 Road has been on the market off and on for a number of years at current market value and yet, they did not attempt to acquire it.

I am also concerned about the amount of misinformation between the public announcements. The board posted on Number 4 Road had different information, involving different lots than the public invitation posted in the Richmond Review December 13, 2013 as well as the invitation sent to my house. The lots involved are, specifically 7271 and 7195 No. 4 Road--7271 is listed on the Rezoning Board on Number 4 Road as being a lot involved in the rezoning process, but it's not in the invitation sent to my house, nor is it in the invitation posted in the Richmond Review. At the same time, the property at 7195 No. 4 Road is listed on the Invitation sent to my house and in the Invitation in the Richmond Review, but not listed on the rezoning board. Which is correct? This conflicting information will affect the number of replies or voices of concern from the local residents as to which invitation they read. But the biggest concern is that all three invitations neglected to show the new access road to Number 4 Road so many residents in the area were not alarmed by the proposal and therefore might not be voicing an opinion.

Also, on the board on Number 4 Road, there is mention of "approximately 100 townhouse units" whereas on the invitation sent to my house, it states 78 townhouses while in the newspaper invitation it states 78 townhouses and 7 new single family lots. Why the discrepancy between all three public invitations? And again, how can the public possibly understand what the proposal actually is when there are so many discrepancies.

Your meeting took place surprisingly during the busy week before Christmas and for some reason you expected the replies during the week of Christmas, which is again going to affect the number of replies from the local residents.

**Konkin, Barry**

---

**From:** Shawn S [shawns@vmo.ca]  
**Sent:** Wednesday, 07 March 2012 15:00  
**To:** Mayor and Councillors; Jackson, Brian; Johnson, David (Planning)  
**Subject:** Development of McLennan South

City of Richmond  
6911 No. 3 Road  
Richmond, B.C. V6Y 2C1

Re: Development of McLennan South

To Whom It May Concern:

I would like to follow up with my meeting on 20 February with David Johnson at the City of Richmond. We discussed the current zoning and development applications for the large parcel of land north of Shields Avenue along the east side of Bridge Street.

I recognize that the City has a need to offer affordable housing options to Richmond's growing community and Developers need suitable areas of land to build such housing. However, I want to remind Council and the Planning Department that a comprehensive analysis and public consultation was done prior to the Community Plan amendment in early 2004. This consultation found that the local residents were not pleased with the proposed changes to the original OCP but we accepted the proposal to introduce multi-family developments to the perimeter areas only and the construction of a Ring Road network to handle traffic concerns.

We accepted the plan with the understanding that the Single Family appeal of McLennan South would be maintained, specifically on Bridge Street where a minimum lot frontage of 18 meters gives the neighborhood a distinct character appeal. Consequently many of the current residents chose to root themselves in this community by investing significant funds into our primary residences to support the City's vision and area plan.

Since then a number of Single Family developments and additional roads have been introduced and the current residents are trying to understand the need to compromise certain elements of the OCP in order to allow development to occur. I want to emphasize that my fellow neighbors and I will strongly oppose any further deviation from the current OCP for this area, namely the introduction of multi-family residences located outside the perimeter of Bridge Street. We feel that such deviation will diminish the appeal of the larger single family homes as well as raise safety concerns resulting from increased traffic and parking. Also, the transition between multi-family and single family homes will be lost.

I am surprised by the reluctance of the owners of this large parcel of land to further their single family development application and further troubled by information that a former City of Richmond Councilor, Kiichi Kumagai, may have been retained by the owners as a consultant to assist in rezoning this land to multifamily.

I hope Council, the Director of Planning and the Area Planner will recognize the importance of maintaining the unique character of this McLennan South area and support the local area residents by sending a clear message to developers that you will not support multi-family development applications for this area.

Regards,

Shawn Sandhu  
7280 Bridge St,  
Richmond, BC  
778-891-7347





# City of Richmond

6911 No. 3 Road,  
Richmond, BC V6Y 2C1  
www.richmond.ca

March 16, 2012  
File: 08-4105-06-01/2012-Vol 01

Planning and Development Department  
Policy Planning  
Fax: 604-276-4052

Mr. Shawn Sandhu  
7280 Bridge Street  
Richmond, BC  
V6Y 2S7

Dear Mr. Sandhu:

**Re: Letter of March 7, 2012 – Development of McLennan South**

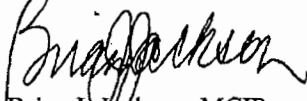
Thank you for your letter of March 7, 2012 which outlines your concerns over the pattern of development you have experienced in your community of South McLennan.

As you are aware, the Area Plan of South McLennan guides future growth and development in the area (McLennan South Sub-Area Plan – Schedule 2.10D). As indicated in your letter, this plan did go through a comprehensive analysis and public consultation with local residents who accepted the plan to allow multi-family development along the perimeter of the neighbourhood, while keeping the single-family character within the interior of the neighbourhood. This includes maintaining wider lots for properties fronting Bridge and Ash Streets to be at least 18 meters (approximately 59 feet) wide.

The rezoning application you identified in your letter (RZ 07-378654) currently proposes 24 lot single-family subdivision. The information we currently have is in keeping with the neighbourhood plan and would not require an amendment to the Official Community Plan (OCP). For example, all proposed lots meet the lot width and area requirements, including the current lot widths for those fronting Bridge Street would maintain their current width of 19.2 meters (approximately 63 feet). Should we receive changes to the proposal, we will ensure that the Bridge Street lots will remain large lot single-family and the lots will meet the current minimum lot width and area requirements in the OCP. Should any part of a new proposal not meet the neighbourhood plan, an amendment to the OCP will be required. This includes a separate bylaw for the amendment, neighbour notification and a Public Hearing, where the public can express their views on the proposal. Ultimately, City Council will make the decision whether such a proposed OCP amendment is accepted.

To date, the current application has not proceeded to Planning Committee or City Council as we are awaiting a response from the applicant. Should you require further information on the progress of this application, please feel free to contact Mr. David Johnson, Planner 2 at 604 276-4193.

Yours truly,



Brian J. Jackson, MCIP  
*Director of Development*

BJ:dj

cc: Mayor and Council  
Gail Johnson, Clerks Department  
David Johnson, Planning and Development

Re: Rezoning Application- File No. RZ12-605038

Attention: City of Richmond Planning & Development Department-

To whom it may concern;

It has been brought to my attention that there was supposed to have been a document given to the property owners on the west side of Bridge Street, north of General Currie and south of Sills Avenue regarding an opportunity to comment on the rezoning of property on the east side of Bridge Street.

Since I've not seen this document, I wish to express my thoughts on the subject.

Realizing that the rezoning application on the east side of Bridge is asking for increased density, including a residential format that is not in the original community plan, there will be a dramatic increase in vehicular traffic and on street parking. This will increase the already overtaxed strain on the on street parking on both sides of Bridge Street. This is extremely evident by observing the congested design of the on street parking design that has been implemented on Bridge Street, immediately south of Granville, making navigating between parked cars hazardous and nearly impossible with opposing traffic.

One must realize that with the proposed increased density, including lots fronting on the east side of Bridge Street, parking on the street will be monopolized by the east side of Bridge Street residents providing another situation of excessive congestion which west side residents do not benefit from, but will only create a large inconvenience. Current parking conditions just south of Granville on Bridge Street can attest to that.

The parking and vehicular traffic issues I've identified above, along with the proposed increase in density will only diminish our many years of a quiet and peaceful life style we've all come to enjoy here on Bridge Street.

If the proposed project in for rezoning with its increased density, which favours the City of Richmond coffers/ tax base, is allowed to proceed, it would only be reasonable that the numerous long time residents on the west side of Bridge Street be compensated by the Developer and/or the City of Richmond, by installing the required curb, gutter and lighting standards on the west side of Bridge Street at the expense of the Developer.

Thanks for addressing this matter in an affirmative manner.

Yours Truly

Calvin and Maryann Radom

7231 Bridge Street, Richmond, BC.

Email:cmradom@shaw.ca

# Arborist Report

## Preliminary Tree Preservation Plan

### Rezoning Application

7120/40/60/80 Bridge Street  
7200/20/40/60/80 Bridge Street  
7211/31/71 No. 4 Road  
Richmond, BC

---

Prepared for: Hui Yuan Investment (Canada) Ltd.  
Prepared by: VanArbor Vegetation Consulting Ltd.  
Ken Bell, P.Ag.  
Date: March 23, 2012

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## **Summary**

Hui Yuan Investment (Canada) Ltd. is proposing to rezone ten residential properties at 7120/40/80 Bridge Street, 7200/20/40/60 Bridge Street, 7211/31/71 No. 4 Road Richmond, BC in order to develop one hundred-one townhome units and five residential building lots. This arborist report documents 255 on and off-site protected-sized trees and proposes a Preliminary Tree Preservation Plan. The Preliminary Tree Preservation Plan proposes to preserve twenty-five trees and remove 230 trees.

## **Introduction**

### Background

Hui Yuan Investment (Canada) Ltd. is seeking permission from the City of Richmond to rezone ten residential properties at 7120/40/80 Bridge Street, 7200/20/40/60 Bridge Street, 7211/31/71 No. 4 Road from single-family housing district, Subdivision Area to Townhome District in order to construct one hundred-one townhomes and five single family lots. The assembled properties contain protected-size trees. The City of Richmond requires an arborist report and Preliminary Tree Preservation Plan to accompany the rezoning application in order to comply with City of Richmond Tree Protection Bylaw 8057 and development policies.

### Assignment

Provide an arborist report to:

1. Document protected size trees associated with the proposed rezoning application.
2. Provide a written report documenting findings of the tree survey investigation.
3. Propose a Preliminary Tree Preservation Plan.

### Limits of the Assignment

1. VanArbor's assessment on February 2, 2012 is based on visual inspection of the trees and site conditions from ground level. I did not climb trees or excavate the root zone of trees.
2. This report does not provide a tree replacement schedule.
3. This report is not valid for Development Permit or Building Permit applications.
4. It is beyond the scope of this report to provide detailed tree preservation specifications.

### Purpose and use of report

1. To accompany the Rezoning Permit application.
2. Provide compliance with City of Richmond Tree Protection Bylaw 8057 and Planning-development policies.

## Observations

There are ten residential building lots at 7120/40/80 Bridge Street, 7200/20/40/60 Bridge Street, 7211/31/71 No. 4 Road. The building lots contain a mix of mature landscape trees and a variety of shrubs, and a large woodlot containing a mixture of native conifer and deciduous trees. Ornamental Beech trees grow in the grass strip boulevard along No. 4 Road and there is a hedge growing in the municipal road easement along Bridge Street. There are overhead utilities (BC Hydro single phase and secondary powerlines, cable and telus) along Bridge Street. The topography of the building lots is flat. The existing grade elevations along Bridge Street nearly match the building lots. However, the existing building-lot elevations along No. 4 Road are significantly lower than the No. 4 Road roadway. Near-surface soil conditions are shallow and I suspect there is a high water table over majority of the site; I observed standing water in several locations. There is a bird nest in Birch tree # 245 and at least one bird nest in the woodlot trees. There are no natural water features or other significant environmental features to report.

## Testing and Analysis

I assessed the trees and site conditions on January 26, 2012. Tree assessments include health and structural condition ratings, and viability for tree preservation. Individual trees are field identified with a numerical survey tag attached to the lower tree trunk. Street trees growing along No. 4 Road and protected-size trees growing in the woodlot are not field identified with survey tags.

Appendix 1 Arborist Topograph Tree Survey provided by Louis Ngan Land Surveying shows the location of on and off-site trees, buildings at the time of the survey and other relevant topographic information. I annotated the topograph survey with tree numbers, dripline circles and condition ratings (poor, moderate, good or combination of two ratings)

Appendix 2 Arborist Site Plan shows the on and off-site trees in moderate and good condition, tree numbers, tree removal symbols, tree protection barrier fences, dripline circles, proposed building envelopes and interior roadway system, existing spot elevation, various dimensions, arborist annotations and notes.

Appendix 3 is the Tree Inventory and Evaluation that documents the protected-size trees. Tree numbers listed in the inventory correspond with the tree numbers on Appendix 1 and 2 drawings. The inventory lists: tree number, species, diameter breast height (dbh) size, condition rating, crown spread, observations, comments and proposed preservation recommendations.

Appendix 4 is a summary-schedule listing trees proposed for preservation or removal.

Appendix 5 contains a GIS Aerial Photograph showing existing site conditions and the locations of underground off-site services.



## Discussion

Hui Yuan Investment (Canada) Ltd. is proposing to consolidate and rezone ten existing residential properties in order to develop one hundred-one townhomes and five residential building lots. The layout of the proposed development includes eighteen buildings, an interior roadway system, infrastructure, parking and two amenity areas.

Appendix 1 Arborist Topograph Tree Survey shows existing buildings, spot elevations, on & off-site trees, hedgerows and the woodlot. There are 255 on and off-site trees and hedges associated with the proposed development. The woodlot contains 148 native trees and covers approximately 30% of the development area. There are 93 landscape trees growing on the existing building lots, separate from the woodlot trees. I have annotated the drawing to differentiate trees that are in good, moderate and poor condition; trees in good health and structural condition have thick dripline circles. The dripline circles around each tree are the approximate crown spread dimensions.

It should be noted that the grade-elevation of the existing building sites along No. 4 Road is significantly lower ( $\geq 80$  cm) than the No. 4 Roadway grade-elevation. The development will likely be required to elevate the building sites in order to comply with the Flood Plain Bylaw.

Appendix 2 Site Plan shows the architectural layout scheme of the proposed development and trees that are moderate and good condition. The drawing also shows tree protection zone (TPZ) barrier fences surrounding the trees that are good candidates for preservation. The development proposes to preserve:

1. Thirteen on-site trees
2. Existing conifer hedges surrounding the residential lot at 7160 Bridge Street
3. Off-site trees growing along the edge of the woodlot on lots 7300 Bridge Street and 7195 No. 4 Road
4. Off-site Municipal trees growing in the boulevard grass-strip along No. 4 Road

All other on and off-site trees and hedges are proposed for removal to enable the development layout scheme. The tree remove symbols shown in the Site Plan indicate trees in moderate and good condition proposed for removal. Off-site trees and hedges proposed for removal include:

1. Hedge of trees/shrubs currently growing in the Municipal boulevard adjacent to 7040 and 7060 Bridge Street (See photograph 1).
2. Tree # OS216 located on the north property line of 7160 Bridge Street. This tree is in poor condition and should be removed to enable the proposed development. It is important to note that the Planning Department will likely require written permission from the registered owner of 7160 Bridge Street in order to authorize the removal of the tree.

Appendix 3 Tree Inventory and Evaluation documents 255 on and off-site trees associated with the proposed development. There are 241 on-site trees and 14 off-site trees.

Appendix 4 provides a summary that tallies the number of trees proposed for preservation and removal. The development proposes to preserve 13 on-site trees and remove 228 on-site trees;

remove two off-site trees (#OS216, OS4) and preserve twelve off-site trees. On and off-site trees proposed for removal are in poor condition or conflict with the proposed architectural layout scheme.

It is important to note that the majority of landscape trees (excluding woodlot trees) are in poor condition. Table 1 shows the number and percentage of on-site landscape trees (not including woodlot trees) and their relative condition ratings. Fifty-two percent of the landscape trees are in poor condition.

Table 1

Condition rating	Poor	Poor – moderate	Moderate	Moderate – good	Good
Total trees = 93	48	9	23	2	11
Percentage	52%	10%	25%	2%	12%

Appendix 5 shows the aerial GIS photograph of the assembled properties and existing underground services. Due to the scope of the proposed development, the City of Richmond Planning and Engineering Departments will likely require the Civil Engineer to complete a technical review of the proposed rezoning application. The technical review will provide a listing of infrastructure upgrades and servicing requirements for the proposed development. The result of the technical review will help determine conflicts (if any) and the viability of preserving trees near infrastructure upgrades along Bridge Street.

In accordance with City of Richmond Tree Protection Bylaw No. 8057, trees proposed for removal are replaced with new trees. In this case, the development is proposing to remove 230 trees; 228 on-site trees and 2 off-site trees. The development proposes to negotiate with the City of Richmond to determine the appropriate number of replacement trees or provide cash-in-lieu to compensate for trees proposed for removal. The project Landscape Architect should specify the locations and species of replacement trees.

### Preliminary Tree Preservation Plan

The *Preliminary Tree Preservation Plan* and planning consideration for the proposed rezoning application include, but are not limited to the following details:

1. Preserve thirteen on-site trees shown in the Appendix 2 Arborist Site Plan shown and proposed for preservation in Appendix 3 and 4.
2. Remove 228 on-site trees; 80 landscape trees + 148 woodlot trees proposed for removal in Appendix 3 and 4.
3. Remove off-site tree # OS216 located on the North property line at 7160 Bridge Street.

- The development requires written permission from the owner of 7160 Bridge Street authorizing the removal of the tree.
4. Remove the following off-site trees located on Municipal easements:
    - Off-site tree # OS4 located on proposed Lechow Street roadway easement.
    - Off-site hedgerow located in Municipal road easement adjacent to 7040 and 7060 Bridge Street.
      - i. The development requires written permission to remove trees and hedge from City of Richmond Parks Department.
  5. Preserve twelve off-sites trees shown in the Appendix 2 Arborist Site Plan shown and proposed for preservation in Appendix 3 and 4.
  6. The development negotiates with the City of Richmond to determine the appropriate number of replacement trees or provide cash-in-lieu to compensate for trees proposed for removal.
  7. Project arborist (VanArbor) collaborates with the design team (Architect, Civil Engineer, Landscape Architect, Municipal Planners and Engineers, Developer, Project Superintendent, etc.) during the Development Building Permit application processes.
    - The design team review this report
    - All drawings provided by the design team are to show the preservation trees, TPZ and Arborist Preservation notes
  8. The project arborist evaluate and provide tree preservation specifications to the following plans:
    - Demolition plans
    - Pre-load operations
    - Site plans
    - Improvement plans (i.e.) street improvement, underground utility upgrades
    - Grade plans
    - Drainage and erosion control plans
    - Landscape construction, planting and irrigation plans
    - Utility plans
    - Geotechnical (soil) reports and plans
    - Construction plans and documents
  9. It is standard practice to erect the barrier fences around preservation trees prior to pre-construction operations. Appendix 2 Arborist Site Plan shows locations of tree protection zone (TPZ) barrier fences.
    - Barrier fence to be constructed in accordance with Municipal guidelines.
    - The barrier fence should be placed at least one meter outside the dripline of preservation trees.
    - Maintain the barrier fence in good condition throughout the construction period.
      - i. The development may dismantle the barrier fence during landscape installation.
  10. Architects and Civil Engineers should plan that all construction take place outside the TPZ barrier fences; (e.g.) no trenching or digging inside TPZ.

11. The Civil Engineer should conduct a capacity analysis to determine whether the sanitary, water and storm drainage systems require improvements / upgrading to determine conflicts (if any) and the viability of preserving trees near infrastructure upgrades along Bridge Street.
12. Drawings prepared by allied consultants (including architectural, civil, electrical, landscape and off-site utility companies) show the preservation trees, tree protection zones and tree preservation information.
13. The project arborist submit the final Tree Protection and Preservation Plan as part of the Development and Building Permit processes.
14. The Project arborist should monitor the trees and site conditions throughout the construction period. The purpose of the monitoring is to:
  - Advise and facilitate completion of project
  - Assist with changes in the field
  - Monitor tree health and site condition and apply appropriate treatments
  - Communicate with the project superintendent and contractors
  - Identify appropriate work procedures around trees
  - Monitor activity around trees
15. The Project Arborist should provide the following services during the post-construction and maintenance phase of development:
  - Consultation and continuity in transition period following construction.
  - Evaluate trees following construction.
  - Provide needed remedial treatments.
  - Sign-off project.

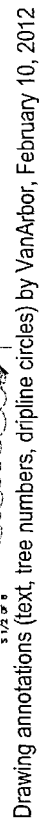
### **Conclusion**

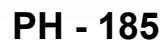
Hui Yuan Investment (Canada) Ltd. is proposing to rezone ten existing residential properties at 7120/40/80 Bridge Street, 7200/20/40/60 Bridge Street, 7211/31/71 No. 4 Road in order to construct one hundred-one townhomes and five single family lots. There are 255 trees associated with the proposed development. The development is proposing to preserve thirteen on-site trees, preserve twelve off-site trees and remove 230 trees. Trees proposed for removal include trees growing in a woodlot that contains 148 native trees. The development proposes to negotiate with the City of Richmond to determine the appropriate number of replacement trees or provide cash-in-lieu to compensate for trees proposed for removal. The preliminary tree preservation plan details planning considerations. VanArbor expects to collaborate with allied planning professionals (Engineer, Architect, Landscape Architect, etc.) during the Development and Building Permit application processes and help ensure the successful tree preservation during and after the construction period.

### Photograph 1



Photograph 1: Shows a hedgerow of off-site trees proposed for removal. These trees are located in the roadway easement adjacent to 7040 and 7060 Bridge Street. The development requires the permission from City of Richmond Parks Department to authorize the removal of the hedge.

Arborist Topograph  
Tree Survey





### Appendix 3

#### Tree Inventory and Evaluation

7120/40/80 Bridge Street  
7200/20/40/60 Bridge Street  
7211/31/71 No. 4 Road  
Richmond, BC

Tree #	Species	DBH <sup>1</sup> (cm)	Condition <sup>2</sup>	Crown spread radius (m)	Observations / Comments	Proposed Tree Preservation Recommendation
On-site Trees						
208	Pine	40	Moderate	3	<ul style="list-style-type: none"> <li>Open grown tree standing on the NW corner of the development area</li> <li>≈20 meters tall; 50% LCR</li> <li>Growing in shallow ground conditions and high water table</li> <li>Growing in 10 meter dedication</li> </ul>	Preserve
211	Western red cedar	44	Moderate	6	<ul style="list-style-type: none"> <li>Tree in good health condition and moderate structural condition; crown merges with neighbouring trees resulting in asymmetrical crown-shape</li> <li>Tree located too close to proposed building to be considered for preservation</li> </ul>	Remove

<sup>1</sup> DBH size of tree (cm) is measured at 1.4 meters above base in accordance to City of Richmond Tree Protection Bylaw and recorded to the nearest centimeter, unless indicated in observations / comments column.

<sup>2</sup> Condition rating: the consolidation of health, structure and vigor of the tree. The condition of a tree is expressed as either poor, moderate or good, compared to specimens that are ideal for that species

Tree #	Species	DBH <sup>1</sup> (cm)	Condition <sup>2</sup>	Crown spread radius (m)	Observations / Comments	Proposed Tree Preservation Recommendation
212	Holly	25	Poor	2	<ul style="list-style-type: none"> <li>Suppressed crown tree growing under neighbouring tree canopies</li> <li>Poor candidate for preservation</li> </ul>	Remove
213	Oak	≈80	Poor		<ul style="list-style-type: none"> <li>Municipal off-site tree BCH pruned for overhead utility clearance</li> <li>Growing next to storm drain in ROW</li> <li>≈ 20 meters tall with phototropic lean towards the development area</li> </ul>	Remove
214	Cherry	29	poor	5	<ul style="list-style-type: none"> <li>Tree growing next to Pyramid cedar hedge</li> <li>Tree in poor condition and poor candidate for preservation</li> </ul>	Remove
215	Cherry	≈40	Poor	n/a	Tree is dead and covered with climbing Rose vine	Remove
217	Malus sp.	27+ 25(.6) +25(.6)= 57	Poor – moderate	6	<ul style="list-style-type: none"> <li>Trunk has a lean and ground exhibits heave</li> <li>Poor candidate for preservation</li> </ul>	Remove
218	Western red cedar	≈45+ 30(.6) +30(.6) = 81	Moderate – good	5	<ul style="list-style-type: none"> <li>Tree has 100% LCR; nice specimen tree</li> <li>Tree located in proposed roadway</li> </ul>	Remove
220	Malus sp.	20	Poor	5	<ul style="list-style-type: none"> <li>Tree has 20° trunk lean, root heave</li> <li>Poor candidate for preservation</li> </ul>	Remove
221	Birch	44	Moderate	5	<ul style="list-style-type: none"> <li>Tree has good shape; however 2 dead branches in upper crown; 100% LCR</li> <li>Growing in shallow ground conditions and high water table</li> <li>Tree crown conflicts with building</li> </ul>	Remove
233	Cherry	34	Poor	5	<ul style="list-style-type: none"> <li>Tree diseased and has a trunk lean</li> <li>Growing in shallow ground conditions and high water table</li> </ul>	Remove
234	Clump birch	≈75	Moderate	4	<ul style="list-style-type: none"> <li>Multiple trunk tree joined at base; poor structure, good health condition</li> <li>Located within existing off-site hedge</li> <li>Poor candidate for preservation</li> </ul>	Remove

Tree #	Species	DBH <sup>1</sup> (cm)	Condition <sup>2</sup>	Crown spread radius (m)	Observations / Comments	Proposed Tree Preservation Recommendation
235	Clump birch	≈75	Moderate	4	<ul style="list-style-type: none"> <li>Multiple trunk tree joined at base; poor structure, good health condition</li> <li>Located within existing off-site hedge</li> <li>Poor candidate for preservation</li> </ul>	Remove
239	Western red cedar	≈35	Poor	3	<ul style="list-style-type: none"> <li>Tree trunk leans and ground exhibits root heave; leader has forked branches</li> <li>Poor candidate for preservation</li> </ul>	Remove
240	Birch	33	Poor	4	<ul style="list-style-type: none"> <li>Tree has dead leader; phototropic lean</li> <li>Poor candidate for preservation</li> </ul>	Remove
241	Birch	44	Poor	3	<ul style="list-style-type: none"> <li>Tree has dead leader at top of crown; phototropic lean</li> <li>Poor candidate for preservation</li> </ul>	Remove
242	Clump birch	≈20+16=36	Poor	2	<ul style="list-style-type: none"> <li>Tree has dead leader at top of crown; phototropic lean</li> <li>Poor candidate for preservation</li> </ul>	Remove
243	Clump birch	≈20+16=36	Poor	2	<ul style="list-style-type: none"> <li>Tree has dead leader at top of crown; phototropic lean</li> <li>Poor candidate for preservation</li> </ul>	Remove
244	Clump birch	≈75	Poor	10	<ul style="list-style-type: none"> <li>Tree has dead leader at top of crown; phototropic lean</li> <li>Poor candidate for preservation</li> </ul>	Remove
245	Clump birch	≈55	Poor	4	<ul style="list-style-type: none"> <li>Tree has poor structure; trunks have phototropic leans</li> <li>Poor candidate for preservation</li> <li><b>Bird nest in crown</b></li> </ul>	Remove
246	Pine	53	Moderate	6	<ul style="list-style-type: none"> <li>Tree has natural trunk lean orientated southwards</li> <li>≈40% LCR; ≈ 22 meters tall</li> <li>Sited in shallow ground conditions and high water table</li> <li>Tree too large to safely preserve considering dense</li> </ul>	Remove

Tree #	Species	DBH <sup>1</sup> (cm)	Condition <sup>2</sup>	Crown spread radius (m)	Observations / Comments	Proposed Tree Preservation Recommendation
					development and raising site grades <ul style="list-style-type: none"> <li>• Located at edge of dedication area</li> <li>• Not suitable candidate for preservation</li> </ul>	
247	Pine	~25	Poor – moderate		<ul style="list-style-type: none"> <li>• Tree has bow sweep root crown with large exposed roots on ground surface</li> <li>• Shallow ground conditions and high water table</li> <li>• Poor candidate for preservation</li> </ul>	Remove
248	Birch	33	Poor	4	<ul style="list-style-type: none"> <li>• Three trees growing in a row along property line fence; crowns merge together</li> </ul>	Remove
249	Birch	34				
250	Birch	28			<ul style="list-style-type: none"> <li>• Dead branches in crown; tree have phototropic leans over property line fence and tree branch debris falls in neighbouring yard</li> <li>• Poor candidate for preservation</li> </ul>	Remove
276	Spruce	53	Good	6	<ul style="list-style-type: none"> <li>• Tree located at 7240 Bridge Street</li> <li>• 75% LCR, ~ 13 meters tall</li> </ul>	Preserve
7054	Oak	45	Moderate	10	<ul style="list-style-type: none"> <li>• Tree in good health condition, moderate structural condition; not a good specimen quality tree; ~ 12 meters tall</li> <li>• Tree growing in water receiving area; shallow soil and high water table ground conditions</li> <li>• Tree growing in open ground conditions</li> <li>• Tree located near property line and buildable building envelop</li> <li>• Poor candidate for preservation</li> </ul>	Remove
7055 A	Cedar hedgerow	28	Moderate	3 - 5	<ul style="list-style-type: none"> <li>• The hedgerow consists of two distinct hedgerow plantings along south property line of 7160 Bridge Street</li> <li>• Cedar hedge A: Lead tree in hedgerow next to roadway is 28 cm Ø; all other trees are smaller Ø</li> <li>• Trees clearly sited on proposed development side</li> </ul>	Preserve

Tree #	Species	DBH <sup>1</sup> (cm)	Condition <sup>2</sup>	Crown spread radius (m)	Observations / Comments	Proposed Tree Preservation Recommendation
					of the property line as indicated by survey corner pin <ul style="list-style-type: none"> <li>Trees planted on 2' foot centres; crowns fully merge; <math>\approx 7</math> meters tall; trees pruned (topped) in past to reduce height; trees have multiple leader branches</li> <li>Outside crowns may be pruned to marginally reduce crown spread size</li> </ul>	
7056	8 trees in Hemlock hedge	$\leq 30$	Moderate	4	<ul style="list-style-type: none"> <li>8 trees growing in a hedgerow; crowns merge; trees relatively young and in good health condition; <math>\approx 10</math> meters tall</li> <li>Drainage manhole next to lead tree in ROW</li> <li>Tree grows into allowable building envelope; trees will grow much larger and conflict with building in future; poor candidates for preservation</li> </ul>	Remove
7057	Hemlock	45	Good	6	<ul style="list-style-type: none"> <li>80% LCR; crown merges with Spruce tree # 276</li> <li>Tree growing in allowable building envelope area; cannot develop building lot without significant conflicts</li> </ul>	Remove
7058	Cherry	$21 + 18(.6) = 40$	Poor	5	<ul style="list-style-type: none"> <li>Tree has codominant trunks attached at 1 meter above base; tree crown merged with neighbouring off-site hedge</li> <li>Poor candidate for preservation</li> </ul>	Remove
7059	3 spruce trees	40 28 55	Good	5	<ul style="list-style-type: none"> <li>3 trees growing together along property line; 15 meter stall</li> <li>Trees in good health and structural condition; provides good screenage to neighbouring property</li> </ul>	Preserve Preserve Preserve
7060	6 Conifer Conifer	48 43	Good	5	<ul style="list-style-type: none"> <li>Six conifer trees (Western red cedar + Spruce) in a</li> </ul>	Preserve Preserve

Tree #	Species	DBH <sup>1</sup> (cm)	Condition <sup>2</sup>	Crown spread radius (m)	Observations / Comments	Proposed Tree Preservation Recommendation
	Conifer	45			hedgerow	Preserve
	Conifer	27			• 100% LCR on south side of crowns	Preserve
	Conifer	37			• Trees located in proposed amenity area	Preserve
	Conifer	20				Preserve
7061	Birch	≈ 30	Poor – moderate	5	• Seven Birch growing together in a hedgerow	Remove
	Birch	≈ 30			• Few trees have clump root crowns (multiple trunks)	Remove
	Birch	≈ 30			• Few trees exhibit crown die-back	Remove
	Birch	≈ 30			• Trees poor candidates for preservation	Remove
	Birch	≈ 30				Remove
	Birch	≈ 30				Remove
7062	Chestnut	28	Moderate	3	• Unique small specimen type tree ≈ 5 meters tall	
					• Requires minor pruning	
7063	Birch	31	Poor	4	• Tree exhibits crown die-back	Remove
					• Poor candidate for preservation	
7064	Hazel nut	24+8+8=32	Moderate	5	• Old shrubs with multiple stems	Remove
					• Poor candidate for preservation	
7065	Hazel nut	24+8+8=32	Moderate	5	• Old shrubs with multiple stems	Remove
					• Poor candidate for preservation	
7066	Malus sp.	36	Poor	6	• Tree in poor health	Remove
					• Tree growing in a well	
					• Poor candidate for preservation	
7067	Purple leaf plum	64	Poor	6	• Tree size measured 50 cm above base	Remove
					• Very old tree in poor health and structural condition	
					• Poor candidate for preservation	
7068	Pear	22+20(.6)+15 (.6)= 41	Poor	4	• Old tree growing below existing grade in a well	Remove
					• Tree in poor health	

Tree #	Species	DBH <sup>1</sup> (cm)	Condition <sup>2</sup>	Crown spread radius (m)	Observations / Comments	Proposed Tree Preservation Recommendation
7069	Pear	25	Moderate	3	<ul style="list-style-type: none"> <li>Poor candidate for preservation</li> <li>Relatively small stand alone tree in the middle of proposed development</li> <li>Grade elevation of trees is significantly lower than existing sidewalk grade elevation</li> <li>Tree located in proposed interior roadway</li> </ul>	Remove
7070	Plum	26	Moderate	2	<ul style="list-style-type: none"> <li>Tree size measured 70 cm above base</li> <li>Tree not a quality specimen tree</li> <li>Grade elevation of trees is significantly lower than existing sidewalk grade elevation; shallow ground high water table conditions</li> <li>Not a good candidate for preservation</li> <li>Tree located in proposed interior roadway</li> </ul>	Remove
7071	Sweetgum	25	Moderate – good	3	<ul style="list-style-type: none"> <li>Relatively small landscape tree standing alone in the middle of the proposed development</li> <li>Good candidate for preservation; too big to be effectively transplanted with tree spade</li> </ul>	Preserve
7072	24 Hemlock 1 Pine	≤ 30	Poor	4	<ul style="list-style-type: none"> <li>Hedgerow of trees planted ≤ 1 meter apart; most trees topped in distant past at ≈ 3 meters above base; crowns merge</li> <li>Poor candidates for preservation</li> </ul>	Remove
7073	Cherry	28	Poor	2	<ul style="list-style-type: none"> <li>Tree size measured 70 cm above base</li> <li>Old, relatively stand alone tree in the middle of proposed development</li> <li>Grade elevation of trees is significantly lower than sidewalk grade elevation; shallow ground high water table conditions</li> <li>Poor candidate for preservation</li> </ul>	Remove
7074	Cherry	≈ 40	Poor	2	<ul style="list-style-type: none"> <li>Old, relatively stand alone tree in the middle of proposed development</li> </ul>	Remove





## Rezoning Considerations

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

**Address:** 7120, 7140, 7160, 7180, 7200, 7220, 7240, 7260 Bridge Street and 7211, 7231,  
7271 No. 4 Road

**File No.:** RZ 12-605038

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9107, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 9106.
2. Road dedication for the following:
  - a) East-west connector road: approximately 1,764.8 m<sup>2</sup>, including dedication of between 16.95 and 20 m for this road.
  - b) Lechow Street: approximately 1,928 m<sup>2</sup>, including dedication of 10.65 m along the east property line of the townhouse site; dedication of 12 m through the site; and dedication of 7.5 m along the east property line at the south of the site.
  - c) Sills Avenue: approximately 829.6 m<sup>2</sup>, including dedication of 10.m.  
**\*NOTE:** all final dedications and ultimate dimensions are to be confirmed through a functional design to the satisfaction of the Director of Transportation and the Director of Engineering.
3. Payment of \$80,000 towards future road works on LeChow Street (between east-west connector road and Sills Avenue).
4. Payment of \$89,000 towards future construction of north half of Shields Avenue. Final value of the cash-in-lieu payment is subject to minor adjustments based on a functional design approved by the Director of Transportation and the Director of Engineering.
5. Discharge of Legal Agreement No. BB0681427 from the Title of 7160 Bridge Street.
6. Consolidation of all the east-most lots and the rear 64 m of the lots fronting Bridge Street into two development parcels (which will require the demolition of the existing dwellings).
7. Consolidation of the lots fronting Bridge Street into one development parcel. Any future subdivision must be consistent with the "Single Detached (ZS14) – South McLennan (City Centre)" zone, with a maximum of seven (7) single family lots. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc. Will be required as part of this subdivision application.
8. Registration of a flood indemnity covenant on Title of all lots.
9. Registration of a legal agreement on Title of the townhouse site to ensure that the on-site indoor amenity space is heated and cooled through a geothermal system.
10. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$83,780) to the City's Public Art fund, if provision of public art on the site is not possible. .
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$217,610) for the townhouse portion of the site and contribute \$1.00 per buildable square foot (e.g. \$21,362) for the single family portion of the site to the City's affordable housing fund. The total affordable housing contribution for the project will be \$238,972.
12. Installation of protective tree fencing around the nine (9) trees to be retained adjacent to the proposed outdoor amenity space.
13. Payment of \$75,500 cash-in-lieu of on-site tree replacement.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

- a) Enter into a Servicing Agreement\* for the design and construction of works on the Bridge Street, No.4 Road frontage, Sills Avenue frontage, and LeChow Street. Any items under the Servicing Agreement (SA) which may be eligible for DCC credits will be determined through the SA review and approval process. Should a subdivision of the single family lots fronting onto Bridge Street be submitted prior to a building permit for the townhouse site, a separate Servicing Agreement (SA) application will be required for servicing of those lots and the works required on Bridge Street. Works include, but may not be limited to:

**Storm:**

The developer is responsible for the following frontage works:

- a) Bridge St. - Upgrade existing storm sewer from existing manhole STMH5174 (south property line of 7280 Bridge St.) to existing manhole STMH113666 (Sills Ave) with a length of approximately 174 m to a min. 600 mm.
- b) "East-West Connector" - Construct a min. 600 mm storm sewer from LeChow St. to No. 4 Rd. and connect to new system on LeChow St. and existing system on No. 4 Rd.
- c) LeChow St. - Construct a min. 600 mm storm sewer from Sills Ave. to Shields Ave. and connect to existing system on Sills Ave. at existing manhole STMH 113669 & Shields Ave. with a manhole and new system on "East-West Connector" with a manhole. Approximately 15 m of existing 300 mm storm sewer from existing manhole STMH 113669 to existing manhole STMH 113671 is to be removed.

Note: the pipe size may be reduced along LeChow St. between "East-West Connector" and Shields Ave. to due to design parameters and site constraints; to be determined during the review of the Servicing Agreement design.

**Sanitary:**

- a) The developer is responsible for constructing sanitary sewers as required to service the development site within the dedicated roads (Sills Ave., LeChow St. and "East-West Connector") and connect to the existing sanitary sewer system. Sizing is to be based on the greater of a) 200 mm and b) OCP size, as per City requirements. Calculations for sizing the proposed sanitary sewers are to be included in the Servicing Agreement design.
- b) The east half of the development site (i.e. east of LeChow St.) is to connect to the sanitary sewer along the No. 4 Rd. frontage.
- c) Existing 3.0 m wide R.O.W along No. 4 Rd. frontage to be discharged and replaced with a 5.0 m wide R.O.W along the entire No. 4 Rd. frontage.

**Water:**

- a) Using the OCP Model, there is 577 L/s available at 20 psi residual on No. 4 Rd. and 294 L/s available at 20 psi residual on Bridge St. Based on your proposed rezoning, your site requires a minimum fire flow of 220 L/s.
- b) The developer is responsible for constructing a "looped" water system consisting of 200 mm diameter watermain within the dedicated roads (Sills Ave., LeChow St. and "East-West Connector") and connection to the existing watermain on No. 4 Rd., Bridge St. and Shields Ave. will be required.
- c) Once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.

**Additional Engineering Requirements:**

- a) Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- b) The developer is responsible for the under-grounding of the existing private utility pole line and/or the installation of pre-ducting for private utilities, subject to concurrence from the Private Utility Companies. Thru the Servicing Agreement and detail design, Private Utility Companies may require additional space for their infrastructure

(kiosks, vista, transformers, LPTs, PMTs); this may include rights-of-ways on the development site to minimize impact on public space.

- c) Given the soil conditions in the area, the following is required:
  - i) Geotechnical assessment for all Servicing Agreement works.
  - ii) A minimum 2 year maintenance period for Servicing Agreement.
- d) Proposed City infrastructure (road, curb & gutter, boulevard, sidewalk, street lighting and utilities) to be located within road dedications.
- e) Street lighting is required for all interim and permanent road and sidewalk works, the extent of which is to be assessed by the developer's consultants during the service agreement process.
- f) The configuration for the "Ultimate" layout of LeChow St., "East-West Connector" and Shields Ave. to be shown on the key plan of the Servicing Agreement drawings.
- g) The developer is required to provide cash in lieu for the removal of the "Interim" works and construction of the "Ultimate" works along the development site frontage of LeChow St. and "East-West Connector".
- h) The developer is required to design and construct works within the existing LeChow St. road dedication, just north of Shields Ave.

**Note:** Alterations maybe required to existing curb & gutter on Shields Ave.

### **Transportation Requirements:**

**Enter into a Servicing Agreement for the design and construction of the following frontage improvements:**

- a) New Traffic Signal at No. 4 Rd. and New E-W Collector Rd: Upgrade the intersection of No. 4 Rd. and the new collector road (min. 11.2 m pavement width) with traffic signals to include but not limited to the following:
  - i) Signal pole, controller, base and hardware
  - ii) Pole base (City Centre decorative pole & street light fixture)
  - iii) Video Detection, conduits (Electrical & Communications) and signal indications, and communications cable, electrical wiring and service conductors
  - iv) APS (Accessible Pedestrian Signals)
- b) Sills Av.: Roadworks include, but not limited to the design and construction of the following:
  - i) Curb extension at the intersection with Bridge St. on the north side of Sills Ave.
  - ii) Removal of the existing north curb and gutter with possible sidewalk alteration
  - iii) Dedicate 10m along the entire north edge of 7120 Bridge Street to complete Sills Avenue with 4m x 4m corner cuts at Bridge St. and Lechow St. Also a proper corner radius curve (approx. 14m to be confirmed by Servicing Agreement design connecting Sills Ave. to Lechow St.)
  - iv) 1.5m wide grass and tree boulevard (north side)
  - v) 11.2 m pavement width
  - vi) Concrete curb and gutter (south side)
  - vii) 1.5 m wide grass and treed boulevard (south side)
  - viii) 1.8 m concrete sidewalk (south side)

**NOTE:** Works may also include upgrade of street lighting to Sills Avenue frontage

- c) Bridge St.: Along the entire site frontage from Sills Ave. to Shields Ave., widen Bridge St. pavement to 8.5 m, construct new curb and gutter with 1.75 m concrete sidewalk at property line and remaining to new curb to be grass and treed boulevard. Frontage works to extend past site to south property line of 7300 Bridge St.
- d) No. 4 Rd.: Restore No. 4 Rd. frontage to standard 1.5 m concrete sidewalk at property line with min. 1.5 m grass and treed boulevard, where existing driveways are to be closed and/or substandard cross section exists. Upgrade street lighting as part of signal work and may also be required as part of frontage works along No. 4 Road.
- e) Lechow St. (north): based on the functional plan, dedicate 10.65m (to be confirmed at SA stage) across the entire east edge of the development sites abutting Lechow Street from Sills Ave. to the new E-W Collector road on the north end and at the south from Shields Ave. abutting the property lines of 7260/7300 Bridge St.

Initial: \_\_\_\_\_

Roadworks include but not limited to the following, for the ultimate cross section (from Sills Ave. to north property line of 7191 No. 4 Rd:

From East property line:

- i) 1.75 m concrete sidewalk
- ii) 1.5 m wide grass and treed boulevard
- iii) Concrete curb and gutter
- iv) Minimum 11.2 m wide pavement
- v) Concrete curb and gutter
- vi) 1.5 m wide grass and treed boulevard
- vii) 1.75 m concrete sidewalk

From this point South, Interim Lechow St. works to include:

From west property lines of 7191 and 7195 No. 4 Rd:

- i) 1 m gravel shoulder
- ii) minimum 6 m asphalt pavement
- iii) Temporary curb and gutter
- iv) 1.5 m clear and unobstructed temporary asphalt walkway.

7180/7200 Bridge St.: Additional road dedication will be required along the east property lines for the proper curve radius required to connect Lechow St. to the future E-W collector road. See 'bulge' area on functional plan. The additional dedication is required to make the road functional for two-way vehicular traffic turning movements.

- f) Lechow St. (south): Dedicate 7.5 m along the entire east property line of the development properties fronting Lechow St. (southern end connecting to Shields Ave.)

To accommodate vehicular and pedestrian connectivity, the interim design for the south end of Lechow St. will be constructed as a pedestrian facility and once 7300 redevelops, the ultimate design will allow for vehicles. The interim works from Shields Ave. to the site entry include:

From the west property line of 7331 No. 4 Rd:

- i) 1.5 m concrete sidewalk at PL, not in ROW
- ii) 1.5 m grass and treed blvd.
- iii) curb and gutter
- iv) 8.5 m pavement width or interim pavement width south of 7300 Bridge St.
- v) new curb and gutter
- vi) 1.5 m grass and treed blvd.
- vii) 1.5 m concrete sidewalk

As much as possible of the above works are required to be constructed from Shields Ave. to the site entry, to facilitate pedestrian access.

- g) E-W Collector Rd.: Road dedication varies from 16.95 m to 20 m based on functional plan, along north edge of development sites fronting the new E-W Collector Rd.

4 m x 4 m corner cut at the intersection of No. 4 Rd.

Roadworks include, but not limited to the following:

From the north PL:

- i) minimum 1 m gravel shoulder
- ii) 11.2 m pavement width
- iii) curb and gutter (south side)

- iv) 1.5 m grass and treed boulevard
- iv) 1.75 m concrete sidewalk

- h) Lechow St. (within site): Dedicate 12m of road between the proposed E-W Collector Road and the proposed development's south property line.

Roadworks include, but not limited to the following:

Install street name signs at the corner of Lechow Street and the E-W Connector Rd.

From the East PL of the road:

- i) 1.5 m concrete sidewalk
- ii) 1.5 m grassed and treed boulevard
- iii) 0.15 m curb and gutter
- iv) 7.7 m pavement width
- v) 0.15 curb and gutter
- vi) 1 m grassed buffer

- b) 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.
- c) Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- d) Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.
- e) Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

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

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

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Signed

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Date



**Richmond Official Community Plan Bylaw OCP Bylaw 7100  
Amendment Bylaw 9106 (RZ 12-605038)  
7120, 7140, 7160, 7180, 7200, 7220, 7240, and 7260 Bridge Street and  
7211, 7231, and 7271 No. 4 Road**

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

1. Richmond Official Community Plan Bylaw OCP Bylaw 7100 is amended by repealing the existing Character Area Map on page 41 of Schedule 2.10D thereof of the following area and replacing it with "Schedule A attached to and forming part of Bylaw 9106".
2. Richmond Official Community Plan Bylaw OCP Bylaw 7100 is amended by repealing the Land Use Map on page 42 of Schedule 2.10D thereof and replacing it with "Schedule B attached to and forming part of Bylaw 9106"
3. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw OCP Bylaw 7100, Amendment Bylaw 9106**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

**MAR 10 2014**

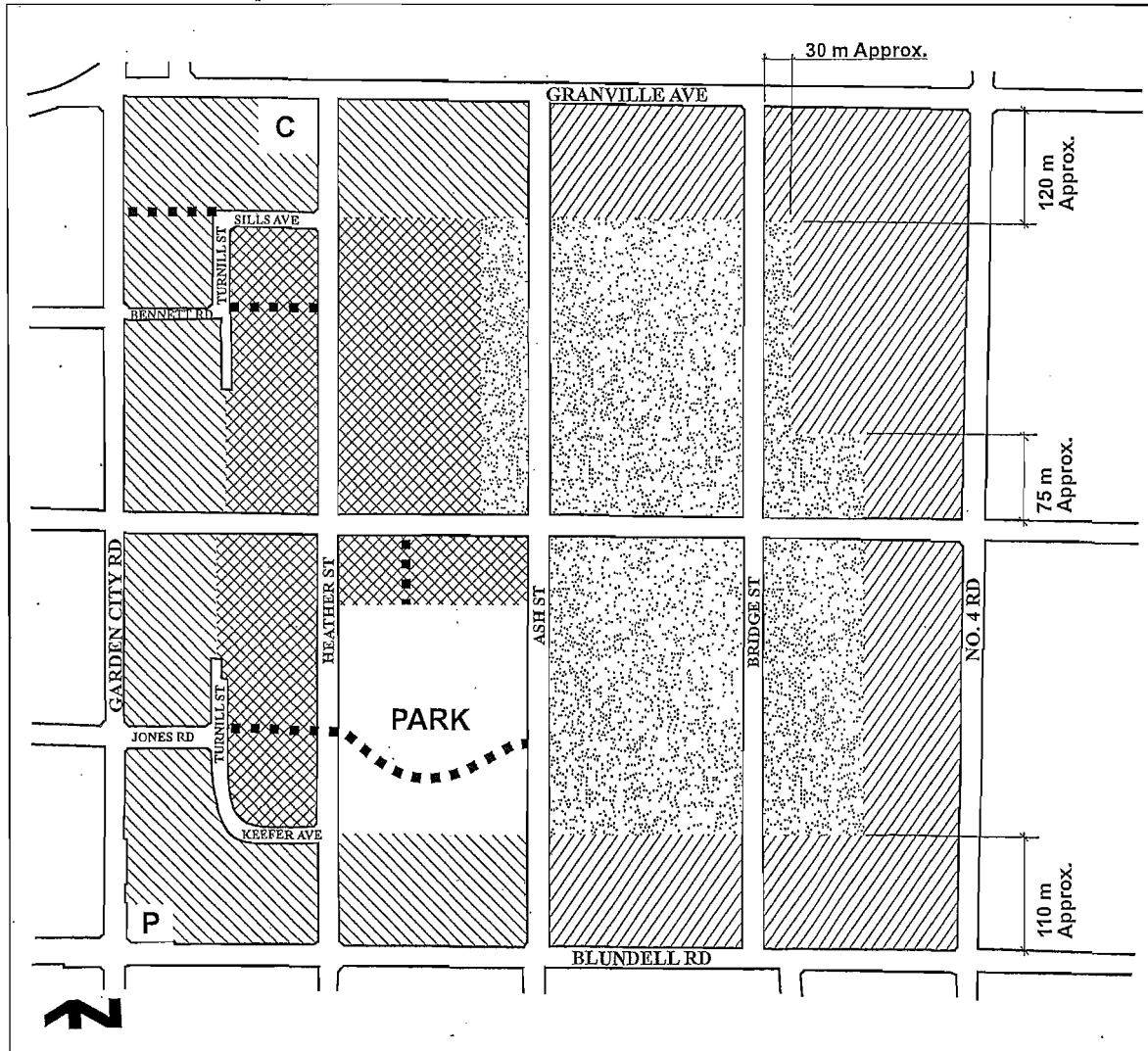
CITY OF RICHMOND
APPROVED by <i>BIC</i>
APPROVED by Manager or Solicitor <i>TZ</i>


\_\_\_\_\_  
MAYOR


\_\_\_\_\_  
CORPORATE OFFICER


City of Richmond


## Land Use Map



 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 m<sup>2</sup>/5,920 ft<sup>2</sup> min. area).

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m<sup>2</sup>/3,444 ft<sup>2</sup> 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

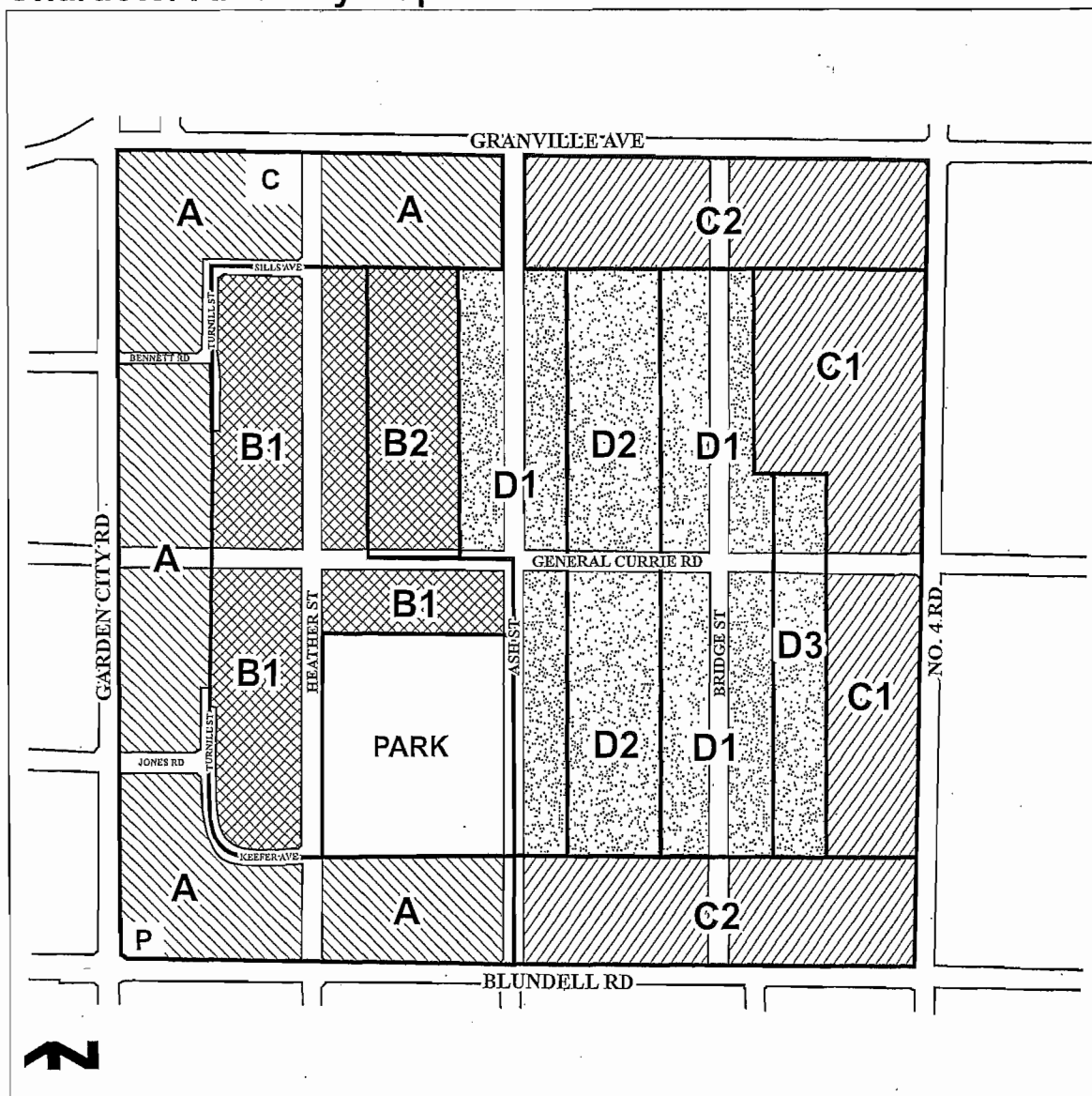
**C** Church





**P** Neighbourhood Pub

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



## Character Area Key Map



	<b>Area A</b> 3 storey Townhouse over parking		<b>Areas C1, C2</b> Clusters of Predominantly Single-Family, Duplex, Triplex Units	<b>C</b>	Church
	<b>Areas B1, B2</b> Townhouse - 2 ½ storeys typical (3 storeys maximum)		<b>Areas D1, D2, D3</b> Single-Family	<b>P</b>	Neighbourhood Pub

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



**Richmond Zoning Bylaw 8500,  
Amendment Bylaw 9107 (RZ 12-605038)  
7120, 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street; and  
7211, 7231 and 7271 No. 4 Road**

The Council of the City of Richmond enacts as follows:

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

a. Inserting the following at the end of the table contained in Section 5.15.1:

<b>Zone</b>	<b>Sum Per Buildable Square Foot of Permitted <b>Principal Building</b></b>
"ZT70"	\$2.00"

2. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting as Section 17.70 thereof the following:

"17.70 Town Housing (ZT70) – South McLennan"

**17.70.1 PURPOSE**

The **zone** provides for **town housing** and other compatible uses.

**17.70.2 PERMITTED USES**

- **child care**
- **housing, town**

**17.70.3 SECONDARY USES**

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

**17.70.4 PERMITTED DENSITY**

1. The maximum **floor area ratio** is 0.40, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 17.70.4.1, the reference to "0.40" shall be increased to 0.72 if the **owner**, at the time **Council** adopts a zoning amendment bylaw to

include the **owner's lot** in the ZT70 zone, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.

#### **17.70.5 MAXIMUM LOT COVERAGE**

1. **Maximum Lot Coverage:** 40% for all **buildings**.

#### **17.70.6 MINIMUM SETBACKS FROM PROPERTY LINES**

1. **Public Road Setback:**
  - a) 6.0 m from No. 4 Road.
  - b) The minimum setback to any other **road** is 4.5 m, which can be reduced to 3.0 m, as specified by a Development Permit approved by the **City**.
2. The minimum **rear yard** is 3.0 m.
3. The minimum **interior side yard** is 3.0 m.

#### **17.70.7 MAXIMUM HEIGHTS**

1. The maximum **height** for **buildings** is 12.0 m, but not exceeding 3 **storeys**.
2. The maximum **height** for **accessory buildings** is 6.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

#### **17.70.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE**

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

#### **17.70.9 LANDSCAPING AND SCREENING**

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

#### **17.70.10 OTHER REGULATIONS**

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

3. 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 area shown as Area "A" on "Schedule A attached to and forming part of Bylaw 9107" and by designating that portion shown as Area "A" on "Schedule A attached to and forming part of Bylaw 9107" as **"Single Detached (ZS14) – South McLennan (City Centre)"**
4. 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 that portion shown as Area "B" on "Schedule A attached to and forming part of Bylaw 9107" and by designating that portion shown as Area "B" on "Schedule A attached to and forming part of Bylaw 9107" as **"Town Housing (ZT70) – South McLennan"**.
5. This Bylaw is cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9017"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

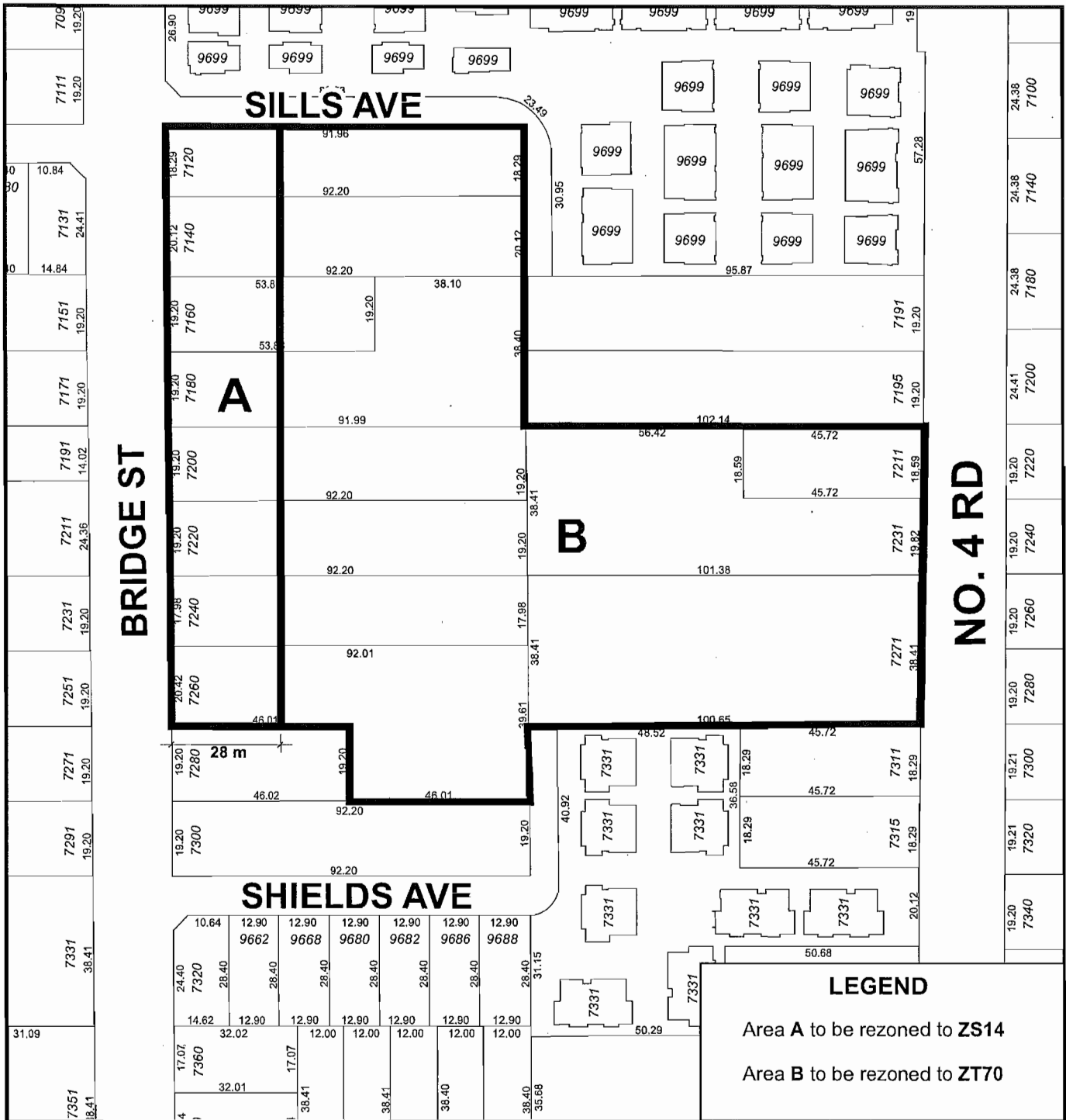
MAR 10 2014

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

\_\_\_\_\_  
MAYOR\_\_\_\_\_  
CORPORATE OFFICE



# City of Richmond



## RZ 12-605038

Original Date: 02/07/14

Revision Date: 02/19/14

Note: Dimensions are in METRES



# City of Richmond

Planning and Development Department  
Development Applications

<b>To Public Hearing</b>
Date: <u>April 22 2014</u>
Item # <u>3</u>
Re: <u>RZ 12-605038</u>
<u>KL 9100 &amp; KL 9107</u>
<b>Memorandum</b>

**To:** Richmond City Council  
**From:** Wayne Craig  
Director of Development  
**Date:** April 17, 2014  
**File:** RZ 12-605038  
**Re:** Rezoning Application by Yamamoto Architecture Inc at 7120, 7140, 7160, 7180, 7200, 7220, 7240, and 7260 Bridge Street and 7211, 7231, and 7271 No. 4 Road

**Official Community Plan Bylaw 7100, Amendment Bylaw 9106 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9107**

## **Response to March 4<sup>th</sup> Planning Committee referral**

At the Planning Committee meeting held on March 4, 2014, the Committee made the following referral to staff:

*To provide Council with the following information prior to the Public Hearing on Tuesday, April 22, 2014.*

- *Information on alternative energy options for the proposed project; and*
- *A list of alternative energy options that could be provided in developments similar to the proposed project.*

The purpose of this memo is to provide a response to the Planning Committee's request for the applicant to incorporate energy efficiency in the proposed townhouse project.

In response to the first point, Planning staff worked together with the applicant and the City's Sustainability and District Energy Division staff to develop options for increasing use of alternative energy that staff would support as well as be accepted by the applicant.

The applicant obtained the services of E3 Eco Group, a Lower Mainland consultancy firm who works with builders, developers, and home owners to achieve higher energy efficiency in wood framed buildings. The study examined a "worst case scenario" townhouse unit at the end of a building cluster, in an area of the site that would have the greatest exposure to wind and rain, and established a rating for energy consumption for lighting and appliances as well as a specification list for the building's exterior wall system.

E3 Eco Group used an industry standard, EnerGuide for Homes, as a measurement tool of performance. The EnerGuide rating is a standard measure of a building's energy performance. The building's energy efficiency level is rated on a scale of 0 to 100. A rating of 0 represents a home with major air leakage, no insulation and extremely high energy consumption. A rating of 100 represents a house that is airtight, well insulated, sufficiently ventilated and requires no purchased energy on an annual basis.

The result of this study was an agreement by the applicant to propose the following in the townhouse project at the subject site:

Foundation	R12 insulation under entire slab
Above Wall Grade Construction	2x6 studs @ 16"o.c. with R20 batt insulation and R20 headers
Roof Construction	Engineered truss system @ 24"o.c. with R40 batt insulation
Door Specification	Solid wood (front) Steel with polyurethane insulation core (others)
Window Specification	Double glazed, soft coat low-e, argon fill, insulated spacer, slider windows with vinyl frames
Space Heating System	Natural gas with 95% of heat retained within the home
Domestic Hot Water	30 gallon natural gas storage tank
Predicted EnerGuide Rating	82 – exceeds current Building Code standard
Build Green Rating	108 points - Silver
Solar system	Pre-duct all townhouse units for future installation of a solar hot water system

The EnerGuide rating is based on the building specifications listed above, in addition to the use of EnerGuide household appliances and light fixtures. It is anticipated that additional energy savings can be found in units that limit wall exposure to the outdoors, such as townhouses sandwiched between others and located in more sheltered areas of the site.

Staff have reviewed the applicant's proposal to commit to achieving an EnerGuide rating of 82 and confirms it exceeds the current BC Building Code, which results in a EnerGuide rating of 78-79. The applicant has also agreed to covenants being registered on title to secure the as-built result of the townhouses be constructed to meet the minimum 82 EnerGuide rating.

The annual operation of these energy efficient townhouses can save homeowners \$246 per unit, resulting in a energy savings of 8.6GJ (2,400 kWh) per year. This is a reduction of about 15%, resulting in a green house gas reduction of 0.20 tonnes per unit.

In response to the second point of the Committee referral, City staff is working on an interim policy for energy efficiency for townhouse developments and will bring forward report to Planning Committee for consideration.

  
Wayne Craig  
Director of Development

WC:dj



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** February 4, 2014

**From:** Wayne Craig  
Director of Development

**File:** RZ 13-643346

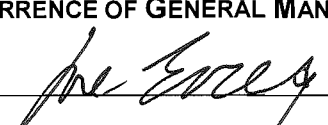
**Re:** Application by Zhao XD Architect Ltd. for Rezoning at 8400 General Currie Road and 7411/7431 St. Albans Road from Single Detached (RS1/E) to High Density Townhouses (RTH2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9111, for the rezoning of 8400 General Currie Road and 7411/7431 St. Albans Road from "Single Detached (RS1/E)" to "High Density Townhouses (RTH2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

EL:blg  
Att.

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



## **Staff Report**

### **Origin**

Zhao XD Architect Ltd. has applied to the City of Richmond for permission to rezone 8400 General Currie Road and 7411/7431 St. Albans Road (**Attachment 1**) from “Single Detached (RS1/E)” zone to “High Density Townhouses (RTH2)” zone in order to permit the development of 12 three-storey townhouse units. A preliminary site plan, building elevations, and landscape plan are provided in **Attachment 2**.

### **Findings of Fact**

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

### **Surrounding Development**

To the North: Across General Currie Road, a four-storey apartment building on a lot zoned “Medium Density Low Rise Apartments (RAM1)”.

To the South: A 7-unit townhouse development on a lot zoned “Medium Density Low Rise Apartments (RAM1)”.

To the East: Across St. Albans Road, a four-storey condominium (three-storeys over parking) on a lot zoned “Medium Density Low Rise Apartments (RAM1)”.

To the West: A four-storey condominium on a lot zoned “Medium Density Low Rise Apartments (RAM1)”.

### **Related Policies & Studies**

#### City Centre Area Plan

The subject property is located within the City Centre Area, Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100. The site is within “Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial” which is intended primarily for grade-oriented housing or equivalent in the form of higher-density townhouses (with common parking structures) or lower-density conventional and stacked townhouses (with individual garages). The preliminary design of the proposal featuring conventional townhouses, generally complies with the Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines will take place at the Development Permit stage of the process.

### St. Albans Sub Area Plan

The proposed development is generally consistent with the “Multi-Family Low-Rise” land use designation in the St. Albans Sub-Area Plan (Schedule 2.10A of the OCP Bylaw 7100), which envisions three-storey apartments, townhouses, two-family, or single-family dwellings (**Attachment 4**). The proposal for 12 three-storey townhouse units fits well within the mixed urban context and varied building styles on adjacent properties.

### Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m Geodetic Survey of Canada (GSC) datum, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel, is required prior to rezoning bylaw adoption.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City’s Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy, for a contribution of \$33,701.61.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City’s Public Art fund. The amount of the contribution would be \$12,975.12.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

### **Staff Comments**

#### Trees Retention and Replacement

A Tree Survey and a Certified Arborist’s Report were submitted in support of the application. The City’s Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist Report and concurred with the arborist’s recommendations to remove all three (3) bylaw-sized trees on-site and two (2) trees on city boulevard, since they are either dying (sparse canopy foliage), infected with Canker, Thorax Borer, Bronze Birch Borer, or exhibit structural defects such as cavities at the main branch union and root rot. A total of five (5) trees will be removed through the development process; a Tree Management Plan can be found in **Attachment 5**.

A \$2,600 cash compensation to the Tree Replacement Fund has been specified by Parks Operations staff for the removal of a birch tree and a plum tree located on the city boulevard in front of the site. Six (6) replacement trees are required for the removal of three (3) bylaw-sized trees onsite, according to the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP). The developer is proposing to plant 26 new trees on-site (see Preliminary Landscape Plan in **Attachment 2**); the size and species of replacement trees and an overall site landscape design will be reviewed in detail at the Development Permit stage.

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 and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit a landscape security in the amount of \$3,000.00 to ensure the replacement planting will be provided.

#### Site Servicing and Frontage Improvements

No capacity analysis is required. Prior to final adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel and dedicate a 4 m x 4 m corner cut at St. Albans Road and General Currie Road. The developer is also required to enter into a City's standard Servicing Agreement for the design and construction of required frontage beautification works and storm upgrades (see **Attachment 6** for details).

#### Vehicle Access

No access from St. Albans Road will be permitted; vehicle access will be provided via General Currie Road.

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$12,000 (\$1,000 per proposed dwelling unit) as per the Official Community Plan (OCP) and Council Policy.

#### Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Staff will work with the applicant at the Development Permit stage to ensure the size, configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the Official Community Plan (OCP). The minimum outdoor amenity space required for this development is 72 m<sup>2</sup>.

#### Legal Considerations

There is currently a covenant registered on the Title of the 7411/7431 St. Albans Road restricting the use of this lot to a two-family dwelling only (charge #RD105938). This covenant must be discharged by the applicant as a condition of rezoning.

The property at 7411/7431 St. Albans Road is currently strata-titled. Winding up and cancellation of Strata Plan NW1401 is a consideration of the rezoning.

## **Analysis**

### OCP and CCAP Compliance

The proposal to develop townhouses on the site is consistent with the objectives of the City Centre Area Plan – Sub-Area B.1 in terms of land use and character. The area plan permits high density townhouses with common parking structures or stack townhouses, with a maximum density up to 0.90 FAR on this site; however, the developer prefers to develop lower density conventional townhouses with individual garages on this site, which are also permitted in the CCAP.

The Development Permit application will provide more information and detail regarding the form and character of the proposal in addition to the landscaping and design of the outdoor amenity area.

### Requested Variances

The proposed scheme attached to this report is generally in compliance with the “High Density Townhouses (RTH2)” zone except for the proposed tandem parking arrangement in eight (8) of the 12 units. Based on the City Centre location, 17 residential parking spaces are required for this 12-unit development, where 8 of these required parking spaces could be in tandem arrangement. By permitting an extra two (2) of these required residential parking spaces in tandem parking arrangement, the applicant is able to provide seven (7) extra residential parking spaces on-site.

Tandem parking arrangement is generally supported as it can reduce pavement area on-site and facilitate a more flexible site layout. With the extra residential parking spaces provided on site and on-street parking available on both sides of both General Currie Road and St. Albans Road, staff do not envision any noticeable impact to parking in the immediate neighbourhood due to the proposed tandem parking variance.

A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption. Formal details and consideration of the variance will be provided in the report to Development Permit Panel in the future.

### Design Review and Future Development Permit Considerations

Guidelines for the issuance of Development Permits for multiple-family projects are contained in Schedule 1 of Bylaw 9000 (Section 14.0 Development Permit Guidelines), and in Schedule 2.10 of Bylaw 7100 – City Centre Area Plan (Section 3). The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined in relation to the site:

- Compliance with the relevant Development Permit Guidelines for multiple-family projects contained in OCP Bylaw 7100 and 9000.
- Building form and architectural character.

- Location and design of the convertible unit and other accessibility features.
- Adequate private outdoor space in each unit and the relationship between the first habitable level and the private outdoor space.
- Landscaping design and enhancement of the outdoor amenity area to maximize use.
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment.

Additional issues may be identified as part of the Development Permit application review process.

### **Financial Impact or Economic Impact**

None.

### **Conclusion**

The proposed 12-unit townhouse development is consistent with the objectives of the City Centre Area Plan – Sub-Area B.1 and the St. Albans Sub Area Plan in terms of land use, character, and density. Overall, the proposed site plan and building massing will complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9111 be introduced and given first reading.



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

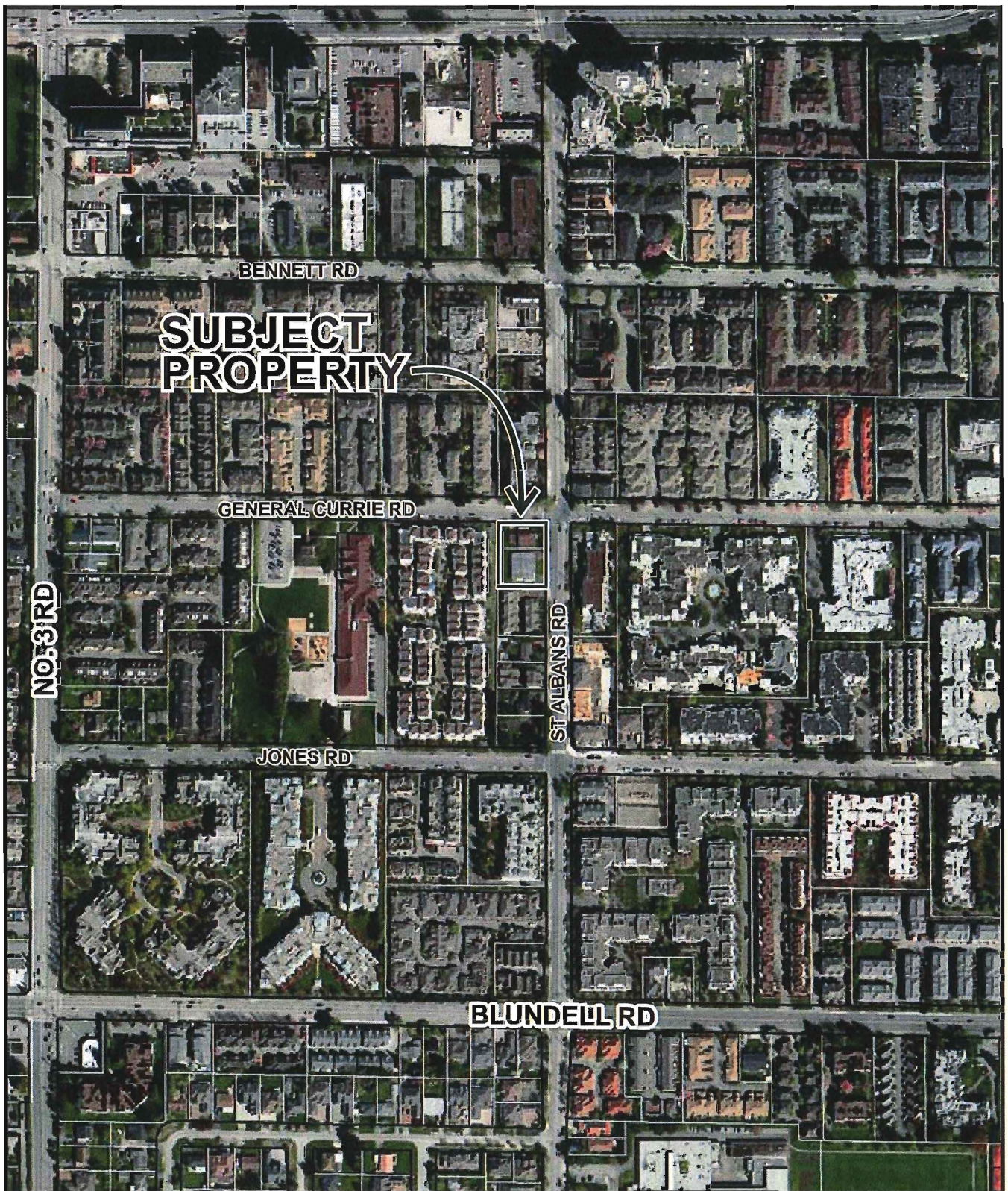
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### **Attachments:**

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: St. Albans Sub Area Plan
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations







RZ 13-643346

Original Date: 09/03/13

Amended Date: 02/05/14

Note: Dimensions are in METRES



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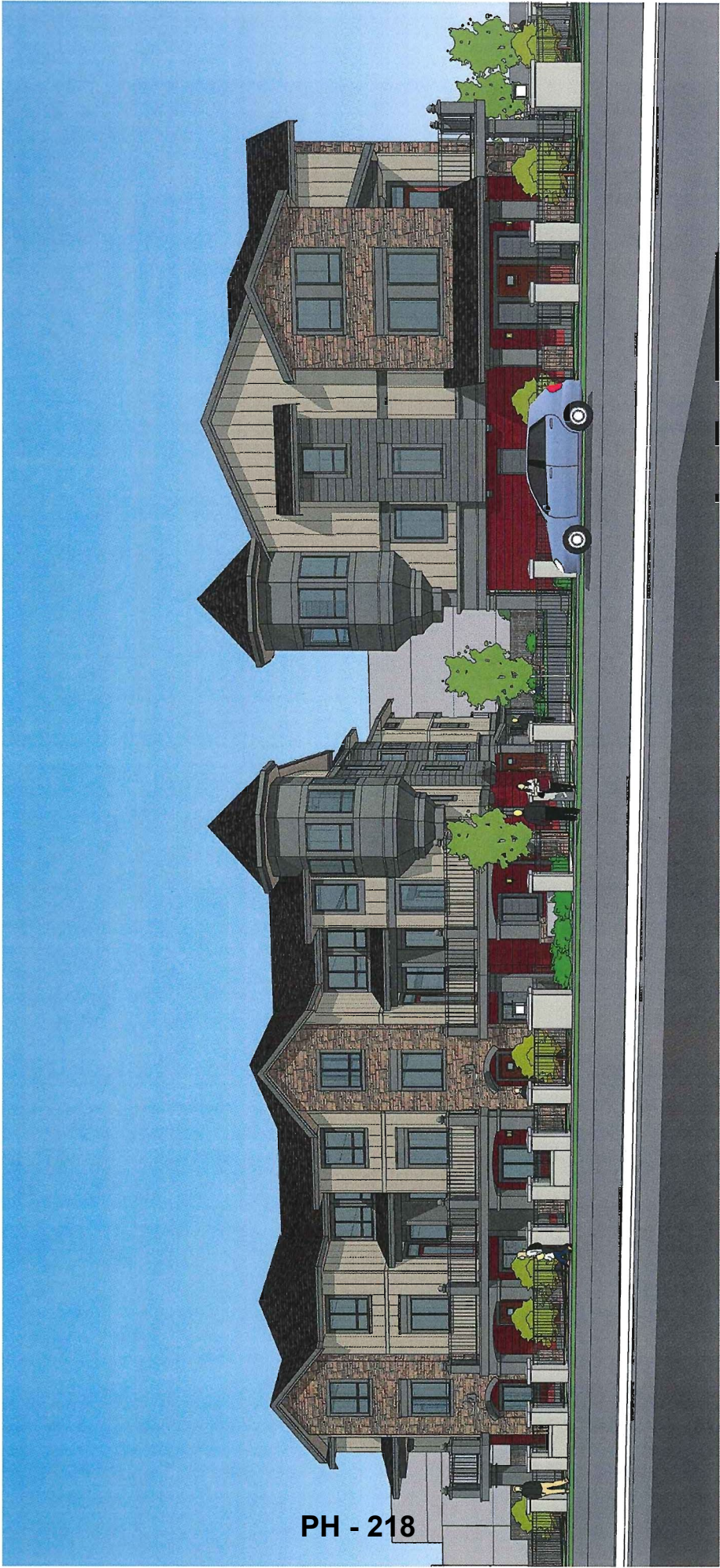




PH - 217

GENERAL CURRIE ROAD





PH - 218

ST ALBANS ROAD



ZHAO XD  
ARCHITECT  
LTD.

#252-11181 Yonge Street  
Toronto, ON M2N 6P9  
Tel: (416) 593-3869  
Fax: (416) 593-1736  
Email: info@zhaoxd.com  
Web: zhaoxd.com

This drawing is not to be used for construction without the written consent of the architect.

130210	DP
130210	General Plan
A	DETAIL ELEVATION
B	LOCATION SHEET
C	DETAIL SHEET

12 UNITS  
TOWNHOUSE  
DEVELOPMENT

DATE: GENERAL CURRIE RD.  
2410, 2411, 2412 ST ALBANS RD.  
RICHMOND, BC

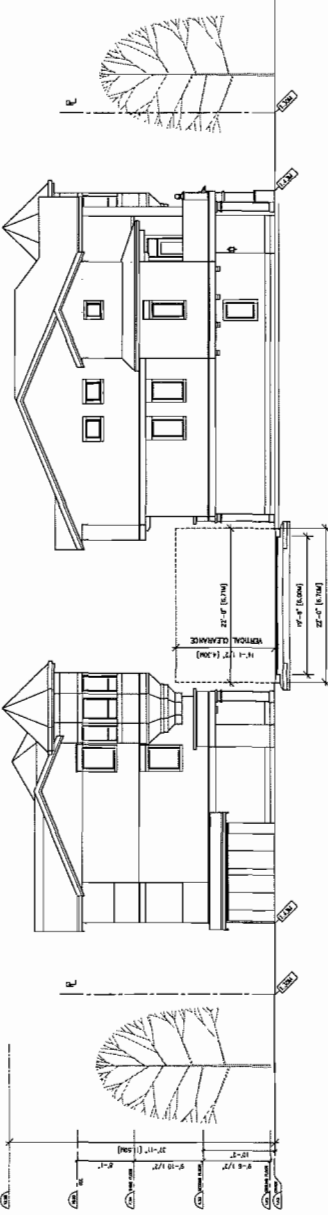
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2410, 2411, 2412 ST ALBANS RD.  
RICHMOND, BC

DATE: GENERAL CURRIE RD.  
2410, 2411, 2412 ST ALBANS RD.  
RICHMOND, BC

DATE: GENERAL CURRIE RD.  
2410, 2411, 2412 ST ALBANS RD.  
RICHMOND, BC

DATE: GENERAL CURRIE RD.  
2410, 2411, 2412 ST ALBANS RD.  
RICHMOND, BC

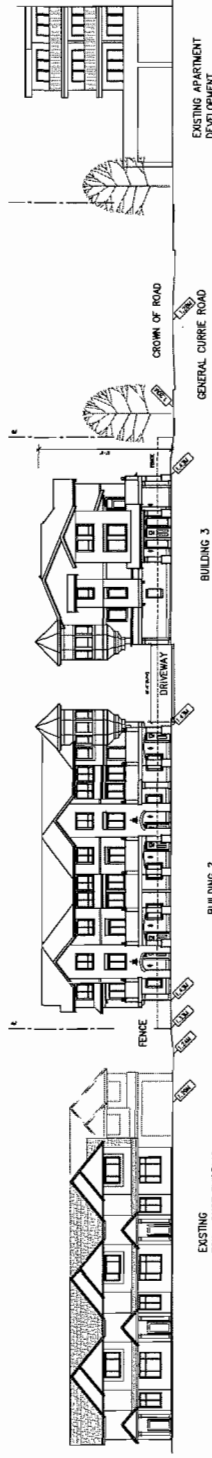
A-10



INTERNAL DRIVE AISLE SECTION/ELEVATION  
SCALE 1/8"=1'-0"



NORTH SITE ELEVATION - (GENERAL CURRIE ROAD)  
SCALE 1/16"=1'-0"



EAST SITE ELEVATION  
SCALE 1/16"=1'-0"



ZHAO XD  
ARCHITECT  
LTD.

#255-1188, Vancouver, B.C.  
Tel: (604) 681-2889  
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Email: info@zhaoxd.com  
Web: zhaoxd.com

This drawing is not to be used for construction.

DATE	BY	REVISION
1/1/2018	DP	1. INITIAL DESIGN
2/1/2018	DP	2. LOCATION SHEET
3/1/2018	DP	3. METAL SHEET

12 UNITS  
TOWNHOUSE  
DEVELOPMENT

Project:  
12 UNITS  
TOWNHOUSE  
DEVELOPMENT

12 UNITS  
TOWNHOUSE  
DEVELOPMENT

12 UNITS  
TOWNHOUSE  
DEVELOPMENT

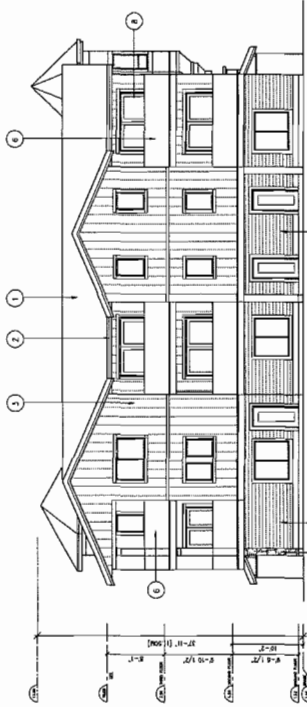
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TOWNHOUSE  
DEVELOPMENT

12 UNITS  
TOWNHOUSE  
DEVELOPMENT

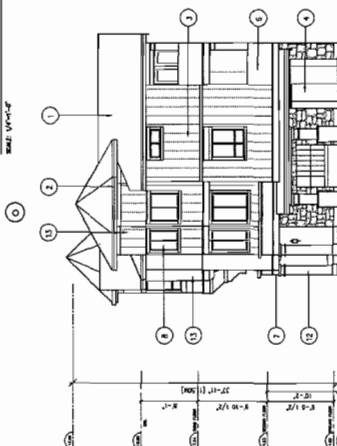
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12 UNITS  
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DEVELOPMENT

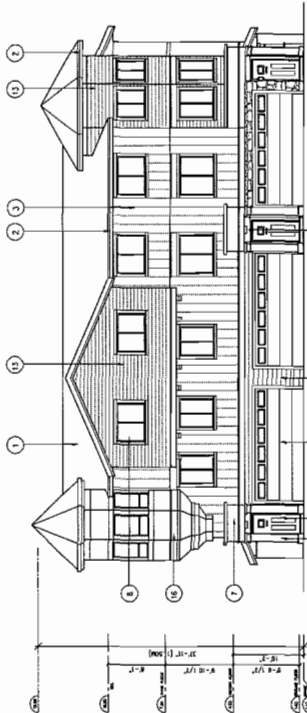
## PLAN #4.1



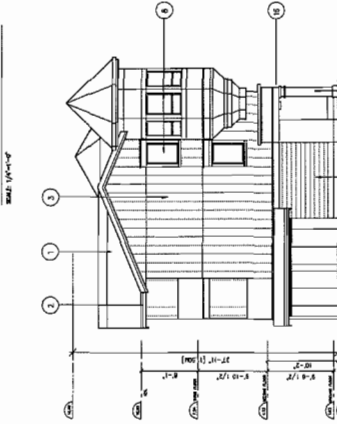
WEST ELEVATION - BUILDING 1  
SCALE: 1/8"=1'-0"



NORTH ELEVATION - BUILDING 1  
SCALE: 1/8"=1'-0"



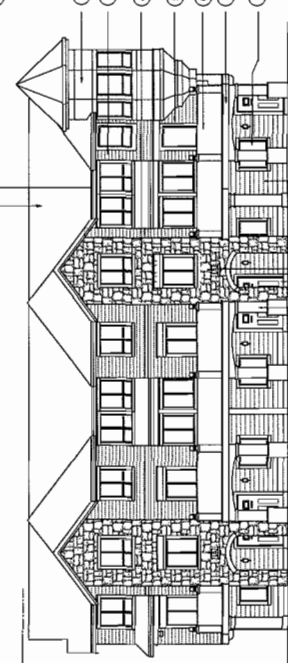
EAST ELEVATION - BUILDING 1  
SCALE: 1/8"=1'-0"



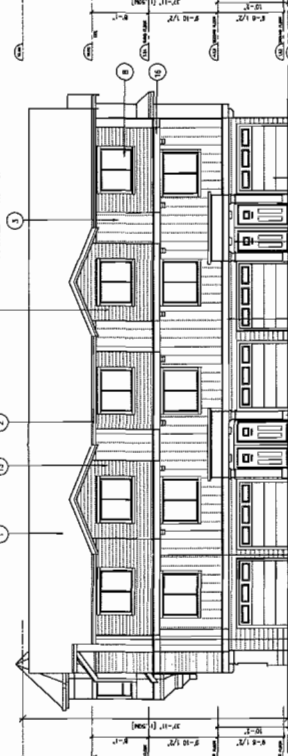
SOUTH ELEVATION - BUILDING 1  
SCALE: 1/8"=1'-0"

EXTERIOR FINISH & COLOR

- 1. ASPHALT SHINGLES - DUAL BLACK - NO
- 2. 5" ALUM. GUTTER ON
- 3. 2X6 WOOD FASCIA BOARD - PAINTED (TYP.)
- 4. 2X4 WOOD TRIM - MATCH THE SONG COLOR
- 5. ALUM. QUADRAIL (BLACK)
- 6. BUILT-UP WOOD CASING & POST W/ALUMINUM-PAINTED (TYP.) - IRON GRAY
- 7. DOUBLE-GLAZED WOODS IN VINYL FRAMES C/W 2X4 SILL (SLOPE 15 TO 1 & 2X4 SIDE & TOP TRIM THIN PAINTED - BK AF-720 SPARROW
- 8. HARDIE SIDING (7") - BRONZIAL RED
- 9. LIGHT FIXTURE
- 10. SOLID CORE WOOD DOOR - BJ 1231 WYNWOOD
- 11. BUILT-UP WOOD COLUMN & POST W/ALUMINUM-PAINTED (TYP.)



EAST ELEVATION - BUILDING 2  
SCALE: 1/8"=1'-0"



WEST ELEVATION - BUILDING 2  
SCALE: 1/8"=1'-0"

EXTERIOR FINISH & COLOR

- 1. ASPHALT SHINGLES - DUAL BLACK - NO
- 2. 5" ALUM. GUTTER ON
- 3. 2X6 WOOD FASCIA BOARD - PAINTED (TYP.)
- 4. 2X4 WOOD TRIM - MATCH THE SONG COLOR
- 5. ALUM. QUADRAIL (BLACK)
- 6. BUILT-UP WOOD CASING & POST W/ALUMINUM-PAINTED (TYP.) - IRON GRAY
- 7. DOUBLE-GLAZED WOODS IN VINYL FRAMES C/W 2X4 SILL (SLOPE 15 TO 1 & 2X4 SIDE & TOP TRIM THIN PAINTED - BK AF-720 SPARROW
- 8. HARDIE SIDING (7") - BRONZIAL RED
- 9. LIGHT FIXTURE
- 10. SOLID CORE WOOD DOOR - BJ 1231 WYNWOOD
- 11. BUILT-UP WOOD COLUMN & POST W/ALUMINUM-PAINTED (TYP.)

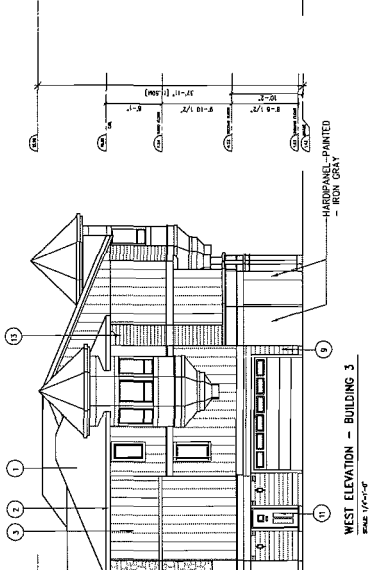
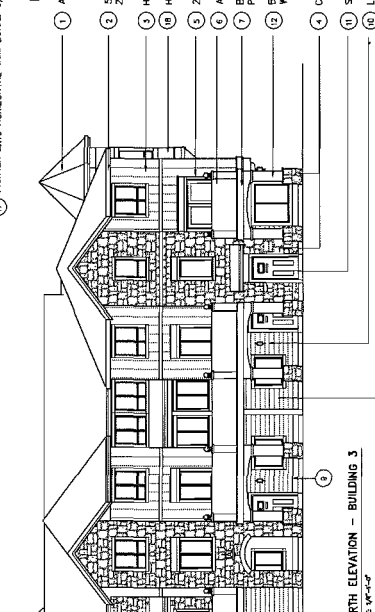
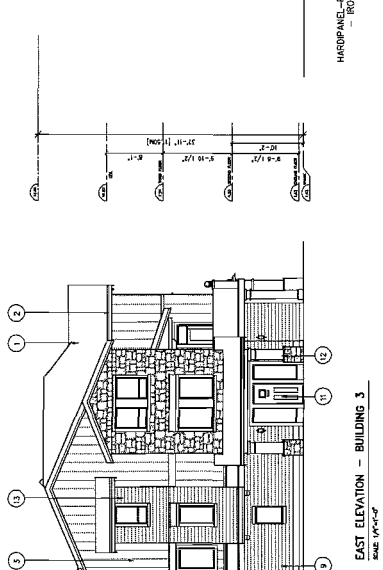
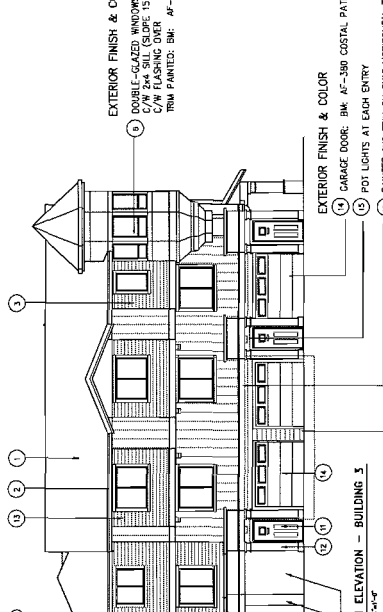
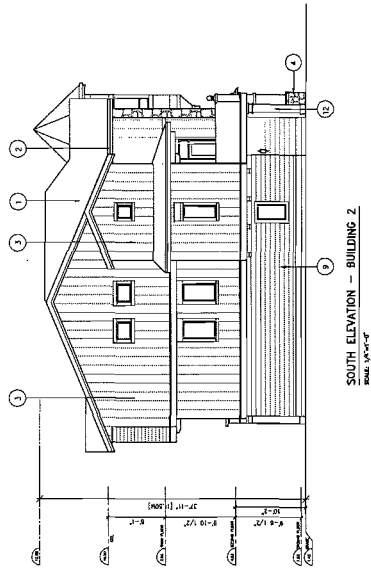
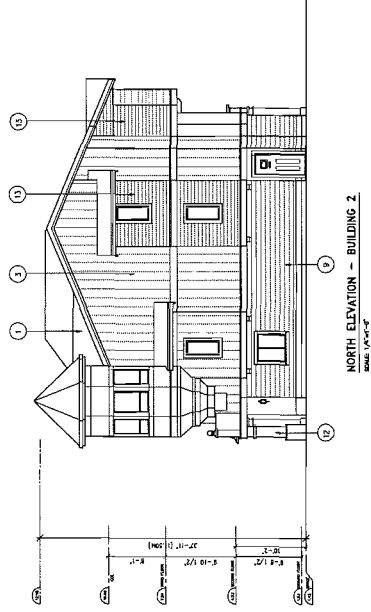


ZHAO XD  
ARCHITECT  
LTD.

#252-1188 Vancouver B.C.  
Tel: (604) 278-4439  
Fax: (604) 909-1736  
Email: info@zhaoxd.com  
Web: zhaoxd.com

This drawing is not to be used for construction without the written consent of Zhao XD Architect Ltd.

PLAN #4.2



EXTERIOR FINISH & COLOR  
1 DOUBLE-GLAZED WINDOWS IN WHITE FRAMES  
C/W 2X4 SILL (SLIDE 15)  
C/W FLASHING OVER  
TRIM PAINTED: BM: AF-720 SPARROW

EXTERIOR FINISH & COLOR  
1 GARAGE DOOR: BM: AF-380 COSTAL PATH  
2 POT LIGHTS AT EACH ENTRY  
3 PAINTER 2X2 TRIM ON 2X12 HORIZONTAL TRIM BOARD  
4 PAINTER 2X10 HORIZONTAL TRIM BOARD C/W FLASHING OVER

EXTERIOR FINISH & COLOR  
1 ASPHALT SHINGLES - DUAL BLACK - NO  
2 5" ALUM. GUTTER ON  
3 2X6 WOOD FASCIA BOARD - PAINTED (TYP.)  
4 BM: AF-563 MYSTERIOUS  
5 HARDIE BOARD (BOARD & BATTEN) - MONTEREY TALPE  
6 HARDIEBOARD-PAINTED (TYP.) - IRON GRAY  
7 2X4 WOOD TRIM - MATCH THE SOUNG COLOR  
8 ALUMIN. GUARDRAIL (BLACK)  
9 BUILT-UP WOOD CANOPY & POST  
10 POST W/HARDIEBOARD-PAINTED (TYP.) - IRON GRAY  
11 BUILT-UP WOOD COLUMN & POST  
12 W/HARDIEBOARD-PAINTED (TYP.) - IRON GRAY  
13 CULTURE STONE - CAMBRIA GUESTSTONE  
14 ELDERADO STONE  
15 SOLID CORE WOOD DOOR  
16 LIGHT FIXTURE  
17 HARDIE SIDING (7) - TRADITIONAL RED



REV	DATE	REVISION DESCRIPTION	DRS
1	11 MAR 27	REV DATE PLANTIVITY COMMENTS	DRS
2	13 DEC 12	NEW AIR PLAIN	DRS
3	11 APR 08	NEW AIR PLAIN	DRS

PROJECT:

**14 UNIT CONDOMINIUM  
DEVELOPMENT**  
400 GENERAL CURRIE ROAD  
RICHMOND

RESEARCH

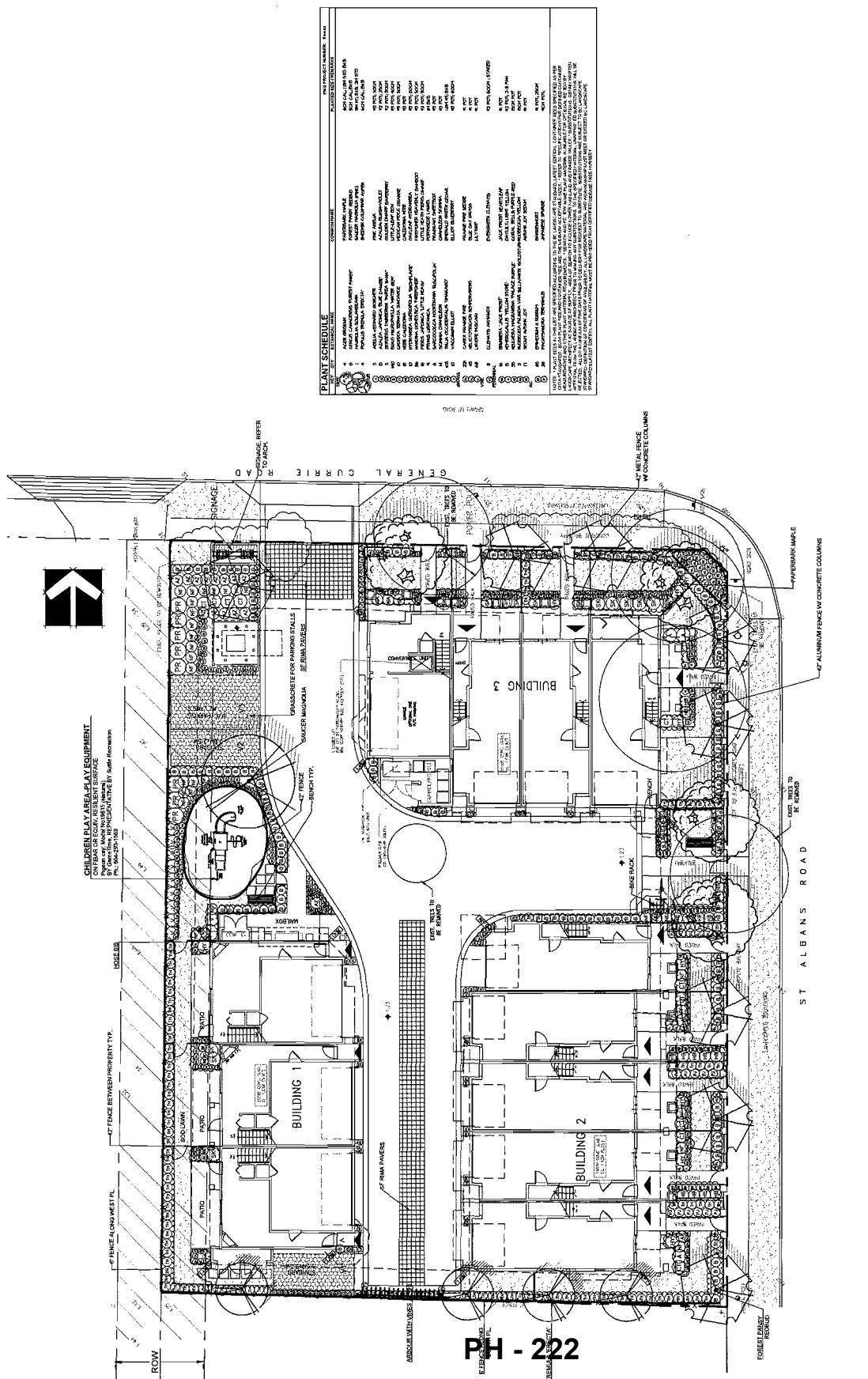
LANDSCAPE  
PLAN

**L2**

OF 3

13-096

ATTACHMENT 2



**PH - 222**



**RZ 13-643346**

**Attachment 3**

Address: 8400 General Currie Road and 7411/7431 St. Albans Road

Applicant: Zhao XD Architect Ltd.

Planning Area(s): City Centre

	Existing	Proposed
<b>Owner:</b>	Benest Real Estate Development Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	1,956.8 m <sup>2</sup>	1948.8 m <sup>2</sup>
<b>Land Uses:</b>	Single-Family Residential & Duplex	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	General Urban (T4)	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	High Density Townhouses (RTH2)
<b>Number of Units:</b>	3	12
<b>Other Designations:</b>	N/A	No Change

On Future Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.80	0.77	none permitted
Lot Coverage – Building:	Max. 45%	41.2%	none
Lot Coverage – Non-porous Surfaces:	Max. 70%	70% Max.	none
Lot Coverage – Landscaping:	Min. 20%	24.4%	none
Setback – Front Yard (North) (m):	Min. 4.5 m	4.50 m	none
Setback – Exterior Side Yard (East) (m):	Min. 2.0 m	4.50 m	none
Setback – West Side Yard (m):	Min. 2.0 m	3.00 m	none
Setback – Rear Yard (South) (m):	Min. 2.0 m	2.00 m	none
Height (m):	12.0 m (3-storeys)	11.55 m (3-storeys)	none
Lot Size:	600 m <sup>2</sup> (min. 20 m wide x 30 m deep)	1,956.8 m <sup>2</sup> (37.97 m wide x 51.06 m deep)	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2.0 (R) and 0.25 (V) per unit	none

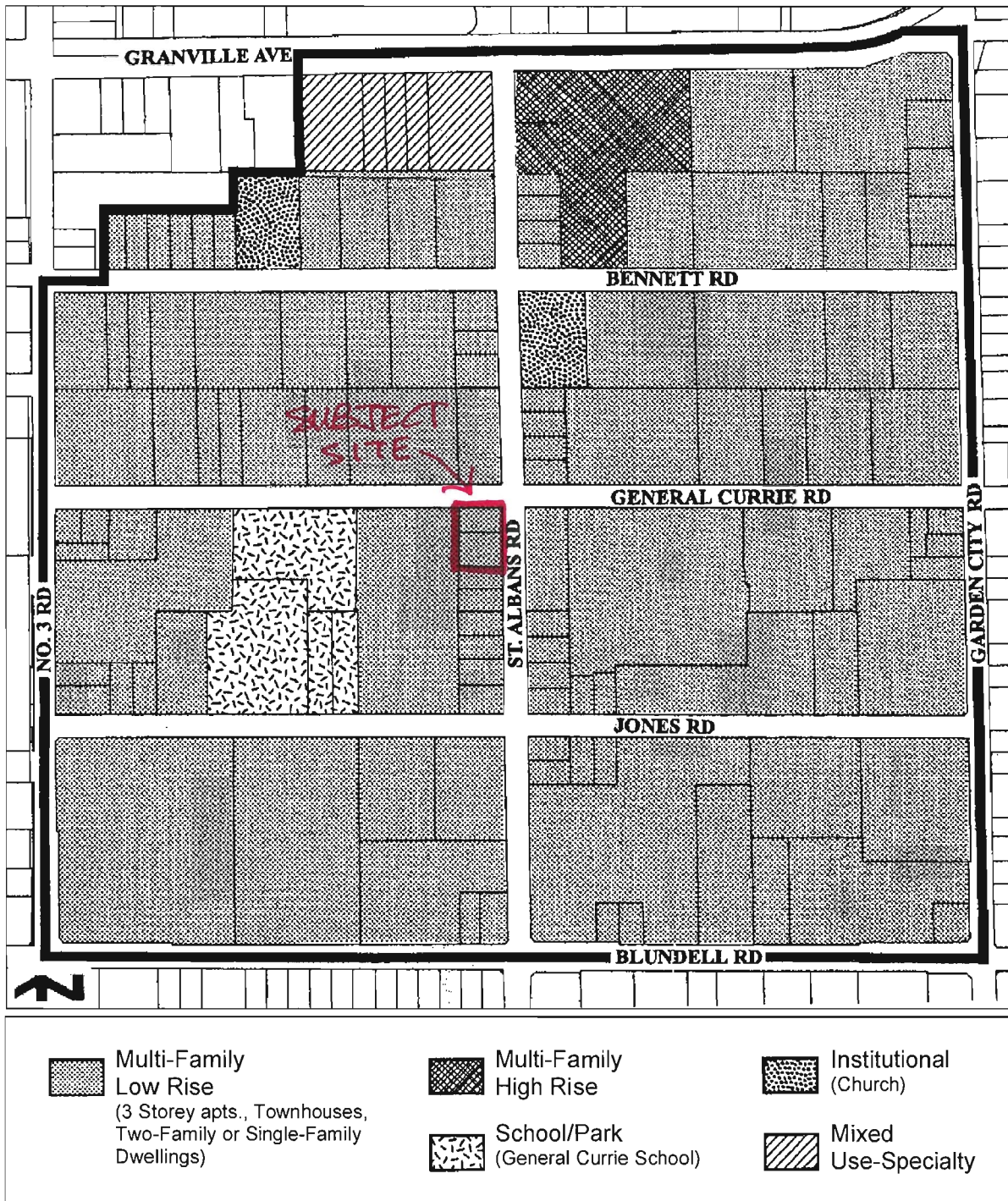
On Future Development Site	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	20	27	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (24 x Max. 50% = 12)	16	<b>Variance Requested</b>
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	0	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 12 units = 72 m <sup>2</sup>	72 m <sup>2</sup>	none

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



City of Richmond

## Land Use Map



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**pmg**  
LANDSCAPE  
ARCHITECTS  
4185 5th Street, Suite 100  
Richmond, British Columbia, V6V 2G9  
P: 604-274-0071 F: 604-274-0022

SEAL:



1. TITLE	14 UNIT CONDOMINIUM DEVELOPMENT
2. DATE	2018-12-12
3. DRAWN BY	PMG
4. CHECKED BY	PMG
5. DATE	2018-12-12
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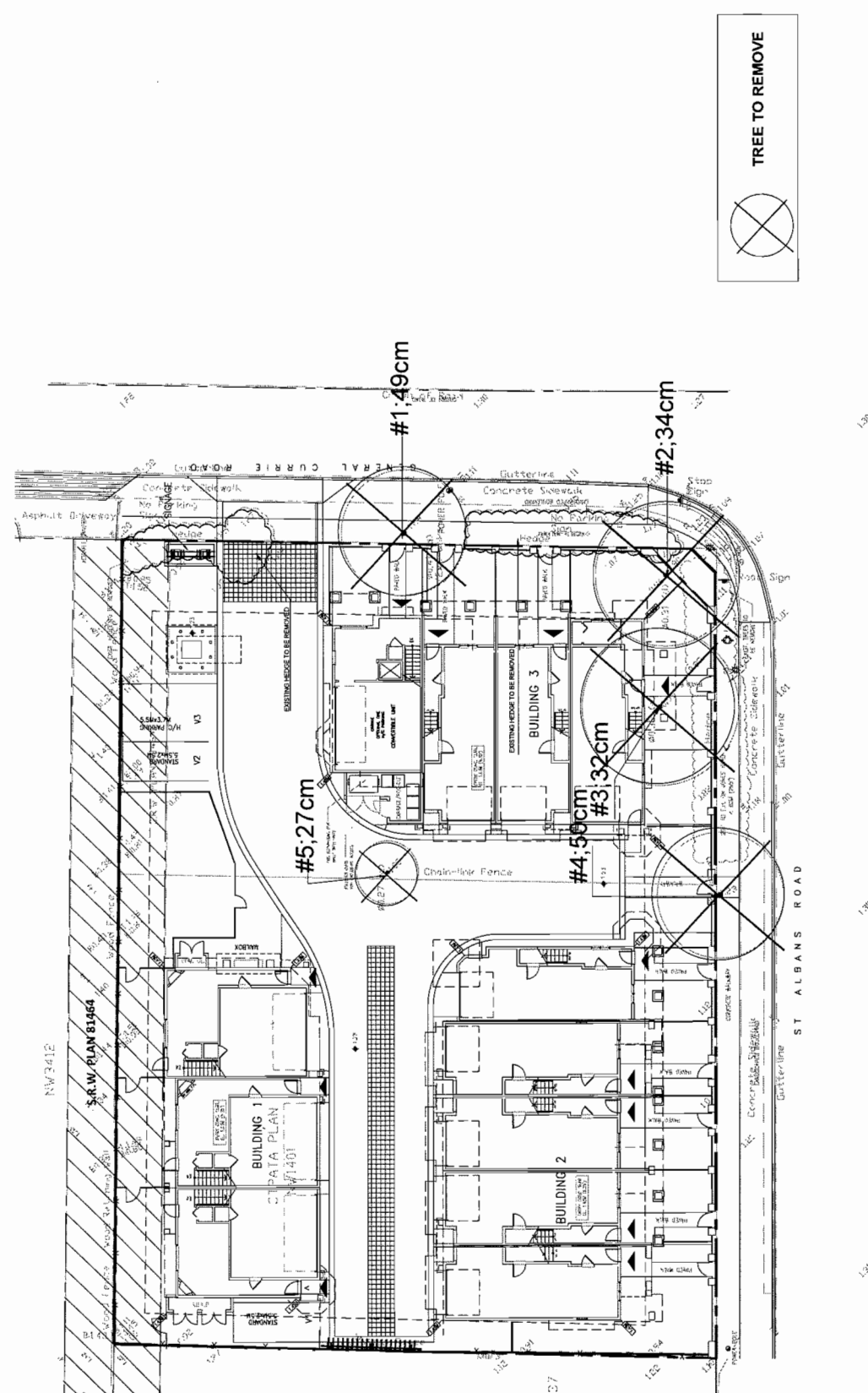
PROJECT:  
**14 UNIT CONDOMINIUM DEVELOPMENT**  
8400 GENERAL CURRIE ROAD  
RICHMOND

DRAWING TITLE:  
**TREE MANAGEMENT PLAN**

DATE: 12/12/18  
SCALE: 1"=10'-0"  
DRAWN BY: PMG  
CHECKED BY: PMG  
DATE: 12/12/18

**L1**

OF 3  
13-006



Suitable Replacement Trees				
Tree No.	Species		DBH(cm)	CRZ radius (m)
	Common Name	Botanical Name		
No.1	Birch	Betula sp.	49	2.5
No.2	Cherry	Prunus sp.	34	2.1
No.3	Birch	Betula sp.	32	2.0
No.4	Plum	Prunus sp.	50	2.5
No.5	Spruce	Picea sp.	27	1.6



## Rezoning Considerations

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

**Address:** 8400 General Currie Road and 7411/7431 St. Albans Road

**File No.:** RZ 13-643346

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9111, the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Dedication of a 4 m x 4 m corner cut at General Currie Road and St. Albans Road.
3. Registration of a flood indemnity covenant on title.
4. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area/garage into habitable space.
5. Confirmation to the City of winding up and cancellation of Strata Plan NW1401.
6. Discharge of existing covenant on title restricting the use of the property to a two-family dwelling only (charge #RD105938).
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$12,975.12) to the City's Public Art fund.
8. Contribution of \$1,000.00 per dwelling unit (e.g. \$12,000.00) in-lieu of on-site indoor amenity space.
9. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$33,701.61) to the City's affordable housing fund.
10. City acceptance of the developer's offer to voluntarily contribute \$2,600 to Parks Division's Tree Compensation Fund for the removal of a birch tree and a plum tree located on the city boulevard in front of the site.

**Note:** Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

11. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
12. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and service connections. Works include, but may not be limited to:
  - a) Removing the existing sidewalk on both frontages, pouring new 1.5 m sidewalk at the property line with the balance of the area behind the curb & gutter being converted to a grass & treed boulevard. Existing City infrastructure (streetlight pole, hydrant, traffic signal, etc.) and private utility infrastructure (power pole) may need to be relocated to accommodate frontage improvements.
  - b) Existing power pole along the south property line of the development site on General Currie Road is to be removed.
  - c) There is an existing asbestos cement watermain along St Albans Road; if the watermain is damaged and/or impacted during construction of frontage works, repair and/or replacement will required at the developer's cost.
  - d) Fire hydrant is required along General Currie Road to achieve minimum 75 m spacing for multiple-family area.
  - e) City's preference is to have the proposed Water service connection on General Currie Road to avoid cutting into St. Albans Road, which was recently paved.
  - f) The Sanitary service connection is to tie into existing manhole SMH6350, located at the northeast corner of 8300 General Currie Road.
  - g) Storm main along the frontage from existing manhole STMH4601 (southwest corner of General Currie/St Albans) to existing manhole STMH4634 (approximately 5 m west of west property line of development site) with a length of 45 m) must be upgraded to a min. 600 mm by the developer, as per City requirements.

- h) City's preference is to have the proposed Storm service connection on General Currie Road to avoid cutting into St Albans Rd, which was recently paved.
- i) All existing service connections & ICs at the development site are to be removed and leads are to be capped at the main at the developer's cost.

Notes:

- All works are at the Owners sole cost; i.e. NO DCC credits apply.
- The developer is responsible for the under-grounding of the existing private utility pole line and/or the installation of pre-ducting for private utilities (subject to concurrence from the private utility companies) along the development frontage.
- Private utility companies will require rights-of-ways for their equipment (vistas, kiosks, transformers, etc.) and/or to accommodate the future under-grounding of the overhead lines. The developer is required to contact the private utility companies to learn of their requirements.

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

1. The submission and processing of the required Servicing Agreement\* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.

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

1. 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 and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$3,000 in total) to ensure the replacement planting will be provided.
2. Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
3. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.
4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
5. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

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

[signed copy on file]

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9111 (RZ 13-643346)  
8400 General Currie Road and 7411/7431 St. Albans 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 **"HIGH DENSITY TOWNHOUSES (RTH2)"**.

P.I.D. 003-909-786

The Northerly 70 Feet Lot 3 Section 16 Block 4 North Range 6 West New Westminster District Plan 15926

P.I.D. 001-792-130

Strata Lot 2 Section 16 Block 4 North Range 6 West New Westminster District Strata Plan NW1401 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. 001-792-121

Strata Lot 1 Section 16 Block 4 North Range 6 West New Westminster District Strata Plan NW1401 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 9111"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

**MAR 10 2014**

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

\_\_\_\_\_  
MAYOR

**PH - 230**

\_\_\_\_\_  
CORPORATE OFFICER

The result of this study was an agreement by the applicant to propose the following in the townhouse project at the subject site:

Foundation	R12 insulation under entire slab
Above Wall Grade Construction	2x6 studs @ 16"o.c. with R20 batt insulation and R20 headers
Roof Construction	Engineered truss system @ 24"o.c. with R40 batt insulation
Door Specification	Solid wood (front) Steel with polyurethane insulation core (others)
Window Specification	Double glazed, soft coat low-e, argon fill, insulated spacer, slider windows with vinyl frames
Space Heating System	Natural gas with 95% of heat retained within the home
Domestic Hot Water	30 gallon natural gas storage tank
Predicted EnerGuide Rating	82 – exceeds current Building Code standard
Build Green Rating	108 points - Silver
Solar system	Pre-duct all townhouse units for future installation of a solar hot water system

The EnerGuide rating is based on the building specifications listed above, in addition to the use of EnerGuide household appliances and light fixtures. It is anticipated that additional energy savings can be found in units that limit wall exposure to the outdoors, such as townhouses sandwiched between others and located in more sheltered areas of the site.

Staff have reviewed the applicant's proposal to commit to achieving an EnerGuide rating of 82 and confirms it exceeds the current BC Building Code, which results in a EnerGuide rating of 78-79. The applicant has also agreed to covenants being registered on title to secure the as-built result of the townhouses be constructed to meet the minimum 82 EnerGuide rating.

The annual operation of these energy efficient townhouses can save homeowners \$246 per unit, resulting in a energy savings of 8.6GJ (2,400 kWh) per year. This is a reduction of about 15%, resulting in a green house gas reduction of 0.20 tonnes per unit.

In response to the second point of the Committee referral, City staff is working on an interim policy for energy efficiency for townhouse developments and will bring forward report to Planning Committee for consideration.

  
Wayne Craig  
Director of Development

WC:dj





# City of Richmond

Planning and Development Department  
Development Applications

<b>To Public Hearing</b>
Date: <u>April 22 2014</u>
Item # <u>4</u>
Re: <u>RZ 13-643346</u>
<b>Memorandum</b> <u>BL 9111</u>

**To:** Mayor and Councillors  
**From:** Wayne Craig  
Director of Development  
**Date:** April 17, 2014  
**File:** RZ 13-643346  
**Re:** Rezoning Application by Zhao XD Architect Ltd at 8400 General Currie Rd and 7411/7431 St. Albans Rd  
Richmond Zoning Bylaw 8500, Amendment Bylaw 9111

## Origin

Based on recent queries by the Planning Committee about the sustainability features proposed with development applications for townhouses, the purpose of this memo is to provide an update on commitments made by the applicant for incorporating sustainability features into the development proposal at 8400 General Currie Rd and 7411/7431 St. Albans Rd (RZ 13-643346).

## Proposed Sustainability Features

The applicant has provided staff with a list of commitments that they are making regarding sustainability features proposed with development at the subject site. The applicant has committed to achieving an EnerGuide rating of 82 for the proposed development. The details of construction requirements needed to achieve the rating will be resolved as part of the Development Permit Application review process.

## Analysis of Energy Reductions

City staff in the Sustainability Division has reviewed the list of sustainability features and has identified that the applicant's commitment to achieve an EnerGuide rating of 82 for the proposed development yields the following rough per unit estimates of annual energy and greenhouse gas (GHG) savings (based on median amounts and averaged electric and natural gas units):

- Annual energy savings: 8.6 GJ (2,400 kWh) or 15%; and
- Annual GHG savings: 0.20 tonnes CO<sub>2</sub> emissions.

## Conclusion

City staff in the Development Applications Division and Sustainability Division has reviewed the list of sustainability features that the applicant has committed to incorporating into the proposed development and recommend support for the rezoning moving forward on this basis.

  
Wayne Craig  
Director of Development

WC:cl



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** March 12, 2014

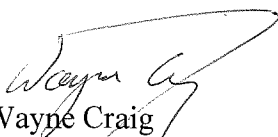
**From:** Wayne Craig  
Director of Development

**File:** ZT 14-656053

**Re:** **Application by Townline Gardens Inc. for a Zoning Text Amendment to the Commercial Mixed Use (ZMU18) – the Gardens (Shellmont) zone to permit waiving the Affordable Housing Requirements for Market Rental Units in Phase 2**

### Staff Recommendation


That Bylaw No. 9112, for a zoning text amendment to the “Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)” zone to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D located on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 (10820 No. 5 Road), be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:bg

Attachment 1: Location Map and Air Photo

Attachment 2: Development Application Data Sheet

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

## Staff Report

### Origin

Townline Gardens Inc. has applied to the City of Richmond for a zoning text amendment to remove the 5% affordable housing requirement for the proposed 144 market rental housing units in Building D (The Camellia) on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 ("Lot C") located at 10820 No. 5 Road (DP 12-641796) as part of the Townline Gardens master planned development (RZ 08-450659).

Building D in Phase 2 of the Townline Gardens development consists of a 5-storey mixed-use building with a total floor area of 10,839.1 m<sup>2</sup> (i.e. 9,231.78 m<sup>2</sup> residential plus 1,607.32 m<sup>2</sup> commercial). The residential component of Building D consists of 163 residential rental units including 144 market rental housing units and 19 affordable housing units (which are being provided as a deferred requirement from the development of Phase 1 of the Townline Gardens development). The commercial component of Phase 2 consists of 10 commercial retail units (CRU's) with parking provided in an underground parking structure and at-grade on the parkade roof deck. See the table below for a statistical summary for the Townline Gardens development and Building D on Lot C in Phase 2 and **Attachment 1** for the Development Application Data Sheet.

### Background

1. The Townline Gardens rezoning (RZ 08-450659) was adopted July 25, 2011.
2. Phase 1 of the Townline Gardens (Buildings A and B) is currently under construction.
3. At the rezoning stage, the proposal envisioned mixed-use market residential with commercial, as such the rezoning secured the 5% affordable housing requirement on all residential uses.
4. The applicant previously submitted a Development Permit application (DP 12-599057) for market residential in Phase 2 endorsed by Development Permit Panel on August 22, 2012, which was subsequently withdrawn.
5. Community Services staff brought forward Housing Agreement Bylaw No. 8937 associated with the previous Development Permit application. As this Development Permit application has been withdrawn Housing Agreement Bylaw No. 8937 will need to be rescinded.
6. The applicant has now decided to pursue secured market rental housing for Phase 2 and is therefore requesting that the 5 % affordable housing requirement is waived for the proposed 144 market rental housing units (to be secured by a separate housing agreement with the City).
7. A Zoning Text Amendment application is required to remove the 5% affordable housing requirement from secured market rental housing units on Lot C (Phase 2).
8. The proposed Phase 2 building (Building D) on Lot C would therefore provide:
  - a) 144 market rental housing units secured via a separate housing agreement; and

- b) 19 affordable low-end market housing units as the 5% affordable housing requirement deferred from Phase 1 (Buildings A and B) residential housing secured via a separate housing agreement.

### Findings of Fact

Item	Existing	Proposed
Owner	Townline Gardens Inc.	same
Applicant	Townline Gardens Inc.	same
Overall Site Size	Total: 92,196 m <sup>2</sup> (22.7 ac) Park (ALR): 49,530 m <sup>2</sup> (12.2 ac) Road Dedication: 3,239 m <sup>2</sup> (0.8 ac) Net Site: 39,427 m <sup>2</sup> (9.7 ac)	same
Phase 2 (Lot C) Site Size	6,040 m <sup>2</sup> (112,667 ft <sup>2</sup> )	same
Overall Site Land Uses	ALR: "Agricultural Park" 12.2 ac. Non-ALR: as per "Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)": Residential: 53,511 m <sup>2</sup> (576,007 ft <sup>2</sup> ) max. Non-Residential: 3,000 m <sup>2</sup> (32,292 ft <sup>2</sup> ) min. Total: 56,511 m <sup>2</sup> (608,299 ft <sup>2</sup> ) max.	same
Generalized OCP Designation	Mixed Use	same
Specific Land Use OCP Designation	Limited Mixed Use	same
Area Plan	Shellmont Area	same
Sub-Area Plan	Ironwood Sub-Area Plan (Area C – The Gardens)	same
Zoning	"Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)"	current request to waive the affordable housing requirements for 144 proposed market housing units
Required Parking – Phase 2 (Lot C)	N/A	242
Proposed Parking – Phase 2 (Lot C)	N/A	196 – variance previously supported with the provision of one (12 month 2-zone) transit pass for each unit as part of DP 13-641796)

Townline's Development Permit application (DP 13-641796) for Building D in Phase 2 proposes 19 Affordable Housing units consisting of a total floor area of 744.43 m<sup>2</sup> (8,013 ft<sup>2</sup>) as follows:

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Maximum Household Income <sup>2</sup>
202	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
203	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
302	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
306	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
308	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
309	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
313	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent <sup>*</sup>	Total Maximum Household Income <sup>2</sup>
320	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
333	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
337	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
402	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
406	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
409	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
413	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
420	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
433	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
437	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
441	1 Bedroom	1	555 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
442	1 Bedroom	1	553 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
		19	8,013 ft <sup>2</sup>	7,870 ft <sup>2</sup>		

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013.

<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

<sup>3</sup> Unit numbers are for reference to the Development Permit Drawings only.

## Consultation

There has been no public correspondence received regarding this proposed Richmond Zoning Bylaw 8500, Amendment Bylaw 9112. If Council supports the proposed text amendment to the Zoning Bylaw a Public Hearing will be scheduled.

## Staff Comments

### Analysis

The maximum allowable density for the Townline Gardens development is 1.43 FAR over the entire development portion of the site (Lots 1, C, D and E) with the provision of affordable housing and a daycare facility.

Townline elected to defer the provision of 726.25 m<sup>2</sup> or 100% of the affordable housing requirement for Phase 1 (Lot 1) to subsequent development phases as part of DP 10-544504 for Phase 1 (i.e. Buildings A and B on Lot 1) of the proposed overall Townline Gardens master planned development.

Townline's current Development Permit application (DP 13-641796) for Building D in Phase 2 on Lot C is proposed entirely (all 163 units) as rental housing with 144 units of MRU units and 19 affordable housing units. The 19 affordable housing units provide a total floor area of 744.43m<sup>2</sup>, which is more than the Phase 1 affordable housing requirement (726.25 m<sup>2</sup>).

### Affordable Housing Commitments Proposed in the Current Development Permit

Townline's application presents several advantages over its previous affordable housing commitments on the subject site.

1. Townline's current DP 13-641796 for Phase 2 of 98.62 m<sup>2</sup> (726.25 m<sup>2</sup>– 627.63 m<sup>2</sup>) will provide more affordable housing floor area than previously proposed in DP 12-599057. This represents 100% of the Affordable Housing requirements deferred from Phase 1, rather than the 70% previously agreed to be included in Phase 2 (the remaining 30% was to be included in Phase 3). Thus the City will receive more affordable housing units (19 versus 9) in the short term than formerly agreed to by Townline.
2. Townline's current Phase 2 proposal includes 18.18 m<sup>2</sup> (744.43 m<sup>2</sup> - 726.25 m<sup>2</sup>) more affordable housing floor area than was required in Phase 1, which Townline has agreed will not be credited to subsequent development phases of the overall Gardens development but is provided by Townline as a supplemental affordable housing contribution to the City.
3. While the currently proposed 19 affordable housing units in Phase 2 are predominantly smaller units, Townline has agreed that the affordable housing units to be provided in subsequent phases will be larger units – appropriate for families – according to the following schedule:

Phase	Unit Type	No. of Units	%	Average Unit Size	Total Amount (ft <sup>2</sup> )
Phase 1 Buildings A & B	Townline deferred Phase 1 affordable housing to later phases	0	-	-	(7,817.29)
Phase 2 (Lot C) Building D (Note: Rental Buildings have no Affordable Housing requirements)	Studio	17	89%	406	4,055
	1 Bedroom	2	11%	554	1,661
	Sub-Total	19	100%	-	8,013
Phase 3 (Parcel D) Buildings E1 & E2	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	0	0%	-	-
	2 Bedroom	4	50%	867	3,468
	3 Bedroom	4	50%	1000	4,000
	Sub-Total	8	100%	-	7,468
Phase 4 (Parcel E) Building F	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	1	13%	650	650
	2 Bedroom	4	50%	880	3,520
	3 Bedroom	3	38%	1001	3,003
	Sub-Total	8	100%	-	7,173
The Gardens Affordable Housing Overall Summary	Studio	17	49%		
	1 Bedroom	2	6%		
	1 Bedroom + Storage/Den	0	0%		
	Accessible 1 Bedroom	1	3%		
	2 Bedroom	8	23%		
	3 Bedroom	7	20%		
	Total	35	100%		Provided 22,654
					Required 22,456

### **Affordable Housing Policy Considerations for Market Rental Housing**

Affordable Housing staff have reviewed Townline's application and offer the following comments.

The primary goal of the Affordable Housing Strategy is to focus on the housing needs of low to moderate income households. The Affordable Housing Strategy has three priorities:

<b>AHS Priority</b>	<b>Maximum Income Threshold</b>	<b>Rent Range (Maximum)</b>
Subsidized Rental Housing (Low income households)	\$34,000 or less	\$850 or less
Low End Market Rental (Low to Moderate income households)	Between \$34,000 or less and \$57,500 or less	Studio                \$850 or less 1-Bedroom            \$950 or less 2-Bedroom            \$1,162 or less 3-Bedroom            \$1,437 or less
Entry Level Homeownership	\$60,000 or less	n/a

The Strategy does not specifically address market rental housing nor does the City have a formal market rental policy. However, the Strategy does acknowledge the importance of preserving and maintaining existing and new rental housing stock in Richmond.

Staff are aware that there is increased interest among developers to provide market rental housing. Further analysis will be conducted as part of the Affordable Housing Strategy update to determine how market rental provision can best complement the delivery of affordable housing to meet Richmond's estimated housing needs.

The City has reviewed requests to waive the affordable housing requirements for market rental projects on a case-by-case basis. To date, only one such proposal has been approved. The Riverport project (14000 and 14088 Riverport Way) was released from its obligation to make a cash contribution of \$213,823 towards the City's Affordable Housing Reserve Fund in exchange for the delivery of 140 market rental units (with a constructed value of approximately \$21,357,000) secured in perpetuity through a City Housing Agreement .

The Riverport project is not a precedent for the consideration of Townline's application, because the origin and nature of their requests differ in several key respects. However, the Riverport project does serve as an example of how the City was successful in securing market rental housing in perpetuity.

The Townline application provides a unique opportunity to develop much needed rental housing in an area outside of the City Centre, which will:

- Meet growing rental demand;
  - Relieve pressure on vacancy rates and existing affordable housing stock;
  - Yield units that will be comparatively affordable due to their small size; and
  - Serve as dedicated rental housing stock in perpetuity.
1. Metro Vancouver estimates that the demand for market rental housing in Richmond amounts to 170 units each year. Townline's 144 purpose-built market rental units would achieve 85% of this annual target.



**Richmond's Housing Needs, Estimated by Metro Vancouver**

<b>Richmond</b>	<b>Baseline Renters (2006 Census)</b>	<b>New Rental Demand</b>	<b>Social Housing Demand (Low Income)</b>	<b>Demand Households (Low to Moderate)</b>	<b>Demand Households (Moderate to Above)</b>
10 years	19,675	5,700	1,800	2,200	1,700
Annual average (based on 10 year estimate)		570	180	220	170

The number of new purpose-built rental units constructed in MetroVancouver is at its highest level in ten years (i.e. 1,047 units in the first half of 2013 in Metro Vancouver). Yet the overall demand for rental housing has kept pace with the increase in supply, maintaining vacancy rates at a relatively stable level over the past decade.

Canada Mortgage and Housing Corporation (CMHC) reports that the vacancy rate in Richmond purpose-built apartment (i.e. rental) housing was 2.7% in 2013<sup>1</sup>. Moreover, CMHC indicates that a strong rental demand will remain due to a number of factors, including:

- The region's diverse economy and role as the gateway to Asia-Pacific immigrants;
- The anticipated location for 40,000 new residents annually; and
- Anticipated employment growth (e.g. Attracting and keeping knowledge based workers is integral to supporting a strong economy in coming years. Technical Industries employ knowledge workers who are highly mobile and often depend on rental housing located near employment).

Also, the increasing cost of homeownership is requiring more households to remain as renters and for longer periods.

The Urban Futures report entitled: "Community-level Projections of Population, Housing and Employment" prepared for the City's 2041 OCP Update, suggests that the Richmond share of new apartments in the Region will decline from 10 percent in 2009 to 7 percent in 2041. Some of the reasons cited are:

- Increased competition throughout the region for this housing form;
- Regional availability of land in other areas; and
- Region-wide densification patterns.

The report also reveals that 77 percent of Richmond's condo apartment development is anticipated to be located in the City Centre. Therefore, Townline's market rental development adds welcome diversity to housing options outside the city core.

2. Increasing the supply of market rental housing relieves pressure on rent rates by adding options for those who do not choose or are not able to enter into the homeownership market. CMHC observes in particular (in its Fall 2013 Housing Market Outlook for Vancouver and Abbotsford CMAs) that as tenants of older rental stock are attracted to the upgraded amenities, such as in-suite laundry and high-end fixtures, of condo-quality purpose-built rental units, the increased competition moderates rent increases in the "secondary" rental market. Additionally, over time this new stock, which initially may command premium rents, becomes more affordable as it ages into secondary status. If new supply is not regularly

generated, the secondary rental market eventually faces future constrictions that will squeeze out lower income tenants.

3. Townline's proposal includes 64 market rental studios, which are not readily available in typical new developments, and which will be comparatively affordable due to size.

Market rental housing is meant to meet the needs of households with incomes that are moderate or higher. The following table analyzes rents for private apartments in Richmond, as found in the Canada Mortgage and Housing Corporation (CMHC) Rental Market Report released in Fall 2013 and in a survey of current rental listings conducted by staff on March 10, 2014.

**Rents for Private Apartments in Richmond**

Unit Size	CMHC Reported Averages (Fall 2013)	Predominant Ranges from Staff Survey of Current Rental Listings
Studio	\$796	\$600 - \$875
1-Bedroom	\$953	\$800 - \$1,000
2-Bedroom	\$1,177	\$1,000 - \$1,200
3-Bedroom	\$1,408	\$1,200 – \$1,400 (Townhomes \$1,250 – \$1,700)

Staff noted several trends during their survey of current rental listings. First, few studio apartments were listed, and these were secondary suites in homes or in older buildings. Second, not surprisingly, apartments listed at higher price points were in newer, centrally located buildings. This suggests that market rental stock becomes more affordable – and thus more valuable within the overall Affordable Housing Strategy - as it ages. Third, furnished apartments and apartments with partial utilities included in the rent were available at mid-price points for each unit type. Fourth, except for studios, some luxury apartments were available for each unit type at considerably higher price points, which probably accounts for why the CMHC reported averages are at the higher end of the range staff discovered in their survey of current listings.

4. The 144 market rental housing units proposed in Phase 2 will be subject to a separate legal agreement registered on title in the Land Title Office that ensures these units cannot be stratified and must remain market rental housing units in perpetuity.

In summary, Affordable Housing staff believe Townline's request to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D on the subject Lot merits support. Subsequent reports from Community Social Services will be coming forward shortly to present the required Housing Agreement, Market Rental Housing Agreement, and associated bylaws.

Nevertheless, as with Riverport previously, approval of Townline's request should not be regarded as a precedent for future requests to waive affordable housing requirements. Such requests will continue to be evaluated on a case-by-case basis. More policy research needs to be conducted so that the Affordable Housing Strategy can be updated to reflect how market rental provision can best complement the delivery of affordable housing to meet Richmond's estimated housing needs.

## Zoning Text Amendments

With regard to Townline's request to exempt the proposed 144 market rental housing units in Phase 2 on Lot C of the overall Gardens development from affordable housing contributions, the following points are noted in addition to what has been said above under affordable housing policy:

1. The location of the Townline Gardens development and the provision of 144 market rental housing units outside the City Centre represent a significant addition to the variety of market rental housing units in Richmond.
2. The proposed 144 market rental housing units in Phase 2 of the Townline Gardens development would add diversity to the housing product mix in the following ways:
  - a) Market rental housing units in the Townline Gardens development represents a new housing option in the Shellmont neighbourhood that is close to services, schools, institutions, parks, employment centres, and transit;
  - b) The Gardens is the last parcel of land to deliver a mixed use, multifamily project of this scale with a variety of housing product in Southeast Richmond, under the current zoning and OCP;
  - c) A new rental building with access to the on-site amenities (i.e. 6,000 ft<sup>2</sup> gym, fitness, and meeting facility) that would normally only be located within market condo projects; and
  - d) A compass card equivalent to a 2-zone bus pass for one year for all first time residents (to be secured as a condition of DP approval).
3. In general, staff understand that developers have been reluctant to construct market rental housing units for a variety of reasons including the extended reimbursement time period for the capital investment, the long term maintenance costs and the additional administrative costs to manage rental units.
4. In addition to providing 5% of the total residential floor area as affordable housing (with the exception of the market rental housing units), Townline has agreed to provide other contributions as part of the overall Gardens master planned development via the Rezoning and Development Permit processes including:
  - a) Provision of a 12.2 acre 'Agricultural Park' dedication;
  - b) Preparation of an Agricultural Park Master Plan to the approval of Parks;
  - c) Landscape and drainage enhancements to the Agricultural Park to the approval of Parks;
  - d) Retention and conversion of the Fantasy Gardens 'Castle' to create a 37-space child care facility;
  - e) Additional road right-of-way dedications along Steveston Highway and No. 5 Road;
  - f) Utility upgrades, road and boulevard improvements along Steveston Highway and No. 5 Road;
  - g) Upgrades to the signalized Steveston Highway and No. 5 Road intersection;
  - h) Provision of on-site public art equivalent in value to \$364,000;
  - i) A new signalized 'T' intersection at the junction of No. 5 Road and proposed Road A (along the north side of Building D);
  - j) Provision of Transportation Demand Management measures including:
    - Two co-op parking stalls located on the parking podium near the east end of Building B;

- Two transit shelters (1 to be installed northbound on No. 5 Road as part of the Servicing Agreement and cash-in-lieu for 1 to be installed southbound at the intersection between Steveston Highway and Highway 99;
  - End-of-trip bike facilities provided in Building A (Phase 1) with access provided to all residents and CRU employees with electronic key fobs;
  - Provision of a fifteen percent (15%) subsidy for a 2-zone transit pass, with this offer presented to all owners at the time of occupancy but advertised as part of the sales and marketing for the project; and
  - Provision of one (1) transit pass (i.e. Compass Card) per rental unit (163 in total) for Building D in Phase 2, which shall include the equivalent value of 1 year or 12 monthly 2-zone transit passes that would advertised as part of the sales and marketing for the project and would be presented to the owners (1 Compass Card per unit) at the time of occupancy. Townline indicates there will be no fee, penalty or disincentive to residents of Building D in order to receive a Compass Card.
- k) Installation of bicycle facility upgrades including:
- An off-street shared pedestrian sidewalk and bike lane along Steveston Highway; and
  - An off-street separated bike lane along No. 5 Road.
- l) Upgrades to transit amenities including:
- Provision of 1 new City Centre standard bus shelter along No. 5 Road; and
  - Existing bus facilities upgraded to full accessible standard.

### Financial Impact

None

### Conclusion

Given the foregoing information and acknowledging that DP 13-641796 represents a unique opportunity to provide new rental housing in Richmond outside the City Centre Development Applications staff recommend the removal of the 5% affordable housing contribution for the proposed 144 market rental housing units with a gross total floor area of 8,487.35 m<sup>2</sup> in Building D (i.e. The Camellia) on Lot C in Phase 2 located at 10820 No. 5 Road as part of the Townline Gardens master planned development. Accordingly, it is recommended that Zoning Bylaw 8500, Amendment Bylaw No. 9112, be introduced and given first reading.



Brian Guzzi, MCIP, MCSLA  
Senior Planner/Urban Design

BG:cas

<sup>1</sup> Source: CMHA Canadian Housing Observer and CMHC regional housing data  
Attachment 1: Location Map and Air Photo  
Attachment 2: Development Application Data Sheet

The following are to be met prior to forwarding this Zoning Text Amendment application to Council for approval:

1. Confirmation of registration of the City's standard Housing Agreement to secure 19 affordable housing units. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Maximum Household Income <sup>2</sup>
202	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
203	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
302	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
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406	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
409	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
413	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
420	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
433	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
437	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
441	1 Bedroom	1	555 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
442	1 Bedroom	1	553 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
		19	8,013 ft <sup>2</sup>	7,870 ft <sup>2</sup>		

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013.

<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

<sup>3</sup> Unit numbers are for reference to the Development Permit drawings only.

2. Confirmation of registration of a housing agreement on title ensuring that all residential units with the exception of the 19 affordable housing units proposed in Building D on Lot C (10820 No. 5 Road) as rental units will remain as market rental units in perpetuity.
3. Confirmation of registration discharge of the existing No Development Covenant (NDC) for affordable housing (Charge Number CA2088657) on Lot C as well as Parcels D and E in the Land Title Office subject to the simultaneous registration of a new NDC for affordable housing on Parcels D and E as indicated below.
  - a) No development of subsequent development phases (Parcels D and E) until the owner/developer makes appropriate provisions for a minimum of 5% of the residential total floor area (no exceptions) as projected in Table 1 below; at the sole cost of the developer, completed to a turnkey level of finish on Parcels D and E, and secured via the City's standard Housing Agreement registered on title on Parcels D and E.

The form of the Housing Agreement is to be agreed to by the developer and the City, and registered on title, prior to Development Permit approval on Parcels D and E. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

- occupants of the affordable housing units shall, to the satisfaction of the City shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces;

- the required minimum floor area of the affordable housing units shall be a minimum of 5% of the residential gross floor area (no exceptions) as projected in Table 1 below;
- all affordable housing units shall be built to the City's Basic Universal Housing guidelines;
- the number of affordable housing units, together with their types, sizes (averages in Table 1; minimums in Table 2), and unit mix shall be provided to the satisfaction of the City according to the following schedule:

**Table 1**

Phase	Unit Type	No. of Units	%	Average Unit Size	Total Amount (ft²)
Phase 3 (Parcel D) Buildings E1 & E2	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	0	0%	-	-
	2 Bedroom	4	50%	867	3,468
	3 Bedroom	4	50%	1000	4,000
	Sub-Total	8	100%	-	7,468
Phase 4 (Parcel E) Building F	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	1	13%	650	650
	2 Bedroom	4	50%	880	3,520
	3 Bedroom	3	38%	1001	3,003
	Sub-Total	8	100%	-	7,173

- rental rates and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing, according to the following schedule:

**Table 2**

Unit Type	Minimum Unit Sizes	Maximum Monthly Rent	Total Household Annual Income <sup>1,2</sup>
Bachelor	37 m2 (400 ft2)	\$850	\$34,000 or less
One bedroom	50 m2 (535 ft2)	\$950	\$38,000 or less
Two bedroom	80 m2 (860 ft2)	\$1,162	\$46,500 or less
Three bedroom	91 m2 (980 ft2)	\$1,437	\$57,500 or less

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013 .<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

- Provision of one (1) Compass Card per rental unit (163 in total) for Building D in Phase 2, which shall include the equivalent value of 1 year or 12 monthly 2-zone transit passes that would be advertised as part of the sales and marketing for the project and would be presented to the owners (1 Compass Card per unit) at the time of occupancy. Townline indicates there will be no fee, penalty or disincentive to residents of Building D in order to receive a Compass Card.

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

- 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.
- 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.

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Signed

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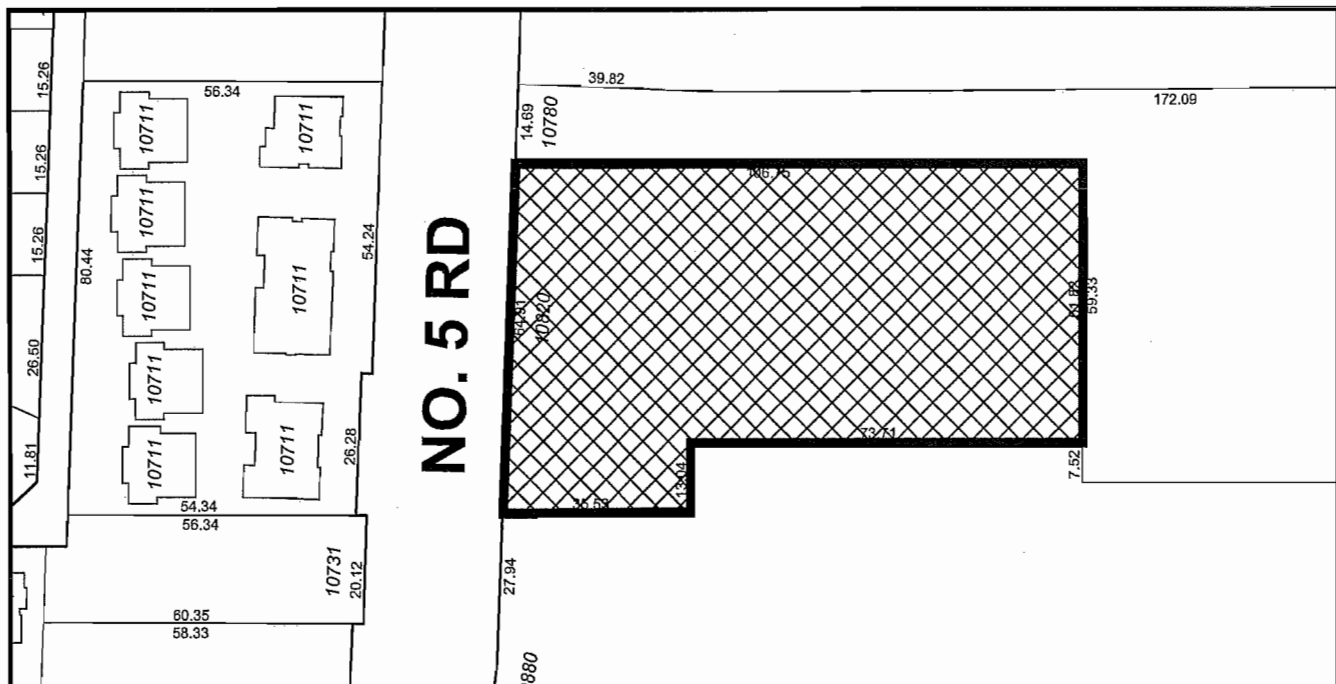
Date





City of  
Richmond

Attachment 1a



ZT 14-656053

Original Date: 03/04/14

Revision Date:

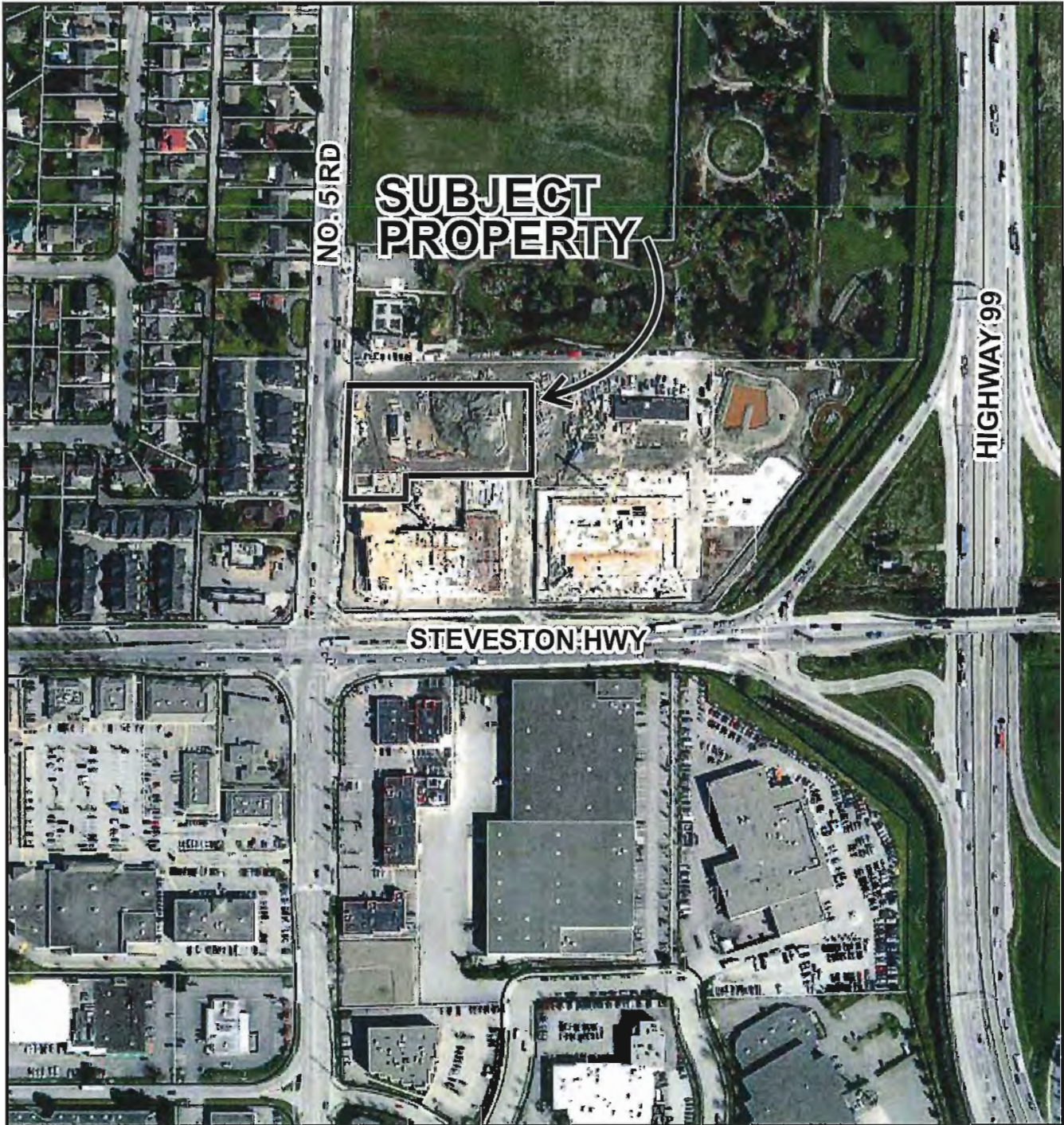
Note: Dimensions are in METRES

PH - 246



City of  
Richmond

Attachment 1b



ZT 14-656053

Original Date: 02/19/14

Revision Date:

Note: Dimensions are in METRES

PH - 247



**DP 12-599057**

**Attachment 2**

Address: 10820 No. 5 Road

Applicant: Townline Gardens Inc. Owner: Townline Gardens Inc.

Planning Area(s): Shellmont Area – Ironwood Sub-Area (Area C – The Gardens)

Floor Area Gross: 10,839.1 m<sup>2</sup> (116,671 ft<sup>2</sup>) Floor Area Net: 10,467.1 m<sup>2</sup> (112,667 ft<sup>2</sup>)

Criteria	Existing	Proposed
Site Area (no dedications in Phase 2)	6,040 m <sup>2</sup> (65,014 ft <sup>2</sup> )	No Change
Land Uses	Vacant	Mixed Use - Commercial / Residential
OCP Designation - Generalized Land Use	Mixed Use	No Change
OCP Designation - Specific Land Use	Limited Mixed Use	No Change
Zoning	"Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)"	No Change
Number of Units	Nil	163 units including 19 affordable units

Criteria	Bylaw Requirement	Proposed	Variance
Gross Floor Area	-	10,839.1 m <sup>2</sup> (116,671 ft <sup>2</sup> )	-
Net Floor Area (minus FAR exclusions)	-	10,467.1 m <sup>2</sup> (112,667 ft <sup>2</sup> )	-
Lot Size	no minimum	6,040 m <sup>2</sup> (65,014 ft <sup>2</sup> )	-
Floor Area Ratio	1.43 FAR (on overall site)	1.73 FAR (Phase 2)	-
Gross Floor Area (commercial / residential)	-	17,301ft <sup>2</sup> com. + 99,370ft <sup>2</sup> res.	-
Lot Coverage	50%	43%	-
Setback - No. 5 Road	6.0 m	6.0 m	-
Setback - Road 'A' (north side)	3.0 m	4.44 m	-
Setback - Road 'A' (east side)	3.0 m	4.15 m	-
Setback - Internal Lane (south side)	3.0 m	4.33 m	-
Height	20.0 m	18.69 m	-
Off-street Parking Spaces – Resident/Commercial	Residential spaces 163 Commercial spaces 56 Total Phase 2 spaces 219	163 Residential (134 in Phase 2 plus 29 spaces in Phase 1) 56 commercial (all provided for in Phase 1) 196 space variance requested	variance supported with the provision of 1 (12 month 2-zone) transit pass for each unit)
Parking – Commercial (overall estimated)	305 stalls	266 stalls	-
Parking Stalls - small / accessible	maximum 50% small stalls	62 small / 5 accessible	-
Loading Stalls	3 loading stalls	3 loading stalls	-
Bicycle Parking (Class 1 & Class 2)	Commercial - 5 CI-1 + 7 CI-2 Residential - 204 CI-1 + 33 CI-2 Total - 249	Commercial - 7 CI-1 + 6 CI-2 Residential - 204 CI-1 + 33 CI-2 Total - 249	- -
Amenity Space (Indoor)	70 m <sup>2</sup> minimum indoor	provided in Phase 1	-



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9112 (ZT 14-656053)  
10820 No. 5 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing section 20.18.4.2. a) – Permitted Density in the “Commercial Mixed Use (ZMU18) - The Gardens (Shellmont)” zone and replacing it with the following:
 

“20.18.4.2. a) provides on the **site** not less than four **affordable housing units** having the combined **habitable space** of at least 5% of the total **floor area ratio** used for residential **use** but specifically excludes PID 028-631-561, Lot C, Section 31, Block 4 North, Range 5 West, New Westminster District Plan EPP12978 (“Lot C”) from this requirement provided that the owner has entered into a **Market Rental Housing Agreement** for 144 secured market rental **dwelling units** with the City and registered the **Market Rental Housing Agreement** against the title to Lot C and filed a notice of the same in the Land Title Office; and”
2. Richmond Zoning Bylaw 8500 is amended by inserting the following text after Section 20.18.11.9. in the “Commercial Mixed Use (ZMU18) - The Gardens (Shellmont)” zone:
 

“20.18.11.10 For the purpose of this **zone** only, **Market Rental Housing Agreement** means an agreement in a form satisfactory to the City that restricts the occupancy of the **dwelling unit** to rental tenure.”

“20.18.11.11 For the purpose of this **zone** only, **Market Rent** means the amount of rent that a willing tenant would pay to a willing landlord for the rental of a comparable unit with comparable amenities in a comparable location for a comparable period of time.”
3. This Bylaw may be cited as “Richmond Zoning Bylaw 8500, Amendment Bylaw 9112”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

**MAR 24 2014**



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





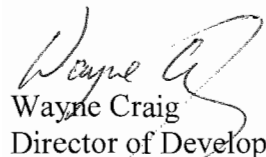
# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** March 11, 2014  
**File:** ZT 13-650975  
**Re:** Application by 0800705 B.C. Ltd. for a Zoning Text Amendment to the High Rise Apartment (ZHR7) - Lansdowne Village (City Centre) Zoning District at 7117 Elmbridge Way

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9113, to amend the "High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)" zoning district for the property at 7117 Elmbridge Way to delete Section 19.7.11.1 (Other Regulations) which defines a "live/work dwelling" within this zone, and rely on the definition of "live/work dwelling" under Section 3.4 (Use and Term Definitions), be introduced and given first reading.

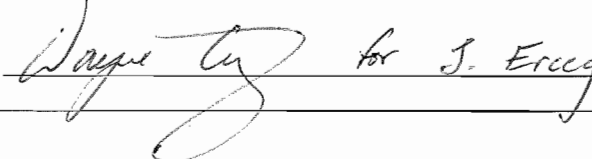
  
Wayne Craig  
Director of Development

WC:jlf

Att.

### REPORT CONCURRENCE

#### CONCURRENCE OF GENERAL MANAGER



## Staff Report

### Origin

An application has been made by 0800705 B.C. Ltd. to the City of Richmond for a zoning text amendment to the existing “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district to delete the regulation of uses under Section 19.7.11.1 (Other Regulations) which defines a “live/work dwelling” in order to apply the existing definition of “live/work dwelling” under the general definition section (Section 3.4 – Use and Term Definitions) of the Richmond Zoning Bylaw for the property at 7117 Elmbridge Way (Attachment 1 – Location Map).

The site was rezoned to “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” in 2010 to permit up to 97 units, including 6 affordable housing units and 4 live/work dwellings in a 12-storey building (RZ 07-402059). As part of the rezoning, the term “live/work dwelling” was defined in Bylaw 8517 to rezone the site to a site specific zone, “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)”. For the purposes of this zone, the term “live/work dwelling” was defined as a dwelling unit that may be used as a home business together with a studio for artist, dance, radio, television or recording, provided that the dwelling unit has an exterior access at grade, a maximum of 1 non-resident employee, and the dwelling unit is designed to reflect the mixed use character of the intended use.

The proponent has recently completed construction at the subject property. The 4 live/work dwellings are ground oriented with two units facing Elmbridge Way and two units facing Alderbridge Way (Attachment 2 – Site Photos). The proponent has indicated they have had difficulties selling the live/work dwellings due to the restrictive definition under the existing ZHR7 zone and have requested a zoning text amendment to remove Section 19.7.11.1 (Other Regulations) under the existing ZHR7 zoning district. By default, the more recent definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions) would then apply to the subject property.

### Findings of Fact

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

### Surrounding Development

The site is presently occupied by a 12-storey building with 92 dwelling units with below building parking that is generally screened from view along the Alderbridge Way and Elmbridge Way frontages. The immediate context surrounding the development site is as follows:

To the North: A lane and an existing single storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (25 m)” in the City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map;

To the East: An existing two-storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map;

To the South: Elmbridge Way and an existing residential high-rise development zoned “Downtown Commercial District (C7)”, designated “Urban Core T6 (45 m)” in the CCAP Lansdowne Village Specific Land Use Map; and

To the West: Alderbridge Way, and an existing single storey building zoned “Limited Industrial Retail District”, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map.

### **Related Policies & Studies**

#### 2041 Official Community Plan

The 2041 Official Community Plan (OCP) designates the subject site “Mixed Use”. The proposed text amendment would comply with the 2041 OCP designation.

#### City Centre Area Plan (CCAP)

The CCAP designates the subject site “Urban Centre T6 (45 m)” in the Lansdowne Village Specific Land Use Map. The designation permits residential density up to a maximum of 3.0 Floor Area Ratio (FAR), which includes a density bonus of 1.0 FAR for provision of affordable housing units in compliance with the Richmond Affordable Housing Strategy. The proposed text amendment would have no impacts on the building compliance with the CCAP land use designation and related policies.

#### OCP Aircraft Noise Sensitive Development (ANSD) Policy

An Aircraft Noise Covenant has been registered previously on title identifying that this site and land use is affected by aircraft noise as per the Airport Noise Contours in the OCP.

#### Floodplain Management Implementation Strategy

A Floodplain Covenant has been registered previously on title identifying a minimum Flood Construction Level of 3.1 m GSC in accordance with the bylaw.

### **Public Input**

Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

### **Staff Comments**

No significant concerns have been identified through the staff review of the proposal.

### **Analysis**

As discussed above, Section 19.7.11.1 of the ZHR7 zone includes a definition for the term “live/work dwelling” that restricted the commercial component to home business uses as defined by the Zoning Bylaw plus artist, dance, radio, television or recording studios. The proponent has indicated that it has been difficult to sell the 4 live/work dwelling units due to the limited range of commercial uses.



The ZHR7 zone was advanced to Council in July 2009 prior to the City's current Zoning Bylaw. At this time, staff took a very conservative view on the potential uses permitted in live/work dwellings and site specific provisions related to the operation of a live-work dwelling were embedded in the ZHR7 site specific zone. The ZHR7 zone was adopted by Council in September 2010.

In November 2009, Council adopted a new Zoning Bylaw (Bylaw 8500) which included a definition of "live/work dwelling" along with specific general provisions related to how a live/work dwelling was designed, constructed and operated. In January 2011, Council adopted a housekeeping amendment bylaw (Bylaw 8684) to the Zoning Bylaw which updated a revised definition for "live/work dwelling". The current term for "live/work dwelling" allows a wider range of commercial uses including commercial education, health service, personal service or studio space for artists. The proponent has requested that this definition be used for the subject property. The proposed zoning bylaw amendment would delete the site specific definition of a live-work unit from the ZHR7 zone and require that the live/work units on the site confirm with the City wide regulations on live/work dwellings. Table 1 below provides a summary.

<b>Table 1: Summary of ZHR7 Zone Before and After Proposed Text Amendment</b>			
<b>ZHR7 Zone</b>	<b>Live/Work Uses</b>	<b>General Provisions</b>	<b>Analysis</b>
Current regulations on live/work dwellings	<p>Artist, dance, radio, television or recording studios.</p> <p>Home business such as licensed crafts, teaching, office, or child care program.</p>	<ul style="list-style-type: none"> <li>• Dwelling unit has an exterior access at grade</li> <li>• Maximum of 1 non-resident employee is permitted</li> <li>• Dwelling unit is designed to reflect the mixed use character of the intended use.</li> </ul>	The list of uses would be limited to home business uses, and a studio for artist, dance, radio, television or recording.
Proposed regulations on live/work dwellings following adoption of text amendment	Office, child care, commercial education, health service, personal service or studio for artists	Section 5.3 (Live/Work Dwellings) would apply which cover the provisions listed above.	The list of uses would allow additional commercial uses such as personal service use, commercial education, and health service.

As the definition under the ZHR7 zone for the subject property was adopted prior to the amended definition used in the current Zoning Bylaw, the applicant's requested zoning text amendment to repeal Section 19.7.11.1 of the ZHR7 zone would bring the definition of "live/work dwelling" in line with the current Zoning Bylaw and avoid any confusion for staff, the public and owners/tenants. The application is also consistent with the intent of the CCAP and the OCP. For these reasons, staff are supportive of this application.

#### Rezoning Considerations

All necessary requirements and conditions were addressed and secured through previously approved applications for the subject site. Therefore, no rezoning considerations are required through this zoning text amendment application.

**Financial Impact**

None

**Conclusion**

The applicant is requesting a zoning text amendment in order to apply the existing definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions) of the Richmond Zoning Bylaw at 7117 Elmbridge Way, which is currently zoned “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” and allows for high rise apartment and live/work dwellings with a density bonus for affordable housing. The definition for “live/work dwelling” under the ZHR7 zone pre-dates the revised definition in the Zoning Bylaw. The request to amend the text to the ZHR7 zone would bring it in line with the Zoning Bylaw. Further, the revised definition would provide a wider range of commercial uses for a live/work dwelling. On this basis, staff support the requested zoning text amendment.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9113, be introduced and given first reading.



John Hopkins, MCIP, RPP  
Senior Planner  
(604-276-4279)

JH:cas

Att. 1 – Location Map

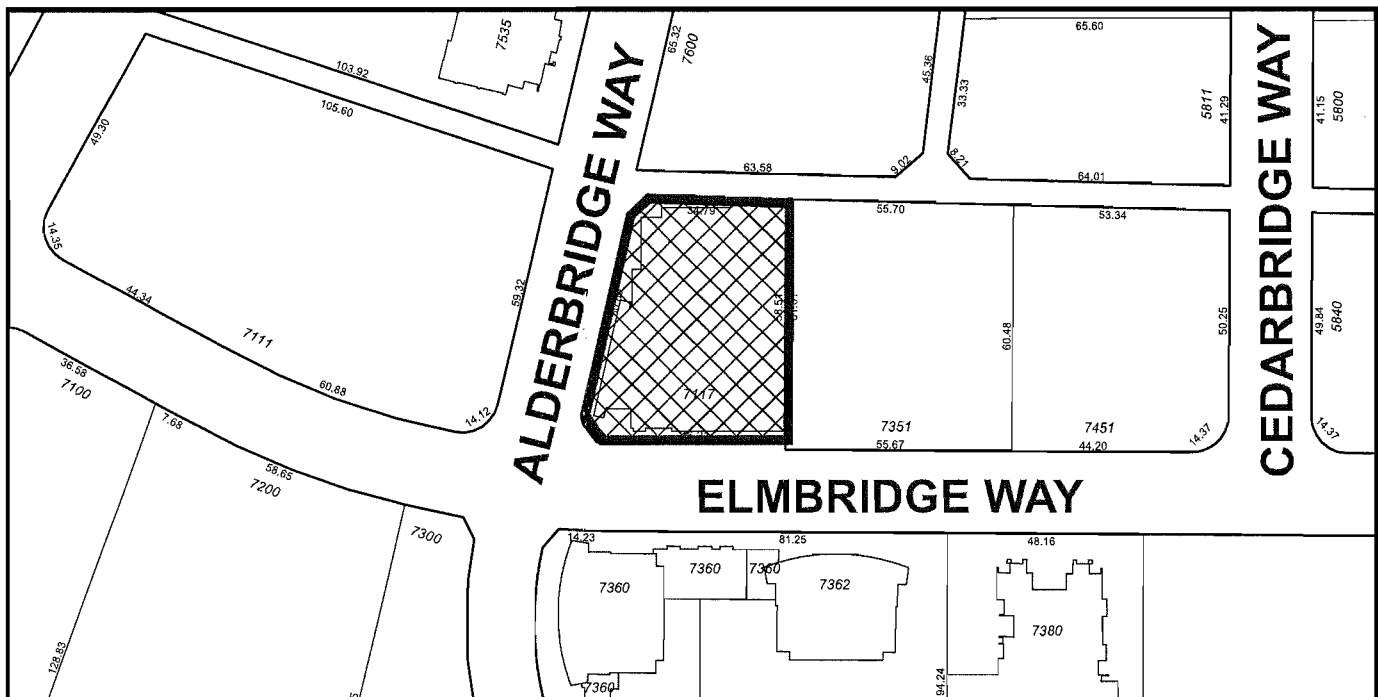
Att. 2 – Site Photos

Att. 3 – Development Application Data Sheet



# City of Richmond

ATTACHMENT 1



ZT 13-650975

Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES





City of  
Richmond



ZT 13-650975

Original Date: 12/09/13

Revision Date:

Note: Dimensions are in METRES



Photo 1: Looking north-east at Subject Property



Photo 2: Live/work dwellings along Alderbridge Way

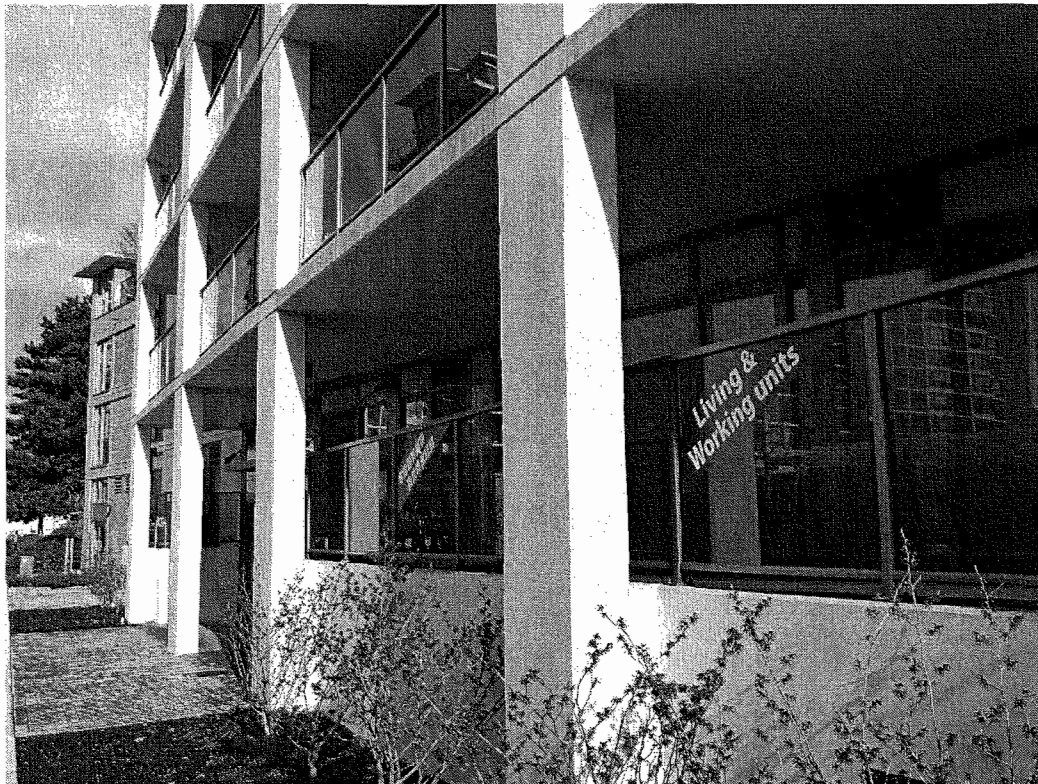


Photo 3: Live/work dwelling facing Alderbridge Way. The door in the foreground is for the work studio and the door in the background is for the dwelling unit. An internal door provides access between the work studio and dwelling unit.

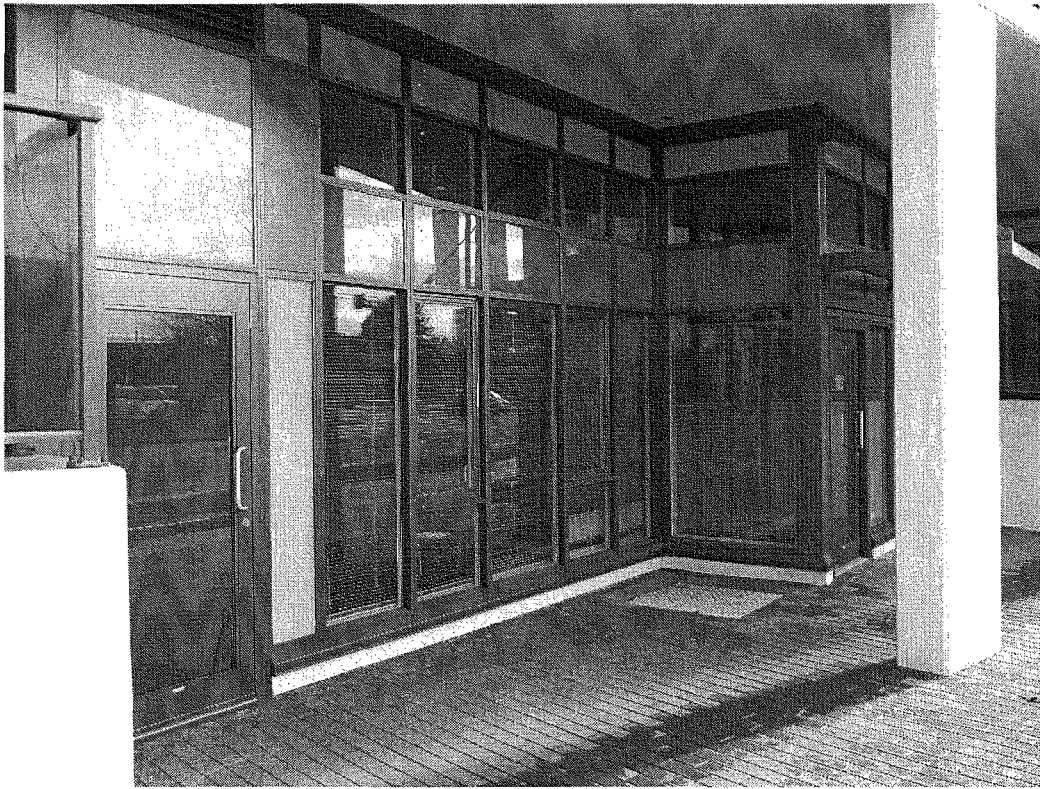
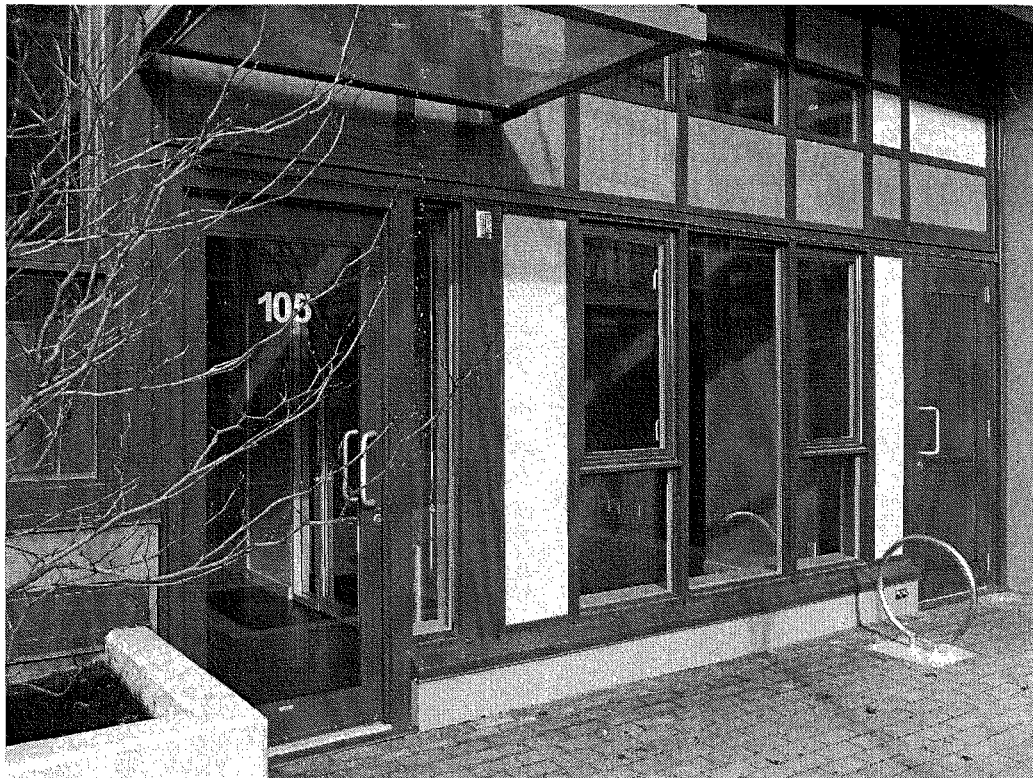


Photo 4: Live/work dwelling facing Alderbridge Way.





**ZT 13-650975**

**Attachment 3**

Address: 7117 Elmbridge Way

Applicant: 0800705 B.C. Ltd.

	Existing	Proposed
<b>Owner:</b>	0800705 B.C. Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	2,607.8 m <sup>2</sup> (28,070 ft <sup>2</sup> )	No change
<b>Land Uses:</b>	Residential units including 4 live/work dwellings	No change
<b>OCP Designation:</b>	High-Density Mixed Use	No change
<b>Area Plan Designation:</b>	Lansdowne Village Specific Land Use Map: Urban Core T6	No change
<b>Zoning:</b>	High Rise Apartment (ZHR7) – Lansdowne Village (City Centre) <ul style="list-style-type: none"><li>Allows for 4 live/work dwellings to be used as a home business together with a studio for artist, dance, radio, television or recording provided that the dwelling unit has exterior access at grade, a maximum of 1 non-resident employee, and the dwelling unit is designed to reflect the mixed use character of the intended use.</li></ul>	High Rise Apartment (ZHR7) – Lansdowne Village (City Centre) <ul style="list-style-type: none"><li>Allows for 4 live/work dwellings that would allow the occupant of the dwelling to work in part of the dwelling for an office, child care, commercial education, health service, personal service or studio for artists.</li></ul>
<b>Number of Units:</b>	97, including 4 live/work dwellings	No change





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9113 (ZT 13-650975)  
7117 Elmbridge Way**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing Section 19.7.11.1.
2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9113”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

**MAR 24 2014**

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Fast Track Application Planning and Development Department

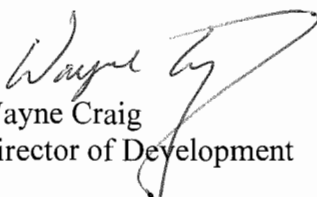
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** March 3, 2014  
**File:** RZ 13-650300

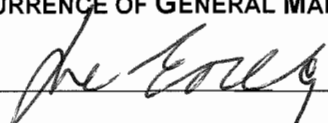
**Re:** Application by Raman Kooner for Rezoning at 9140 Dolphin Ave from Single Detached (RS1/B) to Single Detached (RS2/K)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, for the rezoning of 9140 Dolphin Ave from "Single Detached (RS1/B)" to "Single Detached (RS2/K)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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

**Staff Report**

Item	Details	
Applicant	Raman Kooner	
Location	9140 Dolphin Avenue (see <b>Attachment 1</b> )	
Development Data Sheet	See <b>Attachment 2</b>	
Zoning	Existing: "Single Detached (RS1/B)"	
	Proposed: "Single Detached (RS2/K)"	
OCP Designation	Neighbourhood Residential (NRES)	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Broadmoor (Ash Street Sub-Area) Plan Designation	Low Density Residential (see <b>Attachment 3</b> )	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	Consistent with the Affordable Housing Strategy for single-family rezoning applications, the applicant proposes to build a legal secondary suite within the principal dwelling on one (1) of the two (2) lots proposed.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.	
Surrounding Development	North:	One (1) newer dwelling on a large-sized lot zoned "Single Detached (RS1/B)", directly across Dolphin Avenue.
	South:	One (1) dwelling on a medium-sized lot zoned "Single Detached (RS1/B)", fronting Dolphin Court.
	East:	Three (3) newer dwellings on small to medium-sized lots zoned "Single Detached (RS1/B)" and "Single Detached (RS1/K)", one (1) of which fronts Dolphin Avenue and two (2) of which front Heather Street.
	West:	Three (3) dwellings on medium-sized lots zoned "Single Detached (RS1/B)", fronting Dolphin Court.
Rezoning Considerations	See <b>Attachment 4</b> .	

**Staff Comments**Related Policies & Studies

The redevelopment of the subject site is governed by the Ash Street Sub Area Plan, which dictates that property designated for low-density residential development outside of the 'infill' sites be "guided by the City's normal Development Application process". Rezoning applications for sites outside of designated 'infill' areas are thus considered on their own merits. Staff determined that houses on lots zoned "Single Detached (RS2/K)" do fit into the character of the neighbourhood as there are existing small lots in the area. The applicant's lot is shown as being outside designated 'infill' sites in the Ash Street Sub Area Land Use Map (**Attachment 3**).

Background

The proposed rezoning would enable a subdivision to create two (2) smaller lots from an existing large lot on the south side of Dolphin Avenue between Dolphin Court and Heather Street in the

Broadmoor Planning Area (Ash Street Sub-Area). Each new lot would be a minimum of 10 m wide and 440 m<sup>2</sup> in area. A topographic survey and proposed subdivision plan is shown in **Attachment 5**.

### Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant; which identifies and provides recommendations on tree retention and removal relative to the proposed development. The report identifies one (1) undersized tree on-site (tag # 1), one (1) undersized shrub on-site (tag # 2), and one (1) bylaw-sized tree on-site (tag # 3).

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

- Retain the Flowering Cherry tree located on-site in the rear yard (tag # 3), due to its good condition and location outside of the building envelope. Tree protection fencing is required to be installed in accordance with City's Tree Protection Information Bulletin TREE-03. Tree protection fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.
- Remove one (1) undersized Douglas Fir in the front yard and one (1) undersized shrub located in the rear yard (tag # 1 and 2), due to their size and low landscape value.

The proposed Tree Retention Plan is shown in **Attachment 6**.

To ensure that the Flowering Cherry tree (tag # 3) survives, the applicant is required to submit the following items prior to final adoption of the rezoning bylaw:

- A contract with a Certified Arborist for supervision of any works conducted within close proximity to the tree protection zone. The contract must include the scope of work to be undertaken, including a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A security in the amount of \$1,000 (to reflect the 2:1 tree replacement ratio at \$500/tree). Following completion of construction and landscaping on-site, the applicant must request a landscaping inspection to verify tree survival. If the tree has survived, 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.

Consistent with "Council Policy 5032 – Tree Planting", the applicant proposes to plant and maintain two (2) trees on each lot for a total of 4 trees (6 cm calliper deciduous or 3.5 m high conifer). To ensure the four (4) trees are planted and maintained on-site, the applicant is required to submit a landscaping security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

### Site Servicing & Vehicle Access

There are no servicing upgrades required with rezoning.

Vehicle access to the proposed lots will be to/from Dolphin Avenue. There is an existing street light in front of the subject site on City-owned property in the boulevard along Dolphin Avenue. In accordance with the City's Engineering Design Specifications, the minimum distance required between the nearest streetlight on Dolphin Avenue and the curb letdown for the driveway crossing to the proposed west lot is 1.5 m (otherwise, the streetlight must be relocated at the applicant's cost). There is existing space within the Dolphin Avenue frontage to accommodate a standard driveway crossing on each lot proposed.

#### Subdivision and Building Permit Stage

At 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.

At Building Permit stage, the applicant must complete the following service connection works:

##### *Storm Sewer Works*

- Cap and abandon the existing storm leads at the northwest corner of the proposed west lot (Lot A) and northeast corner of the proposed east lot (Lot B).
- Provide one (1) new dual storm service connection complete with inspection chamber from the existing 600 mm diameter concrete storm sewer at the Dolphin Avenue frontage north of the proposed common property line; within the City boulevard.

##### *Water Works*

- Using the OCP Model, there is 171 L/s of water available at a 20 psi residual at the hydrant at the frontage of 9151 Dolphin Avenue. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or International Organization for Standardization to confirm that there is adequate available flow.
- Disconnect the existing water service at Dolphin Avenue and cap the connection at the main.
- Provide two (2) new water service connections, complete with individual water meters as per Waterworks and Water Rate Bylaw 5637, from the existing 150 mm diameter watermain at the Dolphin Avenue frontage; within the City boulevard.

##### *Sanitary Sewer Works*

- Cap and abandon the existing sanitary connection at the southwest corner of the proposed west lot (Lot A).
- Provide a new dual sanitary service connection complete with inspection chamber from the existing 200 mm diameter sanitary sewer main at the Dolphin Avenue frontage north of the proposed common property line; within the City boulevard.

##### *General Items*

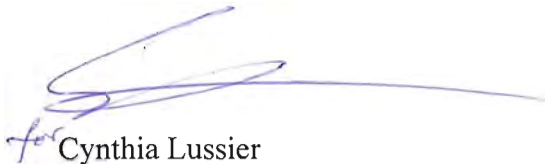
- The applicant is to provide any required private utility company rights-of-ways to accommodate their above ground equipment (i.e., transformers, kiosks, transformers, etc.) and any future under-grounding of overhead lines.

## Conclusion

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

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

On this basis, staff recommends support for the application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9129 be introduced and given first reading.



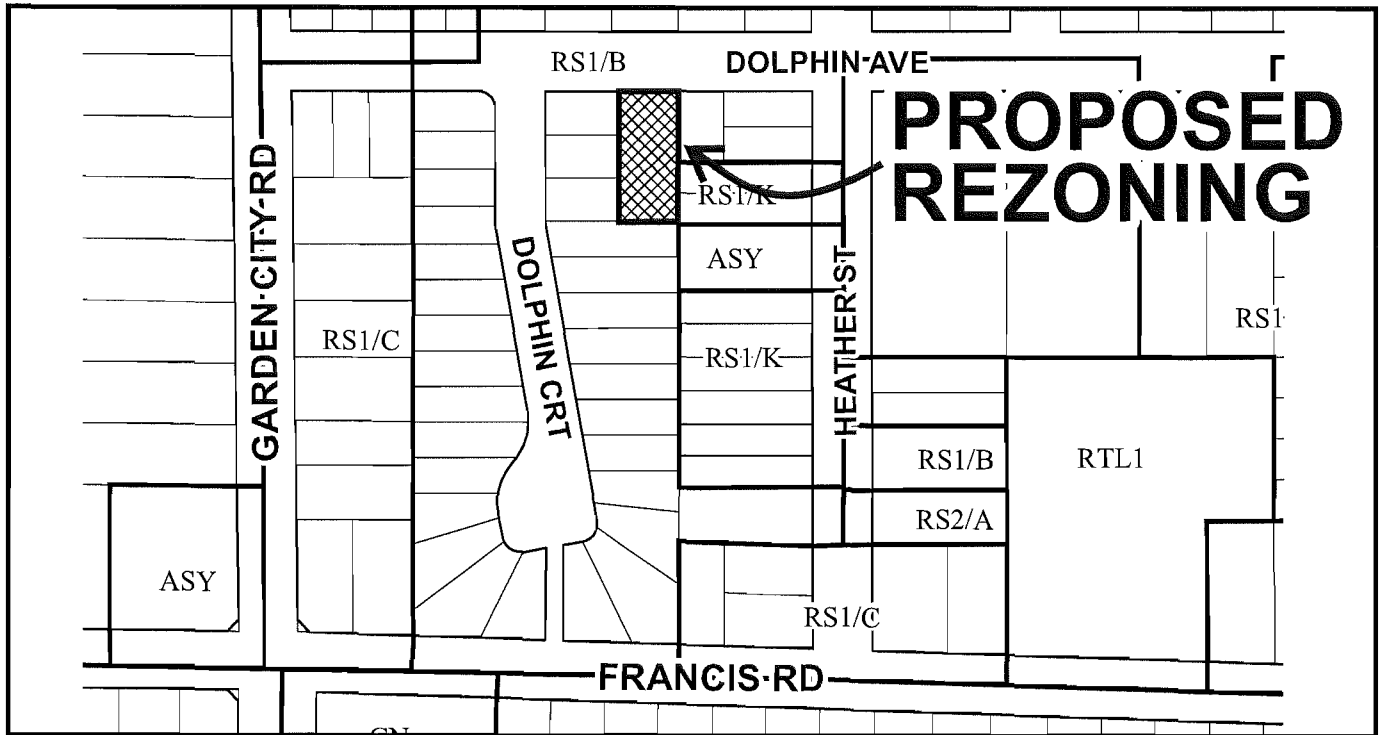
Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:blg

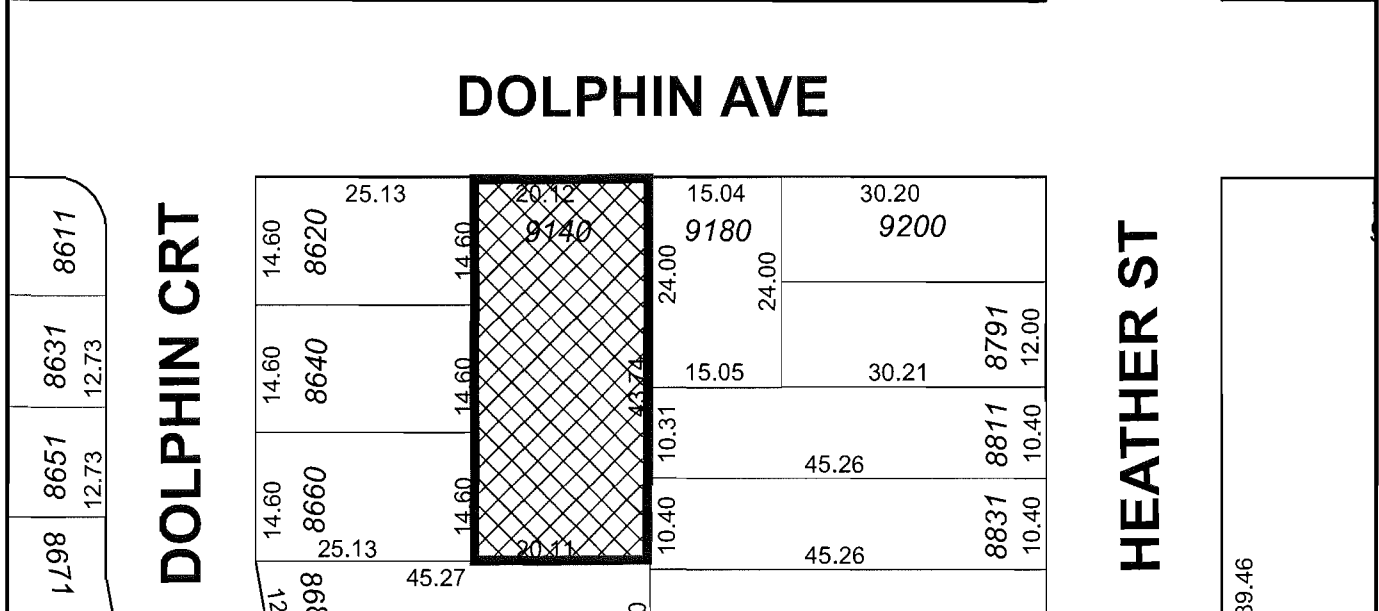
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Ash Street Sub-Area Plan Land Use Designation Map
- Attachment 4: Rezoning Considerations
- Attachment 5: Topographic Survey and Proposed Subdivision Plan
- Attachment 6: Proposed Tree Retention Plan



City of  
Richmond



53	9111	9131	9151	9171		20	9251
31	22.63	22.63	22.63	22.56	22.71		26.33



RZ 13-650300

Original Date: 03/06/14

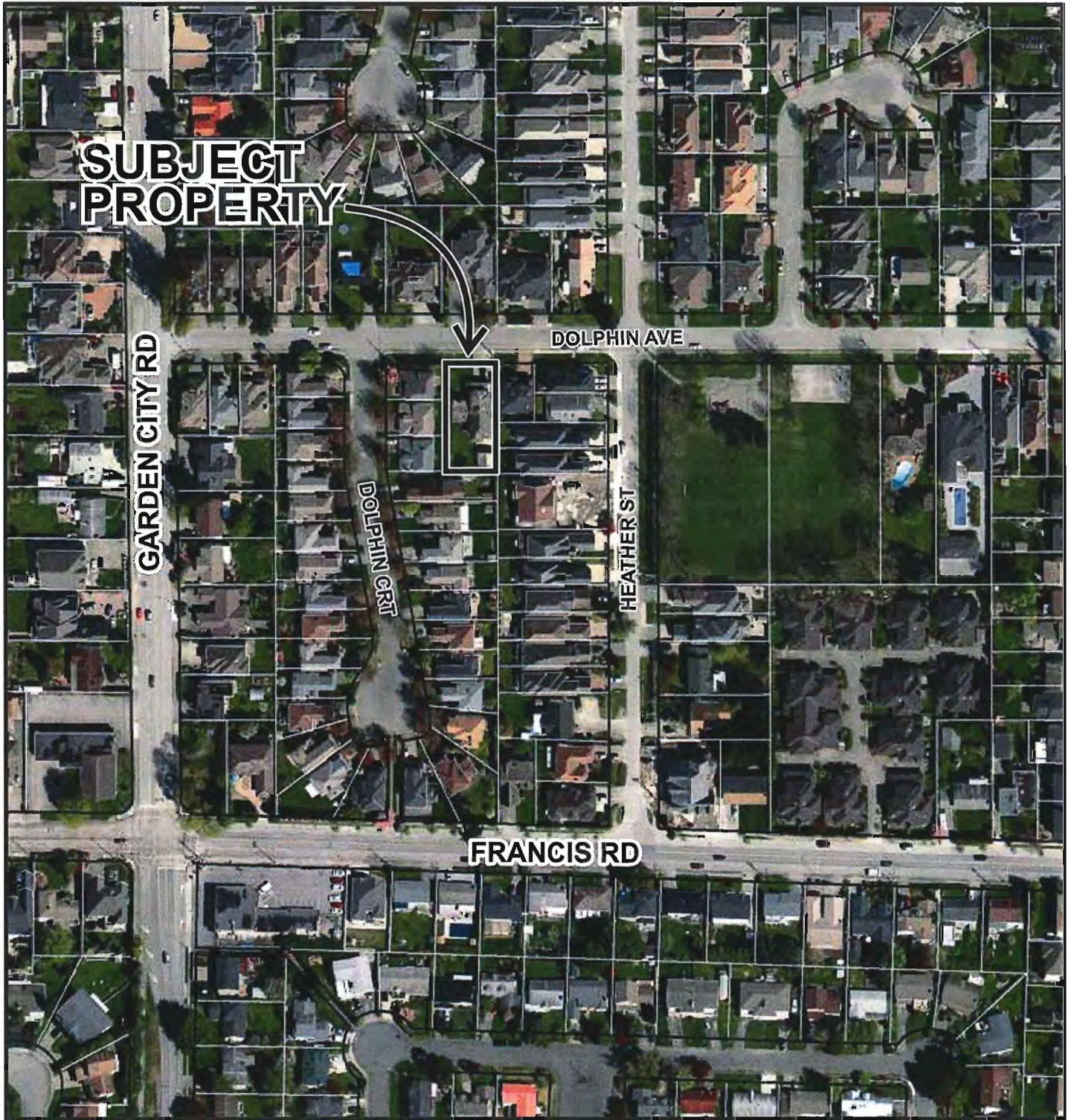
Revision Date:

Note: Dimensions are in METRES





# City of Richmond



**RZ 13-650300**

**PH - 267**

Original Date: 11/25/13

Revision Date:

Note: Dimensions are in METRES



**RZ 13-650300**

**Attachment 2**

Address: 9140 Dolphin Ave

Applicant: Raman Kooner

Date Received: November 20, 2013 Fast Track Compliance: December 20, 2013

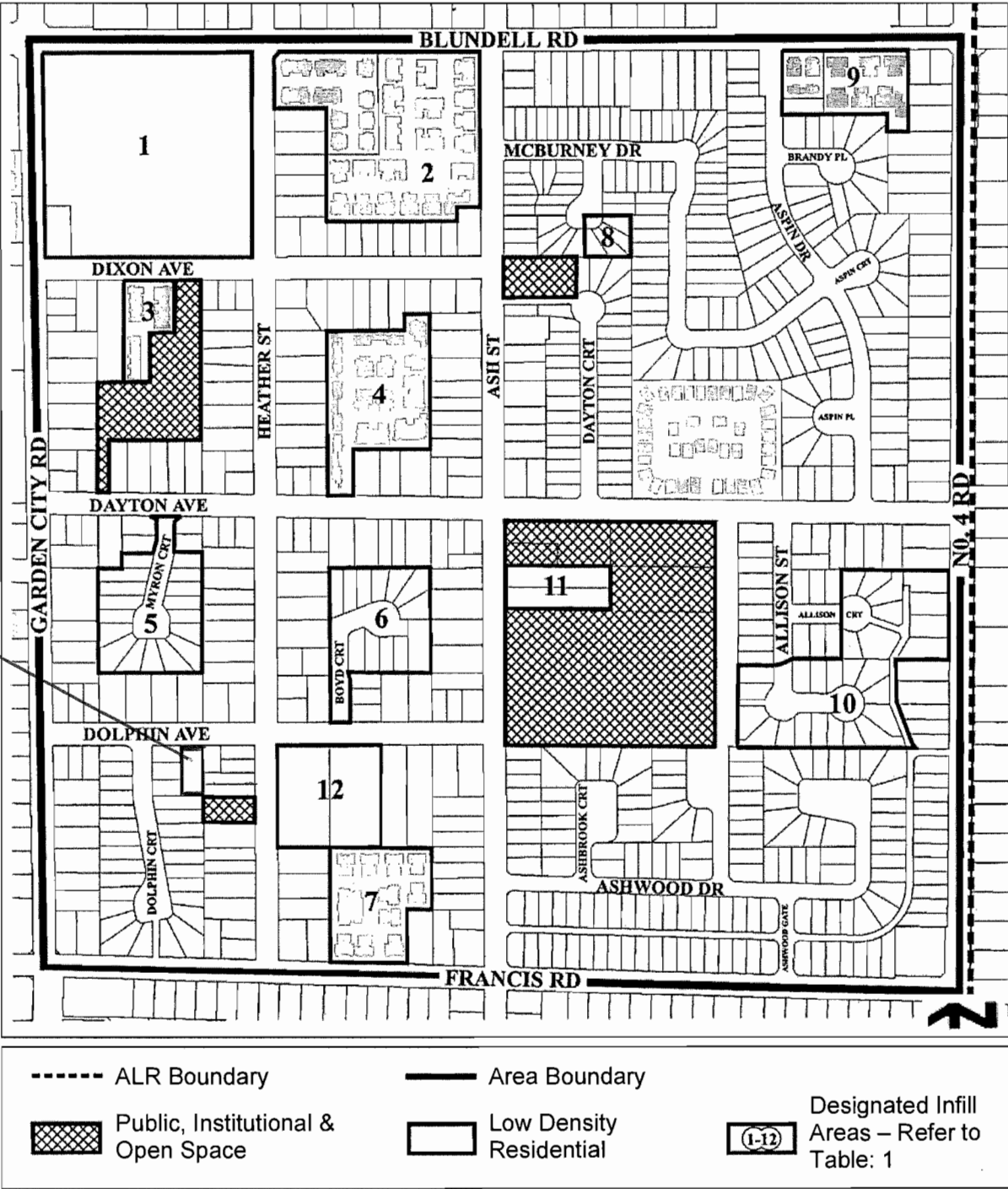
	Existing	Proposed
Owner	Jaskiran Hayer Akkalan Holdings Inc	To be determined
Site Size (m <sup>2</sup> )	880 m <sup>2</sup> (9,472 ft <sup>2</sup> )	Two (2) lots, each approximately 440 m <sup>2</sup> (4,736 ft <sup>2</sup> )
Land Uses	One (1) single detached dwelling	Two (2) single-family lots
Zoning	Single Detached (RS1/B)	Single Detached (RS2/K)

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 – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material	Min. 20%	Min. 20%	none
Setback – Front & Rear Yards (m)	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2 ½ storeys	2 ½ storeys	none
Lot Size	Min. 315 m <sup>2</sup>	Min. 440 m <sup>2</sup>	none
Lot Width	Min. 10 m	Min. 10.06 m	none

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

City of Richmond

Land Use Map







**City of  
Richmond**

## **Rezoning Considerations**

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

**Address:** 9140 Dolphin Ave

**File No.:** RZ 13-650300

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, the following items are required to be completed:**

1. Submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within close proximity to the Tree Protection Zone of the Flowering Cherry tree in the rear yard of the subject site (tag # 3). The Contract must include the scope of work to be undertaken, including: the proposed number of monitoring inspections (at specified stages of site preparation and development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
2. Submission of a tree survival security to the City in the amount of \$1,000 for the Flowering Cherry tree to be retained (tag # 3). After construction and landscaping on-site is completed, the applicant must request a landscaping inspection to verify tree survival. If the tree has survived, 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.
3. Submission of a landscaping security in the amount of \$2,000 to ensure that four (4) trees are planted and maintained on-site (minimum 6 cm caliper deciduous or 3.5 m high conifer).
4. Registration of a flood indemnity covenant on Title.
5. Registration of a legal agreement on title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on 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. \$5,210) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Demolition\* stage, the following items are required to be completed:**

- Installation of tree protection fencing, to City standard, around the Flowering Cherry tree located on-site in the rear yard (tag # 3), in accordance with the City's Tree Protection Information Bulletin (TREE-03). Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.

**At Subdivision\* and Building Permit\* stage, the following items are required to be completed:**

- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.
- Ensure that the site plan for the lots accounts for the minimum distance of 1.5 m required between the nearest streetlight on Dolphin Avenue and the curb letdown for the driveway crossing to the proposed west lot. Otherwise, the streetlight must be relocated at the developer's cost.

### *Storm Sewer Works*

- Cap and abandon the existing storm leads at the northwest corner of the proposed west lot (Lot A) and northeast corner of the proposed east lot (Lot B).
- Provide one (1) new dual storm service connection complete with inspection chamber from the existing 600 mm diameter concrete storm sewer at the Dolphin Avenue frontage north of the proposed common property line, within the City boulevard.

### *Water Works*

- Using the OCP Model, there is 171 L/s of water available at a 20 psi residual at the hydrant at the frontage of 9151 Dolphin Avenue. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or International Organization for Standardization to confirm that there is adequate available flow.
- Disconnect the existing water service at Dolphin Avenue and cap the connection at the main.
- Provide two (2) new water service connections, complete with individual water meters as per Waterworks and Water Rate Bylaw 5637, from the existing 150 mm diameter watermain at the Dolphin Avenue frontage, within the City boulevard.

### *Sanitary Sewer Works*

- Cap and abandon the existing sanitary connection at the southwest corner of the proposed west lot (Lot A).
- Provide a new dual sanitary service connection complete with inspection chamber from the existing 200 mm diameter sanitary sewer main at the Dolphin Avenue frontage north of the proposed common property line, within the City boulevard.

### *General Items*

- Provide any required private utility company rights-of-ways to accommodate their above ground equipment (i.e., transformers, kiosks, transformers, etc.) and any future under-grounding of overhead lines.

### **Note:**

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

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

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

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

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

[Signed original on file]

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Signed

---

Date

# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 567 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 62102

#9140 DOLPHIN AVENUE,  
RICHMOND, B.C.  
P.I.D 003-023-265

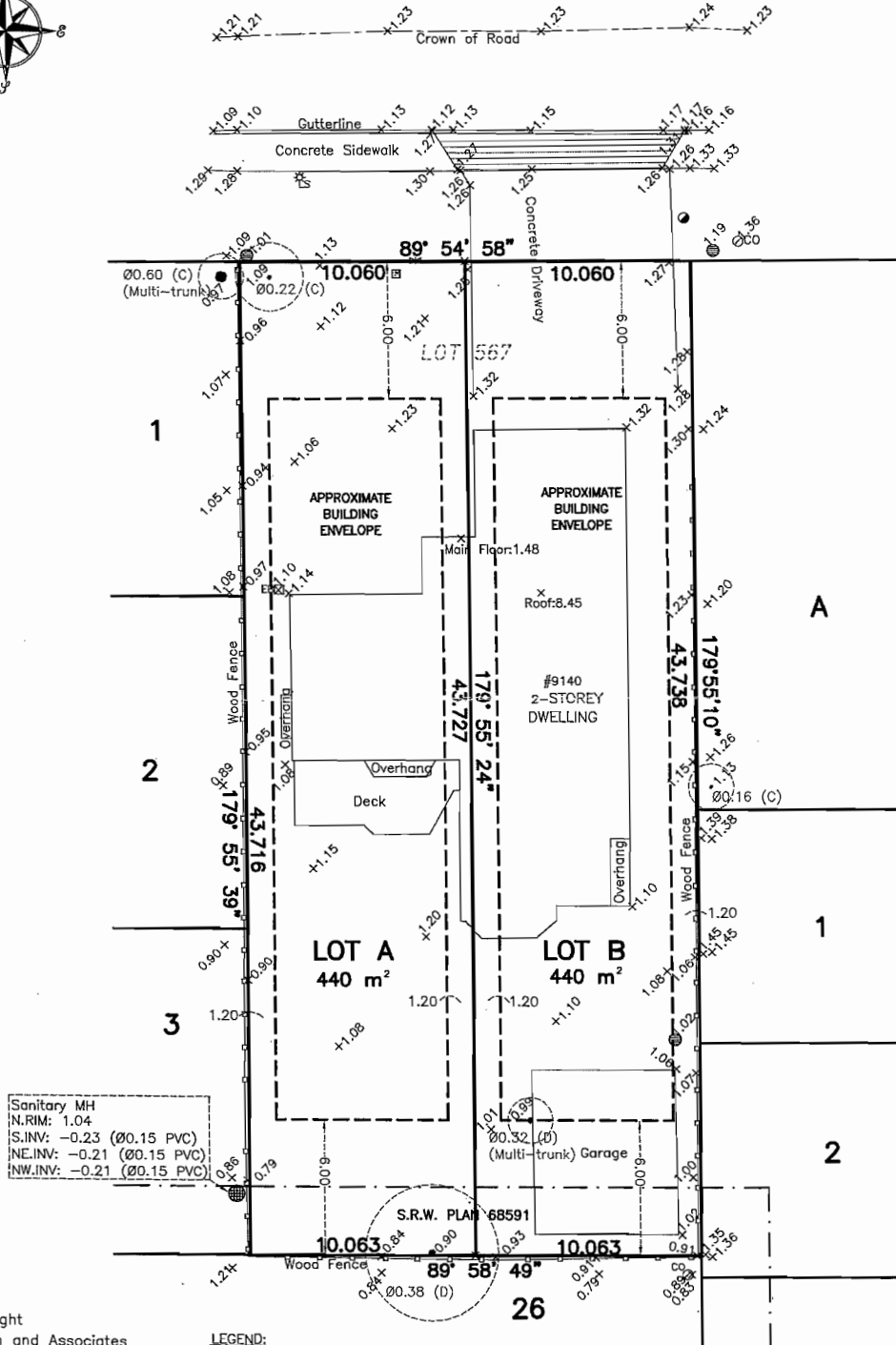
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0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



DOLPHIN AVENUE



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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5336  
FB-242 P59-62  
Drawn By: TH

## LEGEND:

- (C) denotes coniferous
- (D) denotes deciduous
- denotes power pole
- ⊙ denotes round catch basin
- ⊕ denotes manhole
- EB denotes electrical box
- ⊠ denotes water meter
- ⊞ denotes water valve
- CO denotes cleanout
- LS denotes lamp standard

## NOTE:

Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #196,  
Central Monument 77H4970  
Located at CL Brown Rd & Brown Gate.  
Elevation = 1.793 metres

## CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

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

NOVEMBER 4th, 2013

DWG No. 5336--TOPO

PH - 273

NTS



## TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 567 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 62102

#9140 DOLPHIN AVENUE,  
RICHMOND, B.C.  
P.I.D 003-023-265

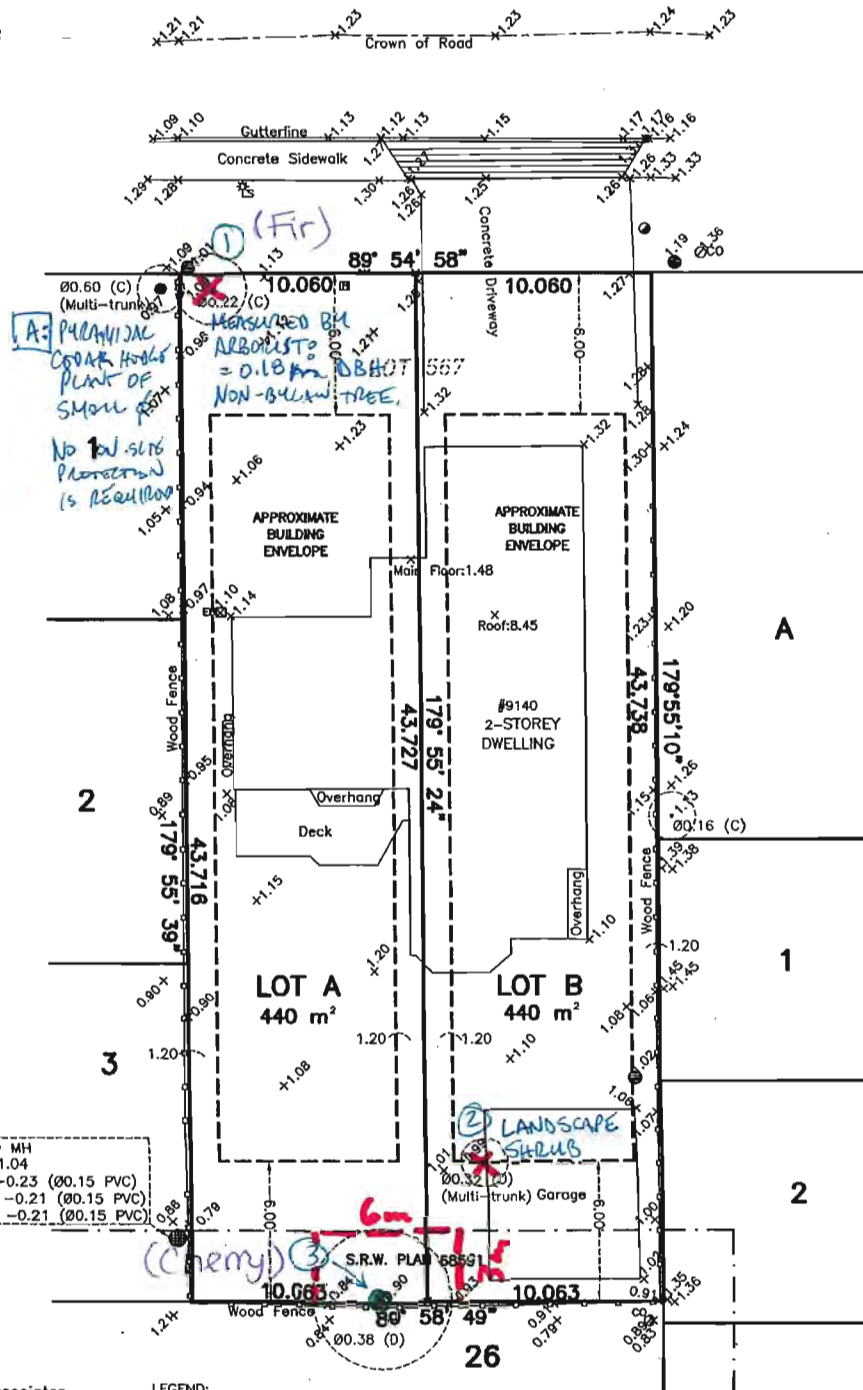
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Located at CL Brown Rd & Brown Gate.  
Elevation = 1.793 metres

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

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

NOVEMBER 4th, 2013

DWG No. 5336-TOPO

PH - 274

NTS



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9129 (RZ 13-650300)  
9140 Dolphin Avenue**

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

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

P.I.D. 003-023-265

Lot 567 Section 22 Block 4 North Range 6 West New Westminster District Plan 62102

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9129**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

**MAR 24 2014**



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER